Chapter 3: Community Mobility

RANCHO CUCAMONGA GENERAL PLAN

Introduction

The Community Mobility Chapter sets forth the plan for all means of mobility in Rancho Cucamonga, supporting the City's vision to enhance mobility, provide transportation choices, and promote a healthy community.

With a system of complete streets, the transportation system will provide for the integration of all transportation modes. Traffic should flow smoothly and efficiently, but at safe speeds. Alternative transportation modes such as transit, bicycling, and walking should be available and convenient to all, and should connect all parts of the City.

This Chapter defines a multi-modal, safe, and efficient circulation system that will support Healthy RC objectives, minimize local traffic congestion, encourage increased transit use, respond to local business needs, and facilitate coordination toward achieving regional mobility goals.

Chapter 3: Community Mobility

This Chapter includes the following sections:

- Community Mobility: The Street System
- Transit
- Increasing Bicycle Use
- Accommodating Pedestrians
- Freight and Goods Movement
- Aviation
- Related Transportation Plans

Achieving Our Vision

The City of Rancho Cucamonga's vision for community mobility is reflected in the following Spirit of Rancho Cucamonga Guiding Principles:

The Spirit of Innovation and Enterprise

- We emphasize development of a balanced, integrated, multi-modal circulation system which includes sidewalks, bikeways, streets, equestrian and hiking trails, and mass transit. The system is efficient and safe, and connects neighborhoods to jobs, shopping, services, and active and passive open space.

- We maximize the industrial economic development power of our rail and highway connections. The Foothill Boulevard, State Route 210, and Interstate 15 corridors are the core of our commercial development, providing both jobs for our families and revenues for our community services. Our economic base maintains a mix of cultural, residential, industrial, and local and regional commercial uses with stable development.

The Spirit of Tomorrow

- We are dedicated to a sustainable balance in land use patterns (residential, business, educational, agricultural, recreational, open space, and historic uses) and supporting transportation.

Community Mobility Strategies

This General Plan takes transportation in a new direction. It provides the framework for creating a comprehensive and efficient "Complete Streets" system. These policy directives aim to increase transportation choices, and to more closely tie transportation and land use decisions. Because Rancho Cucamonga's street system is well developed, goals and policies emphasize enhancing the existing system with options that allow residents choices when deciding how to get to various locations in the City.

- **A System of Complete Streets.** This Chapter provides for a balanced system of Complete Streets that accommodates safe and convenient access and travel for all users including: motorists, bicyclists, pedestrians, transit riders, children, older adults, the mobility impaired, and movers of commercial goods.

  Complete Streets are streets that support all transportation modes, where feasible, and are consistent with roadway capabilities. The Complete Streets concept recognizes that while many streets may support many modes, it may not always be possible or appropriate for every street to support every mode. The key to a system of Complete Streets is that as an overall street system, streets should provide an integrated network that connects all parts of the City by all transportation modes, and that allows all users to move safely and conveniently.

This General Plan addresses the Complete Streets concept by: 1) identifying the hierarchy of travel corridors in Rancho Cucamonga; 2) defining a Citywide Transit Plan; 3) identifying a Citywide Bicycle Network; 4) including provisions for bike lanes on many roadway types in the roadway design standards; and 5) including policies and implementation actions to encourage use of transit, bicycling, and walking.

- **Transportation for a Healthy and Sustainable Community.** This Chapter supports the General Plan goals for a healthy and sustainable community. It provides for and encourages alternatives to the automobile, such as bicycling and walking, which allow people to exercise. It also provides opportunities for reducing overall vehicle miles traveled in the City through transit use, bicycling, and walking; through transportation demand management programs to reduce trip making; and by encouraging use of low/zero emission vehicles. All of these features of the Community Mobility Chapter will reduce reliance on the automobile and help to reduce energy consumption and greenhouse gas emissions.

- **Increasing Transportation Choices.** This Chapter supports convenient use of these alternate modes to the automobile to provide choices in transportation and reduce the dependence of residents and employees on private cars. By making trips by other modes to destinations in the City more convenient, people can opt not to drive their cars for short trips. The Community Mobility Chapter plans for convenient access to transit and to accommodate the latest bus technologies, and defines a complete bicycle network connecting all parts of Rancho Cucamonga.

  These multiple transportation modes will connect many types of destinations: neighborhoods, schools, parks, employment centers, community and civic facilities, retail and commercial centers. All neighborhoods will be within easy reach of transit service and the bicycle network.

- **Connecting Transportation and Land Use**. The local transportation system and the mobility of its users are linked to the patterns and densities of land uses within the City. The success of land uses depends on adequate access, not only within the community but also between Rancho Cucamonga, adjacent communities, and the surrounding region.

  Historically, primary importance has been focused on arterial highways and the freeway system because of the predominant role of the automobile in our lives. That has changed with the emergence of, and public interest in, ways to reduce air pollution and roadway traffic. The emergence of rail and bus transit to serve employment centers and provide access to jobs elsewhere in the region brings people into Rancho Cucamonga to work and gives residents commute options. Thus, the transportation system is designed to provide flexibility and choice in how people move through the City. The location and densities of land use maximize convenient access to transit.

  Finally, because the roadway network occupies almost 20 percent of land area in the City, its place extends beyond the functional aspects of mobility. The streets not only provide the “frame” around neighborhoods, commercial centers, and cultural facilities, but they also contribute substantially to part of the “visual City.” Thus, the quality of the streetscape continues to be one

of the hallmarks of Rancho Cucamonga and a direct form of enhancement of the living environment beyond the mobility functions of the streets.

- **Providing an Efficient and Comprehensive Street System.** The street system should operate safely and efficiently for all transportation modes. Traffic flow should operate at adequate levels of service (defined in the Streets Standards Section in this Chapter). Transportation infrastructure should be adequately maintained. New technologies should be incorporated into the operation of the street system – such as intelligent transportation systems – where beneficial and feasible.

  This Chapter requires that the transportation system continues to be coordinated with land use development. Most of the street system is already in place and operating satisfactorily. However, certain key links are missing and have yet to be built. This Community Mobility Chapter requires that the street system be fully developed to support planned land uses.

Community Mobility: The Street System

Efficient movement within and through Rancho Cucamonga and the region will be facilitated by developing and maintaining a well-designed, integrated circulation network. Easy and convenient access to bus and rail transit and pedestrian and bicycle options are essential to an efficient network. The various modes need to be coordinated so that mobility and the design of City streets accommodate transportation options beyond cars and trucks.

Regional Access

Rancho Cucamonga is strategically located in the west Inland Empire, with excellent access to regional transportation facilities, including freeway, arterial roadways, passenger rail connections, and the LA/Ontario International Airport.

The City is served by three freeways: Interstates 10 and 15 and State Route 210. Interstate 10 (I-10) is located just south of the City limits. However, interchanges with I-10 occur at major north/south arterials, including Vineyard Avenue, Archibald Avenue, Haven Avenue, and Milliken Avenue. Interstate 15 (I-15) runs along the eastern edge of the City, with interchanges at Summit Avenue, Base Line Road, Foothill Boulevard, and 4th Street. State Route 210 (SR-210) runs through the northern portion of the City, with interchanges located at Carnelian Street, Archibald Avenue, Haven Avenue, Milliken Avenue, and Day Creek Boulevard.

Improvements planned by regional agencies to the freeway system include the following:

- Addition of High Occupancy Vehicle (HOV) lanes on I-10 from I-15 to the Riverside County line (extending from Milliken Avenue in the City of Ontario to Ford Street in the City of Redlands)

- Addition of High Occupancy Toll Lanes on I-15 from the Riverside County line in the south to the I-15/I-215 interchange to the north

- Base Line Road and I-15 Freeway interchange improvement

The Circulation Plan provides for one new interchange on I-15 and Arrow Highway, which will provide for improved freeway access for truck traffic to/from the industrial area in the southeastern portion of Rancho Cucamonga.

Circulation Plan

Streets and highways are grouped into classes or systems according to the character of the service they are intended to provide. This grouping is called "functional classification." An integral part of functionally classifying streets is recognizing that individual roads and streets do not serve travel independent from the rest of the highway system. Rather, most travel involves movement along a network of roads, so it is necessary to determine how this travel can be channeled within the network in a logical and efficient manner. Roadway classification defines the nature of this process by defining the role that a particular road or street should play in serving the flow of trips within a highway network.

General Roadway Hierarchy

The general roadway hierarchy in Rancho Cucamonga is intended as a general description only to understand the movement of people and vehicles, and to identify connections to the transit and bicycle networks. The actual classification of streets and associated street standards are described in detail under Roadway Classifications and Roadway Design Standards below.

East-west arterial roadways carry more traffic overall than north-south arterials. This is primarily because the east-west arterials also serve as regional connections to neighboring communities to the east and west. Figure CM-1 shows the general hierarchy of streets and travel corridors in Rancho Cucamonga.

- **Principal Travel Corridors.** Principal travel corridors include Foothill Boulevard and 4th Street for east-west travel, and Haven Avenue and Milliken Avenue for north-south travel. These principal travel corridors traverse the City and extend beyond the City limits to connect to freeways and adjacent communities. Principal travel corridors are typically six-lane streets and carry the highest traffic volumes – typically in the range of 30,000 to 40,000 daily vehicles, with more than 40,000 vehicles in certain locations.

- **Secondary Travel Corridors.** Secondary travel corridors are Base Line Road and Arrow Highway for east-west travel, and Carnelian Street/Vineyard Avenue, Archibald Avenue, and Day Creek Boulevard for north-south travel. These corridors generally extend across the entire City and in most cases, connect with freeways and extend to other communities. They are typically four-lane streets, although certain locations may be six lanes, and they carry lower but still substantial traffic volumes – typically in the range of 20,000 to 30,000 vehicles per day.

- **Tertiary Travel Corridors.** A system of tertiary travel corridors supports and provides access to the primary and secondary corridors, and includes Wilson Avenue, Church Street, Banyan Street, and 6th and 19th Streets in the east-west directions, and Hermosa Avenue, Rochester Avenue, Etiwanda Avenue, and East Avenue in the north-south direction. These streets are more locally oriented, are more locally traveled, and are often

four-lane streets. However, two-lane streets occur in certain locations, and typically carry in the range of 10,000 to 15,000 vehicles per day.

Roadway Classifications

The Circulation Plan shown in Figure CM-2 defines the ultimate street network for arterial roads and highways, which is required to provide adequate capacity to support the land use plan at the City's desired service levels. The Circulation Plan defines the roadway classification for each segment of existing and future proposed arterial roads and highways within the City and Sphere of Influence. Table CM-1: Classifications of General Plan Roadways, identifies road segments by their classifications. Road alignments of planned but unbuilt segments, particularly in the Sphere of Influence area, are subject to future precise alignment based on development plans and engineering criteria.

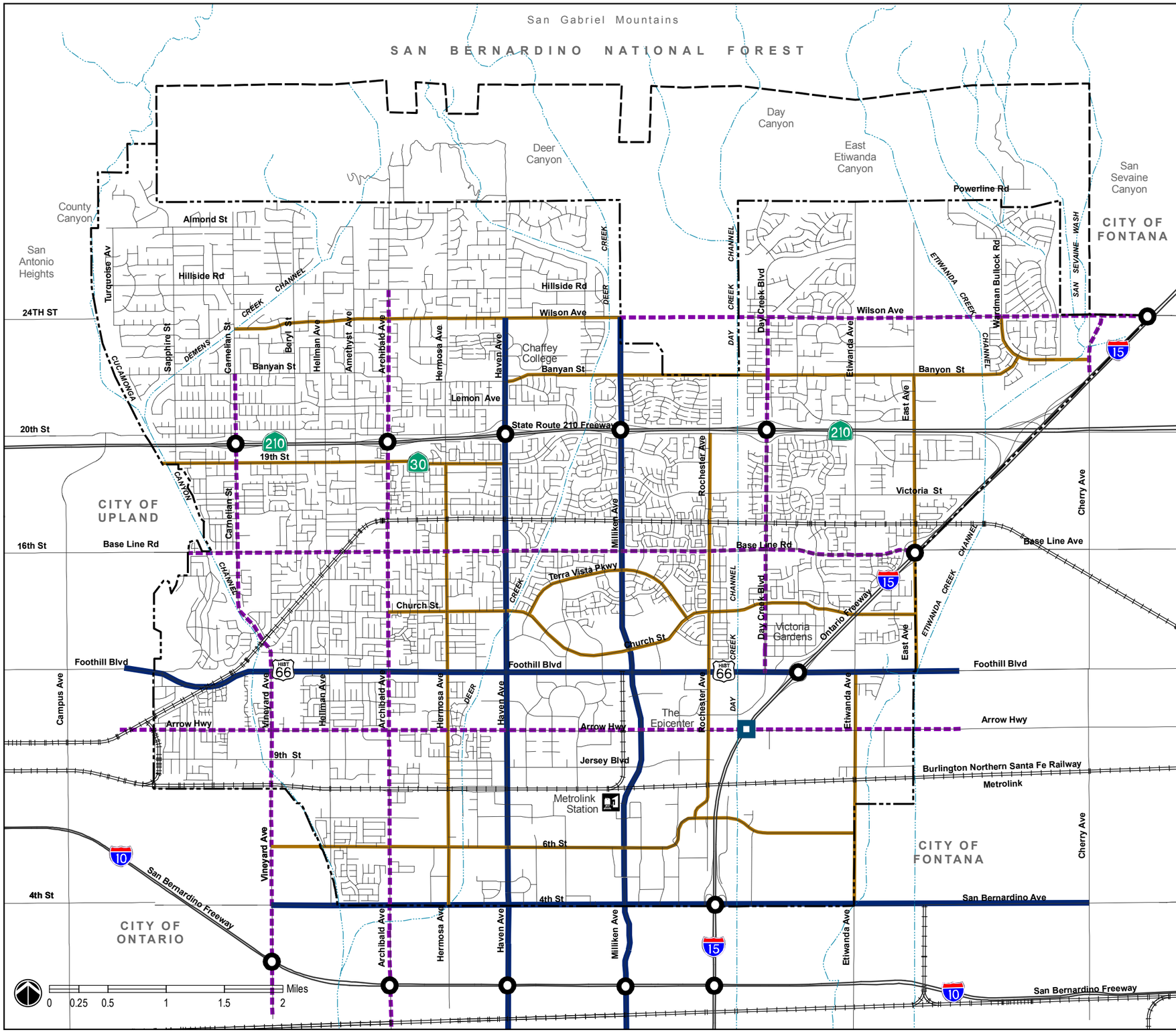
Roadway Design Standards

The City has adopted standards for each of the roadway classifications identified in the Circulation Plan, as illustrated in Figure CM-3: Typical Roadway Cross Sections. The key features involving access restriction, intersection spacing, curbside parking, and other aspects of roadway design are further defined in Table CM-2: Roadway Functional Design Guidelines.

Some streets have been developed with reduced rights-of-way, based on design/technical review and subject to certain conditions specified in the Development Code. For residential streets, reductions in street widths may be allowed pursuant to the Development Code, based on historical elements, hillside conditions, natural features, or projects that include attached condominium or townhouse development.

Roadway and intersection monitoring will also be required and will include traffic impact studies for proposed projects in accordance with City and San Bernardino Associated Governments (SANBAG) criteria. At that time, analyses can be done to determine whether required roadway improvements may exceed the cross sections in Figure CM-3 at specific intersections; and site-specific access studies may be deemed necessary by the City Traffic Engineer to determine the feasibility of proposed access locations.

Base Line Road, west of Haven Avenue, is a Secondary Travel Corridor with bicycle lanes.



Genera_Roadway_Hierarchy

- Principal
- Secondary
- Tertiary
- Freeway Interchange
- Proposed Freeway Interchange

Base Layers

- City Boundary
- Sphere of Influence
- Waterways
- Freeway
- Roads
- Railroads

Source: Rancho Cucamonga, 2009 and The Mobility Group, 2009.

RANCHO CUCAMONGA

Figure CM-1:
General Roadway Hierarchy

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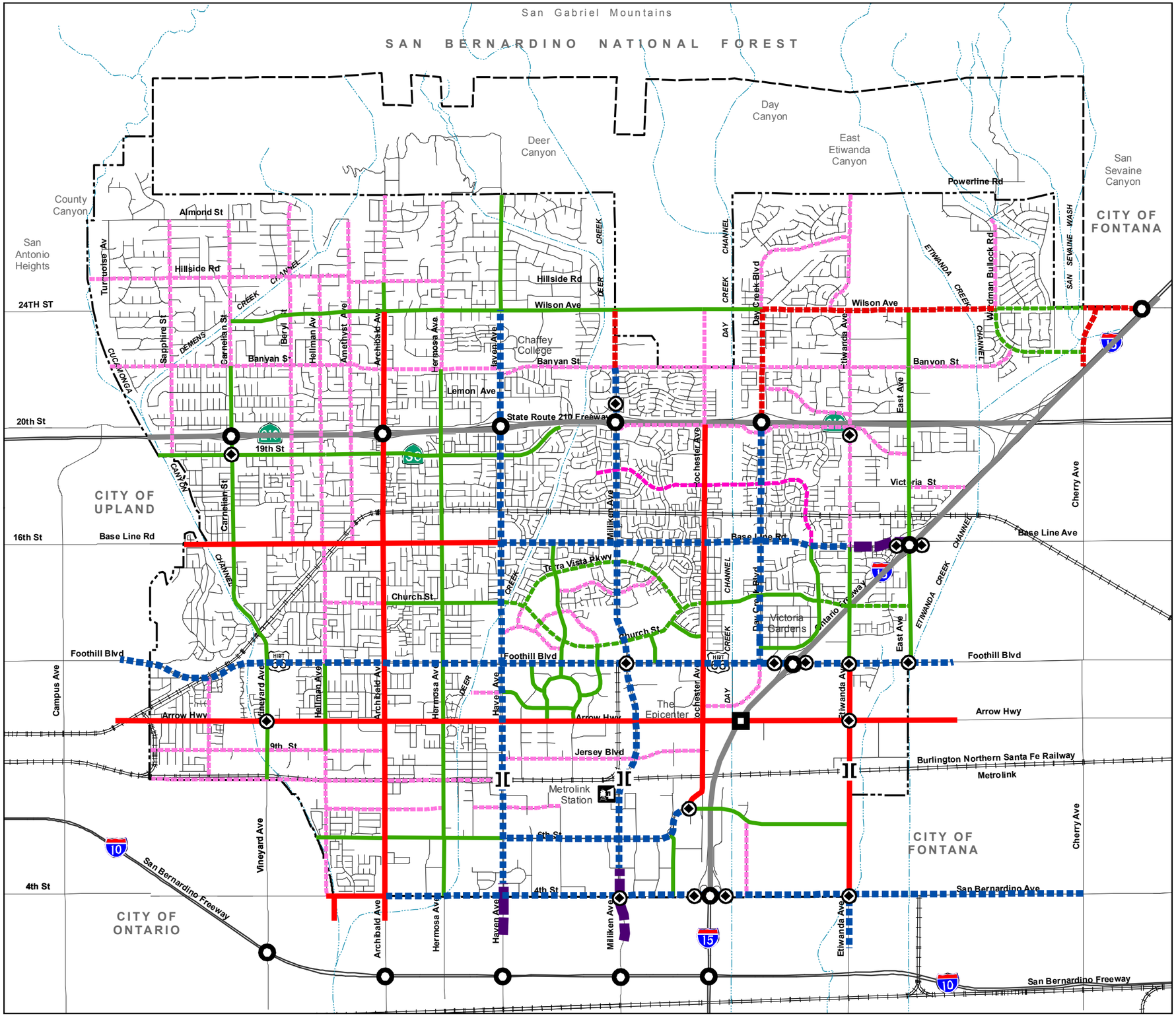

Circulation Plan

- Collector
- Modified Collector with Median
- Secondary
- Modified Secondary with Median
- Major Arterial
- Modified Major with Median
- Major Divided Arterial
- Major Divided Highway
- Freeway
- Intersections Widened beyond Standards
- Railroad Grade Separation
- Freeway Interchange
- Proposed Freeway Interchange

- Rancho Cucamonga City Boundary
- Sphere of Influence
- Waterways

Source: Rancho Cucamonga, 2009 and The Mobility Group, 2009.

0 0.25 0.5 1 1.5 2 Miles

Figure CM-2:
Circulation Plan

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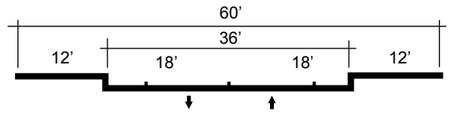
Table CM-1: Classifications of General Plan Roadways

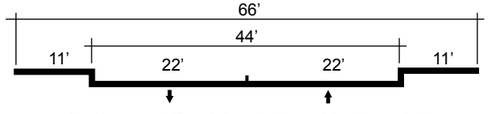
East/West Street	Boundaries		North/South Street	Boundaries	
	West	East		North	South
Collector Streets					
Day Creek Boulevard	Day Creek Boulevard	Etiwanda Avenue	Sapphire Avenue	Almond Street	19th Street
East Avenue	Etiwanda Avenue	Wilson Avenue	Baker Avenue	Foothill Boulevard	8th Street
Hillside Road	Western City Boundary	Haven Avenue	Carnelian Avenue	Almond Avenue	Banyan Street
Banyan Street	Western City Boundary	Youngs Canyon Road	Beryl Street	Reales Street	Base Line Road
Church Avenue	Hermosa Avenue	Archibald Avenue	Hellman Avenue	Hillside Road	Foothill Boulevard
9th Street	Grove Avenue	Archibald Avenue	Amethyst Avenue	Almond Street	Base Line Road
8th Street	Grove Avenue	Haven Avenue	Archibald Avenue	City Boundary	Hillside Road
7th Street	Hellman Avenue	Archibald Avenue	Hermosa Avenue	City Boundary	Banyan Avenue
Victoria Street	East Avenue	I-15 Freeway	Santa Anita Avenue	6th Street	4th Street
Highland Avenue	Kenyan Way	East Avenue	Wardman Bullock Road	City Boundary	Wilson Avenue
Jersey Boulevard	Haven Avenue	Rochester Avenue	Terra Vista Parkway	Church Avenue	Town Center Drive
Vintage Drive	Day Creek Boulevard	Etiwanda Avenue			
Town Center Drive	Haven Avenue	Spruce Avenue			
W. Elm Avenue	Town Center	Church Avenue			
Mountain View Drive	Spruce Avenue	Terra Vista Parkway			
Modified Collector with Median					
Victoria Park Lane	Fairmont Way	Base Line Road			
Secondary Streets					
Wilson Avenue	Carnelian Avenue	Day Creek Boulevard	Carnelian Street	Banyan Street	Vineyard Avenue
19th Street	West City Boundary	San Benito Avenue	Vineyard Avenue	Carnelian Street	8th Street
Church Avenue	Archibald Avenue	Haven Avenue	Hellman Avenue	Foothill Boulevard	4th Street
Church Avenue	Rochester Avenue	Victoria Park	Archibald Avenue	Hillside Road	Wilson Avenue
Miller Avenue	Etiwanda Avenue	East Avenue	Hermosa Avenue	Banyan Street	4th Street
6th Street	Hellman Avenue	Haven Avenue	Haven Avenue	City Boundary	Wilson Avenue
6th Street	I-15 Freeway	Etiwanda Avenue	Buffalo Avenue	6th Street	4th Street
Civic Center Drive	Haven Avenue	White Oak Avenue	Etiwanda Avenue	Base Line Road	Foothill Boulevard
Poplar Street	Church Avenue	Rochester Avenue	East Avenue	Wilson Avenue	Foothill Boulevard
			Spruce Avenue	Base Line Road	Red Oak/White Oak
			Etiwanda Avenue	City Boundary	Wilson Avenue
			Red Oak Street	Arrow Highway	Spruce Avenue
			White Oak Avenue	Arrow Highway	Spruce Avenue
			Mayten Avenue	Church Avenue	Foothill Boulevard
			E. Elm Avenue	Church Avenue	White Oak Avenue
			Victoria Park Lane	Base Line Road	Day Creek Boulevard

Table CM-1: Classifications of General Plan Roadways

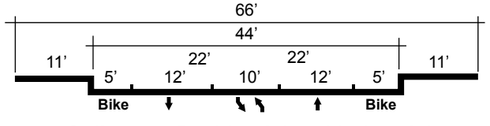
East/West Street	Boundaries		North/South Street	Boundaries	
	West	East		North	South
Modified Secondary with Median					
Wilson Avenue	Wardman Bullock	Cherry Avenue	Wardman Bullock Road	Wilson Avenue	Cherry Avenue
Church Avenue	Victoria Park Lane	Etiwanda Avenue			
Church Avenue	Haven Avenue	Rochester Avenue			
Terra Vista Parkway	Church Avenue	Church Avenue			
Major Arterials					
Base Line Road	West City Boundary	Haven Avenue	Archibald Avenue	Hillside Road	4th Street
Arrow Highway	Grove Avenue	East Avenue	Rochester Avenue	Highland Avenue	6th Street
4th Street	Hellman Avenue	Archibald Avenue	Etiwanda Avenue	Foothill Boulevard	4th Street
Modified Major with Median					
Wilson Avenue	Day Creek Boulevard	Wardman Bullock Road	Day Creek Boulevard	Wilson Avenue	SR-210 Freeway
Wilson Avenue	Cherry Avenue	I-15 Freeway	Cherry Avenue	Wilson Avenue	I-15 Freeway
Church Avenue	Day Creek Boulevard	Victoria Park Lane	Milliken Avenue	Wilson Avenue	Banyan Street
Major Divided Arterials					
Base Line Road	Haven Avenue	Etiwanda Avenue	Haven Avenue	Wilson Avenue	Trademark Parkway
Foothill Boulevard	Grove Avenue	Day Creek Channel	Milliken Avenue	Banyan Street	4th Street
Foothill Boulevard	I-15 Freeway	East Avenue	Day Creek Boulevard	SR-210 Freeway	Foothill Boulevard
6th Street	Haven Avenue	Rochester Avenue			
4th Street	Archibald Avenue	Etiwanda Avenue			
Major Divided Highways					
Base Line Road	Etiwanda Avenue	East Avenue	Milliken Avenue	5th Street	4th Street
Foothill Boulevard	Day Creek Channel	I-15 Freeway	Haven Avenue	Trademark Parkway	4th Street



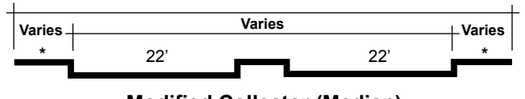
Local (Residential)



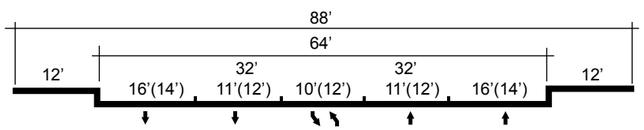
Collector (Residential and Industrial)



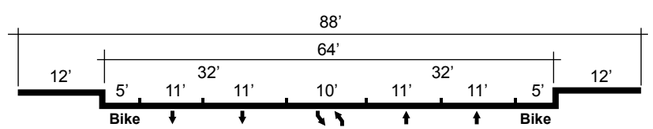
Collector - Residential and Industrial (Class II Bike Lane)



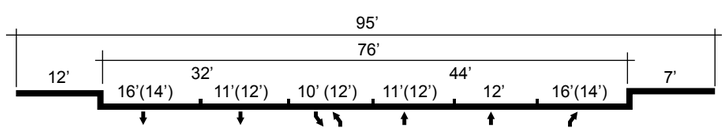
Modified Collector (Median)



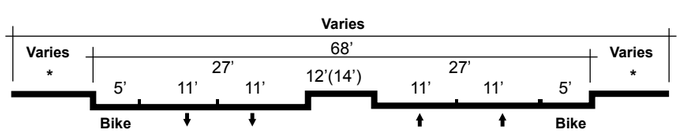
Secondary Arterial (Mid-Block)



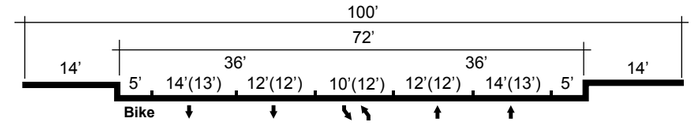
Secondary Arterial (Class II Bike Lane)



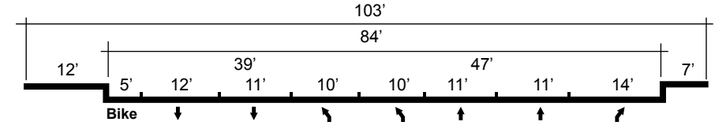
Secondary Arterial (Intersection Right-Turn)



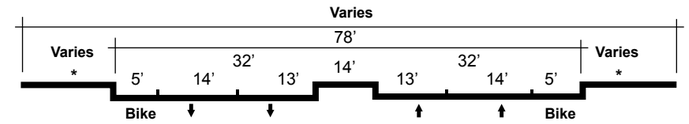
Modified Secondary (Median Island)



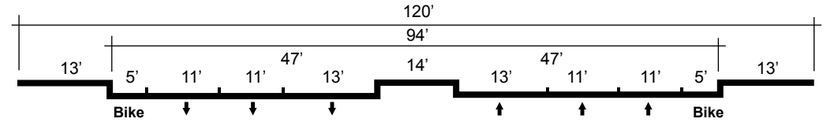
Major Arterial (Mid-Block)



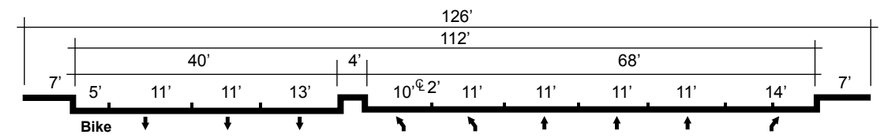
Major Arterial (Dual Left-Turn Lanes and Right-Turn)



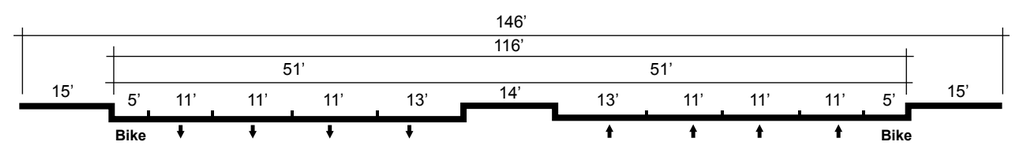
Modified Major (Median Island)



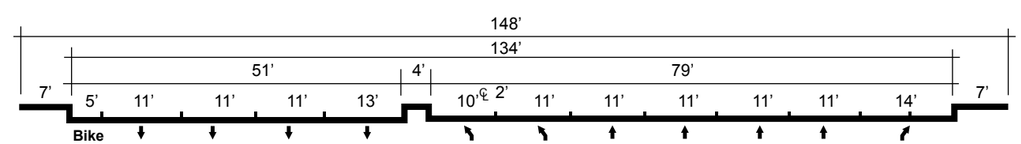
Major Divided Arterial (Mid-Block)



Major Divided Arterial (Dual Left-Turn Lanes and Right-Turn Lane)



Major Divided Highway (Mid-Block)



Major Divided Highway (Dual Left-Turn Lanes and Right-Turn Lane)

Notes:

***See Specific Plan**

11' No Parenthesis: Residential
(12') Parenthesis: Commercial/Industrial

Figure CM-3:
Typical Roadway Cross Sections

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Table CM-2: Roadway Functional Design Guidelines

Number of Lanes	Median	Access Restriction	Intersection Spacing	Curbside Parking	Additional R/W or Easement
Local Road					
2 lanes	No median. Centerline striping typically not included.	Direct residential access is encouraged.	Intersection/access spacing approximately 200 feet.	Parking may be restricted at intersections to meet line-of-sight requirements.	N/A
Collector					
2 lanes	Undivided. Centerline striping. Provide left-turn pockets at intersections with collector or higher level streets.	Direct access from private residential properties should be avoided.	Intersection/access spacing approximately 200 feet.	Parking may be prohibited to provide a left-turn lane at intersections or to meet line-of-sight requirements.	May be considered at selected intersections where heavy traffic requires a separate right-turn lane.
Secondary Arterial					
4 lanes	Striped median where feasible.	Direct access from private residential properties should be avoided.	Intersection spacing approximately 330 feet.	Not permitted along segments where a striped median is provided.	Should be considered at selected intersections where heavy traffic requires a separate right-turn lane.
Major Arterial					
4 lanes	Painted. Used for left-turn movements.	Local residential streets should not have direct access from major arterials. No residential driveways.	1/8 mile for principal intersections. Left-turn restrictions to be considered at minor unsignalized driveways if desired spacing not feasible.	Not permitted.	May be considered at intersections to accommodate full-width right-turn lanes or dual left-turn lanes.
Major Divided Arterial					
6 lanes	Raised. Used for dual left-turn movements at key intersections.	Left-turn access allowed at signalized intersections only. No residential driveways.	1/4 mile as a minimum. [1]	Not permitted.	May be considered at intersections to accommodate full-width right-turn lanes or dual left-turn lanes.
Major Divided Highway					
8 lanes	Raised. Used for dual left-turn movements at key intersections.	Left-turn access allowed at signalized intersections only. No residential driveways.	1/4 mile as a minimum.	Not permitted.	May be considered at intersections to accommodate full-width right-turn lanes or dual left-turn lanes.

Table CM-2: Roadway Functional Design Guidelines

Number of Lanes	Median	Access Restriction	Intersection Spacing	Curbside Parking	Additional R/W or Easement
Modified Collector With Median					
2 lanes	Raised.	No residential driveways.	1/8 mile.	Not permitted.	May be considered at selected intersections where heavy traffic requires a separate right-turn lane.
Modified Secondary With Median					
4 lanes	Raised.	No residential driveways.	1/8 mile.	Not permitted.	May be considered at selected intersections where heavy traffic requires a separate right-turn lane.
Modified Major With Median					
4 lanes	Raised.	No residential driveways.	1/4 mile.	Not permitted.	May be considered at selected intersections where heavy traffic requires a separate right-turn lane.

Note:

1. *Median breaks less than ¼ mile spacing on Major Divided Arterials are subject to a detailed traffic analysis and require City Engineer approval in order to permit a signalized intersection located less than the standard 1,320 feet intersection spacing requirement.*

Performance (Level of Service) Standards

Level of Service (LOS) is a qualitative measure describing operating conditions at an intersection or along a roadway segment. It describes operating conditions in terms of factors such as speed, freedom to maneuver, traffic delay, comfort and convenience, and safety. LOS D or better is the adopted standard. This standard serves as a foundation for providing a street network that moves people and goods safely and efficiently throughout the community, while ensuring that traffic delays are minimized.

Private Streets

Private streets are allowed, under limited conditions, subject to approval by the Planning Commission. Private streets may be desirable in new developments where they would enhance neighborhood identification, provide control of access, and where special design concepts may be involved. Section 17.08.040 of the Development Code specifies the conditions and standards for private streets. The City's objective, however, is to require private streets to be constructed to public street standards wherever possible. Private drives within multi-unit residential projects serve multiple purposes: 1) as the primary means of access for residents; 2) as emergency access by fire and police; 3) as access to visitor parking; and 4) as the typical location where routine "parking-involved" activities such as car washing and deliveries take place. The design/technical review process considers not only adequacy of the drive aisle width and visitor parking, but also addresses the need for convenient parking for residents so that drive aisles are not partially blocked to through traffic.

Transit

Promoting the use of transit within, to, and from Rancho Cucamonga can reduce the number of vehicles on the road and subsequently the volume of fossil fuels consumed by commuters. By using transit we reduce traffic congestion, reduce the need for costly roadway improvement projects, improve air quality, and ensure a healthier population. Also, many Rancho Cucamonga residents cannot drive or choose not to drive, including pre-teen and teenage youth, older adults living in residential care facilities, and older adults living on their own. Rancho Cucamonga residents have consistently supported initiatives to provide better public transportation.

Bus Transit

Two types of bus transit services are provided in Rancho Cucamonga: fixed-route and demand responsive. Fixed-route services are operated by Omnitrans and include seven routes that traverse the City. These routes are not exclusive to Rancho Cucamonga and connect to other destinations in the region. Two routes originate at Chaffey College, and one route originates at the Civic Center. All other routes have start and end points outside the City.

Within Rancho Cucamonga, these routes run primarily along Haven Avenue, Day Creek Boulevard, Milliken Avenue, Carnelian Street/Vineyard Avenue, Base Line Road, Foothill Boulevard, and Arrow Highway, and along parts of Banyan Street, Victoria Park Lane, and 4th Street, but do not provide access to all neighborhoods and business districts.

Routes connect to Fontana, Upland, Ontario, Montclair, and Chino, and serve the Fontana Metrolink Station, Ontario Mills Shopping Mall, LA/Ontario Airport, Ontario Civic Center, Pomona TransCenter, Montclair TransCenter, and Chino Civic Center and Transit Center.

All the routes identified are local service routes, with service frequencies ranging from every 15 to 60 minutes during peak hours. Route 81 serves the Rancho Cucamonga Metrolink Station.

An Omnitrans bus pulling up at a bus stop along Foothill Boulevard

Access

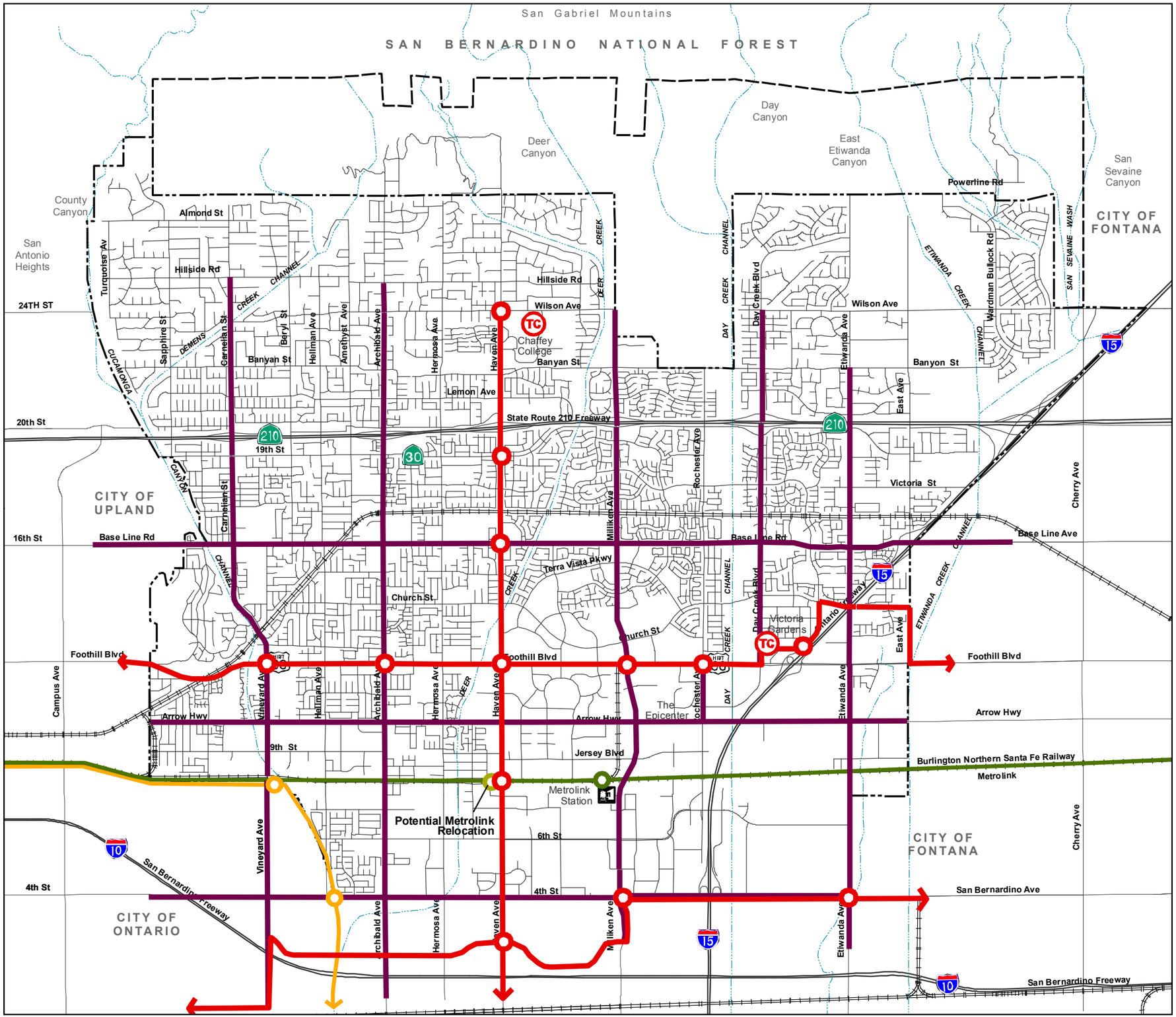
Omnitrans also provides a demand-response service called Access, which is a curb-to-curb van service for people unable to independently use the fixed-route service. This service complies with the requirements of the Americans with Disabilities Act (ADA). Reservations must be made in advance, and pick-up and drop-off must be provided within a three-quarter mile range of the existing Omnitrans fixed bus routes and during the same service hours as those routes.

Planned Bus Transit

Improvements in transit service and geographic coverage in the City are anticipated. This will necessitate coordination with Omnitrans as the regional transit operator.

The Transit Plan, shown in Figure CM-4, identifies expectations for future bus service in Rancho Cucamonga. Two major transit corridors – an east-west transit spine along Foothill Boulevard and a north-south transit spine along Haven Avenue – will form the backbone of bus transit service in the City. Bus Rapid Transit (BRT) could operate along these two corridors.

BRT is a rapidly developing form of enhanced bus transit that offers more frequent service, fewer stops, and higher average speeds than traditional bus service. It uses higher-capacity vehicles with low floors and specially designed station platforms for quick boarding. In some areas, busses travel in exclusive lanes for greater mobility through high-demand areas. In other areas, busses may receive priority treatment over other vehicles. SANBAG (through its Draft Long Range Transit Plan) and Omnitrans will plan for BRT along key corridors in San Bernardino County.



Bus Transit[1]

- Primary Transit Corridor/Station (Bus Rapid Transit)
- Secondary Transit Corridor (Regional Service)
- Transit Center

Rail Transit

- Metrolink Station
- Potential Relocation of Metrolink Station
- Potential Gold Line/Station

- Rancho Cucamonga City Boundary
- Sphere of Influence
- Waterways

Note: 1. See also Local Transit Services Area (CM-5).

Source: Rancho Cucamonga, 2009 and The Mobility Group, 2009.

0 0.25 0.5 1 1.5 2 Miles

Figure CM-4:
Transit Plan

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In Rancho Cucamonga, BRT service could operate along Foothill Boulevard and possibly along Haven Avenue, with bus stops at key arterials and destinations, as shown in Figure CM-4: Transit Plan.

The Transit Plan also anticipates the reorientation and addition of bus routes to operate on a one-mile street grid on the major arterial roadways in the City. This would bring fixed-route transit service within a half-mile of all locations in the City, operating along the heaviest traveled arterials and serving the primary centers of activity within the community. The Transit Plan will add transit service for both east-west and north-south connections.

This concept plan will need to be evaluated and implemented by Omnitrans based on operational criteria. Consideration of expanded services are typically evaluated based on density/intensity of development and land use types in the vicinity of the requested service, projected market demand, and budget considerations.

The Transit Plan (Figure CM-4) defines the following transit corridors:

- **Primary Transit Corridor.** A Primary Transit Corridor is a street that is expected to carry the highest levels of transit service, particularly regional service, with the most bus routes and the highest frequency of service.

- **Secondary Transit Corridor.** A Secondary Transit Corridor is a street that is expected to carry lower but still significant levels of transit service, and probably with a greater orientation to local rather than regional bus routes. In both cases, the design and operation of the streets need to reflect and accommodate transit vehicles.

Bus Transit Centers (where routes may terminate or where transfers between bus routes are provided) are planned at Chaffey College and proposed at Victoria Gardens.

The fixed-route bus transit system will serve all major destinations and activity centers, including major shopping centers, community centers, government offices, Chaffey Community College, and employment centers. Enhanced transit connections to Victoria Gardens, the Epicenter, and the Metrolink Station will be pursued.

Park-and-Ride Facilities

Park-and-Ride sites for ridesharing and for certain BRT stations will be most appropriately located within or near major activity centers or at freeway interchanges. Opportunities will be pursued to locate Park-and-Ride facilities within major developments and/or activity centers that are planned within those areas.

Internal City Local Transit Service

The City looks to establish a localized internal circulator transit service to connect neighborhoods to schools, parks, commercial centers, and key destinations such as the Civic Center, Central Park, the Metrolink Station, the Epicenter, and Victoria Gardens. A system such as this would benefit teens, older adults, and others within the City. This local service could be operated by the City or Omnitrans through a joint effort. The feasibility of funding sources for this type of service will be actively explored with Omnitrans. A fixed-route service, with

smaller vehicles and routes along collector and/or local streets, would be most effective. This service would feed into and support regional fixed-route service, significantly enhancing transit access citywide.

Figure CM-5: Local Transit Service Areas, identifies three possible internal circulator transit service areas, which would provide connections from all neighborhoods to key destinations east, northwest, and southwest. A local transit center in the Terra Vista Town Center would provide for transfers among routes. Community transit service could be implemented in phases based on available funding and projected ridership levels.

Rail

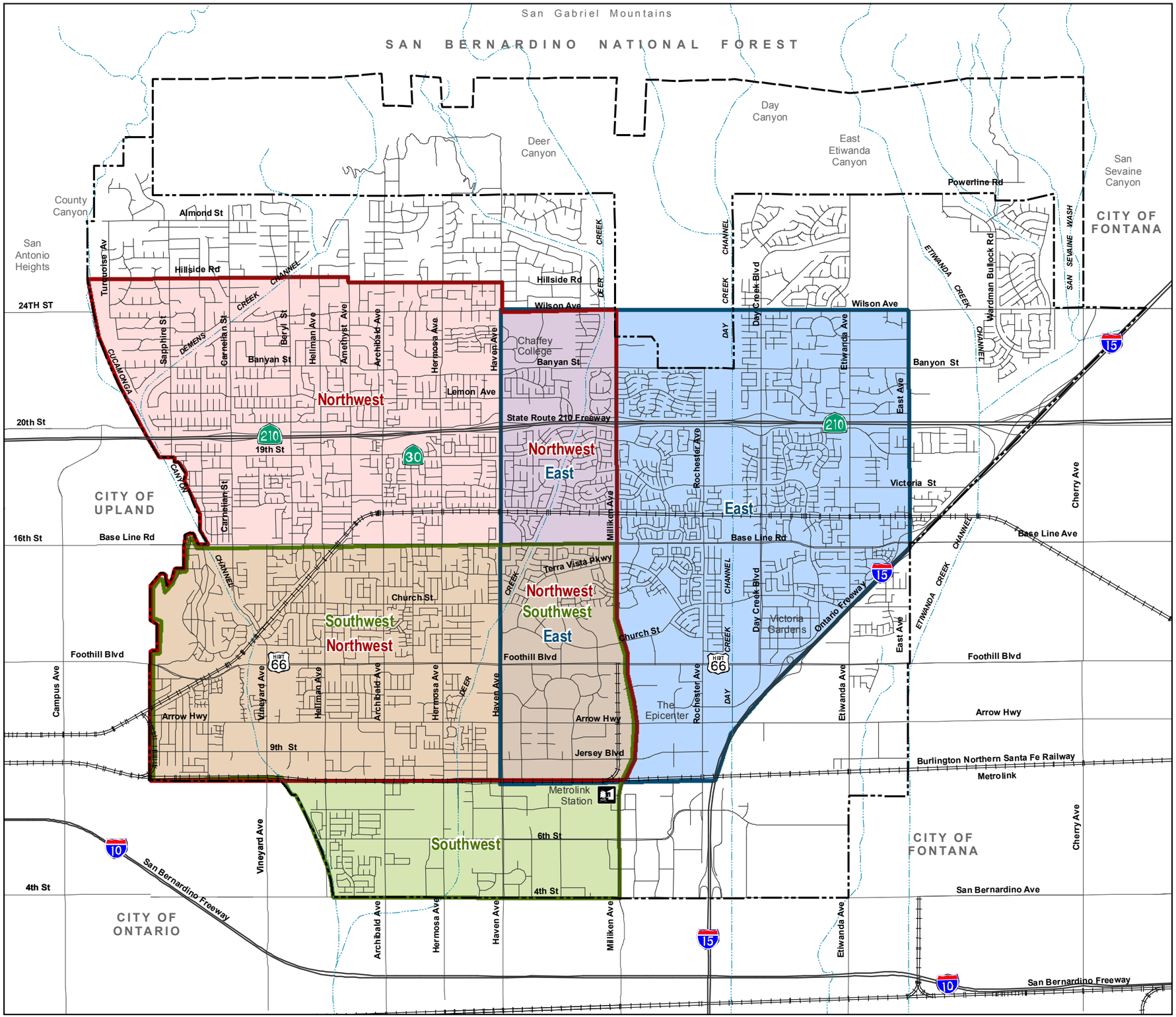
Railroads historically have helped shape land use patterns in Rancho Cucamonga and influenced the types of businesses established to take advantage of freight and passenger rail service. Beginning with the Santa Fe Railroad and Pacific Electric Red Cars, and continuing today with Metrolink and the potential extension of the Metro Gold Line, rail transit provides options for Rancho Cucamonga residents who wish to travel beyond the City and for people coming to the City to work.

Metrolink

Metrolink, operated by the Southern California Regional Rail Authority, is a regional rail system that provides reliable transportation and mobility for the region, and is the result of a multi-agency effort involving the counties of Los Angeles, Orange, Riverside, and San Bernardino. The City is served by the San Bernardino Line with a station at Milliken Avenue. The line links San Bernardino to Union Station in downtown Los Angeles. Metrolink trains on the San Bernardino Line operate daily, including weekends.

The Metrolink Station located on Milliken Avenue could provide more convenient access to employment centers if it were relocated to Haven Avenue. Also, a Haven Avenue location would allow for coordination with bus transit, including a possible BRT route along Haven Avenue.

A Metrolink train departing the Rancho Cucamonga Station



Local Transit Service Areas

- Northwest Area
- Southwest Area
- East Area

Note: The colors differ where Local Transit Service Areas overlap.

- Rancho Cucamonga City Boundary
- Sphere of Influence
- Waterways

Source: Rancho Cucamonga, 2009 and The Mobility Group, 2009.

0 0.25 0.5 1 1.5 2 Miles

Figure CM-5:
Local Transit Service Areas

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Metro Gold Line

The Metropolitan Transportation Authority of Los Angeles County, or Metro, is responsible for light rail service operations in Los Angeles County, and will extend operations to San Bernardino County with the planned extension of the Gold Line. Plans as of 2009 have the line terminating in Montclair (with the other end at Los Angeles' Union Station). The Metro Gold Line Foothill Extension Construction Authority is currently studying a potential extension of the Gold Line light rail line from its planned terminus in Montclair eastward to LA/Ontario International Airport. Route options have been narrowed down to two key options, both of which extend only slightly into the southwest corner of Rancho Cucamonga.

These two options are:

1) Along the Pacific Electric right-of-way to Foothill Boulevard and then south via either Cucamonga Creek or along Vineyard Avenue to Ontario Airport

2) Along the Metrolink right-of-way to either Vineyard Avenue or Cucamonga Creek Channel and then south to Ontario Airport

Potential station sites include: the Pacific Electric right-of-way and Foothill Boulevard, Metrolink right-of-way at 8th Street and Vineyard Avenue, Metrolink right-of-way at 8th Street and Cucamonga Creek, and the right-of-way at 4th Street and Cucamonga Creek. Ongoing studies will identify one or more locally preferred routes and station locations to take forward for more detailed study of engineering and environmental issues.

Increasing Bicycle Use

Bicycling is an increasingly popular form of recreation as well as transportation. To support enhanced mobility goals, Healthy RC objectives, and measures to reduce pollutant loads from private cars, Rancho Cucamonga residents should be able to easily cycle to work, school, parks, libraries, and other local destinations using convenient routes. Continuing to allow bicycles on busses and providing secure bicycle parking facilities will further encourage bicycling and promote the use of multiple transportation modes. The opening of the Pacific Electric Trail in 2007 resulted in a near explosion of bicycle use in the City.

Riding and Hiking Trails are discussed in the Community Services Chapter (Chapter 5).

The Bicycle Plan defines a citywide network of bicycle facilities that connects residential neighborhoods to schools, parks, commercial centers, and activity centers. This planned system builds upon established bike paths, bike lanes, and bike routes to create an integrated citywide system. It builds on previous plans, and reflects the ultimate bikeway system at build-out of the community.

The Pacific Electric Trail opened in 2007 between Archibald Avenue and Etiwanda Avenue.

Bicycle Facility Types

Rancho Cucamonga recognizes three classes of bicycle routes: Class I - Bike Paths or Bike Trails, Class II - Bike Lanes, and Class III - Bike Streets. Figure CM-6 illustrates cross sections for each bicycle classification.

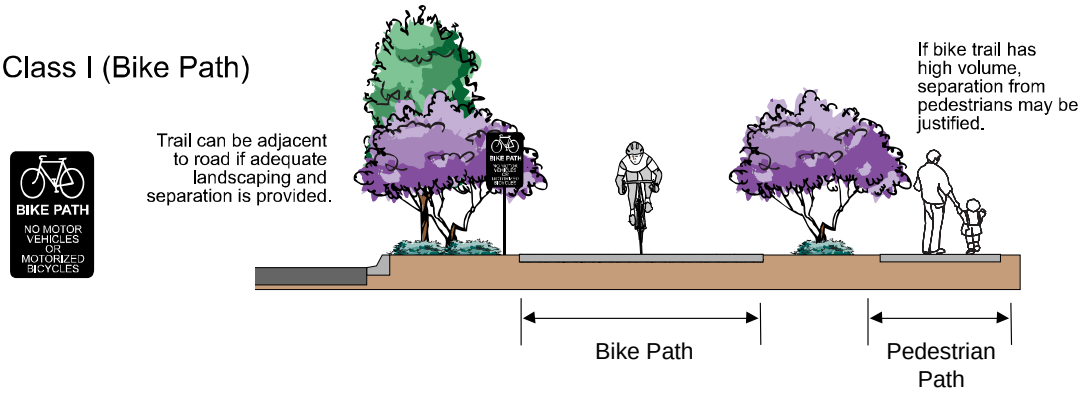
- **Class I - Bike Path or Bike Trail.** Class I facilities are bicycle trails or paths that are essentially off street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way. Class I Bike Paths are encouraged in the master planning of large residential developments to provide convenient and safe access from housing to schools, parks, and nearby services.

- **Class II - Bike Lane.** Class II Bike Lanes can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a Bike Lane adjacent to a parking lane can be four feet in width. Bike Lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.

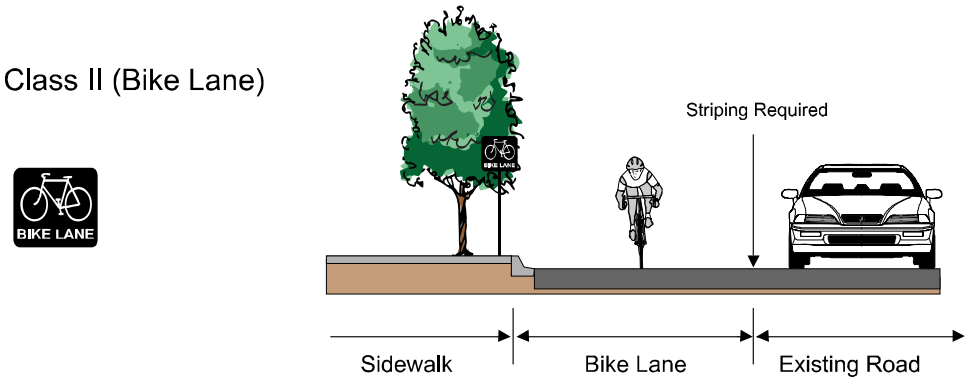
- **Class III – Bike Street.** This is a street providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route. These streets are called "Bike Streets," and are enhancements of the standard Class III Bike Route, which is only indicated by small wayside signs. Class III Bike Streets are identified in this Chapter in locations where Class II Bike Lanes are not feasible but when it is necessary to provide connections in the citywide bicycle network. The signage, both by the side of the street and on the street surface itself, will clearly identify such roadway sections as being on the bike network. Over time, streets designated as Class III should be improved to Class II Bike Lanes when and where it becomes feasible and where sufficient right-of-way exists.

Figure CM-6: Bicycle Cross Sections

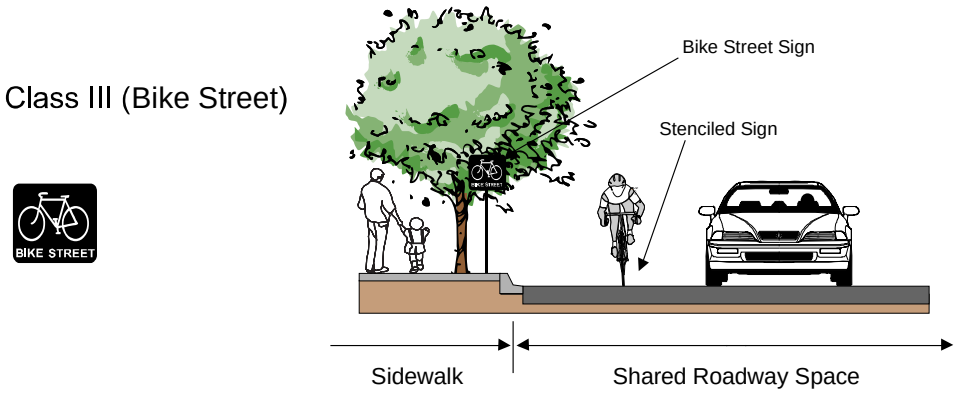
Class I (Bike Path)



Class II (Bike Lane)



Class III (Bike Street)



See Figure CM-3 and Trail Implementation Plan for standards.

The Bicycle Plan

The Bicycle Plan shown in Figure CM-7 builds upon previous plans and on the success and popularity of the Pacific Electric Trail. The network's two key routes are cross-city bicycle trails. The east-west route will be the completed Pacific Electric Trail. North-south routes consist of two new trail systems implemented along Deer Creek Channel and Day Creek Channel. The existing north-south route along the Cucamonga Canyon Channel will be enhanced.

Other established or planned Class I Bike Paths include paths that run along the Cucamonga Channel and Demens Creek in the western part of the City, on Wilson Avenue and Etiwanda Avenue in the northeast, and within the Terra Vista community. These Class I Bike Paths will provide a backbone system for a supporting citywide system of Class II Bike Lanes and Class III Bike Streets.

Class II Bike Lanes will be provided on many streets. These bike lanes will provide connections from the Class I Bike Paths to many Rancho Cucamonga destinations. The Bicycle Plan provides for Class II facilities to be provided on virtually all of the principal and secondary travel corridors.

Class II Bike Lanes continue to be planned on Foothill Boulevard and Haven Avenue. However, these are also routes identified for Bus Rapid Transit, as well as being major traffic arteries and truck routes. As planning proceeds in the future for the Bus Rapid Transit corridors, it may not be possible or desirable to retain the bike lanes on these two streets. The Bicycle Plan provides various alternative and adjacent bike routes to Foothill Boulevard and Haven Avenue in the event that future conditions would preclude retaining the bike lanes on those streets – including Class II Bike Lanes on Arrow Highway and Church Street, a Class I Bike Path along the Deer Creek Channel, and a Class II/Class III Bike Lane/Street on Hermosa Avenue.

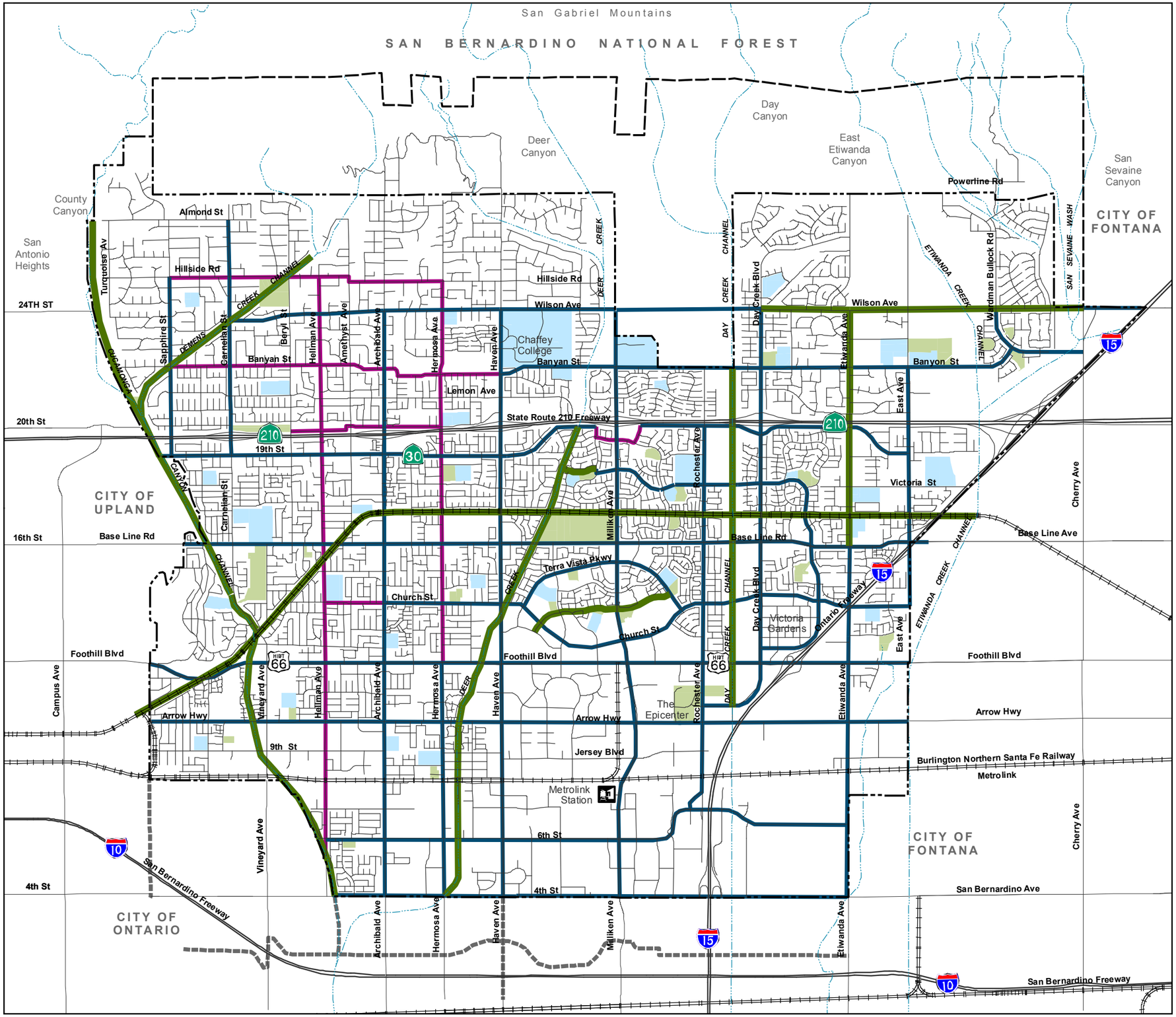
In the western part of the City, some streets are older and were built before bicycle lanes became popular; street width is inadequate to accommodate dedicated bike lanes. Thus, in certain locations, the Plan identifies Class III Bike Streets in locations where Class II Bike Lanes are not feasible.

The Trail Implementation Plan

The City has adopted a Trail Implementation Plan that addresses bicycle routes and hiking and riding trails. The Trails Advisory Committee reviews and recommends changes to the trails system. The Trail Implementation Plan:

- Provides a more detailed analysis of trail conditions and strategies to address bikeway issues.
- Includes preliminary cost estimates for bikeway construction.
- Identifies funding mechanisms for bikeway implementation.
- Defines the roles of various City departments in the implementation of the bikeway system.
- Addresses horseback riding and hiking trail issues.

Horseback riding and hiking trails are discussed in detail in the Community Services Chapter (Chapter 5).



Bicycle Plan

- Class I (Bike Path or Trail)
- Class II (Bike Lane)
- Class III (Bike Street)
- Bike Routes Outside Rancho Cucamonga

Parks and Schools

- Schools
- Parks

- Rancho Cucamonga City Boundary
- Sphere of Influence
- Waterways

Source: Rancho Cucamonga, 2009 and The Mobility Group, 2009.

0 0.25 0.5 1 1.5 2 Miles

Figure CM-7:
Bicycle Plan

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Accommodating Pedestrians

The City promotes walking both as a means to reduce auto travel and as healthy exercise. The City has a well-developed system of pedestrian trails, including the popular Pacific Electric Trail. People also use the street-adjacent sidewalks for walking to and from destinations, and the City's streets should be pedestrian friendly to encourage walking as a viable alternative to driving for short trips. This is particularly important around commercial and employment centers and recreational destinations, where building and site design should facilitate pedestrian access.

Typical pedestrian enhancements and improved amenities on streets that serve as key pedestrian routes include adequate or wider sidewalks, street furniture, utility boxes that do not impede pedestrian movements, improved lighting, seating, enhanced landscaping, street trees for shade, and trash receptacles. At intersections or streets around schools with high or potentially high pedestrian volumes, key enhancements include distinctive sidewalk paving, wider crosswalks, pedestrian signage, and sidewalk bulbouts, where feasible.

This pedestrian crossing is well marked and provides a safety island in the middle of the street to ease crossings.

Walkability Improvements and Pedestrian Amenities

Rancho Cucamonga supports proactive integration of pedestrian-oriented improvements and amenities within the street system. These principles should also be applied to roadways within Rancho Cucamonga, where feasible and appropriate.

Sidewalks

All streets in residential neighborhoods in Rancho Cucamonga should have sidewalks or pathways. In addition to providing a basic transportation route, sidewalks and pathways create appealing public spaces that reflect community pride and invite people to walk.

Some streets in older neighborhoods are lacking completed sidewalks. Certain streets that were developed prior to incorporation never had sidewalks, and where some blocks have vacant lots, sidewalks are discontinuous. Sidewalks are typically desirable and required on both sides of the street, except in the rural/equestrian areas of the City, where sidewalks are required on only one side of the street, as defined in the Development Code.

In many cases, improvements to existing sidewalks, rather than new sidewalks, are needed for safety purposes. Curb ramps at intersections allow for easy accessibility on or off sidewalks for people with limited mobility and for strollers. The City will continue to construct curb ramps wherever needed to accommodate individuals with limited mobility, and require new development to provide sidewalks.

Landscaping and Street Trees

Appropriate and aesthetically pleasing landscaping welcomes users to walkways, and can provide a sense of calm as the user moves through the space. Street and shade tree canopies ensure that temperature-relieving shade encourages use even during the hottest times of the year.

Routes to Schools and Parks

Schools in Rancho Cucamonga were designed with the assumption that most students would walk. Some of Rancho Cucamonga's schools were also paired with neighborhood parks at the planning and design stage. Each of these characteristics presents opportunities to encourage sustainable pedestrian travel to these quality schools and parks.

However, trends indicate that many parents will continue to prefer using their cars to drop off and pick up children from school. Associated traffic results in unique congestion problems on local streets that were not designed to handle large, peak-hour loading queues.

Rancho Cucamonga seeks both to recapture the sustainable practices of walking and bicycling to and from schools and parks, and to reduce congestion in areas immediately surrounding these facilities. The City will work with the school districts to provide accessible pedestrian routes from surrounding neighborhoods to local schools.

Freight and Goods Movement

The efficient movement of goods and freight support the economic success of the City. The transportation system needs to respond to the needs of businesses to easily access regional routes, and to shopping centers to attract patrons with minimal driver agitation. The designation of truck routes and maintained rail lines and spurs are central to these needs.

Truck Routes

Truck routes through the community are adopted by ordinance and shown in Figure CM-8: Truck Routes. These truck routes identify the streets that trucks must use when traveling through the City, and when traveling from local destinations to/from the regional freeway system. Truck routes are limited to major and secondary arterials, and are designed to protect neighborhoods from the intrusion of truck traffic. All streets within the Industrial Area Specific Plan are also designated truck routes.

The City has also identified streets which cannot safely accommodate the operation of full-size trailers or semitrailers. These designated streets are signed to limit trucks to trailers or semitrailers with a 38-foot kingpin to axle distance or less. The designation of truck routes by ordinance allows the City to effectively manage truck traffic, minimize truck/auto conflicts, and optimally plan capital road improvements.

Freight Rail Lines

Local freight service operates through trackage rights on the Metrolink San Gabriel subdivision (formerly owned by Santa Fe Railroad) through Rancho Cucamonga – the same line that carries Metrolink trains on the San Bernardino line. This is not a main freight line; both the Union Pacific and Burlington Northern Santa Fe Railway (BNSF Railway) main lines are located farther south. The line does not serve through-freight traffic except for occasional diversions when the main freight lines to the south are closed or restricted for limited periods. Freight traffic levels are very light, with only infrequent service to local industrial uses.

The line serves local freight traffic and switchers to various spur lines to industrial areas and lineside industries in south Rancho Cucamonga, including:

- A spur line between Archibald Avenue and Hermosa Avenue, with sidings to the south just east of Haven Avenue
- Spur tracks north of the tracks just west of Milliken Avenue
- Spurs to both the north and the south between Milliken Avenue and Rochester Avenue
- Spur tracks to the north between I-15 and Etiwanda Avenue

Due to the infrequent use of rail spurs by industrial businesses and a desire to minimize roadway and railroad crossings, the City supports closure/abandonment of railroad spurs. The City has not identified specific spur lines for closure, but will monitor use over time to determine when abandonment would best serve local land use and circulation objectives.

Citywide, railroad lines cross most streets at grade, including on Vineyard, Hellman, Archibald, Hermosa, Rochester, and Etiwanda Avenues. The grade-separated crossings at Milliken Avenue and Haven Avenue have been constructed along these key travel corridors. A grade separation at Etiwanda Avenue and the BNSF Railway line will be pursued to better accommodate truck traffic.

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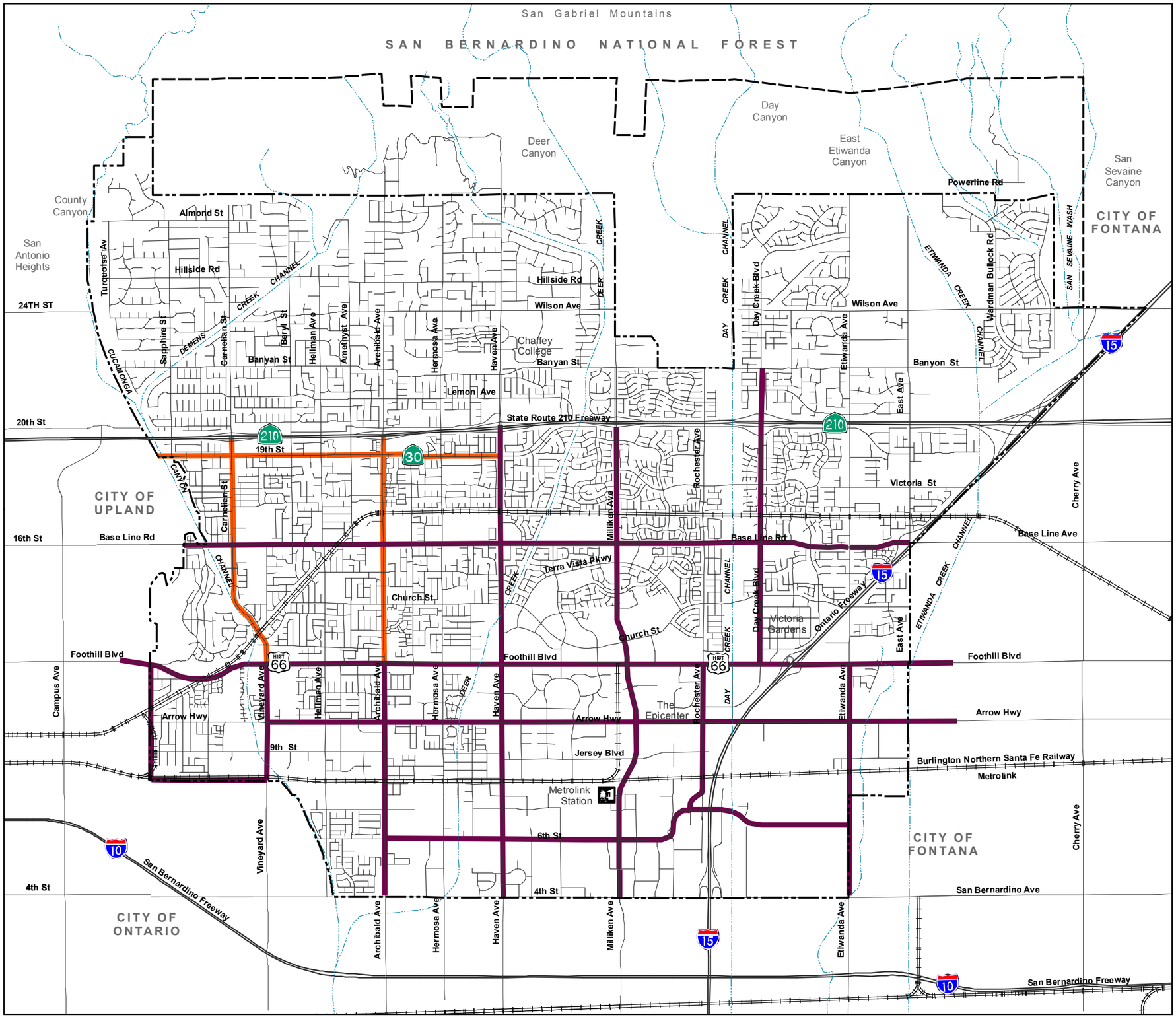

Truck Routes

- Truck Routes
- Truck Routes (38-Foot Kingpin Limit)

- Rancho Cucamonga City Boundary
- Sphere of Influence
- Waterways

Source: Rancho Cucamonga, 2009 and The Mobility Group, 2009.

0 0.25 0.5 1 1.5 2 Miles

Figure CM-8:
Truck Routes

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Aviation

LA/Ontario International Airport

LA/Ontario International Airport is a medium-hub, full-service airport with commercial jet service to major U.S. cities and many international destinations. The airport, located in the City of Ontario, is approximately one mile from Rancho Cucamonga's southern boundary. It serves the growing passenger and cargo transportation needs of the Inland Empire. In 2008, over six million passengers departed from and arrived at the airport on over 124,000 commercial and general aviation flights. In addition, over 480,000 tons of freight moved through the airport. The proximity of these services benefits residents and businesses in Rancho Cucamonga and the region.

Although aircraft flight patterns fall within Rancho Cucamonga's boundaries, noise from aircraft is not a significant issue in the City. A portion of the Airport Influence Area, which are areas surrounding an airport that can be affected by airport operations, overlaps the City's southern boundary, generally along Church Street to Etiwanda Avenue. The Public Health and Safety Chapter discusses the requirements of the Airport Influence Area.

Related Transportation Plans

Many transportation issues are not specific to Rancho Cucamonga; the roads, freeways, transit network, bike routes, etc., extend into adjacent jurisdictions and regions beyond. The City, therefore, coordinates with adjacent cities and regional agencies such as SANBAG, the County of San Bernardino, Caltrans, and the Southern California Association of Governments (SCAG) on regional transportation issues, policies, and infrastructure development to ensure that Rancho Cucamonga benefits from appropriate regional transportation infrastructure improvements, and that such improvements do not negatively impact the City. Many of these organizations prepare transportation plans.

Regional Transportation Plan

The Regional Transportation Plan (RTP) is prepared by SCAG for the six-county SCAG region. This long-range transportation plan (approximately 30-year horizon) projects population and employment growth, and defines the vision and overall goals for the regional multi-modal transportation system. The RTP identifies future transportation infrastructure needs and defines planned multi-modal transportation improvements, including freeways, high-occupancy vehicle facilities, bus and rail transit, freight movement, and aviation. This plan therefore sets the framework for the regional transportation infrastructure system that serves Rancho Cucamonga.

Measure I 2010-2040 Strategic Plan

Measure I authorizes a half-cent sales tax in San Bernardino County for use exclusively on transportation improvement and traffic management programs. Originally approved by voters in November 1989, it was renewed in November 2004 and extended to run until March 2040. The Measure I 2010-2040 Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, State and Federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund delivery of the Measure I 2010-2040 transportation programs. The strategic plan identifies funding categories, allocations, and planned transportation improvement projects in the County for freeways, major and local arterials, bus and rail transit, and traffic management systems.

SANBAG Long-Range Transit Plan

SANBAG updates its Long-Range Transit Plan (LRTP) to address transit needs for an approximate 25-year horizon. The LRTP prioritizes goals and projects for transit growth. With the passage of SB375 by the State legislature in 2008, the LRTP has been modified to more closely tie land use and transportation planning strategies. The LRTP addresses countywide travel challenges and creates a system aimed to increase the role of transit in future travel choices. The LRTP anticipates that a premium transit service, such as rapid busses and rail modes, will offer solutions to future travel demands by providing competitive travel times and increased reliability, mobility, and accessibility. Premium transit will reduce dependence on cars, encourage community revitalization, and encourage more balanced transit-oriented land use development.

Congestion Management Program (CMP)

Proposition 111, passed in June 1990, provided additional transportation funding through an increase in the State gas tax. Included with the provision for additional transportation funding was a requirement to undertake a Congestion Management Program within each county with an urbanized area having a population of 50,000 or more, to be developed and adopted by a designated Congestion Management Agency (CMA). Within San Bernardino County, SANBAG is the designated CMA.

The Congestion Management Program process is essentially a monitoring process to analyze the impacts of on-going land use decisions made by local jurisdictions on regional transportation systems, including an assessment of improvements and costs to mitigate impacts. SANBAG implements the mitigation implementation of the CMP in San Bernardino County through its Development Mitigation Nexus Study, which is the basis for identifying fair-share contributions from new development for regional transportation improvements (freeway interchanges, railroad grade separations, and regional arterial highways).

In compliance with the Congestion Management Program, the City monitors intersection levels of service, requires new development to conduct traffic impact analysis, and has adopted a Transportation Demand Management (TDM) ordinance. The TDM ordinance requires new commercial, industrial, and Mixed Use developments estimated to employ 100 persons or more to implement actions to reduce vehicle trips. The City complies with the CMP requirement for mitigation participation through its Transportation Fee Schedule, adopted by the City in 2005, which is in compliance with the San Bernardino County Measure I Ordinance and the CMP Development Mitigation Program.

Community Mobility Issues

Key issues relative to community mobility are:

- **Incomplete Bicycle Network.** The Pacific Electric Trail provides bicycle connectivity through eastern and western residential neighborhoods in Rancho Cucamonga. There is a bicycle path along Cucamonga Canyon Channel that provides connectivity along the western area of the City. However, there are no completed north to south Class I Bicycle Paths in the central and eastern areas of the City. The City will continue to establish trails along utility corridors and drainage channels to provide the north and south connections. The grade increase toward the northern portion of the City can make bicycling difficult for the recreational cyclist.

- **Pedestrian Circulation.** Neighborhoods that either lack sidewalks or have sidewalks in poor condition create barriers for pedestrians.

- **Low-Density Residential Neighborhoods Cannot Support Transit.** Some of Rancho Cucamonga's low-density residential neighborhoods do not have the population density necessary to support regular and frequent transit service.

- **Reduce Vehicle Trips.** Reducing vehicle trips results in positive impacts on local air quality, traffic congestion, noise, and energy consumption. Methods to reduce vehicle trips involve the arrangement and density of land uses, the appropriate location of park-and-ride facilities adjacent to freeways, and offering other convenient modes of travel. Site planning techniques encouraged by the City's Planning Department include increasing residential densities near activity centers or commercial centers, providing convenient pedestrian and bicycle access to and within commercial/office developments, promoting high-speed internet access for home-office use, and various site planning techniques. Rancho Cucamonga has also taken a more direct approach through the adoption of a Transportation Demand Management Ordinance that establishes regulations aimed at trip reduction to be implemented for major employers and employment centers. The Ordinance covers provisions for on-site video conference facilities, pedestrian walkways connecting buildings with public sidewalks, shower facilities for those who walk or bicycle to work, priority parking for carpools/vanpools, and measures related to bicycle facilities.

Community Mobility Goals and Policies

GOAL CM-1: Provide an integrated and balanced multi-modal transportation network of Complete Streets to meet the needs of all users and transportation modes.

Policy CM-1.1:

Provide a safe and efficient street system in the City to support mobility goals, all transportation modes, and the goals of the Managing Land Use, Community Design, and Historic Resources Chapter.

Discussion: The Managing Land Use, Community Design, and Historic Resources Chapter focuses on coordinating land use and transportation decisions. The Chapter also addresses pedestrian accommodations in land use planning.

Policy CM-1.2:

Provide an integrated network of roadways that provides for convenient automobile, transit, bicycle, and pedestrian circulation movement around the City.

Discussion: This policy recognizes that not all streets need to serve all transportation modes, but that certain streets may also need to fully allow for the efficient and convenient use by travel modes other than the automobile.

Policy CM-1.3:

Complete the circulation system by constructing new roadway facilities and freeway interchanges pursuant to the Circulation Plan (Figure CM-2).

Discussion: The Community Mobility Chapter plans for a new freeway interchange at I-15 and Arrow Highway. Roadway extensions will be completed in the northern Etiwanda area.

Policy CM-1.4:

Provide access for seniors and those with physical disabilities in all elements of the transportation system.

Discussion: This is part of the Complete Streets Plan to ensure that all users have access to the transportation system, including access to transit and along pedestrian pathways and walkways.

Policy CM-1.5:

Implement street design standards. Modified standards may be applied where appropriate on arterial corridors relating to transit, bicycle facilities, sidewalks, and on-street parking to be context sensitive to adjacent land uses and districts, and to all roadway users, including transit, bicycles, and pedestrians.

Discussion: This policy applies to both public and private roadways. Private roadways may be constructed with slightly reduced standards pursuant to the Development Code. The standards for various roadway types have been established to accommodate the forecast traffic volumes and functions of the existing and future roadways.

Policy CM-1.6: **Pursue a railroad grade separation at Etiwanda Avenue and the BNSF Railway line.**

Discussion: Grade separations currently exist at Haven and Milliken Avenues. Due to truck traffic associated with the southeast industrial area, the City supports creating a railroad grade separation at Etiwanda Avenue and the BNSF Railway line.

GOAL CM-2: Plan, implement, and operate transportation facilities to support healthy and sustainable community objectives.

Policy CM-2.1: **Facilitate bicycling and walking citywide.** Body

Discussion: The Community Mobility Chapter supports alternative transportation options, including bicycling and walking that are sustainable modes and contribute to a Healthy RC.

Policy CM-2.2: **Encourage all feasible measures to reduce total vehicle miles traveled by automobiles, including enhanced transit access and land use approaches that provide compact and focused development along major transit corridors.** Earth

Discussion: Vehicle Miles Traveled (VMT) is the total number of miles driven by all vehicles within a given time period and geographic area. VMT can be significantly reduced by the following land use and transportation attributes: placing new development in already developed areas; higher residential densities; providing a variety of walking-distance destinations; convenient bicycle options; and frequent, reliable, and comfortable transit service.

Policy CM-2.3: **Support the use of hybrid, electric, and low/zero emission vehicles.** Earth

Discussion: Most automobiles produce pollutants that are harmful to health and the environment, including hydrocarbons, carbon monoxide, nitrogen oxides, carbon dioxide, and particulates. Supporting the use of hybrid, electric, and low/zero emission vehicles can reduce these pollutants and move toward better air quality.

Policy CM-2.4: **Replace City vehicles with energy-efficient and alternative fuel source models when replacing vehicles or adding to the City's fleet.** Earth

Discussion: Rancho Cucamonga has committed to replacing existing City vehicles with new energy/or fuel efficient models. The City, has already purchased hybrid vehicles and plans to acquire additional vehicles. The City is also working on replacing diesel-powered vehicles with compressed natural gas (CNG) vehicles, including street sweepers, dump trucks, heavy trucks, fire equipment, and tractors.

Policy CM-2.5: **Establish priority parking locations for hybrid, electric, and low/zero emission, and alternative fuel vehicles.** Earth

Discussion: Providing incentives for hybrid, electric, and low/zero emission, and alternative fuel vehicles can help increase their use.

Policy CM-2.6: **Accommodate charging and fueling stations for alternative fuel vehicles, and put forth strong efforts to have charging facilities provided at employment centers.**

Earth

Discussion: As a shift in the automobile industry pushes toward alternative fuel vehicles powered by ethanol, biodiesel, natural gas, hydrogen, and electricity, Rancho Cucamonga will look to accommodate these different types of technologies as they emerge in popularity and effectiveness.

Policy CM-2.7: **Require new developments of more than 100 employees (per building or per tenant/company) to develop Transportation Demand Management programs to minimize automobile trips and to encourage use of transit, ridesharing, bicycling, and walking.**

Body Earth

Discussion: Transportation Demand Management programs are aimed at reducing auto driver trips through the use of other modes, and thereby achieving a more balanced transportation system and reducing vehicular emissions.

Policy CM-2.8: **Support the installation of high-speed communications infrastructure to facilitate the ability of residents to work at home.**

Earth

Encourage private sector development to complete a fiber optic network and other advance technologies that provide high-speed data sharing.

GOAL CM-3: Provide a transportation system that includes connected transit, bicycle, and pedestrian networks.

Policy CM-3.1: **Consult with regional transit operators to maintain and improve the coverage and frequency of transit service in the City.**

Earth

Discussion: Continue to work with Omnitrans, Metrolink, and other transit providers to increase access to the public transit network. The outcome should be a system that provides a true alternative to single-occupant vehicles.

Policy CM-3.2: **Support Omnitrans' expansion of Bus Rapid Transit (BRT) into Rancho Cucamonga, along Foothill Boulevard, with stops at all major north-south streets, and with direct routing via Victoria Gardens.**

Earth Body

Discussion: Foothill Boulevard is an ideal corridor to expand BRT services. Many of the City's higher residential densities and major commercial retail centers are located on or near Foothill Boulevard. This corridor connects many regional destinations located throughout San Bernardino County. This General Plan envisions additional Mixed Use development along Foothill Boulevard and supports creating a more pedestrian-friendly environment for this corridor.

Policy CM-3.3:	**Provide local transit circulator service in the City to serve local neighborhoods, Victoria Gardens, the Metrolink Station, the Civic Center, Central Park, and key destinations.**	Earth
Discussion:	Rancho Cucamonga's low-density residential neighborhoods may not be able to support regular and frequent bus services. However, a local transit circulator service may be able provide transit services for local needs that can connect residents to and from important destinations in the City.	
Policy CM-3.4:	**Consult with Omnitrans to establish and maintain transit hubs at Victoria Gardens, Chaffey College, the Metrolink Station, and other locations as appropriate to facilitate use of transit and transfers between transit services.**	Earth
Discussion:	Victoria Gardens, Chaffey College, and the Metrolink Station are some of the major activity centers in Rancho Cucamonga that can support transit services.	
Policy CM-3.5:	**Consider and evaluate the relocation of Metrolink Station to Haven Avenue to provide improved connections to transit and to support planned transit-oriented land uses along Haven Avenue.**	
Discussion:	Rancho Cucamonga is focusing on developing Haven Avenue, south of Foothill Boulevard, as the City's office corridor district, potentially creating a large employment center. This General Plan also establishes Haven Avenue as a planned Primary Transit Corridor, with Chaffey College serving as a Transit Center. Haven Avenue also connects to the LA/Ontario International Airport. Based on this direction, it would be more convenient to have the Metrolink Station located on Haven Avenue to better serve existing and future transit services, and to be accessible to a greater employment population. If funding were to become available and the technical logistics of moving the station to Haven Avenue were to become realistic and feasible, Rancho Cucamonga would support moving the station.	
Policy CM-3.6:	**In addition to requiring private development to provide transit amenities, consult with regional transit operators to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters as appropriate.**	
Discussion:	Providing transit amenities will provide a more pleasurable experience for transit riders and encourage new users.	
Policy CM-3.7:	**Continue to develop and maintain a citywide bicycle network of off-street bike paths, on-street bike lanes, and bike streets to provide connections between neighborhoods, schools, parks, civic center/facilities, recreational facilities, and major commercial centers.**	Body Earth
Discussion:	The Bikeways Plan, Figure CM-6, will be the basis for implementing a system of Class I, Class II, and Class III bike paths. The Trails Implementation Plan will be updated to maintain consistency with the General Plan.	

Policy CM-3.8: **Continue to encourage the provision of bicycle facilities, such as bicycle lockers and secure bike parking, throughout the City.**

Body

Discussion: Bike racks and lockers should be encouraged at major activity centers, including parks, schools, community centers, shopping centers, libraries, major employers, major transit stations, and other similar areas.

Policy CM-3.9: **Identify and implement a dedicated funding source for implementation and completion of the bicycle network as identified in the Bicycle Plan.**

Discussion: The creation of an integrated, complete bicycle network is an important step toward the creation of mobility options for residents and workers. Pursuing a stable funding source will make this vision possible.

Policy CM-3.10: **Continue to complete the installation of sidewalks and require new development to provide sidewalks.**

Body

Discussion: The Development Code and Standard Drawings establish the standards for the provision of sidewalks along roadways. Sidewalk width standards vary depending on their location and design, but must be a minimum of four feet wide. Sidewalks are typically required on both sides of the street, except in the rural/equestrian areas of the City north of Highland Avenue where sidewalks are required on only one side of the street, as defined in the Development Code. Locating utilities within sidewalks should be avoided so that pedestrian travel is uninhibited. Sidewalks must be accessible by the elderly and disabled, in accordance with the Americans with Disabilities Act.

Policy CM-3.11: **Continue to require pedestrian amenities on sidewalks on major streets that are key pedestrian routes, including the provision of benches, shade trees, and trash cans.**

Discussion: One of the best ways to encourage use of public transit systems is to make the wait as comfortable as possible. This can be done through the use of adequate and appropriate station design, street furniture, and other pedestrian amenities. These amenities have the additional benefit of creating a sense of place for the users.

Policy CM-3.12: **Continue to require that the siting and architectural design of new development promotes safety, pedestrian-friendly design, and access to transit facilities.**

Body

Discussion: Rancho Cucamonga will continue to ensure that project site planning incorporates the needs of the pedestrian by providing designated walkways from parking lots to buildings, between buildings, and to adjacent uses where appropriate.

Policy CM-3.13: **Establish a number of bike hubs in the City (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit nodes and at commercial nodes.**

Body

Discussion: Transit systems with clear destinations where people really want to go are the ones that are most successful. The identification of bike hubs will allow the City to prioritize the use of limited funds for amenities to enhance the overall system and increase usage.

Policy CM-3.14: **Enhance pedestrian and bicycle access to local and regional transit, including facilitating connections to transit.**

Body

Discussion: Bike racks and lockers at transit stations and bike racks on busses allow bicyclists to connect to bus and rail services, increasing mobility. Pedestrian walkways and shortcuts that connect to transit stops can increase transit use.

Policy CM-3.15: **Coordinate the provision of the non-motorized networks (bicycle and pedestrian) with adjacent jurisdictions to maximize sub-regional connectivity.**

Body Earth

Discussion: The Pacific Electric Trail is planned to connect with neighboring jurisdictions, including Fontana, Rialto, Upland, and Claremont. Planned bike paths along Deer Creek and Cucamonga Channel are intended to connect to bicycle facilities in Ontario.

Policy CM-3.16: **Establish fixed-route local circulator bus service connecting major activity centers.**

Body Earth

Discussion: To enhance pedestrian access, a local fixed-route circulator system would benefit older adults, teens, and others, helping them to get to major activity centers.

GOAL CM-4: Maximize the operational efficiency of the street system.

Policy CM-4.1: **Continue to implement traffic management and traffic signal operation measures along the arterial roadway to minimize delay and congestion for all modes, without adversely impacting transit, bicycles, and pedestrians.**

Discussion: The City will provide traffic management and traffic signal operation measures and promote safe and efficient traffic signal timing at all existing signalized intersections. Maximizing traffic flow efficiencies at major intersections decreases congestion on roadways.

Policy CM-4.2: **Continue to design and operate arterials and intersections for the safe operation of all modes of transportation, including transit, bicyclists, and pedestrians.**

Discussion: If users do not feel safe, they will not take advantage of alternative transit systems. With Rancho Cucamonga's wide streets and high speed traffic flows on certain streets, it is especially important to be aware of the potential harm that could come to transit riders, bicyclists, and pedestrians.

Policy CM-4.3: **Continue to implement Intelligent Transportation System (ITS) measures and advanced traffic management technologies where appropriate.**

Discussion: Intelligent Transportation Systems involve applying the latest technologies in computers, electronics, and communications to improve the management and operation of the transportation system in the City. This can include the monitoring and control of traffic signal operations to better manage traffic flow on major arterials, which leads to improved incident and special event response times, improved traffic operations and safety, and reduced vehicle emissions.

Policy CM-4.4:

Maintain the City's transportation infrastructure in good condition; develop and maintain adequate funding sources for its ongoing maintenance and upkeep.

Discussion: Maintaining the City's transportation infrastructure is costly. However, ignoring ongoing improvements can be costlier in the long run.

GOAL CM-5: Require that new development mitigate transportation impacts and contribute to the improvement of the City's transportation system.

Policy CM-5.1:

Continue to require that new development participates in the cost of transportation mitigation and improvements necessitated by new development, including non-automobile solutions.

Discussion: The mitigation of traffic is a responsibility that is shared by all new development. Working with developers to fully integrate all modes of transit is a proper step in that direction.

Policy CM-5.2:

Require evaluation of potential traffic and transportation impacts associated with new development prior to project approval, and require adequate mitigation measures, including non-automobile solutions prior to, or concurrent with, project development.

Discussion: Traffic impacts associated with new development are evaluated pursuant to the California Environmental Quality Act (CEQA). Mitigation measures are based on the roadway and intersection improvements required to support the development based on the roadway standards and Level of Service standards established in the General Plan. For projects impacting a roadway or intersection identified by the Congestion Management Program (CMP) in this portion of San Bernardino County, the traffic analysis must be prepared according to the guidelines adopted by SANBAG. Mitigation will be designed to address Level of Service problems before they actually occur, pursuant to the Level of Service Standards adopted in this General Plan. Impacts beyond the boundaries of this General Plan may result in negotiations with other jurisdictions to bring roadways/intersections into conformance with the CMP.

Policy CM-5.3: **Require that new and substantially renovated office, retail, industrial, and multi-family developments implement transit amenities, including bus turnouts, transit shelters, and other streetscape elements, as appropriate.**

Discussion: As Rancho Cucamonga moves toward more transit options for both residents and employees, it is important to provide transit amenities in advance. Transit amenities should be focused on all transit routes, particularly along primary and secondary transit corridors.

Policy CM-5.4: **Require that new and substantially renovated office, retail, industrial, institutional and multi-family developments include bicycle and pedestrian amenities on site and/or in the vicinity of the development to facilitate bicycling and walking, including on-site bike paths where appropriate, secure off-street bicycle parking, sidewalk improvements, and benches. The City will encourage such developments to provide bicycle facilities including showers and changing rooms.**

Body

Discussion: To encourage residents to bicycle to work, businesses must provide amenities and programs to make bicycling more convenient. Amenities can include shower units and bicycle lockers or racks. Businesses can initiate incentive programs that make biking to work more attractive to employees.

Policy CM-5.5: **Allow shared parking between land uses where feasible and appropriate, and encourage "park-once" strategies to facilitate the efficient use of parking resources.**

Discussion: The shared parking concept provides for parking spaces that are shared by more than one user, which allows parking facilities to be used more efficiently. Shared parking assumes that most parking spaces are only used part time by a particular motorist or group, and many parking facilities have a significant portion of unused space, with utilization patterns that follow predictable daily, weekly, and annual cycles.

Policy CM-5.6: **Evaluate proposed parking and circulation plans for new school sites, and coordinate with school districts to provide for safe pedestrian, bicycle, and vehicular access to and around schools.**

Discussion: The City recognizes the importance of proper planning for safe pedestrian, bicycle, and vehicular access to schools. The City may also seek to consult with local school districts to establish standards for parking and access controls that can be applied to future school sites.

GOAL CM-6: Coordinate with other jurisdictions on regional transportation issues.

Policy CM-6.1: **Actively pursue Federal, State, and regional funds for local and regional roadway improvements.**

Discussion: Rancho Cucamonga will remain a leader within the region and continue to seek appropriate resources to enhance its mobility network.

Policy CM-6.2: **Support appropriate regional plans for high-occupancy vehicle lanes, Bus Rapid Transit and express bus, rail transit, and high-speed rail, provided it does not negatively impact the City.** Earth

Discussion: Throughout the Inland Empire, the population is expected to grow. Growth will be followed by increased traffic congestion, which may have impacts on economic growth. Providing safe, dependable alternative forms of transit is consistent with a maturing City.

Policy CM-6.3: **Maintain consistency with the South Coast Air Quality Management District air quality mandates, SANBAG's Congestion Management and Nexus Programs, and SCAG's Regional Mobility Plan requirements.** Earth

Discussion: As the reduction of greenhouse gas emissions becomes a driving force in the region, it is to the economic benefit of Rancho Cucamonga to demonstrate leadership on this issue.

Policy CM-6.4: **Require the provision of appropriate mitigation of traffic impacts in surrounding communities resulting from development in Rancho Cucamonga. Work with surrounding communities to ensure that traffic impacts in Rancho Cucamonga resulting from development outside the City are adequately mitigated.**

Discussion: Rancho Cucamonga must work closely with neighboring jurisdictions to address regional and local mobility issues. Consultation and coordination during the development review process can avert future traffic issues.

Policy CM-6.5: **Consult with Caltrans, SCAG, the South Coast Air Quality Management District, SANBAG, Omnitrans, San Bernardino County, and the cities of Upland, Fontana, Ontario, and Montclair to coordinate regional transportation facilities, and to pursue Federal, State, and regional funds for local and regional traffic improvements.**

Discussion: Many transportation projects are funded and implemented by regional planning agencies. It is important that Rancho Cucamonga consult with these agencies so that they can participate and be involved with such large-scale transportation projects that directly affect the City. Also, adjacent cities' transportation projects can directly impact the street system in Rancho Cucamonga.

GOAL CM-7: Maintain an efficient and safe network of goods and freight movement that supports the needs of the business community.

Policy CM-7.1:

Continue to maintain a truck circulation system that defines truck routes, directs the movement of trucks safely along major roadways, and minimizes truck travel on local and collector streets.

Discussion: Trucking-related land uses, such as distribution centers and warehouses, are located in the industrial areas of the City, with immediate access to major roadways and freeways. Southwestern Rancho Cucamonga does contain several areas where residential neighborhoods are in close proximity to industrial uses. To maintain safety, it is important to enforce truck routes near residential neighborhoods.

Policy CM-7.2:

Support the abandonment of railroad spurs that no longer serve industrial-support services.

Discussion: Existing conditions, new development, traffic, and other conditions may necessitate the need to have use of one or more railroad spurs cease. Abandonment will be examined on a case-by-case basis.

GOAL CM-8: Balance support of the benefits of LA/Ontario International Airport with the City's desire to minimize impacts of aircraft operations on Rancho Cucamonga.

Policy CM-8.1:

Support regional transit options that improve access between Rancho Cucamonga and LA/Ontario International Airport.

Discussion: The proximity of the LA/Ontario International Airport to Rancho Cucamonga benefits residents and businesses. It is important to support transportation options that connect the City and the airport. Connecting the airport with transit service and potentially the Gold Line light rail system would provide valuable transportation options.

Policy CM-8.2:

Consult with LA/Ontario International Airport officials to minimize noise, safety, and land use impacts on Rancho Cucamonga.

Discussion: Airport planning efforts can directly impact Rancho Cucamonga due to the proximity of the runways. The Airport Influence Area extends into Rancho Cucamonga. Rancho Cucamonga staff should consult with the LA/Ontario International Airport and the City of Ontario to ensure that aircraft operation impacts are minimized.

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