

ABOUT THE AREA

# Cucamonga – Red Hill

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

Existing Trails

**8.0 miles**

Existing Bike Facilities

**25.7 miles**

Access to Trails and Bike Facilities

**12%**

Percent of population living within quarter mile of an existing trail

**25%**

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

Schools

**9**

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

Destinations

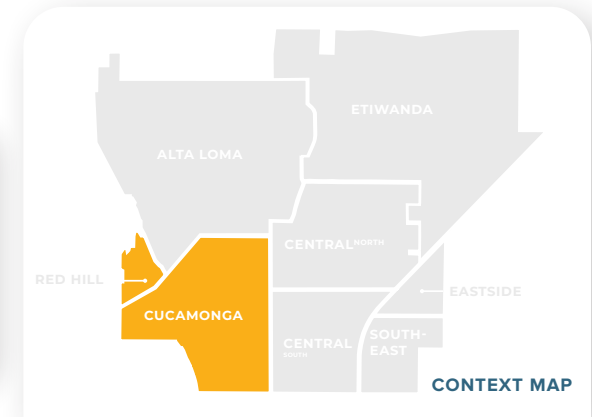
- Cucamonga Town Center
- Red Hill Gateway
- Bear Gulch Park
- Church Street Park
- Golden Oak Park
- Los Amigos Park
- Old Town Park
- Red Hill Country Club
- Route 66 Trailhead

CUCAMONGA – RED HILL FEATURES

- Low Density
- Trail Connections
- Retail/Jobs

**Collisions**  
Ped/Bike (2015–2019)

<b>5</b>	Fatal
<b>1</b>	Severe Injury
<b>49</b>	Other Injury



Summary of Existing Trails and Bike Facilities

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

## EXISTING CONDITIONS

# WALK & BIKE AUDIT SUMMARY

## Pedestrian and Bicycle Network

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

## Crossing

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

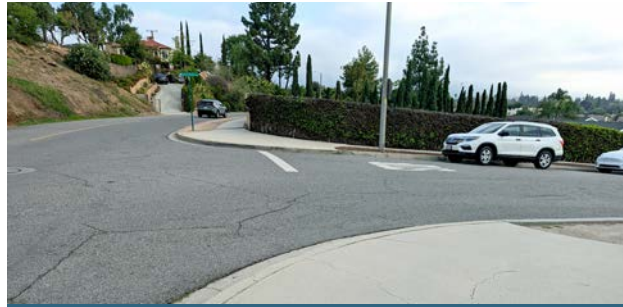
## Safety

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

## Experience

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

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



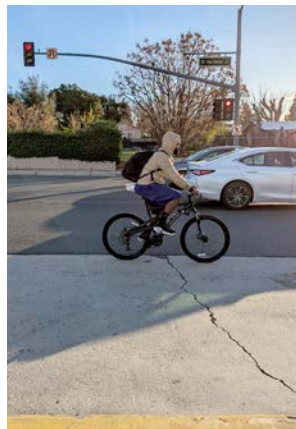
Missing crosswalks and curb ramps around schools.

📍 Valle Vista Elementary School



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

📍 Cucamonga Creek



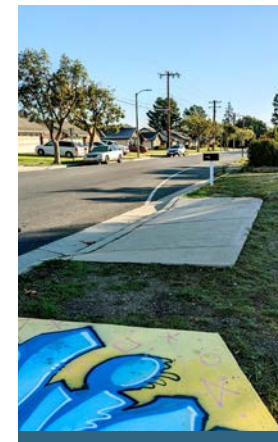
Bicycle lane lacks buffer from vehicles.

📍 Rancho Cucamonga Middle School



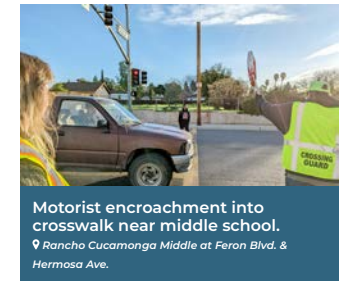
Need for bicycle lanes connecting to schools.

📍 Cucamonga Middle School



Discontinuous sidewalks.

📍 Los Amigos Elementary School



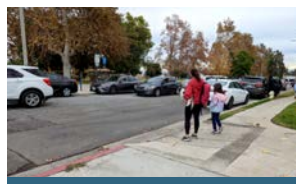
Motorist encroachment into crosswalk near middle school.

📍 Rancho Cucamonga Middle at Feron Blvd. & Hermosa Ave.



Bicycle lane lacks buffer from vehicles and needs maintenance.

📍 Bear Gulch Elementary School



Need for crosswalks and pedestrian enhancements around schools and parks.

📍 Bear Gulch Elementary School



Lack of connectivity between trail segments.

📍 Cucamonga Creek



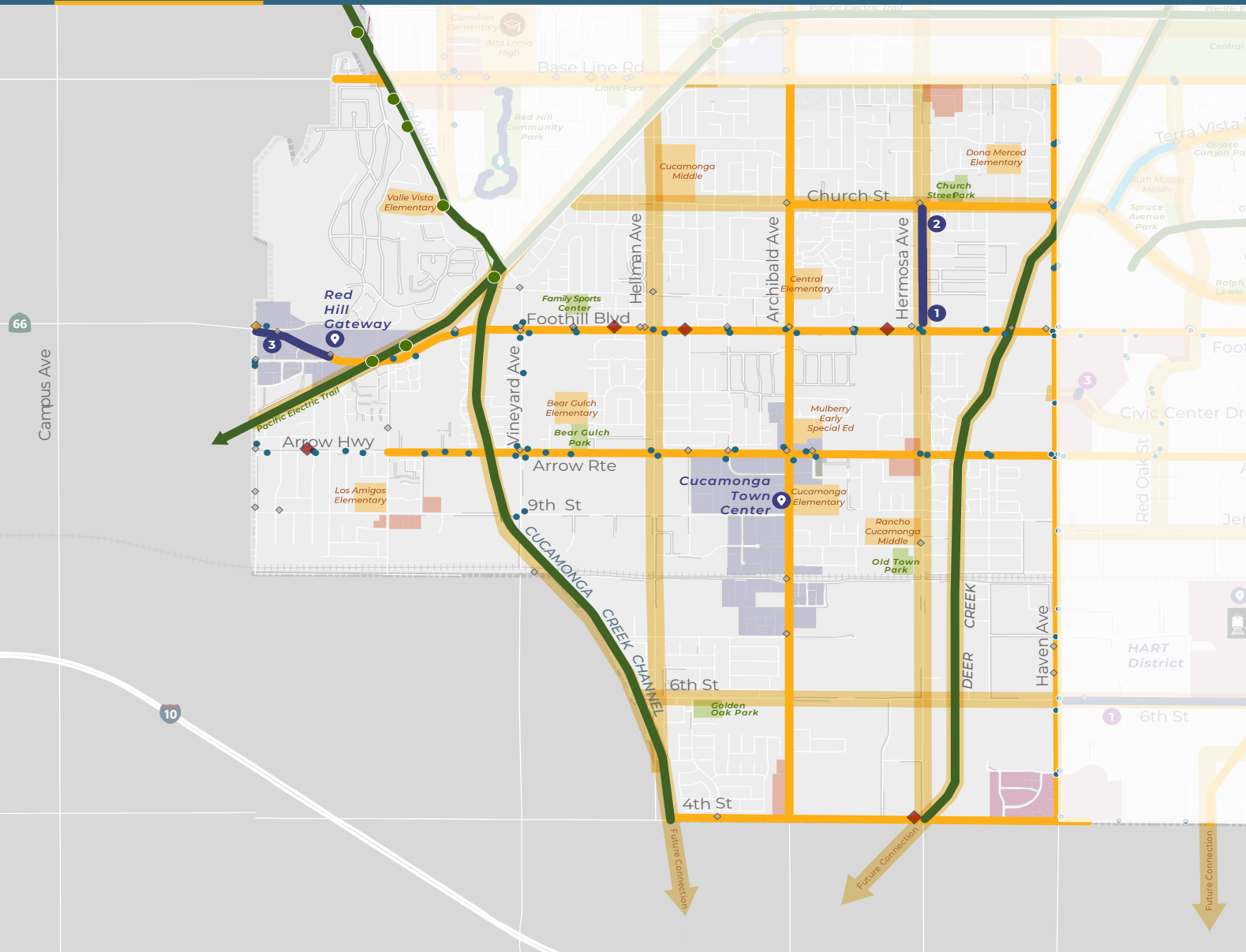
Crosswalk lacking high-visibility striping.

📍 Central Elementary School



Railroad tracks present barrier to trail and school connections

📍 Humboldt Ave near Rancho Cucamonga Middle



**EXISTING CONDITIONS**

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



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

**Capital Improvement Program (2023-2024)**

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

**PlanRC Vision**

**Destinations**

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

**Potential Improvements**

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



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

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

## COMMUNITY ENGAGEMENT

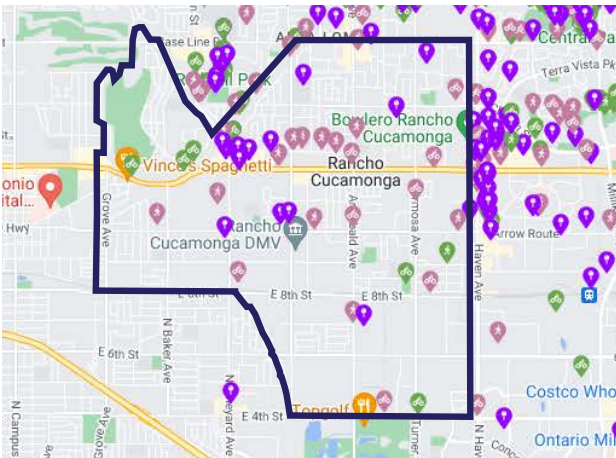
## WHAT WE'VE HEARD

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

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



Community workshop at Archibald Library



Online survey response in Cucamonga - Red Hill

## ★ Places I go to

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

## 💡 Issues or Opportunities

**Gaps in Pedestrian and Bicycle Network:**

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

**Access:**

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

**Perceived Safety Concerns:**

- Pedestrians crossing busy roads at unmarked crossings

**Amenities:**

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

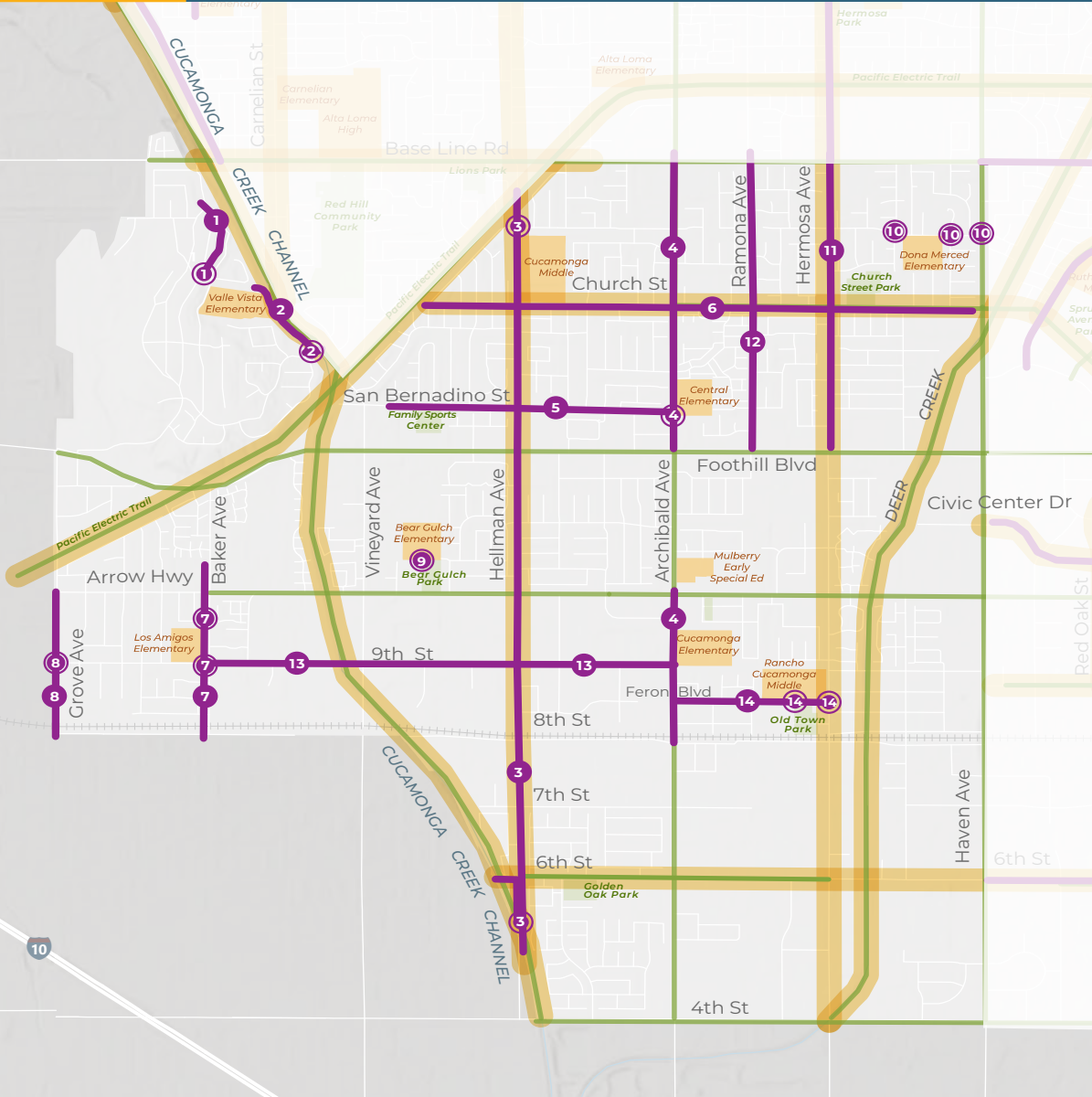


“I’m uncomfortable crossing Archibald Avenue by foot.”

“Me gustaría ir en bicicleta al parque.”

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





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



**PROJECT IDEAS**

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

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



PROJECT IDEA 1

# Valle Vista Drive

## Pedestrian Improvements

### CORRIDOR OVERVIEW

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

### Recommendations

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

**Preliminary Cost Estimate:** \$72,000

### PROJECT BENEFITS

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

### PROJECT MAP



### PROJECT AREA FEATURES



Existing asphalt sidewalks near Valle Vista Elementary



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



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

PROJECT IDEA 2

# Red Hill Country Club Drive and Cucamonga Creek

## Trail Enhancements

### CORRIDOR OVERVIEW

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

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

### PROJECT BENEFITS

- Access to Schools
- Access to Parks & Rec



### Recommendations

- Add Sidewalk along north side of Red Hill Country Club Dr. across Cucamonga Creek Trail.
- Bike Enhancements at Cucamonga Creek Trail access points and construction of a west bank on Cucamonga Creek trail, north of Red Hill Country Club Dr., to Valle Vista Elementary School

### PROJECT AREA FEATURES



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



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



### Proposed Facility

- Class I Multi-Use Trail
- Widen Sidewalks

## PROJECT IDEA 3

## Hellman Avenue

Buffered Bike Lanes and Ped Enhancements  
CORRIDOR OVERVIEW







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

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

## Recommendations

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

## Proposed Facility

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

## PROJECT BENEFITS

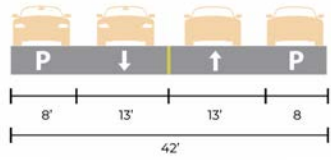
- ✔ Network Connectivity
- ✔ Access to Transit
- ✔ Collision History



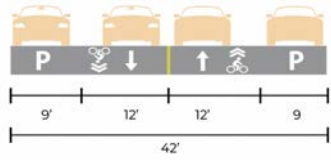


PROJECT IDEA 3 HELLMAN AVE: BUFFERED BIKE LANES AND PEDESTRIAN ENHANCEMENTS

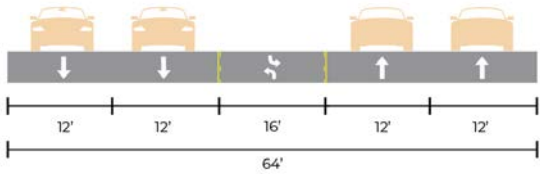
Typical Existing Cross-Section (North of Foothill Blvd)



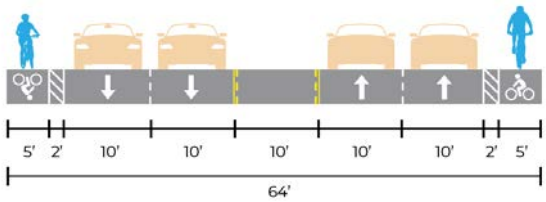
Recommended (North of Foothill Blvd)



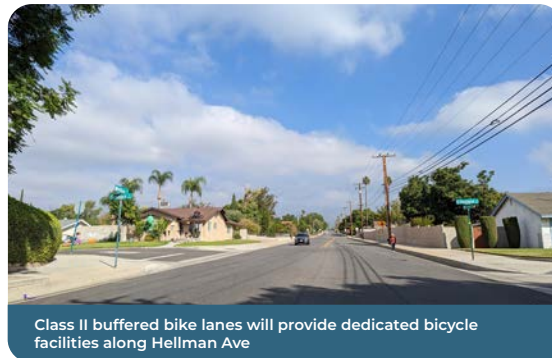
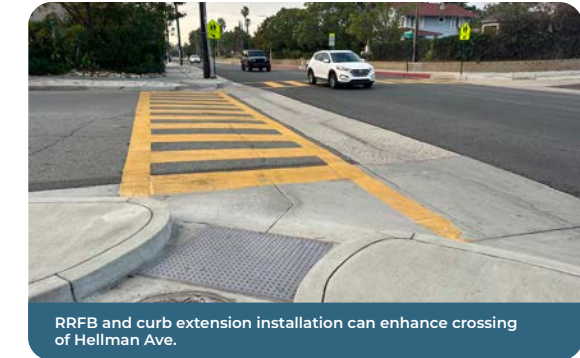
Typical Existing Cross-Section (South of Foothill Blvd)



Recommended (South of Foothill Blvd)



PROJECT AREA FEATURES



PROJECT IDEA 4

# Archibald Avenue

## Buffered Bike Lanes and Ped Enhancements

### CORRIDOR OVERVIEW





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

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

### Recommendations

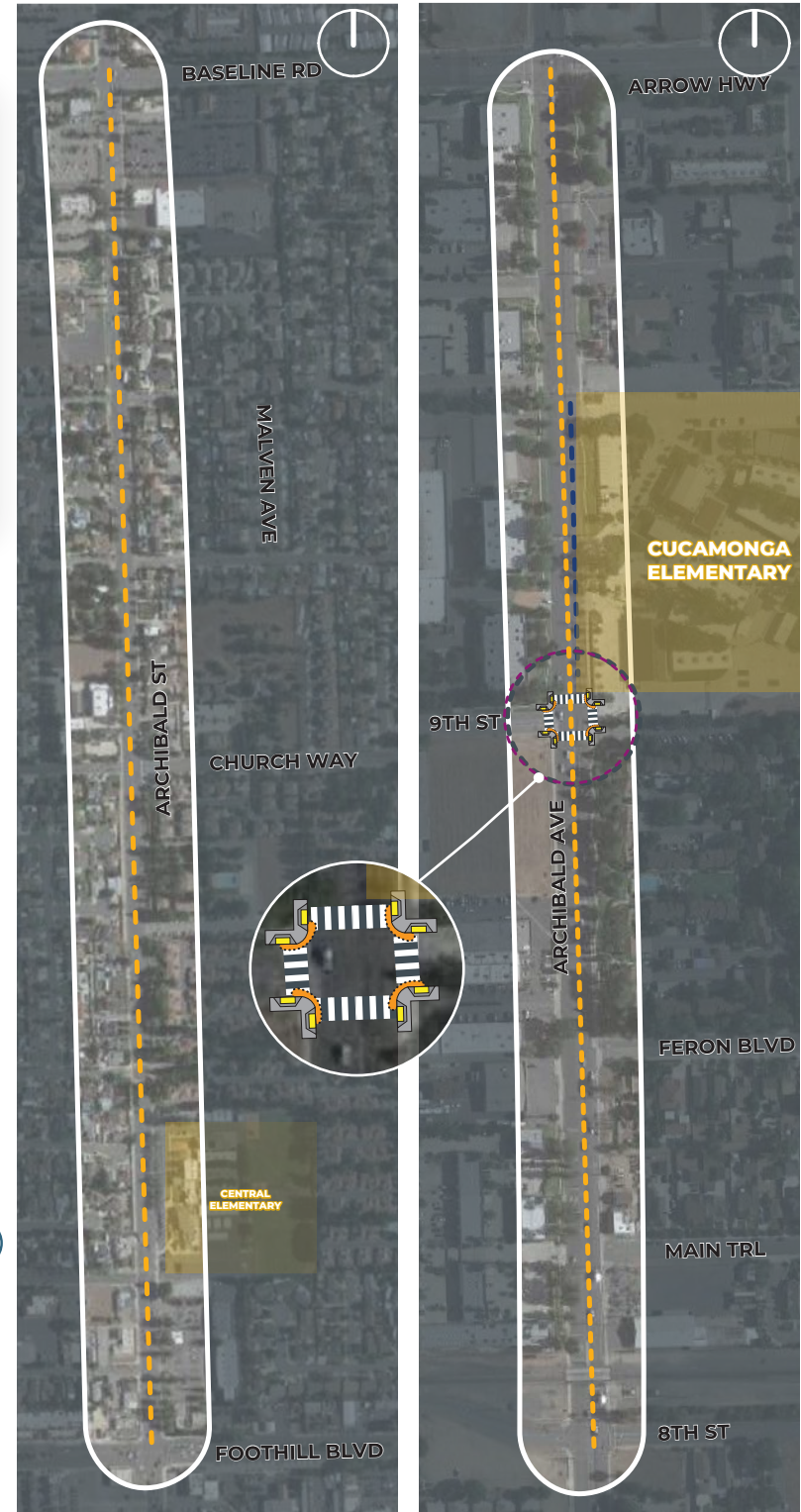
- ✔ **Class II Buffered Bike Lane** connectivity along Archibald Avenue including wayfinding signage
- ✔ **Enhance comfort** through raised center median near school driveways and buffered bikeways near Cucamonga Elementary
- ✔ **Ped Enhancements** including high-visibility crosswalks, pedestrian curb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

### Proposed Facility

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

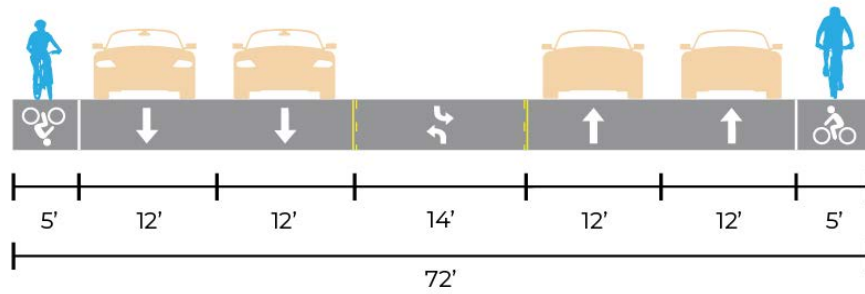
### PROJECT BENEFITS

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

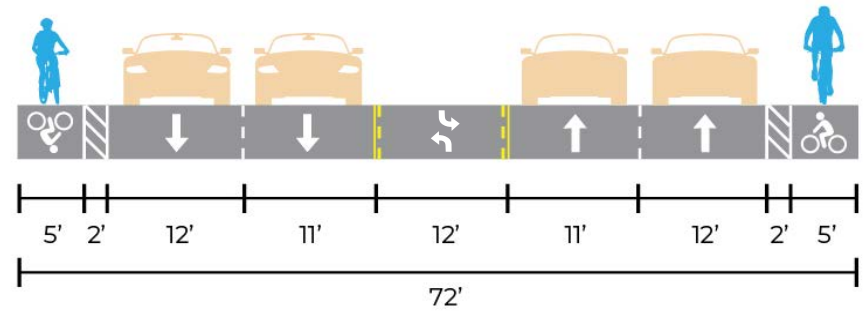


PROJECT IDEA 4 ARCHIBALD AVE: BUFFERED BIKE LANES AND PEDESTRIAN ENHANCEMENTS

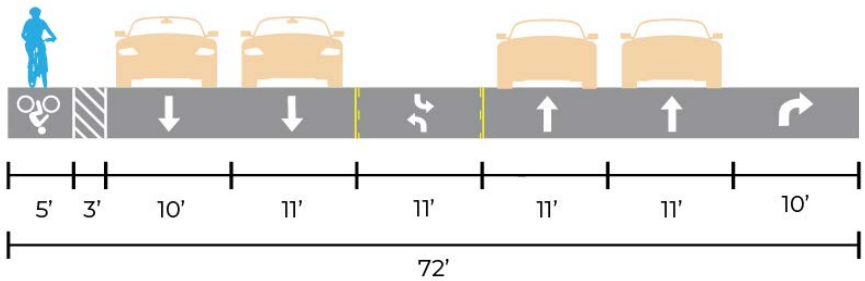
Typical Existing Cross-Section (Base Line to Foothill Blvd)



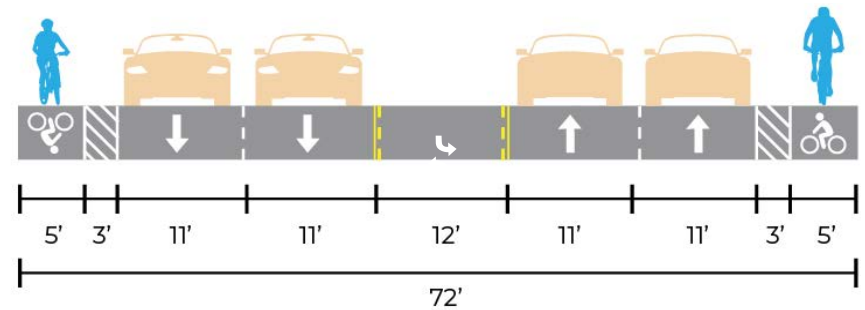
Recommended (Base Line Rd to Foothill Blvd)



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



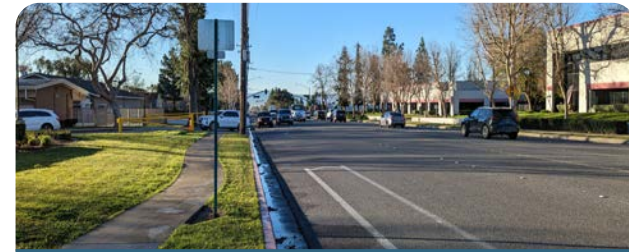
Recommended (Arrow Rte. to 8th St.)



PROJECT AREA FEATURES



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



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



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

## PROJECT IDEA 5

# San Bernardino

## Striped Shoulders

## CORRIDOR OVERVIEW

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

**Preliminary Cost Estimate:** \$53,000

### Recommendations

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

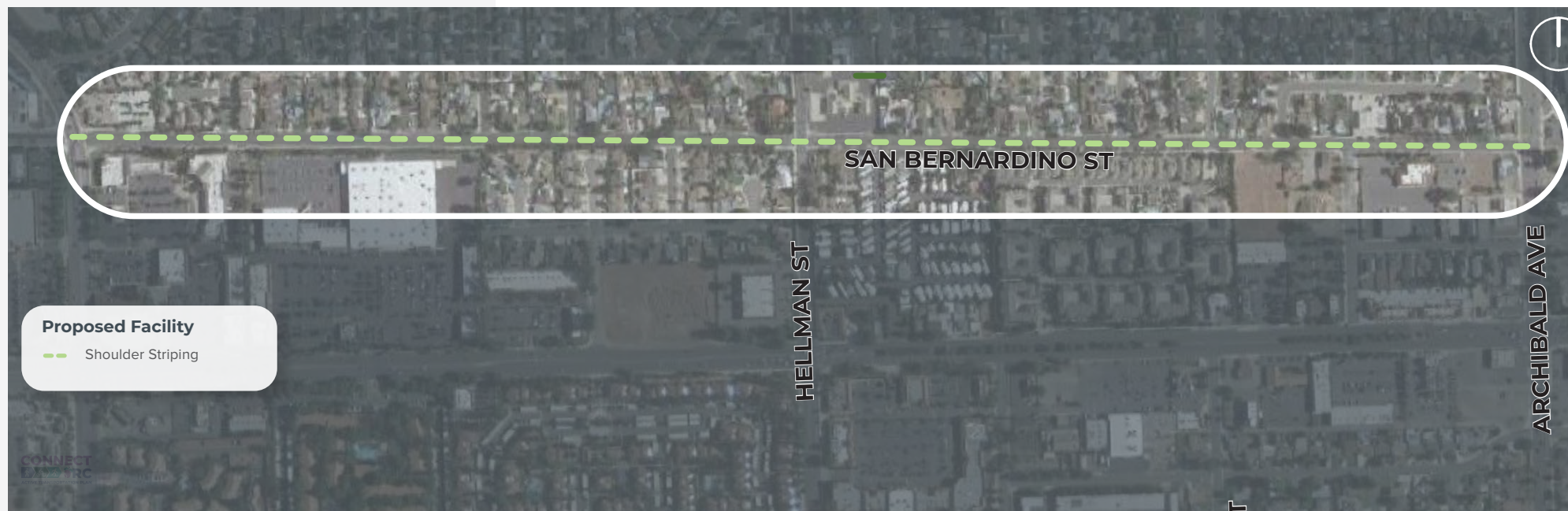
### PROJECT BENEFITS

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

### PROJECT AREA FEATURES



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



#### Proposed Facility

— Shoulder Striping

SAN BERNARDINO ST

HELLMAN ST

ARCHIBALD AVE

PROJECT IDEA 6

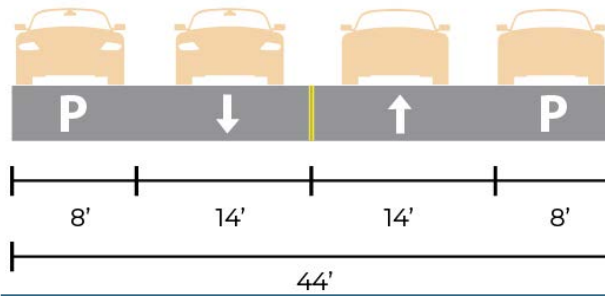
# Church Street

## Buffered Bike Lanes and Striped Shoulders

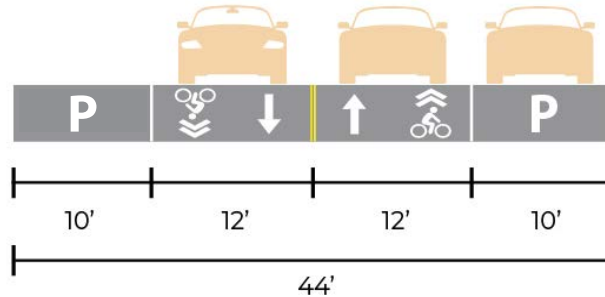
### CORRIDOR OVERVIEW

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

### Typical Existing Cross-Section West of Ramona Ave



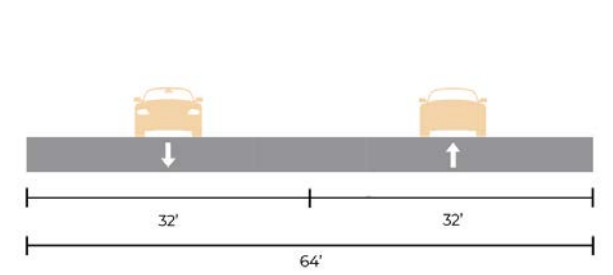
### Recommended (West of Ramona Ave)



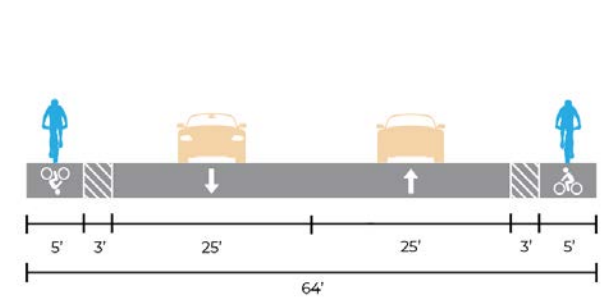
### PROJECT BENEFITS

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

### Typical Existing Cross-Section East of Ramona Ave



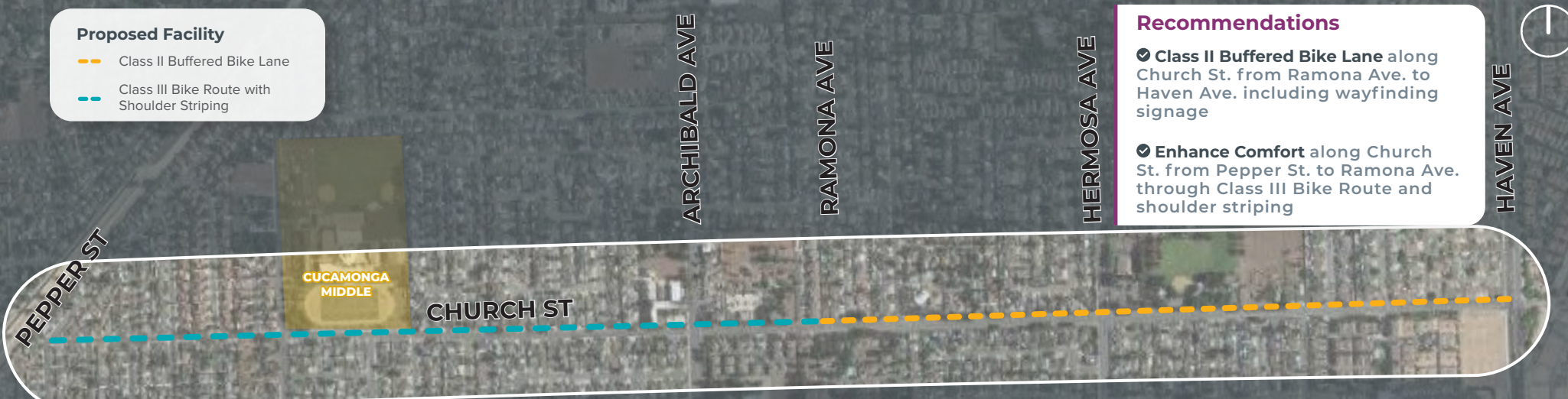
### Recommended (East of Ramona Ave)



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

**Proposed Facility**

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



**Recommendations**

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

PROJECT IDEA 7

# Baker Avenue

## Ped Enhancements

### CORRIDOR OVERVIEW

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

### PROJECT BENEFITS



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

**Preliminary Cost Estimate:** \$89,000

### Recommendations

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

### Proposed Facility

-  Shoulder Striping
-  Curb Extensions

### PROJECT AREA FEATURES



PROJECT IDEA 8

# Grove Avenue

## Buffered Bike Lanes

### CORRIDOR OVERVIEW

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

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

### PROJECT BENEFITS

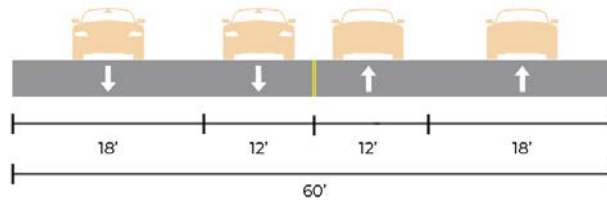
- ✓ Access to Schools
- ✓ Collision History
- ✓ Access to Jobs/Retail
- ✓ Access to Transit

### Recommendations

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

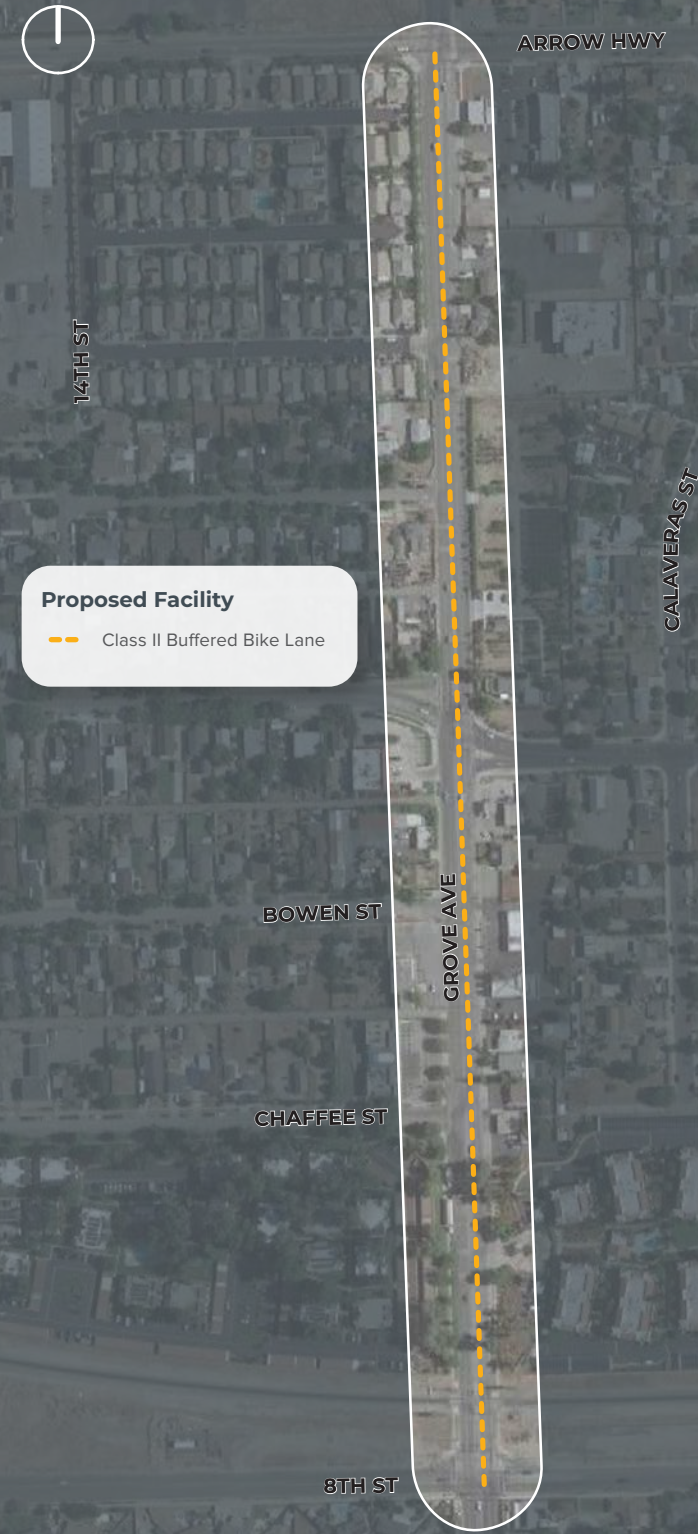
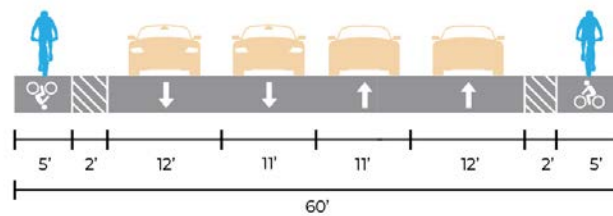
### PROJECT AREA FEATURES

#### Typical Existing Cross-Section



• Note: No parking allowed on Grove Avenue

#### Recommended



### Proposed Facility

--- Class II Buffered Bike Lane

## PROJECT IDEA 9

# Bear Gulch Road

## Curb Extensions

### CORRIDOR OVERVIEW

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

### PROJECT BENEFITS

✓ Access to Parks & Rec

✓ Network Connectivity

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

### Recommendations

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

### PROJECT AREA FEATURES



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



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





PROJECT IDEA 10

# Palo Alto Street

## Ped Enhancements

### CORRIDOR OVERVIEW

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

### Recommendations

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

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

### Preliminary Cost Estimate:

# \$137,000

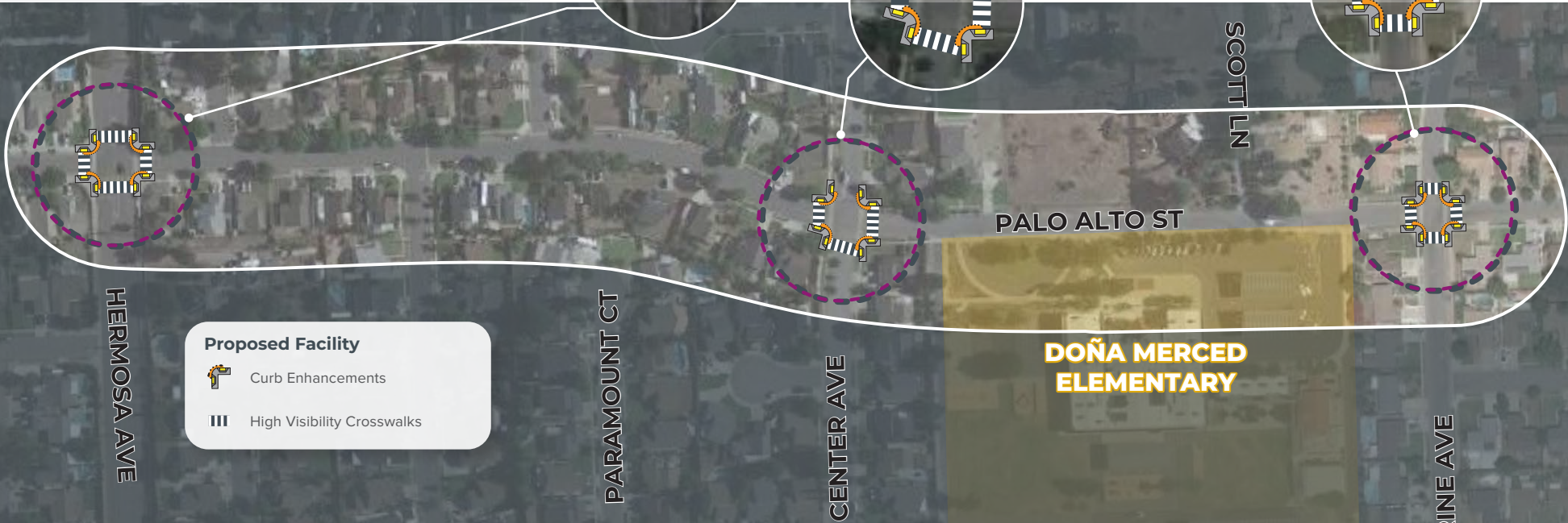
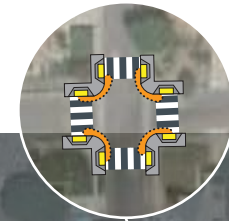
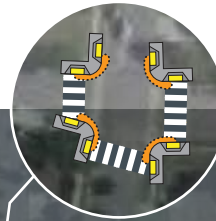
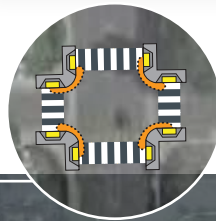
### PROJECT AREA FEATURES



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

### PROJECT BENEFITS

- ✔ Access to Parks & Rec
- ✔ Collision History



### Proposed Facility

- Curb Enhancements
- High Visibility Crosswalks

PROJECT IDEA 11

# Hermosa Avenue

## Buffered Bike Lane and New Sidewalks

### CORRIDOR OVERVIEW

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

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

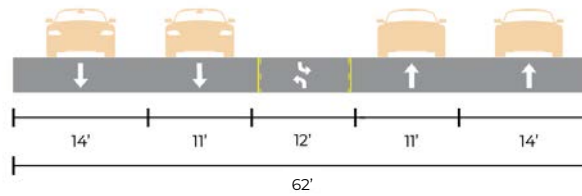
### PROJECT BENEFITS

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

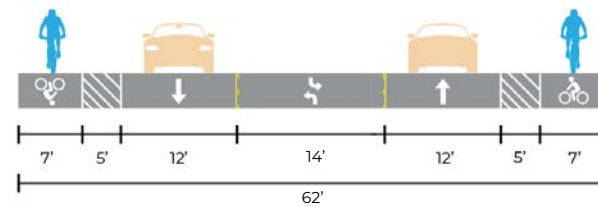
### Recommendations

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

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



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



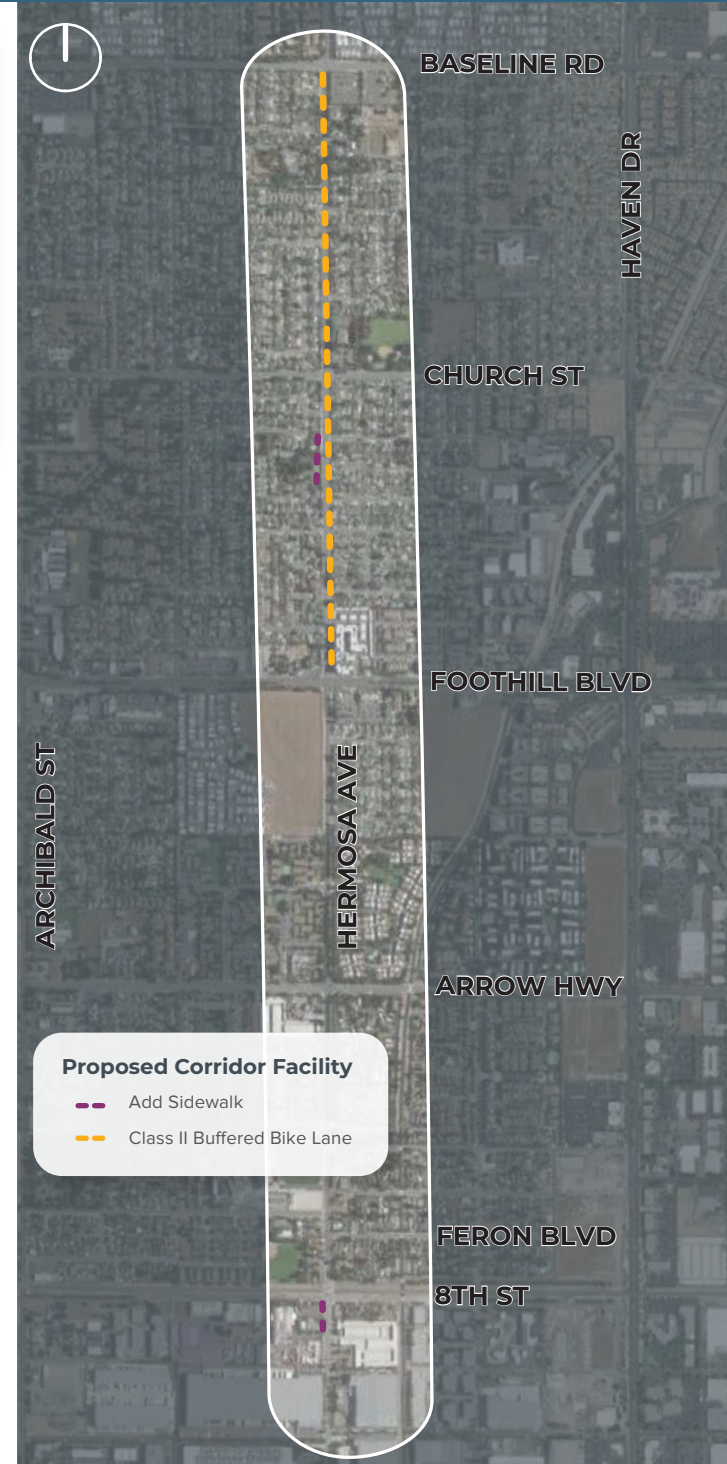
### PROJECT AREA FEATURES



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



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



## PROJECT IDEA 12

# Ramona Avenue

## Striped Shoulders

### CORRIDOR OVERVIEW

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

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

### PROJECT BENEFITS

✓ Access to Schools

✓ Access to Parks &amp; Rec

✓ Access to Jobs/Retail

✓ Collision History

### Recommendations

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

### PROJECT AREA FEATURES



### Proposed Corridor Facility

— Shoulder Striping

BASE LINE RD

MALVERN AVE

LONDON WAY

RAMONA AVE

BERKSHIRE WAY

YAW KEATL

HERMOSA AVE

CHURCH WAY

MARIPOSA WAY

CENTRAL  
ELEMENTARY

CAMBRIDGE WAY

FOOTHILL BLVD

PROJECT IDEA 13

# 9th Street

## Buffered Bike Lane and New Sidewalks

### CORRIDOR OVERVIEW

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

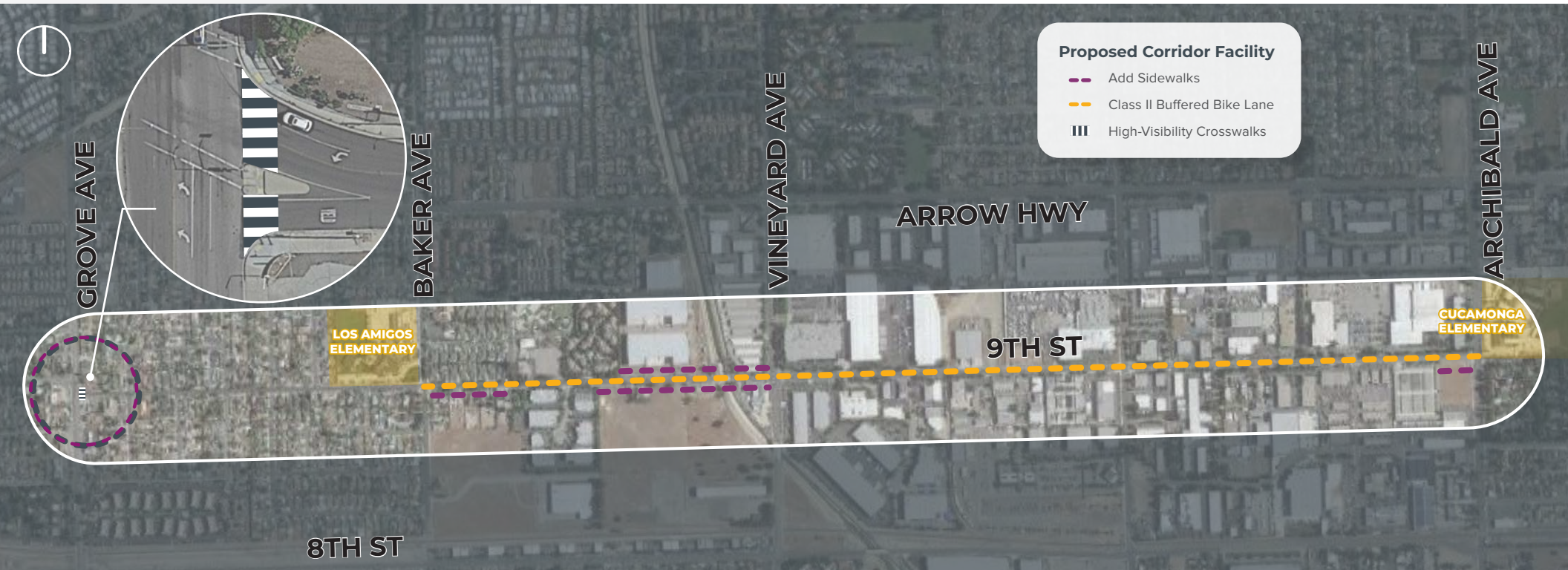
**Preliminary Cost Estimate:** **\$775,000**

### PROJECT BENEFITS

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

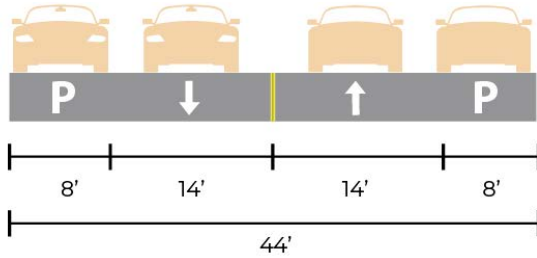
### Recommendations

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

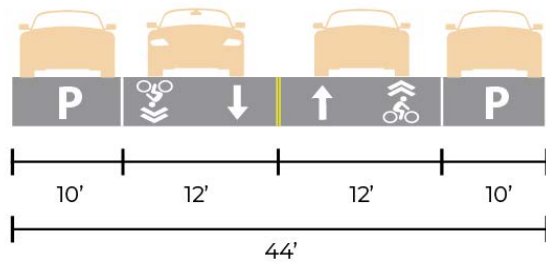


PROJECT IDEA 13: 9TH STREET BUFFERED BIKE LANE AND NEW SIDEWALKS

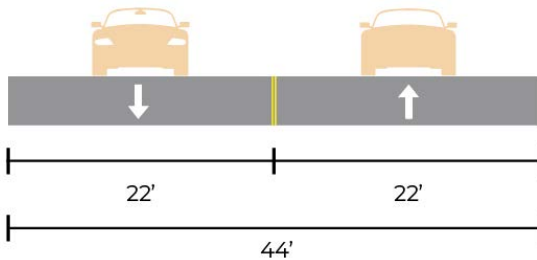
Typical Existing Cross-Section: Baker Ave. to Vineyard Ave.



Recommended: Between Baker Ave. and Vineyard Ave.

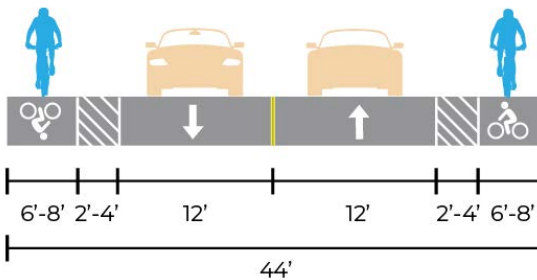


Typical Existing Cross-Section (without parking) From Vineyard Ave. to Archibald Ave.



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

Recommended: Between Vineyard Ave. to Archibald Ave.



PROJECT AREA FEATURES



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



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



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

PROJECT IDEA 14

# Feron Boulevard

## Ped Enhancements

### CORRIDOR OVERVIEW

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

**Preliminary Cost Estimate:** \$83,000

### Recommendations

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

### PROJECT BENEFITS

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

### PROJECT AREA FEATURES



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



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

## FERON BLVD

ARCHIBALD AVE

HERMOSA AVE

## 8TH ST

### Proposed Corridor Facility

- Curb Enhancements
- Pedestrian Refuge
- Center Line Hardening

