

ABOUT THE AREA

# Alta Loma

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

**Existing Trails**

**10 miles**

**Existing Bike Facilities**

**21.4 miles**

**Access to Trails and Bike Facilities**

**10%**

Percent of population living within quarter mile of an existing trail

**26%**

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

**Schools**

**10**

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

**Destinations**

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

ALTA LOMA FEATURES

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

**Collisions**  
Ped/Bike (2015–2019)

**0** Fatal  
**5** Severe Injury  
**31** Other Injury



**Summary of Existing Trails and Bike Facilities**

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

EXISTING CONDITIONS

# WALK & BIKE AUDIT SUMMARY

## Pedestrian and Bicycle Network

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

## Crossing

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

## Safety

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


## Experience

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

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

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



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



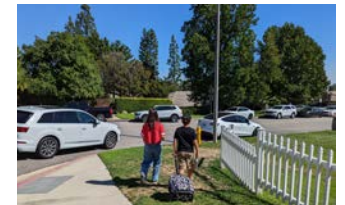
ADA ramps don't align with crosswalks.  Alta Loma High School



High pedestrian and biking activity around schools.  Hermosa Elementary



Lack of crosswalks around schools.  Alta Loma Elementary



Gaps in sidewalks.  Floyd M. Stork Elementary



Bicyclists riding on sidewalks.  Carnelian Elementary



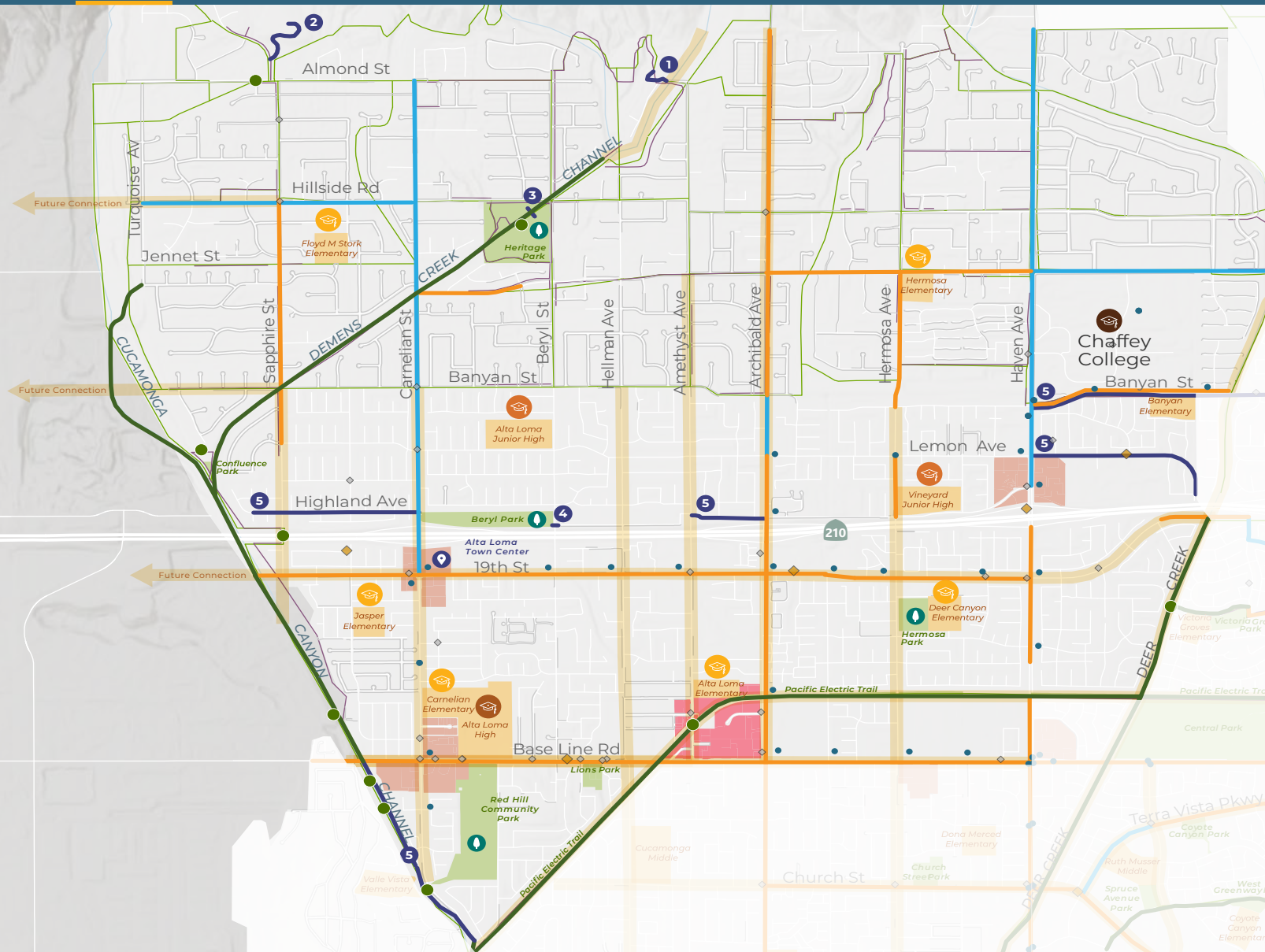
Narrow sidewalks.  Jasper Elementary



Missing curb ramps.  Jasper Elementary



Crosswalk needs maintenance.  Vineyard Middle



**EXISTING CONDITIONS**

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



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

**Capital Improvement Program (2022-2023)**

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

**PlanRC Vision**

**Destinations**

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

**Potential Improvements**

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



Archibald Avenue imagined in PlanRC with median and bike lanes.

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

## COMMUNITY ENGAGEMENT

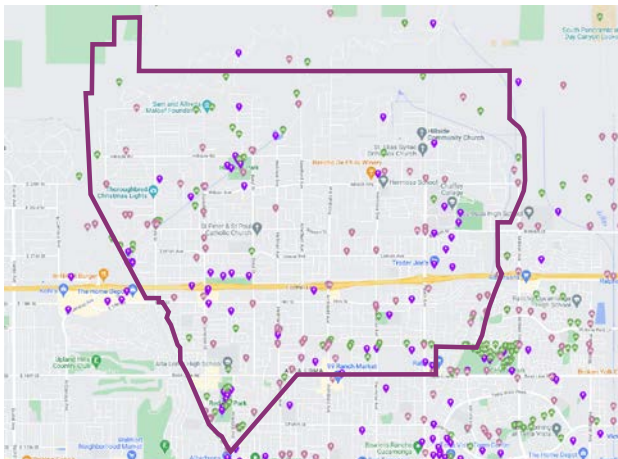
## WHAT WE'VE HEARD

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

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



Community workshop at Central Park



Online survey response in Alta Loma.

## ★ Places I go to

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



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

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

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

“More high-visibility crosswalks, please.”

## 💡 Issues or Opportunities

**Gaps in Pedestrian and Bicycle Network:**

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

**Access:**

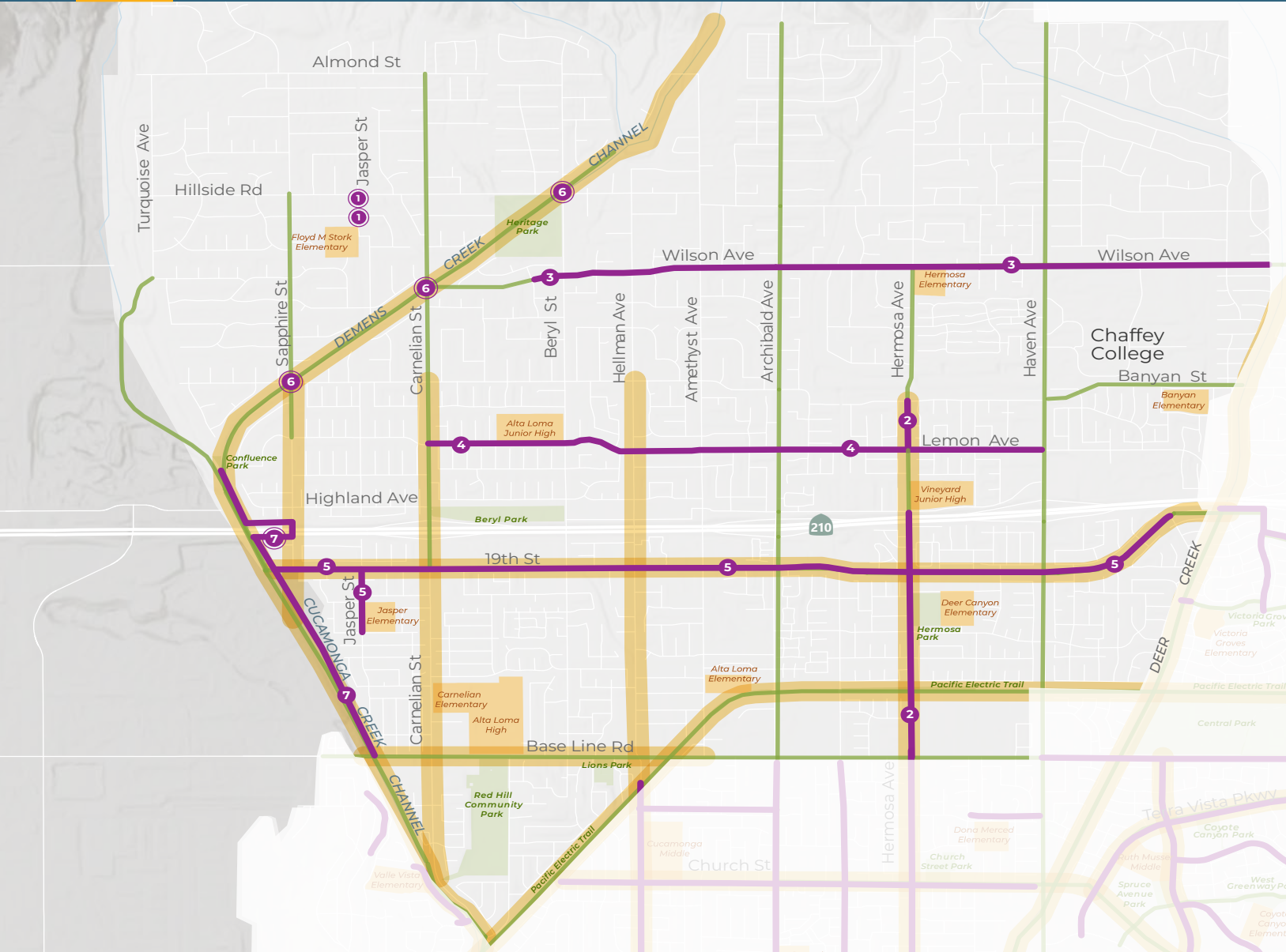
- More destinations would be great on PET, especially between Amethyst Avenue and Hermosa Avenue
- Respondents expressed interest in accessing the trails without having to drive
- Respondents identified the following areas for improved pedestrian access:
  - Heritage Park
  - Hellman Avenue south of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

**Perceived Safety Concerns:**

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

**Amenities:**

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



**PROJECT IDEAS**

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

**RECOMMENDATIONS**

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



PROJECT IDEA 1

# Jasper Street

## Pedestrian Improvements

### CORRIDOR OVERVIEW

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

**Preliminary Cost Estimate:** \$143,000

### Recommendations

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

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

### PROJECT BENEFITS

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

### PROJECT AREA FEATURES



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



PROJECT IDEA 2

# Hermosa Avenue

## Buffered Bike Lane

### Banyan Street ←→ Base Line Road

#### CORRIDOR OVERVIEW

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

**Preliminary Cost Estimate:** \$185,000

#### PROJECT BENEFITS

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

#### PROJECT AREA FEATURES



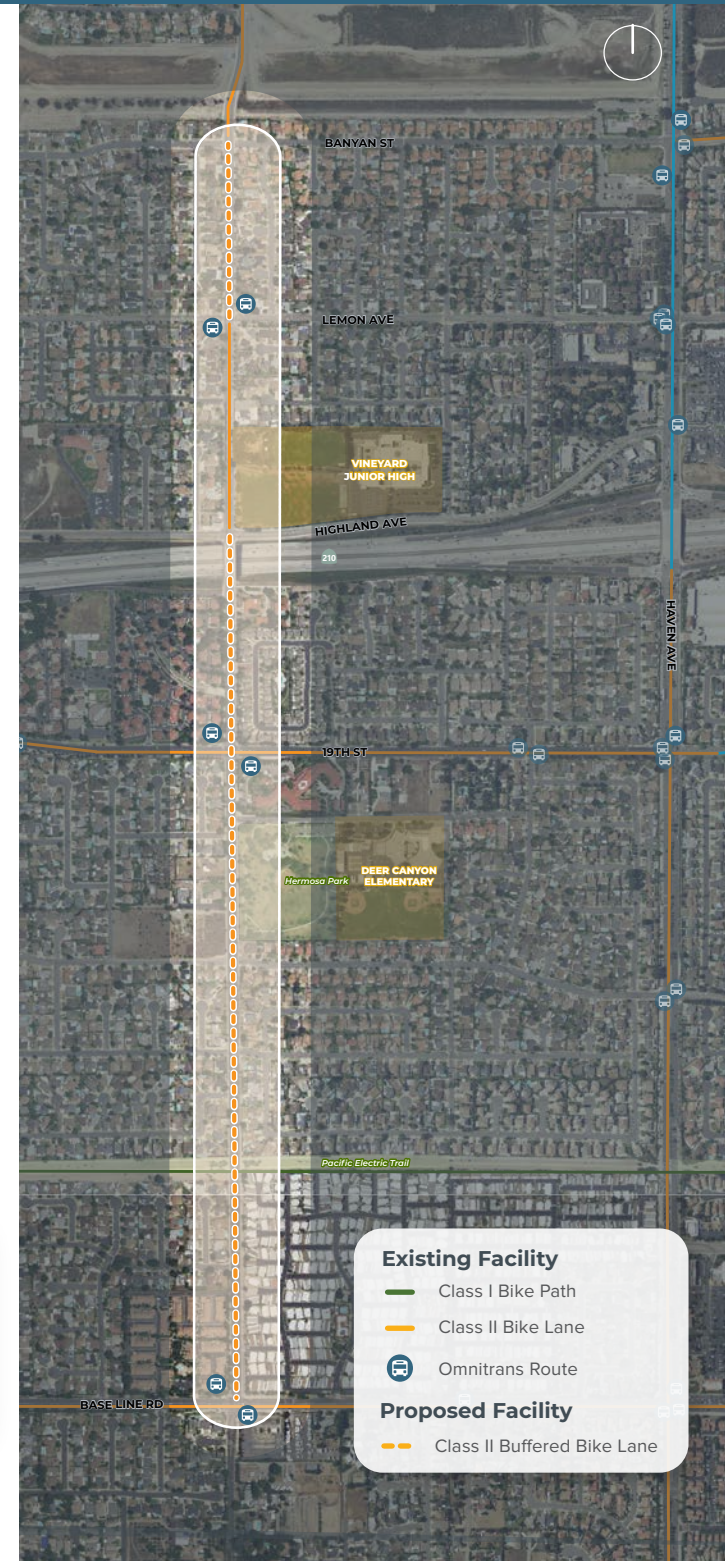
Continuing buffered bike lane on Hermosa St. would improve network connectivity.



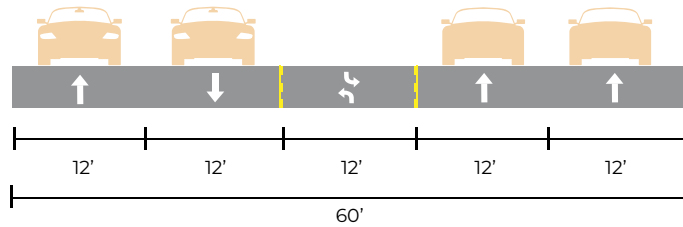
Additional wayfinding signage would improve navigation for bicyclists and pedestrians.

#### Recommendations

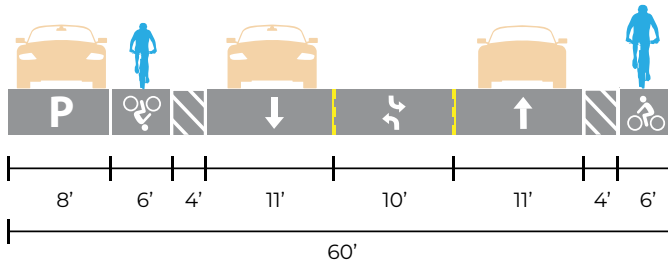
✓ **Class II Buffered Bike Lane** along Hermosa Avenue from Banyan Street to Lemon Avenue and Highland Avenue to Base Line Road including wayfinding signage for gap closures of the existing bike lane network.



Typical Existing Cross-Section

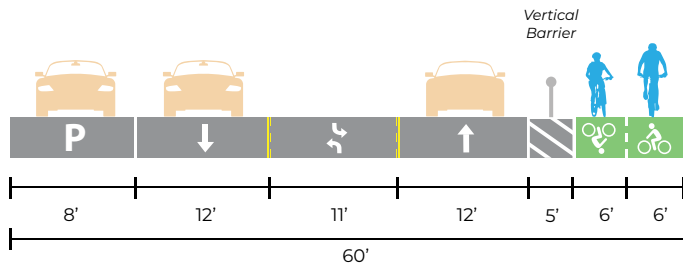


Recommended: Buffered Bike Lanes with Parking on One Side



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

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



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

Recent Planning Effort

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

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

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



Example Uncontrolled Crosswalk at Hermosa Ave. near Hamilton St.



PROJECT IDEA 3

# Wilson Avenue

## Ped/Bike Gap Closures

### CORRIDOR OVERVIEW

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

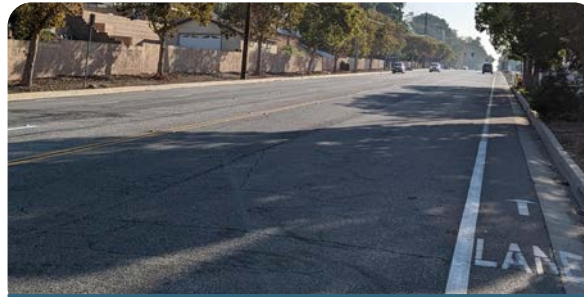
### Recommendations

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

### PROJECT BENEFITS

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

### PROJECT AREA FEATURES



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

**Preliminary Cost Estimate:** \$443,000

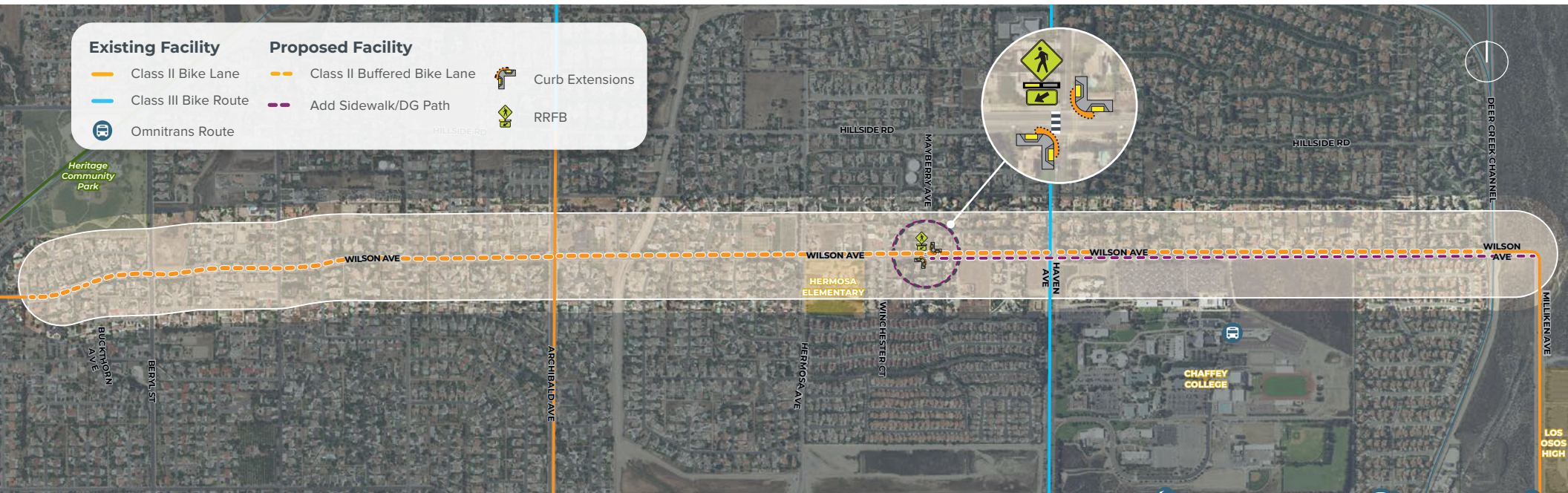
#### Existing Facility

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

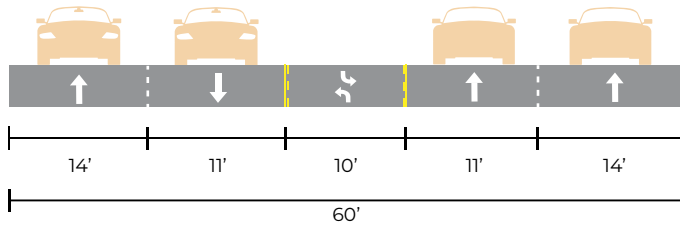
#### Proposed Facility

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

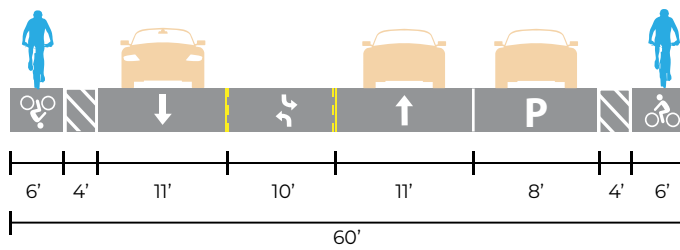
- Curb Extensions
- RRFB



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

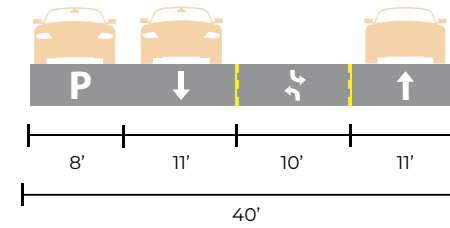


Recommended: Buffered Bike Lanes with Parking on One Side

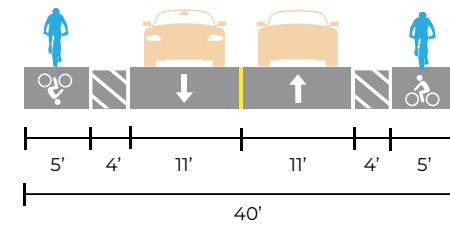


• Would require parking study & outreach to eliminate 50% of street parking.

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



Recommended: Buffered Bike Lanes with No Parking



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

PROJECT IDEA 4

# Lemon Avenue

## Buffered Bike Lane & Widened Sidewalks







### Carnelian Street ←→ Haven Avenue

#### CORRIDOR OVERVIEW

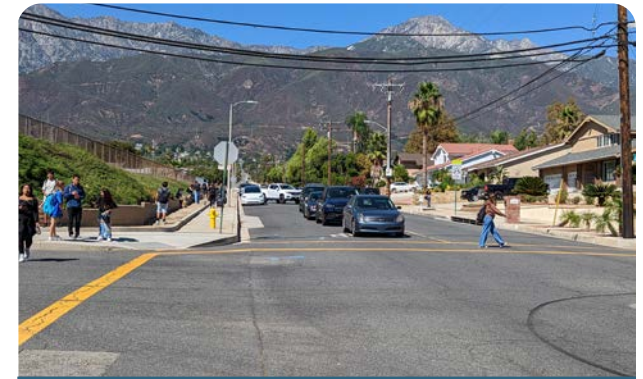
Distance	2.3 Miles
Typical Width	40'– 42'
Posted Speed Limit	35 mph
ADT Estimate (2019)	NA
Street Typology	Local
Existing Bike Facility	–
PlanRC Bike/Ped Priority	No <i>Local street typology from PlanRC assigns bike and ped as priority modes. Auto is simply "allowable."</i>
Schools	Alta Loma Junior High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

**Preliminary Cost Estimate:** \$953,000

#### Proposed Facility

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

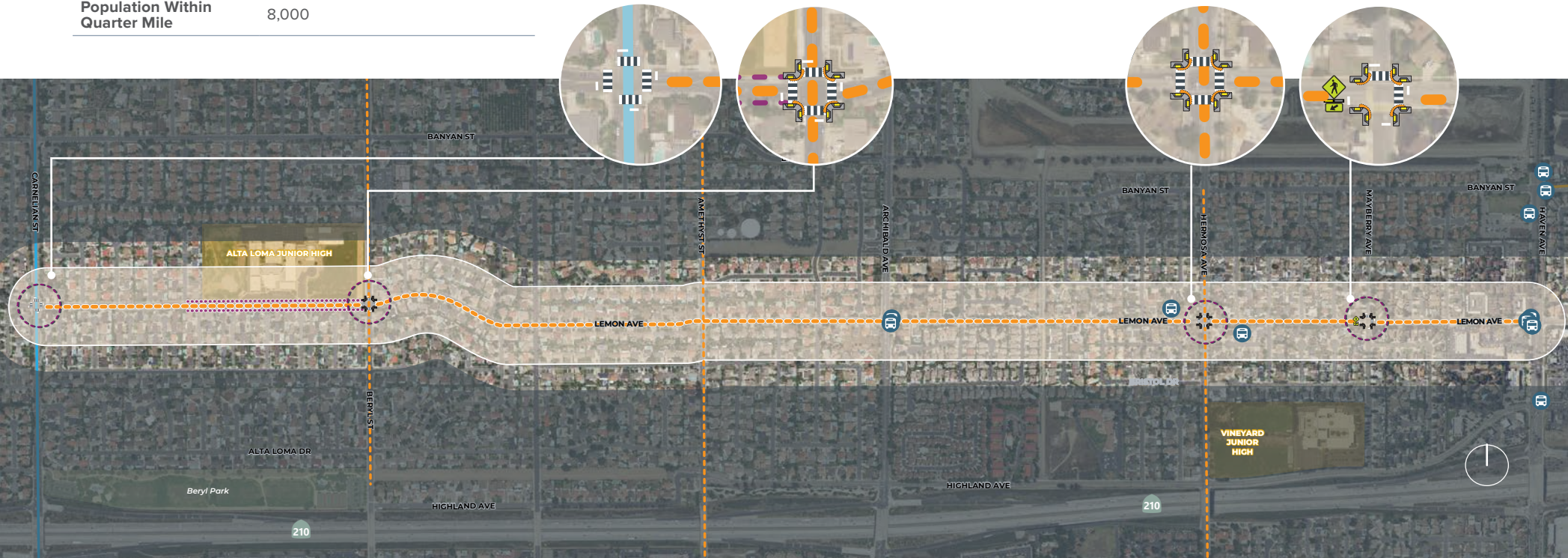
#### PROJECT AREA FEATURES



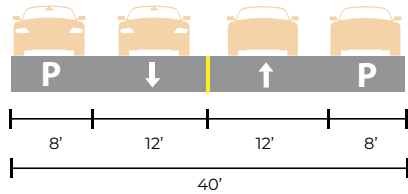
High visibility crosswalk striping and curb extensions at Lemon Ave. and Beryl St. would increase visibility of pedestrians while crossing the street.

#### PROJECT BENEFITS

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



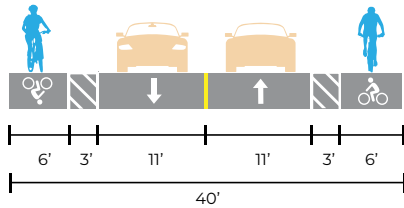
Typical Existing Cross-Section



Recommendations

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

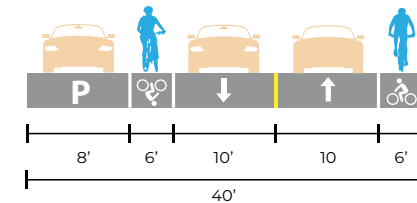
Recommended: Buffered Bike Lanes with no Parking



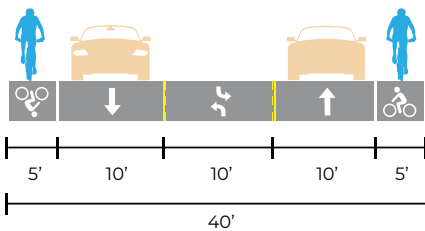
- Would require parking study and outreach to eliminate all parking
- Eliminates opportunity to shorten crossing distance at marked crosswalks with curb extensions (bulb outs).
- Adds paint.

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

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



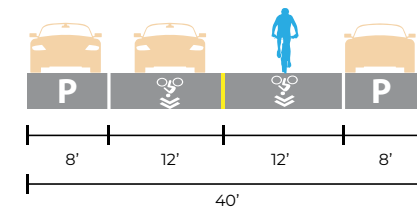
Alt. 2: Standard Bike Lanes with No Parking and Two-Way Left-Turn Lanes (TWLTL)



- Similar configuration to existing portions of Banyan Street.
- Would require parking study and outreach to eliminate all street parking.
- Eliminates opportunity to shorten crossing distance at marked crosswalks with curb extensions (bulb outs).

- 9' parking lane provides buffer space for drivers enter/exit vehicles.
- Travel lanes are narrowed to encourage slow speeds.
- Traffic calming features may include speed lumps, neighborhood traffic circles, and curb extensions.

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



PROJECT IDEA 5

# 19th Street Buffered Bike Lane & Jasper Street Ped Enhancements

Cucamonga Creek Trail ←→ San Benito Ave.

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

## CORRIDOR OVERVIEW

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

## PROJECT AREA FEATURES



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

### Existing Facility

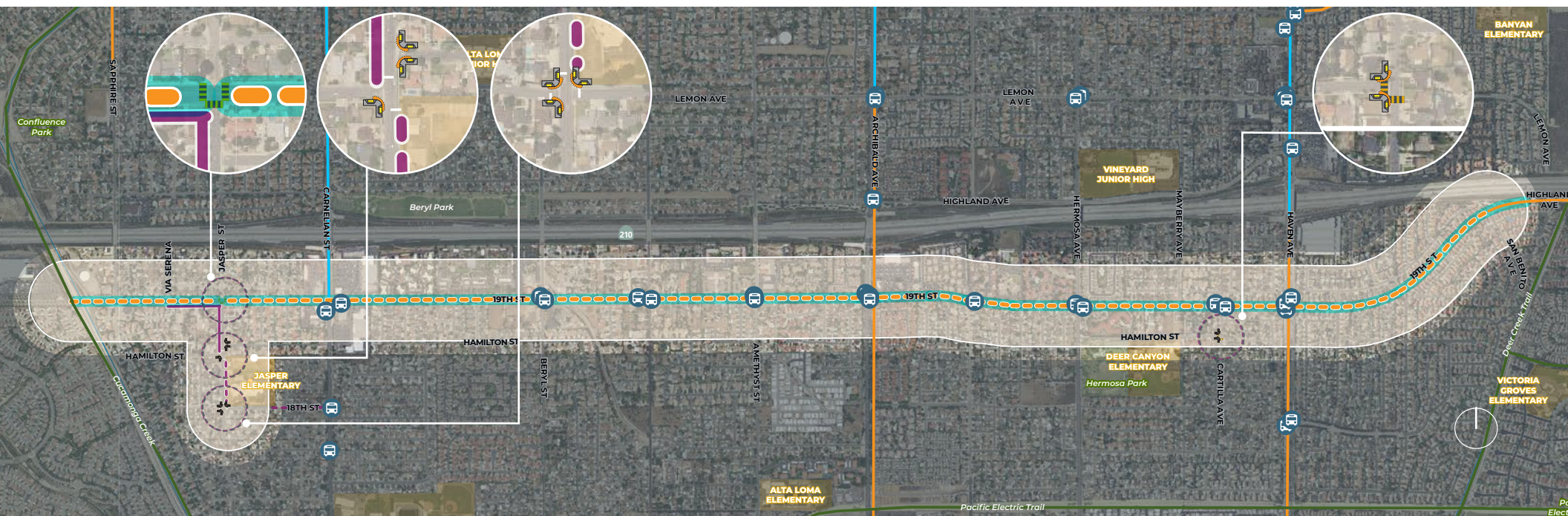
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Omnitrans Route

### Proposed Facility

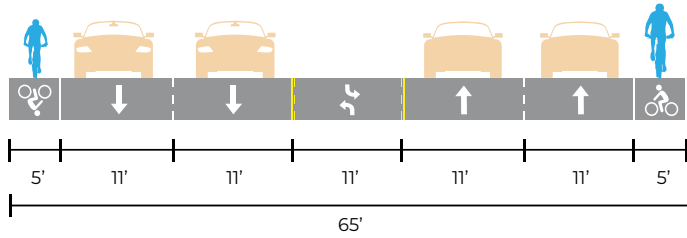
- High Visibility Crosswalk
- Curb Extensions
- Advanced Yield Line
- Add Sidewalk
- Widen Sidewalk
- Traffic Calming
- Class II Buffered Bike Lane

## PROJECT BENEFITS

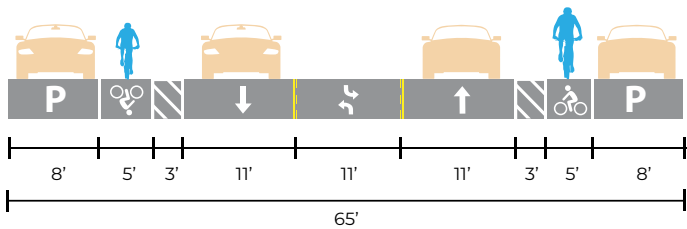
- Access to Schools
- Collision History
- Access to Jobs/Retail
- Access to Transit



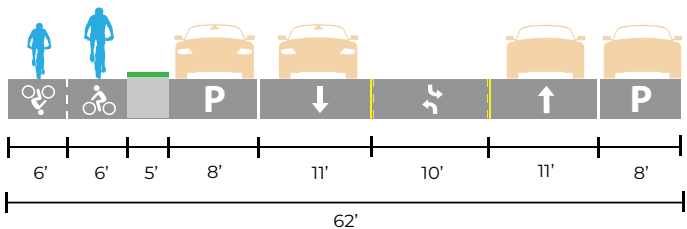
Typical Existing Cross-Section



Recommended: Buffered Bike Lanes with Parking on Both Sides



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



PROJECT AREA FEATURES



High-visibility crosswalks would benefit walkability near Jasper Elementary

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

Recommendations

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

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

Ongoing Planning Effort

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

PROJECT IDEA 6

# Demens Creek Trail

## Crossing Enhancements

### CORRIDOR OVERVIEW

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

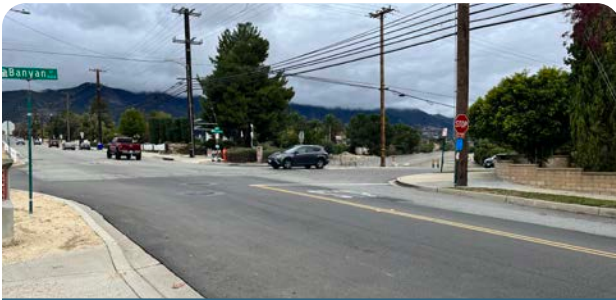
### PROJECT BENEFITS

- ✓ Access to Parks & Rec
- ✓ Network Connectivity

### PROJECT AREA FEATURES



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



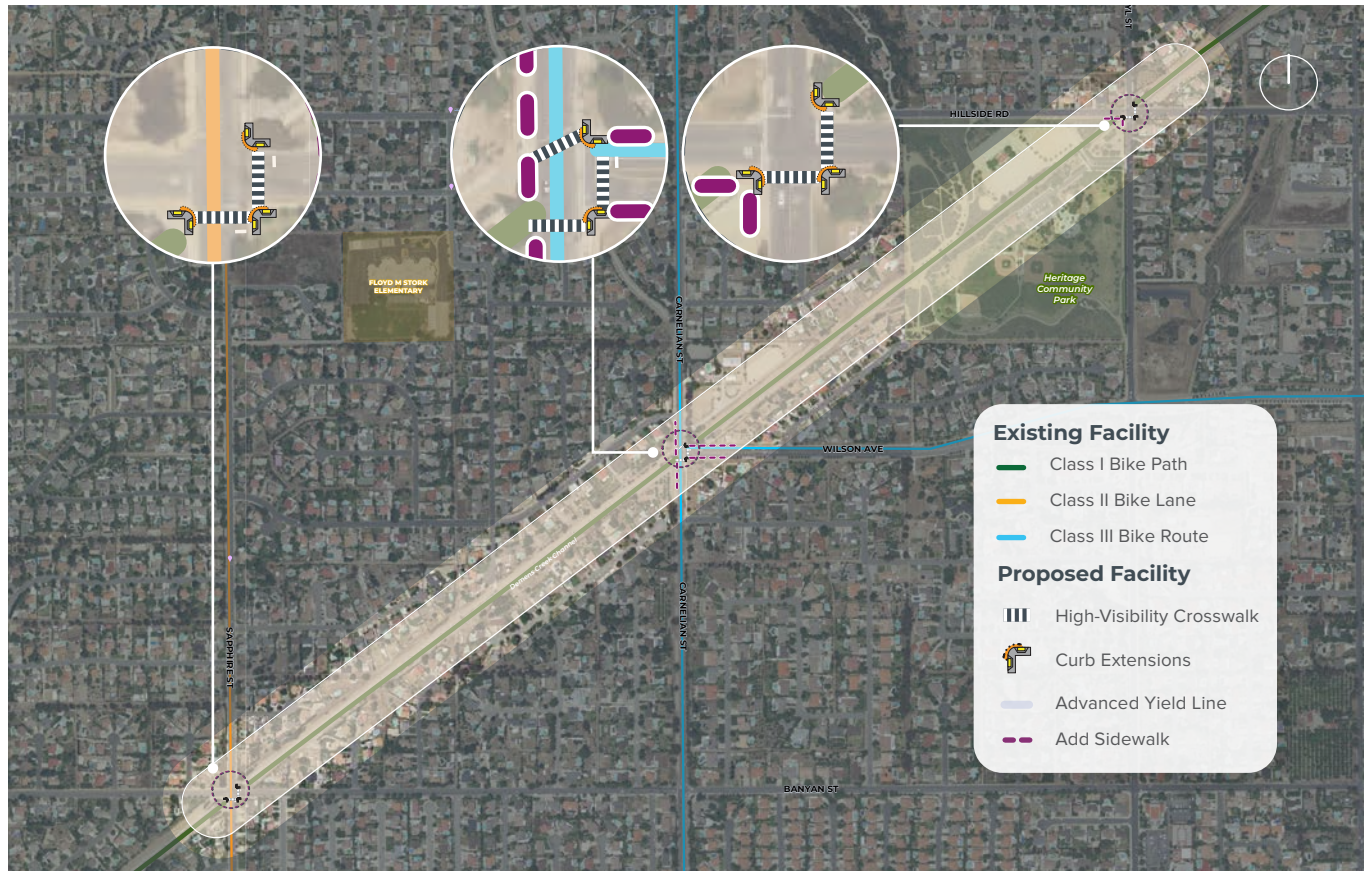
Existing trail crossing at Banyan St. and Sapphire St.

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

### Recommendations

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

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



PROJECT IDEA 07

# Cucamonga Creek Trail Resurfacing & Crossing Enhancements

Base Line Road ←→ Demens Creek Trail

### CORRIDOR OVERVIEW

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

### PROJECT BENEFITS

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

### PROJECT AREA FEATURES



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

**Preliminary Cost Estimate:** \$491,000

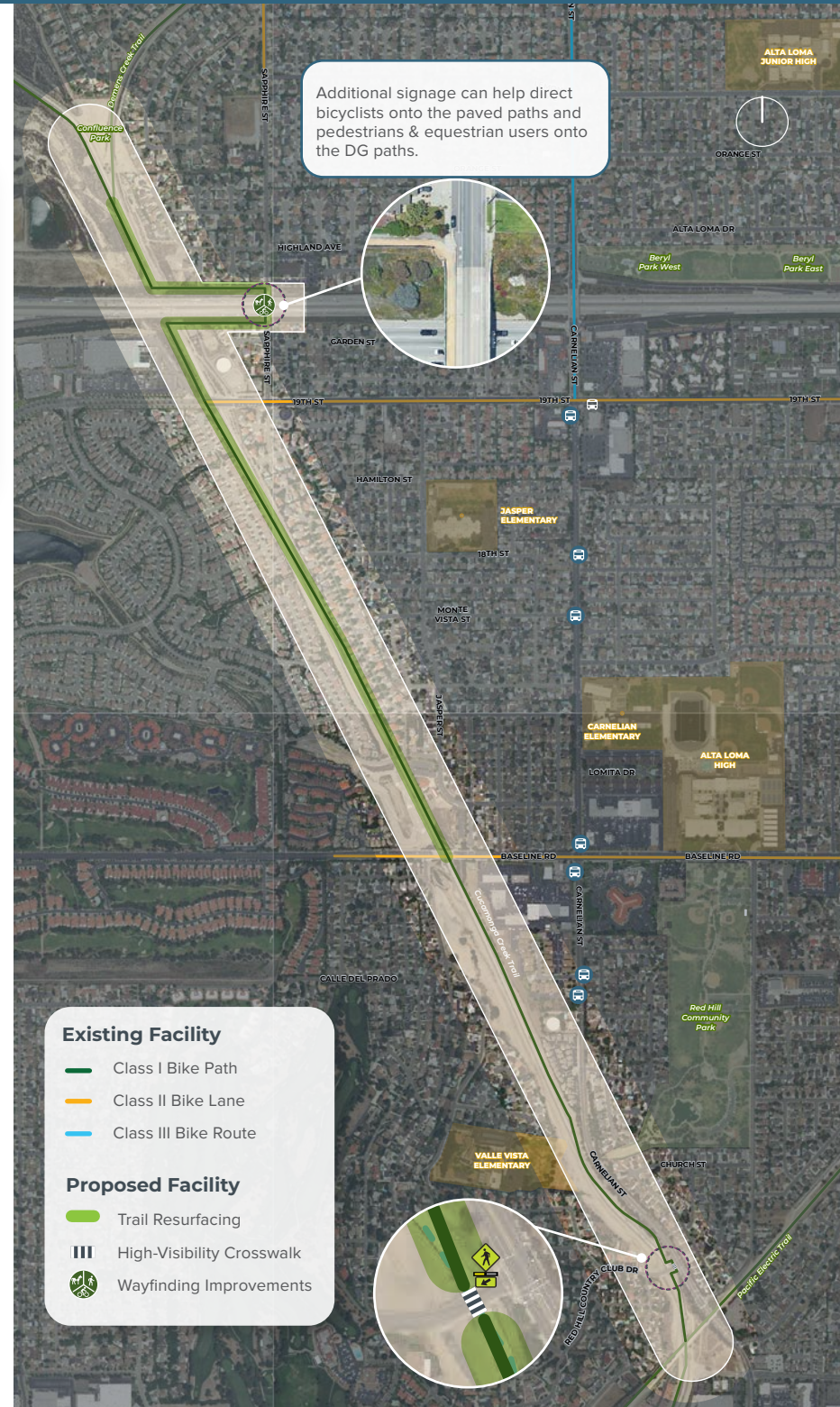
### Recommendations

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

- Carnelian Street and Red Hill Country Club Drive

### Ongoing Planning Effort

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



Additional signage can help direct bicyclists onto the paved paths and pedestrians & equestrian users onto the DG paths.



**Existing Facility**

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

**Proposed Facility**

- Trail Resurfacing
- High-Visibility Crosswalk
- Wayfinding Improvements

