

City of Rancho Cucamonga **Connect RC**

OCTOBER 2023



Table of Contents

Chapter 1 | Introduction

Vision and Community Values
Community Engagement
Plan Organization

Chapter 2 | Alta Loma

Chapter 3 | Cucamonga – Red Hill

Chapter 4 | Etiwanda

Chapter 5 | Central North – Eastside

Chapter 6 | Central South – Southeast

Chapter 7 | Implementation

Appendices

A | Public Outreach Summaries

B | Detailed Project Cost Estimates

Acknowledgments

City Staff

Jason Welday, Director of Engineering Services / City Engineer

Justine Garcia, Deputy Director of Engineering Services

Clarence de Guzman, Management Analyst I

Annette Mumolo, Communications Affairs Senior Coordinator

Caltrans

Stephanie Gallegos, District 8 Contract Manager

Community Advisory Group

Trails Advisory Committee

Schools

Alta Loma School District

Central School District

Chaffey Joint Union High School District

Cucamonga School District

Etiwanda School District

Consultant Team

Fehr & Peers

Mark Thomas & Company

CirclePoint

CHAPTER 1

Introduction

ConnectRC is an implementation-oriented active transportation plan designed to accelerate development of complete streets infrastructure, making healthy, sustainable transportation choices more practical in Rancho Cucamonga.

“

“Our vision is to build on our success as a world-class community, to create an equitable, sustainable and vibrant city, rich in opportunity for all to thrive”

– The City Council and Community’s Vision for the Future



VISION AND COMMUNITY VALUES

This plan aligns with the vision and community values articulated in PlanRC and moves the ideas from the Mobility & Access chapter several steps closer to implementation.

In addition to moving previously-planned projects along the path to construction, ConnectRC provided an opportunity to reassess existing conditions, gather fresh community feedback, and identify gaps in the City's mobility network, with a particular focus on access to schools.



Health

Increasing access to active transportation for City residents, workers, and visitors can generate a variety of benefits, from a reduction in traffic to an increase in physical and mental well-being. By anchoring the City's active transportation network to schools, we can encourage healthy mobility habits at an early age that will influence future behavior and improve our residents' chances for living long, healthy, fruitful lives.

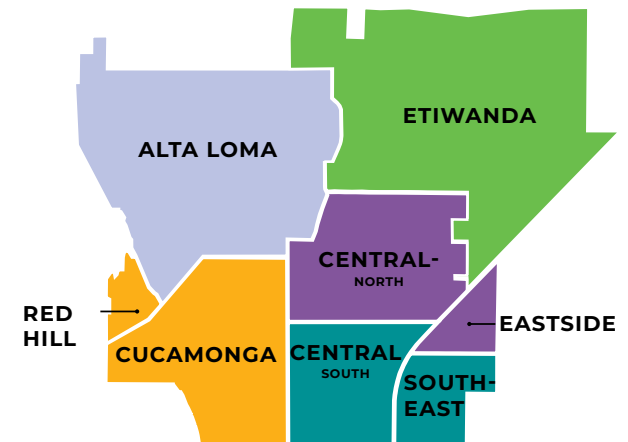
Equity

Every community has unique people, physical characteristics and needs and each area deserves the same level of thoughtful consideration. In order to ensure that we didn't fall into a one-size-fits-all approach to improving mobility, ConnectRC evaluated the City's infrastructure school-by-school, neighborhood-by-neighborhood, community-by-community and made every effort to identify projects that were appropriate for each community. Our community outreach process presented project ideas based on Community Planning Areas, allowing residents and stakeholders to focus on shaping the projects most relevant to their daily lives while also seeing how those projects connect to the rest of the City and beyond. This document is organized around those same Community Planning Area groupings, as shown in the figure to the right.

Stewardship

Connect RC carries forward the City's community value of stewardship by balancing the need to use limited resources efficiently and in a way that strikes a balance between the need for safe and sustainable mobility with other pressing community needs. The projects identified in this plan fall into three main categories:

- Projects with the greatest likelihood of implementation in the near term based on their cost, complexity, and level of community support
- More complex and costly projects that may need grant funding support
- Projects that may be suitable for completion through community partnerships.



COMMUNITY ENGAGEMENT

Our first step in the engagement process was to honor the community needs and desires articulated in the General Plan (PlanRC). The ideas presented in the Mobility & Access chapter of PlanRC served as a starting point for the project ideas presented in this document, followed by observations around schools and conversations with school administrators about the mobility needs of students. The most significant community engagement effort included two rounds of public outreach to get a fresh assessment of community mobility needs (Round 1) and opinions on a preliminary set of project ideas for each of the Community Planning Area groupings described above (Round 2). Each round included a community-wide survey and a series of facilitated interactions with community members at three in-person events. Additionally, we performed a bike audit with the City's Trail Advisory Committee and local bicycle advocates to ride the off-street trails and discuss potential improvements.

Round 1:

- Central Park, Rancho Hall – October 20, 2022
- Archibald Library – November 1, 2022
- Paul A. Biane Library – November 3, 2022
- Bike Audit – December 2, 2022
- Safe Routes to School Liaison Meeting (Virtual) – December 5, 2022

Round 2:

- Safe Routes to School Liaison Meeting – April 17, 2022
- Cucamonga Valley Water District Earth Day Celebration – April 22, 2023
- Crime Prevention Rally & Open House – April 29, 2023
- Terra Vista Farmers Market – May 6, 2023

A more detailed summary of the public input received specific to each of the planning areas can be found in the “What We’ve Heard” section of each chapter. A citywide overview of the public outreach process can be found in **Appendix A**.



Community Outreach - Phase 1

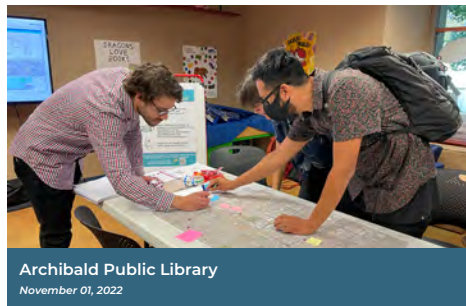
Fall 2022



Central Park Community Center
October 20, 2022



Central Park Community Center
October 20, 2022



Archibald Public Library
November 01, 2022



Victoria Gardens
November 03, 2022



Archibald Public Library
November 01, 2022



Victoria Gardens
November 03, 2022



Bike Audit
December 02, 2022



Bike Audit
December 02, 2022



Cucamonga Valley Water District's Open House & Earth Day
April 22, 2023



Terra Vista Farmer's Market
May 06, 2023



Terra Vista Farmer's Market
May 06, 2023



Cucamonga Valley Water District's Open House & Earth Day
April 22, 2023



RC Police Department Open House
April 29, 2023



Terra Vista Farmer's Market
May 06, 2023

Community Outreach - Phase 2

Spring 2023



RC Police Department Open House
April 29, 2023

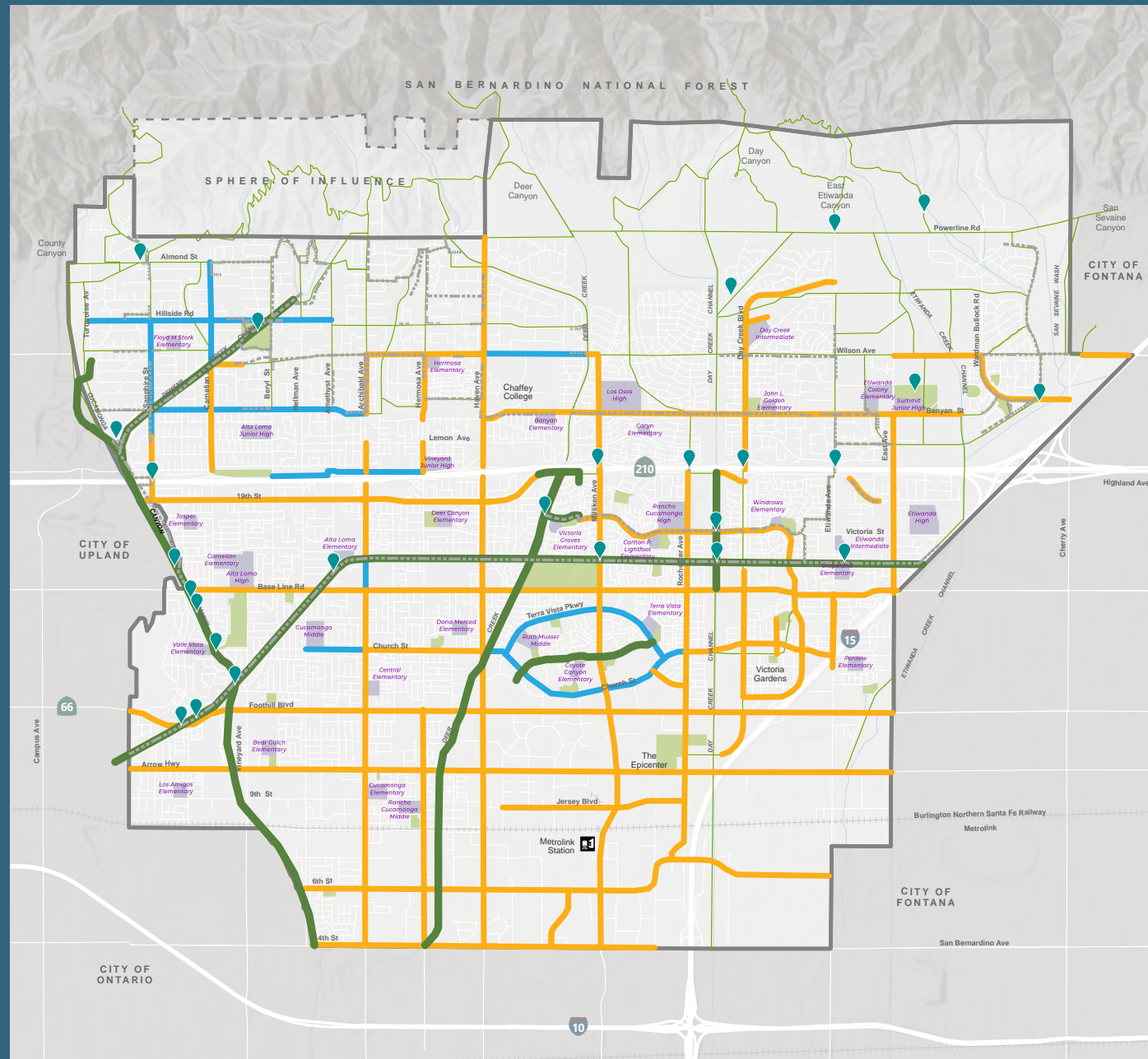
Existing Conditions Summary

Existing bicycle and pedestrian infrastructure were identified through walk audits focused around 35 public schools, community outreach, an audit of major bike trails, and data collection.

Existing Trails
30.7 miles

Existing Bike Facilities
106.8 miles

The existing pedestrian and bicycle facilities, as well as observations from each walk audit, are described in further detail for each planning area in [Chapters 2 - 6](#).



Existing Bicycle Facilities

- Existing Bike Path/Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Existing Regional and Community Trails

Existing Equestrian Trails

- ◆ Existing Trailheads

- Parks
- Schools



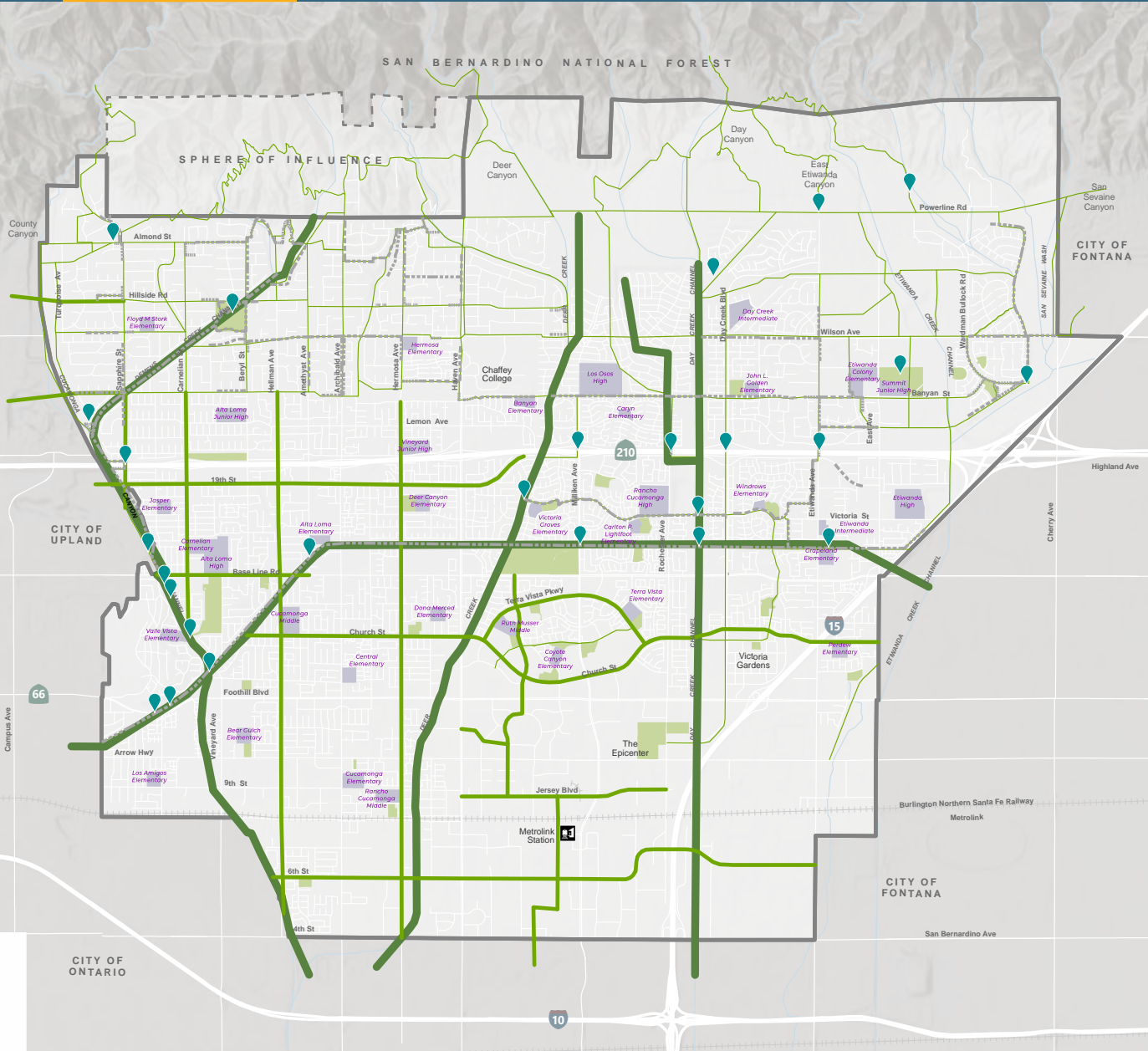
How to Use This Plan








This ATP builds on the work in the City’s general plan, [PlanRC](#), to identify projects that are implementable within the near-term and provide connections to schools and other community points of interest.

This plan is action-orientated and provides a list of projects that fall within three distinct categories

1. Projects that can be easily included in the City’s Major Projects Plan or Capital Improvement Plan (CIP).
2. Projects that can be easily submitted for competitive grant funding opportunities.
3. Projects that the City can partner with School Districts and/or other Community Partners to complete.

The following section walks through the components of this plan.



 PlanRC Trail Corridors	 Existing Equestrian Trails
 PlanRC Bicycle and Pedestrian Priority	 Existing Trailheads
 Existing Regional and Community Trails	 Parks
	 Schools



ABOUT THE AREA

Alta Loma

Located in the northwest corner of the City of Rancho Cucamonga, Alta Loma is a **semi-rural** and **suburban** area with commercial areas along SR-210 which runs from East to West. A strong equestrian heritage and character is present throughout the community, including access to the foothill open spaces to the north. The variety of trails, including the Pacific Electric Trail, Cucamonga Creek Trail, and Demens Creek Trail, provide opportunities for cross-community connections.

Existing Trails

10 miles

Existing Bike Facilities

21.4 miles

Access to Trails and Bike Facilities

10%

Percent of population living within quarter mile of an existing trail

26%

Percent of population living within quarter mile of an existing bike facility

Schools

10

- Alta Loma Elementary
- Banyan Elementary
- Carnelian Elementary
- Deer Canyon Elementary
- Floyd M Stork Elementary
- Hermosa Elementary
- Jasper Elementary
- Alta Loma Junior High
- Vineyard Junior High
- Alta Loma High
- Chaffey College

Destinations

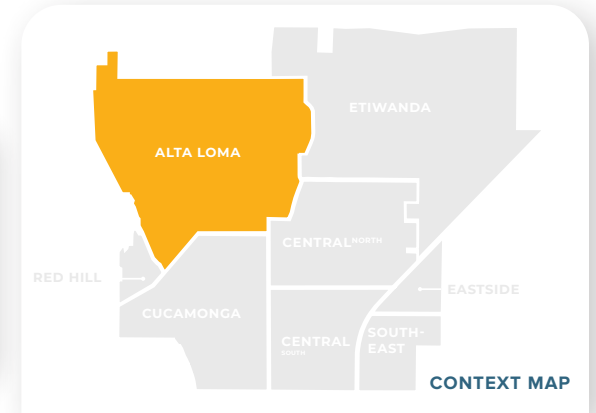
- Alta Loma Town Center
- Heritage Park
- Beryl Park
- Hermosa Park
- Red Hill Park

ALTA LOMA FEATURES

- Low Density
- Trail Connections
- Gutterless Streetscapes
- Large Shade Trees

Collisions
Ped/Bike (2015–2019)

0 Fatal
5 Severe Injury
31 Other Injury



Summary of Existing Trails and Bike Facilities

Name	From	To	Class	Length (miles)
Existing Trails				
Demens Creek Trail	Ram Ct.	Cucamonga Creek Trail	I	2.0
Cucamonga Creek	Confluence Park	Pacific Electric Trail	I	2.5
Pacific Electric Trail	Cucamonga Creek Trail	Deer Creek	I	2.9
Deer Creek (South)	Highland Ave.	Pacific Electric Trail	I	0.8
Existing On-Street Bike Facilities				
Sapphire St.	Hillside Rd.	Lemon Ave.	II	1.0
Hillside Rd.	Turquoise Ave.	Carnelian St.	III	1.0
Archibald Ave.	La Colina Dr.	Banyan St.	II	0.7
Archibald Ave.	Banyan St.	Lemon Ave.	III	0.3
Archibald Ave.	Lemon Ave.	Base Line Rd.	II	1.5
Hermosa Ave.	Wilson Ave.	Banyan St.	II	0.5
Hermosa Ave.	Lemon Ave.	Highland Ave.	II	0.3
Haven Ave.	Tackstem St.	SR-210	III	2.4
Haven Ave.	SR-210	Base Line Rd.	II	1.2
Carnelian St.	Almond St.	19th St.	III	2.5
Wilson Ave.	Carnelian St.	Archibald Ave.	III	1.3
Wilson Ave.	Archibald Ave.	Haven Ave.	II	1.0
Wilson Ave.	Haven Ave.	Deer Creek	III	0.9
Banyan St.	Haven Ave.	Deer Creek	II	0.7
19th St.	Cucamonga Creek Trail	Haven Ave.	II	2.9
19th St.	Haven Ave.	San Benito Ave.	III	0.5
19th St.	San Benito Ave.	Deer Creek	II	0.2
Base Line Rd.	Cucamonga Creek Trail	Haven Ave.	II	2.5

EXISTING CONDITIONS

WALK & BIKE AUDIT SUMMARY

Pedestrian and Bicycle Network

- Access to a wide network of community trails and equestrian trails makes Alta Loma unique.
- Sidewalk gaps or narrow sidewalks on several streets around the schools.
- Circuitous crossing of SR-210.
- Narrow gates at access points on trails.
- Gravel on some portions of trails makes it challenging for road bikers to ride on them.
- Add or widen sidewalks to provide more space for high pedestrian activity near schools where possible.
- Opportunity to extend bike facility towards Upland and connect to the Colonies Crossroads.
- Opportunity to improve access to Demens Creek and Cucamonga Creek trails.

Crossing

- Crosswalks around the schools would benefit from enhancements such as installing curb extensions, high-visibility crosswalks, advanced yield lines, RRFBs, leading pedestrian intervals, bike boxes, lighting, median refuge islands, etc. as appropriate.
- Opportunity to improve trail crossings on major streets.

Safety

- Vehicles traveling over speed limit or not yielding to pedestrians.
- Landscaping maintenance needed to improve sight distance at several intersections.
- Opportunity to improve active transportation access and safety by repurposing vehicle space such as travel lane removal/narrowing or no parking zone.


Experience

- Uphill grade towards the north of Alta Loma makes walking or biking from south to north more challenging.
- Opportunity for improved wayfinding and signage.
- Opportunity to improve trail amenities with trailhead improvements, water fountains, trash bins, etc.

Walk audits were conducted around 11 schools in Alta Loma between September 29, 2022 and October 11, 2022. The walk audits focused on observing the existing conditions of active transportation network around the public schools, and identifying potential physical improvements to connect the schools to the broader network.

A **bike audit** was conducted along the trails in Alta Loma including parts of Demens Creek, Cucamonga Creek and the Pacific Electric Trail. The following conditions were observed across multiple corridors in Alta Loma. Location-specific observations and recommendations are noted on the individual project sheets.



Narrow gates at access points on trails make it challenging to enter with bikes, especially for beginner cyclists.  Demens Creek



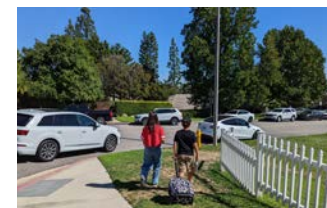
ADA ramps don't align with crosswalks.  Alta Loma High School




High pedestrian and biking activity around schools.  Hermosa Elementary



Lack of crosswalks around schools.  Alta Loma Elementary



Gaps in sidewalks.  Floyd M. Stork Elementary



Bicyclists riding on sidewalks.  Carnelian Elementary



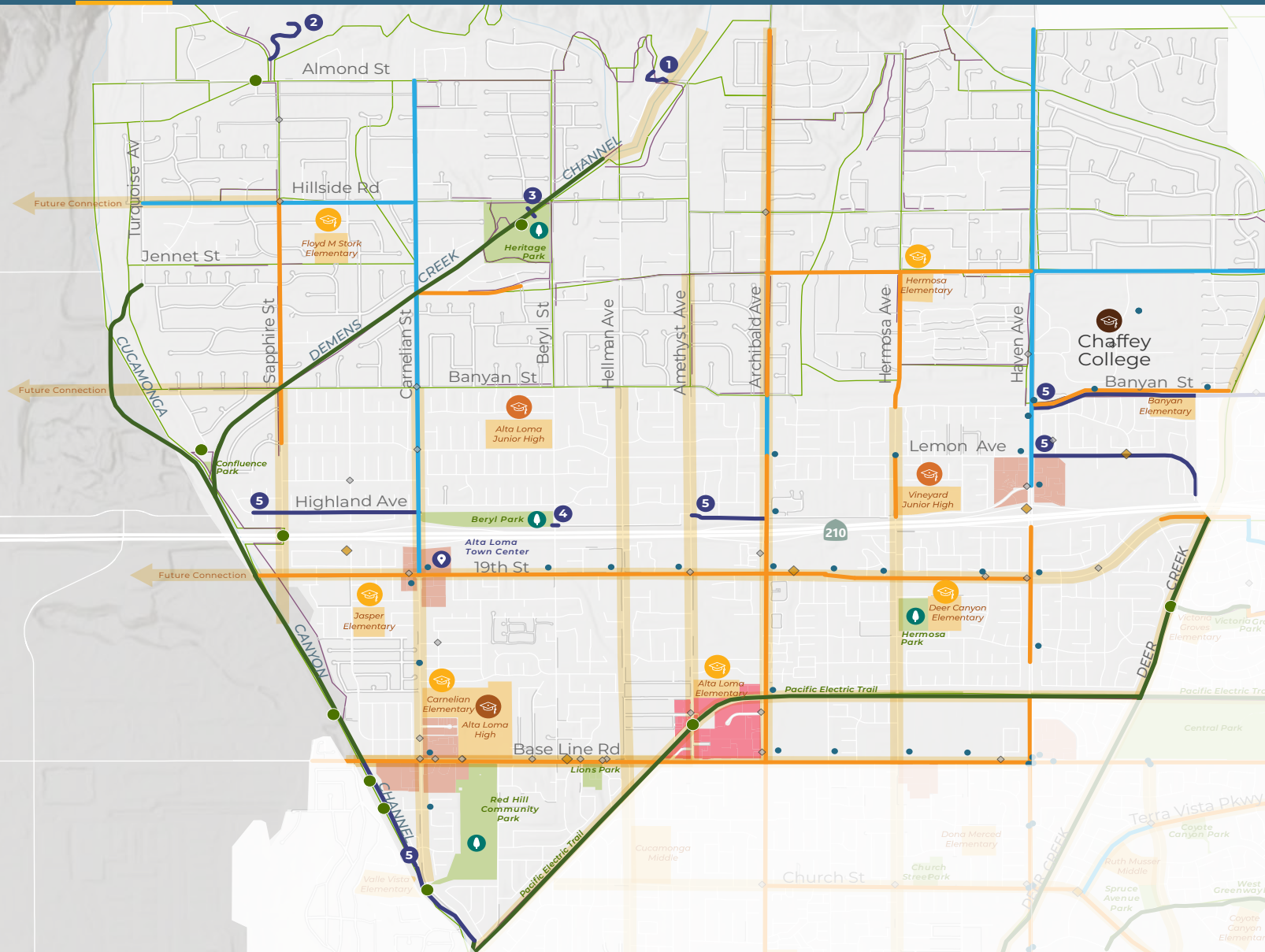
Narrow sidewalks.  Jasper Elementary



Missing curb ramps.  Jasper Elementary



Crosswalk needs maintenance.  Vineyard Middle



EXISTING CONDITIONS

- Existing Bike Path/Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Existing Community Trail
- Existing Equestrian Trail
- Missing Sidewalk
- Existing Trailhead
- Existing Transit Stops
- ◆ Fatal Collision*
- ◆ Severe Injury Collision*
- ◆ Other Injury Collision*
- PlanRC Planned Ped/Bike Priority
- PlanRC Focus Area
- Planned City Center
- Planned Traditional Town Center
- Planned Neighborhood Center



*Ped/Bike Collision Data Source: Transportation Injury Mapping System (TIMS), 2015–2019.

Capital Improvement Program (2022-2023)

- 1 Almond Trail Improvement Project
- 2 Morgan Ranch Trailhead
- 3 Heritage Park Bridge Replacements
- 4 Beryl Park East Inclusive Playground
- 5 Pavement Rehabilitation:
 - Highland Avenue
 - Banyan Street
 - Lemon Avenue
 - Cucamonga Creek

PlanRC Vision

Destinations

- **Alta Loma Town Center** is one of the Focus Areas identified in PlanRC and envisioned as a “small town main street”.
- Transform **Alta Loma Packing House** into a market for fresh produce.
- Create a **new neighborhood park at Roberts Street and Base Line Road** and connect to PE Trail.

Potential Improvements

- Add street trees along parking lanes on **Amethyst Street**.
- Improve **Base Line Road** and **Archibald Avenue** to prioritize active transportation and transit.
- Improve **Hellman Avenue** with buffered bike lanes.



Archibald Avenue imagined in PlanRC with median and bike lanes.

- Expand the existing **trailhead at Amethyst Avenue on PE Trail** into creating a unique community park in coordination with CVWD.

COMMUNITY ENGAGEMENT

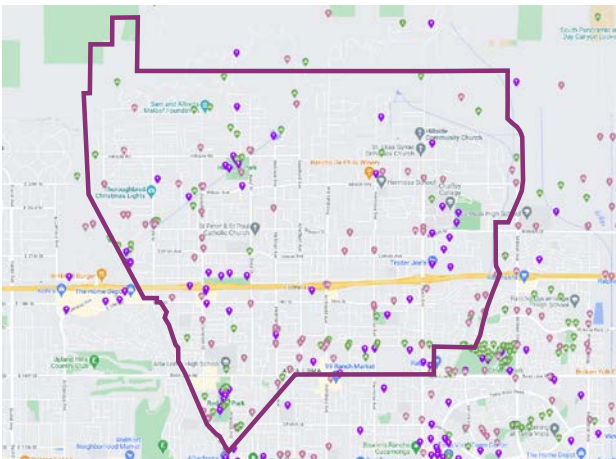
WHAT WE'VE HEARD

In-person community engagement, an online survey, and workshops with HealthyRC Steering Committee and school principals were conducted in Fall 2022.

- 36 percent of comments on the community survey were received from Alta Loma residents (237 respondents).



Community workshop at Central Park



Online survey response in Alta Loma.

★ Places I go to

- Schools
- Heritage Park
- Red Hill Park
- Beryl Park
- Hermosa Park
- Pacific Electric Trail (PET)
- Cucamonga Creek
- Demens Creek
- Trails in north Alta Loma near the foothills
- Chaffey College
- Rancho de Philo Winery
- Commercial centers at:
 - Haven Avenue and Lemon Avenue
 - Archibald Avenue and Base Line Road
 - Haven Avenue and Base Line Road
 - 19th Street and Archibald Avenue
 - Colonies Crossroads (outside of city boundary in Upland)



“[PE Trail] is one of, if not the best, implemented ideas the city ever had. The trail needs to be protected, cleaned, and monitored.”

“At all crossings for the Pacific Electric Trail, drivers don’t adhere to the flashing lights or the traffic lights as they run through the crossing...”

“Reduce vehicle speed for safety on Hermosa to create walking/hiking zone.”

“More high-visibility crosswalks, please.”

💡 Issues or Opportunities

Gaps in Pedestrian and Bicycle Network:

- Older parts of the area have no sidewalks or bike facilities but great to bike/walk due to the street character (example, Buckthorn Avenue).
- Respondents identified the following segments for sidewalk gap closures:
 - Wilson Avenue north of Chaffey College.
 - Hellman Avenue between Base Line Road and 210
 - Amethyst Avenue between Monte Vista Street and Lomita Drive
- Connection needed between Base Line Road and 19th Street along Cucamonga Creek.

Access:

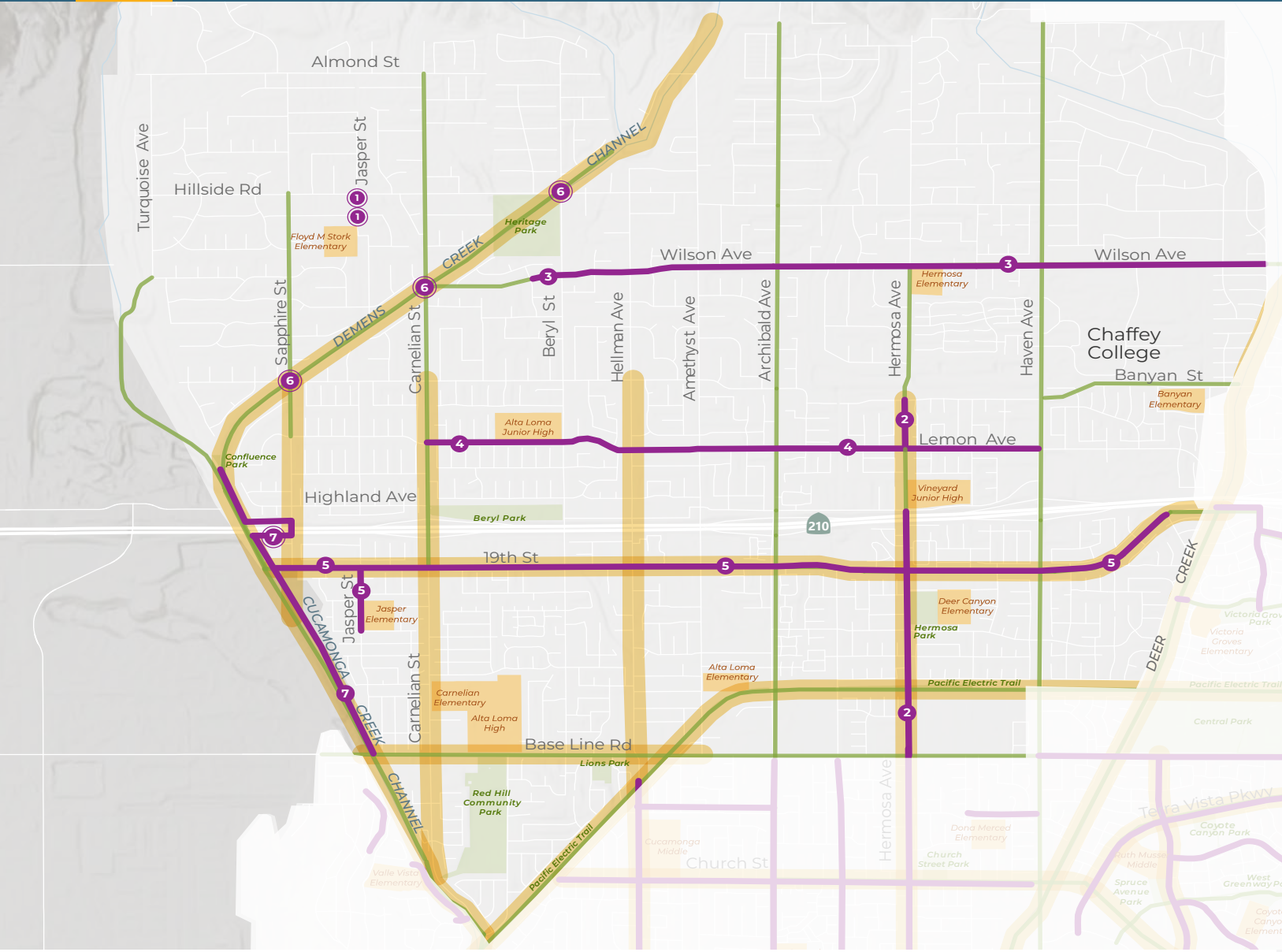
- More destinations would be great on PET, especially between Amethyst Avenue and Hermosa Avenue
- Respondents expressed interest in accessing the trails without having to drive
- Respondents identified the following areas for improved pedestrian access:
 - Heritage Park
 - Hellman Avenue south of 19th Street
 - Add more neighborhood access points to PET
 - Alta Loma Elementary pick-up/drop-off point
- Respondents identified the following intersections for improved crossing:
 - Beryl Street and Hillside Road
 - Banyan Street at Sapphire Street and Demens Creek

Perceived Safety Concerns:

- Collisions on Hermosa Avenue from PET to 19th Street.
- Motorists speed on streets.
- Motorists do not stop for pedestrians or stop signs and run red lights.

Amenities:

- Respondents enjoy using the Demens Creek Trail and PET but expressed concerns about trail crossings, access, safety, cleanliness, lighting, and safety.
- Amenities such as drinking fountains, rest areas, and dog trash receptacles are needed along the trails.
- More signage and wayfinding needed.
- Trail-oriented development or services would be great such as food vending carts or Farmers Market.



PROJECT IDEAS

- 1 Jasper Street Pedestrian Improvements
- 2 Hermosa Avenue Buffered Bike Lane
- 3 Wilson Avenue Ped/Bike Gap Closures
- 4 Lemon Avenue Buffered Bike Lane & Widened Sidewalks
- 5 19th Street Buffered Bike Lane and Jasper Street Ped. Enhancements
- 6 Demens Creek Trail Crossing Enhancements
- 7 Cucamonga Creek Trail Resurfacing & Crossing Enhancements

RECOMMENDATIONS

- Corridor Enhancements
- Access/Crossing Enhancements
- Existing Bike/Trail Facility
- PlanRC Planned Ped/Bike Priority



PROJECT IDEA 1

Jasper Street

Pedestrian Improvements

CORRIDOR OVERVIEW

Distance	–
Typical Width	30'–32'
Number of Lanes	2
Posted Speed Limit	25 mph
ADT Estimate (2019)	–
Street Typology	Local
Existing Bike Facility	–
PlanRC Bike/Ped Priority	No
Schools	Floyd M. Stork Elementary
Transit	–
Trail Connection	–
Population Within Quarter Mile	1,550

Preliminary Cost Estimate: \$143,000

Recommendations

✔ **Pedestrian improvements** including high-visibility crosswalk, curb extensions, curb ramps at the following intersections:

- Hillside Rd. and Jasper St.
- Jasper St. and Orchard St.

PROJECT BENEFITS

- ✔ Access to Schools
- ✔ Network Connectivity
- ✔ Key Barrier/Gap Closure

PROJECT AREA FEATURES



High-visibility crosswalk and curb ramps would benefit walkability along Hillside Rd.



PROJECT IDEA 2

Hermosa Avenue

Buffered Bike Lane

Banyan Street ←→ Base Line Road

CORRIDOR OVERVIEW

Distance	1.2 Miles
Typical Width	60'
Posted Speed Limit	45 mph
ADT Estimate (2023)	11,000 (See Feb. 2023 Hermosa Crosswalk study)
Existing Bike Facility	Class II Bike Lane from Wilson Ave. to Banyan St., and from Lemon Ave. to Highland Ave.
Street Typology	Bicycle Corridor
PlanRC Bike/Ped Priority	Yes
Schools	Vineyard Junior High Deer Canyon Elementary
Transit	Omnitrans Routes 87 & 67
Trail Connection	Pacific Electric Trail
Population Within Quarter Mile	6,000

Preliminary Cost Estimate: \$185,000

PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Access to Parks & Rec
- ✓ Network Connectivity
- ✓ Access to Transit
- ✓ Key Barrier/Gap Closure
- ✓ Collision History

PROJECT AREA FEATURES



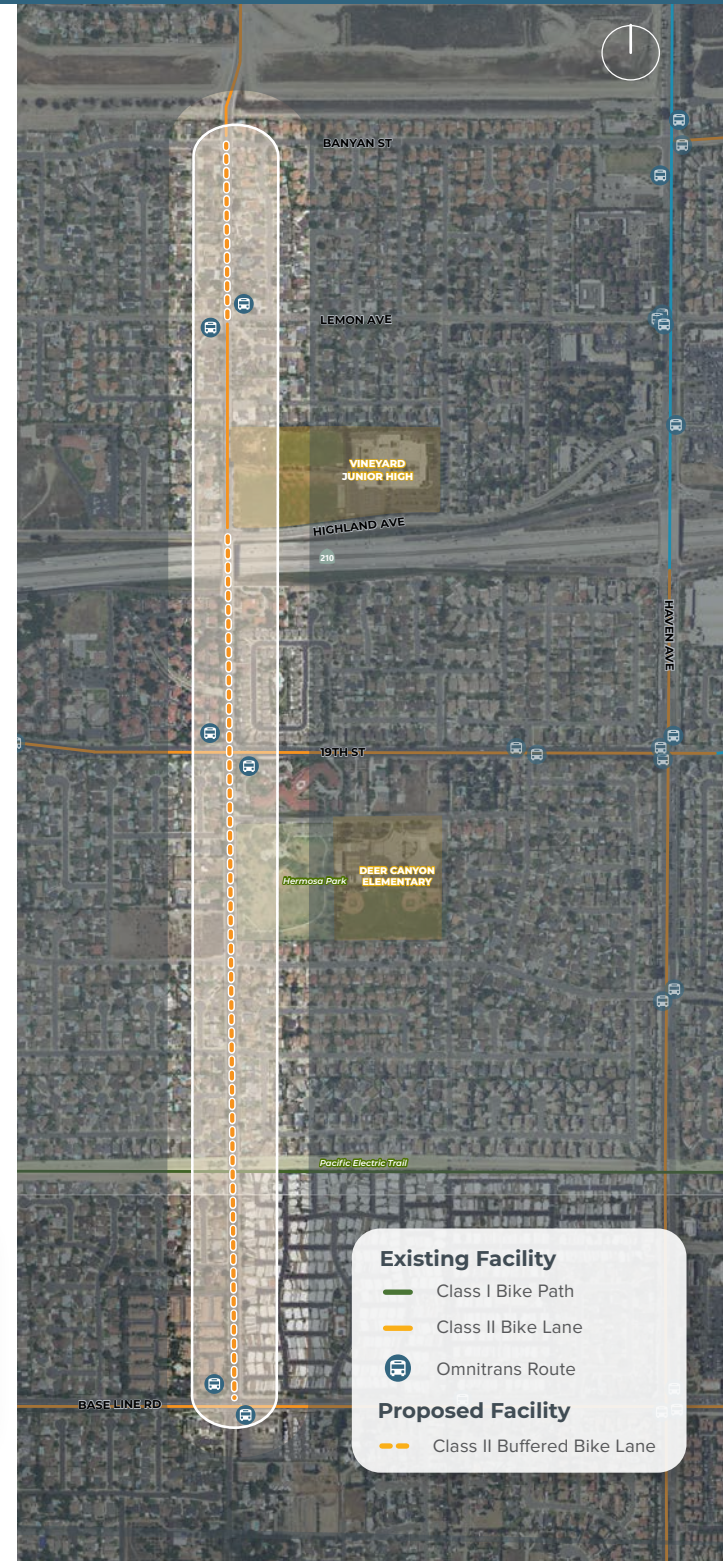
Continuing buffered bike lane on Hermosa St. would improve network connectivity.



Additional wayfinding signage would improve navigation for bicyclists and pedestrians.

Recommendations

✓ **Class II Buffered Bike Lane** along Hermosa Avenue from Banyan Street to Lemon Avenue and Highland Avenue to Base Line Road including wayfinding signage for gap closures of the existing bike lane network.



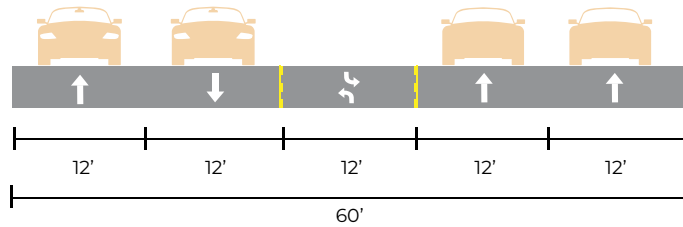
Existing Facility

- Class I Bike Path
- Class II Bike Lane
- Omnitrans Route

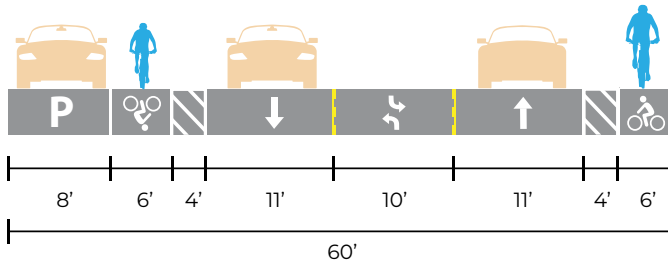
Proposed Facility

- Class II Buffered Bike Lane

Typical Existing Cross-Section

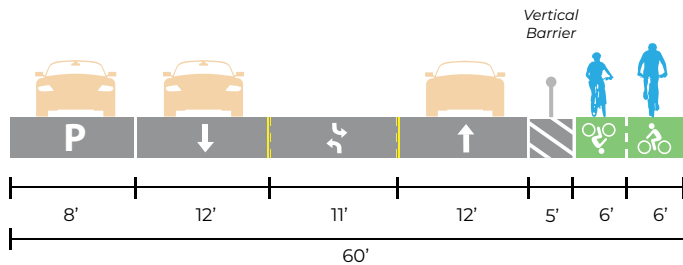


Recommended: Buffered Bike Lanes with Parking on One Side



• Opportunity to shorten crossing distance at marked crosswalks with curb extensions (bulb outs) on parking side of the road.

Alt. 1: Protected Two-Way Cycle Track on One Side



• Paint and vertical barrier, such as plastic bollards, planter boxes, or concrete median, required.
 • All schools/parks are on the east side.
 • Requires signal modifications (bike signals).
 • Downhill bike speeds are a concern with this facility type.

Recent Planning Effort

The [Hermosa Avenue Crosswalk Study](#) was completed in April 2023 to evaluate three existing crosswalks along Hermosa Avenue at the following locations:

- Hermosa Avenue and Hamilton Street/Mignonette Street
- Hermosa Avenue and Monte Vista Street

The study evaluated the existing usage and design of the uncontrolled crosswalks and proposed recommendations to improve safety of pedestrians crossing at these locations. One key recommendation was the reconfiguration of the roadway to encourage slower speeds.



Example Uncontrolled Crosswalk at Hermosa Ave. near Hamilton St.

PROJECT IDEA 3

Wilson Avenue

Ped/Bike Gap Closures

CORRIDOR OVERVIEW

Distance	0.14 Miles
Typical Width	60' from 700' west of Buckthorn Ave. to Haven Ave. 40' from Haven Ave. to Deer Creek Channel
Posted Speed Limit	40 mph (Carnelian Ave. to Archibald Ave.) 45 mph (Archibald Ave. to Milliken Ave.)
ADT Estimate (2019)	4,700 TO 7,900
Existing Bike Facility	Class III Bike Route (Carnelian Ave. to Archibald Ave.) Class II Bike (Archibald Ave. to Haven Ave.) Class III Bike Route (Haven Ave. to Deer Creek Channel)
Street Typology	Transit Corridor
PlanRC Bike/Ped Priority	No
Schools	Hermosa Elementary and Chaffey College
Transit	Omnitrans Routes 67, 81, 85 & 87
Trail Connection	Pacific Electric Trail
Population Within Quarter Mile	2,250

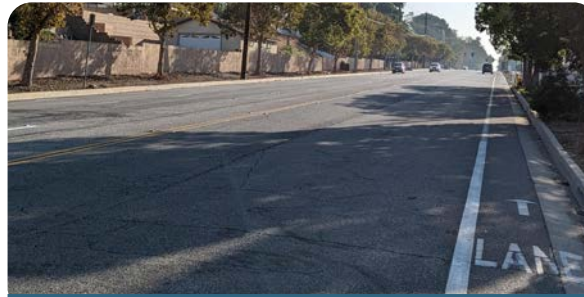
Recommendations

- ✔ **Class II Buffered Bike Lane** along Wilson Ave. including wayfinding signage from 700' west of Buckthorn Ave. to Deer Creek Channel.
- ✔ **Ped enhancements** at Mayberry Ave. intersection including RRFB, high-visibility crosswalk, and curb extensions.
- ✔ **New Sidewalk** from Mayberry Ave. to Milliken Ave.

PROJECT BENEFITS

- ✔ Access to Schools
- ✔ Access to Transit
- ✔ Access to Jobs
- ✔ Network Connectivity
- ✔ Collision History
- ✔ Key Barrier/Gap Closure

PROJECT AREA FEATURES



Standard (non-buffered) bike lanes on Wilson Ave.

Preliminary Cost Estimate: \$443,000

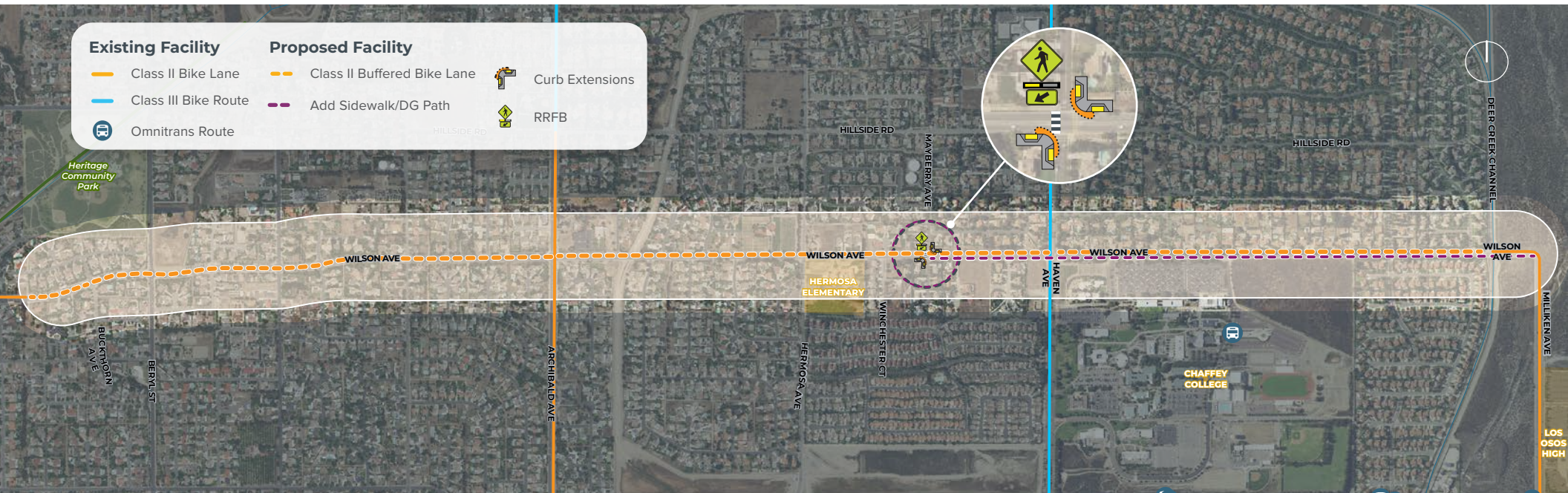
Existing Facility

- Class II Bike Lane
- Class III Bike Route
- Omnitrans Route

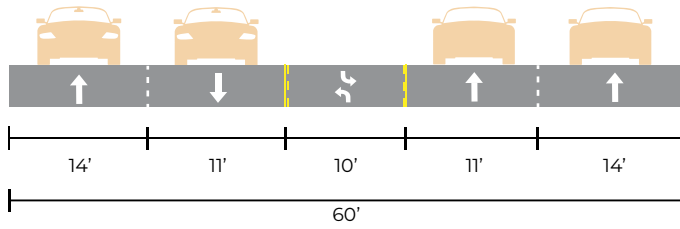
Proposed Facility

- Class II Buffered Bike Lane
- Add Sidewalk/DG Path

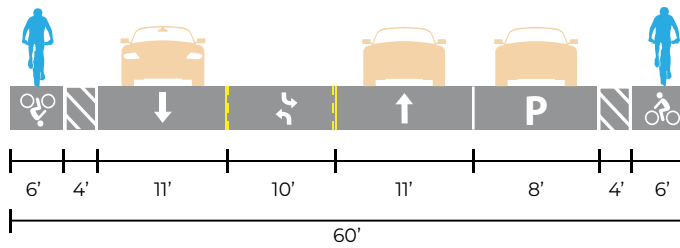
- Curb Extensions
- RRFB



Typical Existing Cross-Section (Buckthorn Ave. to Haven Ave.)

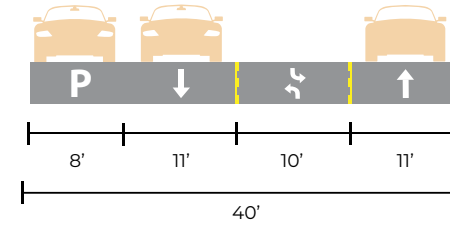


Recommended: Buffered Bike Lanes with Parking on One Side

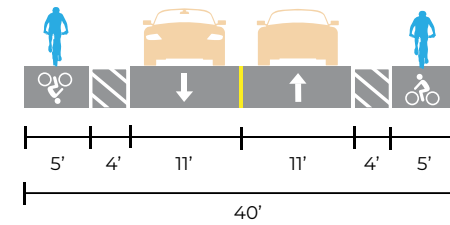


• Would require parking study & outreach to eliminate 50% of street parking.

Typical Existing Cross-Section (Haven Ave. to Canistel Ave.)



Recommended: Buffered Bike Lanes with No Parking



• May include parking from Canistel Ave. to Deer Creek Channel where Wilson widens to 60'.

PROJECT IDEA 4

Lemon Avenue

Buffered Bike Lane & Widened Sidewalks







Carnelian Street ←→ Haven Avenue

CORRIDOR OVERVIEW

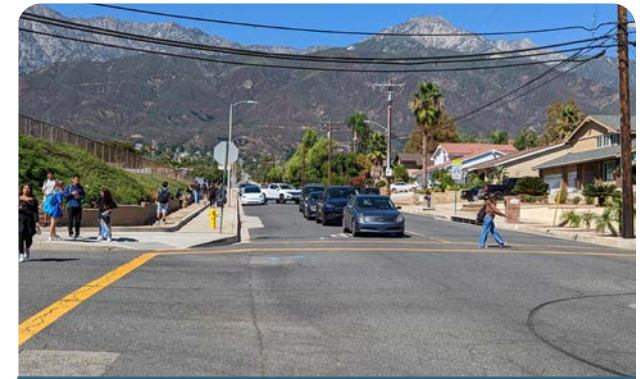
Distance	2.3 Miles
Typical Width	40' – 42'
Posted Speed Limit	35 mph
ADT Estimate (2019)	NA
Street Typology	Local
Existing Bike Facility	–
PlanRC Bike/Ped Priority	No <i>Local street typology from PlanRC assigns bike and ped as priority modes. Auto is simply "allowable."</i>
Schools	Alta Loma Junior High
Transit	Omnitrans Route 61
Trail Connection	–
Population Within Quarter Mile	8,000

Preliminary Cost Estimate: \$953,000

Proposed Facility

-  High Visibility Crosswalk
-  Curb Extensions
-  Rapid Rectangular Flashing Beacon
-  Advanced Yield Line
-  Widen Sidewalk
-  Class II Buffered Bike Lane

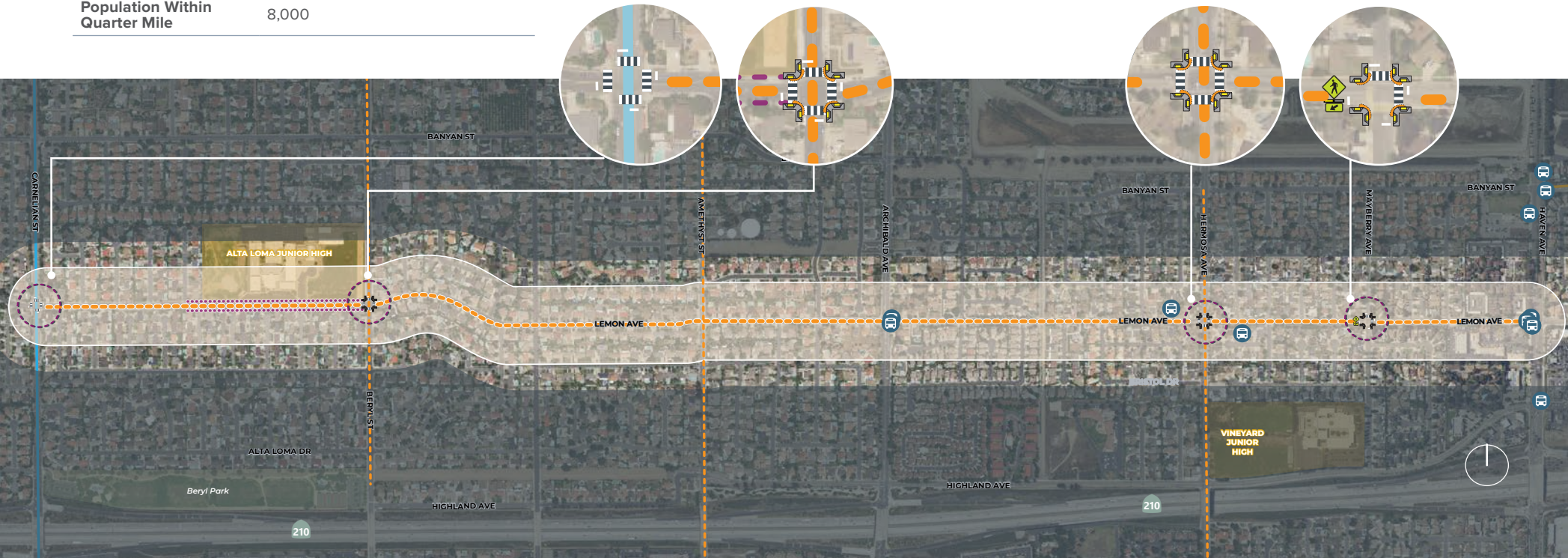
PROJECT AREA FEATURES



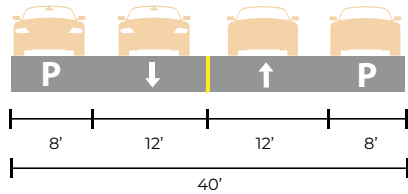
High visibility crosswalk striping and curb extensions at Lemon Ave. and Beryl St. would increase visibility of pedestrians while crossing the street.

PROJECT BENEFITS

- Access to Schools
- Access to Parks & Rec
- Network Connectivity
- Collision History
- Key Barrier/Gap Closure



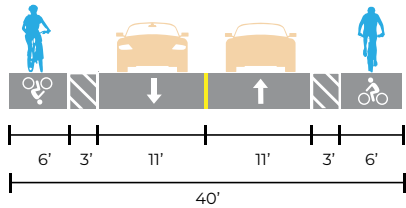
Typical Existing Cross-Section



Recommendations

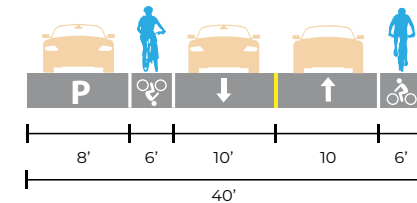
- ✔ **Class II Buffered Bike Lane** along Lemon Ave. including wayfinding signage
- ✔ **Widen sidewalks** along Lemon Ave. south of Alta Loma Junior High
- ✔ **Ped Enhancements** as indicated at the following intersections:
 - *Lemon Ave. and Carnelian St.*
 - *Lemon Ave. and Buckthorn Ave.*
 - *Lemon Ave. and Beryl St.*
 - *Lemon Ave. and Hermosa Ave.*
 - *Lemon Ave. and Mayberry Ave.*

Recommended: Buffered Bike Lanes with no Parking

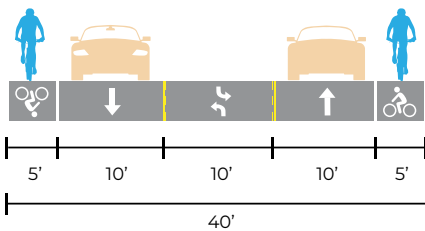


- Would require parking study and outreach to eliminate all parking
 - Eliminates opportunity to shorten crossing distance at marked crosswalks with curb extensions (bulb outs).
 - Adds paint.
- Would require parking study and outreach to eliminate 50% of street parking.
 - Eliminates opportunity to shorten crossing distance at marked crosswalks with curb extensions (bulb outs) on one side of the road.

Alt. 1: Standard Bike Lanes with Parking on One Side

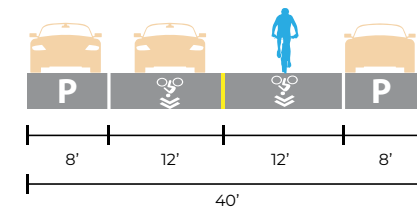


Alt. 2: Standard Bike Lanes with No Parking and Two-Way Left-Turn Lanes (TWLTL)



- Similar configuration to existing portions of Banyan Street.
 - Would require parking study and outreach to eliminate all street parking.
 - Eliminates opportunity to shorten crossing distance at marked crosswalks with curb extensions (bulb outs).
- 9' parking lane provides buffer space for drivers enter/exit vehicles.
 - Travel lanes are narrowed to encourage slow speeds.
 - Traffic calming features may include speed lumps, neighborhood traffic circles, and curb extensions.

Alt. 3: Bike Boulevard with Parking on Both Sides and Traffic Calming



PROJECT IDEA 5

19th Street Buffered Bike Lane & Jasper Street Ped Enhancements

Cucamonga Creek Trail ←→ San Benito Ave.

Preliminary Cost Estimate: **\$385,000**

CORRIDOR OVERVIEW

Distance	3.5 Miles
Typical Width	65'
Posted Speed Limit	45 mph
ADT Estimate (2023)	8,300–9,000
Street Typology	Bike/Ped Priority
Existing Bike Facility	Class II Bike Lane From western City limits to Haven Ave. Class III Bike Route From Haven Ave. to Deer Creek Trail
PlanRC Bike/Ped Priority	Yes
Schools	Jasper Elementary Deer Canyon Elementary
Transit	Omnitrans Routes 67, 81 & 87
Trail Connection	Cucamonga Creek Trail Deer Creek Trail
Population Within Quarter Mile	12,650

PROJECT AREA FEATURES



Existing roadway with 5' bike lane on 19th St.

Existing Facility

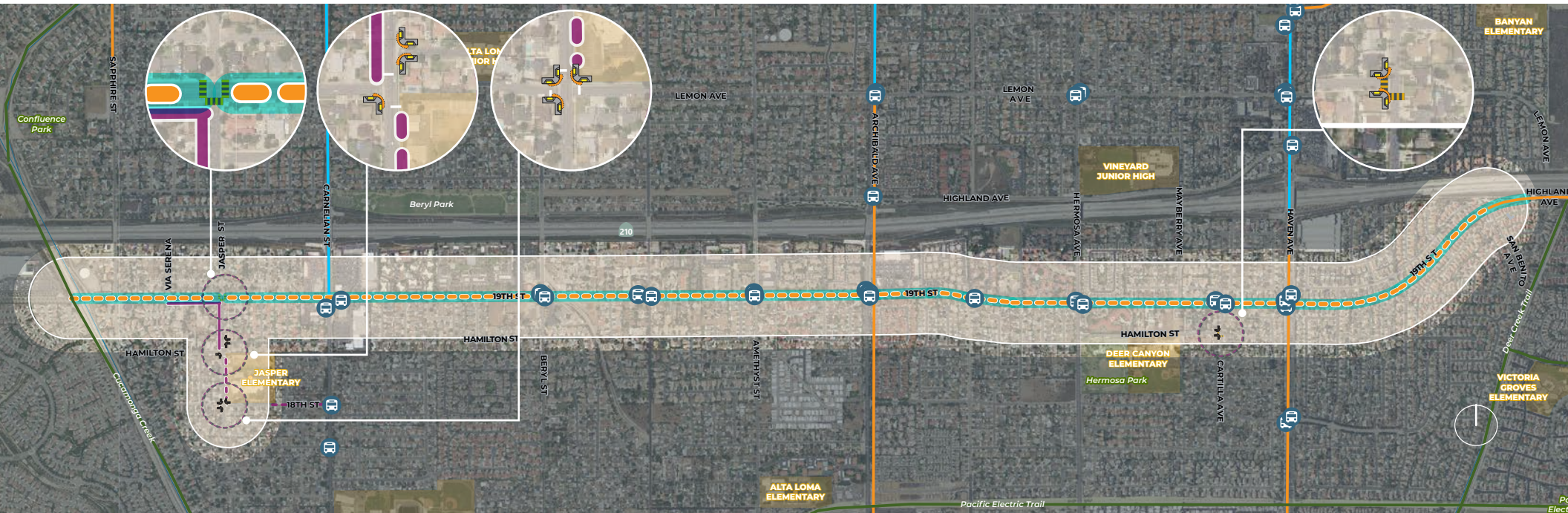
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Omnitrans Route

Proposed Facility

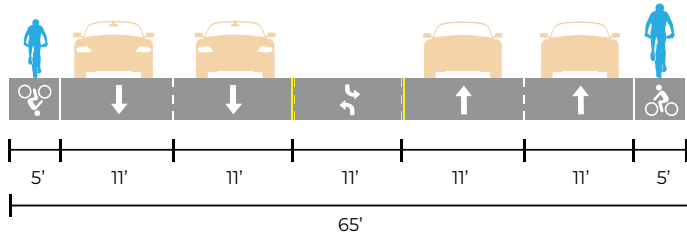
- High Visibility Crosswalk
- Curb Extensions
- Advanced Yield Line
- Add Sidewalk
- Widen Sidewalk
- Traffic Calming
- Class II Buffered Bike Lane

PROJECT BENEFITS

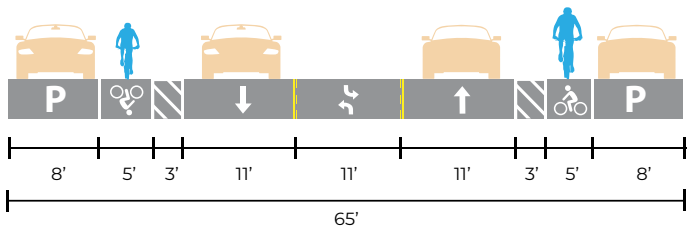
- Access to Schools
- Collision History
- Access to Jobs/Retail
- Access to Transit



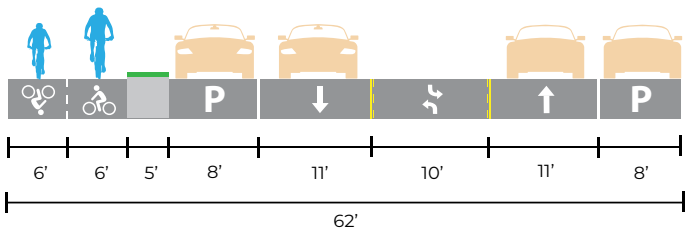
Typical Existing Cross-Section



Recommended: Buffered Bike Lanes with Parking on Both Sides



Alt. 1: Protected Two-Way Cycle Track on One Side and Parking on Other



PROJECT AREA FEATURES



High-visibility crosswalks would benefit walkability near Jasper Elementary

• Opportunity to shorten crossing distance at marked crosswalks with curb extensions (bulb outs) on parking sides of the road.

Recommendations

- ✓ **Enhance comfort** of biking through, buffered bikeways, reduced speeds, and traffic calming features such as the following:
 - *Narrower lanes to encourage slower speeds*
 - *Street elements including speed lumps, neighborhood traffic circles, curb extensions*
 - *Community education campaigns and targeted enforcement*
- ✓ **Ped enhancements** as indicated

• Paint and bike barrier required.
 • Cycle track on north to gain shade from shade plants in buffer.
 • Can add bulb-outs at intersections to reduce crossing distance.

Ongoing Planning Effort
 PlanRC identifies Alta Loma Town Center as one of the Focus Areas and envisions as a “small town main street” that is connected by 19th St.

PROJECT IDEA 6

Demens Creek Trail

Crossing Enhancements

CORRIDOR OVERVIEW

Existing Bike Facility	Class I Off-Street Bikeway
PlanRC Bike/Ped Priority	Yes
Schools	–
Population Within Quarter Mile	2,400

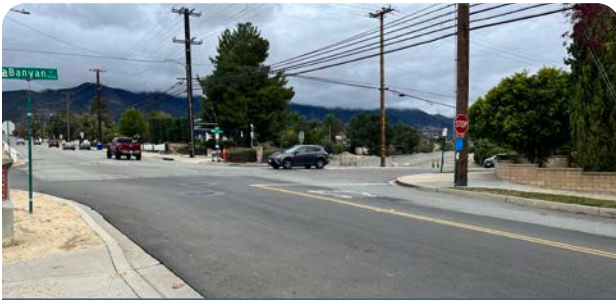
PROJECT BENEFITS

- ✓ Access to Parks & Rec
- ✓ Network Connectivity

PROJECT AREA FEATURES



Trail access locations at Demens Creek Trail would benefit from trail crossing improvements.



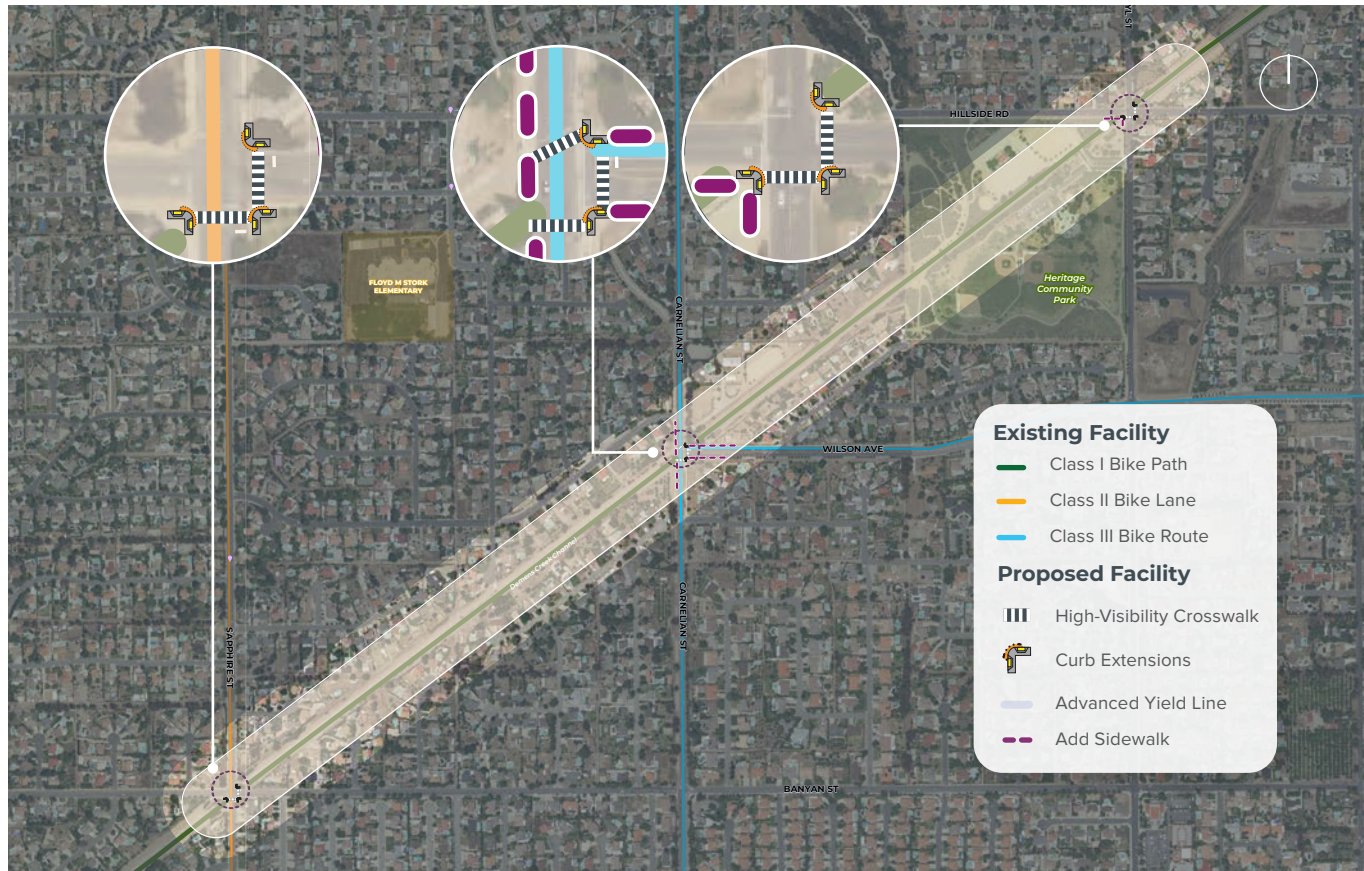
Existing trail crossing at Banyan St. and Sapphire St.

Preliminary Cost Estimate: **\$298,000**

Recommendations

✓ **Trail crossing enhancements** along Demens Creek Trail including at Grade crossing, wayfinding signage, bike staging area at the following intersections:

- Sapphire St. and Banyan St.
- Carnelian St. and Wilson Ave.
- Hillside Rd. and Beryl St.



PROJECT IDEA 07

Cucamonga Creek Trail Resurfacing & Crossing Enhancements

Base Line Road ←→ Demens Creek Trail

CORRIDOR OVERVIEW

Distance	1.6 Miles
Existing Bike Facility	Class I Off-Street Bikeway
PlanRC Bike/Ped Priority	Yes
Schools	Valle Vista Elementary
Population Within Quarter Mile	3,700

PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Access to Jobs/Retail
- ✓ Access to Parks & Rec

PROJECT AREA FEATURES



Cucamonga Creek Trail resurfacing and access enhancements would greatly improve the biking experience on the trail.

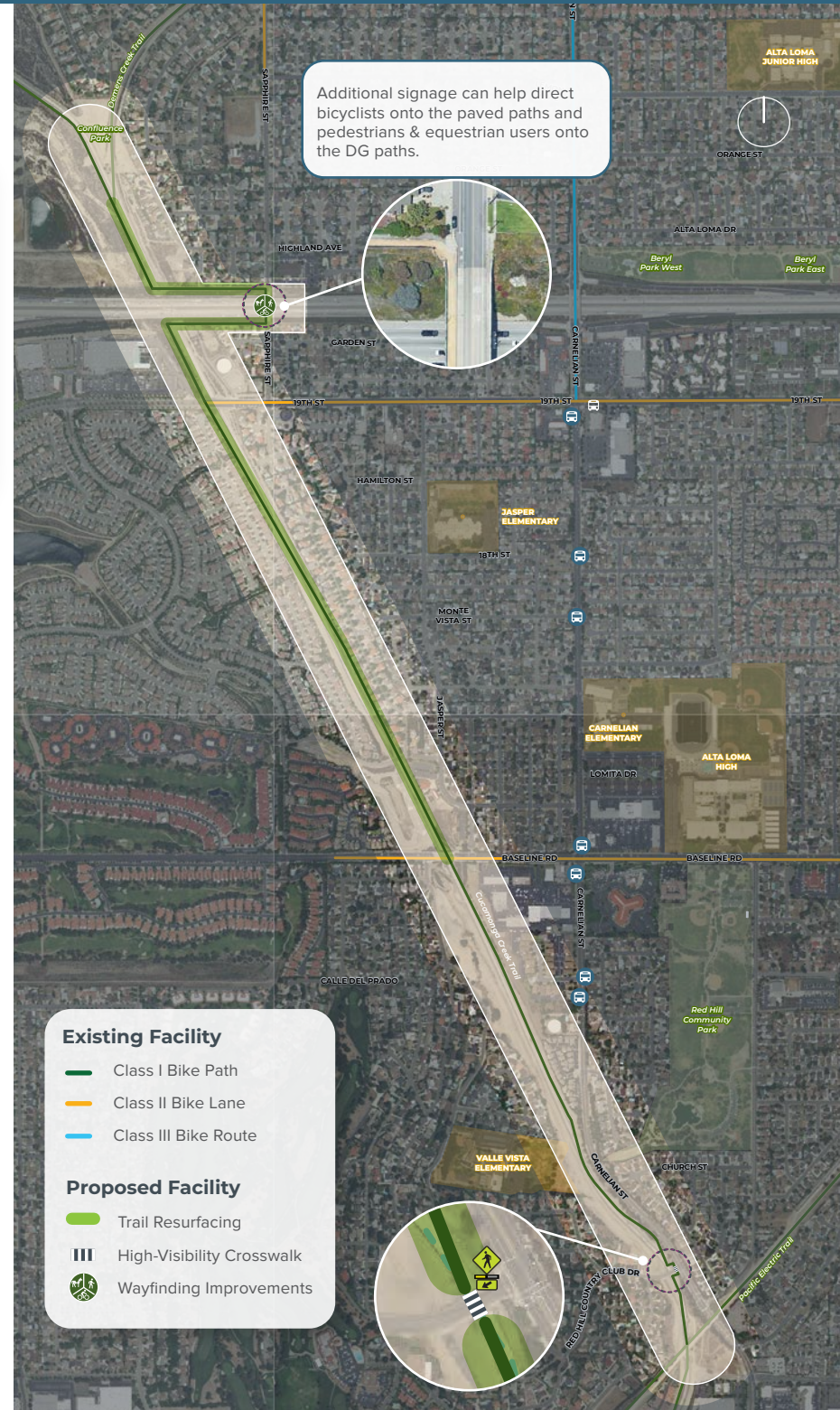
Preliminary Cost Estimate: \$491,000

Recommendations

✓ **Class I Bikeway enhancements** along Cucamonga Creek Trail including trail resurfacing, wayfinding improvements, and at-grade crossing improvements, including a high-visibility crosswalk that ties in with existing signal at the following:
 → Carnelian Street and Red Hill Country Club Drive

Ongoing Planning Effort

The [2023-2024 Capital Improvements Program \(CIP\)](#) lists Cucamonga Creek Channel trail between Foothill Boulevard and Base Line Road for trail pavement resurfacing. This will enhance pedestrian and bicyclist safety by restoring the existing trail to a new condition and extending the pavement life.



ABOUT THE AREA

Cucamonga – Red Hill

Located in the southwest corner of the City of Rancho Cucamonga, Cucamonga – Red Hill is a mix of density including [Traditional Neighborhoods](#), [Suburban Neighborhoods – Very Low](#), and [Suburban Neighborhoods –Low](#). Foothill Boulevard runs east-west and serves as the primary commercial corridor. The patchwork mixing of residential and commercial uses presents an opportunity to connect residents of the area to jobs and services within a short walking or biking distance.

Existing Trails

8.0 miles

Existing Bike Facilities

25.7 miles

Access to Trails and Bike Facilities

12%

Percent of population living within quarter mile of an existing trail

25%

Percent of population living within quarter mile of an existing bike facility

Schools

9

- Bear Gulch Elementary
- Central Elementary
- Cucamonga Elementary
- Doña Merced Elementary
- Los Amigos Elementary
- Valle Vista Elementary
- Mulberry Early Education
- Cucamonga Middle
- Rancho Cucamonga Middle

Destinations

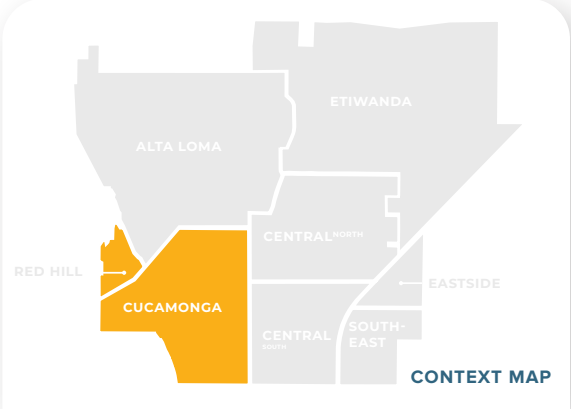
- Cucamonga Town Center
- Red Hill Gateway
- Bear Gulch Park
- Church Street Park
- Golden Oak Park
- Los Amigos Park
- Old Town Park
- Red Hill Country Club
- Route 66 Trailhead

CUCAMONGA – RED HILL FEATURES

- Low Density
- Trail Connections
- Retail/Jobs

Collisions
Ped/Bike (2015–2019)

5	Fatal
1	Severe Injury
49	Other Injury



Summary of Existing Trails and Bike Facilities

Name	From	To	Class	Length (miles)
Existing Trails				
Cucamonga Creek	Pacific Electric Trail	4th St.	I	2.5
Pacific Electric Trail	Grove Ave.	Cucamonga Creek Trail	I	1.2
Deer Creek (South)	Haven Ave.	4th St.	I	4.3
Existing On-Street Bike Facilities				
Church St.	Archibald Ave.	Haven Ave.	II	3.0
Church St.	Hellman Ave.	Archibald Ave.	III	0.5
Foothill Blvd.	Grove Ave.	Haven Ave.	II	6.6
Arrow Rte.	Grove Ave.	Haven Ave.	II	2.8
6th St.	Hellman Ave.	Haven Ave.	II	4.7
4th St.	Cucamonga Creek	Haven Ave.	II	1.6
Archibald Ave.	Base Line Rd.	4th St.	II	1.5
Hermosa Ave.	Foothill Blvd.	4th St.	II	2.0
Haven Ave.	Base Line Rd.	Haven Ave.	II	3.0

EXISTING CONDITIONS

WALK & BIKE AUDIT SUMMARY

Pedestrian and Bicycle Network

- Access to a variety of Class I Multi-Use community paths like Cucamonga Creek Trail, Deer Creek Trail, and Pacific Electric Trail.
- Narrow gates and some difficult-to-maneuver curb ramps at access points on trails.
- Segmented trails without crossing enhancements between segments.
- Sidewalk gaps or narrow sidewalks on several streets around the schools.
- Circuitous crossing of the railroad.
- Opportunity to improve connectivity between segments of Cucamonga Creek Trail and Deer Creek Trail.
- Opportunity to enhance bicyclist comfort along roadways through increased separation from vehicles.

Crossing

- Crosswalks around the schools would benefit from enhancements such as installing curb extensions, high-visibility crosswalks, advanced yield/stop lines, Rectangular Rapid-Flashing Beacons (RRFBs), leading pedestrian intervals, bike boxes, lighting, or median refuge islands, etc. as appropriate.
- Opportunity to improve trail crossings on major streets.
- Opportunity to examine feasibility of crossings along railroad.

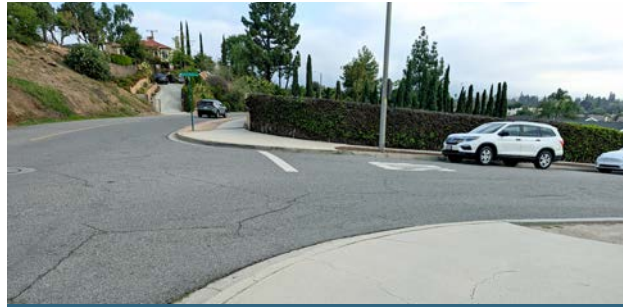
Safety

- Opportunity to reduce distance to nearby crossing of roadways
- Opportunity to improve active transportation access and safety by repurposing vehicle space such as travel lane removal/narrowing or no parking zone.

Experience

- The southern half of the planning area has more industrial land uses where roadways can be wide and less comfortable for pedestrians and bicyclists.
- Walking or biking from south to north can be challenging.
- Opportunity for improved wayfinding and signage.
- Opportunity to improve trail amenities with trailhead improvements, water fountains, trash bins, etc.

Walk audits were conducted around 8 schools in the Cucamonga-Red Hill area between October 27, 2022 and January 27, 2023. The walk audits focused on observing the existing conditions of active transportation network around the public schools, and identifying potential physical improvements to connect the schools to the broader network.



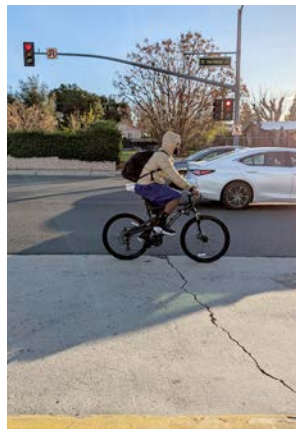
Missing crosswalks and curb ramps around schools.

Valle Vista Elementary School



Trail access points can be difficult to maneuver by bicycle and other wheeled devices and lack signage.

Cucamonga Creek



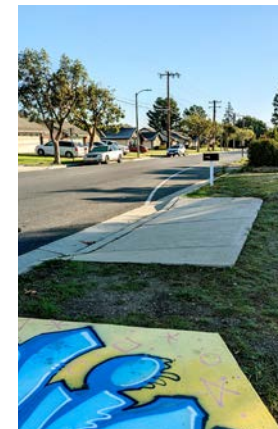
Bicycle lane lacks buffer from vehicles.

Rancho Cucamonga Middle School



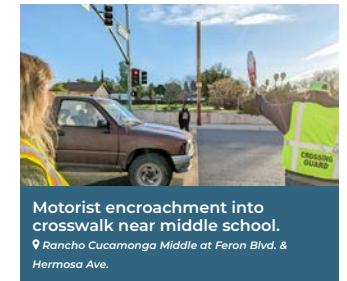
Need for bicycle lanes connecting to schools.

Cucamonga Middle School



Discontinuous sidewalks.

Los Amigos Elementary School



Motorist encroachment into crosswalk near middle school.

Rancho Cucamonga Middle at Feron Blvd. & Hermosa Ave.



Bicycle lane lacks buffer from vehicles and needs maintenance.

Bear Gulch Elementary School



Need for crosswalks and pedestrian enhancements around schools and parks.

Bear Gulch Elementary School



Lack of connectivity between trail segments.

Cucamonga Creek



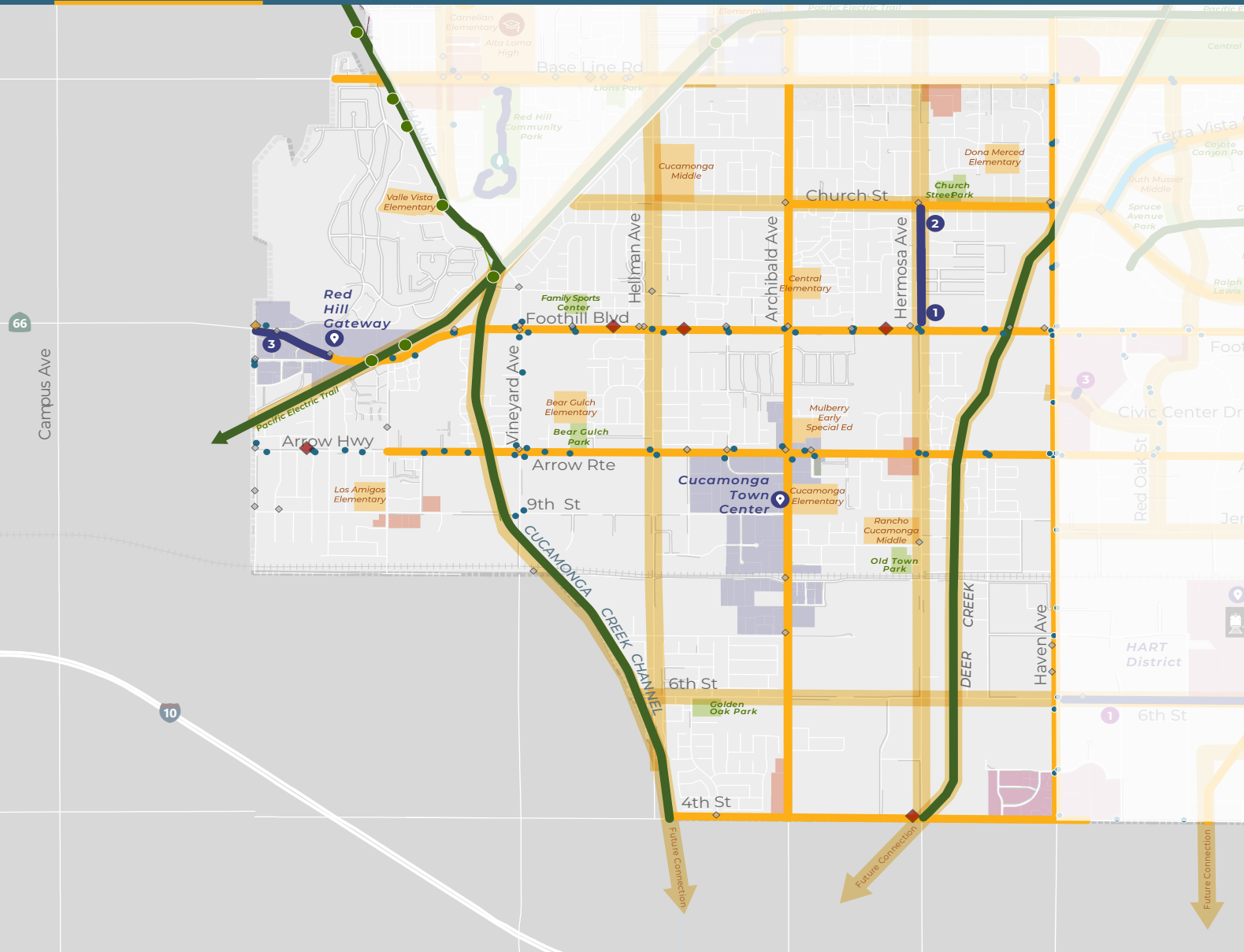
Crosswalk lacking high-visibility striping.

Central Elementary School



Railroad tracks present barrier to trail and school connections

Humboldt Ave near Rancho Cucamonga Middle



Capital Improvement Program (2023-2024)

- 1 Hermosa Avenue Street Widening
- 2 Hermosa Avenue Pavement Rehabilitation
- 3 West Foothill Boulevard Street Improvements

PlanRC Vision

Destinations

- **Red Hill Gateway** is one of the Focus Areas identified in PlanRC and envisioned as a “mixed-use town center” and “western gateway” to the City.
- **Cucamonga Town Center** is another Focus Area that provides mixed use and commercial opportunities for residents and visitors.

Potential Improvements

- Expand and improve access to the **Pacific Electric, Cucamonga Creek, and Deer Creek Trails**.
- Improve **Foothill Boulevard** and **Arrow Route** to prioritize access across these corridors.



Foothill Boulevard imagined in PlanRC with median and protected bike lanes.

- Create a the existing **multi-use trail along 8th Street and railroad tracks** to create a vital east-west connection for the south of the City.

EXISTING CONDITIONS

- | | | |
|---|--------------------------|----------------------------------|
| Existing Bike Path/Multi-Use Path (Class I) | Existing Trailhead | PlanRC Planned Ped/Bike Priority |
| Existing Bike Lane (Class II) | Existing Transit Stops | PlanRC Focus Area |
| Existing Bike Route (Class III) | Fatal Collision* | Planned City Center |
| Existing Community Trail | Severe Injury Collision* | Planned Traditional Town Center |
| Existing Equestrian Trail | Other Injury Collision* | Planned Neighborhood Center |
| Missing Sidewalk | | |



*Ped/Bike Collision Data Source: Transportation Injury Mapping System (TIMS), 2015–2019.

COMMUNITY ENGAGEMENT

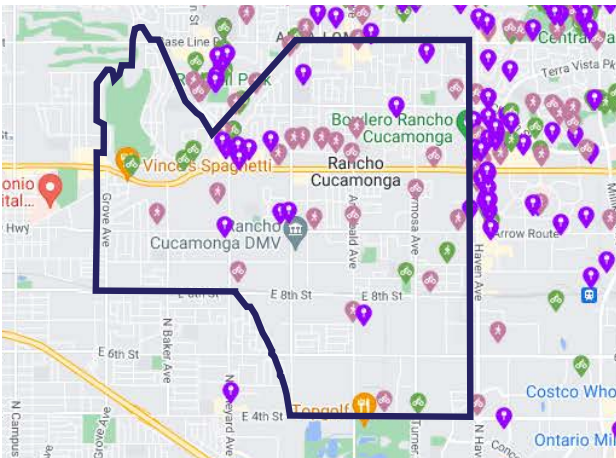
WHAT WE'VE HEARD

Community outreach, including in-person workshops, online survey, workshops with HealthyRC Steering Committee and school principals, were conducted in Fall 2022 and Spring 2023.

21 percent of comments on the community survey were received from Cucamonga - Red Hill residents (138 respondents).



Community workshop at Archibald Library



Online survey response in Cucamonga - Red Hill

★ Places I go to

- Schools
- Family Sports Center
- Golden Oak Park
- Lions Park
- Old Town Park
- Pacific Electric Trail
- Deer Creek Trail
- Commercial centers at:
 - Foothill Boulevard and Archibald Avenue
 - Foothill Boulevard and Hellman Avenue
 - Archibald Avenue and Base Line Road
 - Haven Avenue and Base Line Road
 - Arrow Route and Archibald Avenue

💡 Issues or Opportunities

Gaps in Pedestrian and Bicycle Network:

- Undeveloped parcels are often without sidewalks.
- Respondents identified the following segments for sidewalk gap closures:
 - Cucamonga Creek Channel near 6th Street
 - Deer Creek Channel near railroad tracks
 - Hermosa Avenue from Foothill Boulevard to Devon Street.
- Connection needed across Foothill Boulevard and Arrow Route

Access:

- Hard to find access to the Deer Creek Trail
- Respondents expressed interest in accessing the trails without having to drive
- Respondents identified the following areas for improved pedestrian access:
 - Hellman Avenue south of 19th Street
 - Add more neighborhood access points to Cucamonga Creek and Deer Creek trails
- Respondents identified the following intersections for improved crossing:
 - Archibald Avenue and Feron Boulevard

Perceived Safety Concerns:

- Pedestrians crossing busy roads at unmarked crossings

Amenities:

- Multiple residents expressed interest in improved trail amenities, including shade, restrooms, lighting, and cleanliness.
- Additional shopping and retail options that are closer to trails.
- Public art and/or landscaping could provide beautification of bikeways and trails.

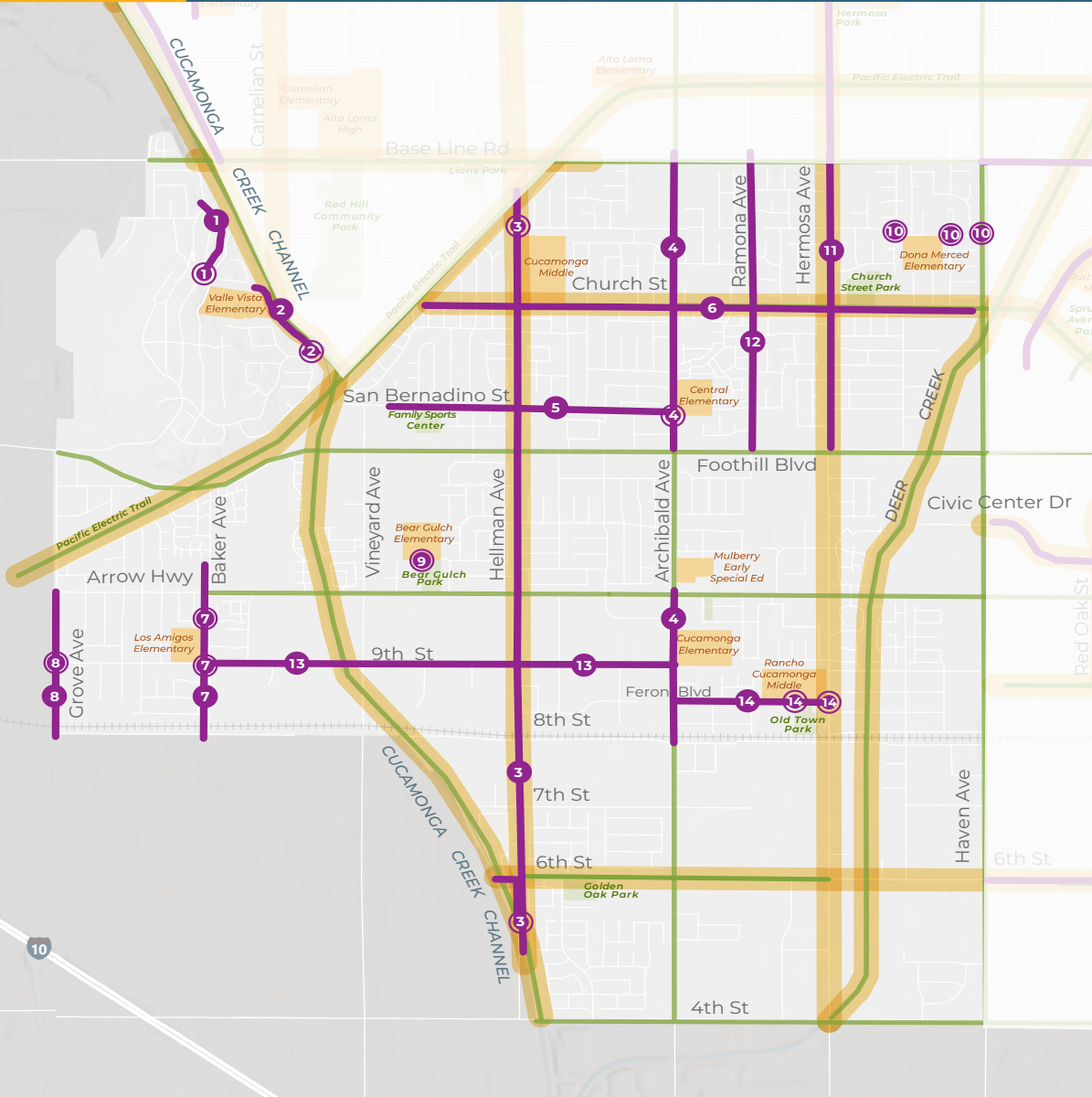


“I’m uncomfortable crossing Archibald Avenue by foot.”

“Me gustaría ir en bicicleta al parque.”

“Our family would love to bike or walk to school instead of drive– that would save on drop-off time.”





“I avoid Arrow [Rte.] on my bike at all costs.”



PROJECT IDEAS

- | | |
|--|--|
| <ul style="list-style-type: none"> 1 Valle Vista Drive Pedestrian Improvements 2 Red Hill Country Club Drive and Cucamonga Creek Trail Enhancements 3 Hellman Avenue Buffered Bike Lanes and Ped Enhancements 4 Archibald Avenue Buffered Bike Lanes and Ped Enhancements 5 San Bernardino Street Striped Shoulders 6 Church Street Buffered Bike Lanes and Striped Shoulders 7 Baker Avenue Ped Enhancements | <ul style="list-style-type: none"> 8 Grove Avenue Buffered Bike Lanes 9 Bear Gulch Road Curb Extensions 10 Palo Alto Street Ped Enhancements 11 Hermosa Avenue Buffered Bike Lane and New Sidewalks 12 Ramona Avenue Striped Shoulders 13 9th Street Buffered Bike Lane and New Sidewalks 14 Feron Boulevard Ped Enhancements |
|--|--|

RECOMMENDATIONS

-  Corridor Enhancements
-  Access/Crossing Enhancements
-  Existing Bike/Trail Facility
-  PlanRC Planned Ped/Bike Priority



PROJECT IDEA 1

Valle Vista Drive

Pedestrian Improvements

CORRIDOR OVERVIEW

Distance	0.28 Miles
Typical Width	28'-32'
Number of Lanes	2
Posted Speed Limit	25 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	-
PlanRC Bike/Ped Priority	-
Schools	Valle Vista Elementary
Transit	-
Trail Connection	-
Population Within Quarter Mile	1,060

Recommendations

- ✔ **Pedestrian Enhancements** including high-visibility crosswalk, ADA curb ramps and curb extensions at following intersections:
 - Valle Vista Drive/School Driveway
 - Valle Vista Drive/Calle Feliz
- ✔ **Sidewalk Improvements** along Valle Vista Dr. including resurfacing of east side sidewalk from Alta Cuesta Dr. and Valle Vista Dr. intersection to approximately 1000 ft. south of Calle Feliz St.
- ✔ **Add Sidewalk** along Alta Cuesta Dr. between Base Line Rd. and Valle Vista Dr.

Preliminary Cost Estimate: \$72,000

PROJECT BENEFITS

- ✔ Access to Schools
- ✔ Network Connectivity
- ✔ Key Barrier/Gap Closure

PROJECT MAP



PROJECT AREA FEATURES



Existing asphalt sidewalks near Valle Vista Elementary



Pedestrian facilities around Valle Vista Elementary can be enhanced with high visibility crosswalk striping, curb ramps, and curb extensions



Adding sidewalks along Alta Cuesta Dr. will provide sidewalk gap closure between Base Line Rd. and Valle Vista Dr.

PROJECT IDEA 2

Red Hill Country Club Drive and Cucamonga Creek

Trail Enhancements

CORRIDOR OVERVIEW

Distance	0.36 Miles
Typical Width	30'-32'
Number of Lanes	2
Posted Speed Limit	25 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	–
PlanRC Bike/Ped Priority	–
Schools	Valle Vista Elementary
Transit	–
Trail Connection	–
Population Within Quarter Mile	2,170

Preliminary Cost Estimate: **\$149,000**

PROJECT BENEFITS

✓ Access to Schools

✓ Access to Parks & Rec

Recommendations

✓ **Add Sidewalk** along north side of Red Hill Country Club Dr. across Cucamonga Creek Trail.

✓ **Bike Enhancements** at Cucamonga Creek Trail access points and construction of a west bank on Cucamonga Creek trail, north of Red Hill Country Club Dr., to Valle Vista Elementary School

PROJECT AREA FEATURES



An opportunity exists to construct a path along west bank of Cucamonga Creek Trail that would connect to Valle Vista Elementary School.



Existing sidewalk on South side of Red Hill Country Club Dr. between Cucamonga Creek trail segments.



Proposed Facility

--- Class I Multi-Use Trail

--- Widen Sidewalks

PROJECT IDEA 3

Hellman Avenue

Buffered Bike Lanes and Ped Enhancements

CORRIDOR OVERVIEW







Distance	2.85 Miles
Typical Width	42'-64'
Number of Lanes	2 - 5
Posted Speed Limit	35 MPH - 45 MPH
AADT Estimate (2019)	N/A
Street Typology	Bicycle Corridor
Existing Bike Facility	–
PlanRC Bike/Ped Priority	Yes
Schools	Cucamonga Middle
Transit	–
Trail Connection	Cucamonga Creek Pacific Electric Trail
Population Within Quarter Mile	11,000

**Preliminary Cost
Estimate:** \$441,000

Recommendations

- ✔ **Class III Bike Route** along Hellman Ave. including wayfinding signage from Pacific Electric Trail to Foothill Blvd.
- ✔ **Class II Buffered Bike Lane** along Hellman Ave. including wayfinding signage from Foothill Blvd. to Cucamonga Creek Trail
- ✔ **Ped Enhancements** include curb extensions and Rapid Rectangular Flashing Beacon (RRFB) at Hellman Ave and Palo Alto intersection, and about 650 ft south of 6th St. and Cucamonga Creek Trail crossing
 - Hellman Avenue and Palo Alto Street
 - Hellman Avenue and approximately 650 ft. south of 6th St.

Proposed Facility

-  Rectangular Rapid-Flashing Beacon
-  Curb Extension
-  Class II Buffered Bike Lane
-  Class III Bike Route
-  High-Visibility Crosswalk
-  Curb Ramp

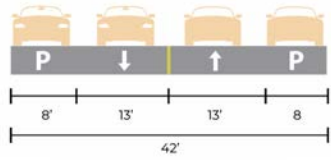
PROJECT BENEFITS

- ✔ Network Connectivity
- ✔ Access to Transit
- ✔ Collision History

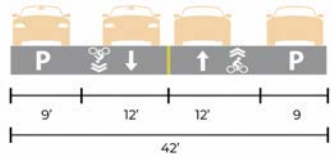


PROJECT IDEA 3 HELLMAN AVE: BUFFERED BIKE LANES AND PEDESTRIAN ENHANCEMENTS

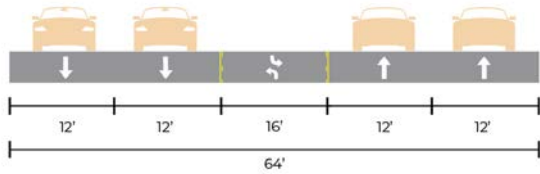
Typical Existing Cross-Section (North of Foothill Blvd)



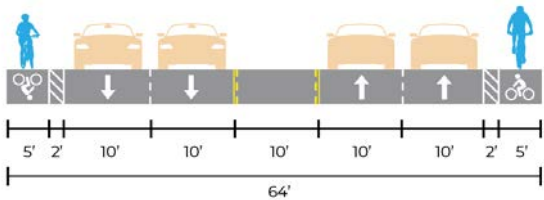
Recommended (North of Foothill Blvd)



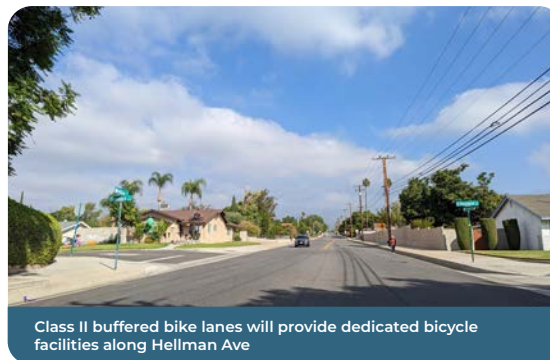
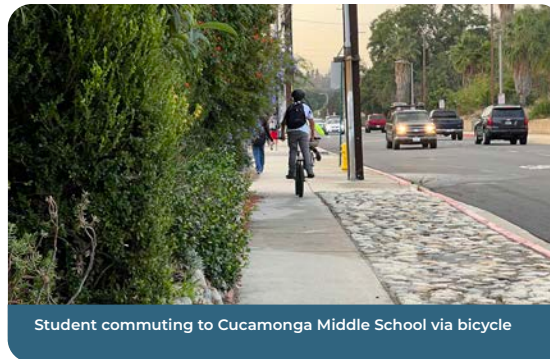
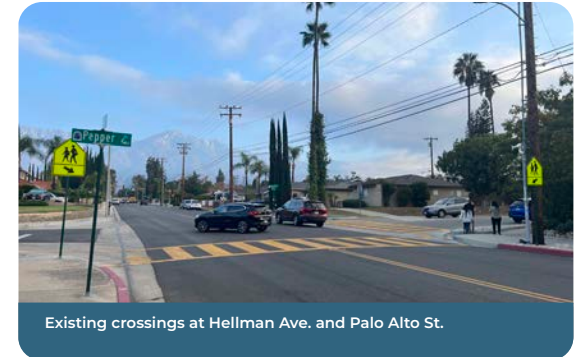
Typical Existing Cross-Section (South of Foothill Blvd)



Recommended (South of Foothill Blvd)



PROJECT AREA FEATURES



PROJECT IDEA 4

Archibald Avenue

Buffered Bike Lanes and Ped Enhancements

CORRIDOR OVERVIEW

Distance	1.56 Miles
Typical Width	72'
Number of Lanes	5
Posted Speed Limit	45 MPH
AADT Estimate (2019)	24,800 to 33,500
Street Typology	Arterial Roadway
Existing Bike Facility	Class II Bike Lane
PlanRC Bike/Ped Priority	-
Schools	Central Elementary Cucamonga Elementary
Transit	-
Trail Connection	-
Population Within Quarter Mile	7,910

Preliminary Cost Estimate: **\$300,000**

Recommendations

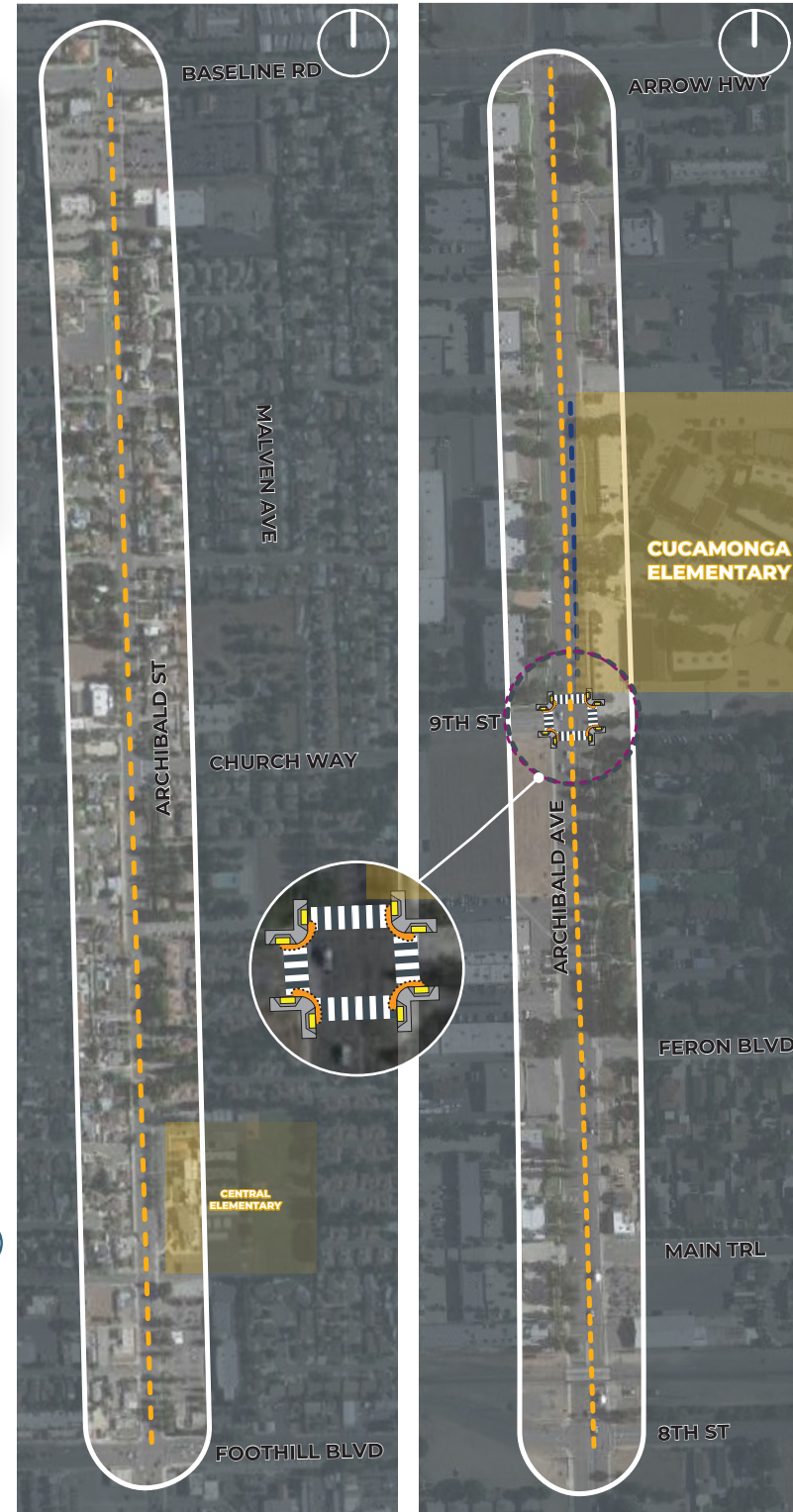
- ✔ **Class II Buffered Bike Lane** connectivity along Archibald Avenue including wayfinding signage
- ✔ **Enhance comfort** through raised center median near school driveways and buffered bikeways near Cucamonga Elementary
- ✔ **Ped Enhancements** including high-visibility crosswalks, pedestrian curb ramps, and ADA tactile warning tiles at Archibald Ave. and 9th Ave. intersection.

Proposed Facility

- Class II Buffered Bike Lane
- Raised Median
- Curb Extensions
- High-Visibility Crosswalk

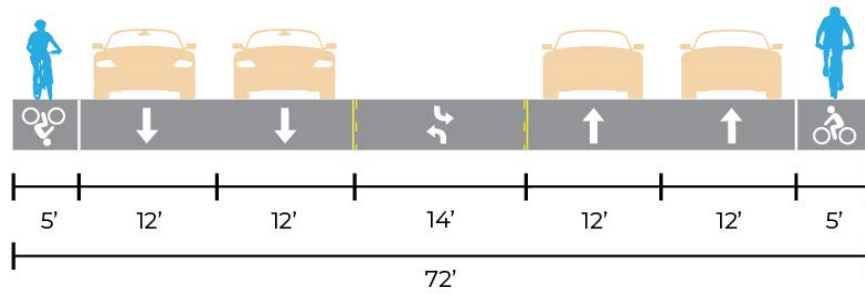
PROJECT BENEFITS

- ✔ Network Connectivity
- ✔ Access to Transit
- ✔ Collision History

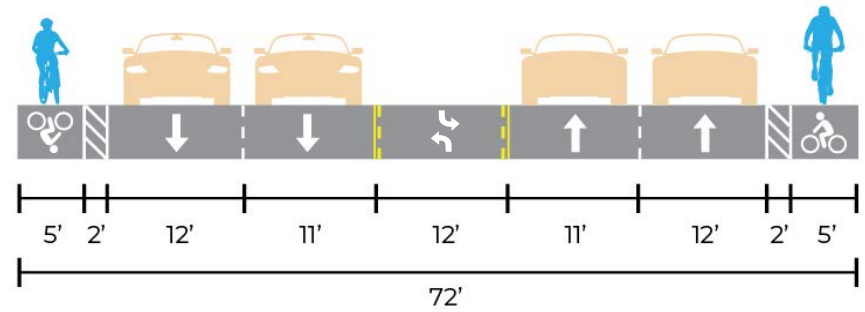


PROJECT IDEA 4 ARCHIBALD AVE: BUFFERED BIKE LANES AND PEDESTRIAN ENHANCEMENTS

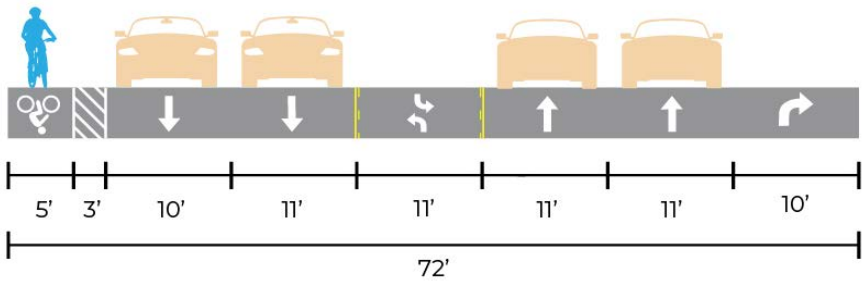
Typical Existing Cross-Section (Base Line to Foothill Blvd)



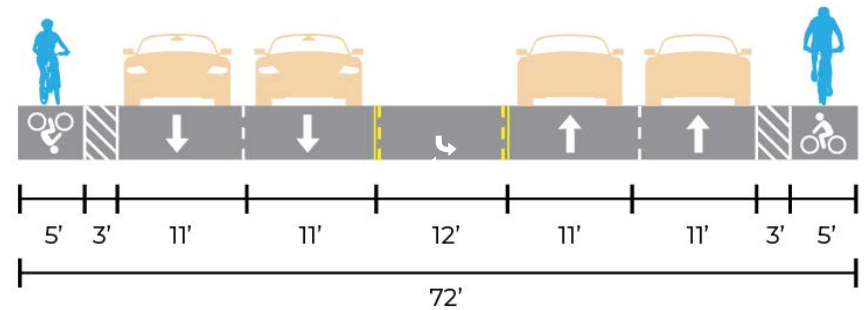
Recommended (Base Line Rd to Foothill Blvd)



Typical Existing (Arrow Rte. to 8th St. where bicycle network gaps exist)



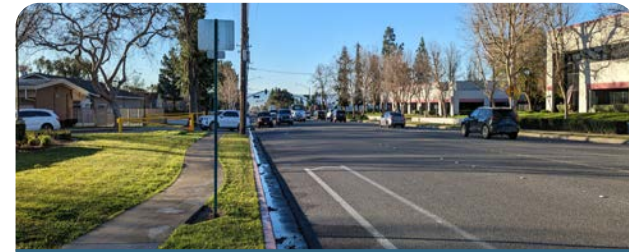
Recommended (Arrow Rte. to 8th St.)



PROJECT AREA FEATURES



Existing Buffered Class II bike lanes along Archibald Ave. can be improved through conflict striping across driveways and right turn pockets



A center median can proactively manage site access to Cucamonga Elementary school.



Curb ramps at Archibald Ave. and 9th St. can provide ADA access near Cucamonga Elementary school.

PROJECT IDEA 5

San Bernardino

Striped Shoulders

CORRIDOR OVERVIEW

Distance	0.91 Miles
Typical Width	38' - 40'
Number of Lanes	2
Posted Speed Limit	35 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	–
PlanRC Bike/Ped Priority	–
Schools	Central Elementary
Transit	–
Trail Connection	–
Population Within Quarter Mile	4,470

Preliminary Cost Estimate: \$53,000

Recommendations

✔ **Enhance Comfort** along San Bernardino St. through shoulder striping from Vineyard Ave. to Archibald Ave.

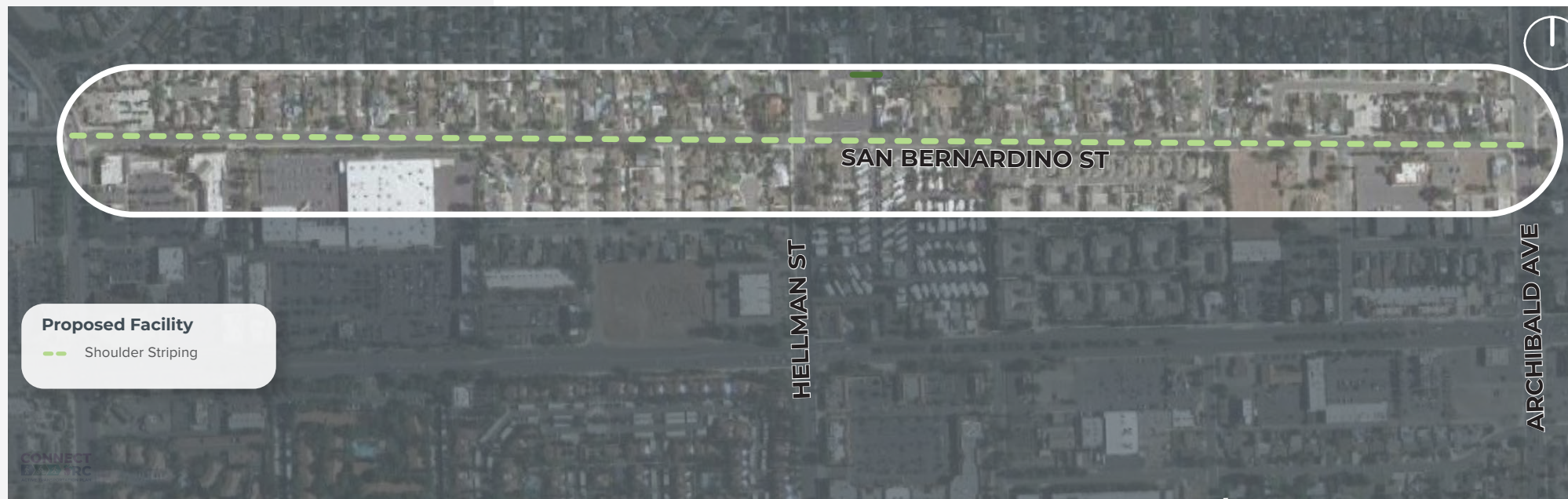
PROJECT BENEFITS

- ✔ Access to Schools
- ✔ Access to Jobs/Retail
- ✔ Key Barrier/Gap Closure
- ✔ Access to Transit
- ✔ Network Connectivity
- ✔ Collision History

PROJECT AREA FEATURES



Shoulder striping can define travel lane widths and manage traffic speeds along San Bernardino St



PROJECT IDEA 6

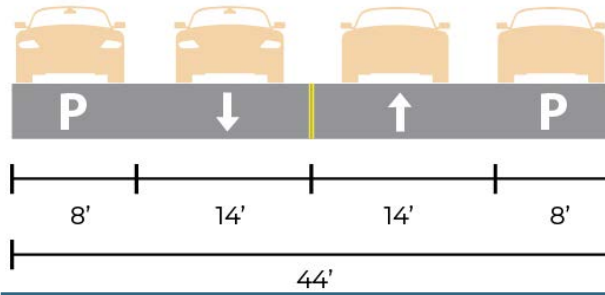
Church Street

Buffered Bike Lanes and Striped Shoulders

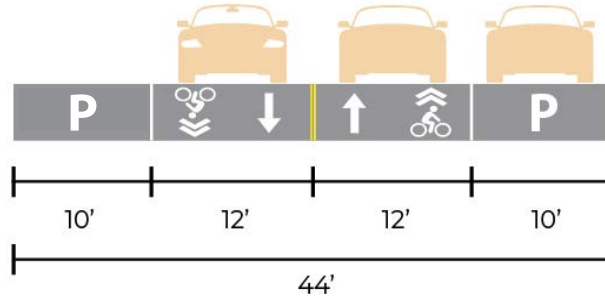
CORRIDOR OVERVIEW

Distance	1.85 Miles
Typical Width	44' to 64'
Number of Lanes	2 - 5
Posted Speed Limit	40 MPH
AADT Estimate (2019)	5,400 to 9,100
Street Typology	Bicycle Corridor
Existing Bike Facility	Class II Bike Lane from Archibald Ave. to Haven Ave.
PlanRC Bike/Ped Priority	Yes
Schools	Cucamonga Middle
Transit	–
Trail Connection	–
Population Within Quarter Mile	7,560

Typical Existing Cross-Section West of Ramona Ave



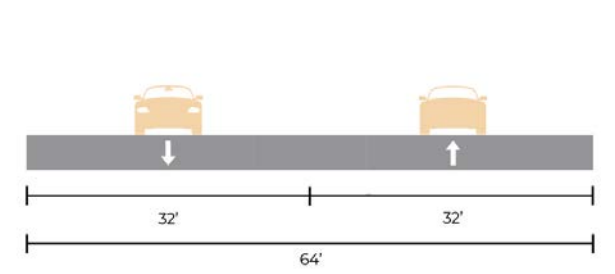
Recommended (West of Ramona Ave)



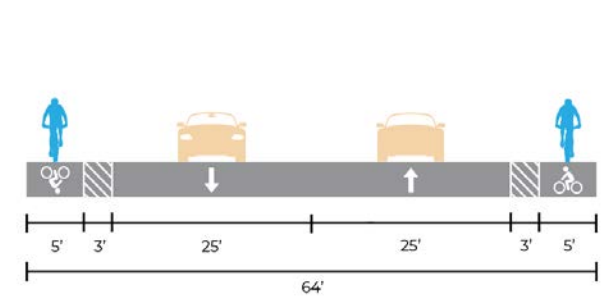
PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Access to Transit
- ✓ Access to Jobs/Retail
- ✓ Network Connectivity
- ✓ Collision History
- ✓ Key Barrier/Gap Closure

Typical Existing Cross-Section East of Ramona Ave



Recommended (East of Ramona Ave)



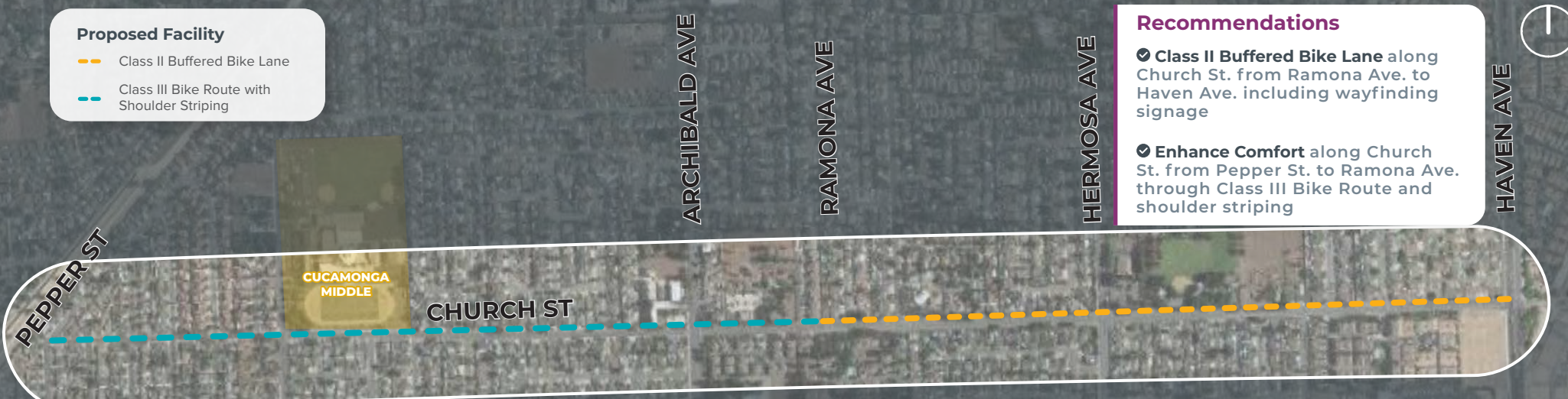
Preliminary Cost Estimate: \$211,000

Proposed Facility

- Class II Buffered Bike Lane
- Class III Bike Route with Shoulder Striping

Recommendations

- ✓ **Class II Buffered Bike Lane** along Church St. from Ramona Ave. to Haven Ave. including wayfinding signage
- ✓ **Enhance Comfort** along Church St. from Pepper St. to Ramona Ave. through Class III Bike Route and shoulder striping



PROJECT IDEA 7

Baker Avenue

Ped Enhancements

CORRIDOR OVERVIEW

Distance	0.50 Miles
Typical Width	40' - 42'
Number of Lanes	2
Posted Speed Limit	35 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	Class III Bike Route
PlanRC Bike/Ped Priority	-
Schools	Los Amigos Elementary
Transit	-
Trail Connection	-
Population Within Quarter Mile	3,840

PROJECT BENEFITS



- ✓ Access to Parks & Rec
- ✓ Collision History
- ✓ Network Connectivity
- ✓ Key Barrier/Gap Closure

Preliminary Cost Estimate: \$89,000

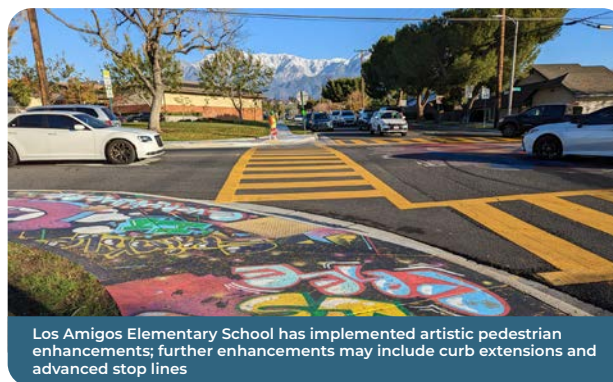
Recommendations

- ✓ **Enhance Comfort** along Baker Ave. through shoulder striping.
- ✓ **Ped Enhancements** including curb extensions and advanced yield lines at the following intersections:
 - Baker Ave and Salina St.
 - Baker Ave. and 9th St.

Proposed Facility

-  Shoulder Striping
-  Curb Extensions

PROJECT AREA FEATURES



PROJECT IDEA 8

Grove Avenue

Buffered Bike Lanes

CORRIDOR OVERVIEW

Distance	0.5 Miles
Typical Width	60' - 65'
Number of Lanes	4-5
Posted Speed Limit	40 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	-
PlanRC Bike/Ped Priority	-
Schools	Los Amigos Elementary
Transit	-
Trail Connection	-
Population Within Quarter Mile	5,000

Preliminary Cost Estimate: **\$106,000**

PROJECT BENEFITS

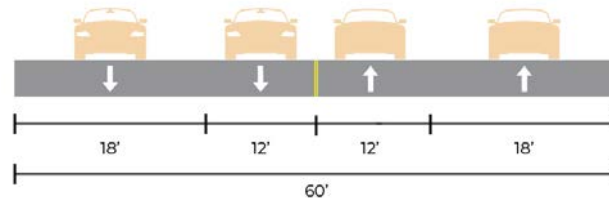
- ✓ Access to Schools
- ✓ Collision History
- ✓ Access to Jobs/Retail
- ✓ Access to Transit

Recommendations

✓ **Class II Buffered Bike Lane** along Grove Ave. from Arrow Rte. to 8th St. including wayfinding signage.

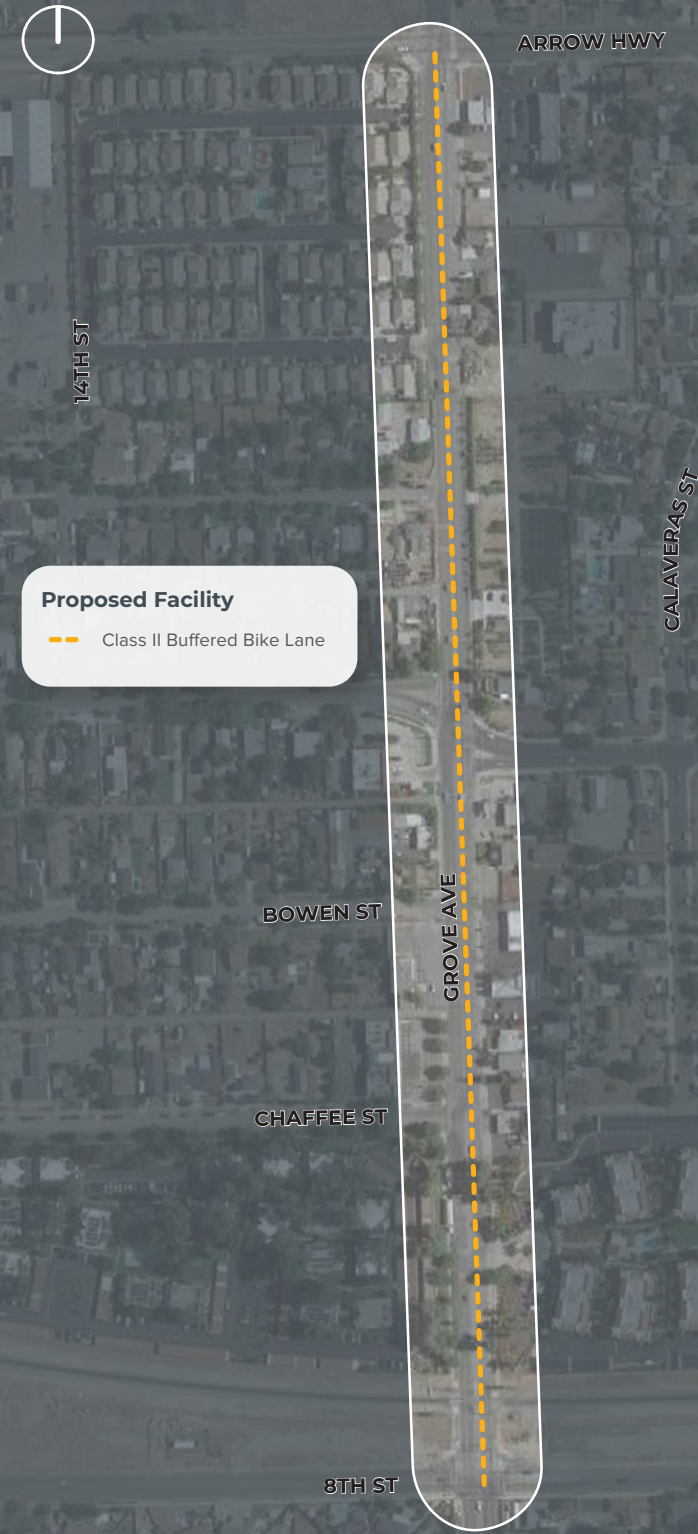
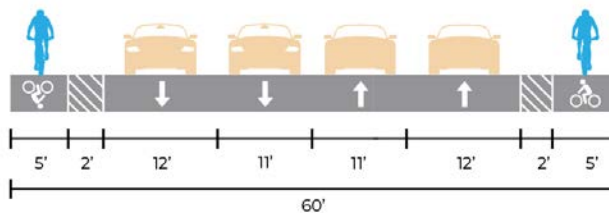
PROJECT AREA FEATURES

Typical Existing Cross-Section



• Note: No parking allowed on Grove Avenue

Recommended



Proposed Facility

--- Class II Buffered Bike Lane

PROJECT IDEA 9

Bear Gulch Road

Curb Extensions

CORRIDOR OVERVIEW

Distance	N/A
Typical Width	N/A
Number of Lanes	N/A
Posted Speed Limit	25 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	–
PlanRC Bike/Ped Priority	–
Schools	Bear Gulch Elementary
Transit	–
Trail Connection	–
Population Within Quarter Mile	2,900

PROJECT BENEFITS

✓ Access to Parks & Rec

✓ Network Connectivity

Preliminary Cost Estimate: **\$16,000**

Recommendations

✓ **Ped Enhancements** include curb extensions, high-visibility crosswalks, and detectable warning surfaces at northern crosswalk at Bear Gulch Park

PROJECT AREA FEATURES



Crossing Bear Gulch Road would be enhanced by a decreased crossing distance.



Addition of crosswalk and curb extensions can designate and shorten the crossing location between Bear Gulch Elementary school and Bear Gulch Park.



PROJECT IDEA 10

Palo Alto Street

Ped Enhancements

CORRIDOR OVERVIEW

Distance	24' - 34'
Typical Width	2
Number of Lanes	25 MPH
Posted Speed Limit	N/A
AADT Estimate (2019)	Local
Street Typology	-
Existing Bike Facility	-
PlanRC Bike/Ped Priority	Doña Merced Elementary
Schools	-
Transit	-
Trail Connection	1,700
Population Within Quarter Mile	2,900

Recommendations

✔ **Ped Enhancements** including high-visibility crosswalks, and curb extensions at various intersections:

- Palo Alto St. and Marine Ave.
- Palo Alto St. and Center Ave
- Palo Alto St. and Hermosa Ave

Preliminary Cost Estimate: \$137,000

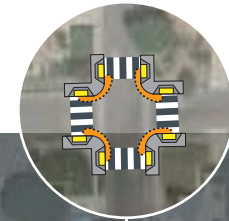
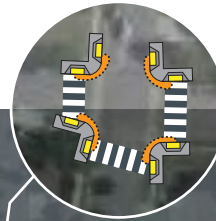
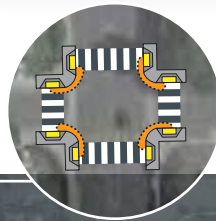
PROJECT AREA FEATURES



Intersections near Doña Merced Elementary School can be enhanced for pedestrians through various recommendations including high-visibility crosswalk striping and curb extensions

PROJECT BENEFITS

- ✔ Access to Parks & Rec
- ✔ Collision History



Proposed Facility

- Curb Enhancements
- High Visibility Crosswalks

PROJECT IDEA 11

Hermosa Avenue

Buffered Bike Lane and New Sidewalks

CORRIDOR OVERVIEW

Distance	1.0 Miles
Typical Width	42' - 60'
Number of Lanes	2 - 5
Posted Speed Limit	45 MPH
AADT Estimate (2019)	10,911
Street Typology	Bicycle Corridor
Existing Bike Facility	-
PlanRC Bike/Ped Priority	Yes
Schools	Doña Merced Elementary Rancho Cucamonga Middle
Transit	-
Trail Connection	-
Percent of Population Within Quarter Mile	5,040

Preliminary Cost Estimate: **\$322,000**

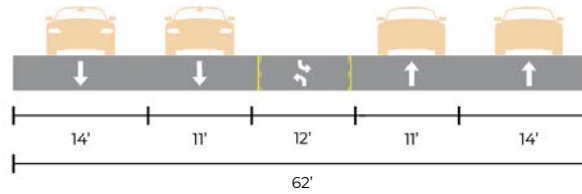
PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Access to Parks & Rec
- ✓ Access to Jobs/Retail
- ✓ Access to Transit
- ✓ Network Connectivity
- ✓ Collision History
- ✓ Key Barrier/Gap Closure

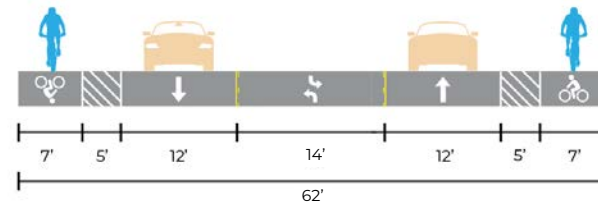
Recommendations

- ✓ **Class II Buffered Bike Lane** along Hermosa Ave. from Baseline Rd. to Foothill Blvd.
- ✓ **Enhance comfort** through lane reduction from Baseline Rd. to Foothill Blvd. from 4-lanes to 2-lanes.
- ✓ **Add Sidewalks** along west side of Hermosa Ave. at the following locations:
 - Between approximately 115 ft. south of Hemlock St. and 215 ft. north of Norwick St.
 - About 300 ft. south of 8th Street for approximately 250 ft.

Typical Existing Cross-Section: Between Baseline Road and Foothill Boulevard



Recommended Cross section 64' (Restripe to 2 travel lanes from Baseline Road to Foothill Boulevard)



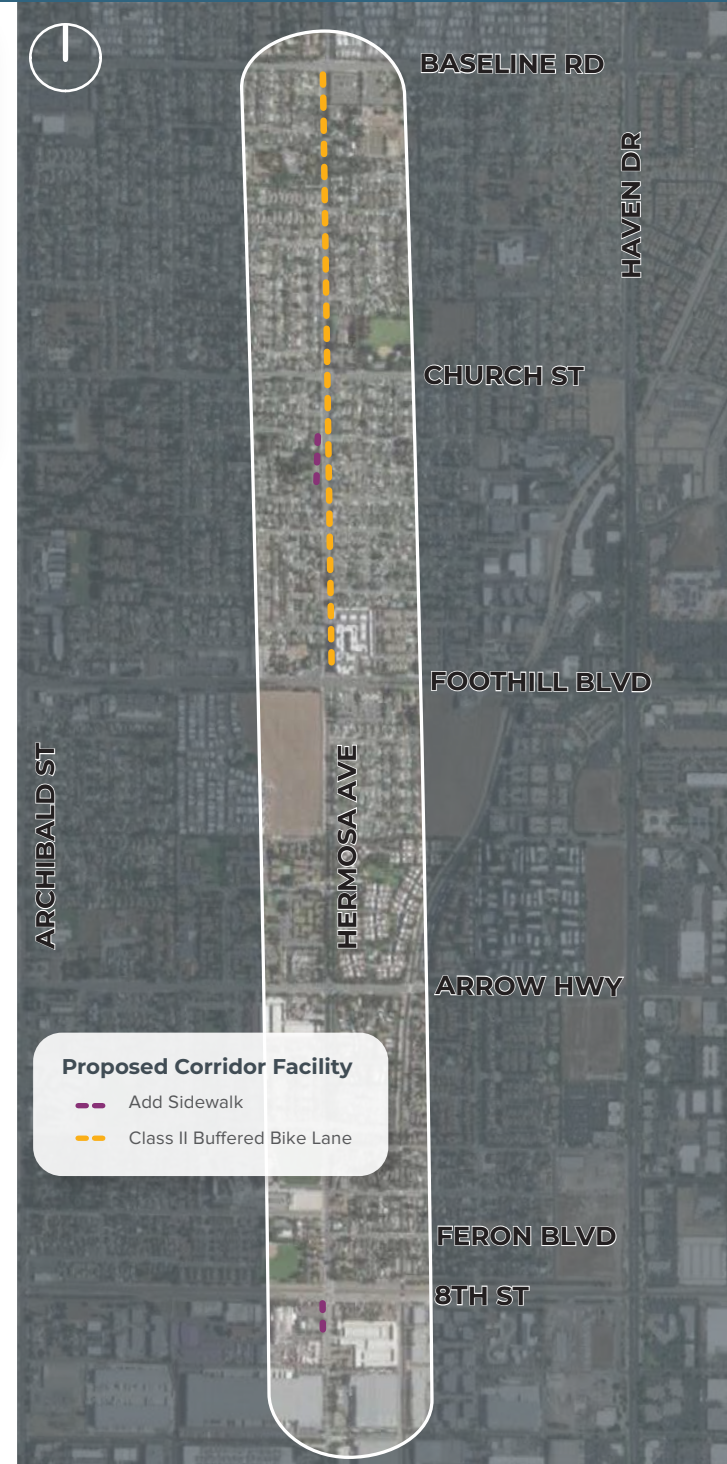
PROJECT AREA FEATURES



A reduction in travel lanes along Hermosa Ave. can manage traffic speeds and provide lower stress buffered Class II bicycle facilities



Buffered bike lanes along Hermosa Ave. can designate space for cyclists and improve network connectivity



Proposed Corridor Facility

- Add Sidewalk
- Class II Buffered Bike Lane

PROJECT IDEA 12

Ramona Avenue

Striped Shoulders

CORRIDOR OVERVIEW

Distance	1.03 Miles
Typical Width	40' - 42'
Number of Lanes	2
Posted Speed Limit	25 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	-
PlanRC Bike/Ped Priority	-
Schools	Central Elementary
Transit	-
Trail Connection	-
Percent of Population Within Quarter Mile	4,960

Preliminary Cost Estimate: **\$55,000**

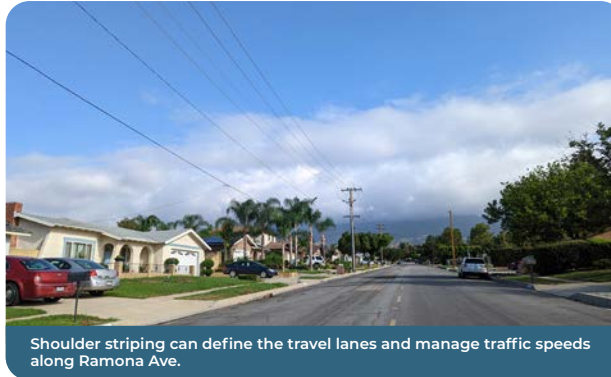
PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Access to Parks & Rec
- ✓ Access to Jobs/Retail
- ✓ Collision History

Recommendations

- ✓ **Enhance Comfort** along Ramona Avenue from Base Line Road to Foothill Boulevard through shoulder striping.

PROJECT AREA FEATURES



Proposed Corridor Facility

- Shoulder Striping



PROJECT IDEA 13

9th Street

Buffered Bike Lane and New Sidewalks

CORRIDOR OVERVIEW

Distance	1.51 Miles
Typical Width	38' - 44'
Number of Lanes	2
Posted Speed Limit	40 MPH
AADT Estimate (2019)	N/A
Street Typology	Collector Street
Existing Bike Facility	-
PlanRC Bike/Ped Priority	-
Schools	Cucamonga Elementary Los Amigos Elementary
Transit	-
Trail Connection	Cucamonga Creek
Percent of Population Within Quarter Mile	5,140

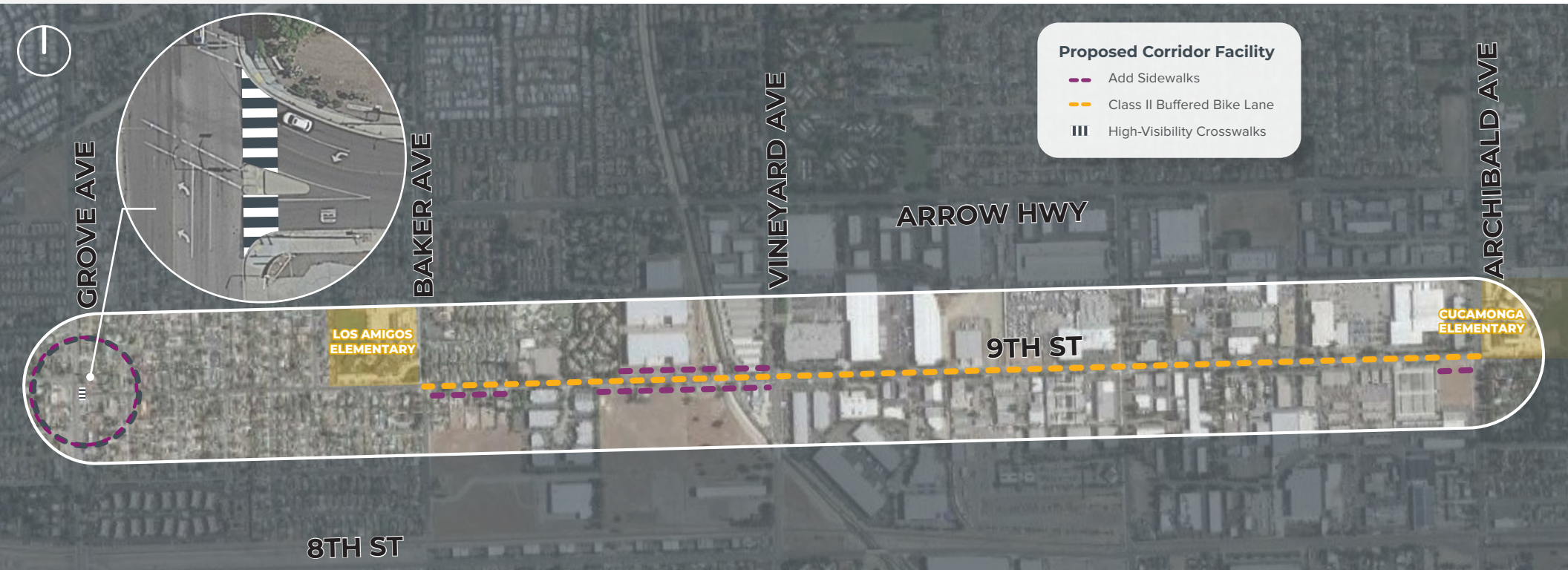
Preliminary Cost Estimate: **\$775,000**

PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Access to Parks & Rec
- ✓ Access to Jobs/Retail
- ✓ Collision History

Recommendations

- ✓ **Class II Buffered Bike Lane** along 9th St. including wayfinding signage from Baker Ave. to Archibald Ave.
- ✓ **Add Sidewalks** along north and south sides of 9th St. between Baker Ave. and Archibald Ave.
- ✓ **Widen Sidewalks** along north side from Cucamonga Trail to Vineyard Ave. to serve as Class I connection
- ✓ **Ped Enhancements** High-visibility crosswalks at 9th St. and Grove Ave.

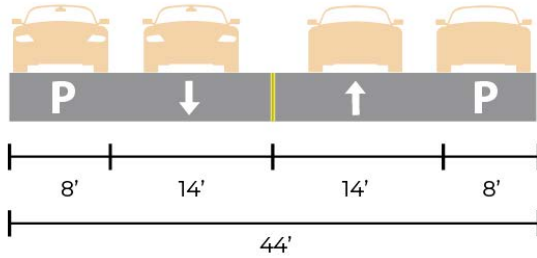


Proposed Corridor Facility

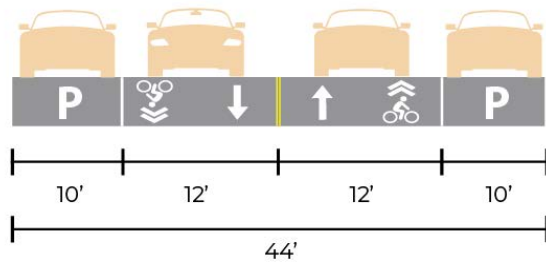
- Add Sidewalks
- Class II Buffered Bike Lane
- III High-Visibility Crosswalks

PROJECT IDEA 13: 9TH STREET BUFFERED BIKE LANE AND NEW SIDEWALKS

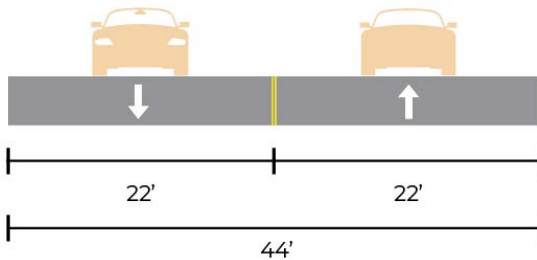
Typical Existing Cross-Section: Baker Ave. to Vineyard Ave.



Recommended: Between Baker Ave. and Vineyard Ave.

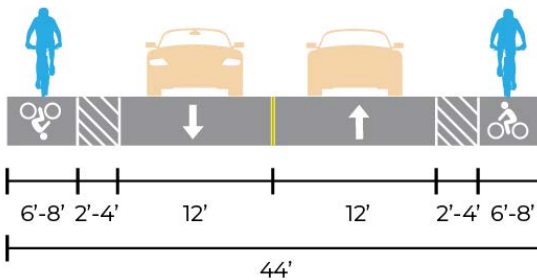


Typical Existing Cross-Section (without parking) From Vineyard Ave. to Archibald Ave.



• Note: No parking allowed on from Vineyard Ave. to Archibald Ave.

Recommended: Between Vineyard Ave. to Archibald Ave.



PROJECT AREA FEATURES



Addition of buffered bicycle lanes on 9th St. can improve network connectivity and connect to schools including Los Amigos Elementary School and Cucamonga Elementary School



Widening sidewalk to a wider space serving bicyclists and pedestrians connecting to Cucamonga Creek trail



Continuous sidewalks along 9th Street can increase pedestrian network connectivity to Los Amigos Elementary School

PROJECT IDEA 14

Feron Boulevard

Ped Enhancements

CORRIDOR OVERVIEW

Distance	0.51 Miles
Typical Width	40' - 42'
Number of Lanes	2
Posted Speed Limit	25 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	–
PlanRC Bike/Ped Priority	–
Schools	Rancho Cucamonga Middle
Transit	–
Trail Connection	–
Percent of Population Within Quarter Mile	2,910

Preliminary Cost Estimate: \$83,000

Recommendations

✔ **Ped Enhancements** including curb extensions, median and/or pedestrian refuge, and center line hardening at crosswalks and Hermosa Ave.

PROJECT BENEFITS

- ✔ Access to Schools
- ✔ Access to Parks & Rec
- ✔ Access to Jobs/Retail
- ✔ Collision History

PROJECT AREA FEATURES



Curb extensions can reduce the crossing distance for pedestrians at Rancho Cucamonga Middle School



Enhancements at the Feron Blvd. and Hermosa Ave. intersection including curb extensions, median refuge, and center lane hardening

FERON BLVD

ARCHIBALD AVE

HERMOSA AVE

8TH ST

Proposed Corridor Facility

- Curb Enhancements
- Pedestrian Refuge
- Center Line Hardening



ABOUT THE AREA

Etiwanda

The Etiwanda neighborhood is located in the northeast corner of the City of Rancho Cucamonga. Per the Plan RC General Plan, Etiwanda is described as a **traditional** and **suburban – very low** neighborhood with commercial areas along SR-210 which runs through the neighborhood from East to West. Pedestrian and bicycle connections are provided to neighborhood streets whenever possible.

Existing Trails

3.7 miles

Existing Bike Facilities

10.3 miles

Access to Trails and Bike Facilities

1%

Percent of population living within quarter mile of an existing trail

12%

Percent of population living within quarter mile of an existing bike facility

Schools

10

- Caryn Elementary School
- Etiwanda Colony Elementary School
- Etiwanda Early Special Education School
- Grapeland Elementary School
- John L. Golden Elementary School
- Day Creek Intermediate School
- Etiwanda Intermediate School
- Summit Intermediate Junior High School
- Etiwanda High School
- Los Osos High School

Destinations

- Etiwanda Heights Town Center
- Day Creek Park
- Etiwanda Creek Community Park
- Legacy Park
- Olive Grove Park

ETIWANDA FEATURES

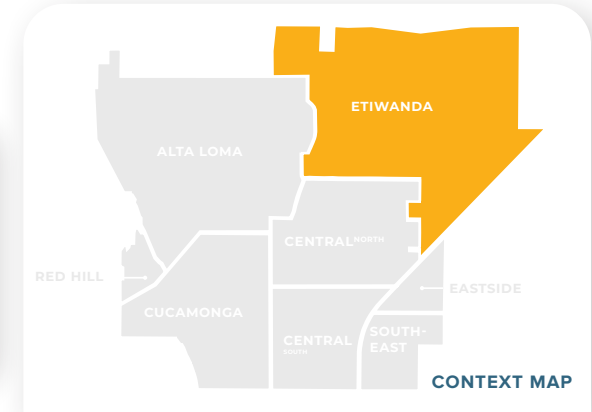
Low Density

Trail Connections

Collisions

Ped/Bike (2015–2019)

0 Fatal
0 Severe Injury
16 Other Injury



Summary of Existing Trails and Bike Facilities

Name	From	To	Class	Length (miles)
Existing Trails				
Pacific Electric Trail	Etiwanda Ave	I-15	I	3.7
Existing On-Street Bike Facilities				
Banyan St.	Deer Creek Channel	Etiwanda Creek Channel	II	3.3
Beech Ave.	Cherry Ave.	I-15 SB On-Ramp	II	0.4
Coyote Dr.	Day Creek Blvd.	Duncaster Pl.	II	0.2
Day Creek Blvd.	Etiwanda Ave.	SR-210	II	2.2
East Ave.	Banyan St.	Base Line Rd.	II	1.5
Etiwanda Ave.	Base Line Rd.	Miller Ave.	II	0.5
Highland Ave.	220' West of Norcia Dr.	230' East of Dicarlo Pl.	II	0.3
Milliken Ave.	Wilson Ave.	SR-210	II	1.0
Wilson Ave.	Deer Creek Trail	Milliken Ave.	II	0.1
Wilson Ave.	East Ave.	Wardman Bullock Rd.	II	2.0

EXISTING CONDITIONS

WALK & BIKE AUDIT SUMMARY

Pedestrian and Bicycle Network

- The Pacific Electric Trail provides east-west connection for southeast corner.
- Opportunity for additional facilities north of SR-210.
- Narrow, uneven, or discontinuous sidewalks present challenges for walking and rolling
- Sidewalk gap on Victoria St. under Interstate 15, connecting the City of Rancho Cucamonga with the City of Fontana.
- Opportunity to enhance bicyclist comfort along roadways through increased separation from vehicles.

Crossing

- Wide roads with high speeds can present challenges for crossers.
- Visibility of crossings can be enhanced through high-visibility crosswalks, RRFBs, median refuge islands.

Safety

- Vehicles not yielding to pedestrians at intersections and right turns.
- Opportunity to calm traffic with roadway geometric features.

Experience

- Interstate 15 has limited crossing opportunities on east side of planning area and presents various safety and mobility challenges.
- Opportunity for improved wayfinding and signage.
- Opportunity to improve trail amenities with shaded plants, trailhead improvements, water fountains, trash bins, etc.

Walk audits were conducted around 10 schools in the Etiwanda area between December 20, 2022 and March 16, 2023. The walk audits focused on observing the existing conditions of active transportation network around the public schools, and identifying potential physical improvements to connect the schools to the broader network.



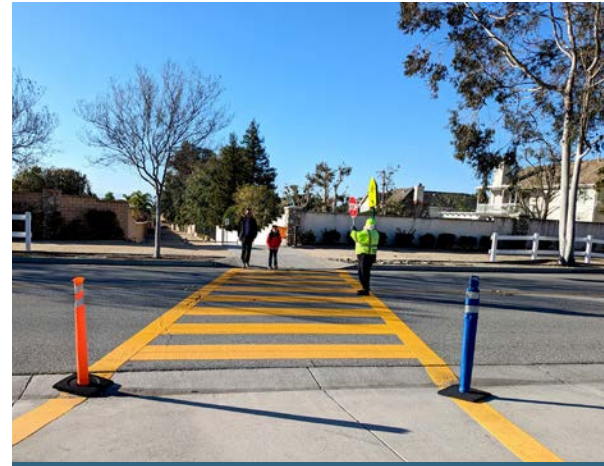
High pedestrian activity around schools. ↴ Los Osos High School



High biking activity around schools. ↴ Los Osos High School



Students riding scooters on sidewalks. ↴ Summit Intermediate School



Crosswalk with cones to reduce exposure for students, parents, and crossing guard . ↴ Etiwanda Colony Elementary School



Sidewalk near elementary school buckling due to adjacent tree roots . ↴ Grapeland Elementary School



Multi-lane roadway crossing missing pedestrian curb ramps . ↴ John L. Golden Elementary School



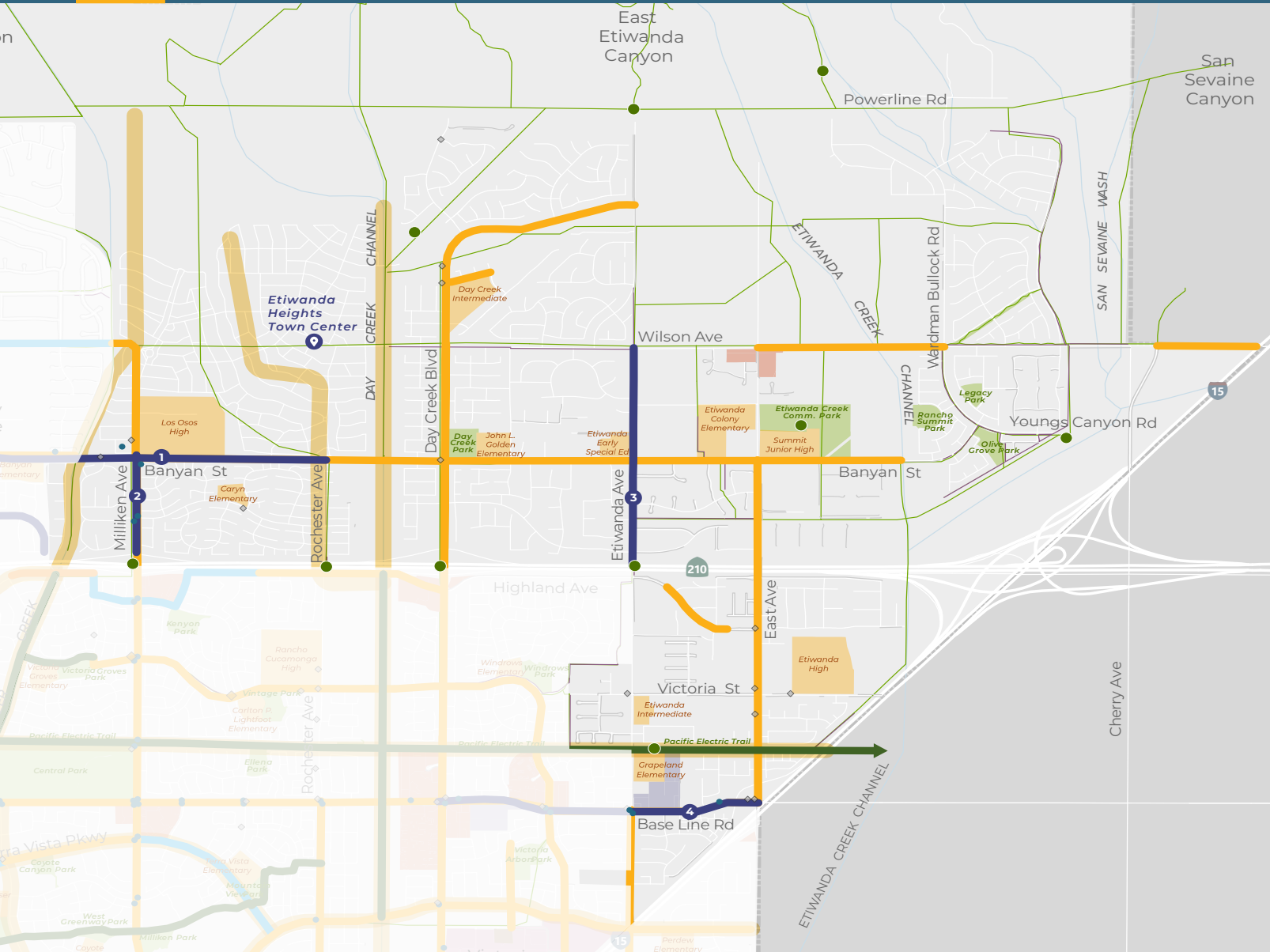
Discontinuous sidewalk traveling under Interstate 15. ↴ Etiwanda High School



Well-traveled student route crossing without benefit of pedestrian curb ramps or crosswalk . ↴ Day Creek Intermediate School



Missing pedestrian curb ramp at a high-visibility crosswalk. ↴ Los Osos High School



Capital Improvement Program (2023-2024)

Pavement Rehabilitation:

- 1 Banyan Street
- 2 Milliken Avenue
- 3 Etiwanda Avenue
- 4 Base Line Road

PlanRC Vision

Destinations

- Etiwanda Heights is one of the Focus Areas identified in PlanRC and envisioned as a “two-block main street.”
- Trails in the San Bernadino National Forest and San Gabriel Mountains.

Potential Improvements

- Connect **Wilson Avenue** between Etiwanda Avenue and East Avenue
- Extend the **Day Creek Channel Trail** from the south side of SR-210 north to provide access to Etiwanda Heights.
- Close bike lane gaps on **Highland Avenue, Banyan Street, and Victoria Street.**



New Wilson Square imagined in PlanRC with wide sidewalks and bicycle parking.

- Complete **Wilson Avenue** and create complete network of complete streets.

EXISTING CONDITIONS

- | | | |
|---|--------------------------|----------------------------------|
| Existing Bike Path/Multi-Use Path (Class I) | Existing Trailhead | PlanRC Planned Ped/Bike Priority |
| Existing Bike Lane (Class II) | Existing Transit Stops | PlanRC Focus Area |
| Existing Bike Route (Class III) | Fatal Collision* | Planned City Center |
| Existing Community Trail | Severe Injury Collision* | Planned Traditional Town Center |
| Existing Equestrian Trail | Other Injury Collision* | Planned Neighborhood Center |
| Missing Sidewalk | | |



*Ped/Bike Collision Data Source: Transportation Injury Mapping System (TIMS), 2015–2019.

COMMUNITY ENGAGEMENT

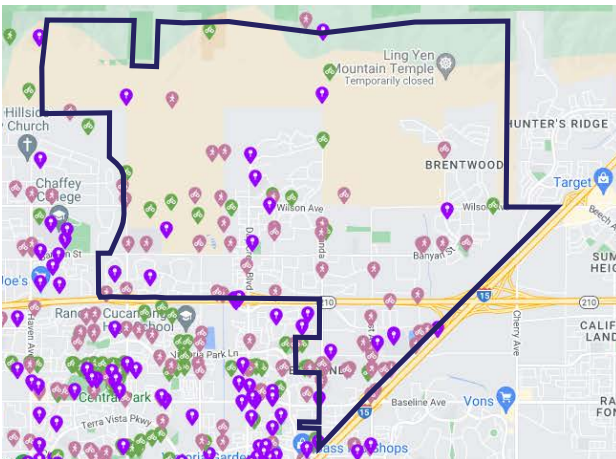
WHAT WE'VE HEARD

In-person community engagement, an online survey, workshops with HealthyRC Steering Committee and school principals were conducted in Fall 2022 and Spring 2023

- 22 percent of comments on the community survey were received from Etiwanda residents (145 respondents).



Etiwanda Project map at community outreach at Terra Vista Farmer's Market



Online survey responses in Etiwanda

★ Places I go to

- Schools
- Day Creek Park
- Etiwanda Falls Trailhead
- Etiwanda Creek Community Park
- Commercial centers at:
 - Day Creek Boulevard and Highland Avenue
 - Beach Avenue and Interstate 15 (outside of City boundary in Fontana)



“Wilson Avenue acts like the 19th Street of the north”

“Bike lanes are needed!”

“A lot of kids go to Etiwanda High School on their bikes. These improvements will help a lot.”

“How do I cross the 210 freeway by bike?”

💡 Issues or Opportunities

Gaps in Pedestrian and Bicycle Network:

- Narrow and uneven sidewalks near Los Osos High School along Banyan Street and along Milliken Avenue south of Banyan Street
- Biking on East Avenue, especially during school pickup and drop-off times, is challenging.
- East-west connections are limited in this part of the City.

Access:

- Area north of Los Osos High is difficult to ride bicycles on.
- Community members identified riding to their school was difficult due to the perception of a lack of safety along Day Creek Boulevard and Banyan Street.
- Biking or walking, instead of driving, to the trails north of the City was met with enthusiasm.

Perceived Safety Concerns:

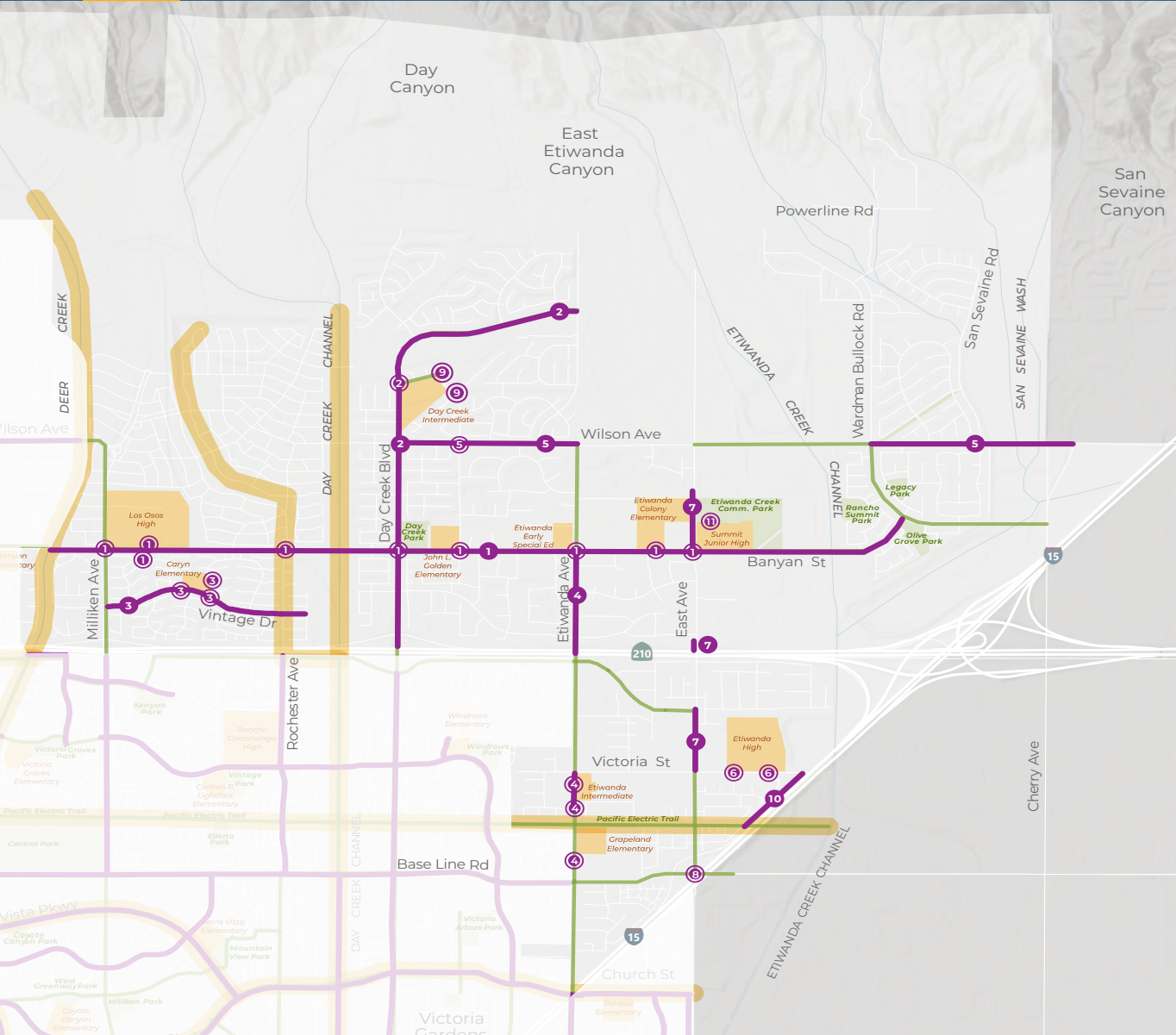
- Concerns about safety near Rochester Avenue.
- Motorists not seeing or yielding to pedestrians crossing at intersections.
- Concerns of motorists speeding

Amenities:





- Community members enjoy the trails north of the City, such as the Etiwanda Falls Trailhead, and expressed an interest in having bike amenities, such as bike racks and repair stations, at these trailheads.



Sidewalks to walk or roll to school, as in here near Summit Junior High, were a common concern of Etiwanda-area residents



RECOMMENDATIONS

-  Corridor Enhancements
-  Access/Crossing Enhancements
-  Existing Bike/Trail Facility
-  PlanRC Planned Ped/Bike Priority



PROJECT IDEAS

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 Banyan Street Ped Enhancements and Buffered Bike Lanes 2 Day Creek Boulevard Buffered Bike Lanes and Ped Enhancements 3 Vintage Drive New Crosswalks and Ped Enhancements 4 Etiwanda Avenue Bike Route and Ped Crossing Enhancements 5 Wilson Avenue Buffered Bike Lane and Ped Crossing Enhancements 6 Victoria Street Ped Enhancements | <ul style="list-style-type: none"> 7 East Avenue Buffered Bike Lane and New Sidewalks 8 Base Line Road Ped and Bike Enhancements 9 Duncaster Place Ped Enhancements 10 Etiwanda Creek Channel Multi-Use Trail 11 Summit Intermediate/ Etiwanda Creek Park Connection |
|---|--|

PROJECT IDEA 1

Banyan Street

Ped Enhancements and Buffered Bike Lanes

CORRIDOR OVERVIEW

Distance	3.71 Miles
Typical Width	36' - 46'
Number of Lanes	2
Posted Speed Limit	45 MPH
AADT Estimate (2019)	8,200 to 10,500
Street Typology	Collector Street
Existing Bike Facility	Class II Bike Lane
PlanRC Bike/Ped Priority	-
Schools	Etiwanda Colony Elementary Etiwanda Early Special Education John L. Golden Elementary Los Osos High Summit Junior High"
Transit	-
Trail Connection	-
Population Within Quarter Mile	5,830

Preliminary Cost Estimate: **\$1,675,000**

PROJECT BENEFITS

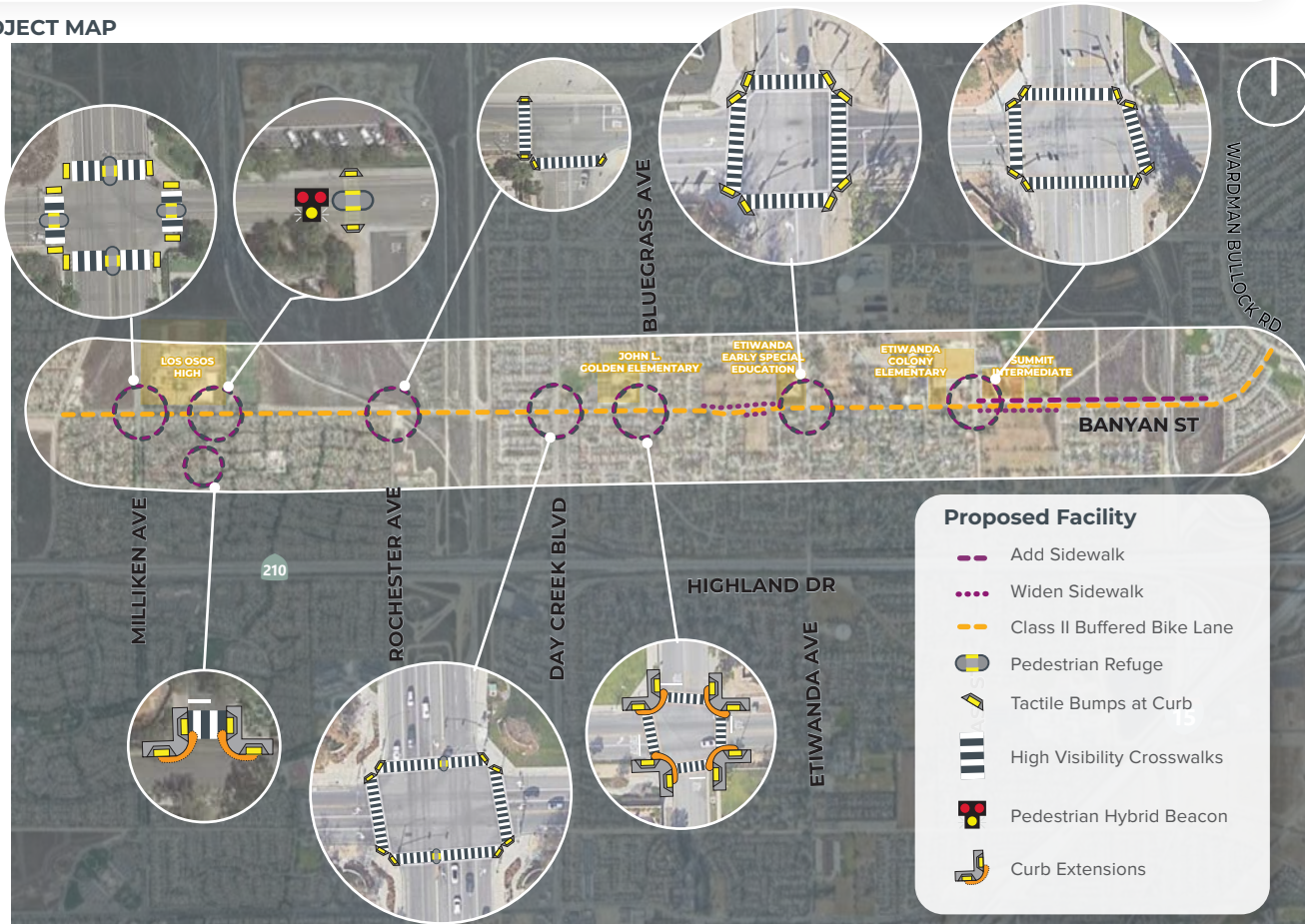
- ✓ Access to Schools
- ✓ Network Connectivity
- ✓ Key Barrier/Gap Closure



Recommendations

- ✓ **Add Buffered Class II Bike Lane** from Deer Creek Channel to Wardman Bullock Rd.
- ✓ **Widen sidewalk** on north side of roadway from East Ave. to Peak Pl.
- ✓ **Add Sidewalk** on south side of Banyan St. from East Ave. to Golden Lock Pl. and on both north and south sides from about 200 ft. east of Los Altos Ct. to Laurel Blossom Pl.
- ✓ **Pedestrian Enhancements** including Pedestrian Hybrid Beacon (PHB) at Banyan St. and Butler Peak Place, and high-visibility crosswalks, advanced stop lines, tactile bumps at curb ramps, median refuge, and curb extensions to be incorporated at the Etiwanda Colony Elementary mid-block crosswalk and the following intersections:
 - Banyan St. and Milliken Ave.
 - Banyan St. and Butler Peak Pl.
 - Terrace View Loop/Butler Peak Pl.
 - Banyan St. and Rochester Ave.
 - Banyan St. and Day Creek Blvd.
 - Banyan St. and Bluegrass St.
 - Banyan St. and Etiwanda Ave.
 - Banyan St. and East Ave.

PROJECT MAP



PROJECT IDEA 1 BANYAN ST PEDESTRIAN ENHANCEMENTS AND BUFFERED BIKE LANES

PROJECT AREA FEATURES



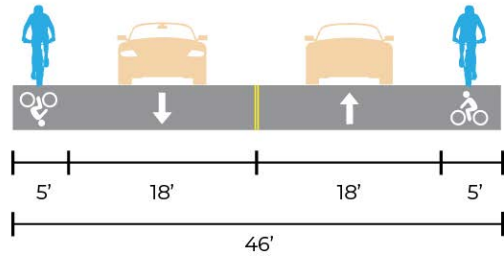
Pedestrian facilities like curb ramps, tactile bumps, and a PHB at the Banyan St. and Butler Peak Pl. can enhance crossings at Los Osos High School.



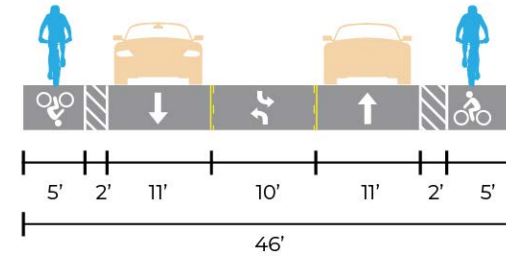
Enhancements at intersections along Banyan St. can benefit pedestrians and bicyclists near Los Osos High School, John L. Golden Elementary School, Etiwanda Colony Elementary School, and Summit Intermediate School.



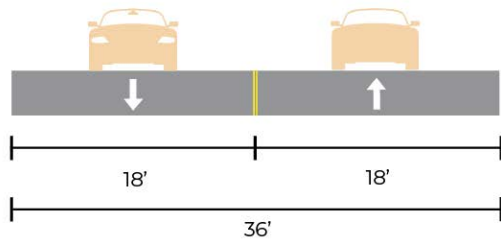
Typical Existing Cross-Section between Milliken Ave and Bluegrass Ave



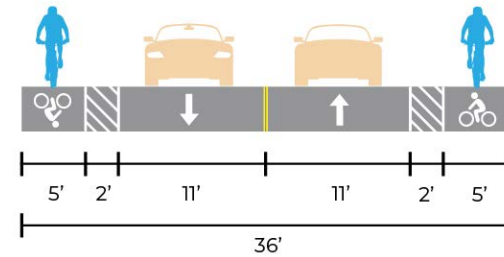
Recommended: Between Milliken Ave. and Bluegrass Ave.



Typical Existing Cross-Section between Bluegrass Ave and Wardman Bullock Rd.



Recommended: Between Bluegrass Ave. and Wardman Bullock Rd.



PROJECT IDEA 2

Day Creek Boulevard

Buffered Bike Lanes and Ped Enhancements

CORRIDOR OVERVIEW

Distance	2.16 Miles
Typical Width	40' - 72'
Number of Lanes	2-5
Posted Speed Limit	45 MPH
AADT Estimate (2019)	N/A
Street Typology	Collector Street from Etiwanda Ave. to Wilson Ave. Arterial Roadway from Wilson Ave. to SR-210
Existing Bike Facility	Class II Bike Lane
PlanRC Bike/Ped Priority	–
Schools	Day Creek Intermediate
Transit	–
Trail Connection	–
Population Within Quarter Mile	3,170

**Preliminary Cost
Estimate: \$497,000**

Recommendations

- ✔ **Add Buffered Class II Bike Lane** from Etiwanda Avenue to SR-210.
- ✔ **Bike Enhancements** include reconfiguring lanes so that southbound bike lane is to the left of the right turn lane onto I-210 freeway westbound on-ramp
- ✔ **Ped Enhancements** at Day Creek Blvd. and Coyote Dr. including:
 - Curb ramps and tactile bumps
 - Median refuge island
 - Curb extensions

PROJECT BENEFITS

- ✔ Access to Schools
- ✔ Access to Parks & Rec

PROJECT AREA FEATURES



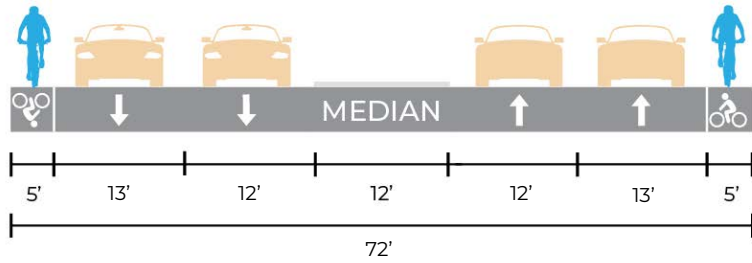
Curb ramps and tactile bumps can improve ADA accessibility at the Day Creek Blvd. and Coyote Dr. intersection.



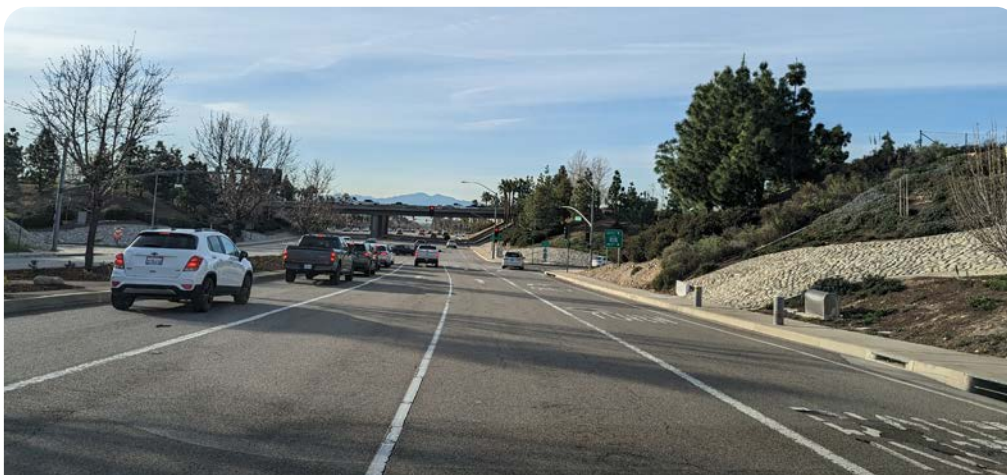
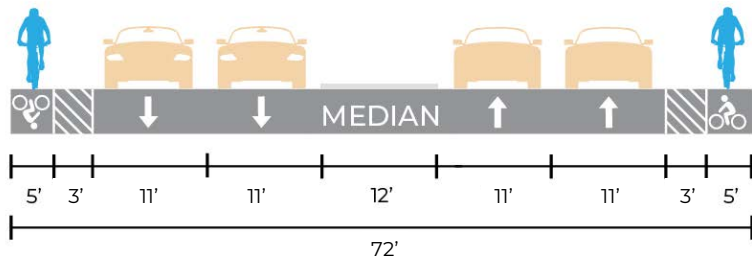
Buffered bike lanes along Day Creek Blvd. can provide a more comfortable bike facility by allowing more space between the bicycle lane and vehicle travel lanes.

PROJECT IDEA 2 DAY CREEK BOULEVARD: BUFFERED BIKE LANES AND PEDESTRIAN ENHANCEMENTS

Typical Existing Cross-Section



Recommended: Buffered Class II Bike Lanes



Moving the southbound Day Creek Blvd. bike lane to the left of the westbound SR-210 freeway can reduce conflicts between bicyclists and right turning vehicles



PROJECT IDEA 3

Vintage Drive

New Crosswalks and Ped Enhancements

CORRIDOR OVERVIEW

Distance	0.79 Miles
Typical Width	38' - 40'
Number of Lanes	2
Posted Speed Limit	35 MPH
AADT Estimate (2019)	N/A
Existing Bike Facility	Local
Street Typology	–
PlanRC Bike/Ped Priority	–
Schools	Caryn Elementary
Transit	–
Trail Connection	–
Population Within Quarter Mile	3,580

Recommendations

✔ **Enhance Comfort** through shoulder striping from Milliken Ave. to Thunder Mountain Ave

✔ **Ped Enhancements** include Rectangular Rapid-Flashing Beacons (RRFBs) at Vintage Drive & Hillview Loop and Sierra Crest View & Mt. Waverly Ct. Additional pedestrian enhancements including high-visibility crosswalks, and curb extensions incorporated at the following intersections

- Vintage Dr. and Hillview Loop
- Vintage Dr. and Sierra Crest View Loop
- Sierra Crest View and Mt. Waverly Ct.
- Vintage Dr. and Terrace View Loop

PROJECT AREA FEATURES



Curb extensions can shorten the crossing distance for students and visitors of Caryn Elementary School and an RRFB can enhance awareness of pedestrians within the crosswalk



A mid-block crosswalk near Caryn Elementary School may benefit families crossing Vintage Dr.

Preliminary Cost Estimate: \$173,000

PROJECT BENEFITS

- ✔ Network Connectivity
- ✔ Access to Transit
- ✔ Collision History



PROJECT IDEA 4

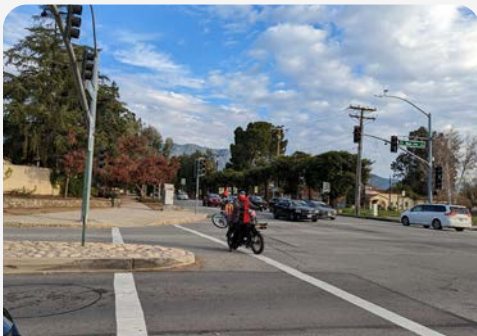
Etiwanda Avenue

Bike Route and Ped Crossing Enhancements

CORRIDOR OVERVIEW

Distance	0.45 Miles
Typical Width	42' - 46'
Number of Lanes	3
Posted Speed Limit	45 MPH
AADT Estimate (2019)	N/A
Existing Bike Facility	Collector Street
Street Typology	N/A
PlanRC Bike/Ped Priority	-
Schools	Etiwanda Intermediate Grapeland Elementary
Transit	-
Trail Connection	-
Population Within Quarter Mile	1,070

PROJECT AREA FEATURES



Enhancements along Etiwanda Ave. can benefit bicyclists and pedestrians near Grapeland Elementary, Etiwanda Intermediate School, and the Pacific Electric Trail.

Preliminary Cost Estimate: \$119,000

PROJECT BENEFITS

- ✔ Network Connectivity
- ✔ Access to Transit
- ✔ Collision History

Recommendations

- ✔ **Class III bike route** north of the I-210 to Banyan St
- ✔ **Ped Enhancements** including high-visibility crosswalks, advanced yield lines, center line hardening, tactile bumps at curb ramps, median refuge, and curb extensions to be incorporated at the mid-block crosswalks near Etiwanda Elementary and Etiwanda Intermediate and the following intersections:
 - Etiwanda Ave. and Banyan St.
 - Etiwanda Ave. and Base Line Rd.
 - Etiwanda Ave. and Saddleridge Dr.
 - Etiwanda Ave. and Victoria St.
 - Etiwanda Intermediate School Driveway
- ✔ **Enhance Comfort** through shoulder striping from Craig Dr. to Victoria St.

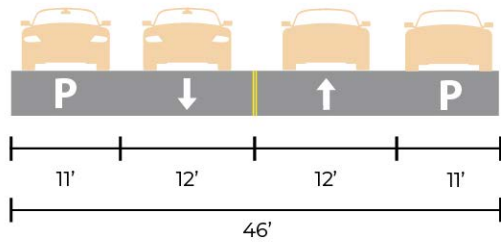
Proposed Facility

- Class III Bike Route
- Shoulder Striping
- Pedestrian Refuge
- Curb Extensions
- Tactile Bumps at Curb
- High Visibility Crosswalks

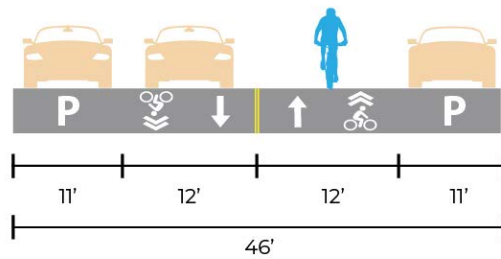


PROJECT IDEA 4 ETIWANDA AVENUE: BUFFERED BIKE LANE, BIKE ROUTE AND PEDESTRIAN ENHANCEMENTS

Existing Typical north of State Route 210



Recommended: Class III Bike Route



Curb extensions at crosswalks along Etiwanda Ave. can benefit Etiwanda Intermediate School and Grapeland Elementary School with high levels of pedestrian and bicyclist activity and complement existing RRFBs and signalized crossings.

PROJECT IDEA 5

Wilson Avenue

Buffered Bike Lane and Ped Crossing Enhancements

CORRIDOR OVERVIEW

Distance	1.7 Miles
Typical Width	68' - 78'
Number of Lanes	4
Posted Speed Limit	45 MPH
AADT Estimate (2019)	8,200
Existing Bike Facility	Arterial Roadway
Street Typology	-
PlanRC Bike/Ped Priority	-
Schools	Day Creek Intermediate
Transit	-
Trail Connection	-
Population Within Quarter Mile	1,190

Preliminary Cost Estimate: \$442,000

PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Access to Parks & Rec
- ✓ Network Connectivity
- ✓ Access to Transit
- ✓ Key Barrier/Gap Closure
- ✓ Collision History



Recommendations

- ✓ **Class II Buffered Bike Lane** from Day Creek Blvd. to Etiwanda Ave. and close gap between Wardman Bullock Rd. and Cherry Ave
- ✓ **Ped Enhancements** including Pedestrian Hybrid Beacon (PHB), advanced yield lines, curb ramps, median refuge, and tactile bumps at Wilson Ave. and Bluegrass Ave

Proposed Facility

- Class II Buffered Bike Lane
- Pedestrian Hybrid Beacon
- Pedestrian Refuge
- High Visibility Crosswalks
- Tactile Bumps at Curb
- Curb Extensions



PROJECT IDEA 5 WILSON AVE: BUFFERED BIKE LANE AND PEDESTRIAN CROSSING

PROJECT AREA FEATURES



Wide travel lanes on Wilson Ave. can provide buffered bike lanes that increase comfort for bicyclists



A median refuge can enhance the crosswalk across a multi-lane roadway.

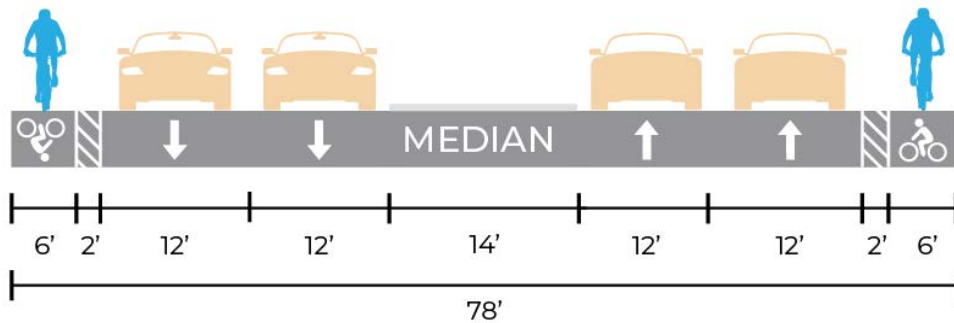
Typical Existing Cross-Section: From Day Creek Blvd to Etiwanda Ave.



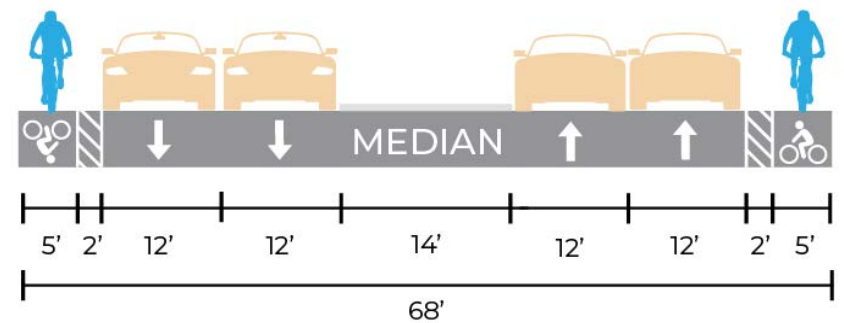
Typical Existing Cross-Section: From Wardman Bullock Rd. to Cherry Ave.



Recommended: From Day Creek Blvd to Etiwanda Ave.



Recommended: From Wardman Bullock Rd. to Cherry Ave.



PROJECT IDEA 6

Victoria Street

Ped Enhancements

CORRIDOR OVERVIEW

Distance	N/A
Typical Width	40' - 50'
Number of Lanes	3
Posted Speed Limit	40 MPH
ADT Estimate (2019)	N/A
Street Typology	Local from Etiwanda Ave. to East Ave. Collector Street from East Ave. to SR-210
Existing Bike Facility	N/A
PlanRC Bike/Ped Priority	–
Schools	Etiwanda High
Transit	–
Trail Connection	–
Population within Quarter Mile	800

Preliminary Cost Estimate: **\$30,000**

PROJECT BENEFITS

- ✔ Access to Schools
- ✔ Access to Jobs/Retail
- ✔ Key Barrier/Gap Closure
- ✔ Access to Transit
- ✔ Network Connectivity
- ✔ Collision History

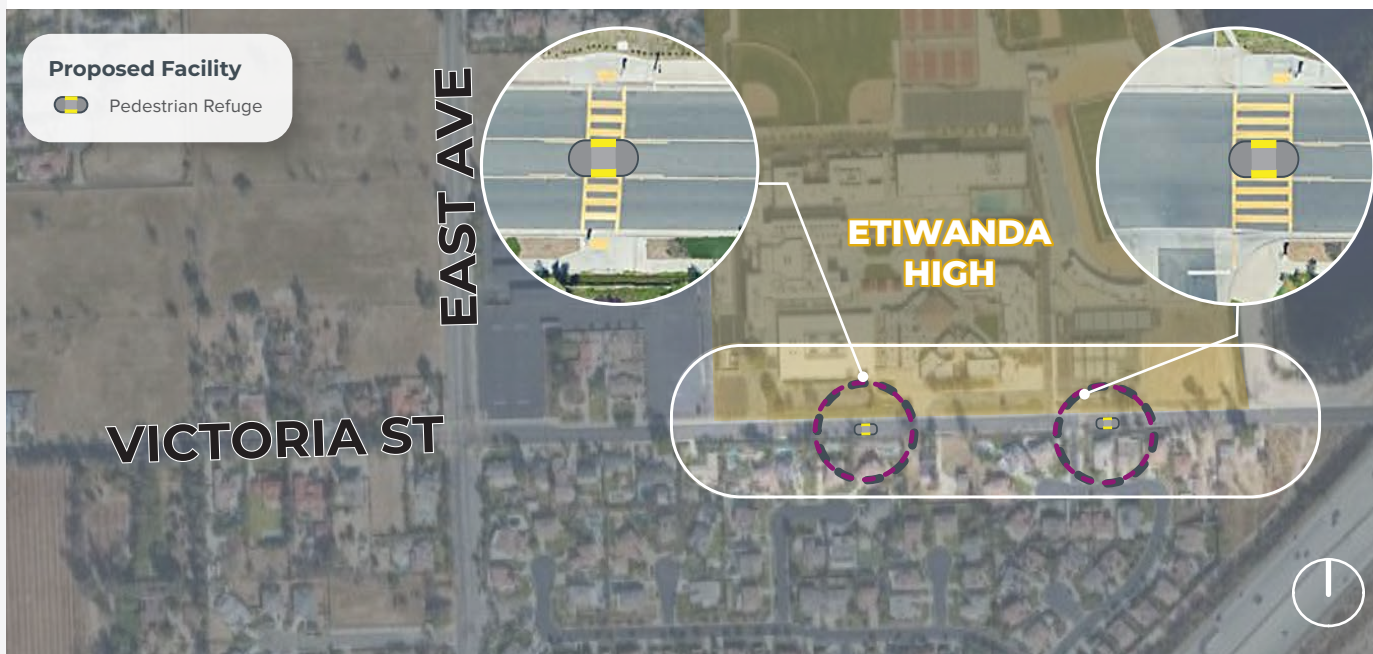
Recommendations

- ✔ **Ped Enhancements** including median refuge islands at mid-block crosswalks near Etiwanda High frontage.

PROJECT AREA FEATURES



Pedestrian refuge islands can provide shorter crossing distances across the two mid-block crosswalks and compliment the two existing RRFBs near Etiwanda High School



PROJECT IDEA 7

East Avenue

Buffered Bike Lane and New Sidewalks

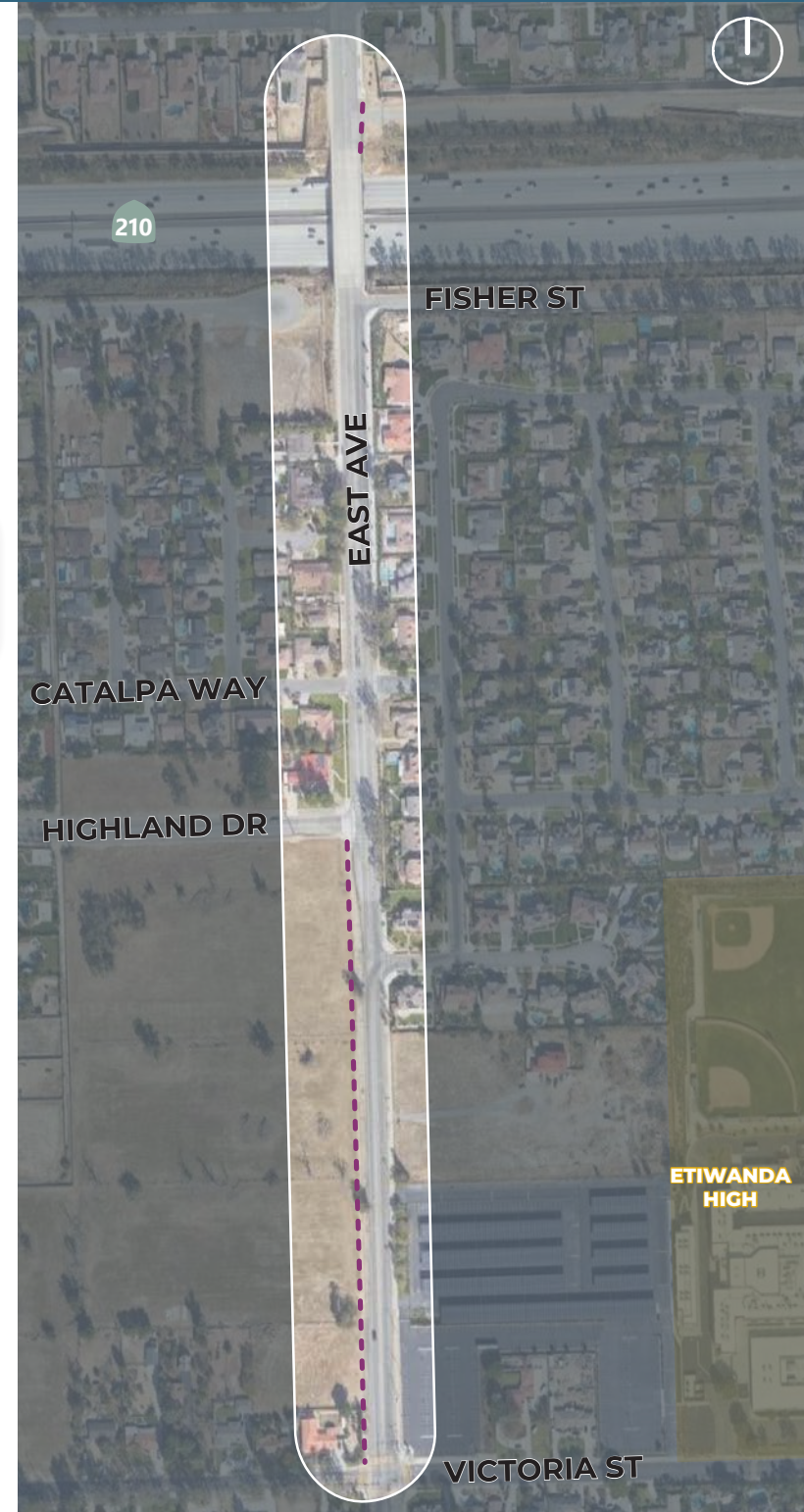
CORRIDOR OVERVIEW

Distance	1.03 Miles
Typical Width	50' - 64'
Number of Lanes	2 - 5
Posted Speed Limit	45 MPH
ADT Estimate (2019)	N/A
Street Typology	Arterial Roadway
Existing Bike Facility	Class II Bike Lane from Banyan St. to Base Line Rd.
PlanRC Bike/Ped Priority	-
Schools	Etiwanda High Summit Junior High
Transit	-
Trail Connection	-
Population within Quarter Mile	2,410

Preliminary Cost Estimate: **\$577,000**

PROJECT BENEFITS

- ✔ Access to Schools
- ✔ Access to Parks & Rec
- ✔ Network Connectivity
- ✔ Collision History
- ✔ Key Barrier/Gap Closure

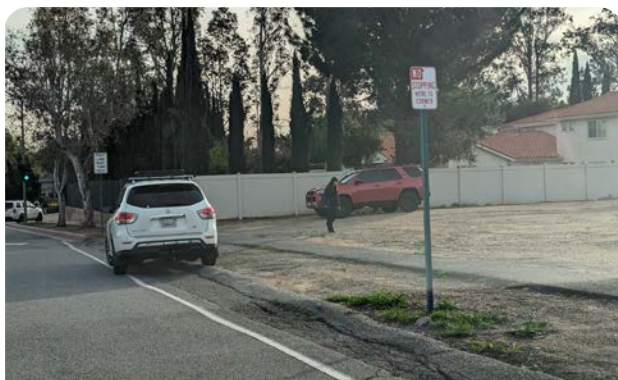


PROJECT IDEA 7 EAST AVENUE: BUFFERED BIKE LANE, NEW SIDEWALK, AND PEDESTRIAN ENHANCEMENTS

PROJECT AREA FEATURES



Buffered bike lanes on East Ave. can provide more comfortable bicycling facilities near Summit Intermediate School, Etiwanda Colony Elementary School, and Etiwanda Creek Community Park.

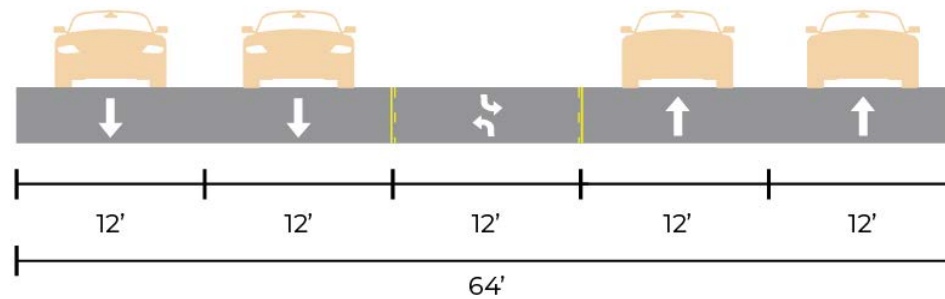


Sidewalks on east side of East Ave. near Etiwanda High School can be replaced from asphalt to concrete to provide a wider and higher quality facility.

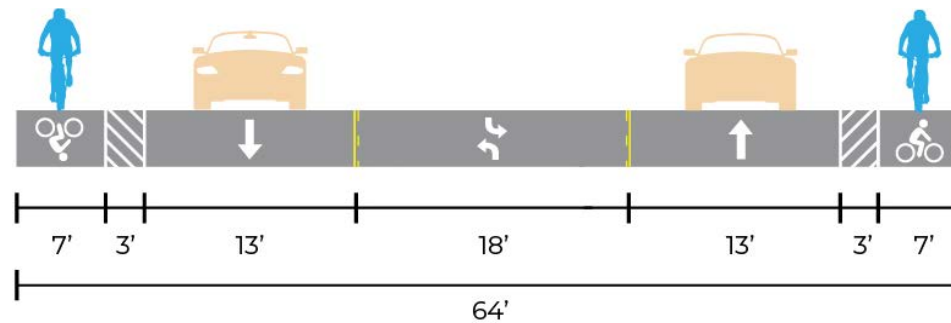
Recommendations

- ✔ **Class II Buffered Bike Lane** on east and west sides of roadway from Philly Drive to Banyan Street
- ✔ **Add Sidewalks** on east side of roadway at following locations:
 - East Avenue from Hunt Club Drive to Banyan Street
 - East Avenue from north side of SR-210 bridge to approximately 25 ft north of Access Road.
 - East Avenue from Highland Avenue to Victoria Street

Typical Existing Cross-Section: From Philly Drive to Banyan Street



Recommended Cross Section: Lane Reduction and Class II Buffered Bike Lanes from Philly Drive to Banyan Street



- Additional count data needed to confirm adequate travel lanes

PROJECT IDEA 8

Base Line Road

Ped and Bike Enhancements

CORRIDOR OVERVIEW

Distance	N/A
Typical Width	83' - 86'
Number of Lanes	5
Posted Speed Limit	50 MPH
ADT Estimate (2019)	22,800 to 25,200
Street Typology	Arterial Roadway
Existing Bike Facility	Class II Bike Lane from Etiwanda Ave. to Shelby Pl. (Southside Only)
PlanRC Bike/Ped Priority	-
Schools	-
Transit	Omnitrans Route 67
Trail Connection	-
Population within Quarter Mile	900

Preliminary Cost Estimate: **\$211,000**

PROJECT BENEFITS

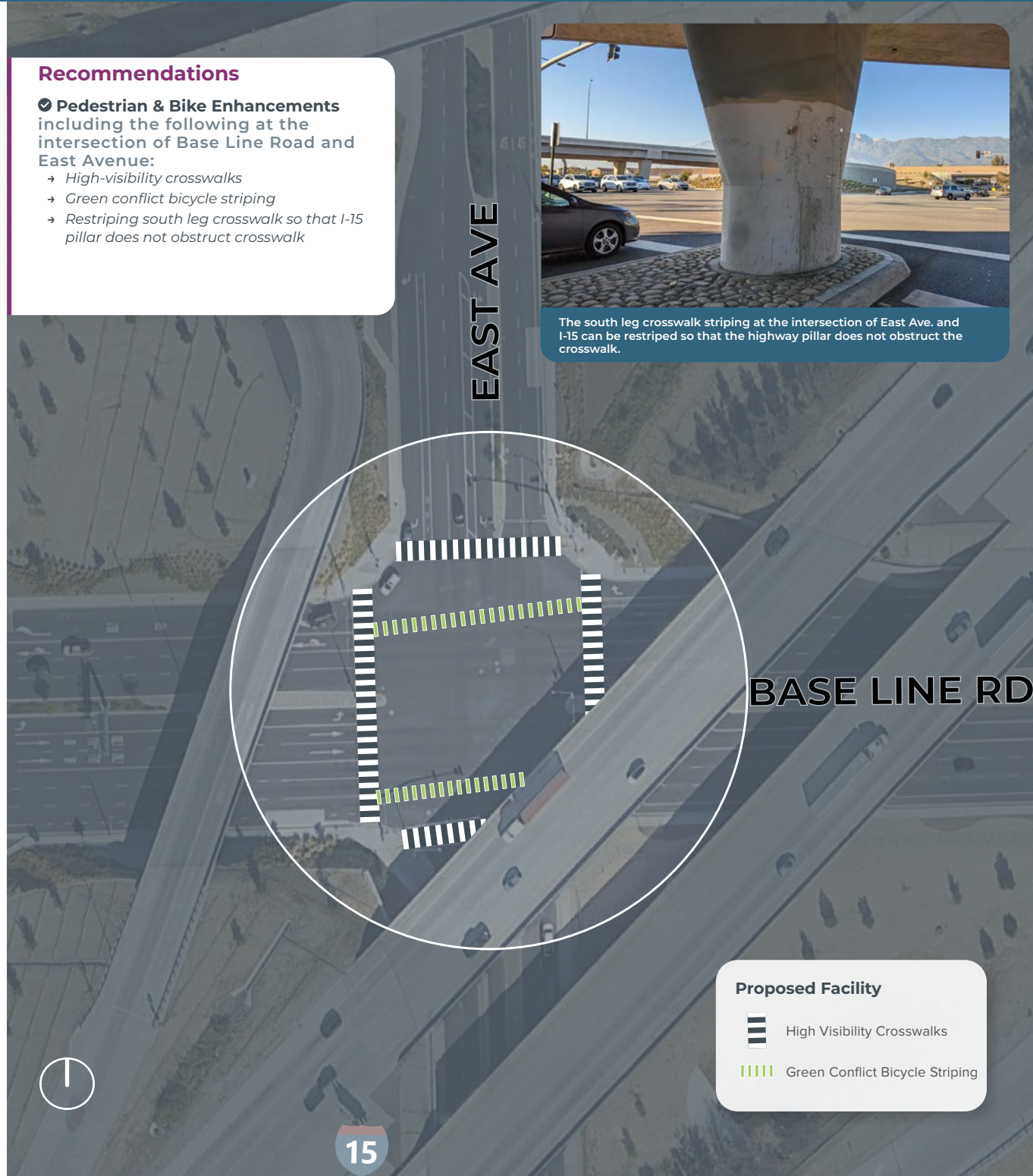
- ✔ Access to Parks & Rec
- ✔ Collision History
- ✔ Network Connectivity
- ✔ Key Barrier/Gap Closure

Recommendations

- ✔ **Pedestrian & Bike Enhancements** including the following at the intersection of Base Line Road and East Avenue:
 - High-visibility crosswalks
 - Green conflict bicycle striping
 - Restriping south leg crosswalk so that I-15 pillar does not obstruct crosswalk



The south leg crosswalk striping at the intersection of East Ave. and I-15 can be restriped so that the highway pillar does not obstruct the crosswalk.



EAST AVE

BASE LINE RD

Proposed Facility

- High Visibility Crosswalks
- Green Conflict Bicycle Striping



PROJECT IDEA 9

Duncaster Place**Ped Enhancements**

CORRIDOR OVERVIEW

Distance	N/A
Typical Width	30' - 32'
Number of Lanes	2
Posted Speed Limit	25 MPH
ADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	–
PlanRC Bike/Ped Priority	–
Schools	Day Creek Intermediate
Transit	–
Trail Connection	–
Population within Quarter Mile	700

Preliminary Cost Estimate: \$112,000

Recommendations

✓ **Ped Enhancements** including high-visibility crosswalk striping, curb ramps, tactile bumps, curb extensions, and RRFB at the following intersections:

- Coyote Dr. and Duncaster Pl.
- Stoneview Rd. and Duncaster Pl. (additionally consider all-way stop)

PROJECT AREA FEATURES



Students at Day Creek Intermediate School may benefit from crossing enhancements like curb extensions and a RRFB near Duncaster Pl. and Stoneview Rd.



A curb ramp with tactile bumps can improve ADA access for pedestrians traveling across Stoneview Rd. to the neighborhood paseo

PROJECT BENEFITS

- ✓ Access to Parks & Rec
- ✓ Network Connectivity

Proposed Facility

- High Visibility Crosswalk
- Curb Extension
- Tactile Bumps on Curb



PROJECT IDEA 10

Etiwanda Creek Channel

Multi-Use Trail

CORRIDOR OVERVIEW

Distance	0.34 Miles
Typical Width	–
Number of Lanes	–
Posted Speed Limit	–
ADT Estimate (2019)	–
Street Typology	–
Existing Bike Facility	–
PlanRC Bike/Ped Priority	–
Schools	Etiwanda High
Transit	–
Trail Connection	Pacific Electric Trail
Population within Quarter Mile	1,330

Preliminary Cost Estimate: **\$429,000**

PROJECT BENEFITS

- Access to Parks & Rec
- Key Gap Closure

Recommendations

- Class I Multi-Use Trail** connecting Pacific Electric Trail and Victoria St. west of I-15 near Etiwanda High School

PROJECT AREA FEATURES



A multi-use trail between the Pacific Electric Trail and Victoria St. would provide a comfortable, off-street connection to Etiwanda High School for bicyclists and pedestrians



Proposed Facility

--- Class I Multi-Use Trail

PROJECT IDEA 11

Summit Intermediate/ Etiwanda Creek Park Connection

CORRIDOR OVERVIEW

Distance	N/A
Typical Width	-
Number of Lanes	-
Posted Speed Limit	-
AADT Estimate (2019)	-
Street Typology	-
Existing Bike Facility	-
PlanRC Bike/Ped Priority	-
Schools	Summit Intermediate
Transit	-
Trail Connection	-
Percent of Population Within Quarter Mile	400

Preliminary Cost Estimate: \$18,000

PROJECT BENEFITS

- ✓ Access to Transit
- ✓ Network Connectivity
- ✓ Access to Parks & Rec
- ✓ Access to Schools
- ✓ Access to Jobs/Retail
- ✓ Key Barrier/Gap Closure

Recommendations

- ✓ **Ped/Bike Access** through east end of Etiwanda Creek Park parking lot and north of Summit Intermediate parking lot



A pedestrian and bicycle access point opportunity exists between Etiwanda Creek Park and Summit Intermediate High School



Proposed Facility

- ☐ Access Point

ABOUT THE AREA

Central North – Eastside

The Central North – Eastside neighborhood is in the center and east of the City of Rancho Cucamonga. In the PlanRC General Plan, Central North - Eastside is described primarily as a **Suburban Neighborhood – Low Density** with pockets **Suburban Neighborhood – Moderate** and **Urban Neighborhood** densities, particularly along Church Street. Commercial areas are along Haven Avenue, Foothill Boulevard and Interstate 15. Bike and pedestrian connections are provided to major streets, trails, and neighborhood-serving uses.

Existing Trails

12.7 miles

Access to Trails and Bike Facilities

18%

Percent of population living within quarter mile of an existing trail

Schools

8

- Carlton P. Lightfoot Elementary
- Coyote Canyon Elementary
- Pedrew Elementary
- Terra Vista Elementary
- Victoria Groves Elementary
- Windrows Elementary
- Ruth Musser Middle
- Rancho Cucamonga High

Existing Bike Facilities

27.0 miles

31%

Percent of population living within quarter mile of an existing bike facility

Destinations

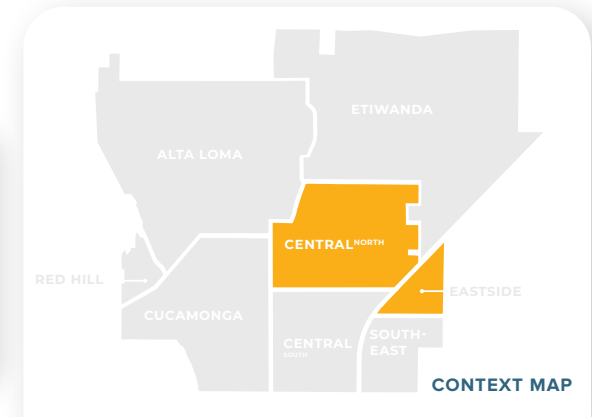
- Victoria Gardens
- Coyote Canyon Park
- Ellena Park
- Kenyon Park
- Garcia Park
- Milliken Park
- Mountain View Park
- Ralph M. Lewis Park
- Central Park
- Spruce Avenue Park
- Victoria Arbors Park
- Victoria Groves Park
- Vintage Park
- West Greenway Park
- Windrows Park

CENTRAL NORTH – EASTSIDE FEATURES

- Medium Density
- Park Access
- Trail Connections
- Retail/Jobs

Collisions
Ped/Bike (2015–2019)

0 Fatal
4 Severe Injury
33 Other Injury



Summary of Existing Trails and Bike Facilities

Name	From	To	Class	Length (miles)
Existing Trails				
Day Creek Channel	Highland Ave.	Base Line Rd.	I	2.9
Deer Creek	Highland Ave.	Haven Ave.	I	4.3
Highland Ave.	Deer Creek Trail	Kenyon Wy.	I	0.2
Mountain View Paseo	Town Center Dr.	Terra Vista Pkwy.	I	1.3
PE Trail	Deer Creek Trail	Etiwanda Ave.	I	3.7
Victoria Groves Paseo	Deer Creek	Fairmont Wy.	I	0.3
Existing On-Street Bike Facilities				
Arbor Ln.	Victoria Arbors Park Parking	Cultural Center Dr.	II	0.3
Base Line Rd.	Haven Ave.	Etiwanda Ave.	II	3.2
Church St.	Haven Ave.	Rochester Ave.	III	3.0
Church St.	Rochester Ave.	Etiwanda Ave.	II	1.8
Day Creek Blvd	Firehouse Ct.	Victoria Gardens Ln.	II	2.1
Etiwanda Ave.	Miller Ave.	Garcia Rd.	II	0.8
Foothill Blvd.	Haven Ave.	East Ave.	II	3.5
Highland Ave.	Day Creek Trail	Day Creek Blvd.	II	2.4
Malaga Dr.	Church St.	Rochester Ave.	II	0.3
Milliken Ave.	SR-210	Foothill Blvd.	II	2.1
Rochester Ave.	Base Line Rd.	Foothill Blvd.	II	2.5
Spruce Ave.	Base Line Rd.	Town Center Dr.	II	0.9
Terra Vista Pkwy.	Church St.	Spruce Ave.	III	0.4
Terra Vista Pkwy.	Spruce Ave.	Milliken Ave.	III	0.5
Terra Vista Pkwy.	Milliken Ave.	Church St.	III	0.7
Victoria Gardens Ln.	Church St.	Day Creek Blvd.	II	0.8
Victoria Park Ln.	Fairmont Wy.	Church St.	II	0.8

EXISTING CONDITIONS

WALK & BIKE AUDIT SUMMARY

Pedestrian and Bicycle Network

- Access to a variety of Class I Multi-Use community paths such as Deer Creek Trail and Pacific Electric Trail as well as the many paseos throughout the Mountain View area.
- Narrow gates at access points on trails.
- Segmented trails without crossing enhancement between segments.
- Sidewalk gaps or narrow sidewalks on several streets around the schools.
- Opportunity to improve connectivity between segments of Deer Creek Trail.
- Opportunity to enhance bicyclist comfort along roadways through increased separation from vehicles.

Crossing

- Many crossings could benefit from increased visibility to drivers such as high-visibility crosswalk markings and Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs), as well as decreased crossing distance through curb extensions or median islands.

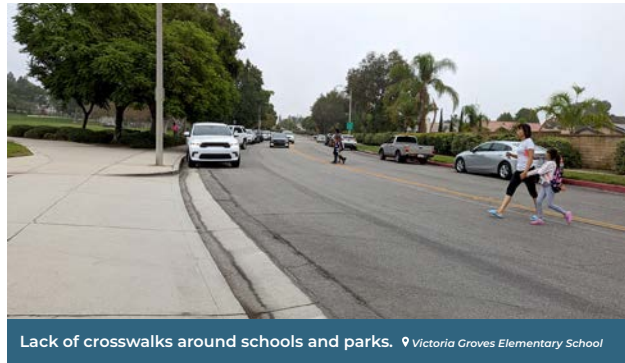
Safety

- Providing separated bikeways can increase safety on the roadways and sidewalks.

Experience

- Roadways such as Base Line Rd, Day Creek Blvd., or I-15, present high level of travel stress due to high volumes, high speeds, or close proximity to moving vehicles.
- Opportunity for improved wayfinding and signage, especially on paseos.

Walk audits were conducted around 8 schools in the Central North – Eastside area between October 11, 2022 and February 1, 2023. The walk audits focused on observing the existing conditions of the active transportation network around the public schools and identifying potential physical improvements to connect the schools to the broader network.



Lack of crosswalks around schools and parks.  Victoria Groves Elementary School



An addition of a PHB at the Terra Vista Pkwy. and Hampton Pl. intersection can enhance awareness of pedestrians within the crosswalk across a multi-lane roadway  Windrows Elementary School



Bicycle lanes lack buffer from vehicles near Pacific Electric Trail and Central Park.



Trail through neighborhood without dedicated pedestrian crossing features .  Windrows Elementary School



Discontinuous sidewalks near schools.  Perdew Elementary School



Narrow sidewalks near schools and parks.  Terra Vista Elementary School



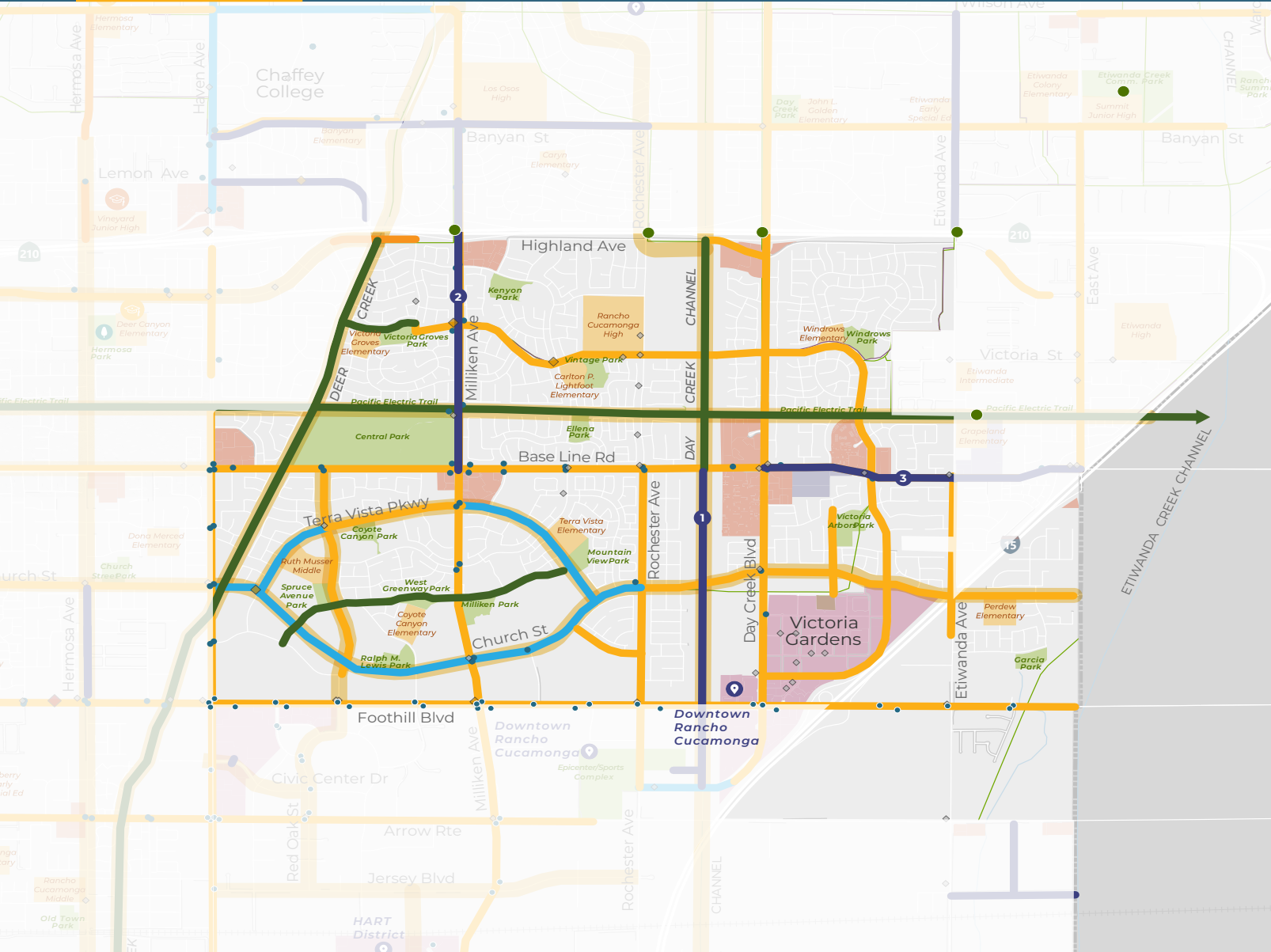
Bicyclists riding on sidewalks.  Ruth Musser Middle School



Student crossing from neighborhood streets without benefit of dedicated crosswalk.  Rancho Cucamonga High School



Crosswalks lacking high-visibility striping  Windrows Elementary School



EXISTING CONDITIONS

- Existing Bike Path/Multi-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Bike Route (Class III)
- Existing Community Trail
- Existing Equestrian Trail
- Missing Sidewalk
- Existing Trailhead
- Existing Transit Stops
- ◆ Fatal Collision*
- ◆ Severe Injury Collision*
- ◆ Other Injury Collision*
- PlanRC Planned Ped/Bike Priority
- PlanRC Focus Area
- Planned City Center
- Planned Traditional Town Center
- Planned Neighborhood Center



*Ped/Bike Collision Data Source: Transportation Injury Mapping System (TIMS), 2015–2019.

Capital Improvement Program (2023-2024)

- 1 Day Creek Channel Bike Trail Pavement Rehabilitation:
- 2 Milliken Avenue
- 3 Banyan Street

PlanRC Vision

Destinations

- **Rancho Cucamonga Downtown** is one of the Focus Areas identified in PlanRC, including the area around **Victoria Gardens**.

Potential Improvements

- Provide access to **Etiwanda Creek Channel** from Victoria Park Lane on north and south sides.
- Add crossing to the **Deer Creek Trail** at Base Line Road to close a north-south gap.
- Extend the **Day Creek Channel Trail** south from Base Line Rd.



Day Creek Channel re-imagined with a multi-use trail and public open space with access to Victoria Gardens Park

COMMUNITY ENGAGEMENT

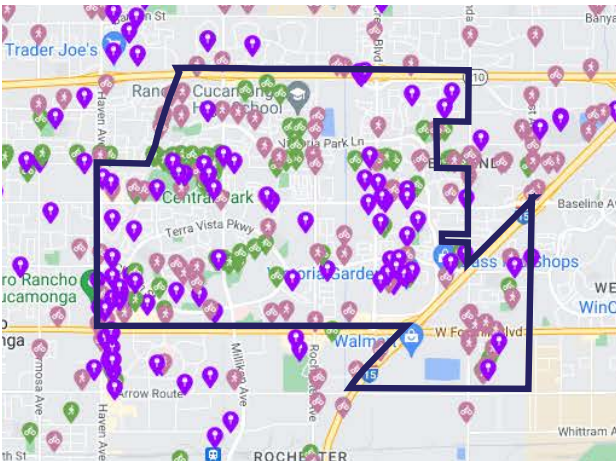
WHAT WE'VE HEARD

In-person community engagement, an online survey, workshops with HealthyRC Steering Committee and school principals were conducted in Fall 2022 and Spring 2023.

- 16 percent of comments on the community survey were received from Central North or Eastside residents (106 respondents).



Pop-Up Engagement event at Terra Vista Farmer's Market in May 2023



Online survey response in Central North – Eastside

★ Places I go to

- Schools
- Pacific Electric Trail
- Central Park
- Coyote Canyon Park
- Garcia Park
- Mountain View Park
- Ralph M. Lewis Park
- Victoria Arbors Park
- Victoria Groves Park
- Commercial centers at:
 - Victoria Gardens
 - Terra Vista Town Center
 - Day Creek Boulevard & Base Line Road
 - Foothill Boulevard & Etiwanda Avenue

💡 Issues or Opportunities

Gaps in Pedestrian and Bicycle Network:

- Walking or biking near the freeway off-ramps
- Respondents identified the following segments for sidewalk gap closures:
 - Etiwanda Avenue near Foothill Boulevard
 - Foothill Boulevard near I-15 Interchange
 - Miller Avenue near East Avenue

Access:

- Community members expressed interest in accessing other destinations that are not immediately off the PE trail, such as schools or Victoria Gardens.
- PE trail users identified interest in easily walking or rolling from the trail to Victoria Park Lane.
- Walking or rolling to the future dog park at Central Park was a common topic among community members.
- Respondents identified the following intersections for improved crossing:
 - Foothill Boulevard at I-15 interchange
 - Church Street/Miller Avenue at I-15 interchange
 - Deer Creek Trail at Base Line Road

Perceived Safety Concerns:

- Double parking and sight distance concerns, especially during pick-up or drop-off at schools.
- Visibility of lane lines and crosswalks especially in wet weather.
- Motorists speeding on streets.
- Motorists do not yield to pedestrians or stop signs and run red lights.

Amenities:

- Multiple community members expressed a desire for additional trail and park amenities such as restrooms, trees or structures to provide shade, drinking fountains, bike racks, and trash cans.
- Additional lighting around pedestrian and bicycle facilities



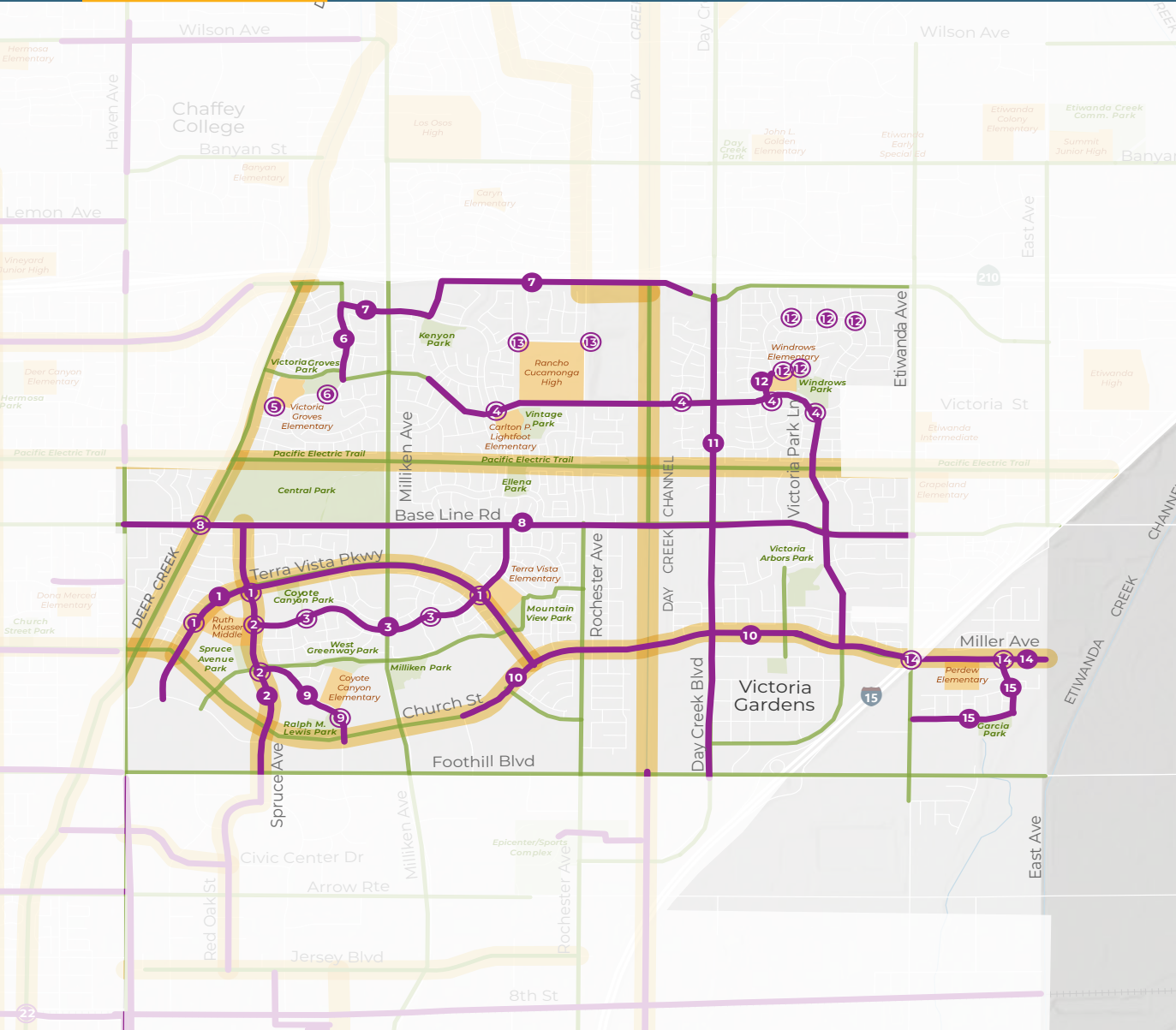
“Victoria Gardens is surrounded by parking lots and hard to bike through”

“Many of the shopping centers don't have enough bike parking”





“There are still so many people in town who don't know about the bike or trail system. Maybe a scavenger hunt to get attention?”

“I would like to see the build-out of the flood control channels into bicycle and pedestrian paths with lighting.”

“This [ATP] would be amazing! My kids could bike to school.”



RECOMMENDATIONS

-  Corridor Enhancements
-  Access/Crossing Enhancements
-  Existing Bike/Trail Facility
-  PlanRC Planned Ped/Bike Priority



PROJECT IDEAS

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 Terra Vista Parkway Ped/Bike Enhancements 2 Spruce Avenue Ped Enhancements 3 Mountain View Drive Buffered Bike Lanes and Ped Enhancements 4 Victoria Park Lane Buffered Bike Lanes and Ped Enhancements 5 Emerson Street/Sherbrooke Place Intersection Ped Enhancements 6 Fairmont Way Buffered Bike Lanes and New Crosswalks 7 Highland Avenue and Kenyon Way Bike Enhancements 8 Base Line Road Buffered Bike Lane and Deer Creek Trail Crossing | <ul style="list-style-type: none"> 9 Elm Avenue Crossing Enhancements and Sidewalk at Coyote Canyon Elementary 10 Church Street Buffered Bike Lanes 11 Day Creek Boulevard Buffered Bike Lanes 12 Victoria Windrows Loop Ped Enhancements 13 Lark Drive New Crosswalks 14 Miller Avenue Buffered Bike Lanes and Ped Enhancements 15 Dolcetto Place and Garcia Drive Buffered Bike Lanes |
|---|--|

PROJECT IDEA 1

Terra Vista Parkway

Ped/Bike Enhancements

CORRIDOR OVERVIEW

Distance	1.86 Miles
Typical Width	62' - 66'
Number of Lanes	4 - 5
Posted Speed Limit	40 mph
AADT Estimate (2019)	–
Street Typology	Bicycle Corridor
Existing Bike Facility	Class II Bike Lane from Spruce Ave. to Milliken Ave.
Existing Bike Facility	Class III Bike Route from Church Street to Spruce Ave. and from Milliken Ave. to Church St.
PlanRC Bike/Ped Priority	Yes
Schools	Ruth Musser Middle Terra Vista Elementary
Transit	–
Trail Connection	Mountain View Paseo
Population Within Quarter Mile	12,500

Preliminary Cost Estimate: **\$815,100**

PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Network Connectivity
- ✓ Key Barrier/Gap Closure

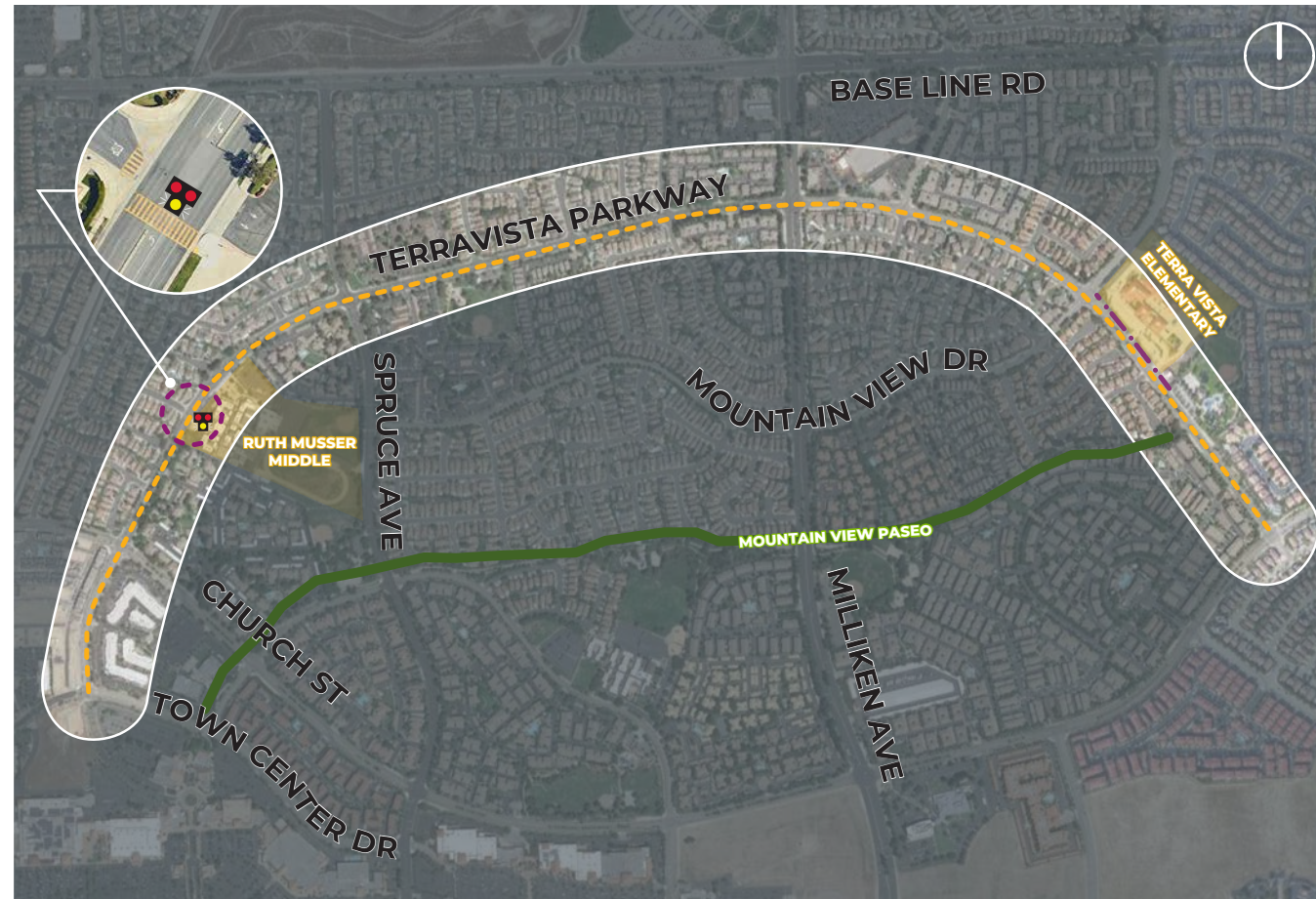
Recommendations

- ✓ **Class II Buffered Bike Lane** along Terra Vista Pkwy. including wayfinding signage from Town Center Dr. to Church St.
- ✓ **Pedestrian Enhancements** include Pedestrian Hybrid Beacon (PHB) installation at Terra Vista Pkwy. and Hampton Pl. at existing marked crossing to Ruth Musser Middle School.
- ✓ **Widen Sidewalk** on north side of Terra Vista Pkwy. from Mountain View Dr. to Mountain View Park North driveway.
- ✓ **Enhance Comfort** through lane narrowing along Terra Vista Pkwy.

Proposed Facility

- Class II Buffered Bike Lane
- Widen Sidewalk
- Pedestrian Hybrid Beacon

PROJECT MAP



PROJECT IDEA 1 TERRA VISTA PARKWAY: PEDESTRIAN AND BIKE ENHANCEMENTS

PROJECT AREA FEATURES



Buffered bike lanes can improve network connectivity to existing bike lanes on Terra Vista Pkwy, and improve comfort for students who commute by bicycle to Ruth Musser Middle School or Terra Vista Elementary School.

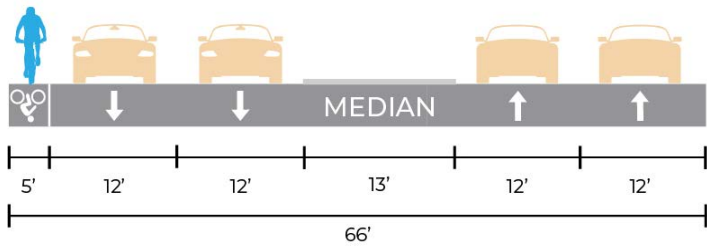


An addition of a PHB at the Terra Vista Pkwy. and Hampton Pl. intersection can enhance awareness of pedestrians within the crosswalk across a multi-lane roadway.

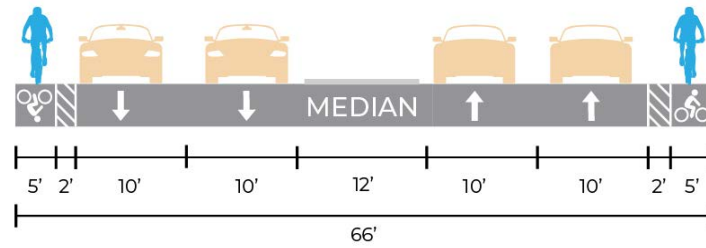


Wider sidewalks along the Terra Vista Elementary School frontage can serve bicyclists and pedestrians.

Typical Existing Cross-Section



Recommended



PROJECT IDEA 2

Spruce Avenue

Ped Enhancements

CORRIDOR OVERVIEW

Distance	1.05 Miles
Typical Width	62'
Number of Lanes	4
Posted Speed Limit	40 mph
AADT Estimate (2019)	N/A
Street Typology	Bicycle Corridor
Existing Bike Facility	Class II Bike Lane Base Line Road to Town Center Drive
PlanRC Bike/Ped Priority	Yes
Schools	Ruth Musser Middle
Transit	–
Trail Connection	Mountain View Paseo
Population Within Quarter Mile	7,455

Preliminary Cost Estimate: \$256,000

PROJECT BENEFITS

- ✔ Access to Schools
- ✔ Access to Parks & Rec



Recommendations

✔ **Ped Enhancements** including a pedestrian hybrid beacon (PHB) at Spruce Ave. and Mountain View Dr, Also includes high-visibility crosswalk, median refuge, curb extensions, and tactile bumps at the following intersections:

- Spruce Ave. and Terra Vista Pkwy
- Spruce Ave. and Mountain View Dr.
- Spruce Ave. and Elm Ave.

✔ **Enhance Comfort** may include a reduction of travel lanes from Church St. to Base Line Rd.

PROJECT AREA FEATURES



A Pedestrian Hybrid Beacon at Spruce Ave. and Mountain View Wy. would enhance visibility of pedestrians and bicyclists.



Proposed Facility

- Pedestrian Hybrid Beacon
- Pedestrian Refuge
- High Visibility Crosswalk

PROJECT IDEA 3

Mountain View Drive

Buffered Bike Lanes and Ped Enhancements

CORRIDOR OVERVIEW

Distance	1.25 Miles
Typical Width	44'
Number of Lanes	2
Posted Speed Limit	40 mph
AADT Estimate (2019)	–
Existing Bike Facility	Collector from Spruce Ave. to Terra Vista Pkwy. Local from Terra Vista Pkwy. to Base Line Rd.
Street Typology	–
PlanRC Bike/Ped Priority	–
Schools	Ruth Musser Middle Terra Vista Elementary
Transit	–
Trail Connection	–
Population Within Quarter Mile	9,700

Preliminary Cost Estimate: **\$379,600**

Recommendations

- ✓ **Class II Buffered Bike Lane** along Mountain View Dr. with wayfinding signage from Spruce Ave. to Base Line Rd.
- ✓ **Ped Enhancements** including high-visibility crosswalks, curb extensions, and median refuges at paseo paths and at Mountain View Dr. and Terra Vista Pkwy. intersection.

PROJECT BENEFITS

✓ Network Connectivity

✓ Collision History

✓ Access to Transit

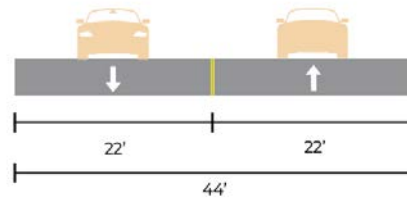


Wide travel lane widths along Mountain View Dr. can provide buffered bike lanes

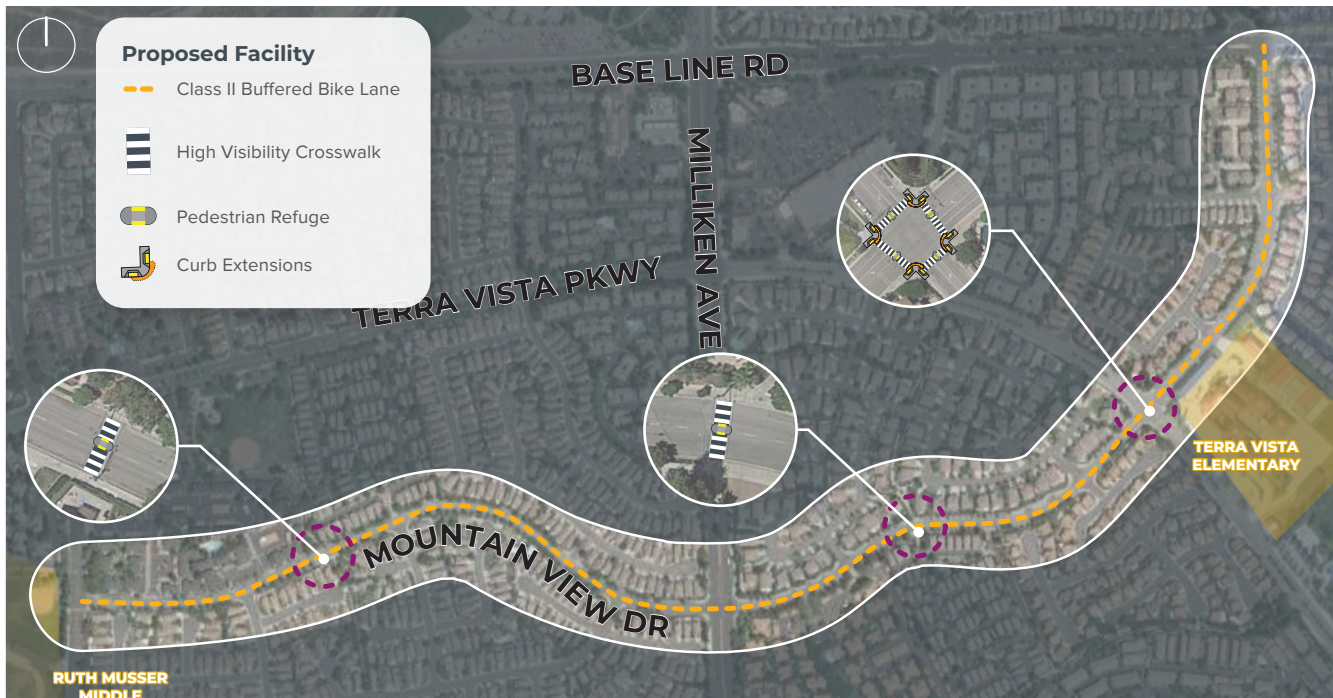
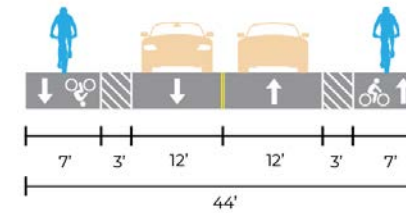


Two paseos exist on Mountain View Dr. that connect pedestrians to Coyote Canyon Park and residential communities. These can be enhanced with crossing improvements

Typical Existing Cross-Section between Fairhaven Pl. and Terra Vista Pkwy.



Recommended: Class II Buffered Bike Lanes



PROJECT IDEA 4

Victoria Park Lane

Buffered Bike Lanes and Ped Enhancements

CORRIDOR OVERVIEW

Distance	2.7 Miles
Typical Width	68' - 86'
Number of Lanes	2
Posted Speed Limit	35 MPH
AADT Estimate (2019)	N/A
Street Typology	Collector Street
Existing Facility	Class II Bike Lane
PlanRC Bike/Ped Priority	-
Schools	Cariton P. Lightfoot Elementary Rancho Cucamonga High Windrows Elementary
Transit	-
Trail Connection	Pacific Electric Trail, Day Creek Channel
Population Within Quarter Mile	10,700

Preliminary Cost Estimate: **\$644,800**

PROJECT BENEFITS

✓ Access to Schools

✓ Access to Parks & Rec

✓ Network Connectivity

✓ Access to Transit

✓ Key Barrier/Gap Closure

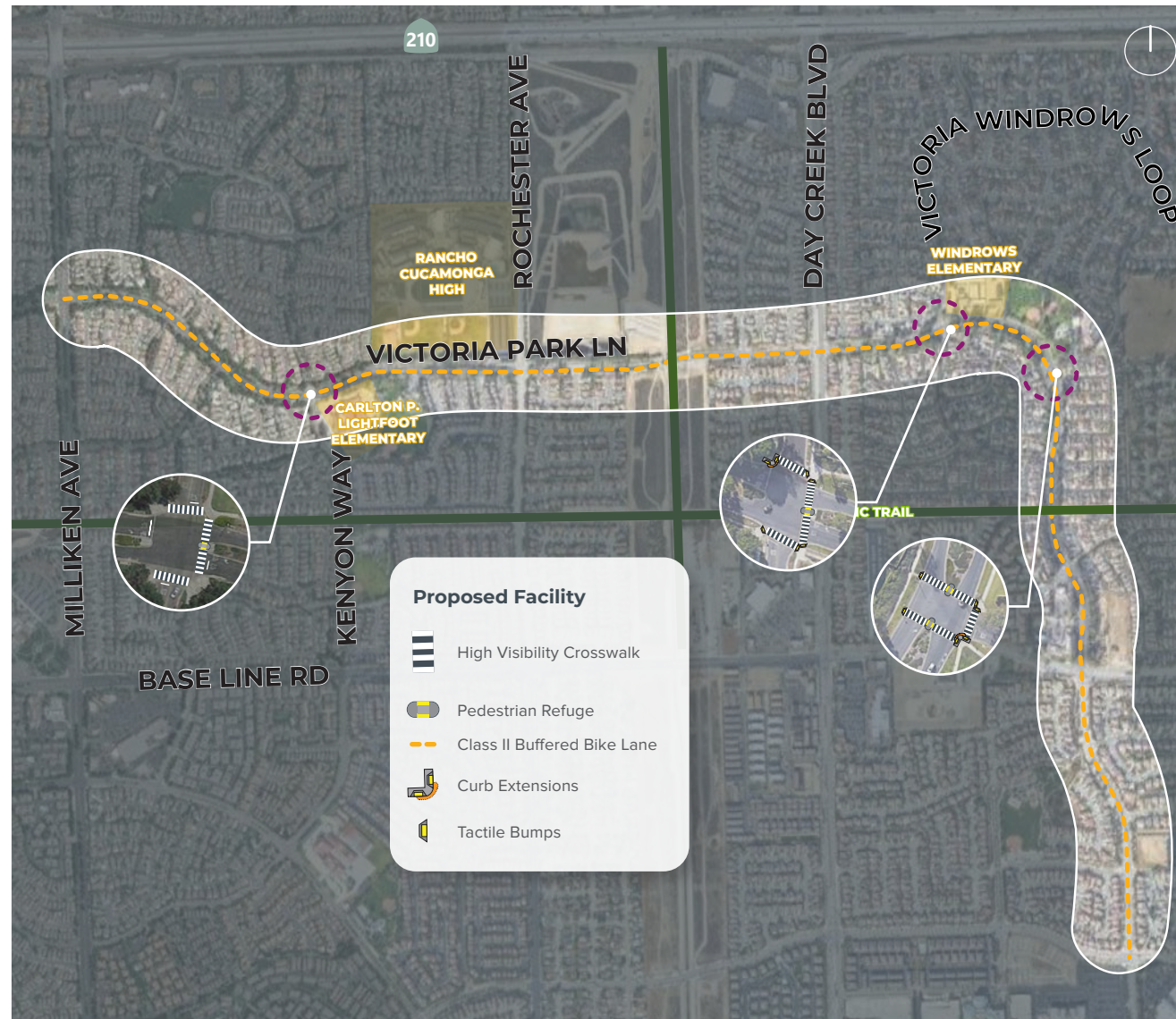
✓ Collision History

Recommendations

✓ **Class II Buffered Bike Lane** along Victoria Park Ln. with wayfinding signage from Milliken Ave. to Church St.

✓ **Ped Enhancements** including high-visibility crosswalk, advanced stop lines, curb extensions, and improved sidewalk pavement and connections at the following intersections:

- Victoria Park Ln. and Kenyon Way
- Victoria Park Ln. and Victoria Windrows Loop (west of Windrows Elementary)
- Victoria Park Ln. and Victoria Windrows Loop (east of Windrows Elementary)

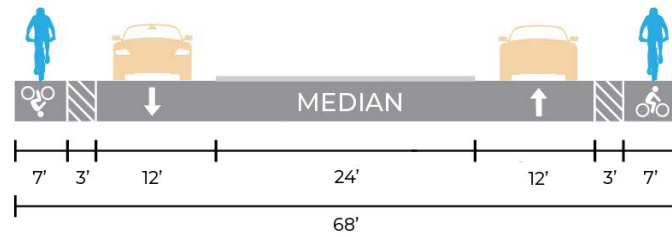


PROJECT IDEA 4 VICTORIA PARK LANE: BUFFERED BIKE LANES AND PEDESTRIAN ENHANCEMENTS

Typical Existing Cross-Section



Recommended



PROJECT AREA FEATURES



Pedestrian crossing enhancements along Victoria Park Ln. can benefit the students and residents near Carleton P. Lightfoot Elementary, Rancho Cucamonga High School, and Windrows Elementary School

PROJECT IDEA 5

Emerson Street/ Sherbrooke Place

Intersection Ped Enhancements

CORRIDOR OVERVIEW

Distance	–
Typical Width	34' - 36'
Number of Lanes	2
Posted Speed Limit	25 MPH
AADT Estimate (2019)	N/A
Existing Bike Facility	Local
Street Typology	–
PlanRC Bike/Ped Priority	–
Schools	Victoria Groves Elementary
Transit	–
Trail Connection	–
Population Within Quarter Mile	1,900

Preliminary Cost Estimate: **\$26,000**

PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Access to Jobs/Retail
- ✓ Key Barrier/Gap Closure
- ✓ Access to Transit
- ✓ Network Connectivity
- ✓ Collision History

PROJECT AREA FEATURES



Pedestrian enhancements at Emerson St. and Sherbrooke Pl. near Victoria Groves Elementary may include curb extensions, high-visibility crosswalks, and advanced stop lines

Recommendations

- ✓ **Ped Enhancements** including high-visibility crosswalks and curb extensions at Emerson St. and Sherbrooke Pl.



PROJECT IDEA 6

Fairmont Way

Buffered Bike Lanes and New Crosswalks

CORRIDOR OVERVIEW

Distance	0.31 Miles
Typical Width	35'
Number of Lanes	2
Posted Speed Limit	35 MPH
AADT Estimate (2019)	N/A
Existing Bike Facility	Local
Street Typology	–
PlanRC Bike/Ped Priority	–
Schools	Victoria Groves Elementary
Transit	–
Trail Connection	Deer Creek Channel
Population Within Quarter Mile	6,110

Preliminary Cost Estimate: **\$178,100**

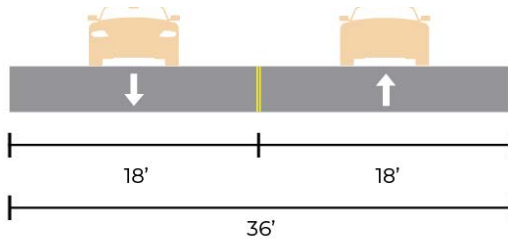
PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Key Barrier/Gap Closure
- ✓ Access to Jobs/Retail
- ✓ Collision History
- ✓ Network Connectivity
- ✓ Access to Transit

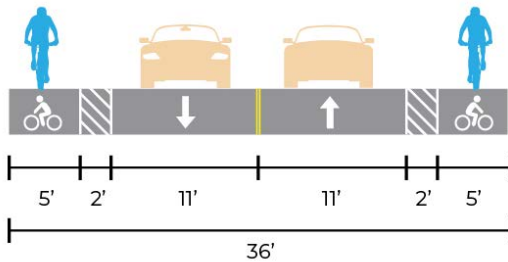
Recommendations

- ✓ **Class II Buffered Bike Lane** along Fairmont Way with wayfinding signage
- ✓ **Add Crosswalk** with high-visibility crosswalks striping, curb extensions, median refuge, and ADA ramps just west of York Pl.
- ✓ **Ped Enhancements** including high-visibility crosswalk striping, curb extensions, and tactile bumps at intersection with Victoria Park Lane

Typical Existing Cross-Section from Kenyon Wy. to Victoria Park Pl.



Recommended



Proposed Facility

- High Visibility Crosswalk
- Pedestrian Refuge
- Curb Extensions
- Tactile Bumps

PROJECT AREA FEATURES



An additional crosswalk and other pedestrian enhancements along Fairmont Way can improve walkability near Victoria Groves Elementary and Victoria Groves Park.



PROJECT IDEA 7

Highland Avenue and Kenyon Way

Bike Enhancements

CORRIDOR OVERVIEW

Distance	1.1 Miles
Typical Width	44'
Number of Lanes	2
Posted Speed Limit	35 MPH
AADT Estimate (2019)	N/A
Street Typology	Collector
Existing Bike Facility	Highland Avenue from Deer Creek Trail to Kenyon Way
PlanRC Bike/Ped Priority	–
Schools	–
Transit	–
Trail Connection	Day Creek Channel
Population Within Quarter Mile	13,330

Preliminary Cost Estimate: \$176,800

PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Access to Parks & Rec
- ✓ Network Connectivity
- ✓ Collision History
- ✓ Key Barrier/Gap Closure

Recommendations

✓ **Class II Buffered Bike Lanes** along Highland Ave from Kenyon Way to Day Creek Channel

✓ **Class III Bike Routes** along Kenyon Wy. and Woodruff Pl. at following locations:

- Kenyon Wy. from Fairmont Wy. to Woodruff Pl.
- Woodruff Pl. from Kenyon Wy. to Highland Ave.

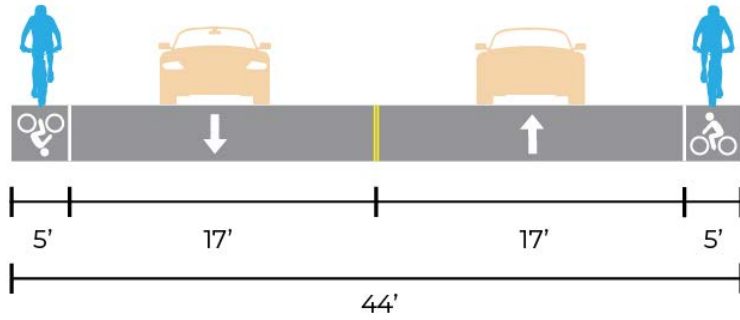
Proposed Facility

- Class II Buffered Bike Lane
- Class III Bike Route

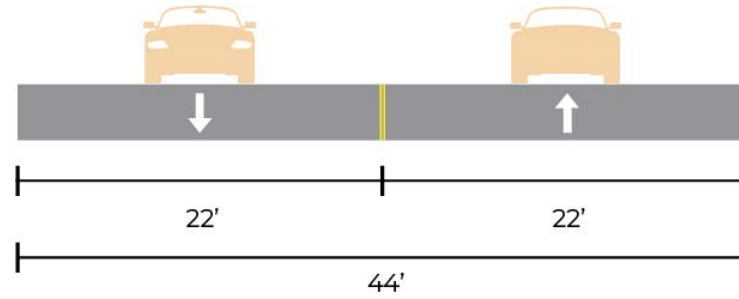


PROJECT IDEA 7 HIGHLAND AVENUE AND KENYON WAY: BIKE ENHANCEMENTS

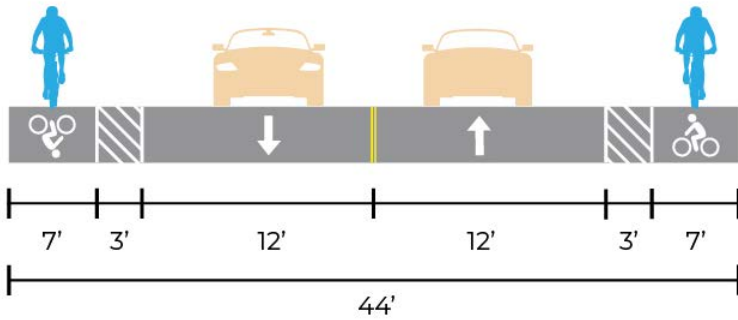
Typical Existing Cross-Section: Highland Ave between Woodruff Pl and Day Creek Blvd



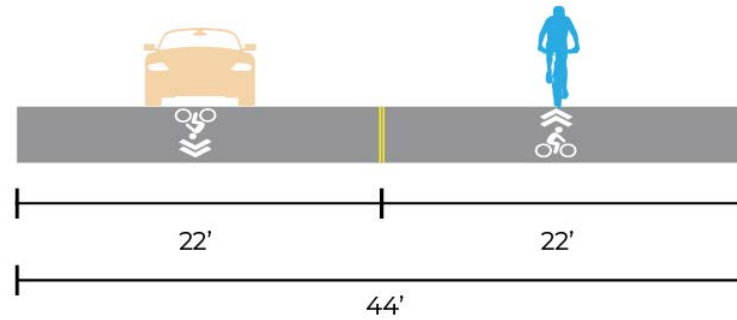
Typical Existing Cross-Section: Kenyon Wy between Fairmont Wy and Milliken Ave.



Recommended: Buffered Class II Bike Lanes



Recommended: Class III Bike Routes



PROJECT AREA FEATURES



Kenyon Wy. has as few driveways and wide travel lanes; class III bike routes could provide connectivity to residential, commercial, recreational and educational destinations in the community.



Highland Ave. has wide travel lanes that can provide buffered bicycle lanes

PROJECT IDEA 8

Base Line Road

Buffered Bike Lane and Deer Creek Trail Crossing

CORRIDOR OVERVIEW

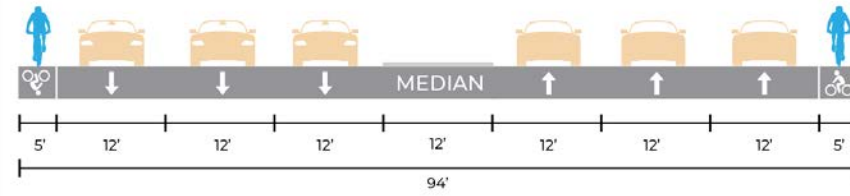
Distance	3.0 Miles
Typical Width	94'
Number of Lanes	6
Posted Speed Limit	50 MPH
AADT Estimate (2019)	22,800 - 25,200
Street Typology	Arterial Roadway
Existing Bike Facility	Class II Bike Lane from Haven Avenue to Etiwanda Avenue
PlanRC Bike/Ped Priority	-
Schools	-
Transit	Omnitrans Routes 67
Trail Connection	Deer Creek Channel Day Creek Channel
Population Within Quarter Mile	2,640

Recommendations

✔ **Class II Buffered Bike Lanes** along Base Line Rd. including wayfinding signage from Haven Ave. to Etiwanda Ave.

✔ **At-Grade Trail Crossing** including a Pedestrian Hybrid Beacon (PHB), high visibility crosswalk, and pedestrian refuge island at Base Line Rd. and Deer Creek Channel.

Typical Existing Cross-Section



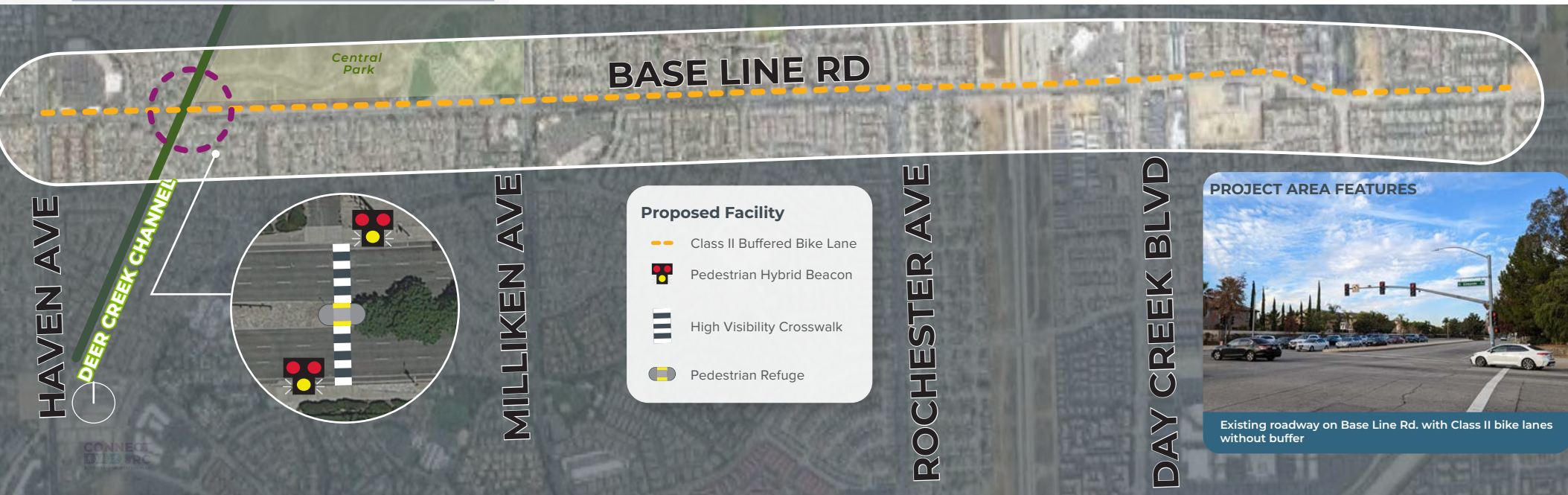
Option 1



Preliminary Cost Estimate: **\$825,500**

PROJECT BENEFITS

- ✔ Access to Parks & Rec
- ✔ Collision History
- ✔ Network Connectivity
- ✔ Key Barrier/Gap Closure



Proposed Facility

- Class II Buffered Bike Lane
- Pedestrian Hybrid Beacon
- ||| High Visibility Crosswalk
- Pedestrian Refuge

HAVEN AVE

DEER CREEK CHANNEL

MILLIKEN AVE

ROCHESTER AVE

DAY CREEK BLVD

PROJECT IDEA 9

Elm Avenue**Crossing Enhancements and Sidewalk at Coyote Canyon Elementary**

CORRIDOR OVERVIEW

Distance	N/A
Typical Width	42'
Number of Lanes	2
Posted Speed Limit	35 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	–
PlanRC Bike/Ped Priority	–
Schools	Coyote Canyon Elementary
Transit	–
Trail Connection	–
Population Within Quarter Mile	4,900

Preliminary Cost Estimate: **\$27,300**

PROJECT BENEFITS

✓ Access to Parks & Rec

✓ Network Connectivity

PROJECT AREA FEATURES



Existing pedestrian crossing at Coyote Canyon Elementary School



Congestion during kindergarten pickup at Coyote Elementary School

**Recommendations**

- ✓ **Ped Enhancements** including high-visibility crosswalks at Coyote Canyon Elementary frontage
- ✓ **Add Sidewalks** between Coyote Canyon Elementary and adjacent apartment complex and to kindergarten entrance

PROJECT IDEA 10

Church Street

Buffered Bike Lanes

CORRIDOR OVERVIEW

Distance	1.8 Miles
Typical Width	64' - 76'
Number of Lanes	4
Posted Speed Limit	45 MPH
AADT Estimate (2019)	16,700 - 19,200
Street Typology	Bicycle Corridor
Existing Bike Facility	Class III from Haven Ave. to Rochester Ave. Class II from Rochester Ave. to Etiwanda Ave.
PlanRC Bike/Ped Priority	Yes
Schools	-
Transit	Omnitrans Route 82
Trail Connection	-
Population Within Quarter Mile	8,140

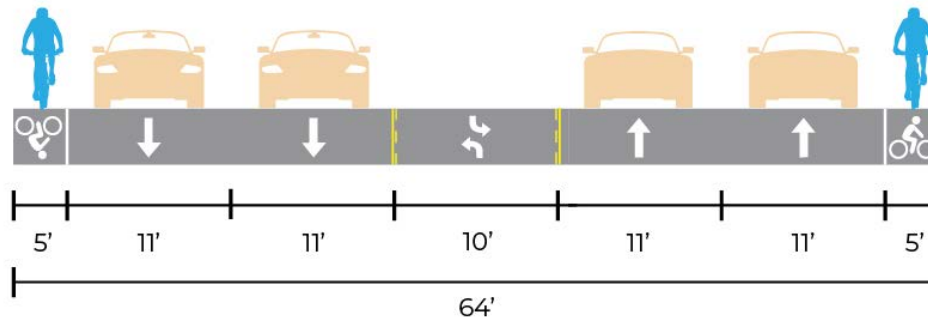
Preliminary Cost Estimate: \$483,600

PROJECT BENEFITS

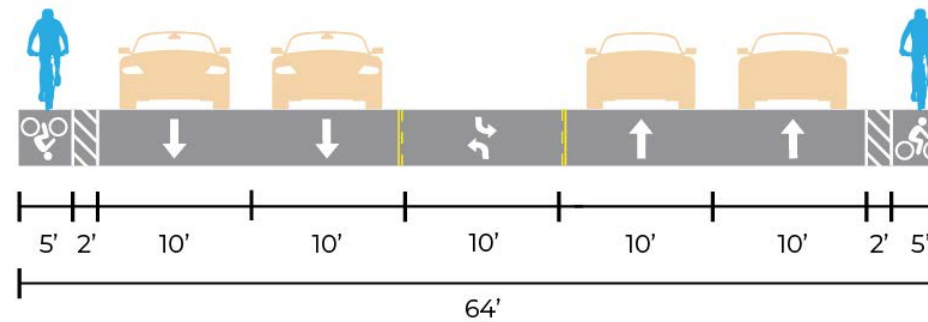
- ✓ Access to Schools
- ✓ Access to Jobs/Retail
- ✓ Access to Parks & Rec



Typical Existing Cross-Section



Recommended: Class II Buffered Bike Lanes



Proposed Facility

— Class II Buffered Bike Lane

Recommendations

- ✓ **Class II Buffered Bike Lanes** along Church St. including wayfinding signage from
- ✓ **Enhance Comfort** through narrowing in travel lanes along Church St.

PROJECT IDEA 11

Day Creek Boulevard

Buffered Bike Lanes

CORRIDOR OVERVIEW

Distance	1.95 Miles
Typical Width	92' - 102'
Number of Lanes	6
Posted Speed Limit	50 MPH
AADT Estimate (2019)	21,000 to 21,500
Street Typology	Arterial Roadway
Existing Bike Facility	Class II Bike Lane from Firehouse Ct. to Victoria Gardens Ln.
PlanRC Bike/Ped Priority	-
Schools	-
Transit	Omnitrans Route 82
Trail Connection	Pacific Electric Trail
Population Within Quarter Mile	6,740

PROJECT BENEFITS

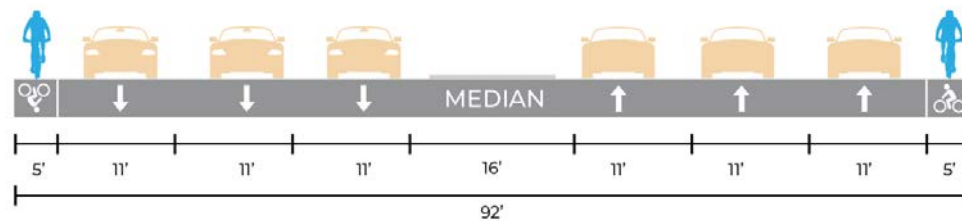
- Access to Parks & Rec
- Collision History
- Access to Jobs & Retail

Preliminary Cost Estimate: **\$388,700**

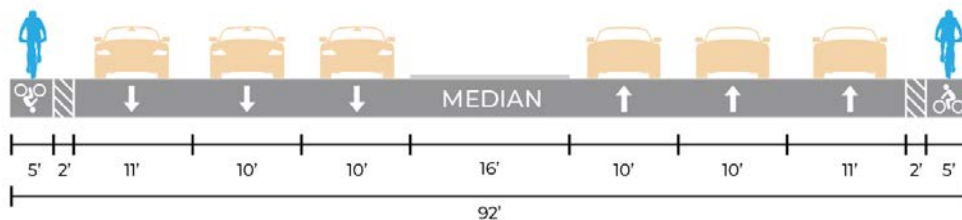


Wide travel lanes along Day Creek Blvd. can allow buffered Class II bike lanes that could provide connectivity to the Pacific Electric Trail

Typical Existing Cross-Section



Recommended: Class II Buffered Bike Lane



HIGHLAND AVE

Recommendations

- Class II Buffered Bike Lanes along Day Creek Blvd. including wayfinding signage from Highland Ave to Foothill Blvd.

DAY CREEK BLVD

PACIFIC ELECTRIC TRAIL

BASE LINE RD

Proposed Facility

- Class II Buffered Bike Lane

CHURCH ST

VICTORIA GARDENS

FOOTHILL BLVD

PROJECT IDEA 12

Victoria Windrows Loop

Ped Enhancements

CORRIDOR OVERVIEW

Distance	N/A
Typical Width	36'
Number of Lanes	2
Posted Speed Limit	35 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	-
PlanRC Bike/Ped Priority	-
Schools	Windrows Elementary
Transit	-
Trail Connection	-
Percent of Population Within Quarter Mile	1,510

Recommendations

✓ **Ped Enhancements** including high-visibility crosswalks at the following intersections:

- Victoria Windrows Loop and Locust Ave
- Victoria Windrows Loop and Twinspur Pl.
- Victoria Windrows Loop and Rockrose Ave.

✓ **Enhance Operations** by prohibiting parking, and adding northbound queue lane for entry into school driveway between Victoria Park Ln. and Wintergreen St.

Preliminary Cost Estimate: \$41,600

PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Access to Jobs/Retail
- ✓ Collision History
- ✓ Access to Parks & Rec
- ✓ Access to Transit
- ✓ Key Barrier/Gap Closure
- ✓ Network Connectivity



PROJECT IDEA 12 VICTORIA WINDROWS LOOP: PEDESTRIAN ENHANCEMENTS

PROJECT AREA FEATURES



Pedestrian enhancements near Windrows Elementary can include high visibility crosswalk striping and additional crosswalks at paseos



Congestion at Windrows Elementary School

PROJECT IDEA 13

Lark Drive

New Crosswalks

CORRIDOR OVERVIEW

Distance	N/A
Typical Width	40'
Number of Lanes	2
Posted Speed Limit	25 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	–
PlanRC Bike/Ped Priority	–
Schools	Rancho Cucamonga High
Transit	–
Trail Connection	–
Percent of Population Within Quarter Mile	2,620

Preliminary Cost Estimate: \$42,900

PROJECT BENEFITS

- Access to Schools
- Access to Parks & Rec
- Access to Jobs/Retail
- Collision History



PROJECT AREA FEATURES

Recommendations

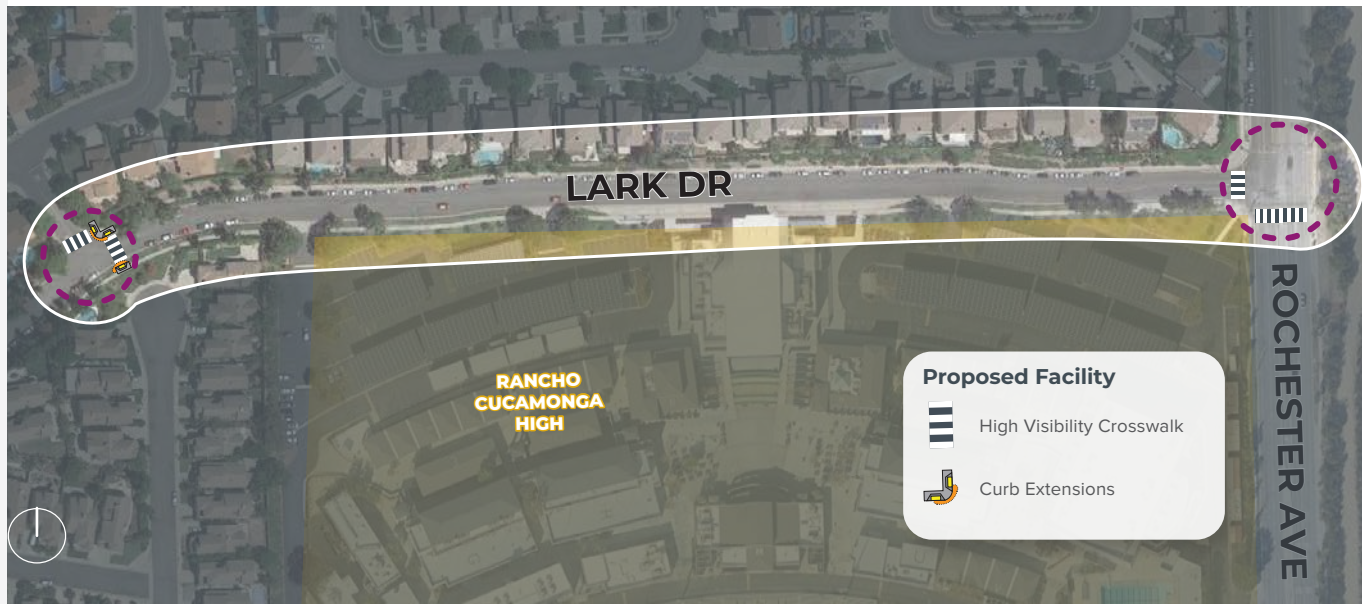
- ✔ **Ped Enhancements** including high-visibility crosswalks at Lark Dr. and Rochester Ave.
- ✔ **Add Crosswalks** with curb extensions across Lark Dr. at Matera Pl.



Crossing enhancements near Rancho Cucamonga High School may include high-visibility crosswalk striping



Students wishing to cross would benefit from a marked high-visibility crosswalk.



PROJECT IDEA 14

Miller Avenue

Buffered Bike Lanes, & Ped Enhancements

CORRIDOR OVERVIEW

Distance	0.5 Miles
Typical Width	46' - 62'
Number of Lanes	4
Posted Speed Limit	40 MPH
AADT Estimate (2019)	9,800 - 14,500
Street Typology	Bicycle Corridor
Existing Bike Facility	–
PlanRC Bike/Ped Priority	Yes
Schools	Pedrew Elementary
Transit	–
Trail Connection	–
Percent of Population Within Quarter Mile	1,640

Preliminary Cost Estimate: \$250,900

Recommendations

- ✔ **Class II Buffered Bike Lanes** along Miller Ave. including wayfinding signage from I-15 to East Ave.
- ✔ **Ped Enhancements** including Pedestrian Hybrid Beacon (PHB) at Miller Ave. and Dolcetto Pl. Also includes pedestrian curb ramps at crosswalks at Miller Ave. and Dolcetto Pl.
- ✔ **Lane Reconfiguration** through reductions in travel lanes and additional street parking.

PROJECT BENEFITS

- ✔ Access to Schools
- ✔ Access to Parks & Rec
- ✔ Access to Jobs/Retail
- ✔ Collision History

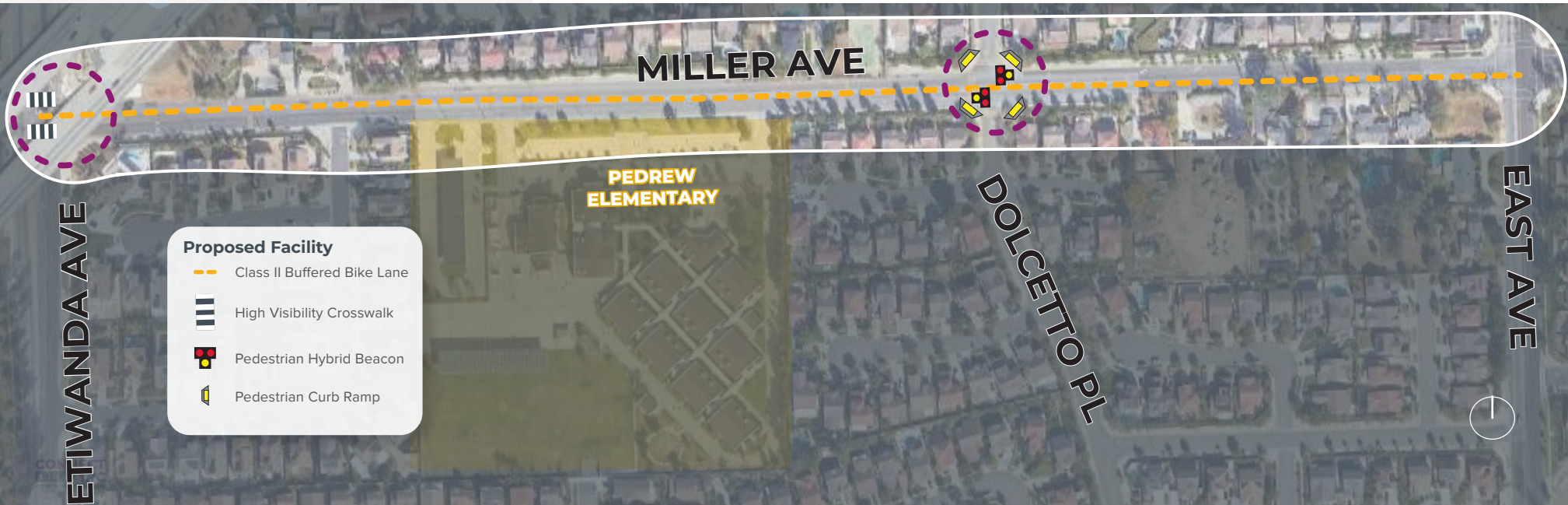
PROJECT AREA FEATURES



Opportunity to reduce travel lanes along Miller Ave.

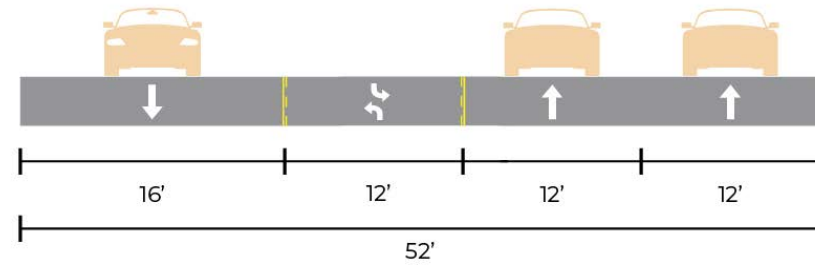


Pedestrian enhancements may include a PHB, advanced yield lines, and truncated domes to pedestrian curb ramps

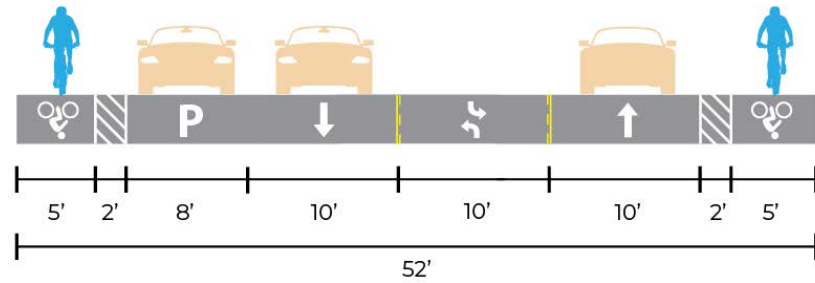


PROJECT IDEA 14 MILLER AVENUE: BUFFERED BIKE LANES, SIDEWALKS AND PEDESTRIAN ENHANCEMENTS

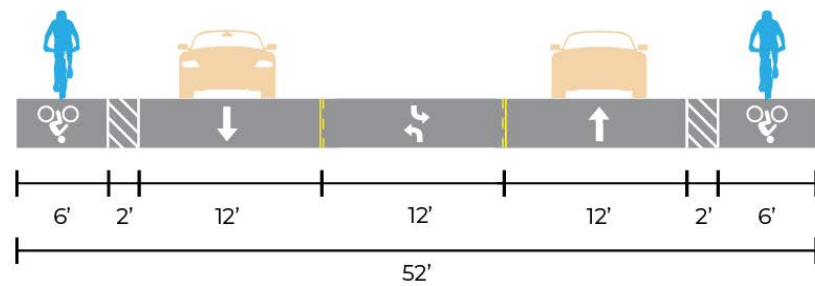
Typical Existing Cross-Section From Etiwanda Ave. to East Ave.



Recommended: Buffered Class II Bike Lanes and Added Street Parking



Alt 1: Buffered Class II bike lanes and lane reduction



PROJECT IDEA 15

Dolcetto Place and Garcia Drive

Buffered Bike Lanes

CORRIDOR OVERVIEW

Distance	0.59 Miles
Typical Width	36' - 44'
Number of Lanes	2
Posted Speed Limit	25 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	–
PlanRC Bike/Ped Priority	No
Schools	Pedrew Elementary
Transit	–
Trail Connection	–
Percent of Population Within Quarter Mile	2,100

Preliminary Cost Estimate: \$119,600

PROJECT BENEFITS

- ✓ Access to Schools
- ✓ Access to Parks & Rec
- ✓ Access to Jobs/Retail
- ✓ Collision History

Recommendations

✓ **Class II Buffered Bike Lanes** including wayfinding signage along:

- Dolcetto Pl. from Miller Ave. to Garcia Dr
- Garcia Dr. from Etiwanda Ave. to Dolcetto Pl.

PROJECT AREA FEATURES

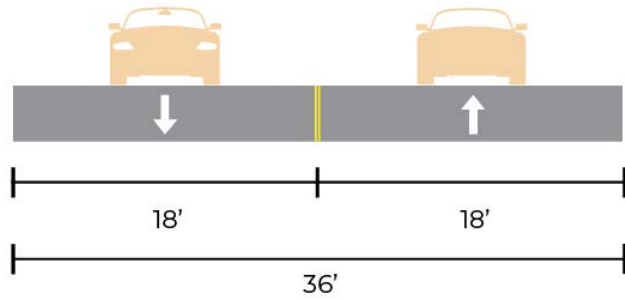


Existing roadway along Garcia Dr. at Garcia Park

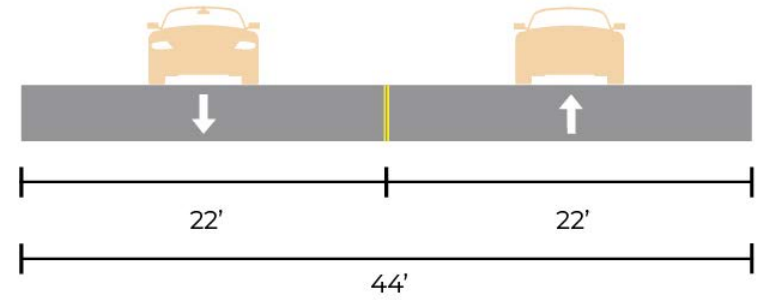


PROJECT IDEA 16 DOLCETTO PLACE AND GARCIA DRIVE: BUFFERED BIKE LANES AND PEDESTRIAN ENHANCEMENTS

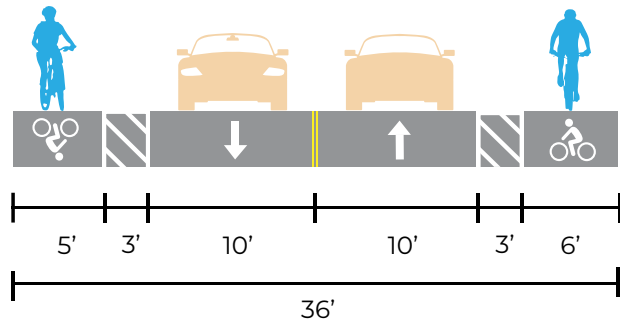
Dolcetto Place Typical Existing Cross-Section



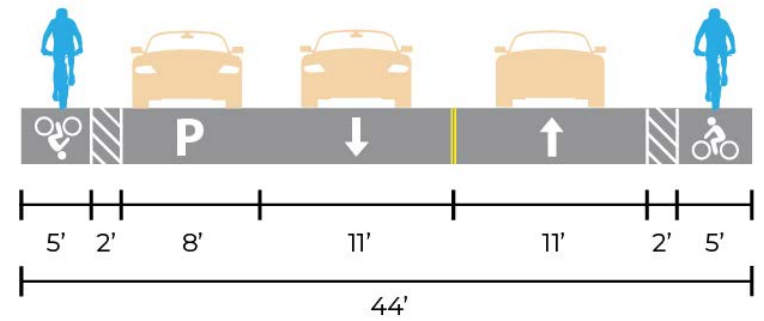
Garcia Drive Typical Existing Cross-section



Dolcetto Place Recommended: Buffered Bike Lanes



Garcia Drive Recommended: Buffered Bike Lanes



ABOUT THE AREA

Central South - Southeast

Located in the Southeast corner of the City of Rancho Cucamonga, Central South - Southeast is a primarily **industrial** area with three PlanRC Focus Areas: Civic Center, HART District, and Southeast Industrial Area. The area is bordered by Foothill Blvd. to the North, East and Etiwanda Avenues to the West, 4th St to the South, and Haven Ave. to the East.

Existing Trails

0 miles

Existing Bike Facilities

12.3 miles

Access to Trails and Bike Facilities

0%

Percent of population living within quarter mile of an existing trail

73%

Percent of population living within quarter mile of an existing bike facility

Schools

None

Destinations

- 📍 Epicenter
- 📍 Cucamonga Station
- 📍 Rancho Cucamonga Sports Center

CENTRAL S. - SOUTHEAST FEATURES

Transit Connections

Industrial Uses

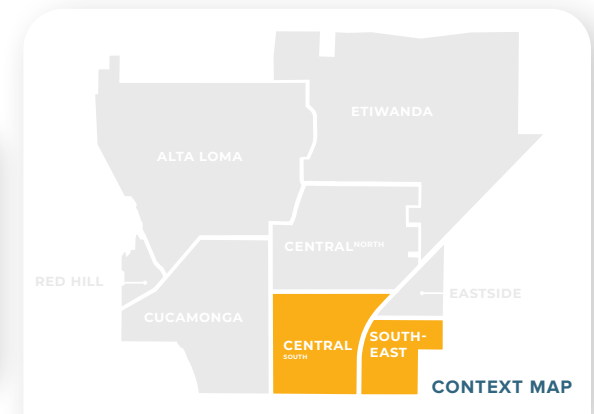
Jobs/Retail

▲ Collisions

Ped/Bike (2015–2019)

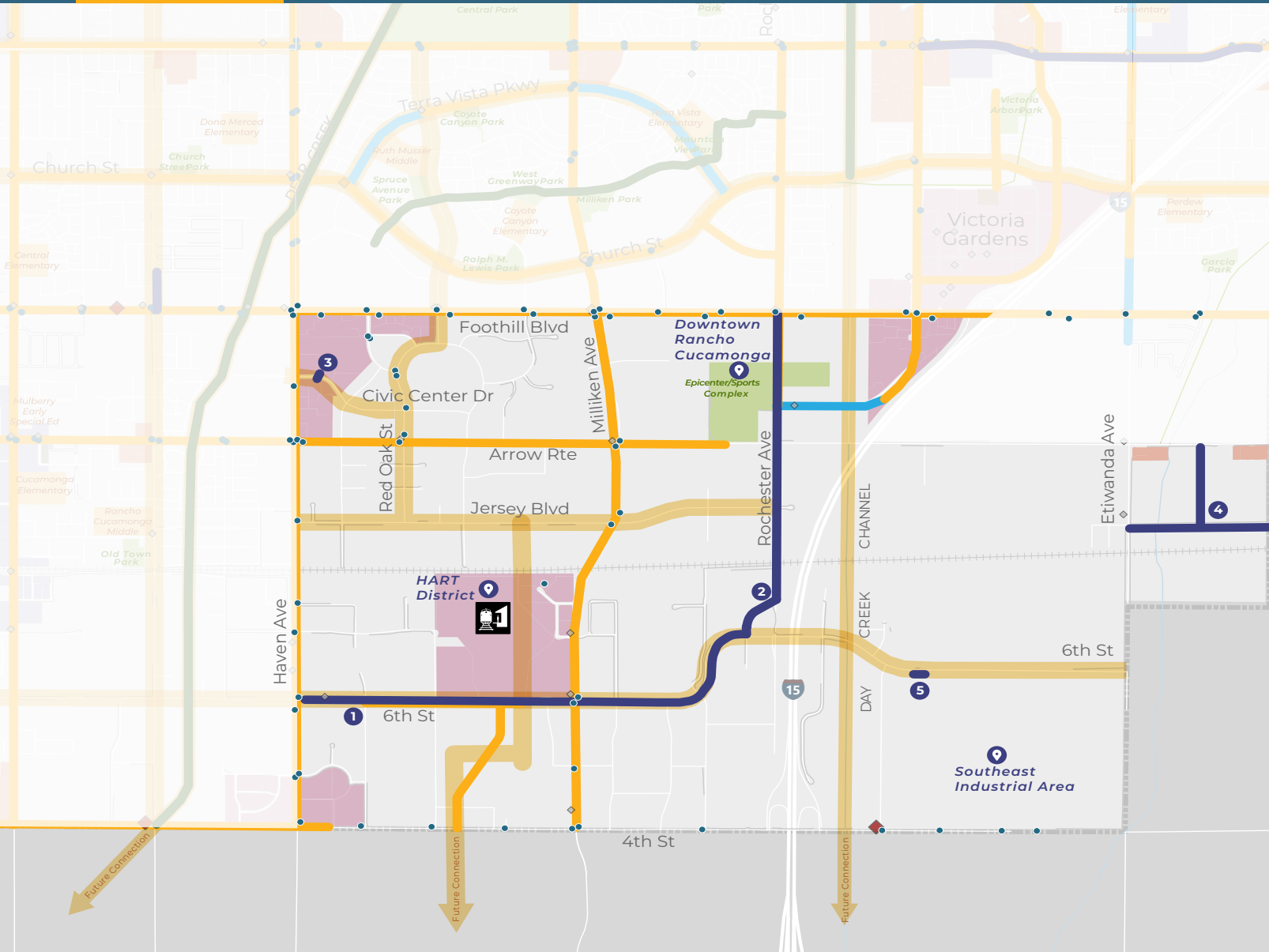
1011

- ◆ Fatal
- ◆ Severe Injury
- ◆ Other Injury



Summary of Existing Bike Facilities

Name	From	To	Class	Length (miles)
Existing On-Street Bike Facilities				
Arrow Rte.	Haven Ave.	East Ave.	II	2.8
4th St.	Haven Ave.	Buffalo Ave.	II	2.8
6th St.	Haven Ave.	Fairway View Pl	II	0.9
Day Creek Blvd.	Foothill Blvd.	Jack Benny Dr.	II	0.4
Jersey St.	Utica Ave.	Rochester Ave.	II	1.6
Milliken Ave.	Foothill Blvd.	4th St.	II	3.3
The Resort Parkway	6th St.	4th St.	II	0.5



Capital Improvement Program (2022-2024)

- 1 6th Street Cycle Track
- 2 Rochester Avenue Cycle Track
- 3 Civic Center Sidewalk
- 4 Etiwanda Avenue Sidewalk
- 5 6th Street Railroad Crossing

PlanRC Vision

Destinations

- **Civic Center** is one of the Focus Areas identified in PlanRC and envisioned as the “civic heart of Rancho Cucamonga.”
- Expand **The HART District** into a first class mobility hub with high-speed rail.
- Create a **modern industrial employment district in the Southeast Industrial Area** with a network of complete streets.

Potential Improvements

- Improve **Haven Avenue** and **Foothill Boulevard** to prioritize active transportation and transit.



Foothill Boulevard imagined in PlanRC with “bulb-in” parking and mixed-use

- Create a **multi-use trail along 8th Street** and railroad tracks to create a vital east-west connection for the south of the City.

EXISTING CONDITIONS

- | | | |
|---|--------------------------|----------------------------------|
| Existing Bike Path/Multi-Use Path (Class I) | Existing Trailhead | PlanRC Planned Ped/Bike Priority |
| Existing Bike Lane (Class II) | Existing Transit Stops | PlanRC Focus Area |
| Existing Bike Route (Class III) | Fatal Collision* | Planned City Center |
| Existing Community Trail | Severe Injury Collision* | Planned Traditional Town Center |
| Existing Equestrian Trail | Other Injury Collision* | Planned Neighborhood Center |
| Missing Sidewalk | | |



*Ped/Bike Collision Data Source: Transportation Injury Mapping System (TIMS), 2015–2019.

COMMUNITY ENGAGEMENT

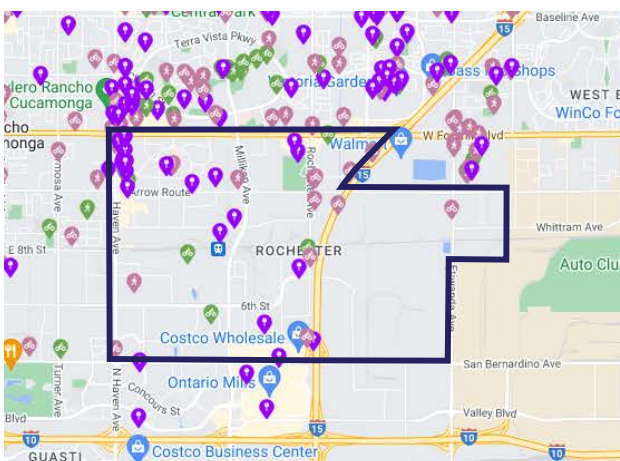
WHAT WE'VE HEARD

In-person community engagement, an online survey, workshops with HealthyRC Steering Committee and school principals were conducted in Fall 2022. A second round of community engagement was conducted in Spring 2023 with in-person events and an online survey.

- 12 percent of comments on the community survey were received from Central South –Southeast residents (79 respondents).



Community workshop at Earth Day event.



Online survey response in Central South – Southeast

★ Places I go to

- Epicenter/Sports Complex
- Metrolink Station
- City Hall
- Haven City Market
- The Resort

💡 Issues or Opportunities

Gaps in Pedestrian and Bicycle Network:

- Undeveloped parcels often are without sidewalks
- Respondents identified the following segments with sidewalk gaps:
 - Day Creek Channel Trail after Foothill Blvd.
 - North of railroad tracks to Metrolink Station
 - 6th Street closure west of Day Creek Blvd.
- Connection needed between 6th St. and Ontario Mills Mall

Access:

- Respondents expressed interest in accessing the Epicenter/ Sports Complex without having to drive
- Respondents identified the following areas for improved pedestrian access:
 - Metrolink Station
 - Civic Center/City Hall
 - Bike trail to connect Victoria Gardens with Ontario Mills.
- Respondents identified the following intersections for improved crossing:
 - Arrow Route and Rochester Avenue
 - Foothill Boulevard and Rochester Avenue

Perceived Safety Concerns:

- Many right-turning vehicles do not notice pedestrians or bicyclists in crosswalks.
- Motorists speed on streets.
- Motorists do not yield to pedestrians or stop signs and run red lights.

Amenities:

- More shade along bike lanes.
- A bike repair station near the Metrolink station.

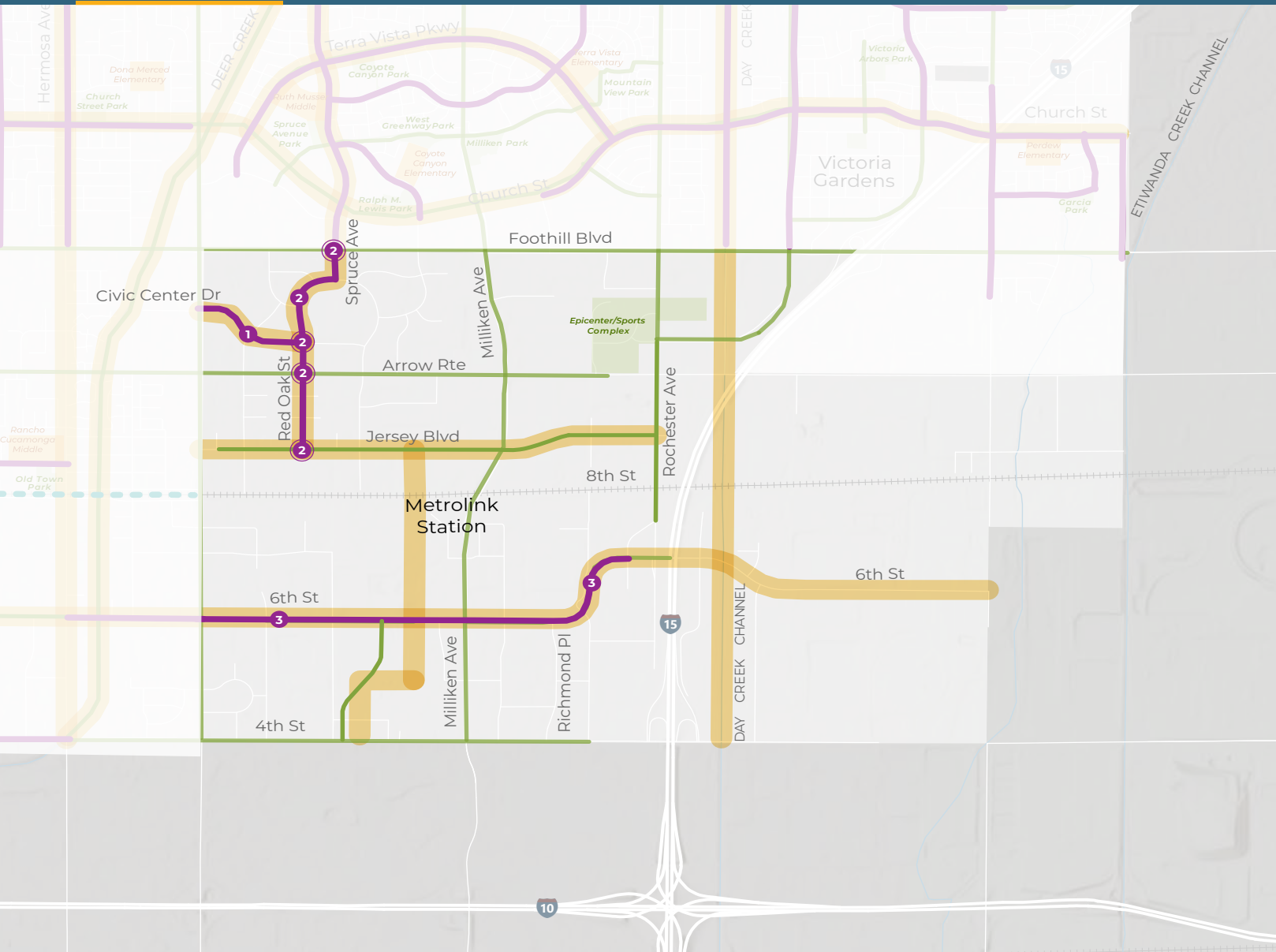


“I wish I could ride my bike to the train”

“Getting to the area southeast of the I-15/Foothill Blvd. interchange by bike is difficult”

“Many people in town do not know of the bike trail system...”

“Could use more bike parking around shopping areas”



PROJECT IDEAS

- 1 Civic Center Drive Buffered Bike Lanes
- 2 Spruce Avenue and Red Oak Street Ped/Bike Enhancements
- 3 6th Street Cycle Track

RECOMMENDATIONS

- Corridor Enhancements
- Access/Crossing Enhancements
- Existing Bike/Trail Facility
- PlanRC Planned Ped/Bike Priority



PROJECT IDEA 1

Civic Center Drive

Buffered Bike Lanes

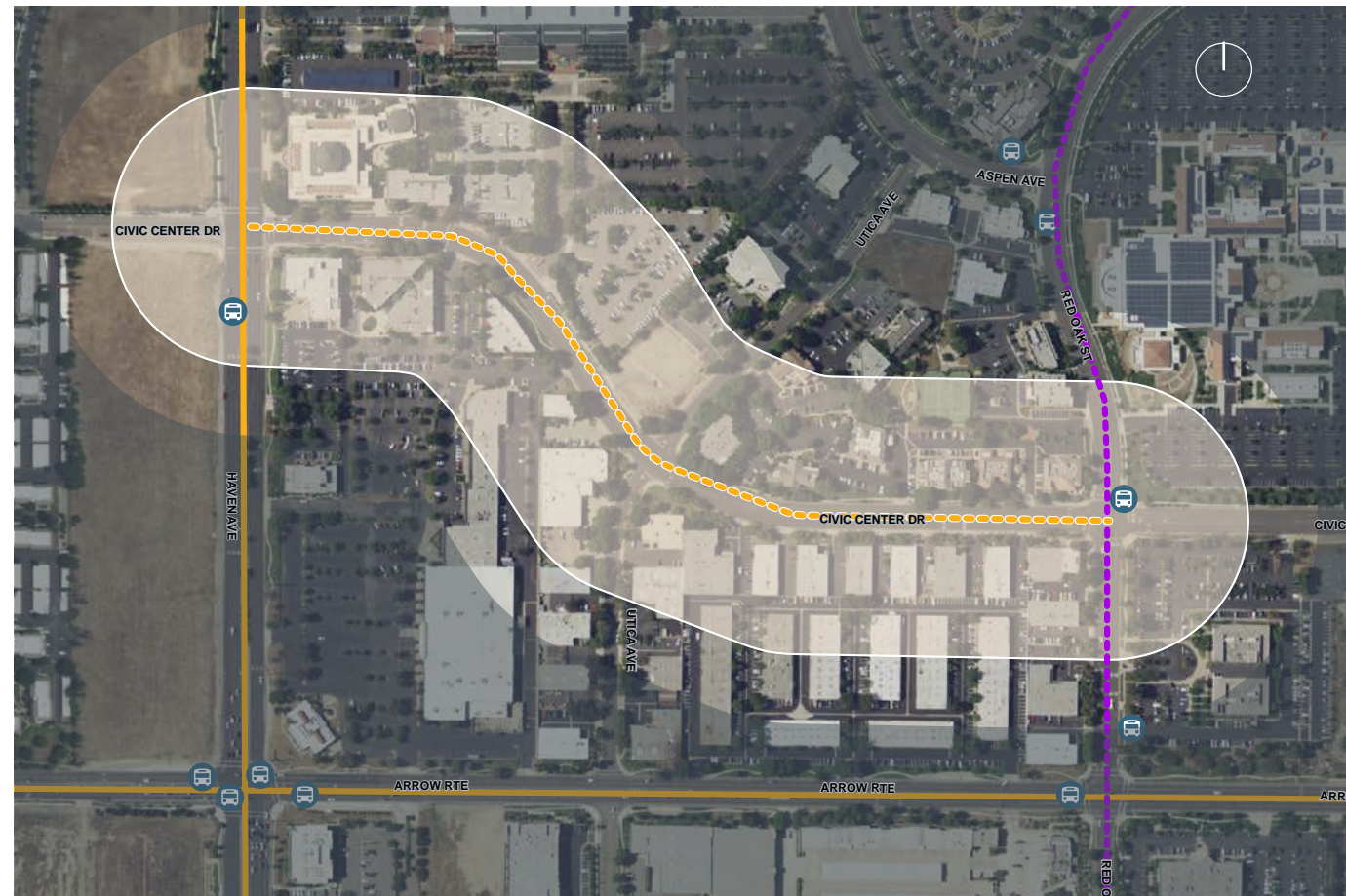
CORRIDOR OVERVIEW

Distance	0.43 Miles
Typical Width	60'–62'
Number of Lanes	4
Posted Speed Limit	35 mph
ADT Estimate (2013*)	2,261
Street Typology	Bicycle Corridor
Existing Bike Facility	–
PlanRC Bike/Ped Priority	Yes
Schools	–
Transit	Omnitrans Routes 81, 85
Trail Connection	–
Population Within Quarter Mile	1,900

*Note: Recommend obtaining more recent traffic volumes

Preliminary Cost Estimate: **\$117,000**

PROJECT MAP



Recommendations

✓ **Class II Buffered Bike Lanes** along Civic Center Dr. from Haven Ave. to Red Oak St. including wayfinding signage and the option for a flexible space along south side.

Existing Facility

- Class II Bike Lane
- 🚌 Omnitrans Route

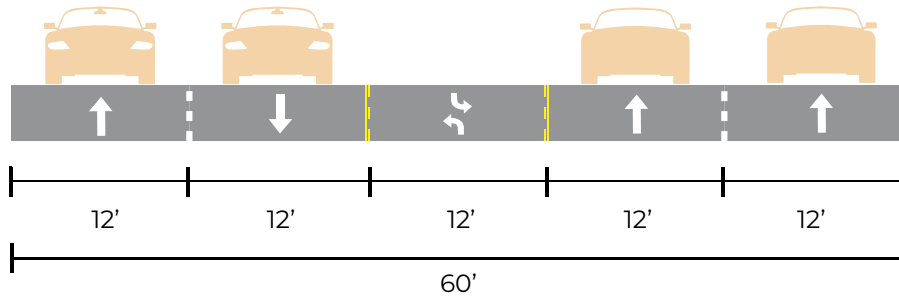
Proposed Facility

- - Class II Buffered Bike Lane

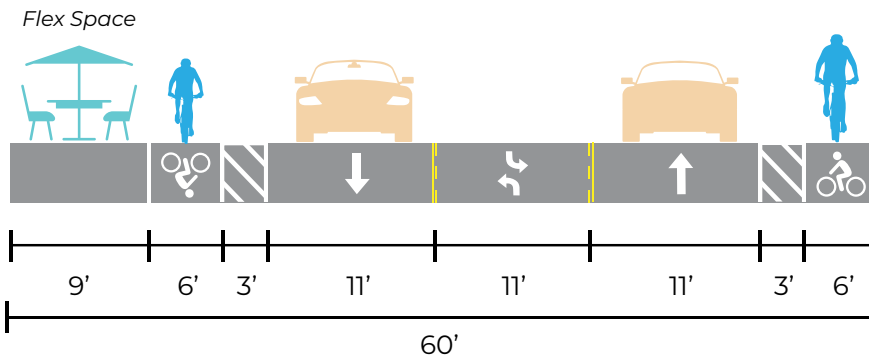
PROJECT BENEFITS

- ✓ Access to Jobs/Retail
- ✓ Access to Transit
- ✓ Network Connectivity

Typical Existing Cross-Section

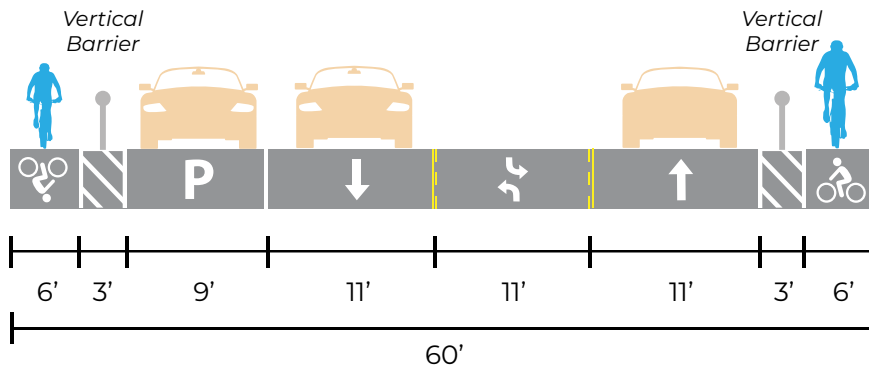


Recommended: Buffered Bike Lanes with Flex Space on One Side



• PlanRC called out outdoor dining as part of Focus Area 2: Civic Center.

Alt. 2: Cycle Track with Parking on One Side



• ADA access from parking across cycle track would need to be evaluated.

PROJECT IDEA 2

Spruce Avenue and Red Oak Street Ped/Bike Enhancements

Foothill Boulevard ←→ Jersey Boulevard

CORRIDOR OVERVIEW

Distance	0.90 Miles
Typical Width	40'-68'
Number of Lanes	2 - 4
Posted Speed Limit	40 mph
ADT Estimate (2013*)	7,978
Street Typology	Bicycle Corridor
Existing Bike Facility	-
PlanRC Bike/Ped Priority	Yes
Schools	-
Transit	Omnitrans Route 85
Trail Connection	-
Population Within Quarter Mile	800

*Note: Recommend obtaining more recent traffic volumes

Preliminary Cost Estimate: \$1,581,000

PROJECT BENEFITS

- ✓ Access to Jobs/Retail
- ✓ Access to Transit
- ✓ Collision History

Recommendations

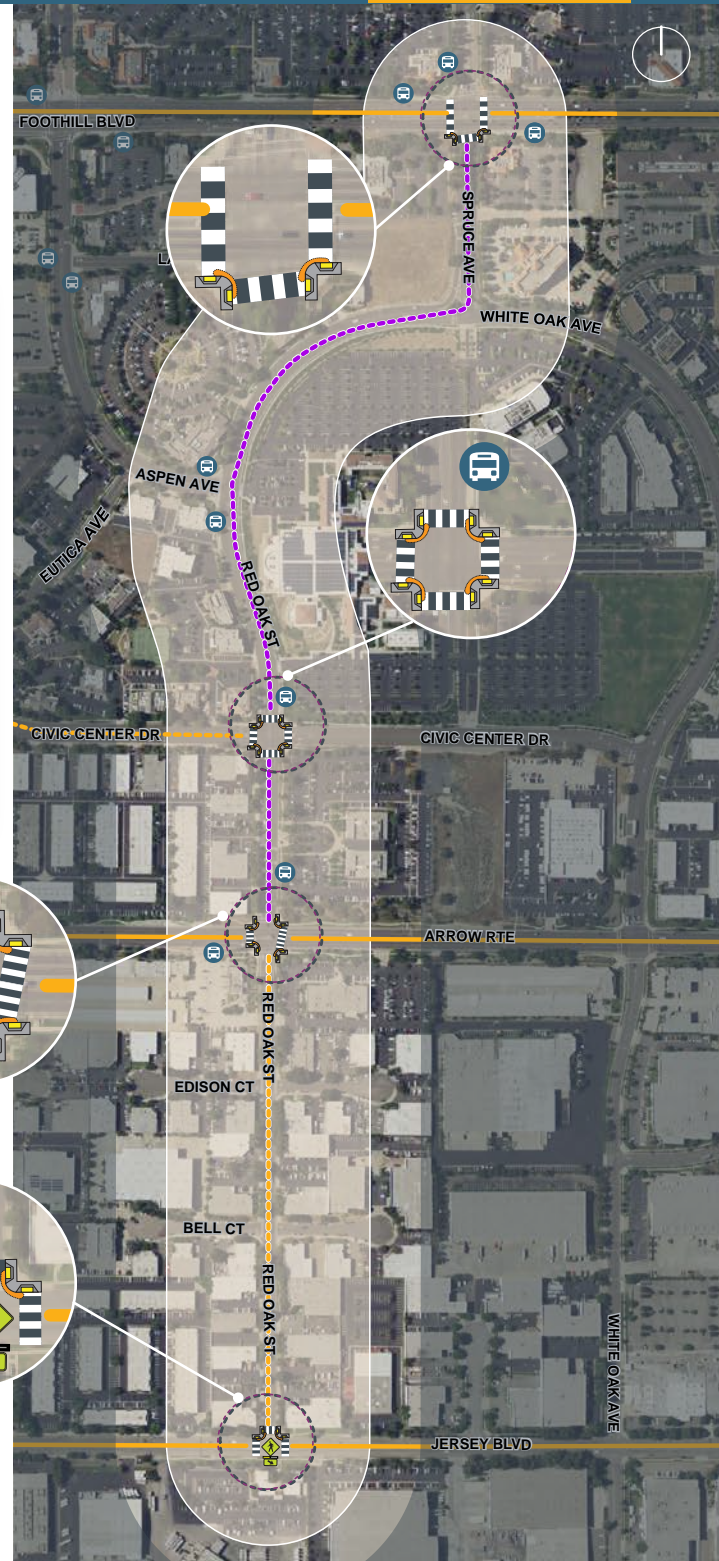
- ✓ **Class IV Cycle Track** along Spruce Ave. and Red Oak St. from Foothill Blvd. to Arrow Rte.
- ✓ **Class II Buffered Bike Lane** along Red Oak St. from Arrow Rte. to Jersey Blvd.
- ✓ **Ped Enhancements** at the following intersections:
 - *Foothill Blvd. and Spruce Ave.* – high-visibility crosswalks and curb ramps on east, south, and western legs
 - *Civic Center Dr. and Red Oak St.* – high-visibility crosswalks and curb ramps on all legs,
 - *Arrow Rte. and Red Oak St.* – high-visibility crosswalks on east & west legs, curb ramps on all corners, and traffic signal modification for bike crossing
 - *Jersey Blvd. and Red Oak St.* – high-visibility crosswalks on north, east & west legs, curb ramps on all corners, and RRFB on east and west approaches.

Existing Facility

- Class II Bike Lane
- Omnitrans Route

Proposed Facility

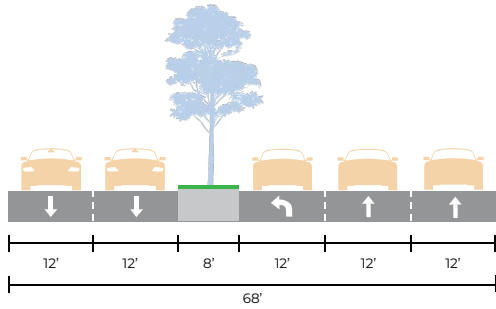
- Class IV Cycle Track
- Class II Buffered Bike Lane
- High Visibility Crosswalk
- RRFB



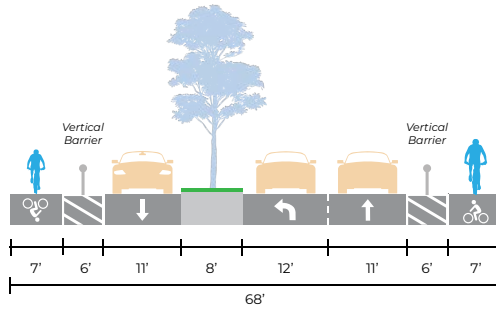
Spruce Avenue

Foothill Boulevard ←→ Red Oak Street

Typical Existing Cross-Section

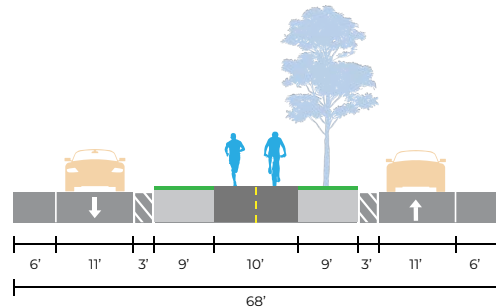


Spruce Ave. Recommended: Cycle Track



- Requires conversion of two travel lanes to add protected bike lanes
- Traffic signal modification (bike signal) needed at Foothill Blvd. and Spruce Ave.
- Bike parking for future BRT station could be provided using extra space behind curb extensions at Foothill Blvd.

Alt. 1: Median Multi-Use Trail

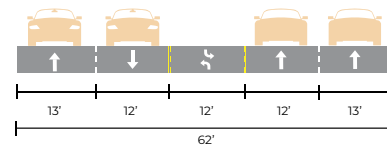


- Modification of median required
- Traffic signal modification (bike signal) needed at Foothill Blvd. Spruce Ave.
- Median, buffer, and shoulder widths to decrease to accommodate left-turn pockets. Minimum of 5' buffer required from multi-use path

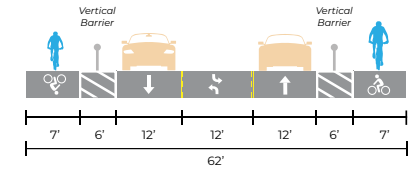
Red Oak Street (North of Arrow Route)

Spruce Street ←→ Arrow Route

Typical Existing Cross-Section

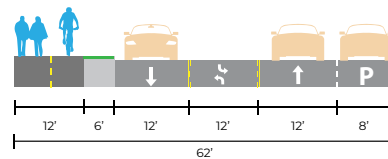


Red Oak St. (North) Recommended: Cycle Track



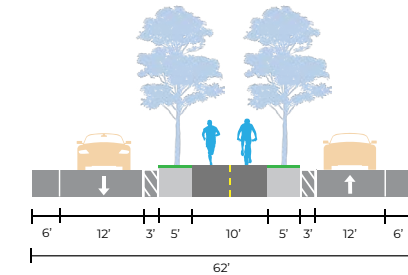
- Traffic signal modification (bike signal) needed at Arrow Rte. and Red Oak St.
- Would require coordination with proposed roundabout at Red Oak St., Spruce Ave. and White Oak St. by nearby development.

Red Oak St. (North) Alt 1: Multi-Use Trail with Parking on One Side



- Requires narrowing of roadway (curb reconstruction).
- Adds 6' of landscaped space.

Red Oak St. (North) Alt 2: Median Multi-Use Trail

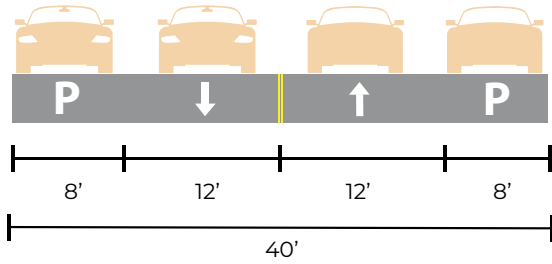


- Requires signal modifications (bike signals) at Arrow Rte. and Red Oak St.
- Median, buffer, and shoulder widths to decrease to accommodate left-turn pockets. Minimum of 5' buffer required from multi-use path.

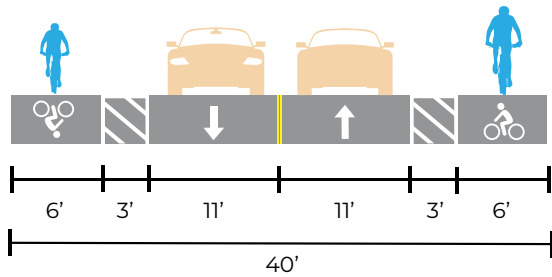
Red Oak Street (South of Arrow Route)

Arrow Route ←→ Jersey Boulevard

Red Oak St. (South of Arrow Rte.) Typical Existing Cross-Section

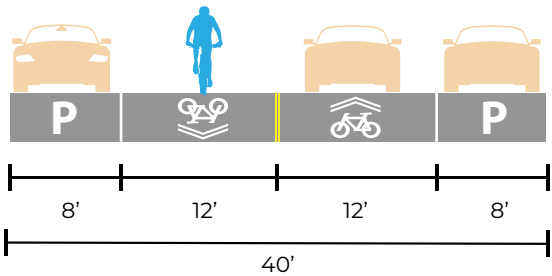


Red Oak St. (South) Recommended: Buffered Bicycle Lanes



• Would require parking study to review removal of existing parking

Red Oak St. (South) Alt 1: Shared Lane (Bike Route) with Parking on Both Sides



PROJECT AREA FEATURES



Green conflict markings near intersections and driveways would assist in raising visibility of bicyclists

PROJECT IDEA 3

6th Street Cycle Track

Haven Avenue ←→ Charles Smith Avenue

CORRIDOR OVERVIEW

Distance	1.75 Miles
Typical Width	92' - 118'
Posted Speed Limit	45 mph
ADT Estimate (2019)	14,900–15,100
Existing Bike Facility	Class II Bike Lane from Haven Ave. to Charles Smith Ave.
Street Typology	Bicycle Corridor
PlanRC Bike/ Ped Priority	Yes
Schools	–
Transit	–
Trail Connection	–
Population Within Quarter Mile	2,250

Preliminary Cost Estimate: **\$1,488,220***

*Note: Cost Estimate based off of 2023-2024 CIP Total Project Cost

Recommendations

✔ **Class IV Protected Bike Lane** on both sides of 6th St. from Haven Ave. to Rochester Ave.

PROJECT BENEFITS

- ✔ Access to Transit
- ✔ Network Connectivity
- ✔ Key Barrier/Gap Closure
- ✔ Access to Jobs/Retail

Ongoing Planning Effort

[The 2023-2024 Capital Improvements Program \(CIP\)](#)

lists 6th St. between Haven Ave. and Rochester Ave. for installation of a protected bike lane (cycle track) on both north and south sides of the roadway.

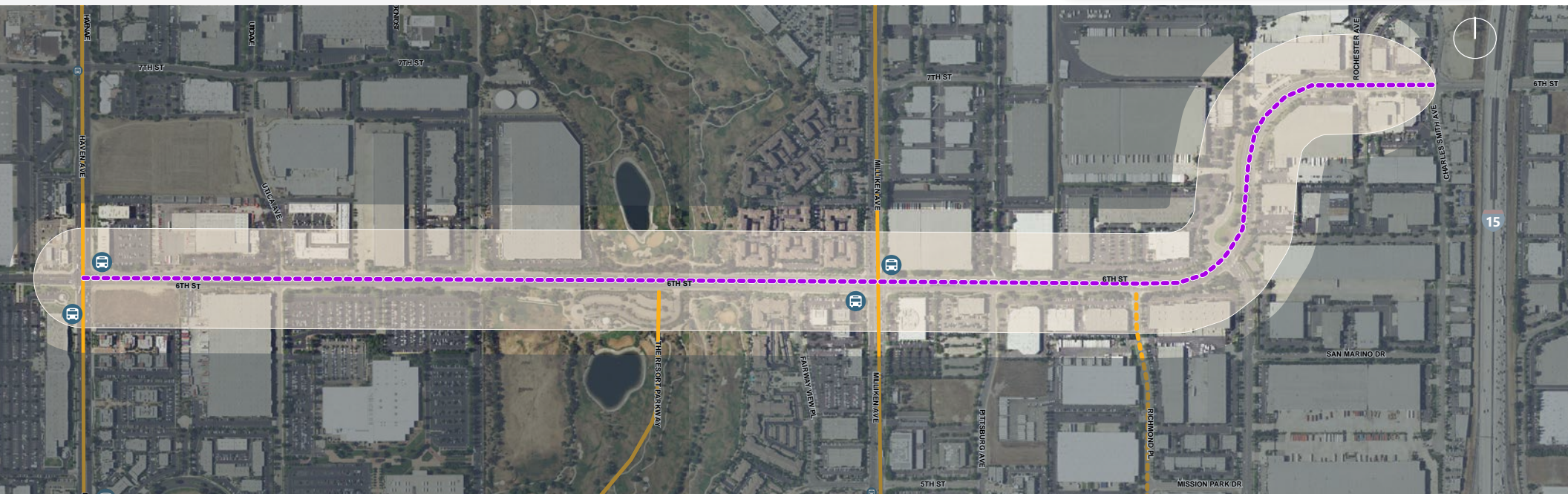


Existing Facility

- Class II Bike Lane
- Omnitrans Route

Proposed Facility

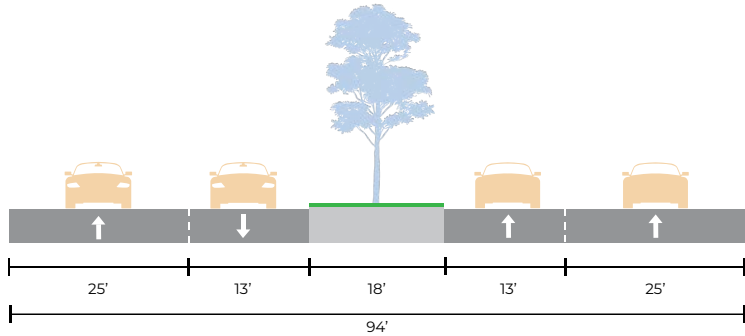
- Class IV Cycle Track



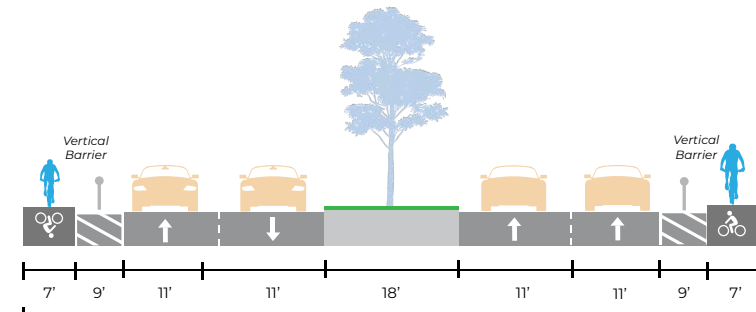
6th Street

Haven Avenue ↔ Cleveland Avenue & Fairway View Place ↔ Charles Smith Avenue

Typical Existing Cross-Section



Recommended: Cycle Track Bike Lane on Both Sides with Delineator Buffer and Raised Bike Lanes

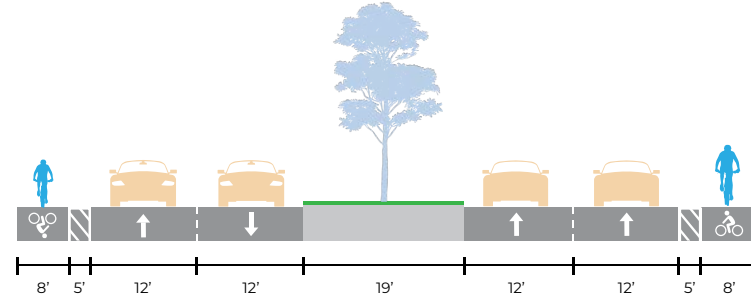


- Paint and bike barrier required.
- The 2023-2024 CIP calls for a raised bike lane which may impact the design of the vertical barrier.

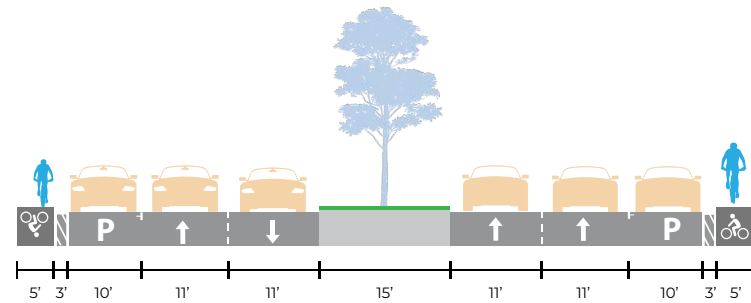
6th Street

Cleveland Avenue ↔ Fairway View Place

Typical Existing Cross-Section



Recommended: Cycle Track Bike Lane with Parking



- ADA access through bike lane will need to be evaluated.

CHAPTER 7

Funding & Implementation

This ATP is an implementation-orientated plan. Projects have been identified to be completed within the near term. This is the first step in a proactive implementation of the active transportation goals set out in PlanRC. This Plan will be updated periodically to identify future projects.



Implementation

This plan identifies improvements along priority corridors and focused around schools throughout the City of Rancho Cucamonga. To achieve these projects, the City will rely on a variety of sources to accomplish the projects described in this ATP. Implementation is expected to occur through one or more of the following:

Grants

Any project that improves safety for the traveling public and is identified in this plan or previous planning documents is a priority. However, the City lacks consistent funding for new capital improvement projects so construction of many of the projects identified in this plan is contingent upon the City securing outside funding through competitive grant programs. This chapter includes outside funding sources at the local, state, and federal level that may be applicable to each project. State and federal grant programs that fund active transportation improvements often require a certain level of local matching funds. Therefore, the majority of implemented active transportation projects in the United States include multiple funding sources and significant inter-agency coordination.

Capital Improvement Program

The City's Capital Improvement Program (CIP) is an annual funding program used to identify and implement short-term and long-term capital needs. The CIP includes repairs, rehabilitation, and replacement of critical facilities City-wide and also addresses routine maintenance to City-owned facilities,

roads, bridges, and flood control facilities.

Development Permits

The City may collect funds, require construction of frontage improvements or dedication of right-of-way from permittees where applicable and previously identified in adopted planning documents, including ConnectRC. The City will typically require funds or public access improvements from permittees during the land use permit process.

Advocacy

Continued community support and advocacy for projects is essential for securing funding and holding agencies accountable to build community-led projects that will improve safety, comfort, and quality of life for residents.

ConnectRC does not prioritize projects by rank because all of the corridors in the plan are priorities that would benefit from active transportation investments and improvements. In addition, because implementation of the plan is largely dependent on external factors such as grant funding, tax revenues, maintenance schedules, and development projects, it is likely that lower priority improvements would be implemented before higher priority improvements if the projects were ranked. Considerations such as the presence of designated disadvantaged communities, addressing locations with a history of collisions resulting in severe injuries or fatalities, a high level of political and community support, and implementation.

Capital Improvement Program

The County's Capital Improvement Program (CIP) is a multi-year planning tool used to identify and implement short-term and long-term capital needs. The CIP includes repairs, rehabilitation, and replacement of critical facilities County-wide and also addresses non-routine maintenance to County-owned facilities, roads, bridges, and flood control facilities.

with other programmed engineering projects increase the likelihood of project funding and implementation. In addition, factors such as land acquisition, utility relocation, drainage modifications, and permitting and environmental review determine the cost and time to implement transportation projects. Therefore, an accurate assessment of cost and schedule may require detailed technical studies that were not included as part of this planning effort.

Advocacy from the City level during large infrastructure projects can also provide avenues for implementation of active transportation enhancements.

It is recommended that ConnectRC be reviewed every 3-5 years to track progress and reflect the ever-evolving transportation needs in the area.

Costs and Funding

This plan includes a wide range of projects with varying degrees of cost. Project cost estimates were developed to give a general idea of the anticipated cost for the projects in each planning area. The cost estimates were based solely on construction costs and do not include other typical soft costs associated with projects. Soft costs include permitting and environmental support, design and preliminary engineering, specifications and estimates, utility coordination, drainage and Storm Water Pollution Prevention (SWPP), construction management and inspection, mobilization, traffic control, and general contingencies. Soft costs are typically calculated as a percent of construction costs but can vary depending on the type, size, and complexity of the project. The table to the right shows a sample breakdown of soft costs as a percentage of construction costs that can vary from project to project.

Cost estimates developed for the projects in [Chapters 2 through 5](#) are based on an engineering review of unit costs and quantities for the concepts shown. The cost estimates as of October 2023 include a 30 percent contingency.

To estimate construction costs for this plan, a unit cost calculation was developed by calculating the cost per mile for each project and averaging the unit cost of all components within the project. This can be used as a guide for planning-level costs to budget future active transportation projects. This unit cost can be found in [Appendix B](#).

CONSTRUCTION ALLOWANCES

Mobilization	10%
Traffic Control	5%
Stormwater Pollution Prevention Plans (SWPPP)	5%
Utilities	15%
Drainage	20%

PROGRAM/PROJECT SOFT COSTS

Preliminary Engineering	10%
Environmental Clearance	10%
Final Design/PS&E	15%
Construction Management	15%
Market Change Contingency	25%

Funding Sources

The following list of competitive grants and formula-based funding programs have been reviewed for potential consideration to address financial needs of the projects identified in the plan. Targeted funding pursuits are ones that specifically are applicable to active transportation projects. Non-targeted funding sources may still be suitable for projects or Future Study Corridors.

✓ TARGETED FUNDING PROGRAM PURSUIT

REGIONAL FUNDING SOURCES		
Measure I Funding – SBCTA	✓	https://www.gosbcta.com/funding/measure-i/
Go Human Community Hubs Grant Program – SCAG		https://scag.ca.gov/apply-funding
Sustainable Communities Program – SCAG	✓	https://scag.ca.gov/sustainable-communities-program
STATE OF CALIFORNIA FUNDING SOURCES		
AHSC – Affordable Housing and Sustainable Communities	✓	https://sgc.ca.gov/programs/ahsc/
ATP – Active Transportation Program	✓	https://catc.ca.gov/programs/active-transportation-program
CleanCA – Clean California	✓	https://cleancalifornia.dot.ca.gov/
HSIP – Local Highway Safety Improvement Program	✓	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
LPP – Local Partnership Program	✓	https://catc.ca.gov/programs/sbl/local-partnership-program
PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	✓	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/protect#:~:text=The%20purpose%20of%20the%20PROTECT,natural%20disasters%2C%20and%20climate%20change
REAP – Regional Early Action Planning		http://www.sbcag.org/reap.html
RC:H2B – Reconnecting Communities: Highways to Boulevards	✓	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b
RMRA & HUTA – Road Maintenance and Rehabilitation Account & Highway Users Tax Account		https://www.sco.ca.gov/aud_road_maintenance_sb1.html
SCCP – Solutions for Congested Corridors Program	✓	https://catc.ca.gov/programs/sbl/solutions-for-congested-corridors-program
STP – Sustainable Transportation Planning	✓	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants
FEDERAL FUNDING SOURCES		
CMAQ – Congestion Mitigation and Air Quality Improvement Program		https://ww2.arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program
RAISE – Rebuilding American Infrastructure with Sustainability and Equity		https://www.transportation.gov/RAISEgrants
RSTG – Rural Surface Transportation Grant Program		https://www.transportation.gov/grants/rural-surface-transportation-grant
SMART – Strengthening Mobility and Revolutionizing Transportation		https://www.transportation.gov/grants/SMART
SS4A – Safe Streets and Roads for All	✓	https://www.transportation.gov/grants/SS4A
STIP – State Transportation Improvement Program		https://catc.ca.gov/programs/state-transportation-improvement-program

The following tables have been developed with recommended funding programs for projects by each planning area when accounting for the following types of criteria:

1. Collision history of all modes and specific to active transportation crashes.
2. Disadvantaged community designation using multiple state and federal criteria.
3. Areas that might benefit from protection from natural hazards and increased capacity of evacuation routes.

B

See [Appendix B](#) for detailed cost estimates



Alta Loma

✓ RECOMMENDED FUNDING PROGRAM PURSUIT

#	PROJECT	MEASURE I	SCP	AHSC	ATP	CLEANCA	HSIP	LPP	PROTECT	RC:H2B	SCCP	STP	SS4A	PROJECT COST
1	Jasper Street Pedestrian Improvements	✓	✓	✓	✓							✓		\$143,000
2	Hermosa Avenue Buffered Bike Lane	✓	✓	✓	✓							✓	✓	\$185,000
3	Wilson Avenue Ped/Bike Gap Closures	✓	✓	✓	✓							✓		\$443,000
4	Lemon Avenue Buffered Bike Lane & Widened Sidewalks	✓	✓	✓	✓							✓		\$953,000
5	19th Street Buffered Bike Lane and Jasper Street Ped Enhancements	✓	✓	✓	✓							✓	✓	\$385,000
6	Demens Creek Trail Crossing Enhancements	✓	✓	✓	✓	✓						✓		\$298,000
7	Cucamonga Creek Trail Resurfacing & Crossing Enhancements	✓	✓	✓	✓	✓						✓		\$491,000
													TOTAL	\$2,898,000

Notes: The cost estimates exclude the following items:

- Roadway pavement rehab or slurry seal
- Americans with Disabilities Act (ADA) improvements other than shown herein
- Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
- Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
- General project costs such as Mobilization, Traffic Control, SWPPP, etc

At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

Cucamonga-Red Hill

PROJECT

✓ RECOMMENDED FUNDING PROGRAM PURSUIT

	MEASURE I	SCP	AHSC	ATP	CLEANCA	HSIP	LPP	PROTECT	RC:H2B	SCCP	STP	SS4A	PROJECT COST
1 Valle Vista Drive Pedestrian Improvements	✓	✓	✓	✓							✓		\$72,000
2 Red Hill Country Club Drive and Cucamonga Creek Trail Enhancements	✓	✓	✓	✓	✓				✓	✓	✓		\$149,000
3 Hellman Avenue Buffered Bike Lanes and Ped Enhancements	✓	✓	✓	✓			✓				✓	✓	\$441,000
4 Archibald Avenue Buffered Bike Lanes and Ped Enhancements	✓	✓	✓	✓		✓					✓	✓	\$300,000
5 San Bernardino Street Striped Shoulders	✓	✓	✓	✓							✓	✓	\$53,000
6 Church Street Buffered Bike Lanes and Striped Shoulders	✓	✓	✓	✓		✓			✓		✓	✓	\$211,000
7 Baker Avenue Ped Enhancements	✓	✓	✓	✓							✓	✓	\$89,000
8 Grove Avenue Buffered Bike Lanes	✓	✓	✓	✓							✓	✓	\$106,000
9 Bear Gulch Road Curb Extensions	✓	✓	✓	✓	✓						✓		\$16,000
10 Palo Alto Street Ped Enhancements	✓	✓	✓	✓	✓						✓	✓	\$137,000
11 Hermosa Buffered Bike Lane and New Sidewalks	✓	✓	✓	✓	✓	✓					✓	✓	\$322,000
12 Ramona Avenue Striped Shoulders	✓	✓	✓	✓	✓						✓	✓	\$55,000
13 9th Street Buffered Bike Lane and New Sidewalks	✓	✓	✓	✓	✓						✓	✓	\$775,000
14 Feron Boulevard Ped Enhancements	✓	✓	✓	✓	✓						✓	✓	\$83,000

Notes: The cost estimates exclude the following items:

- Roadway pavement rehab or slurry seal
 - Americans with Disabilities Act (ADA) improvements other than shown herein
 - Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
 - Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
 - General project costs such as Mobilization, Traffic Control, SWPPP, etc
- At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

TOTAL

\$2,809,000

Etiwanda

PROJECT

		✓ RECOMMENDED FUNDING PROGRAM PURSUIT												
		MEASURE I	SCP	AHSC	ATP	CLEANCA	HSIP	LPP	PROTECT	RC:H2B	SCCP	STP	SS4A	PROJECT COST
1	Banyan Street Ped Enhancements and Buffered Bike Lanes	✓	✓	✓	✓							✓		\$1,675,000
2	Day Creek Boulevard Buffered Bike Lanes and Ped Enhancements	✓	✓	✓	✓	✓						✓		\$497,000
3	Vintage Drive New Crosswalk and Ped Enhancements	✓	✓	✓	✓			✓				✓	✓	\$173,000
4	Etiwanda Avenue Bike Route and Ped Crossing Enhancements	✓	✓	✓	✓		✓					✓	✓	\$119,000
5	Wilson Avenue Buffered Bike Lane and Ped Crossing Enhancements	✓	✓	✓	✓							✓	✓	\$442,000
6	Victoria Street Ped Enhancements	✓	✓	✓	✓		✓			✓		✓	✓	\$30,000
7	East Avenue Buffered Bike Lane and New Sidewalks	✓	✓	✓	✓		✓					✓	✓	\$577,000
8	Base Line Road Buffered Bike Lane and Ped Enhancements	✓	✓	✓	✓							✓	✓	\$211,000
9	Duncaster Place Ped Enhancements	✓	✓	✓	✓							✓		\$112,000
10	Etiwanda Creek Channel Multi-Use Trail	✓	✓	✓	✓	✓						✓		\$429,000
11	Summit Intermediate/Etiwanda Creek Park Connection	✓	✓	✓	✓	✓						✓		\$18,000

Notes: The cost estimates exclude the following items:

- Roadway pavement rehab or slurry seal
 - Americans with Disabilities Act (ADA) improvements other than shown herein
 - Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
 - Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
 - General project costs such as Mobilization, Traffic Control, SWPPP, etc
- At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

TOTAL \$4,283,000

Central North - Eastside

PROJECT

✓ RECOMMENDED FUNDING PROGRAM PURSUIT

	MEASURE I	SCP	AHSC	ATP	CLEANCA	HSIP	LPP	PROTECT	RC:H2B	SCCP	STP	SS4A	PROJECT COST
1 Terra Vista Parkway Ped/Bike Enhancements	✓	✓	✓	✓							✓		\$627,000
2 Spruce Avenue Ped Enhancements	✓	✓	✓	✓							✓		\$256,000
3 Mountain View Drive Buffered Bike Lanes and Ped Enhancements	✓	✓	✓	✓					✓		✓	✓	\$292,000
4 Victoria Park Lane Buffered Bike Lanes and Ped Enhancements	✓	✓	✓	✓							✓	✓	\$496,000
5 Emerson Street/Sherbrooke Place Intersection Ped Enhancements	✓	✓	✓	✓							✓	✓	\$20,000
6 Fairmont Way Buffered Bike Lanes and New Crosswalks	✓	✓	✓	✓							✓	✓	\$137,000
7 Highland Avenue and Kenyon Way Bike Lanes	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	\$136,000
8 Base Line Road Buffered Bike Lane and Deer Creek Trail Crossing	✓	✓	✓	✓							✓	✓	\$635,000
9 Elm Avenue Crossing Enhancements and Sidewalk at Coyote Canyon Elementary	✓	✓	✓	✓							✓		\$21,000
10 Church Street Buffered Bike Lanes	✓	✓	✓	✓	✓	✓					✓		\$372,000
11 Day Creek Boulevard Buffered Bike Lanes	✓	✓	✓	✓	✓	✓	✓				✓	✓	\$299,000
12 Victoria Windrows Loop Ped Enhancements	✓	✓	✓	✓	✓	✓					✓	✓	\$32,000
13 Lark Drive New Crosswalks	✓	✓	✓	✓	✓	✓					✓	✓	\$33,000
14 Miller Avenue Buffered Bike Lanes and Ped Enhancements	✓	✓	✓	✓	✓	✓					✓	✓	\$193,000
15 Dolcetto Place and Garcia Drive Buffered Bike Lanes	✓	✓	✓	✓	✓	✓					✓	✓	\$92,000

Notes: The cost estimates exclude the following items:

- Roadway pavement rehab or slurry seal
 - Americans with Disabilities Act (ADA) improvements other than shown herein
 - Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
 - Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
 - General project costs such as Mobilization, Traffic Control, SWPPP, etc
- At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

TOTAL

\$3,641,000

Central South - Southeast

✓ RECOMMENDED FUNDING PROGRAM PURSUIT

#	PROJECT	MEASURE I	SCP	AHSC	ATP	CLEANCA	HSIP	LPP	PROTECT	RC:H2B	SCCP	STP	SS4A	PROJECT COST
1	Civic Center Drive Buffered Bike Lanes	✓	✓	✓	✓	✓		✓			✓	✓		\$90,000
2	Spruce Avenue and Red Oak Street Ped/Bike Enhancements	✓	✓	✓	✓		✓			✓	✓	✓	✓	\$1,581,000
4	6th Street Cycle Track (2023-2024 CIP)	✓	✓	✓	✓						✓	✓	✓	\$1,488,220
													TOTAL	\$3,159,220

Notes: The cost estimates exclude the following items:
 • Roadway pavement rehab or slurry seal
 • Americans with Disabilities Act (ADA) improvements other than shown herein
 • Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
 • Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
 • General project costs such as Mobilization, Traffic Control, SWPPP, etc
 At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

APPENDIX A

Community Outreach





Community Input Summary | Fall-Winter 2022



Introduction

In late fall, the City of Rancho Cucamonga began Phase One of its outreach efforts for Connect RC, the City's Active Transportation Infrastructure Assessment and Improvement Plan. Connect RC will provide recommendations that can guide the implementation of a comprehensive network of safer streets and sidewalks for Rancho Cucamonga's neighborhoods. A focus was placed on the streets and sidewalks near schools throughout the city.

Still in the developmental stage of planning, the City hosted three community events on October 20 at Rancho Hall in Central Park, on November 1 at Archibald Library, and November 3 at Paul A. Biane Library. Additionally, the Connect RC team presented the project and preliminary findings to the Healthy RC Steering Committee on December 5.

Community Engagement Approach

The main goal of the Plan's outreach activities was to engage the Rancho Cucamonga school community, neighborhood residents, and other stakeholders. Additional goals for public engagement include:

1. Informing the Rancho Cucamonga community about the Plan, planning process, and opportunities for involvement.
2. Soliciting input on current walking, biking, and rolling issues, barriers, and opportunities in Rancho Cucamonga neighborhoods
3. Identifying community needs and priorities for enhancing safer walking and bicycling



4. Building momentum and support for the future implementation of Plan projects
5. Creating an equitable and balanced Plan whose recommendations reflect the needs and values of the Rancho Cucamonga community

Community engagement efforts will be organized into three key phases:

Phase 1: Project Launch/Exploration of Constraints & Opportunities (Sept 2022 – Nov 2022)

Community provides input on existing needs, challenges, and opportunities for safer, more sustainable, and comfortable travel

Community Workshops – Phase 1

Three hands-on community workshops were held in Phase 1 to introduce the project and explore potential constraints and opportunities around biking, walking and rolling in neighborhoods throughout the city (generally centered around schools). The workshops started with an overview presentation followed by break out groups where members of the community used maps and worksheets where to identify specific locations where there are concerns, along with ideas for specific infrastructure improvements. Approximately 35 community members participated in these events, which were designed to provide information and background on Connect RC as well as an opportunity for community members to give their thoughts, ideas and concerns regarding walking and biking on the city's neighborhood streets and sidewalks. Workshops were held as follows: October 20, November 1, and November 3, 2022, each in a different part of the city.

School Superintendents Meeting

The City and Consultant Team participated in the quarterly city-hosted School Superintendents Meeting at City Hall to kick off the planning effort.

Online Survey

To broaden the ability for the community to provide input, city staff posted a short online survey on the publicinput.com site. This survey closely mirrored the questions posed during the workshop breakout groups and was available through November 30, 2022.

Phase 2: Feedback & Prioritization of Recommendations (Feb 2023 – April 2023)

Community provides input on proposed projects/recommendations and priorities

Community Workshops – Phase 2

Three hands-on community workshops will be held in Phase 2 to obtain feedback from the community on recommended infrastructure improvements. The format of these meetings will be established after review of the preliminary recommendations to determine if the workshops should be structured as smaller geographic/ neighborhood specific events, pop-up events, or large-scale virtual events.

School Update Meetings

A schools update meeting (virtual) will be scheduled and facilitated by the Consultant Team in Phase 1 and in Phase 2. Findings from the earlier community input, walk audits, and other analysis will be shared, along with key recommendations resulting from the Phase 1 study. Feedback from the schools will be solicited via virtual polls, chat, and interactive discussion during the online meeting.



Local Elected and Appointed Officials Meetings

As appropriate, city staff will meet with key Commissions, Boards, and City Council throughout the project to gain feedback, provide draft recommendations, and keep apprised of project progress.

Phase 3: Draft and Final Plan (May 2023 – August 2023)

Community reviews final draft Plan online. Decision makers approve the Plan.

Online Community Review – Phase 3

Once the final draft plan is available, the City will upload it to the project website/public input page for download and review. A comment form/tool can be added to the site to collect any final public review.

Phase 1 Engagement: Map Exercise Summary

Places that I go:

Alta Loma-Etiwanda

- Los Osos High School
- 19th Street Bus Stop
- Central Park
- Shopping center at Haven Avenue/210
- Victoria Groves Elementary School
- Rancho Cucamonga High School
- Day Creek Intermediate
- John L. Golden Elementary School

Alta Loma

- Stater Brothers shopping center @ 19th Street/Archibald
- Jasper Elementary School
- Alta Loma Junior High School
- Hellman Avenue, between Banyan Street to south of Base Line Road
- Carnelian Street, between 19th Street and south of Base Line Road
- Alta Loma High School





- Heritage Community Park
- Alta Loma Elementary School

Central-Southeast-Eastside

- Epicenter/Sports Complex
- Coyote Canyon Park
- Ruth Musser Middle School
- Victoria Arbors Park
- Victoria Gardens
- Garcia Park
- Ralph M. Lewis Park
- Terra Vista Town Center
- Central Park
- Jersey Boulevard, between Haven Rochester
- Red Oak Street, between Jersey Boulevard and Base Line Road
- 8th Street, between I-15 and Etiwanda
- Civic Center Drive, between Haven Avenue and Red Oak Street



- Stater Brothers shopping center (Day Creek Blvd/Base Line Road)
- Water of Life Church
- Shopping centers on both sides of Foothill Boulevard at Etiwanda

Red Hill - Cucamonga

- Golden Oak Park
- Valle Vista Elementary School
- Red Hill Community Park
- Lions Park
- Bear Gulch Elementary School
- Alta Loma High School
- Shopping center at Archibald Avenue and Base Line Road
- Shopping center at Civic Center Drive and Haven Avenue



Etiwanda

- Day Creek Park
- Etiwanda Early Special Ed
- Summit Junior High School
- Etiwanda High School
- Etiwanda Intermediate



- Shopping center at Day Creek Boulevard and Highland Avenue
- Etiwanda Trail Head/North Etiwanda Reserve

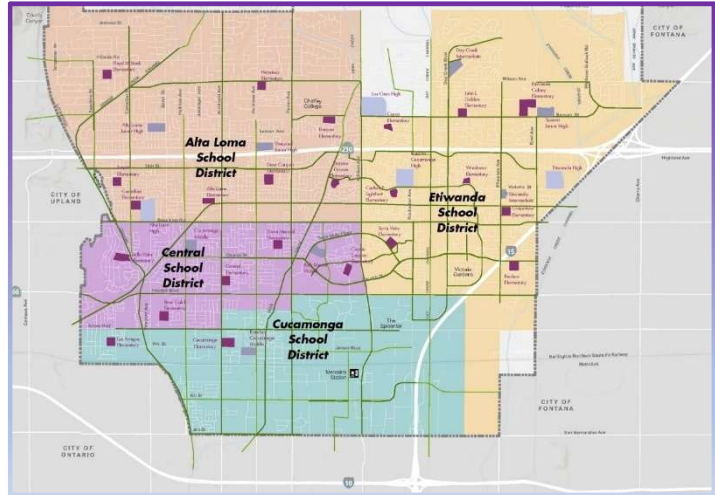
Great Place to Walk/Bike/Roll:

Alta Loma-Etiwanda

- Pacific Electric Trail

Alta Loma

- Red Hill Community Park
- Pacific Electric Trail
- Hermosa Park
- Cucamonga Creek → Demens Creek to horse boarding at Canyon Creek Boarding Training Center
- PET - Amethyst Avenue to Hermosa Avenue



Central-Southeast-Eastside

- Victoria Arbors Park
- Victoria Gardens
- Mountain View Park
- Spruce Avenue @ Terra Vista Parkway
- Civic Center Drive
- Red Oak Street/ White Oak Avenue @ Civic Center Drive
- Victoria Gardens Lane between Church Street and Foothill Boulevard
- Terra Vista Town Center
- Victoria Park Lane between Base Line Road and PET
- Central Park
- PET at Day Creek Boulevard
- Victoria Arbors Park
- Perdue Elementary School
- Shopping centers on both sides of Foothill Boulevard at Etiwanda



Red Hill - Cucamonga

- Red Hill Community Park
- Family Sports Center
- PET from Foothill Boulevard to Alta Loma Elementary School
- Deer Creek
- PET at Cucamonga Creek

Etiwanda

- Day Creek Boulevard between Etiwanda Avenue and Vintage Drive
- PET between Victoria Park Land and Etiwanda
- Highland and East Avenue
- Etiwanda Avenue between PET and Vintage Drive/Arapaho Road
- Etiwanda Intermediate
- Etiwanda High School
- Etiwanda Trail Head/North Etiwanda Reserve



Issue or Idea:

Alta Loma-Etiwanda:

- Access issue: 19th Street closure, between Milliken and Deer Creek
- Obstacle: Haven Hill
- Signal timing issues around Chaffey College
- Red light running at Etiwanda Avenue @ Grapeland Elementary
- PET @ Central Park – more protection of habitat
- The sidewalks south of Los Osos High School get really narrow and rocky in certain areas & its hard to ride bikes
- Milliken Avenue, north of Victoria Park Lane, south of Banyan – difficult to walk due to narrow sidewalk
- Undeveloped area north of Los Osos High School – only horse trail; difficult to ride bike
- John L. Golden Elementary School – need better biking path here (Day Creek Boulevard /Banyan?)
- Disconnected walking paths from my home to Los Osos High School – have to walk on gravel
- Base Line Road and Deer Creek – dog park being built – should have trail access
- Landscaped areas of Base Line Road (between Deer Creek & Milliken Avenue?) not native; worse than before
- Haven @ 19th Street - Better bike lanes and remove median
- Teacher riding a bike killed at Victoria Park Lane and Rochester Avenue after sharrow. Car was turning right and crashed into the biker.
- Signing/wayfinding at Rochester Avenue & Highland Avenue (need?)



Alta Loma

- Issue: Access to PET generally only at intersections
- Casualty drunk driving – Archibald @ PET
- Through/direct access would make pick up/drop-off easier (Alta Loma Elementary)
- Issue: Crosswalk/crossing guard removal – makes difficult to walk (Hermosa Avenue between PET and 19th Street)
- Issue: Lots of collisions (Hermosa Avenue between PET and 19th Street)
- 19th Street/Cartilla bus stop (no other info with this comment)
- Cucamonga Creek – complete connection between Base Line Road and 19th Street
- PET - Amethyst Avenue to Hermosa Avenue – add more destinations
- Amethyst Avenue shared bike route
- No sidewalks or bike lane Hellman Avenue, between Base Line Road and 210
- Demens Creek – drinking fountains and rest areas needed
- Beryl Street and Hillside Road intersection – add crosswalks or striping, horse crossing too!
- Banyan Street at Sapphire Street and Demens Creek intersection – no crosswalk! Not accessible! Cars speeding. Signage, striping, etc.

Central-Southeast-Eastside

- I wish I could ride my bike to the train
- Issue: Getting to area southeast of the I-15 / Foothill Blvd interchange (Walmart shopping center) by bike is difficult
- Issue: Missing sidewalk at Etiwanda and Foothill Boulevard
- Issue: Difficult crossing at PET and Day Creek Boulevard
- Bike detection signals and raised speed table on Etiwanda between Base Line Road and Foothill Boulevard
- Etiwanda – Base Line Road to Foothill Boulevard not great for biking
- Need exit from PET @ Victoria Park Lane
- Crossing Baseline Road is treacherous on bike from any cross street (drivers going fast, long crossing time)
- Miller Avenue – sidewalk ends before East Avenue
- Some areas don't have direct access to PE Trail (Central Park).
- Red Car Line Train Station:
 - Add more direct access to this from PE trail and/or better signage.
 - Having a coffeeshop here would be great
- Planting: Areas such as south of Central park or medians should have more native plants.

Red Hill - Cucamonga

- Bikeway on Highland
- Issue: Deer Creek, between Arrow Route and Foothill Boulevard, needs enhancement



- Issue: Hermosa Avenue between Foothill Boulevard and Stafford – can't walk here – street narrows; no real sidewalk
- Foothill & Hellman – hard to bike & walk
- Traffic calming was done but not effective anymore
- Parents cross the street where no crossings exist in front of the school, even if there's a cross guard present at the intersection
- Speeding on 9th Street, Grove Street to Vineyard
- 9th Street & Baker – Tbone crash
- Last month (October) ped hit close to Grove
- Key challenges: safety
 - Lack of sidewalks
 - Too hot/lack of trees
 - No trash cans w/ doggy bags
- Bike lanes feel dangerous to ride on – 9th Street & Baker
- Signage about bike/ped rights
- Arrow/Foothill - road diet
- Base Line Road is treacherous for bikes
- Many drivers speeding, running red lights/stop signs
 - Community member is very cautious when crossing crosswalk as cars approach her.
 - Most of the speeders are non-local folks avoiding lights on Foothill



Etiwanda

- Opportunity for crossing enhancements at PET and I-15 (like Etiwanda crossing)
- Issue: Bike lane doesn't connect – Highland Avenue between Etiwanda and East
- Day Creek & Milliken – inconvenient – no thru crossing
- East Avenue needs better infrastructure (gateway – to undeveloped land above Wilson Avenue)
- PET and Victoria Park Lane – add speed table at intersection and/or bike signal
- PET and East Avenue – make important like at Etiwanda Avenue
- Etiwanda Falls Trailhead:
 - Would not bike up there (worries of bike theft/ no bike parking)
 - Concerns of popped tire on the dirt paths

Comments:

Alta Loma-Etiwanda:

- Green paint is not bike infrastructure – physical bollards
- Outreach to bike shops & cycling clubs
- Use online heat map to identify where people ride
- More visible crosswalks



- Traffic enforcement (county) – don't enforce rules (red light running, etc.)
- Significant red light running in town
- Enhanced ped crossing signs (T intersections)
- Dedicated routes needed for bikes with fewer crossings
- Circuitous routes make it challenging to walk (out of complex)
- Put shopping closer to trails
- No e-bikes on PET (yes or no?) – clarity needed
- Rancho Cucamonga High School – area around here is bit dark, w/ rougher areas/sidewalks
- Community off of Deer Creek, between Wilson Avenue and Banyan Street – my family takes a lot of walks around his area but it's mostly residential and kind of boring – not a park or open space around
- More native landscaping and shade needed
- Access from Highland to PE Trail, also wayfinding
- Create stronger connection between Central Park and Deer Creek
- Bike detection on PE
- Victoria Park Lane has excellent bike facilities

Alta Loma

- All schools need better “in and out”
- Vending carts (fresh fruit, etc.) on PET or Farmers Market
- Crosswalk well lit! (PET @ Ramona)
- Rancho needs a downtown! More like Claremont!

Central-Southeast-Eastside

- Separate sidewalk @ Victoria Arbors Park makes it nice to walk
- Haven City – Packing District like facility off trail – more of this!
- Provide bike or walk access from shopping center west of I-15 to Walmart shopping center east of I-15
- Need better access (same area as above)
- Etiwanda Creek Channel – need trash cans and doggy bag infrastructure – Arrow Route to Foothill
- Need access to service roads for biking and walking – Day Creek Channel – Day Creek Boulevard to Baseline Road
- Victoria Gardens is surrounded by large parking lots – not welcoming to non-car users
- There are gaps in bikeways to Victoria Gardens
- No bike parking, including for e-bikes at Victoria Gardens
- Bike lane stops, Victoria Gardens Lane north of Church Street
- More trees/shade on PET between Victoria Park Lane and Day Creek Boulevard
- Garcia Park – need access from southside
- Need clearer bike trail - Foothill Boulevard at Etiwanda
- Etiwanda, south of Foothill, lacks bicycling infrastructure for warehouse workers



- There are still many people in town who do not know of the bike trail system. Schools or Healthy RC could do scavengers hunts on the trails & trail heads to introduce residents to the trails. The bunts could be for physical items and or social media (electronic) items = example Pokemon.
- New developments east of Garcia Park and at Foothill Blvd and Etiwanda = thousands of new high school students.
- Keep the open space in Central Park as it is to maintain the natural area.

Red Hill - Cucamonga

- Deer Creek: What is access to trail like?
- Public art/flowers
- Bicyclists speed on their bikes
- Flashing speed limits
- No sidewalks 9th/Vineyard
- PET – no lights – safety issue, trash cans, shade
- In general, speed on the big streets needs to be addressed. Trails can't get people everywhere. Ebikes and scooters are making sidewalks dangerous because they are scared to ride on the big fast streets.

Etiwanda

- Biking not great on East Avenue, especially during school time with the kids
- Sight distance for SBR turn onto Banyan (Banyan Street and East Avenue intersection)
- Highland Avenue has huge potential – it has destinations, it's pretty, it just lacks comfortable bike/walking infrastructure
- Etiwanda High School students access trail
- PE Trail is gold standard in city.
- Connect destinations!
- Etiwanda is top 5 streets in RC for walking/biking.

Healthy RC Steering Committee Feedback

Alta Loma

- Above Almond Street, between Carnelian Street and Beryl Street
 - Enjoy all the bridle paths in this area!
 - A lot of people walk and bike and these trails.
 - Only concern would be wildlife (coyotes, bears, etc.)
- Heritage Park: I wish there was an easier way to access Heritage Park and the northern bridle paths without having to drive-- coming from the south side of the city.

Central-Southeast-Eastside

- Victoria Gardens: I wish there was a way to get to Victoria Gardens without having to drive.
- Foothill Boulevard between Milliken Avenue and Rochester Avenue: Explore light rail systems?



- Epicenter/Sports Complex: I wish there was a way to get to the stadium without having to drive.
- Foothill Blvd garden: Walkability poor
 - Needs improvement
- Foothill Blvd between Spruce Avenue and Milliken Avenue: Designed for cars; bringing buildings to the street; multiple modes of transportation;
 - Good reminder of what not to do!
 - Northern part of city has more paseos than south
- Around Civic Center: Parking lots not connected which means walkers need to travel car patterns

Red Hill - Cucamonga

- PE Trail needs more lighting in general.
- Extend bike paths to better connect park facilities across the city, including the trails (i.e., PE Trail)
- Spruce - Terra Vista Farmers Market - A lot of folks walk this area, especially on Saturday mornings. Area is not super friendly for bikers.
- Shopping center that is very car-oriented. (Target above Foothill Blvd at Haven)
- Crossing Foothill is difficult/unsafe because either there's no bike lane or drivers are not aware or looking at the bike lane.
- Big divide between north and south of Foothill.
- Crossing Church St from south to north is difficult because the lights are short and drivers are going fast.
- A lot of street-racing/speeding on Spruce St.; a lot of people (pedestrian) crossing from east-west
- Similar on Church St., - a lot of speeding/fast traffic; difficult to cross and not bike-friendly.

- A lot of the bike paths and trails don't really connect.
- Need more dedicated bike lanes across the City
- City monorail / lightrail / trolley? to connect the City
- Elevated crossing on Foothill;
- Dedicate bike lanes that will connect north and south of Foothill
- Difficult to access or navigate shopping areas, healthcare facilities (Haven City Market, Kaiser Permanente)
- Crossing Civic Center Dr. -- add better crosswalk or stop sign to make it safer to cross to Haven City Market.
- Elevated crosswalk?
- Baker & 9th: Hazard for walkers because of speeding, and drivers blowing the stop sign.
- 9th & Comet St: Crosswalk connecting to LA Elementary and more crossing guards

- East of 9th St. Need for more sidewalks.
- Foothill Boulevard and Vineyard Avenue: Control speeding through traffic light patterns
- Foothill between Haven and Milliken: Identifying traffic patterns that could be adjusted to create safer conditions (no left turns, right turn only, etc. for cars so more predictable for walking/biking (e.g. Foothill & Church shopping area)
 - Area not conducive to walking - designed for cars
- Lack of paseos or paths off the street impact safe access to schools and shopping centers
 - Park once and then be able to walk/bike to several locations safely and enjoyably
 - When too noisy or busy, not comfortable or; 8 lanes of traffic by City Hall not easy to walk to



- "One block" in Rancho is different than a traditional "block"
- Lowering speed limits to 45 instead of 50.
- Neighborhood east of Hermosa Avenue, between Foothill Blvd and Arrow Route: additional lights with crosswalks needed to highlight peds
 - flashing lights when pedestrians present (if always flashing, people get desensitized)
- Archibald and Arrow Route (Mulberry Early Special Ed): speeding is issue on Archibald
 - Mulberry Special Education Center (doesn't qualify as a "school"). Need to follow up - should fall into ADA...
- Speed issue throughout many SoCal neighborhoods - need a cultural shift; educational component
 - "Kids at play" signs
- Los Amigos Elementary School: Mural painting on the sidewalk here was a GREAT improvement and incentive to walk; more beautification of crosswalks could encourage more walking!
- Behavior change and messaging - look to seat belts ("save lives" didn't do near as much as "click it or ticket").
- Like the idea of separating bike lanes from travel lanes (Lincoln NE downtown revitalization). Separation had landscaping and bus stops... cyclists separated by parking also
- 9th street (between Baker & Grove) is unsafe to bike and walk; drivers have no concern for walkers
 - Neighborhood traffic calming options/ideas: small roundabouts, narrowing the street, etc.
- All ways crosswalks - all cars stopped and peds can cross any direction... "scramble"
 - Look to General Plan for projected high pedestrian areas and invest in pedestrian and biking infrastructure - reimagine them now!

About You! Survey Card Responses

(Note: limited response to request for this data)

Select the area that you live in.	Alta Loma	2
	Etiwanda	8
	Central North	
	Central South	
	Red Hill	
	Cucamonga	4
	Southeast	
	Eastside	
	Outside of Rancho Cucamonga	

With which race do you mostly identify?	Black or African American	
	White or Caucasian	8
	American Indian or Alaska Native	
	Native Hawaiian or Pacific Islander	
	Asian or Asian American	4
	Other	3

Select your ethnicity.	Caribbean	
------------------------	-----------	--



Select all that apply. Hispanic/Latino/Latina	Central American	
	Mexican/Mexican American/Chicano	5
	Puerto Rican	
	South American	
	No Hispanic or Latino Ethnicity	6
	Other Hispanic or Latino Ethnicity	

Select your ethnicity. Select all that apply. Non-Hispanic/Latino/Latina	African	
	African American	
	Asian India/South Asian/Indian	2
	Cambodian	
	Chinese	1
	European	2
	Filipino	1
	Japanese	
	Korean	
	Middle Eastern	
	Vietnamese	
	Eastern European	
	Other	
More than one ethnicity	1	

What is your gender? Please select one.	Female	10
	Male	4
	Non-binary	
	Prefer not to answer	
	Other	

What is your age? Please select one.	Under 19	3
	19-24	1
	25-34	1
	35-44	1
	45-54	4
	55-64	2
	65 and over	2



Sign In Sheet – 10/20/2022

Name	Phone	Email Address
Justin Christople	951-727-6778	justinaaronchristople@yahoo.com
Natalie Toilolo	909-988-8511	Natalie.toilolo@cjuhsd.net
Rob Ball	909-774-3011	Robert.Ball@cityofrc.us
Connie Grisby	909-200-6293	conniegrisby@yahoo.com
Terry Chiever	909-754-6177	Pdpd10@netzero.net
Kyle Wingson	909-644-7063	Kyle.wingson@cityofrc.us

Sign In Sheet – 11/1/2022

Diane COUNTER	909-560-9337	Katz909@verizon.net
Miguel Cruz	909-365-9885	Mcruz.hsf@gmail.com
Marisela Ortega	559-232-9859	Mimi1272@yahoo.com
Nathan Sandoval	951-203-4304	Nathansand@hotmail.com
Diana Debroot	909-815-3936	Ddegroot9@yahoo.com

Sign In Sheet – 11/3/2022

Dennis Jones	909-437-8651	Dennisjones12dd@hotmail.com
Vicky Jones	909-921-1059	Vickygoodwin1@hotmail.com
Violet Soria	909-215-5921	Violets1@hotmail.com
Jose Soria	909-215-5806	Gec121@hotmail.com
Ashima Gupte	909-214-8768	Ashima.gupte0519@gmail.com
Jessica Chavez	626-675-8841	Jc2022@gmail.com
Alisha Gupta	909-214-4885	Alisha.gupta0519@gmail.com
Alisa Zhang	909-719-1006	Alisazhang110@gmail.com

Online Survey

The online survey was posted and available through November 30, 2022. The survey received 2,301 views and 684 participants left 707 comments and marked 4,498 places on the map regarding biking, walking, and rolling in Rancho Cucamonga. A summary report of the survey and a summary of the comments is presented below.

Not neighborhood specific

- Respondents raised issues with many locations having limited accessibility for seniors and persons with disabilities. Common requests were for more flat/smooth paths and better curb ramps
- Most of these comments were in Alta Loma and Alta Loma Etiwanda
- Issues with trail crosses were called out on many trails in the City
- Crossings with multiple comments:
 - PE Trail/Day Creek Blvd (voicemail also)



- PE Trail/Haven (commentors like the bike sensor but are still concerned about safety)
- PE Trail/Archibald
- Bayon/Sapphire/Demons Channel Trail
- Wilson/Carnelian/Demons Channel Trail
- Many comments pointed to enhancing existing infrastructure with better lighting and bike parking, and amenities like benches, water fountains, shade structures, and trees/landscaping.
- Respondents called out missing sidewalks and areas they felt could benefit from additional crosswalks, pedestrian bridges, lighting, and other enhancements

Alta Loma

- Respondents enjoy using the Demens Channel Trail but expressed concerns about trail crossings, access, and safety
- Respondents enjoy using the PE Trail but expressed concerns about trail crossings, access, cleanliness, lighting, and safety
- Red Hill Park, Heritage Park, and Beryl Park are all popular destinations that respondents enjoy walking/biking in.
- Multiple commentors called out Hellman Avenue south of 19th Street as an area that could improve on pedestrian access
- Alta Loma/Etiwanda
- Central Park, and particularly the connection with the PE trail are very popular for people walking and biking.
- Multiple comments on concerns around speeding and safety on Rochester Ave between Victoria Park Lane and Foothill Boulevard

Etiwanda

- Multiple comments expressed concerns about a lack of paved sidewalks on Banyan Street, particularly for school children
- Multiple comments express concerns about access for pedestrians and bicyclists around Etiwanda High School, with missing sidewalks called out on East Avenue and Victoria Street

Central Southeast Eastside

- Victoria Gardens is a popular spot, but respondents are interested in seeing more bike parking and bike/pedestrian access.
- Multiple commentors called out concerns with bike and/or pedestrian access and safety around Etiwanda Avenue and Foothill Boulevard



Cucamonga/Redhill

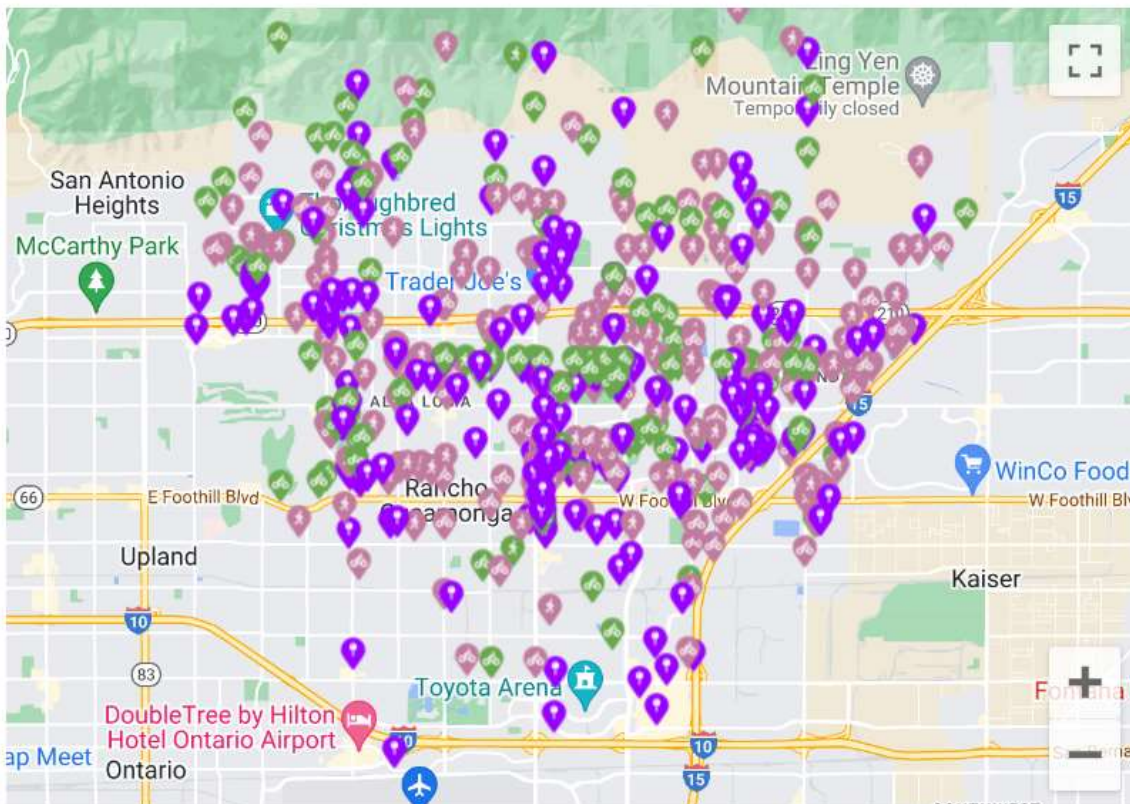
- Civic Center Plaza is a popular destination, respondents would like to see enhanced pedestrian and bike access on Haven Avenue and Arrow Route.
- Respondents noted Fourth Street lacked continuous sidewalks and bike lanes.
- Archibald Avenue was noted for speeding and heavy vehicle traffic making cyclists feel uncomfortable.
- San Bernardino Road between Hellman Ave and Archibald Ave was noted as a route for students to Central Elementary School with missing sidewalk.

Connect RC Survey

Project Engagement

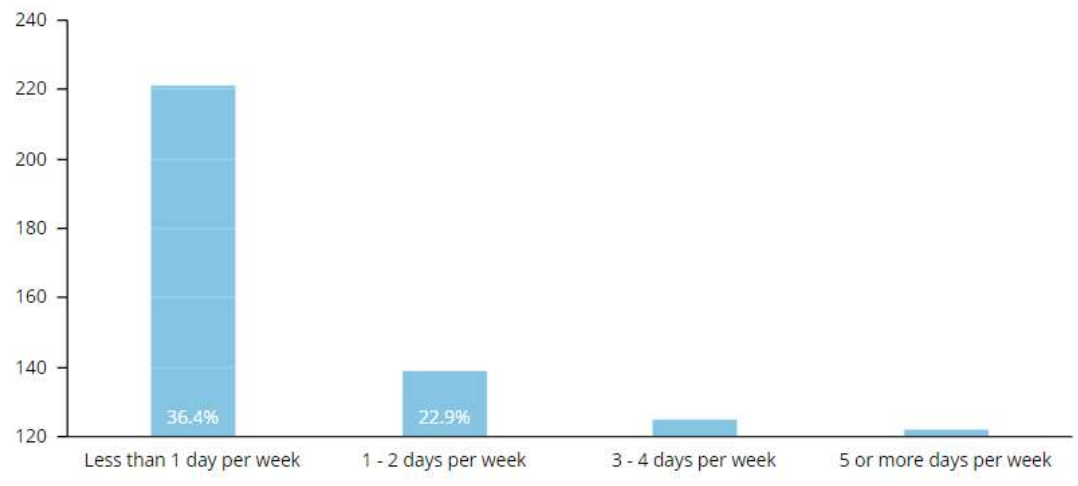
VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
2,301	684	4,498	707	3

Drag and drop an icon on the map to provide feedback on key destinations that you frequent, and issues and ideas regarding biking, walking, and rolling in Rancho Cucamonga.

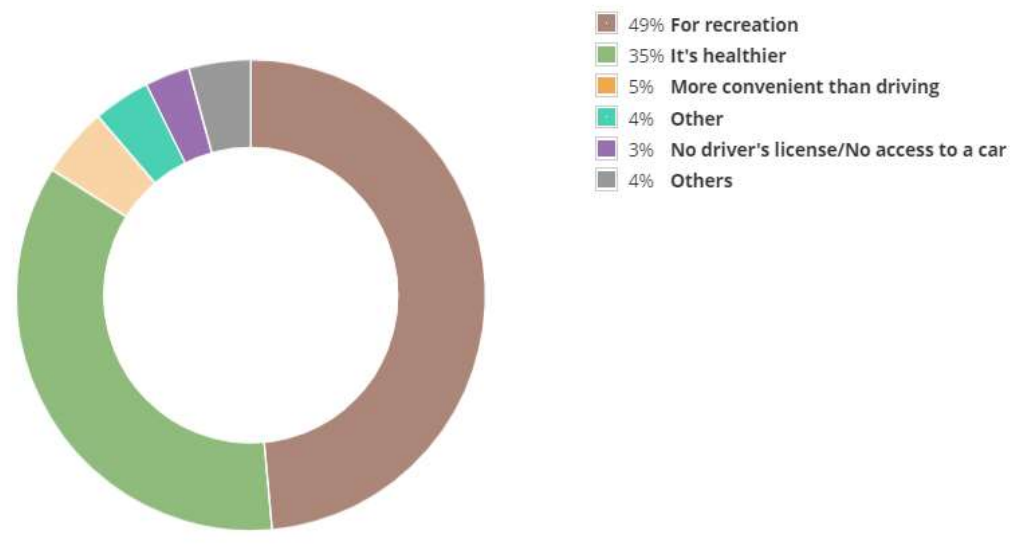




How often do you walk/bike to get to a destination?



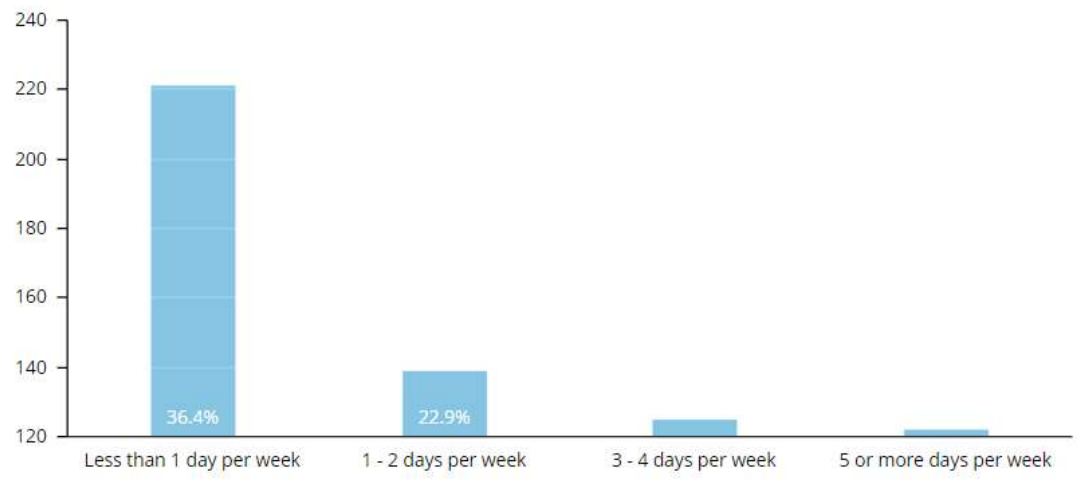
What is the main reason you have walked or biked in Rancho Cucamonga?



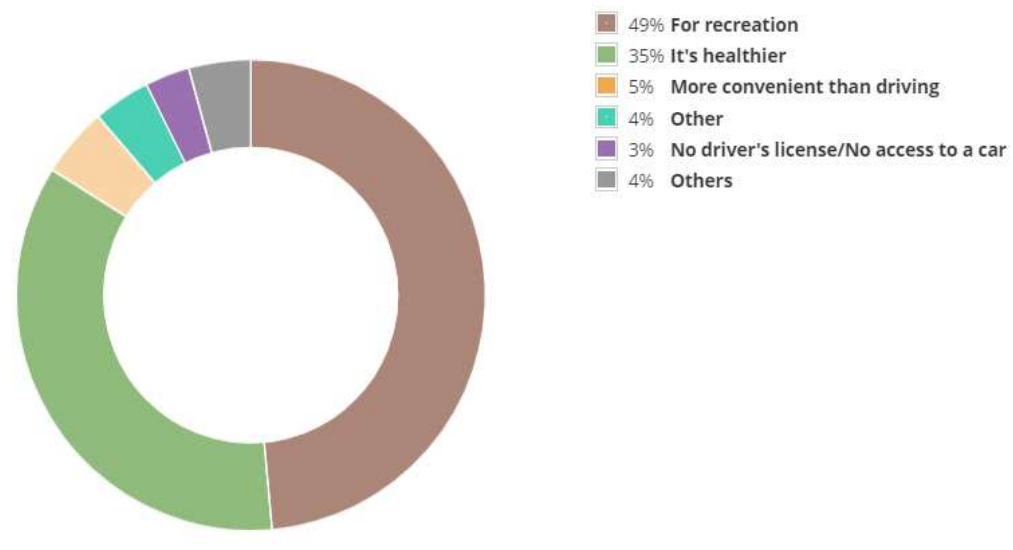
585 respondents



How often do you walk/bike to get to a destination?



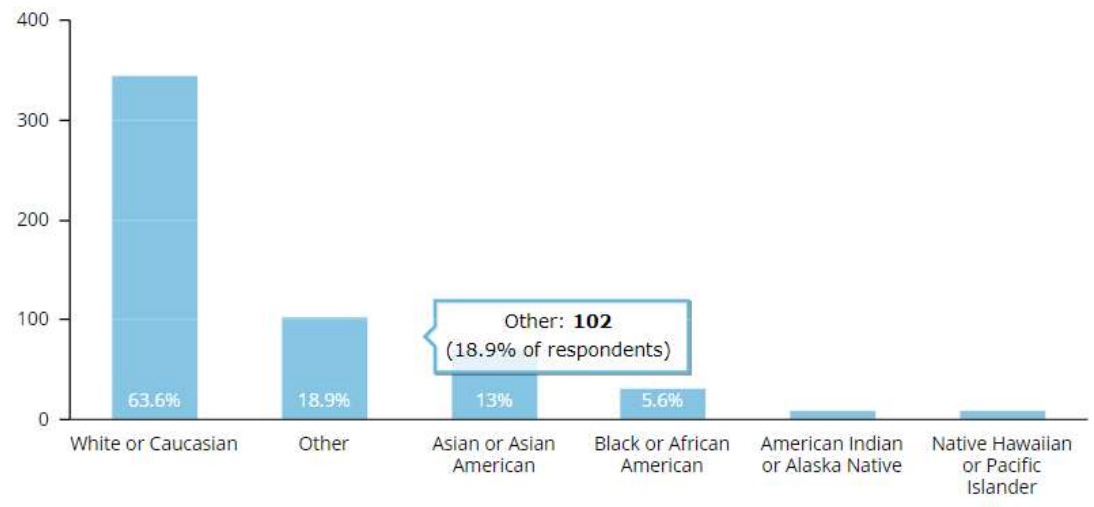
What is the main reason you have walked or biked in Rancho Cucamonga?



585 respondents



With which race do you mostly identify?



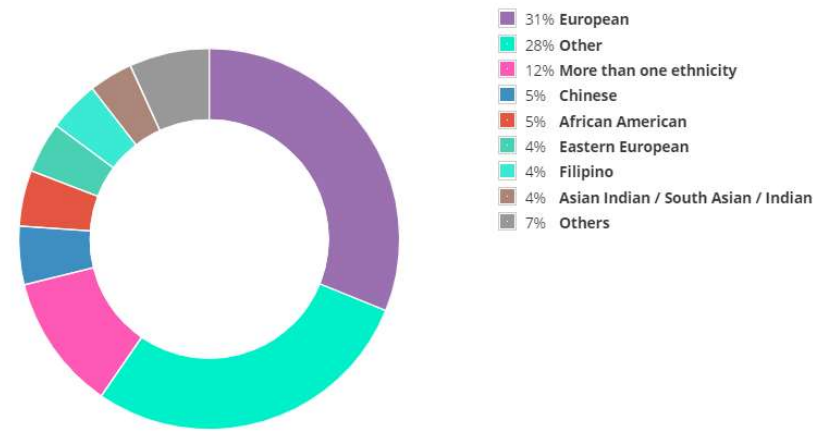
Please select your ethnicity. Select all that apply.

66%	No Hispanic or Latino Ethnicity	316 ✓
25%	Mexican / Mexican American / Chicano	120 ✓
8%	Other Hispanic or Latino Ethnicity	39 ✓
2%	South American	10 ✓
2%	Central American	8 ✓
1%	Caribbean	5 ✓
0%	Puerto Rican	1 ✓

481 Respondents

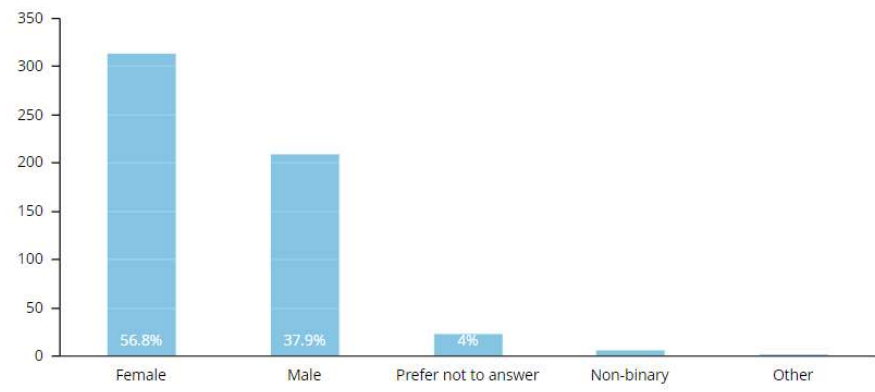


Please select your ethnicity. Select all that apply.

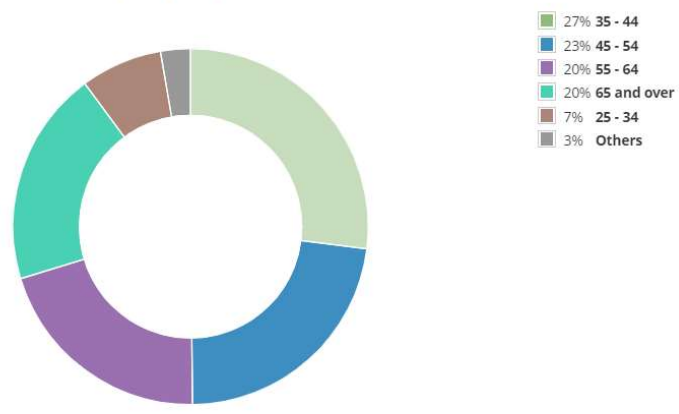


434 respondents

What is your gender? Please select one.



What is your age? Please select one.



552 respondents




Healthy RC Steering Committee

Connect RC: *Active Transportation Infrastructure Assessment and Improvement Plan*



Safe Routes to School Liaison Meeting
Monday, Dec. 5, 2022




1

Meeting Objectives

- Provide a brief update on the Infrastructure Assessment & Improvement Plan and current status.
- Share preliminary findings and direction from the community.
- Collect your additional thoughts, ideas, and concerns regarding walking and biking on Rancho's neighborhood streets and sidewalks to incorporate into the plan.

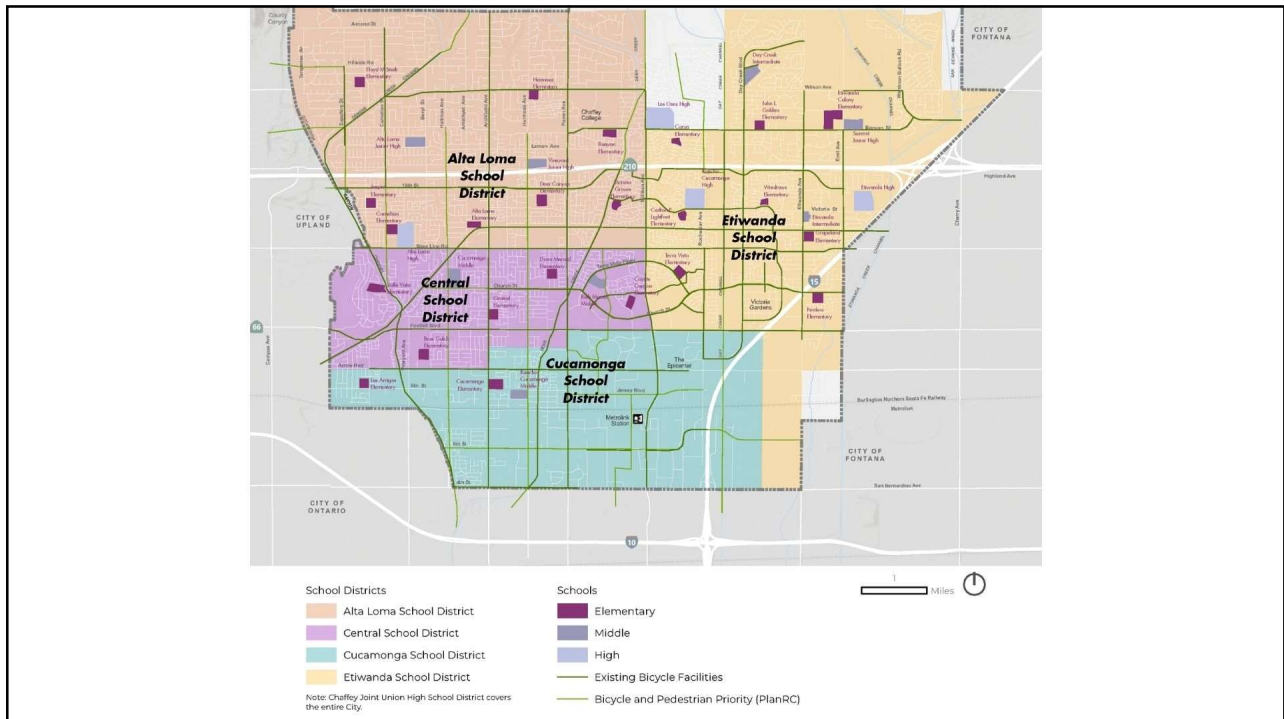
2



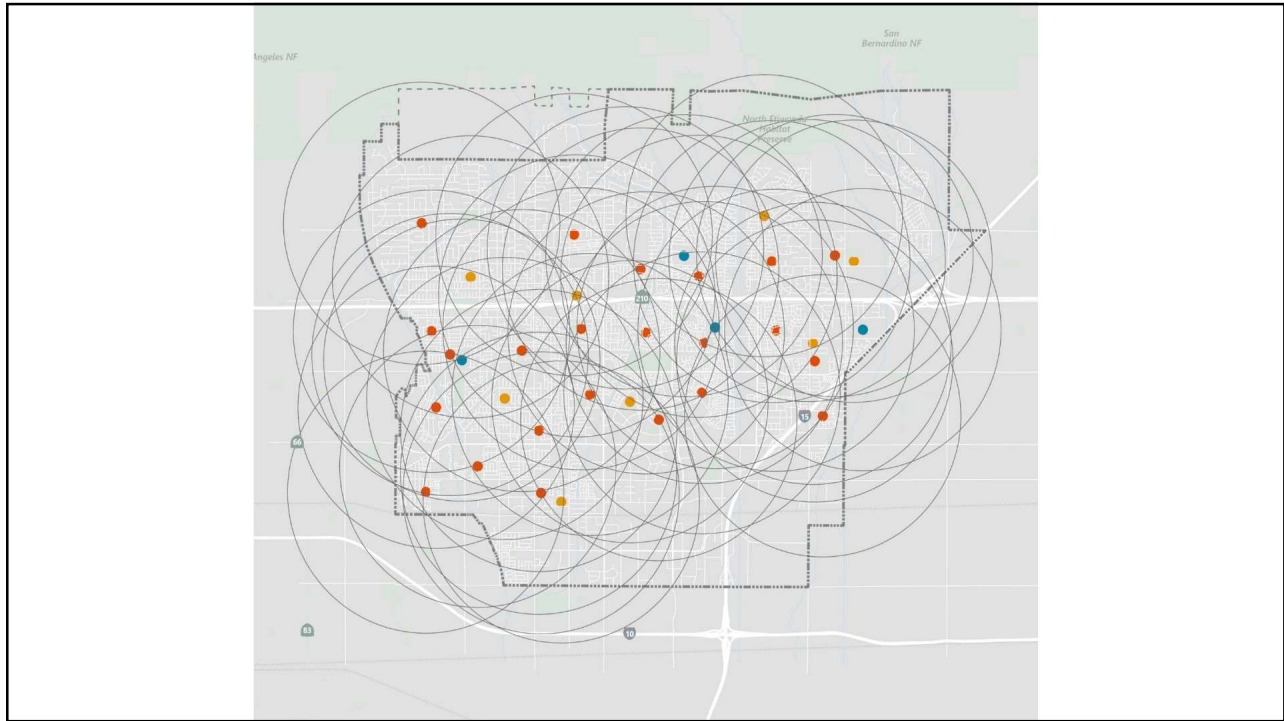
Connect RC: Active Transportation Infrastructure Assessment and Improvement Plan

A citywide active transportation plan that identifies and prioritizes bicycle and pedestrian infrastructure improvements, anchored by RC public schools

3



4



5




Community Engagement

- Inform
- Solicit input
- Identify community needs & priorities
- Build momentum & support for future implementation
- Create an equitable and balanced Plan



1

Phase 1: Project Launch /
Exploration of Constraints
& Opportunities
(Sep 2022 - Nov 2022)

2

Phase 2: Feedback & Prioritization
of Recommendations
(Feb 2023 - Apr 2023)

3

Phase 3: Draft &
Final Plan
(May 2023 - July 2023)

6

Key Outcomes

- Comprehensive Active Transportation Plan
- Implementation Action Plan
- Project Tear Sheets
- Future Grant Opportunities & Capital Improvements Budget Planning

7

HRC ATP PROJECT TEAR SHEETS SAMPLES

Whittier Boulevard
Comprehensive Active Transportation Plan Case

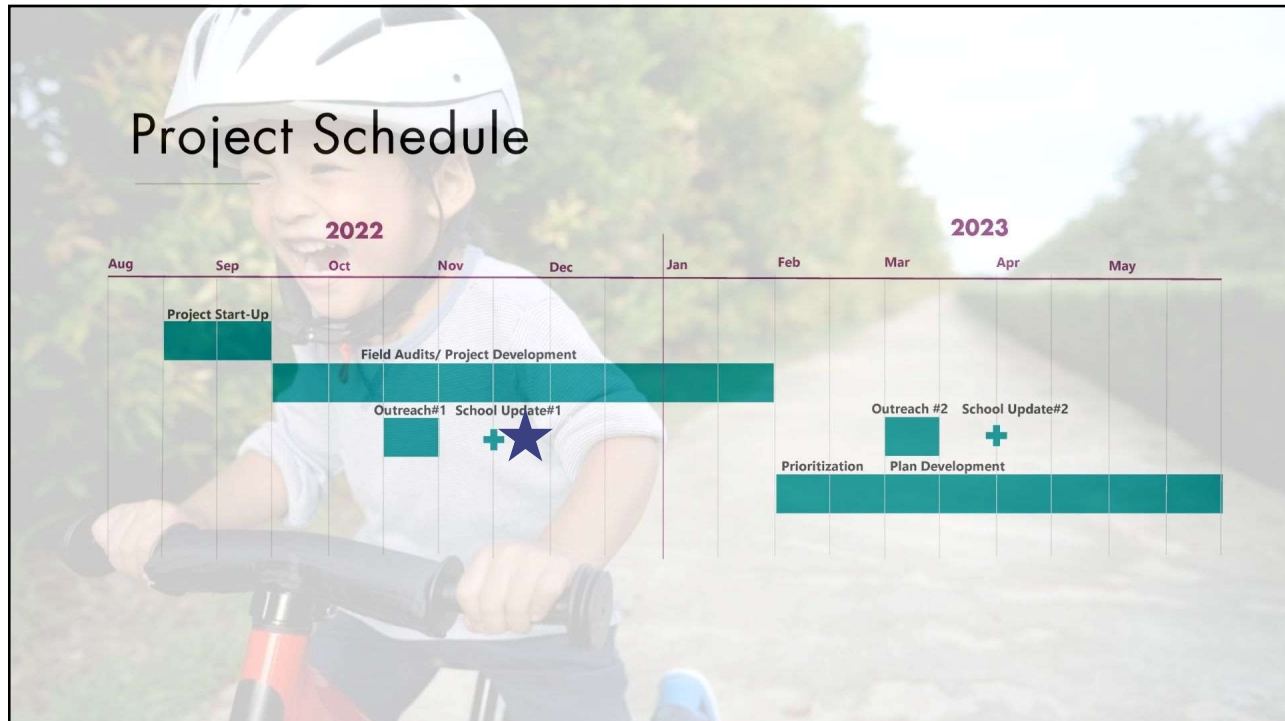
Whittier Boulevard
Comprehensive Active Transportation Plan Case

Whittier Boulevard

Whittier Boulevard



Source: I-710 Livability Corridor Study, Fehr & Peers



8



9

PRELIMINARY FINDINGS

10

Field Studies

- List which schools complete
- Add some pictures
- Highlights of key observations/findings



11

Engage Rancho Cucamonga > Connect RC Survey

RANCHO CUCAMONGA

Connect RC

Active Transportation Infrastructure Assessment and Improvement Plan

WE WANT TO HEAR FROM YOU!

Drag and drop an icon on the map to provide feedback on key destinations that you frequent, and issues and ideas regarding biking, walking, and rolling in Rancho Cucamonga.

Connect RC Survey

How can we make it safer for everyone to get around Rancho Cucamonga, no matter how... Rancho Cucamonga is developing a plan to improve walking, biking and rolling access acc... received will help guide the development of this plan. The plan will include infrastructure r... be implemented when funding is available and better prepare the City to explore funding o... develop a comprehensive network of safer streets and sidewalks for our neighborhoods.

Community Trails
Bike Facilities
Proposed Bike Facilities
City Limits

12

Online Surveys

- Numbers of takers + key demographics
- Key takeaways by topic/theme
- Some geographic specific ideas
- Quotes as appropriate



13

In-person Input

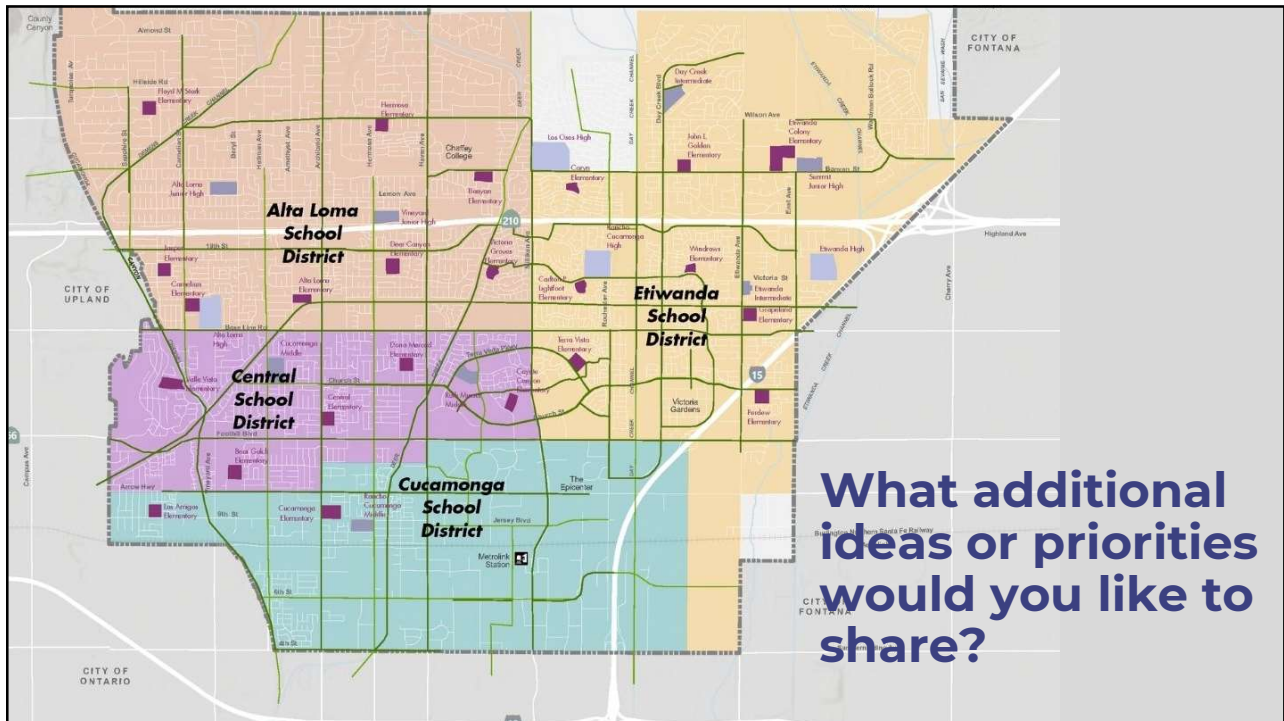
- Estimated participation
- Key takeaways by topic/theme
- Some geographic specific ideas



14



15



16

Next Steps

- Continue to conduct field audits through January 2023
- Provide update to school with audit progress and community input
- Develop draft recommendations/concepts
- Additional community & school input in the spring to help refine and prioritize recommendations



17



STAY INVOLVED!

Engineering-Info@CityofRC.us
1-909-774-4024

www.cityofrc.us/ConnectRC

18



Community Events Input Summary | Spring 2023



Introduction

In late fall 2022, the City of Rancho Cucamonga began Phase One of its outreach efforts for Connect RC, the City’s Active Transportation Infrastructure Assessment and Improvement Plan. General input on Connect RC was gathered at three, City-hosted community events where community members were asked to take an “About Me!” survey and participate in interactive map exercises for five areas comprising the City of Rancho Cucamonga. A focus was placed on the streets and sidewalks near schools throughout the city. Through the input received at these events, **Preliminary Project Idea Lists** were created for each of the five areas to guide recommendations of a comprehensive network of safer streets and sidewalks for Rancho Cucamonga’s neighborhoods.

Phase Two of the Connect RC outreach efforts began April 17 with a Safe Routes to School Liaison Meeting, at Rancho Cucamonga’s City Hall, and continued with a series of pop-ups at three community events on April 22 at the Cucamonga Valley Water District’s Earth Day Event, on April 29 at the City of Rancho Cucamonga Police Department’s Annual Crime Prevention Rally and Open House, and on May 6 at the Terra Vista Farmer’s Market. At these events, the Preliminary Project Idea Lists were integrated into the interactive map exercise. Community members were able to view maps of the five areas, with the corresponding Preliminary Project Idea Lists, add their comments and note their interest in the project ideas presented. A combined summary of the community input from the Phase Two outreach at the community events follows.



Safe Routes to School Liaison Meeting – Monday, April 17, 2023

Alta Loma Map/Preliminary Project Ideas List: Comments

- **8 – Lemon Avenue Buffered Bike Lane & Widened Sidewalks:**
 - Not much parking here - south side (Lemon @ Hermosa Avenue)
 - Parking on south side works better (@ Vineyard Junior High)
 - West of Condon more parking



Alta Loma Map: General Comments

- Jaywalking during church hours – 19th and Hellman Avenue.
- Blind corner on Whispering Forest (speeding)

Cucamonga – Red Hill Map/Preliminary Project Ideas List: Comments

- **7 – Church Street Buffered Bike Lanes and Stripe Shoulders:**
 - More street lighting
 - New crosswalk is great (Cucamonga Middle School)
 - Speeding cars on Church, Hellman to Archibald (need traffic calming. Kids play there.)
- **9 – Baker Avenue Ped Enhancements:** No gutters – flooded.

Cucamonga – Red Hill Map: General Comments

- Coyotes! (PET @ Foothill Blvd)

Etiwanda Map: General Comments

- John Golden Elementary - Day Creek Boulevard to Etiwanda Avenue – no sidewalks. Dangerous.

Central North - Eastside Map/Preliminary Project Ideas List: Comments

- 11 – Elm Avenue Crossing Enhancements and Sidewalk at Coyote Canyon Elementary School:
 - More crosswalks and stop lights!! (@ Coyote Canyon Elementary School)
 - People crossing from apartments.

Central North - Eastside Map: General Comments

- Poor visibility at SB I-15 on ramp at Foothill Blvd.
- More trees on PE Trail (noted @ Base Line Road and PE Trail)
- Yellow flashing left turn arrows are great.
- People on PE Trail are crossing without pushing buttons. (PE Trail @ Etiwanda Creek Channel)



Cucamonga Valley Water District Earth Day Event – Saturday, April 22, 2023

Over 800 members of the community attended CVWD’s Open House and Earth Day celebration. The Connect RC booth encouraged participants to provide input on potential projects using dots and post-it notes on area maps with projects listed on the side of the maps. It should be noted that the participants may have included non-Rancho Cucamonga residents.

Below is a summary of the comments received through the mapping exercise.



Alta Loma Map: Preliminary Project Idea Interest

- **3- Hellman Avenue Buffered Bike Lane:** Any street widening?
- **6- Haven Avenue New Sidewalk & Buffered Bike Lane:** Regarding Highland Avenue, in front of Vineyard Junior High: High visibility signage; Maybe bike lane
- **8 - Lemon Avenue Buffered Bike Lane & Widened Sidewalks:** Any impact to street parking?

Alta Loma Map: General Comments

- Archibald Avenue @ Pacific Electric Trail: Huntington Villas gate welded shut to access Archibald
- Alta Loma Elementary and Pacific Electric Trail: Unused gate with trail access – enter back of ALE
- Cucamonga Creek Channel @ Pacific Electric Trail: Transients off PET onto Cucamonga Creek make it feel unsafe.
- Lemon Avenue and Mayberry: Crossing markings and signage.

Etiwanda Map/Preliminary Project Ideas List: Comments

- **1 - Banyan Street Ped Enhancements and Buffered Bike Lane & 16 - Summit Intermediate/Etiwanda Park Connection:** Very heavy traffic at drop-off/dismissal. School crossing at crosswalk.
- **3 - Vintage Drive New Crosswalk and Ped Enhancements:** Corner, school, hard to see around corners
- **5 – Etiwanda Avenue Buffered Bike Lane and Ped Crossing Enhancement & 8 – Victoria Street New Sidewalk and Ped Enhancements:** Very congested, cross walk, in middle, no light.
- **8 – Victoria Street New Sidewalk and Ped Enhancements & 10 – East Avenue Buffered Bike Lane, New Sidewalks and Ped Enhancements:** Large number of high school students who walk.



Etiwanda Map: General Comments

- Wilson Avenue between East Avenue and Wardman Bullock Road: Congested during times 7:45 – 8:10; 2:30



Rancho Cucamonga Police Department Annual Crime Prevention Rally and Open House – Saturday, April 29, 2023

Community members were invited to learn more about the police department and gain valuable community resources all while having fun. Connect RC hosted a booth at the event that encouraged participants to provide input on potential projects using dots and post-it notes on area maps with projects listed on the side of the maps. Community members were asked to place a dot close to their residence and next to the Preliminary Project Idea(s) that interested them. Participants were also able to leave sticky note comments on the maps.

Below is a summary of the comments received through the mapping exercise.

Alta Loma Map: Preliminary Project Idea Interest

The number in the parentheses is the number of dots placed next to the idea by community members.

- 4 – Amethyst Avenue Buffered Bike Lane (1)
- 5 – Hermosa Avenue Buffered Bike Lane & Wayfinding Signage (1)
- 6 – Haven Avenue New Sidewalk & Buffered Bike Lane (2)
- 7 – Wilson Avenue Buffered Bike Lane (2)
- 10 – 19th Street Buffered Bike Lane (1)



Alta Loma Map/Preliminary Project Ideas List: Comments

- **3 – Hellman Avenue Buffered Bike Lane:**
 - Protected cross walk
 - Speed bumps on Hellman Avenue
- **6 – Haven Avenue New Sidewalk & Buffered Bike Lane:** Green paint @ bike lanes on Haven
- **7 – Wilson Avenue Buffered Bike Lane:** Bigger sidewalk.
- **12 – Cucamonga Creek Trail Resurfacing & Crossing Enhancements:** More even surfaces to walk on. Drink stations.

Alta Loma Map: General Comments

- Highland Avenue between Archibald Avenue and Hermosa Avenue: More walkable; trans in bike lanes.

Valencia Avenue, Haven/Baseline area: Sidewalk repair

Etiwanda Map: Preliminary Project Idea Interest

The number in the parentheses is the number of dots placed next to the idea by community members.

- 6 – Victoria Street New Sidewalk and Ped Enhancements (1)



Etiwanda Map/Preliminary Project Ideas List: Comments

- **1 – Banyan Street Ped Enhancements and Buffered Bike Lanes:**
 - Speeding cars going thru Banyan Street
 - Traffic concern on Banyan with homes after Wilson
- **3 – Vintage Drive New Crosswalk and Ped Enhancements:** Good path. Wide on Banyan.
- **4 – Etiwanda Avenue Buffered Bike Lane, New Sidewalks and Ped Enhancements:**
 - Lack of sidewalk on south. North is just horse trail.
- **6 – Victoria Street New Sidewalk and Ped Enhancements:**
 - Victoria is designated bike lane?
 - Victoria – make safer for SRTS
- **12 – Bluegrass Avenue Bike Enhancements:** Lots of people park here. Hard to cross.

Etiwanda Map: General Comments

- EBikes too fast on PE Trail
- Wilson Avenue/Beech Avenue needed to go to shopping center in Fontana
- PE Trail: Wild animals. Proper leash.
- Connection along creek to Fontana.

Future Corridor Studies: Comments

- Day Creek Trail Expansion: Housing Traffic?

Central North - Eastside Map: Preliminary Project Idea Interest

The number in the parentheses is the number of dots placed next to the idea by community members.

- 1 – Terra Visa Parkway Ped/Bike Enhancements (1)
- 5 – Victoria Park Lane Buffered Bike Lanes and Ped Enhancements (1)
- 9 – Base Line Road Buffered Bike Lane and Deer Creek Trail Crossing (2)
- 10 – Rochester Avenue Buffered Bike Lanes and Ped Enhancements (1)
- 13 – Day Creek Boulevard Buffered Lanes (1)
- 14 – Victoria Windrows Loop Ped Enhancements (2)
- 16 – Miller Avenue Buffered Bike Lanes, Sidewalks & Ped Enhancements (1)
- 17 – Dolcetto Place and Garcia Drive Buffered Bike Lanes (1)

Central North - Eastside Map/Preliminary Project Ideas List: Comments

- **5 – Victoria Park Lane Buffered Bike Lanes and Ped Enhancements:** Base Line Road - add trail access to Victoria Park.
- **10 – Rochester Avenue Buffered Bike Lanes and Ped Enhancements:**
 - AM traffic – Rochester is narrow; feels unsafe.
 - Education to RHS for the motorized scooters + bikes. The kids don't stop when crossing streets.
- **13 – Day Creek Boulevard Buffered Lanes:** Day Creek Blvd @ Foothill Blvd Busy on weekends.
- **15 – Lark Drive New Crosswalks:** More parking near the school. The streets say "no parking".





Central North - Eastside Map: General Comments

- Nice to have bike lanes!
- No bike lanes Church to Arrow Rte.
- Central Park:
 - Weekends restrooms are closed. Need bathrooms at Central Park.
 - Good trails
- PE Trail:
 - More restrooms and fountains
 - More shaded trails
- Amethyst Avenue @ PE Trail – restrooms and shade.
- Water fountains.

Cucamonga – Red Hill Map: Preliminary Project Idea Interest

- 2 – Red Hill Country Club Drive and Cucamonga Creek Trail Enhancements (2)
- 3 – Hellman Avenue Buffered Bike Lanes and Ped Enhancements (2)
- 19 – Vineyard Avenue Widened and New Sidewalks (1)

Cucamonga – Red Hill Map/Preliminary Project Ideas List: Comments

- **2 – Red Hill Country Club Drive and Cucamonga Creek Trail Enhancements:** More trail lighting.
- **3 – Hellman Avenue Buffered Bike Lanes and Ped Enhancements:**
 - More sidewalks between 4th and 6th Avenues
 - Create protected bike lane on Hellman
- **5 – Foothill Boulevard Buffered Bike Lanes:**
 - Please repair Foothill!
 - Deer Creek Trail between Foothill Boulevard and Church Street feels unsafe. (empty; homelessness)
- **8 – Arrow Route Buffered Bike Lanes:** Too fast on Arrow.
- **10 – Grove Avenue Buffered Bike Lanes:**
 - Drive too fast.
 - Better crossing from park.
- **14 – Hermosa Avenue Lane Reduction and New Sidewalks:**
 - Hermosa Avenue - better on-road biking.
 - Roundabout @ Hermosa Avenue & Base Line Road?
 - Traffic concern (already 2 lanes) - Hermosa Avenue between Church Street and Foothill Boulevard
- **15 – Ramona Avenue Stripe Shoulders:** Safe bike lanes & opportunities – Ramona Ave
- **16 – 9th Street Buffered Bike Lane and New Sidewalks:** 9th Street & Archibald Avenue – need light at intersection.



Cucamonga – Red Hill Map: General Comments

- Blind spot on Archibald Avenue @ Mulberry Early Special Ed. No crosswalk.



Terra Vista Farmers Market – Saturday, May 6, 2023

Connect RC hosted a booth at the Terra Vista Farmer’s Market that encouraged participants to provide input on potential projects using dots and post-it notes on area maps with projects listed on the side of the maps.

Below is a summary of the comments received through the mapping exercise.

Alta Loma Map: Preliminary Project Idea Interest

The number in the parentheses is the number of dots placed next to the idea by community members.

- 6 – Haven Avenue New Sidewalk & Buffered Bike Lane (1)
- 10 – 19th Street Buffered Bike Lane (2)

Alta Loma Map/Preliminary Project Ideas List: Comments

- **5 – Hermosa Avenue Buffered Bike Lane & Wayfinding Signage:** Signal at Lemon/Hermosa
- **6 – Haven Avenue New Sidewalk & Buffered Bike Lane:** Haven Avenue and Banyan Street – Good shade on horse trails!

Alta Loma Map: General Comments

- Hermosa Park – gross! Is bad!!
- Alta Loma Elementary School – bike crash.
- Biker got hit on Carnelian (note left next to Carnelian Elementary).
- Narrow bike lane on Base Line by Alta Loma High School.

Etiwanda Map: Preliminary Project Idea Interest

The number in the parentheses is the number of dots placed next to the idea by community members.

- 8 – East Avenue Buffered Bike Lan, New Sidewalks and Ped Enhancements (1)

Etiwanda Map/Preliminary Project Ideas List: Comments

- **8 – East Avenue Buffered Bike Lan, New Sidewalks and Ped Enhancements:** East Avenue improvements needed! 8 is a good item.

Etiwanda Map: General Comments

- Wilson Avenue @ East Avenue – Good roundabout.
- Etiwanda Heights will be cool.
- Good lights at crossing near Etiwanda High.
- Claremont has good “yield to Ped” in middle of road.





Central North - Eastside Map: Preliminary Project Idea Interest

The number in the parentheses is the number of dots placed next to the idea by community members.

- 2 – Spruce Avenue Multi-Use Trail and Ped Enhancements (1)
- 5 – Victoria Park Lane Buffered Bike Lanes and Ped Enhancements (5)
- 8 – Highland Avenue and Kenyon Way Buffered Bike Lanes and Ped Enhancements (1)
- 9 – Base Line Road Buffered Bike Lane and Deer Creek Trail Crossing (1)
- 11 – Elm Avenue Crossing Enhancements and Sidewalk at Coyote Canyon Elementary (1)
- 12 – Church Street Buffered Bike Lanes (2)
- 16 – Miller Avenue Buffered Bike Lanes, Sidewalks & Ped Enhancements (1)
- 17 – Dolcetto Place and Garcia Drive Buffered Bike Lanes (1)
- 19 – Day Creek Channel Trail Extension (2)



Central North - Eastside Map/Preliminary Project Ideas List: Comments

- **5 – Victoria Park Lane Buffered Bike Lanes and Ped Enhancements:**
 - Bicyclist got hit.
 - Ramps on either side of Victoria @ PE Trail – using trail more often
- **9 – Base Line Road Buffered Bike Lane and Deer Creek Trail Crossing:** Better Base Line crossing at Mt. View.
- **13 – Day Creek Boulevard Buffered Bike Lanes:** Day Creek Boulevard – SPEEDING! Go 60/70 MPH! Accidents!

Central North - Eastside Map: General Comments

- | | |
|--|---|
| <ul style="list-style-type: none"> • We like the flashing lights on crosswalks! • More trail landscaping please! • Big fan of Highland improvement idea. People use it to bike all the time. • No buses at Rancho High. • Safe crossings at signals. Unprotected lefts are unsafe. • People turning right don't see crosswalkers. • Yes for wider sidewalks by Ruth Musser. • People speed on Church Street. | <ul style="list-style-type: none"> • Signal near school parking lots. • Uneven sidewalks near Coyote Canyon Elementary School. • Nice landscaping. Tunnel off street is good. • Add sidewalks at Foothill Boulevard and East Avenue. • No sidewalk on Foothill (@ Etiwanda) • No sidewalk on Etiwanda (@ Foothill) (connection down Etiwanda) • Crossing on PE Trail with lights are good. |
|--|---|



Cucamonga – Red Hill Map/Preliminary Project Ideas List: Comments

- **4 – Archibald Avenue Buffered Bike Lanes and Ped Enhancements:** I'm uncomfortable crossing Archibald on foot by Cucamonga Elementary School.
- **12 – 6th Street Buffered Bike Lanes and Lane Reduction:** Take this down to Cucamonga Creek (in reference to end of project designated on map)

Cucamonga – Red Hill Map: General Comments

- REDUCE SPEEDS! MORE SPEED LIMIT SIGNALS!! 35 MPH (noted at PE Trail/Foothill Boulevard/Cucamonga Creek Channel area)
- Main Street Improvements – SAFETY ISSUES (TRAFFIC)
- Need bikeway 6th Street to Rancho Cucamonga Middle School.

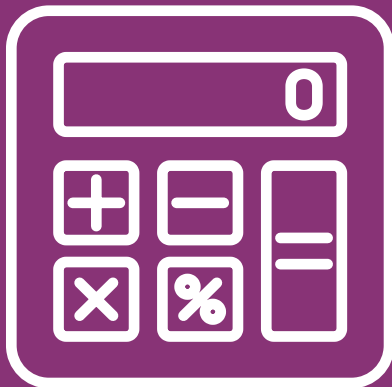
Central South – Southeast: General Comments

- More info on trail access points.



APPENDIX B

Cost Estimate Detail



CONNECT



ACTIVE TRANSPORTATION PLAN

SUMMARY OF PROJECT COST ESTIMATE

	<u>Current Year Cost</u>	
TOTAL CONSTRUCTION COST		
Alta Loma	\$	2,898,000
Cucamonga/Red Hill	\$	2,809,000
Etiwanda	\$	4,283,000
Central North/Eastside	\$	3,641,000
Central South/Southeast	\$	3,159,220
SUB-TOTAL CONSTRUCTION COSTS:	\$	16,790,220
 CONSTRUCTION ALLOWANCES:		
Mobilization	10%	\$ 1,679,100
Traffic Control	5%	\$ 839,600
SWPPP	5%	\$ 839,600
Utilities	15%	\$ 2,518,600
Drainage	20%	\$ 3,358,100
SUB-TOTAL CONSTRUCTION ALLOWANCES:	\$	9,235,000
TOTAL CAPITAL OUTLAY COSTS	\$	26,025,220
 PROGRAM/PROJECT SOFT COSTS:		
Preliminary Engineering	10%	\$ 1,679,100
Environmental Clearance	10%	\$ 1,679,100
Final Design/PS&E	15%	\$ 2,518,600
Construction Management	15%	\$ 2,518,600
Market Change Contingency	25%	\$ 4,197,600
TOTAL PROGRAM/PROJECT SOFT COSTS	\$	5,876,700
 TOTAL PROJECT COST	\$	31,901,920

Notes:

1. See detailed planning areas breakdowns for further details and notes

Connect RC - Alta Loma

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
01) Jasper Street Pedestrian Improvements					
<i>JASPER STREET/HILLSIDE ROAD AND JASPER STREET/ORCHARD STREET</i>					
1	MARKED HIGH VISIBILITY CROSSWALKS - HILLSIDE RD/JASPER ST 2 LEGS	SQFT	1120.00	\$10	\$11,200
2	CURB RAMP	EA	3.00	\$15,000	\$45,000
3	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	510.00	\$30	\$15,300
4	MARKED HIGH VISIBILITY CROSSWALKS - ORCHARD ST/JASPER ST 3 LEGS	SQFT	1050.00	\$10	\$10,500
5	CURB RAMP	EA	3.00	\$15,000	\$45,000
6	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	510.00	\$30	\$15,300
TOTAL =					\$143,000
02) Hermosa Avenue Buffered Bike Lane					
<i>BANYAN STREET TO LEMON AVENUE AND HIGHLAND AVENUE TO BASE LINE ROAD</i>					
1	CLASS II BUFFERED BIKE LANE - BANYAN STREET TO LEMON AVENUE	MI	0.20	\$150,000	\$30,000
2	CLASS II BUFFERED BIKE LANE - HIGHLAND AVENUE TO BASE LINE ROAD	MI	1.00	\$150,000	\$150,000
3	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	5	\$1,000	\$5,000
TOTAL =					\$185,000
03) Wilson Avenue Ped/Bike Gap Closures					
<i>700' WEST OF BUCKTHORN AVE. TO DEER CREEK CHANNEL</i>					
1	CLASS II BUFFERED BIKE LANE - 700' W. OF BUCKTHORN AVE TO MILLIKEN AVE	MI	2.95	\$150,000	\$442,500
2	NEW SIDEWALK - MAYBERRY AVE TO MILLIKEN AVE	SQFT	63500.00	\$30	\$1,905,000
3	PAINTED CURB NO PARKING HERMOSA AVE TO WINCHESTER COURT	LFT	775.00	\$10	\$7,750
4	MARKED HIGH VISIBILITY CROSSWALKS - WILSON/MAYBERRY 1 LEG	SQFT	675.00	\$10	\$6,750
5	RECTANGULAR RAPID FLASHING BEACON: WILSON/MAYBERRY	EA	1.00	\$50,000	\$50,000
6	CURB RAMP	EA	2.00	\$15,000	\$30,000
TOTAL =					\$443,000
04) Lemon Avenue Buffered Bike Lane & Widened Sidewalks					
<i>CARNELIAN STREET TO HAVEN AVE</i>					
1	CLASS II BUFFERED BIKE LANE - CARNELIAN STREET TO HAVEN AVE	MI	1.20	\$150,000	\$180,000
2	WIDEN SIDEWALK: OPAL ST TO BERYL ST	SQFT	4740.00	\$30	\$142,200
3	MARKED HIGH VISIBILITY CROSSWALKS - LEMON/CARNELIAN 4 LEGS	SQFT	2950.00	\$10	\$29,500
4	YIELD LINES: LEMON/CARNELIAN	SQFT	190.00	\$10	\$1,900
5	RECTANGULAR RAPID FLASHING BEACON: LEMON/VINEYARD	EA	1.00	\$50,000	\$50,000
6	CURB RAMP: LEMON/VINEYARD	EA	2.00	\$15,000	\$30,000
7	YIELD LINES: LEMON/VINEYARD	SQFT	70.00	\$10	\$700
8	RECTANGULAR RAPID FLASHING BEACON: LEMON/BUCKTHORN	EA	1.00	\$50,000	\$50,000
9	CURB RAMP: LEMON/BUCKTHORN	EA	2.00	\$15,000	\$30,000
10	YIELD LINES: LEMON/BUCKTHORN	SQFT	70.00	\$10	\$700
11	EXTEND SIDEWALK: CURB EXTENSIONS LEMON/BUCKTHORN	SQFT	340.00	\$30	\$10,200
12	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	3	\$1,000	\$3,000
13	MARKED HIGH VISIBILITY CROSSWALKS - LEMON/BERYL 2 LEGS	SQFT	1475.00	\$10	\$14,750
14	CURB RAMP: LEMON/BERYL	EA	4.00	\$15,000	\$60,000
15	EXTEND SIDEWALK: CURB EXTENSIONS LEMON/BERYL	SQFT	680.00	\$30	\$20,400
16	YIELD LINES: LEMON/BERYL	SQFT	190.00	\$10	\$1,900
17	MARKED HIGH VISIBILITY CROSSWALKS - LEMON/HERMOSA 4 LEGS	SQFT	2950.00	\$10	\$29,500
18	CURB RAMP: LEMON/HERMOSA	EA	4.00	\$15,000	\$60,000
19	EXTEND SIDEWALK: CURB EXTENSIONS LEMON/HERMOSA	SQFT	680.00	\$30	\$20,400
20	RECTANGULAR RAPID FLASHING BEACON: LEMON/MAYBERRY	EA	1.00	\$50,000	\$50,000
21	EXTEND SIDEWALK: CURB EXTENSIONS LEMON/MAYBERRY	SQFT	680.00	\$30	\$20,400
22	YIELD LINES: LEMON/MAYBERRY	SQFT	190.00	\$10	\$1,900
23	MARKED HIGH VISIBILITY CROSSWALKS - LEMON/MAYBERRY 2 LEGS	SQFT	1475.00	\$10	\$14,750
24	CURB RAMP: LEMON/MAYBERRY	EA	2.00	\$15,000	\$30,000
25	IMPROVE SIGHT LINE ON SOUTHERN LEG LEMON/MAYBERRY	LS	1	\$100,000	\$100,000
TOTAL =					\$953,000
5) 19th Street Buffered Bike Lane and Jasper Street Ped Enhancements					
<i>CUCAMONGA CREEK TRAIL TO SAN BENITO AVE</i>					
1	CLASS II BUFFERED BIKE LANE - CUCAMONGA CREEK TRAIL TO SAN BENITO AVE	MI	1.34	\$150,000	\$201,000
2	MARKED HIGH VISIBILITY CROSSWALKS - 19TH AND JASPER 3 LEGS	SQFT	1375.00	\$10	\$13,750

Connect RC - Alta Loma

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
3	EXTEND SIDEWALK: CURB EXTENSIONS JASPER/HAMILTON	SQFT	510.00	\$30	\$15,300
4	CURB RAMP: JASPER/18th	EA	3.00	\$15,000	\$45,000
5	YIELD LINES: JASPER/HAMILTON	SQFT	70.00	\$10	\$700
6	EXTEND SIDEWALK: CURB EXTENSIONS JASPER/18th	SQFT	510.00	\$30	\$15,300
7	CURB RAMP: JASPER/18th	EA	3.00	\$15,000	\$45,000
8	YIELD LINES: JASPER/18th	SQFT	70.00	\$10	\$700
9	EXTEND SIDEWALK: CURB EXTENSIONS HAMILTON/CARTILLA	SQFT	340.00	\$30	\$10,200
10	CURB RAMP: HAMILTON/CARTILLA	EA	2.00	\$15,000	\$30,000
11	MARKED HIGH VISIBILITY CROSSWALKS - HAMILTON/CARTILLA 2 LEGS	SQFT	800.00	\$10	\$8,000
TOTAL =					\$385,000
6) Demens Creek Trail Crossing Enhancements					
DEMENS CREEK TRAIL					
1	AT GRADE CROSSING: SAPPHIRE/BANYON - MARKED CROSSWALK 2 LEGS	SQFT	1150.00	\$10	\$11,500
2	AT GRADE CROSSING: SAPPHIRE/BANYON -CURB RAMPS	EA	3.00	\$15,000	\$45,000
3	AT GRADE CROSSING: SAPPHIRE/BANYON - EXTEND SIDEWALK CURB EXTENTIONS	SQFT	510.00	\$30	\$15,300
4	AT GRADE CROSSING: CARNELIAN/ WILSON MARKED CROSSWALK 3 LEGS	SQFT	2050.00	\$10	\$20,500
5	AT GRADE CROSSING: CARNELIAN/ WILSON CURB RAMPS	EA	2.00	\$15,000	\$30,000
6	AT GRADE CROSSING: CARNELIAN/ WILSON - EXTEND SIDEWALK CURB EXTENTIONS	SQFT	340.00	\$30	\$10,200
7	AT GRADE CROSSING: CARNELIAN/ WILSON - EXTEND SIDEWALK	SQFT	1300.00	\$30	\$39,000
8	AT GRADE CROSSING: HILLSIDE/BERYL - MARKED CROSSWALK 2 LEGS	SQFT	1150.00	\$10	\$11,500
9	AT GRADE CROSSING: HILLSIDE/BERYL - CURB RAMPS	EA	3.00	\$15,000	\$45,000
10	AT GRADE CROSSING: HILLSIDE/BERYL - EXTEND SIDEWALK CURB EXTENTIONS	SQFT	510.00	\$30	\$15,300
11	AT GRADE CROSSING: HILLSIDE/BERYL - EXTEND SIDEWALK	SQFT	1800.00	\$30	\$54,000
TOTAL =					\$298,000
07) Cucamonga Creek Trail Resurfacing & Crossing Enhancements					
DEMENS CREEK TRAIL TO BASE LINE ROAD					
1	TRAIL RESURFACING: DEMENS CREEK TRAIL TO BASE LINE ROAD	LFT	6864.00	\$70	\$480,480
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	4	\$1,000	\$4,000
3	MARKED HIGH VISIBILITY CROSSWALKS - CUCAMONGA CREEK TRAIL AND RED HILL COUNTRY CLUB	SQFT	625.00	\$10	\$6,250
TOTAL =					\$491,000
GRAND TOTAL					\$2,898,000

Notes:

1. The cost estimates exclude the following items:
 - a. Roadway pavement rehab or slurry seal
 - b. Americans with Disabilities Act (ADA) improvements other than shown hereon
 - c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
 - d. Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
 - e. General project costs such as Mobilization, Traffic Control, SWPPP, etc
2. At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

Connect RC - Cucamonga/Red Hill

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
01) Valle Vista Drive Pedestrian Improvements					
<i>VALLE VISTA DR./SCHOOL DRIVEWAY AND VALLE VISTA DR./CALLE FELIZ STREET; ALTA CUESTA DR./ CALLE FELIZ STREET</i>					
1	MARKED HIGH VISIBILITY CROSSWALKS - VALLE VISTA DR./SCHOOL DRIVEWAY 2 LEGS	SQFT	700	\$10	\$7,000
2	YIELD LINES	SQFT	70	\$10	\$700
3	CURB RAMP	EA	2	\$15,000	\$30,000
4	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	340	\$30	\$10,200
5	MARKED HIGH VISIBILITY CROSSWALKS - VALLE VISTA DR./CALLE FELIZ ST. 1 LEG	SQFT	350	\$10	\$3,500
6	YIELD LINES	SQFT	35	\$10	\$350
7	CURB RAMP	EA	1	\$15,000	\$15,000
8	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	170	\$30	\$5,100
TOTAL =					\$72,000
02) Red Hill Country Club Drive and Cucamonga Creek Trail Enhancements					
<i>CUCAMONGA CREEK TRAIL TO RED HILL COUNTRY CLUB DR. AND CUCAMONGA CREEK TRAIL/ CARNELIAN STREET</i>					
1	WIDEN SIDEWALK: SOUTH SIDE RED HILL COUNTRY CLUB DR.	SQFT	369	\$30	\$11,070
2	TRAIL RESURFACING: CUCAMONGA CREEK TRAIL TO RED HILL COUNTRY CLUB DR.	LFT	1497	\$70	\$104,790
3	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	3	\$1,000	\$3,000
4	CURB RAMP	EA	2	\$15,000	\$30,000
TOTAL =					\$149,000
03) Hellman Avenue Buffered Bike Lanes and Ped Enhancements					
<i>PACIFIC ELECTRIC TRAIL TO CUCAMONGA CREEK TRAIL</i>					
1	CLASS III BIKE ROUTE - PACIFIC ELECTRIC TRAIL TO FOOTHILL BLVD.	MI	0.9	\$50,000	\$45,000
2	CLASS II BUFFERED BIKE LANE - FOOTHILL BLVD. TO CUCAMONGA CREEK TRAIL	MI	1.6	\$150,000	\$240,000
3	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	8	\$1,000	\$8,000
4	RECTANGULAR RAPID FLASHING BEACON: HELLMAN/PALO ALTO	EA	1	\$50,000	\$50,000
5	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	700	\$30	\$21,000
6	RECTANGULAR RAPID FLASHING BEACON: CUCAMONGA CREEK TRAIL/HELLMAN	EA	1	\$50,000	\$50,000
7	CURB RAMP	EA	1	\$15,000	\$15,000
8	MARKED HIGH-VISIBILITY CROSSWALK - CUCAMONGA CREEK TRAIL/HELLMAN	SQFT	1150	\$10	\$11,500
TOTAL =					\$441,000
04) Archibald Avenue Buffered Bike Lanes and Ped Enhancements					
<i>BASE LINE RD TO FOOTHILL BLVD AND ARROW HWY TO 7TH STREET; E 9TH STREET</i>					
1	CLASS II BUFFERED BIKE LANE - BASE LINE RD TO FOOTHILL BLVD	MI	1.0	\$150,000	\$154,801
2	MARKED HIGH VISIBILITY CROSSWALKS - ARCHIBALD/E 9TH ST 3 LEGS	SQFT	2260	\$10	\$22,600
3	CURB RAMP: ARCHIBALD/E 9TH	EA	2	\$15,000	\$30,000
4	RAISED MEDIANS - CUCAMONGA ELEMENTARY FRONTAGE	LFT	645	\$20	\$12,900
5	CLASS II BUFFERED BIKE LANE - ARROW HWY TO 7TH STREET	MI	0.5	\$150,000	\$79,489
TOTAL =					\$300,000
05) San Bernardino Road Striped Shoulders					
<i>VINEYARD AVE TO ARCHIBALD AVE</i>					
1	STRIPE SHOULDERS	LFT	5280	\$10	\$52,800
TOTAL =					\$53,000
06) Church Street Buffered Bike Lanes and Striped Shoulders					
<i>PEPPER STREET TO HAVEN AVE</i>					
1	CLASS II BUFFERED BIKE LANE - PEPPER STREET TO RAMONA AVE	MI	1.1	\$150,000	\$165,000
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	6	\$1,000	\$6,000
3	STRIPE SHOULDERS - RAMONA AVE TO HAVEN AVE	LFT	3960	\$10	\$39,600
TOTAL =					\$211,000

Connect RC - Cucamonga/Red Hill

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
07) Baker Avenue Ped Enhancements					
<i>ARROW ROUTE TO 8TH STREET; BAKER AVE AND SALINA STREET; BAKER AVE AND 9TH STREET</i>					
1	STRIPE SHOULDERS	LFT	5260	\$10	\$52,600
2	EXTEND SIDEWALK: CURB EXTENSIONS BAKER AVE/SALINA STREET	SQFT	510	\$30	\$15,300
3	YIELD LINES: BAKER AVE/9TH STREET	SQFT	280	\$10	\$2,800
4	EXTEND SIDEWALK: CURB EXTENSIONS BAKER AVE/9TH STREET	SQFT	510	\$30	\$15,300
5	YIELD LINES: BAKER AVE/SALINA STREET	SQFT	280	\$10	\$2,800
TOTAL =					\$89,000
08) Grove Avenue Buffered Bike Lanes					
<i>ARROW ROUTE TO 8TH STREET</i>					
1	CLASS II BUFFERED BIKE LANE - ARROW RTE TO 8TH ST	MI	0.5	\$150,000	\$75,000
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	4	\$1,000	\$4,000
3	RESTRIPE TRAVEL LANES	LFT	2640	\$10	\$26,400
TOTAL =					\$106,000
09) Bear Gulch Road Curb Extensions					
<i>BEAR GULCH ROAD</i>					
1	EXTEND SIDEWALK: CURB EXTENSIONS BEAR GULCH ROAD	SQFT	510	\$30	\$15,300
TOTAL =					\$16,000
10) Palo Alto Street Ped Enhancements					
<i>PALO ALTO ST/ MARINE AVE; PALO ALTO ST/CENTER AVE; PALO ALTO ST/HERMOSA AVE</i>					
1	MARKED HIGH VISIBILITY CROSSWALKS - PALO ALTO STREET/ MARINE AVE 2 LEGS	SQFT	1000	\$10	\$10,000
2	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	400	\$30	\$12,000
3	MARKED HIGH VISIBILITY CROSSWALKS - PALO ALTO STREET/CENTER AVE 2 LEGS	SQFT	800	\$10	\$8,000
4	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	720	\$30	\$21,600
5	MARKED HIGH VISIBILITY CROSSWALKS - PALO ALTO STREET/HERMOSA AVE 2 LEGS	SQFT	700	\$10	\$7,000
6	RECTANGULAR RAPID FLASHING BEACON: PALO ALTO STREET/HERMOSA AVE	EA	1	\$50,000	\$50,000
7	MEDIAN REFUGE	EA	1	\$15,000	\$15,000
8	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	420	\$30	\$12,600
TOTAL =					\$137,000
11) Hermosa Avenue Buffered Bike Lane and New Sidewalks					
<i>BASE LINE ROAD TO FOOTHILL BLVD</i>					
1	CLASS II BUFFERED BIKE LANE - BASE LINE ROAD TO 4TH STREET	MI	1.00	\$150,000	\$150,000
2	NEW SIDEWALK - 300' SOUTH OF 8TH ST	SQFT	1440	\$30	\$43,200
3	NEW SIDEWALK - NORWICK ST TO HEMLOCK ST	SQFT	2520	\$30	\$75,600
4	RESTRIPE TRAVEL LANES	LFT	5280	\$10	\$52,800
TOTAL =					\$322,000
12) Ramona Avenue Striped Shoulders					
<i>BASE LINE RD TO FOOTHILL BLVD</i>					
1	STRIPE SHOULDERS	LFT	5440	\$10	\$54,400
TOTAL =					\$55,000

Connect RC - Cucamonga/Red Hill

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
13) 9th Street Buffered Bike Lane and New Sidewalks					
<i>BAKER AVE TO ARCHBALD AVE; CUCAMONGA TRAIL TO VINEYARD AVE</i>					
1	CLASS II BUFFERED BIKE LANE - BAKER AVE TO ARCHBALD AVEE	MI	1.5	\$150,000	\$226,500
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	6	\$1,000	\$6,000
3	NEW SIDEWALK - BAKER AVE TO ARCHBALD AVEE	SQFT	17130	\$30	\$513,900
4	WIDEN SIDEWALK: VINEYARD AVE	SQFT	690	\$30	\$20,700
5	MARKED HIGH VISIBILITY CROSSWALKS - 9TH ST/GROVE AVE AVE 6 LEGS	SQFT	760	\$10	\$7,600
TOTAL =					\$775,000
14) Feron Boulevard Ped Enhancements					
<i>ARCHIBALD AVE TO HERMOSA AVE</i>					
1	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	1000	\$30	\$30,000
2	MEDIAN REFUGE	EA	1	\$15,000	\$15,000
3	CENTER LINE HARDENING	EA	2	\$5,000	\$10,000
4	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	920	\$30	\$27,600
TOTAL =					\$83,000
GRAND TOTAL					\$2,809,000

Notes:

1. The cost estimates exclude the following items:
 - a. Roadway pavement rehab or slurry seal
 - b. Americans with Disabilities Act (ADA) improvements other than shown hereon
 - c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
 - d. Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
 - e. General project costs such as Mobilization, Traffic Control, SWPPP, etc
2. At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

Connect RC - Etiwanda

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
01) Banyan Street Ped Enhancements and Buffered Lanes					
DEER CREEK CHANNEL TO WARDMAN BULLOCK RD					
1	CLASS II BUFFERED BIKE LANE - DEER CREEK CHANNEL TO WARDMAN BULLOCK RD	MI	3.7	\$150,000	\$556,500
2	MARKED HIGH VISIBILITY CROSSWALKS - BANYAN ST/MILLIKEN AVE	SQFT	350	\$10	\$3,500
3	MEDIAN REFUGE - BANYAN ST/MILLIKEN AVE	EA	1	\$15,000	\$15,000
4	CURB RAMP TACTILE BUMPS - BANYAN ST/MILLIKEN AVE	SQFT	180	\$20	\$3,600
5	PEDESTRIAN HYBRID BEACON (PHB): BANYAN ST/BUTLER PEAK PI	EA	1	\$150,000	\$150,000
6	CURB RAMP TACTILE BUMPS: BANYAN ST/BUTLER PEAK PI	SQFT	180	\$20	\$3,600
7	CURB RAMP: BANYAN ST/BUTLER PEAK PI	EA	2	\$15,000	\$30,000
8	MARKED HIGH VISIBILITY CROSSWALKS - TERRACE VIEW LOOP/BUTLER PEAK PI	SQFT	350	\$10	\$3,500
9	ADV STOP LINES: TERRACE VIEW LOOP/BUTLER PEAK PI	SQFT	280	\$10	\$2,800
10	CURB RAMP TACTILE BUMPS: TERRACE VIEW LOOP/BUTLER PEAK PI	SQFT	150	\$20	\$3,000
11	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	170	\$30	\$5,100
12	MARKED HIGH VISIBILITY CROSSWALKS - BANYAN ST/ROCHESTER AVE	SQFT	350	\$10	\$3,500
13	ADV STOP LINES: BANYAN ST/ROCHESTER AVE	SQFT	280	\$10	\$2,800
14	CURB RAMP: BANYAN ST/ROCHESTER AVE	EA	1	\$15,000	\$15,000
15	CURB RAMP TACTILE BUMPS: BANYAN ST/ROCHESTER AVE	SQFT	150	\$20	\$3,000
16	MARKED HIGH VISIBILITY CROSSWALKS - BANYAN ST/DAY CREEK BLVD	SQFT	350	\$10	\$3,500
17	MEDIAN REFUGE - BANYAN ST/DAY CREEK BLVD	EA	1	\$15,000	\$15,000
18	CURB RAMP TACTILE BUMPS: BANYAN ST/DAY CREEK BLVD	SQFT	180	\$20	\$3,600
19	MARKED HIGH VISIBILITY CROSSING - BANYAN ST/BUEGRASS ST	SQFT	350	\$10	\$3,500
20	ADV STOP LINES: BANYAN ST/BUEGRASS ST	SQFT	280	\$10	\$2,800
21	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	170	\$30	\$5,100
22	CURB RAMP TACTILE BUMPS: BANYAN ST/BUEGRASS ST	SQFT	150	\$20	\$3,000
23	MARKED HIGH VISIBILITY CROSSING - BANYAN ST/ETIWANDA AVE	SQFT	350	\$10	\$3,500
24	CURB RAMP TACTILE BUMPS: BANYAN ST/ETIWANDA AVE	SQFT	180	\$20	\$3,600
25	MARKED HIGH VISIBILITY CROSSING - BANYAN ST/EAST AVE	SQFT	350	\$10	\$3,500
26	CURB RAMP TACTILE BUMPS: BANYAN ST/EAST AVE	SQFT	180	\$20	\$3,600
27	NEW SIDEWALK - EAST AVE TO GOLDBERN LOCK PL	SQFT	9360	\$30	\$280,800
28	NEW SIDEWALK - LOS ALTOS CT TO LAUREL BLOSSOM PL	SQFT	7140	\$30	\$214,200
29	WIDEN SIDEWALK: EAST AVE TO PEAK PL	SQFT	10920	\$30	\$327,600
TOTAL =					\$1,675,000
02) Day Creek Boulevard Buffered Bike Lanes and Ped Enhancements					
ETIWANDA AVE TO SR-210					
1	CLASS II BUFFERED BIKE LANE - SR-210 WB RAMP TO ETIWANDA AVE	MI	2.2	\$150,000	\$324,205
2	RESTRIPE TRAVEL LANES	LFT	11412	\$10	\$114,120
3	CURB RAMP TACTILE BUMPS: DAY CREEK BLVD/ COYOTE DR	SQFT	320	\$20	\$6,400
4	CURB RAMP: DAY CREEK BLVD/ COYOTE DR	EA	2	\$15,000	\$30,000
5	MEDIAN REFUGE - DAY CREEK BLVD/ COYOTE DR	EA	1	\$15,000	\$15,000
5	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	210	\$30	\$6,300
TOTAL =					\$497,000
03) Vintage Drive New Crosswalk and Ped Enhancements					
MILLIKEN AVE TO THUNDER MOUNTAIN AVE					
1	STRIPE SHOULDERS	LFT	4754	\$10	\$47,540
2	MARKED HIGH VISIBILITY CROSSWALKS - VINTAGE DR/SIERRA CREST VIEW LOOP	SQFT	140	\$10	\$1,400
3	RECTANGULAR RAPID FLASHING BEACON: VINTAGE DR/HILLVIEW LOOP	EA	1	\$50,000	\$50,000
4	ADV STOP LINES: VINTAGE DR/SIERRA CREST VIEW LOOP	SQFT	120	\$10	\$1,200
5	CURB RAMP TACTILE BUMPS: VINTAGE DR/SIERRA CREST VIEW LOOP	SQFT	150	\$20	\$3,000
6	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	210	\$30	\$6,300
7	MARKED HIGH VISIBILITY CROSSWALKS - SIERRA CREST VIEW LOOP/WAVERLY CT	SQFT	240	\$10	\$2,400
8	RECTANGULAR RAPID FLASHING BEACON: SIERRA CREST VIEW LOOP/WAVERLY CT	EA	1	\$50,000	\$50,000
9	ADV YIELD LINES: SIERRA CREST VIEW LOOP/WAVERLY CT	SQFT	120	\$10	\$1,200
10	CURB RAMP TACTILE BUMPS: SIERRA CREST VIEW LOOP/WAVERLY CT	SQFT	150	\$20	\$3,000
11	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	210	\$30	\$6,300
TOTAL =					\$173,000

Connect RC - Etiwanda

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
04) Etiwanda Avenue Bike Route and Ped Crossing Enhancements					
SR-210 TO BANYAN STREET AND SADDLERIDGE DR TO VICTORIA STREET					
1	CLASS III BIKE ROUTE - SR-210 TO BANYAN STREET	MI	0.5	\$50,000	\$23,021
2	MARKED HIGH VISIBILITY CROSSING - ETIWANDA AVE/ BASE LINE RD	SQFT	280	\$10	\$2,800
3	CURB RAMP TACTILE BUMPS: ETIWANDA AVE/ BASE LINE RD	SQFT	150	\$20	\$3,000
4	MEDIAN REFUGE- ETIWANDA AVE/ BASE LINE RD	EA	1	\$15,000	\$15,000
5	CURB RAMP TACTILE BUMPS: ETIWANDA AVE/ CRAIG DR	SQFT	150	\$20	\$3,000
6	EXTEND SIDEWALK: CURB EXTENSIONS ETIWANDA AVE/ CRAIG DR	SQFT	210	\$30	\$6,300
7	MARKED HIGH VISIBILITY CROSSINGS - ETIWANDA AVE/ SADDLERIDGE DR	SQFT	640	\$10	\$6,400
8	ADV YIELD LINES: ETIWANDA AVE/ SADDLERIDGE DR	SQFT	170	\$10	\$1,700
9	CURB RAMP TACTILE BUMPS: ETIWANDA AVE/ SADDLERIDGE DR	SQFT	120	\$20	\$2,400
10	EXTEND SIDEWALK: CURB EXTENSIONS ETIWANDA AVE/ SADDLERIDGE DR	SQFT	210	\$30	\$6,300
11	MEDIAN REFUGE - : ETIWANDA AVE/ SADDLERIDGE DR	EA	1	\$15,000	\$15,000
11	EXTEND SIDEWALK: CURB EXTENSIONS ETIWANDA AVE/ VICTORIA ST	SQFT	380	\$30	\$11,400
2	STRIPE SHOULDERS - SADDLERIDGE DR TO VICTORIA STREET	LFT	2170	\$10	\$21,700
TOTAL =					\$119,000
05) Wilson Avenue Buffered Bike Lane and Ped Crossing Enhancements					
DAY CREEK BLVD TO ETIWANDA AVE; WARDMAN BULLOCK RD TO CHERRY AVE; WILSON AVE AND BLUEGRASS AVE					
1	CLASS II BUFFERED BIKE LANE - DAY CREEK BLVD TO ETIWANDA AVE	MI	0.8	\$150,000	\$113,125
2	CLASS II BUFFERED BIKE LANE - WARDMAN BULLOCK RD TO CHERRY AVE	MI	0.9	\$150,000	\$128,750
3	CURB RAMPS - WILSON AVE/BLUEGRASS AVE	EA	2	\$15,000	\$30,000
4	MEDIAN REFUGE- WILSON AVE/BLUEGRASS AVE	EA	1	\$15,000	\$15,000
5	CURB RAMP TACTILE BUMPS: WILSON AVE/BLUEGRASS AVE	SQFT	150	\$20	\$3,000
6	ADV YIELD LINES: WILSON AVE/BLUEGRASS AVE	SQFT	170	\$10	\$1,700
7	PEDESTRIAN HYBRID BEACON: WILSON AVE/BLUEGRASS AVE	EA	1	\$150,000	\$150,000
TOTAL =					\$442,000
06) Victoria Street Ped Enhancements					
EAST AVE AND I-15; ETIWANDA HIGH FRONTAGE					
1	MEDIAN REFUGE- VICTORIA STREET/CABLE CREEK CT	EA	1	\$15,000	\$15,000
2	MEDIAN REFUGE- VICTORIA STREET/SCHOOL DRIVEWAY	EA	1	\$15,000	\$15,000
TOTAL =					\$30,000
07) East Avenue Buffered Bike Lane and New Sidewalks					
BANYAN STREET TO PHYLLY DRIVE					
1	CLASS II BUFFERED BIKE LANE - PHILLY DRIVE TO BANYAN STREET	MI	0.4	\$150,000	\$58,182
2	REPLACE SIDEWALK - HIGHLAND AVE TO VICTORIA STREET	SQFT	8598	\$30	\$257,940
3	RESURFACE SIDEWALK - WILSON AVE TO BANYAN STREET	SQFT	11850	\$20	\$237,000
4	NEW SIDEWALK - ACCESS ROAD	SQFT	780	\$30	\$23,400
TOTAL =					\$577,000
08) Base Line Road Ped and Bike Enhancements					
WANONA PL TO SHELBY PL					
1	STRIPING GREEN EAST/WEST BICYCLE CONFLICT	EA	30	\$5,000	\$150,000
2	MARKED HIGH VISIBILITY CROSSING - BASE LINE RD/EAST AVE (4 LEGS)	SQFT	6098	\$10	\$60,980
TOTAL =					\$211,000
9) Duncaster Place Ped Enhancements					
COYOTE DR AND DUNCASTER PL; STONEVIEW RD AND DUNCASTER PL					
1	MARKED HIGH VISIBILITY CROSSWALKS - COYOTE DR/DUNCASTER PL 2 LEGS	SQFT	1000	\$10	\$10,000
2	CURB RAMPS - COYOTE DR /DUNCASTER PL	EA	2	\$15,000	\$30,000
3	CURB RAMP TACTILE BUMPS: COYOTE DR /DUNCASTER PL	SQFT	150	\$20	\$3,000
4	EXTEND SIDEWALK: CURB EXTENSIONS - COYOTE DR / DUNCASTER PL	SQFT	420	\$30	\$12,600
5	MARKED HIGH VISIBILITY CROSSWALKS - STONEVIEW RD AND DUNCASTER PL 2 LEGS	SQFT	1000	\$10	\$10,000
6	CURB RAMPS - STONEVIEW RD AND DUNCASTER PL	EA	2	\$15,000	\$30,000
7	CURB RAMP TACTILE BUMPS: STONEVIEW RD AND DUNCASTER PL	SQFT	150	\$20	\$3,000
8	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	420	\$30	\$12,600
TOTAL =					\$112,000

Connect RC - Etiwanda

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
10) Etiwanda Creek Channel Multi-Use Trail					
<i>PACIFIC ELECTRIC TRAIL AND VICTORIA STREET</i>					
1	CLASS I MULTI -USE TRAIL - PACIFIC ELECTRIC TRAIL TO VICTORIA STREET	MI	0.34	\$1,250,000	\$428,267
TOTAL =					\$429,000
11) Summit Intermediate/ Etiwanda Creek Park Connection					
<i>ETIWANDA CREEK PARKING LOT</i>					
1	PED/BIKE ACCESS CONNECTION - ETIWANDA CREEK PARKING LOT	SQFT	600	\$30	\$18,000
SUBTOTAL=					\$18,000
CONTINGENCY (00%) =					\$0
TOTAL =					\$18,000
GRAND TOTAL					\$4,283,000

Notes:

1. The cost estimates exclude the following items:
 - a. Roadway pavement rehab or slurry seal
 - b. Americans with Disabilities Act (ADA) improvements other than shown hereon
 - c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
 - d. Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
 - e. General project costs such as Mobilization, Traffic Control, SWPPP, etc
2. At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

Connect RC - Central North/Eastside

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
01) Terra Vista Parkway Ped/Bike Enhancements					
TERRA VISTA PKWY/HAMPTON PL					
1	CLASS II BUFFERED BIKE LANE - TERRA VISTA PWKY	MI	1.9	\$150,000	\$280,341
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	8	\$1,000	\$8,000
3	PEDESTRIAN HYBRID BEACON: TERRA VISTA PKWY/HAMPTON PL	EA	1	\$150,000	\$150,000
4	WIDEN SIDEWALK: MOUNTAIN VIEW DR TO MOUNTAIN VIEW PARK	SQFT	2985	\$30	\$89,550
5	LANE RESTRIPING - STRIPING TERRA VISTA PWKY	LFT	9870	\$10	\$98,700
TOTAL =					\$627,000
02) Spruce Avenue Ped Enhancements					
SPRUCE AVE AND TERRA VISTA PWKY; SPRUCE AVE AND MOUNTAIN VIEW DR; SPRUCE AVE AND ELM AVE					
1	MARKED HIGH VISIBILITY CROSSWALKS -SPRUCE AVE AND TERRA VISTA PWKYL 2 LEGS	SQFT	600	\$10	\$6,000
2	MEDIAN REFUGE- SPRUCE AVE AND TERRA VISTA PWKY	EA	1	\$15,000	\$15,000
3	CURB RAMP TACTILE BUMPS: SPRUCE AVE AND TERRA VISTA PWKY	SQFT	100	\$20	\$2,000
4	MARKED HIGH VISIBILITY CROSSWALKS - SPRUCE AVE AND MOUNTAIN VIEW DR 2 LEGS	SQFT	600	\$10	\$6,000
5	MEDIAN REFUGE- SPRUCE AVE AND MOUNTAIN VIEW DR	EA	1	\$15,000	\$15,000
6	CURB RAMP TACTILE BUMPS: SPRUCE AVE AND MOUNTAIN VIEW DR	SQFT	100	\$20	\$2,000
7	PEDESTRIAN HYBRID BEACON: SPRUCE AVE AND MOUNTAIN VIEW DR	EA	1	\$150,000	\$150,000
8	MARKED HIGH VISIBILITY CROSSWALKS - SPRUCE AVE AND ELM AVE PL 2 LEGS	SQFT	600	\$10	\$6,000
9	MEDIAN REFUGE- SPRUCE AVE AND ELM AVE	EA	1	\$15,000	\$15,000
10	CURB RAMP TACTILE BUMPS: SPRUCE AVE AND ELM AVE	SQFT	100	\$20	\$2,000
11	LANE REDUCTION - STRIPPING CHURCH STREET TO VASE LINE ROAD	LFT	3605	\$10	\$36,050
TOTAL =					\$256,000
03) Mountain View Drive Buffered Bike Lanes and Ped Enhancements					
MOUNTAIN VIEW DR AND TERRA VISTA PKWY					
1	CLASS II BUFFERED BIKE LANE - SPRUCE AVE TO BASE LINE RD	MI	1.20	\$150,000	\$180,000
2	MARKED HIGH VISIBILITY CROSSWALKS -MOUNTAIN VIEW DR AND TERRA VISTA PKWYL 4 LEGS	SQFT	1200	\$10	\$12,000
3	MEDIAN REFUGE- MOUNTAIN VIEW DR AND TERRA VISTA PKWY	EA	2	\$15,000	\$30,000
4	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	680	\$30	\$20,400
5	STRIPE SHOULDERS	LFT	4870	\$10	\$48,700
TOTAL =					\$292,000
04) Victoria Park Buffered Bike Lanes and Ped Enhancements					
VICTORIA PARK LN AND KENYON WAY ; VICTORIA PARK LN AND FIRE TRAIL; VICTORIA PARK LN AND WINDROWS LOOP					
1	CLASS II BUFFERED BIKE LANE -MILLIKEN AVE TO CHURCH STREET	MI	2.7	\$150,000	\$408,068
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	10	\$1,000	\$10,000
3	MARKED HIGH VISIBILITY CROSSWALKS -VICTORIA PARK LN AND KENYON WAY 2 LEGS	SQFT	570	\$10	\$5,700
4	STOP LINES: VICTORIA PARK LN AND KENYON WAY	SQFT	304	\$10	\$3,040
5	IMPROVE PAVEMENT QUALITY	LS	1	\$20,000	\$20,000
6	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	340	\$30	\$10,200
7	MARKED HIGH VISIBILITY CROSSWALKS -VICTORIA PARK LN AND WINDROWS LOOP 2 LEGS	SQFT	570	\$10	\$5,700
8	STOP LINES: VICTORIA PARK LN AND WINDROWS LOOP	SQFT	280	\$10	\$2,800
9	IMPROVE PAVEMENT QUALITY	LS	1	\$20,000	\$20,000
10	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	340	\$30	\$10,200
TOTAL =					\$496,000
05) Emerson Street/ Sherbrooke Place Intersection Ped Enhancements					
EMERSON STREET/ SHERBROOKE PLACE					
1	MARKED HIGH VISIBILITY CROSSWALKS -EMERSON STREET/ SHERBROOKE PLACE 3 LEGS	SQFT	910	\$10	\$9,100
2	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	340	\$30	\$10,200
TOTAL =					\$20,000
06) Fairmont Way Buffered Bike Lanes and New Crosswalks					
KENYON WAY TO VICTORIA PARK LN; FAIRMONT WAY/YORK PL					
1	CLASS II BUFFERED BIKE LANE - KENYON WAY TO VICTORIA PARK LN	MI	0.3	\$150,000	\$46,648
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	3	\$1,000	\$3,000
3	MARKED HIGH VISIBILITY CROSSWALKS -FAIRMONT WAY/YORK PL 3 LEGS	SQFT	600	\$10	\$6,000
4	MEDIAN REFUGE - FAIRMONT WAY/YORK PL	EA	2	\$15,000	\$30,000
5	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	680	\$30	\$20,400
6	CURB RAMP	EA	2	\$15,000	\$30,000
TOTAL =					\$137,000

Connect RC - Central North/Eastside

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
07) Highland Avenue and Kenyon Way Buffered Bike Lanes and Ped Enhancements					
<i>KENYON WY. AND HIGHLAND AVE; WOODRUFF PL TO DEER CREEK CHANNEL</i>					
1	CLASS II BUFFERED BIKE LANE - KENYON WY. AND HIGHLAND AVE	MI	0.8	\$150,000	\$120,028
2	CLASS III BUFFERED BIKE LANE - WOODRUFF PL	MI	0.3	\$50,000	\$15,625
TOTAL =					\$136,000
08) Base Line Road Buffered Bike Lane and Deer Creek Trail Crossing					
<i>BASE LINE RD/DEER CREEK CHANNEL</i>					
1	CLASS II BUFFERED BIKE LANE - HAVEN AVE TO ETIWANDA AVE	MI	3.0	\$150,000	\$450,000
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	8	\$1,000	\$8,000
3	PEDESTRIAN HYBRID BEACON - BASE LINE RD AND DEER CREEK CHANNEL	EA	1	\$150,000	\$150,000
4	PEDESTRIAN REFUGE ISLAND - BASE LINE RD AND DEER CREEK CHANNEL	EA	1	\$15,000	\$15,000
5	AT GRADE CROSSING: BASE LINE RD/DEER CREEK CHANNEL - MARKED CROSSWALK 2 LEGS	SQFT	1150	\$10	\$11,500
TOTAL =					\$635,000
09) Elm Avenue Crossing Enhancements and Sidewalk at Coyote Canyon Elementary					
<i>SPRUCE AVE TO CHURCH STREET</i>					
1	MARKED HIGH VISIBILITY CROSSWALK - ELM AVE AND COYOTE CANYON ELEMENTARY DRIVEWAY	SQFT	460.0	\$10	\$4,600
2	CURB RAMP TACTILE BUMPS: ELM AVE AND COYOTE CANYON ELEMENTARY DRIVEWAY	SQFT	100.0	\$20	\$2,000
3	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	3	\$1,000	\$3,000
4	NEW SIDEWALK - ELM AVE	SQFT	360	\$30	\$10,800
TOTAL =					\$21,000
10) Chuch Street Buffered Bike Lanes					
<i>MAGALA DRIVE TO VICTORIA PARK LN</i>					
1	CLASS II BUFFERED BIKE LANE - MAYTEN AVE TO I-15	MI	1.8	\$150,000	\$270,000
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	6	\$1,000	\$6,000
3	RESTRIPE TRAVEL LANES	LFT	9504	\$10	\$95,040
TOTAL =					\$372,000
11) Day Creek Boulevard Buffered Bike Lanes					
<i>HIGHLAND AVE TO FOOTHILL BLVD</i>					
1	CLASS II BUFFERED BIKE LANE - HIGHLAND AVE TO FOOTHILL BLVD	MI	1.9	\$150,000	\$292,045
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	6	\$1,000	\$6,000
TOTAL =					\$299,000
12) Victoria Windrows Loop Ped Enhancements					
<i>VICTORIA WINDROWS LOOP</i>					
1	MARKED HIGH VISIBILITY CROSSWALKS -VICTORIA WINDROWS/LOCUST AVE 2 LEGS	SQFT	600	\$10	\$6,000
2	MARKED HIGH VISIBILITY CROSSWALKS - VICTORIA WINDROWS/TWINSBUR PL 2 LEGS	SQFT	780	\$10	\$7,800
3	MARKED HIGH VISIBILITY CROSSWALKS -VICTORIA WINDROWS/ROCKROSE AVE 2 LEGS	SQFT	786	\$10	\$7,860
4	CROSSWALKS -VICTORIA WINDROWS/BOUGAINVILLE WAY 2 LEGS	SQFT	580	\$7	\$4,060
5	RESTRIPE TRAVEL LANES	LFT	620	\$10	\$6,200
TOTAL =					\$32,000
13) Lark Drive New Crosswalks					
<i>LARK DR/ROCHESTER AVE ; LARK DR/MATERA PL</i>					
1	MARKED HIGH VISIBILITY CROSSWALKS -LARK DR/ROCHESTER AVE LN 2 LEGS	SQFT	800	\$10	\$8,000
2	CROSSWALKS -LARK DR/MATERA PL 2 LEGS	SQFT	580	\$7	\$4,060
3	EXTEND SIDEWALK: CURB EXTENSIONS	SQFT	680	\$30	\$20,400
TOTAL =					\$33,000
14) Miller Avenue Buffered Bike Lanes and Ped Enhancements					
<i>MILLER AVE AND DOLCETTO PL</i>					
1	CLASS II BUFFERED BIKE LANE - I-15 to East Ave	MI	0.5	\$150,000	\$75,710
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	3	\$1,000	\$3,000
3	PEDESTRIAN HYBRID BEACON: MILLER AVE AND DOLCETTO PL	EA	1	\$50,000	\$50,000
4	ADV YIELD LINES: MILLER AVE AND DOLCETTO PL	SQFT	432	\$10	\$4,320
5	MARKED HIGH-VISIBILITY CROSSWALKS - MILLER AVE AND ETIWANDA AVE - 2 LEGS	SQFT	3294	\$10	\$32,940
6	CURB RAMP TACTILE BUMPS - MILLER AVE AND DOLCETTO PL - 4 CORNERS	SQFT	180	\$20	\$3,600
7	LANE REDUCTION - MILLER AVE	LFT	2265	\$10	\$22,650
TOTAL =					\$193,000

Connect RC - Central North/Eastside

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
15) Dolcetto Place and Garcia Drive Buffered Bike Lanes					
<i>MADRONE AVE/ ARROW RT; SANDALWOOD CT TO 9TH</i>					
1	CLASS II BUFFERED BIKE LANE ON GARCIA DR - ETIWANDA AVE TO DOLCETTO PL	MI	0.4	\$150,000	\$55,824
2	CLASS II BUFFERED BIKE LANE ON DOLCETTO PL - MILLER AVE TO GARCIA DR	MI	0.2	\$150,000	\$32,528
3	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	3	\$1,000	\$3,000
TOTAL =					\$92,000
GRAND TOTAL					\$3,641,000

Notes:

1. The cost estimates exclude the following items:
 - a. Roadway pavement rehab or slurry seal
 - b. Americans with Disabilities Act (ADA) improvements other than shown hereon
 - c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
 - d. Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
 - e. General project costs such as Mobilization, Traffic Control, SWPPP, etc
2. At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

Connect RC - Central South/Southeast

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
01) Civic Center Drive Buffered Bike Lanes					
HAVEN AVENUE TO RED OAK STREET					
1	CLASS II BUFFERED BIKE LANE - HAVEN AVE TO READ OAK ST	MI	0.43	\$150,000	\$64,489
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	2	\$1,000	\$2,000
3	RESTRIPE TRAVEL LANES	LF	2270.00	\$10	\$22,700
TOTAL =					\$90,000
02) Spruce Avenue and Red Oak Street Ped/Bike Enhancements					
FOOTHILL BOULEVARD TO JERSEY BOULEVARD					
1	CLASS IV CYCLETRACK FOOTHILL BLVD TO ARROW RT	MI	0.60	\$2,000,000	\$1,200,000
2	PEDESTRIAN/BIKE WAYFINDING SIGNAGE	EA	3	\$1,000	\$3,000
3	MARKED HIGH VISIBILITY CROSSWALKS - FOOTHILL/SPRUCE 3 LEGS	SQFT	2375.00	\$10	\$23,750
4	YIELD LINES: FOOTHILL/SPRUCE	SQFT	190.00	\$10	\$1,900
5	CURB RAMP: FOOTHILL/SPRUCE	EA	2.00	\$15,000	\$30,000
6	MARKED HIGH VISIBILITY CROSSWALKS - CIVIC CENTER/RED OAK 4 LEGS	SQFT	2950.00	\$10	\$29,500
7	YIELD LINES: CIVIC CENTER/RED OAK	SQFT	190.00	\$10	\$1,900
8	CURB RAMP: CIVIC CENTER/RED OAK	EA	4.00	\$15,000	\$60,000
9	CLASS II BUFFERED BIKE LANE - ARROW RT TO JERSEY BLVD	MI	0.30	\$150,000	\$45,000
10	MARKED HIGH VISIBILITY CROSSWALKS -ARROW RT/RED OAK 2 LEGS	SQFT	1800.00	\$10	\$18,000
11	YIELD LINES: ARROW RT/RED OAK	SQFT	190.00	\$10	\$1,900
12	CURB RAMP: ARROW RT/RED OAK	EA	4.00	\$15,000	\$60,000
13	MARKED HIGH VISIBILITY CROSSWALKS - JERSEY BLVD/RED OAK 3 LEGS	SQFT	2375.00	\$10	\$23,750
14	YIELD LINES: JERSEY BLVD/RED OAK	SQFT	190.00	\$10	\$1,900
15	RECTANGULAR RAPID FLASHING BEACON: JERSEY BLVD/RED OAK	EA	1.00	\$50,000	\$50,000
16	CURB RAMP: JERSEY BLVD/RED OAK	EA	2.00	\$15,000	\$30,000
TOTAL =					\$1,581,000
03) 6th Street Cycle Track					
HAVEN AVENUE TO CHARLES SMITH AVENUE (2023-2024 CIP)					
TOTAL =					\$1,488,220
GRAND TOTAL					\$3,159,220

Notes:

1. The cost estimates exclude the following items:
 - a. Roadway pavement rehab or slurry seal
 - b. Americans with Disabilities Act (ADA) improvements other than shown hereon
 - c. Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
 - d. Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
 - e. General project costs such as Mobilization, Traffic Control, SWPPP, etc
2. At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.