City of Rancho Cucamonga
Connect RC

CONNECT RC
ACTIVE TRANSPORTATION PLAN

Table of Contents

Acknowledgments

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.

CITY OF RANCHO CUCAMONGA

GENERAL PLAN ANNUAL PROGRESS REPORT 2022

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.
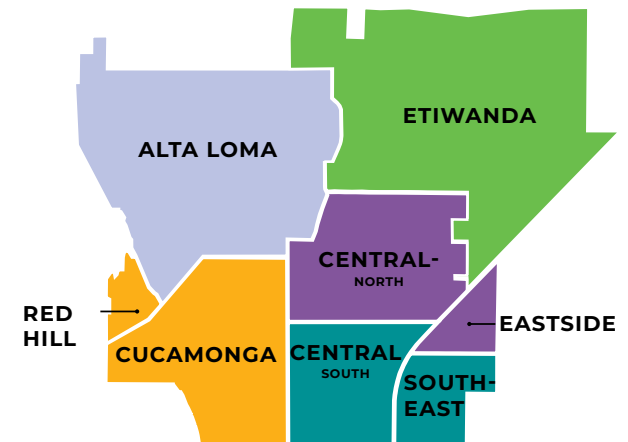
COMMUNITY ENGAGEMENT

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**.
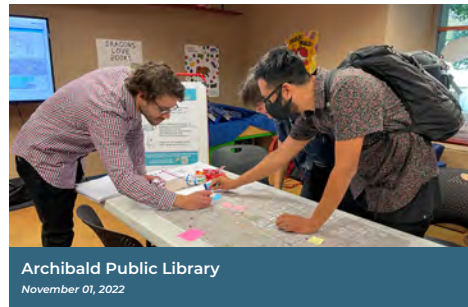
Community Outreach - Phase 1
Fall 2022

Central Park Community Center
October 20, 2022

Central Park Community Center
October 20, 2022

Archibald Public Library
November 01, 2022

Archibald Public Library
November 01, 2022

Victoria Gardens
November 03, 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.
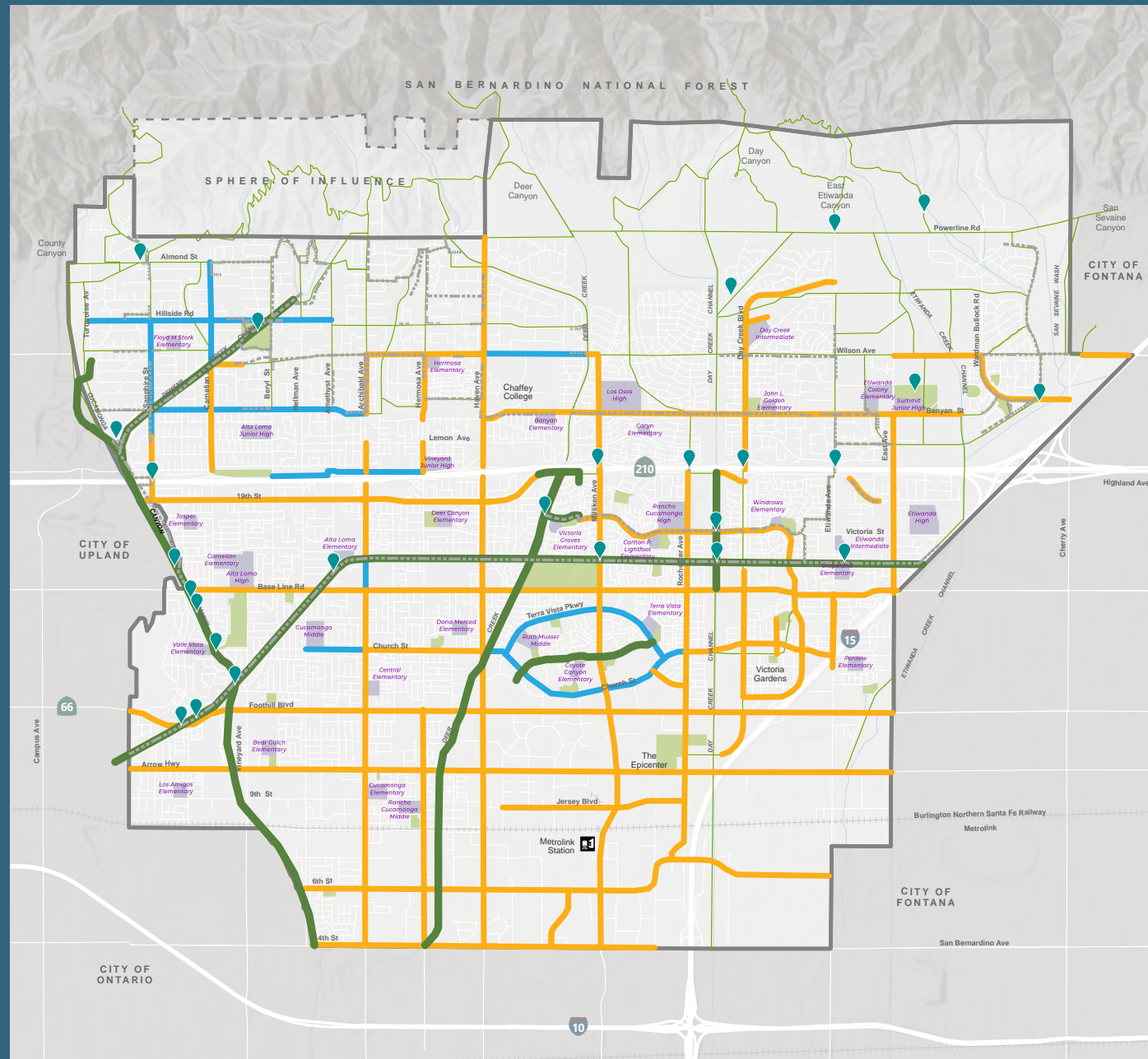
Existing Bicycle Facilities

— 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

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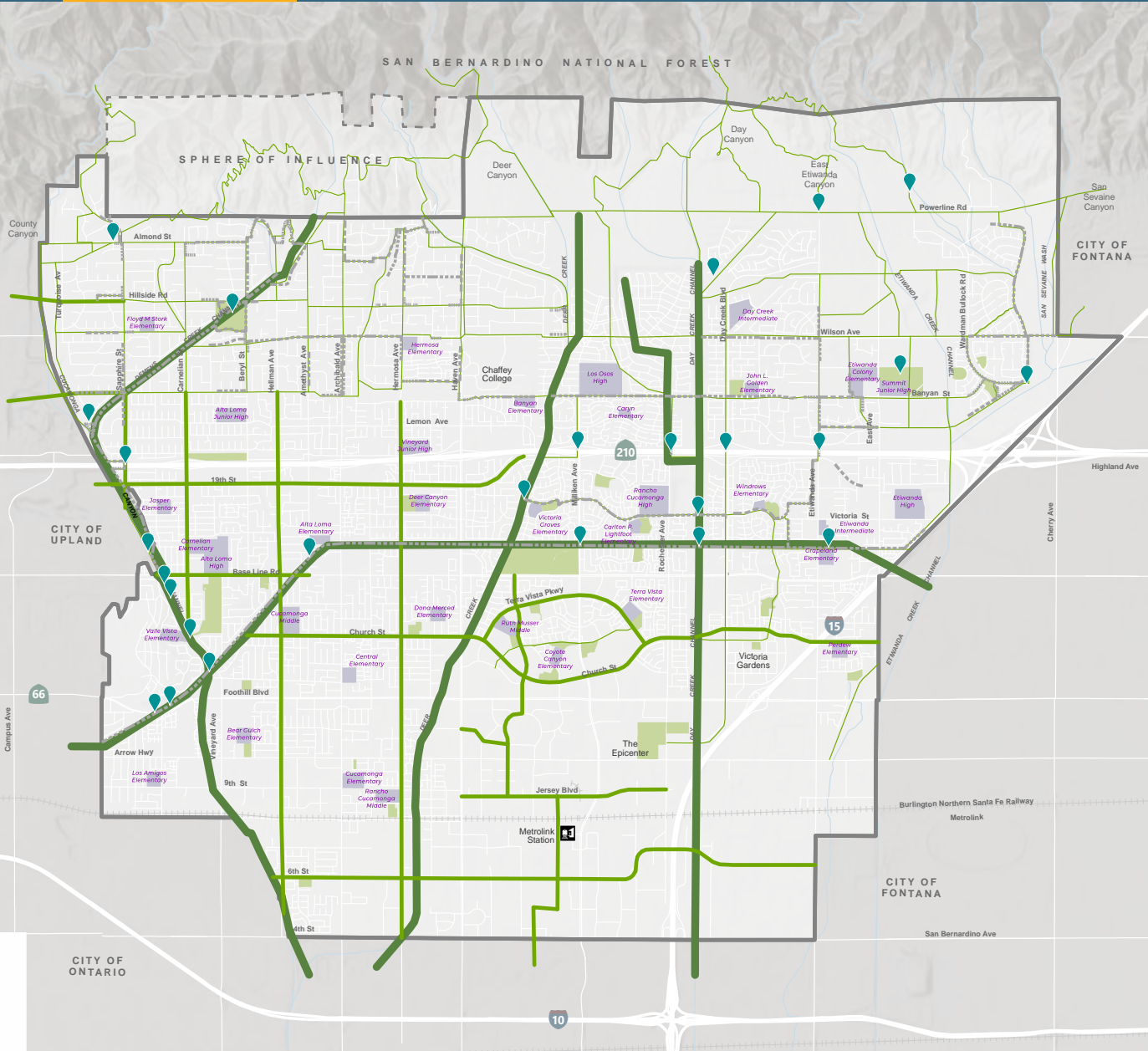- Existing Trailheads
- Parks
- Schools

1 Miles

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.

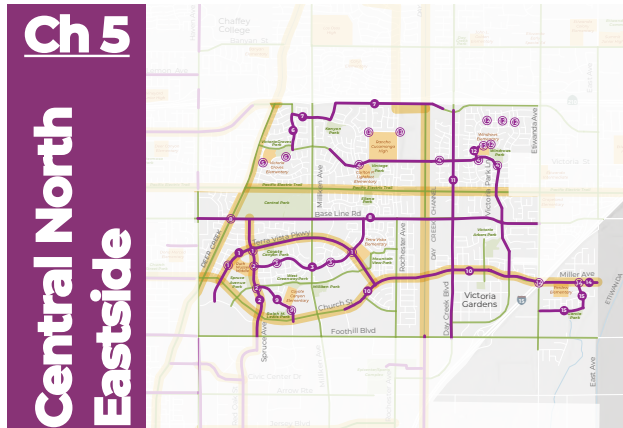This plan is action-orientated and provides a list of projects that fall within three distinct categories
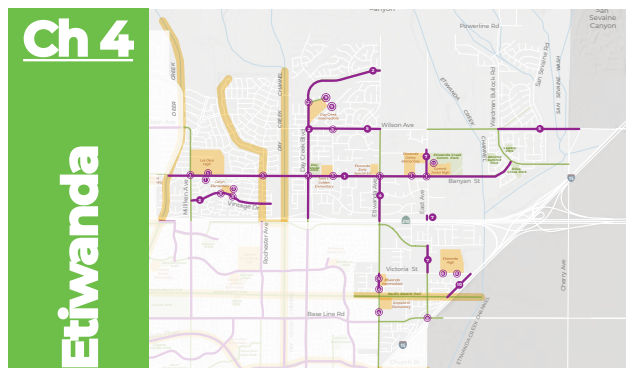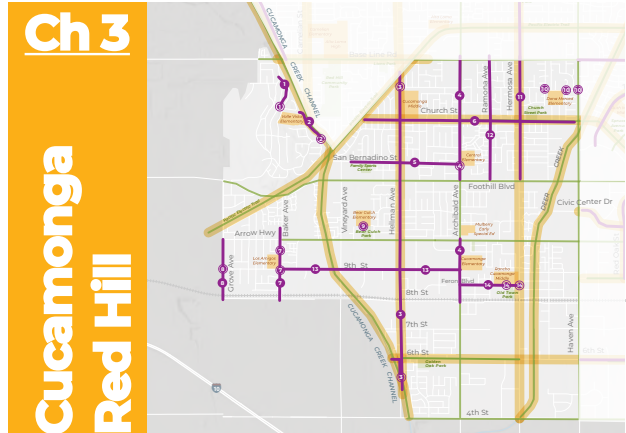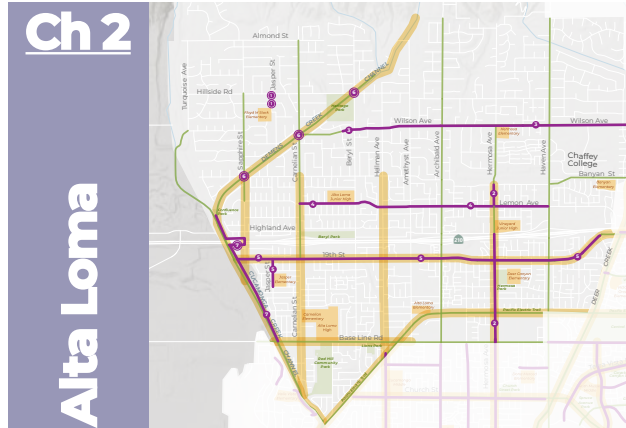
1. Projects that can be easily included in the City's Major Projects Plan or Capital Improvement Plan (CIP).
2. Projects that can be easily submitted for competitive grant funding opportunities.
3. Projects that the City can partner with School Districts and/or other Community Partners to complete.

The following section walks through the components of this plan.

Ch 2 — Alta Loma

Ch 5 — Central North Eastside

Ch 3 — Cucamonga Red Hill

Ch 6 — Central South Southeast

Ch 4 — Etiwanda

Ch 7 — Implementation

Planning Area Projects

For each of the 5 planning areas in **Chapters 2-6**, active transportation enhancements along key corridors were identified. The proposed enhancements identified utilized PlanRC as a foundation and were further developed and expanded through community feedback and existing conditions analysis. For each project, a cost estimate was prepared which were based **solely on construction costs.** Soft costs are included in Chapter 7.

This plan identifies projects that the City will further categorize into the following categories:

Capital Improvement Plan Projects (CIP) include enhancements to existing infrastructure that promote increased walking or rolling as primary modes. These are typically near-term projects that are lower in cost and complexity.

Grant Application Projects include projects that propose new infrastructure or significant enhancements that are complex in nature and higher in cost.

Partnership Projects may include a combination of projects that fall in either the CIP or Grant Application category, but that would directly impact a particular school, school district, or other community partner.