

ABOUT THE AREA

Etiwanda

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

Existing Trails

3.7 miles

Existing Bike Facilities

10.3 miles

Access to Trails and Bike Facilities

1%

Percent of population living within quarter mile of an existing trail

12%

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

Schools

10

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

Destinations

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

ETIWANDA FEATURES

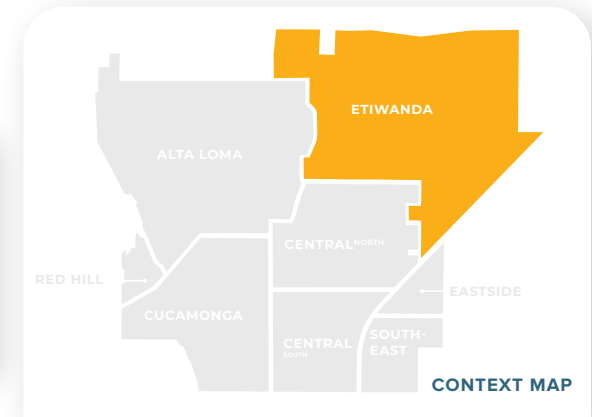
Low Density

Trail Connections

Collisions

Ped/Bike (2015–2019)

0 Fatal
0 Severe Injury
16 Other Injury



Summary of Existing Trails and Bike Facilities

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

EXISTING CONDITIONS

WALK & BIKE AUDIT SUMMARY

Pedestrian and Bicycle Network

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

Crossing

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

Safety

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

Experience

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

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



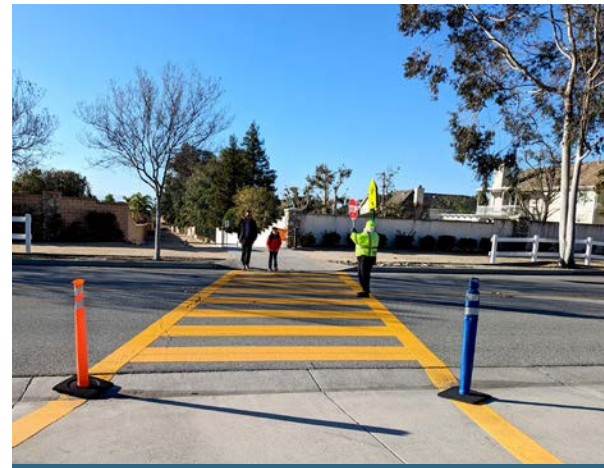
High pedestrian activity around schools. ↴ Los Osos High School



High biking activity around schools. ↴ Los Osos High School



Students riding scooters on sidewalks. ↴ Summit Intermediate School



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



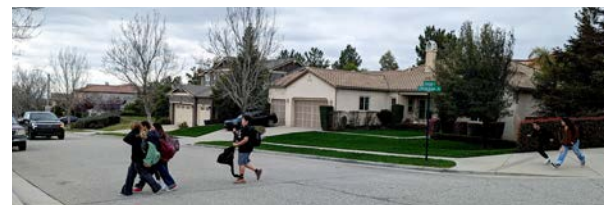
Sidewalk near elementary school buckling due to adjacent tree roots. ↴ Grapeland Elementary School



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



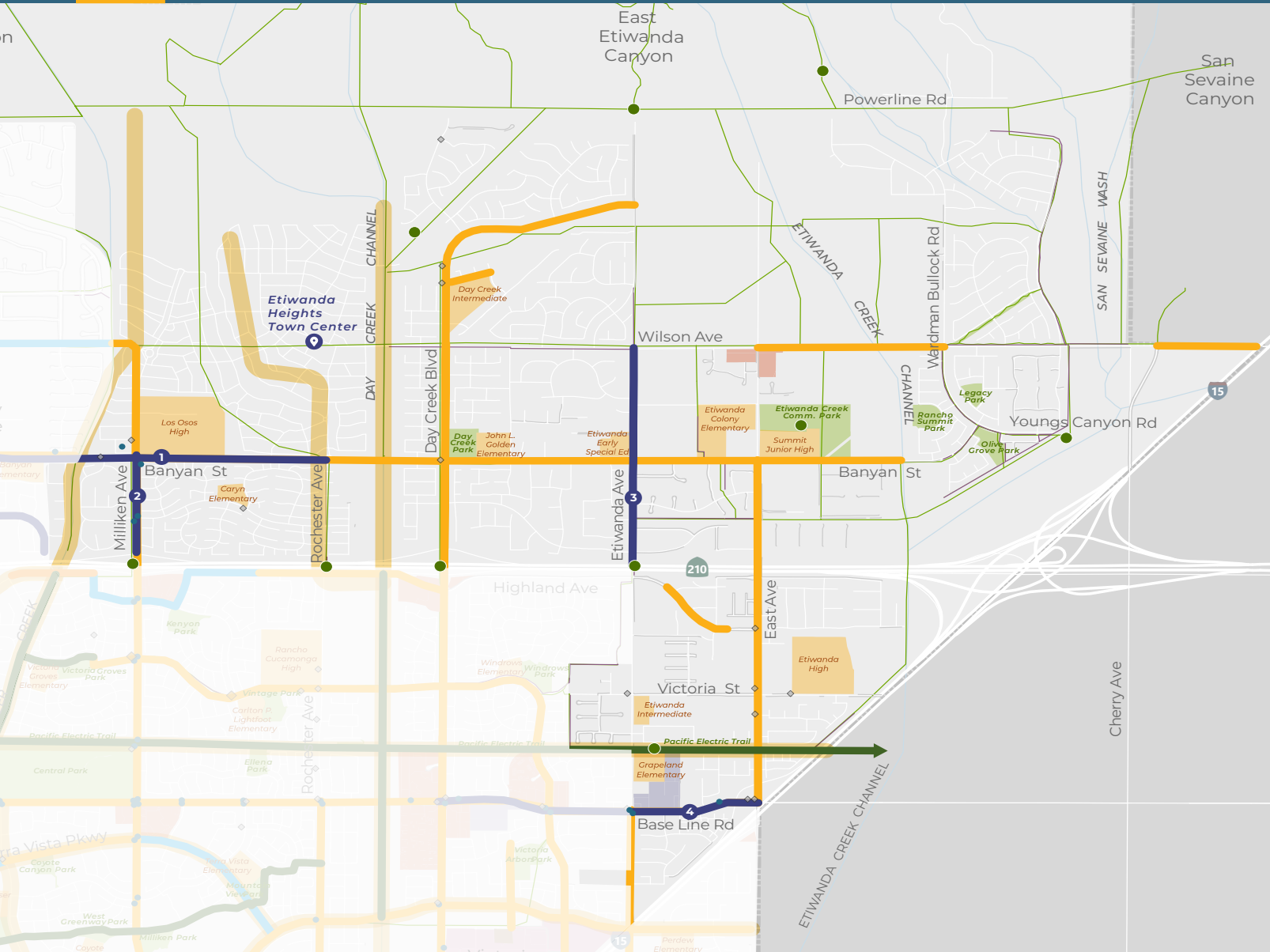
Discontinuous sidewalk traveling under Interstate 15. ↴ Etiwanda High School



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



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



Capital Improvement Program (2023-2024)

Pavement Rehabilitation:

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

PlanRC Vision

Destinations

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

Potential Improvements

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



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

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

EXISTING CONDITIONS

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



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

COMMUNITY ENGAGEMENT

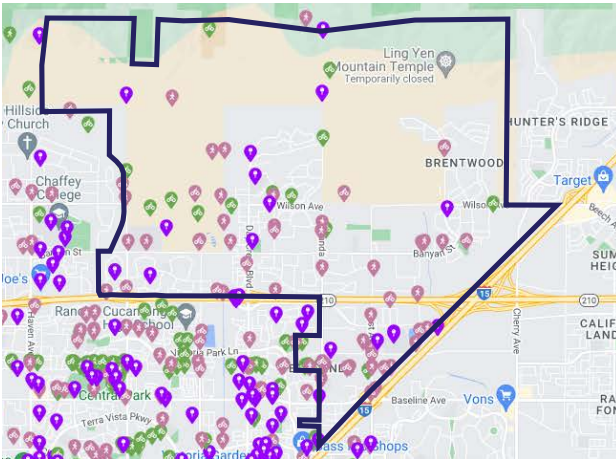
WHAT WE'VE HEARD

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

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



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



Online survey responses in Etiwanda

★ Places I go to

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



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

“Bike lanes are needed!”

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

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

💡 Issues or Opportunities

Gaps in Pedestrian and Bicycle Network:

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

Access:

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

Perceived Safety Concerns:

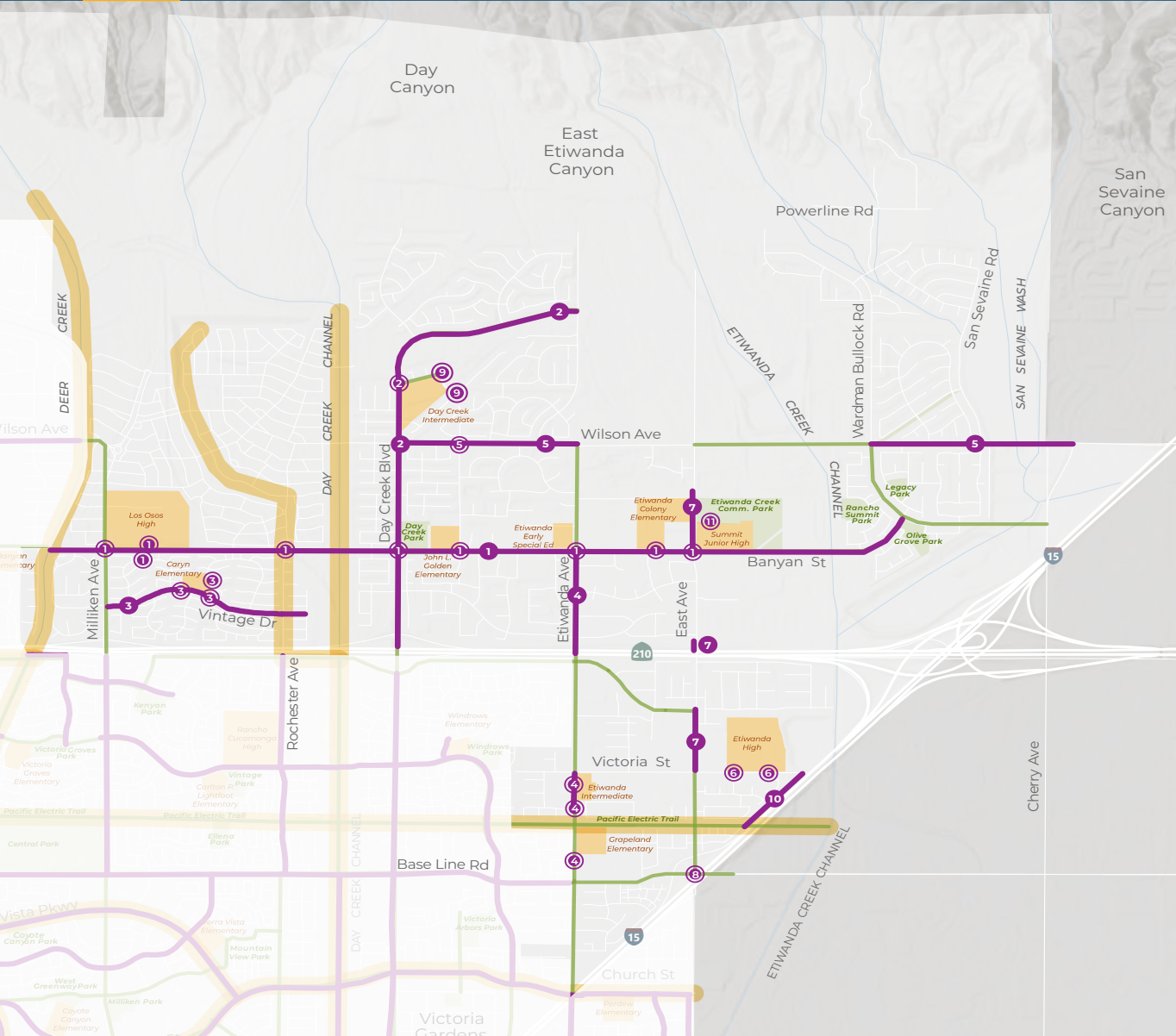
- Concerns about safety near Rochester Avenue.
- Motorists not seeing or yielding to pedestrians crossing at intersections.
- Concerns of motorists speeding

Amenities:





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



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



RECOMMENDATIONS

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



PROJECT IDEAS

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

PROJECT IDEA 1

Banyan Street

Ped Enhancements and Buffered Bike Lanes

CORRIDOR OVERVIEW

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

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

PROJECT BENEFITS

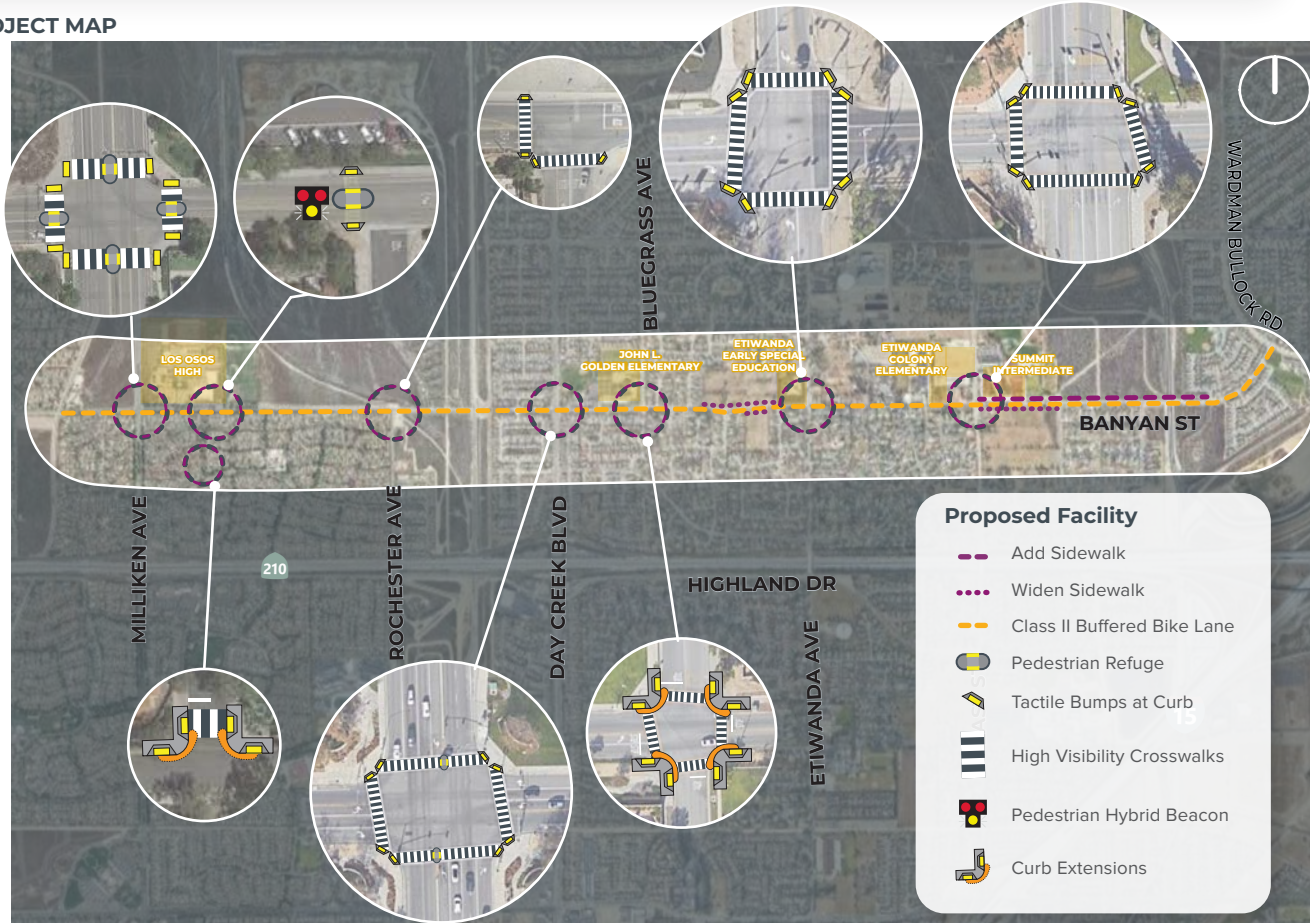
- ✓ Access to Schools
- ✓ Network Connectivity
- ✓ Key Barrier/Gap Closure



Recommendations

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

PROJECT MAP



PROJECT IDEA 1 BANYAN ST PEDESTRIAN ENHANCEMENTS AND BUFFERED BIKE LANES

PROJECT AREA FEATURES

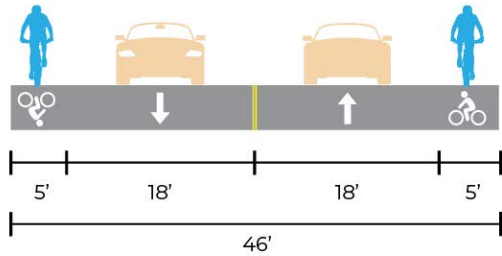


Pedestrian facilities like curb ramps, tactile bumps, and a PHB at the Banyan St. and Butler Peak Pl. can enhance crossings at Los Osos High School.

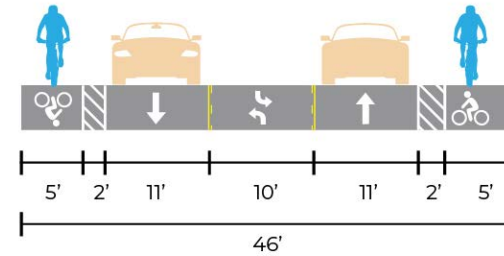


Enhancements at intersections along Banyan St. can benefit pedestrians and bicyclists near Los Osos High School, John L. Golden Elementary School, Etiwanda Colony Elementary School, and Summit Intermediate School.

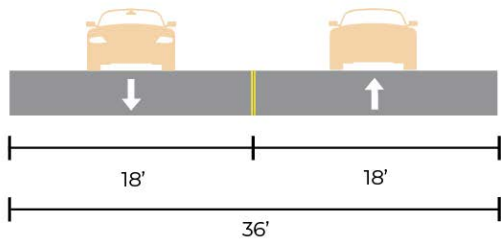
Typical Existing Cross-Section between Milliken Ave and Bluegrass Ave



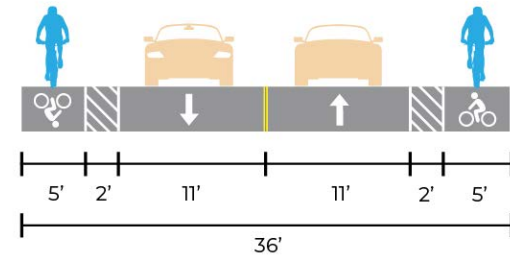
Recommended: Between Milliken Ave. and Bluegrass Ave.



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



Recommended: Between Bluegrass Ave. and Wardman Bullock Rd.



PROJECT IDEA 2

Day Creek Boulevard

Buffered Bike Lanes and Ped Enhancements

CORRIDOR OVERVIEW

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

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

Recommendations

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

PROJECT BENEFITS

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

PROJECT AREA FEATURES



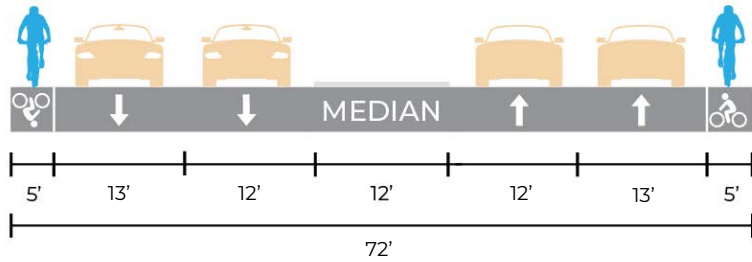
Curb ramps and tactile bumps can improve ADA accessibility at the Day Creek Blvd. and Coyote Dr. intersection.



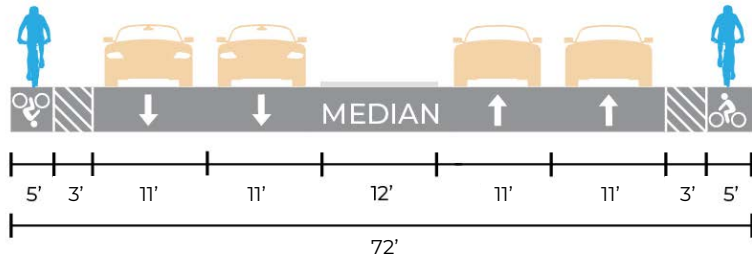
Buffered bike lanes along Day Creek Blvd. can provide a more comfortable bike facility by allowing more space between the bicycle lane and vehicle travel lanes.

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

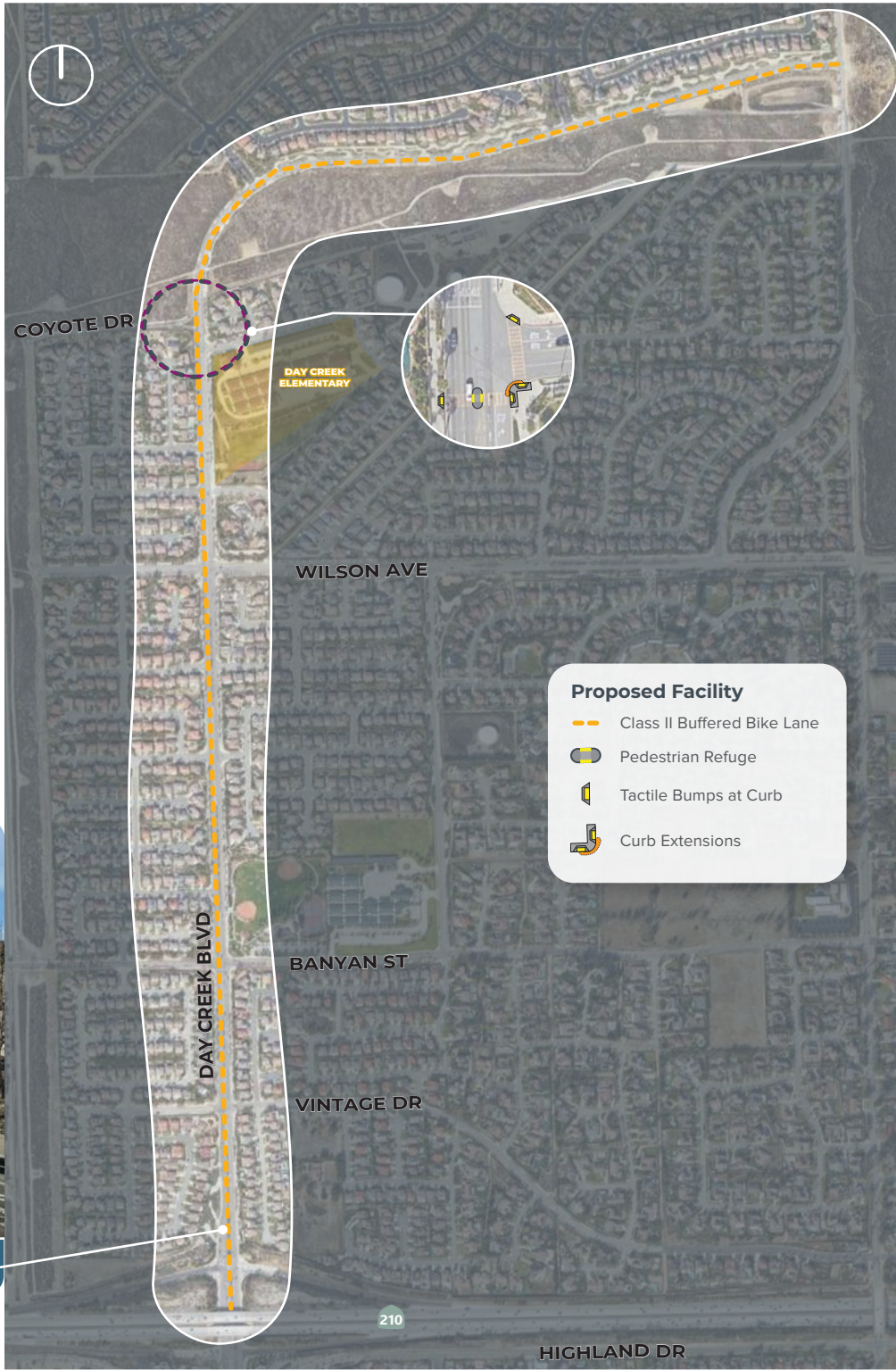
Typical Existing Cross-Section



Recommended: Buffered Class II Bike Lanes



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



PROJECT IDEA 3

Vintage Drive

New Crosswalks and Ped Enhancements

CORRIDOR OVERVIEW

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

Recommendations

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

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

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

PROJECT AREA FEATURES



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



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

Preliminary Cost Estimate: \$173,000

PROJECT BENEFITS

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



PROJECT IDEA 4

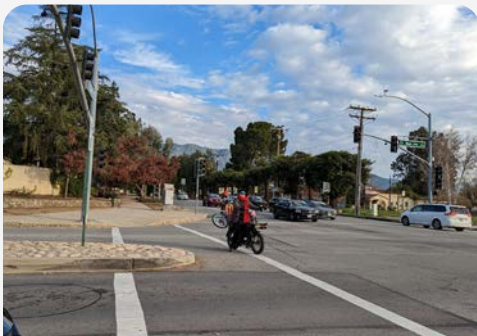
Etiwanda Avenue

Bike Route and Ped Crossing Enhancements

CORRIDOR OVERVIEW

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

PROJECT AREA FEATURES



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

Preliminary Cost Estimate: \$119,000

PROJECT BENEFITS

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

Recommendations

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

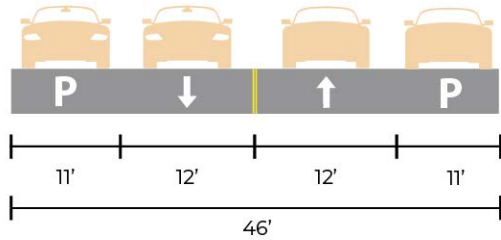
Proposed Facility

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

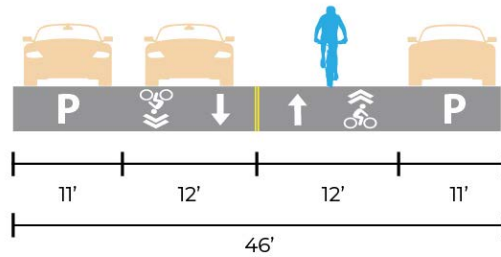


PROJECT IDEA 4 ETIWANDA AVENUE: BUFFERED BIKE LANE, BIKE ROUTE AND PEDESTRIAN ENHANCEMENTS

Existing Typical north of State Route 210



Recommended: Class III Bike Route



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

PROJECT IDEA 5

Wilson Avenue

Buffered Bike Lane and Ped Crossing Enhancements

CORRIDOR OVERVIEW

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

Preliminary Cost Estimate: \$442,000

PROJECT BENEFITS

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



Recommendations

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

Proposed Facility

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



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

PROJECT AREA FEATURES



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



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

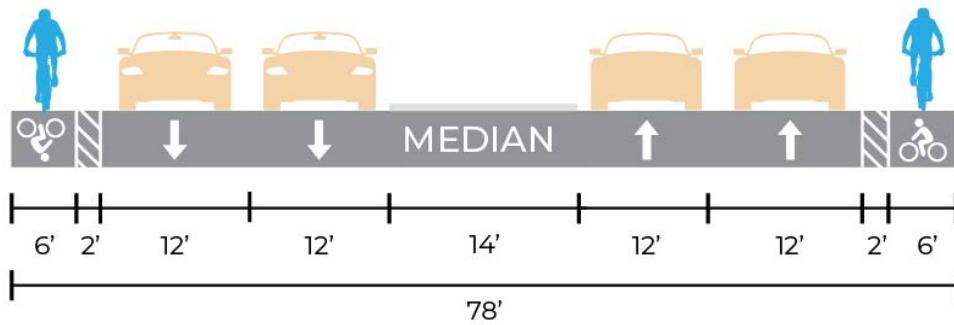
Typical Existing Cross-Section: From Day Creek Blvd to Etiwanda Ave.



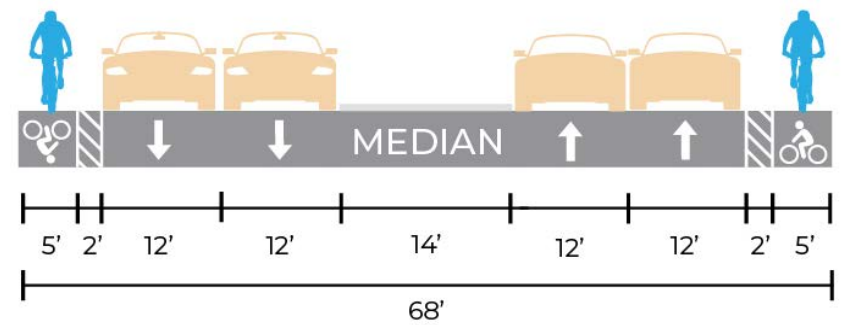
Typical Existing Cross-Section: From Wardman Bullock Rd. to Cherry Ave.



Recommended: From Day Creek Blvd to Etiwanda Ave.



Recommended: From Wardman Bullock Rd. to Cherry Ave.



PROJECT IDEA 6

Victoria Street

Ped Enhancements

CORRIDOR OVERVIEW

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

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

PROJECT BENEFITS

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

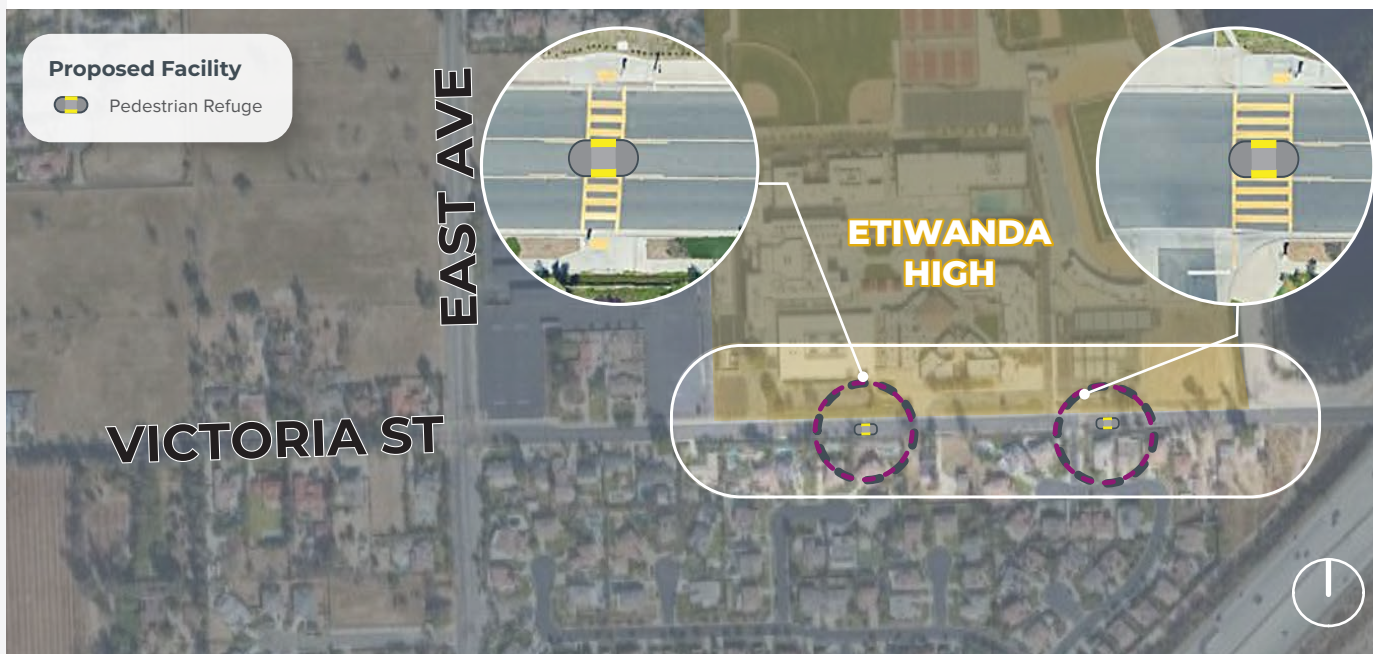
Recommendations

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

PROJECT AREA FEATURES



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



PROJECT IDEA 7

East Avenue

Buffered Bike Lane and New Sidewalks

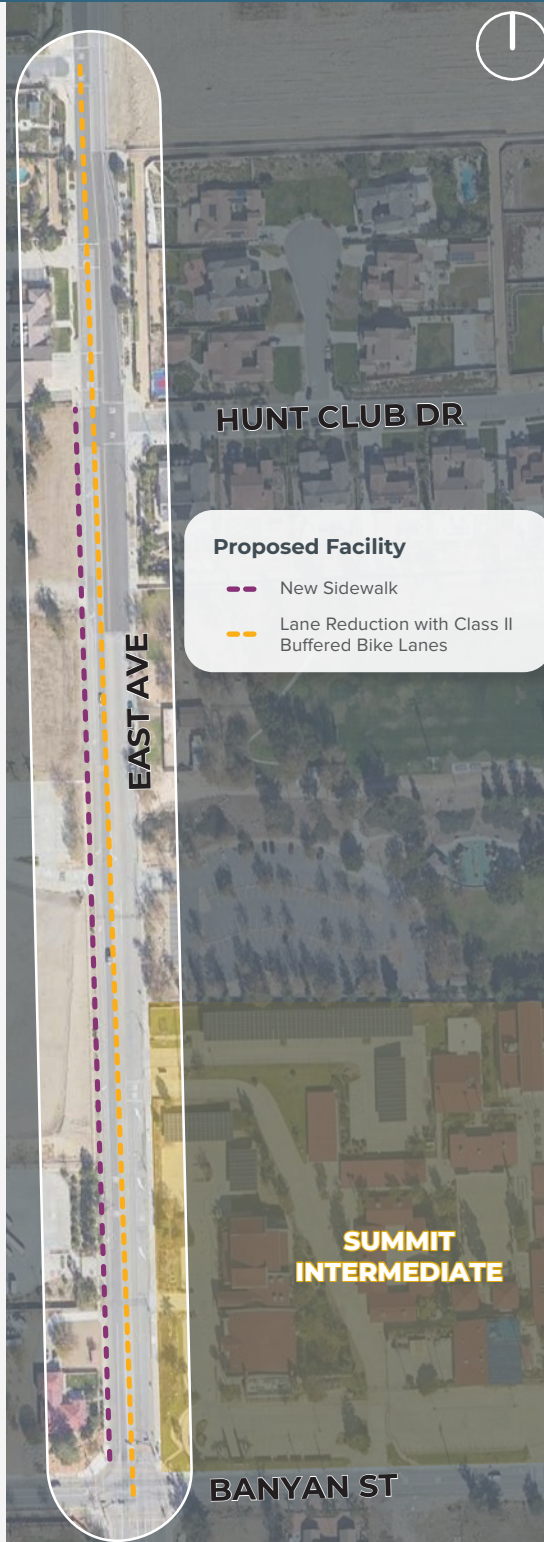
CORRIDOR OVERVIEW

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

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

PROJECT BENEFITS

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

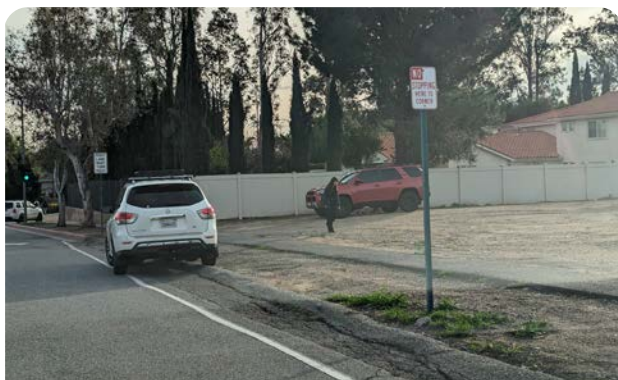


PROJECT IDEA 7 EAST AVENUE: BUFFERED BIKE LANE, NEW SIDEWALK, AND PEDESTRIAN ENHANCEMENTS

PROJECT AREA FEATURES



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

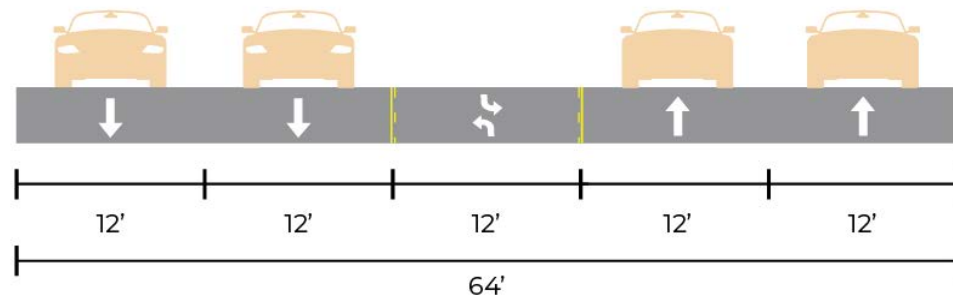


Sidewalks on east side of East Ave. near Etiwanda High School can be replaced from asphalt to concrete to provide a wider and higher quality facility.

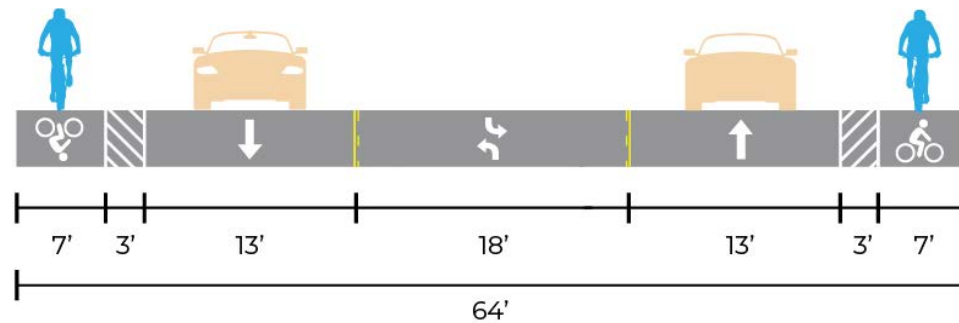
Recommendations

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

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



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



- Additional count data needed to confirm adequate travel lanes

PROJECT IDEA 8

Base Line Road

Ped and Bike Enhancements

CORRIDOR OVERVIEW

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

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

PROJECT BENEFITS

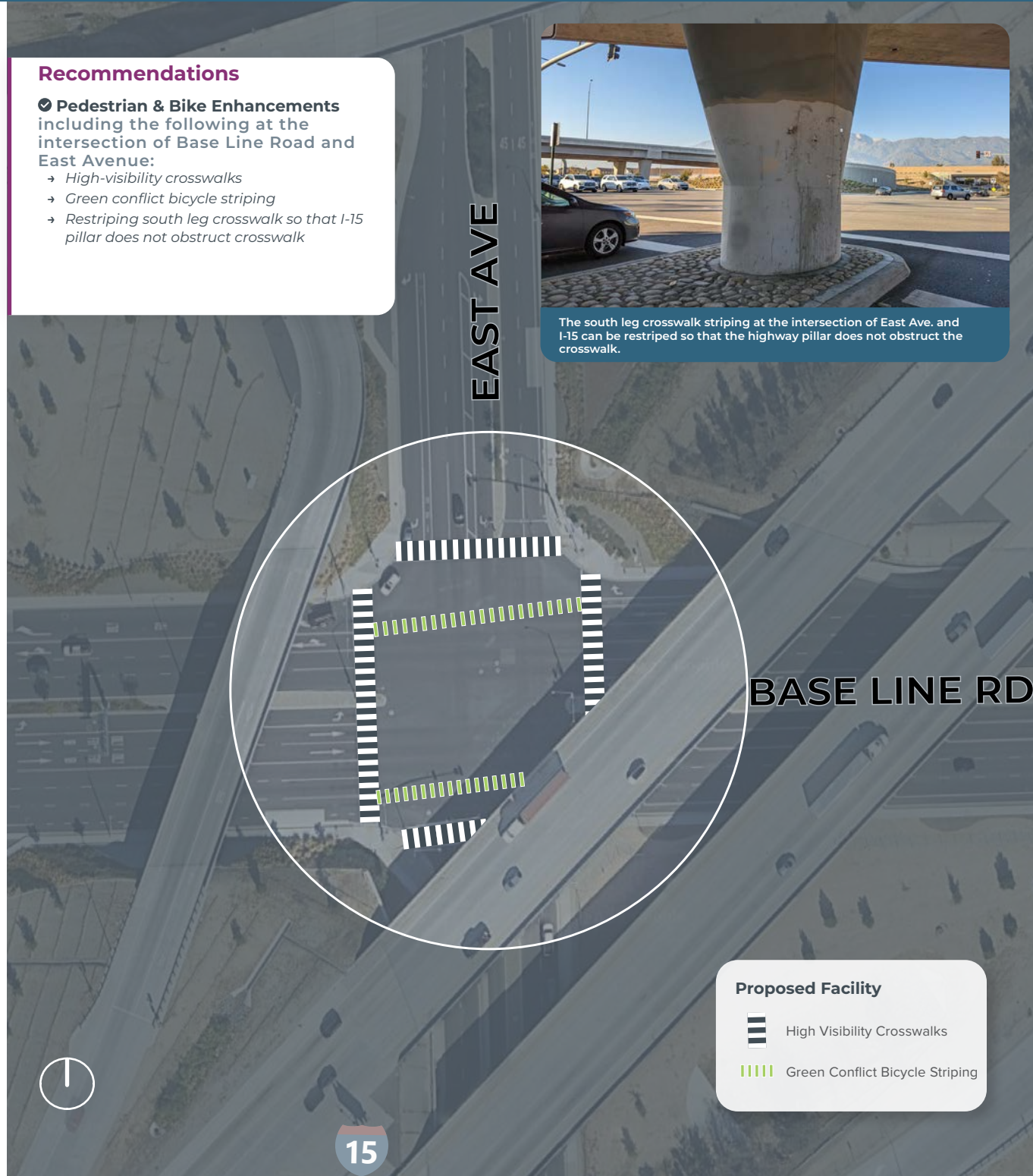
- ✓ Access to Parks & Rec
- ✓ Collision History
- ✓ Network Connectivity
- ✓ Key Barrier/Gap Closure

Recommendations

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



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



EAST AVE

BASE LINE RD

Proposed Facility

- High Visibility Crosswalks
- Green Conflict Bicycle Striping



PROJECT IDEA 9

Duncaster Place

Ped Enhancements

CORRIDOR OVERVIEW

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

Preliminary Cost Estimate: \$112,000

Recommendations

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

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

PROJECT AREA FEATURES



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



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

PROJECT BENEFITS

✓ Access to Parks & Rec

✓ Network Connectivity

Proposed Facility

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



PROJECT IDEA 10

Etiwanda Creek Channel

Multi-Use Trail

CORRIDOR OVERVIEW

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

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

PROJECT BENEFITS

- Access to Parks & Rec
- Key Gap Closure

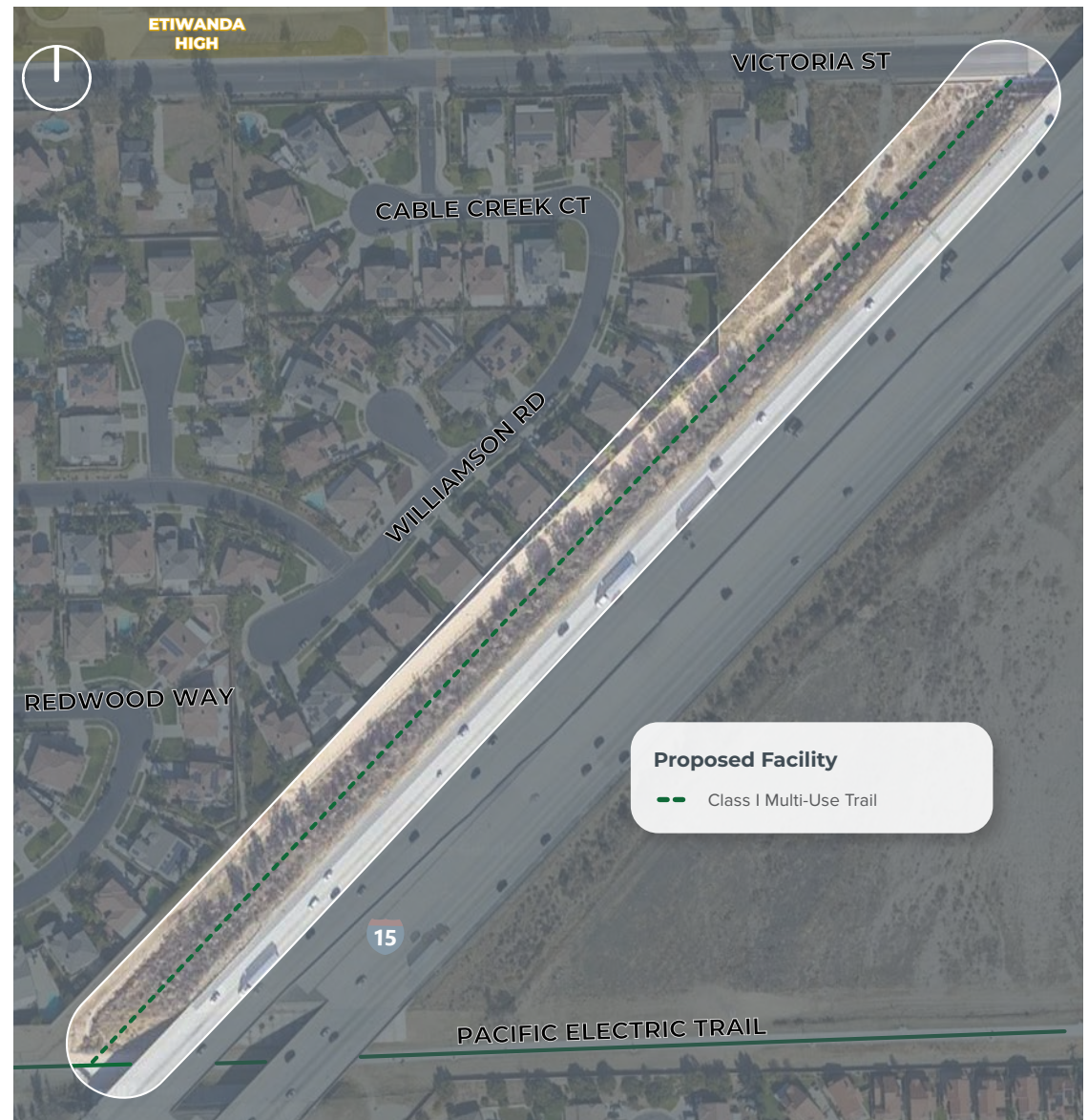
Recommendations

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

PROJECT AREA FEATURES



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



PROJECT IDEA 11

Summit Intermediate/ Etiwanda Creek Park Connection

CORRIDOR OVERVIEW

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

Preliminary Cost Estimate: **\$18,000**

PROJECT BENEFITS

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

Recommendations

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



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



BANYAN ST

Proposed Facility

- Access Point