

ABOUT THE AREA

Central North – Eastside

The Central North – Eastside neighborhood is in the center and east of the City of Rancho Cucamonga. In the PlanRC General Plan, Central North - Eastside is described primarily as a **Suburban Neighborhood – Low Density** with pockets **Suburban Neighborhood – Moderate** and **Urban Neighborhood** densities, particularly along Church Street. Commercial areas are along Haven Avenue, Foothill Boulevard and Interstate 15. Bike and pedestrian connections are provided to major streets, trails, and neighborhood-serving uses.

Existing Trails

12.7 miles

Access to Trails and Bike Facilities

18%

Percent of population living within quarter mile of an existing trail

Schools

8

- Carlton P. Lightfoot Elementary
- Coyote Canyon Elementary
- Pedrew Elementary
- Terra Vista Elementary
- Victoria Groves Elementary
- Windrows Elementary
- Ruth Musser Middle
- Rancho Cucamonga High

Existing Bike Facilities

27.0 miles

31%

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

Destinations

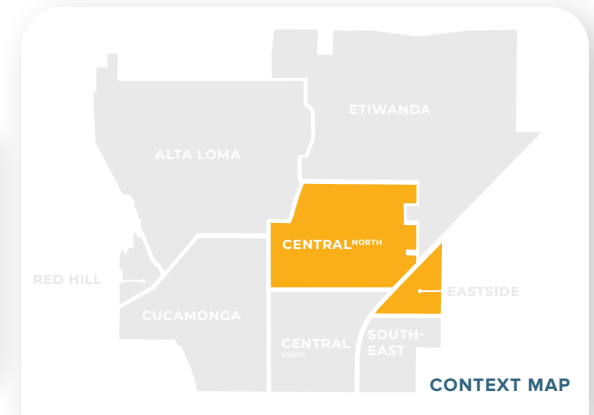
- Victoria Gardens
- Coyote Canyon Park
- Ellena Park
- Kenyon Park
- Garcia Park
- Milliken Park
- Mountain View Park
- Ralph M. Lewis Park
- Central Park
- Spruce Avenue Park
- Victoria Arbors Park
- Victoria Groves Park
- Vintage Park
- West Greenway Park
- Windrows Park

CENTRAL NORTH – EASTSIDE FEATURES

- Medium Density
- Park Access
- Trail Connections
- Retail/Jobs

Collisions
Ped/Bike (2015–2019)

0 Fatal
4 Severe Injury
33 Other Injury



Summary of Existing Trails and Bike Facilities

Name	From	To	Class	Length (miles)
Existing Trails				
Day Creek Channel	Highland Ave.	Base Line Rd.	I	2.9
Deer Creek	Highland Ave.	Haven Ave.	I	4.3
Highland Ave.	Deer Creek Trail	Kenyon Wy.	I	0.2
Mountain View Paseo	Town Center Dr.	Terra Vista Pkwy.	I	1.3
PE Trail	Deer Creek Trail	Etiwanda Ave.	I	3.7
Victoria Groves Paseo	Deer Creek	Fairmont Wy.	I	0.3
Existing On-Street Bike Facilities				
Arbor Ln.	Victoria Arbors Park Parking	Cultural Center Dr.	II	0.3
Base Line Rd.	Haven Ave.	Etiwanda Ave.	II	3.2
Church St.	Haven Ave.	Rochester Ave.	III	3.0
Church St.	Rochester Ave.	Etiwanda Ave.	II	1.8
Day Creek Blvd	Firehouse Ct.	Victoria Gardens Ln.	II	2.1
Etiwanda Ave.	Miller Ave.	Garcia Rd.	II	0.8
Foothill Blvd.	Haven Ave.	East Ave.	II	3.5
Highland Ave.	Day Creek Trail	Day Creek Blvd.	II	2.4
Malaga Dr.	Church St.	Rochester Ave.	II	0.3
Milliken Ave.	SR-210	Foothill Blvd.	II	2.1
Rochester Ave.	Base Line Rd.	Foothill Blvd.	II	2.5
Spruce Ave.	Base Line Rd.	Town Center Dr.	II	0.9
Terra Vista Pkwy.	Church St.	Spruce Ave.	III	0.4
Terra Vista Pkwy.	Spruce Ave.	Milliken Ave.	III	0.5
Terra Vista Pkwy.	Milliken Ave.	Church St.	III	0.7
Victoria Gardens Ln.	Church St.	Day Creek Blvd.	II	0.8
Victoria Park Ln.	Fairmont Wy.	Church St.	II	0.8

EXISTING CONDITIONS

WALK & BIKE AUDIT SUMMARY

Pedestrian and Bicycle Network

- Access to a variety of Class I Multi-Use community paths such as Deer Creek Trail and Pacific Electric Trail as well as the many paseos throughout the Mountain View area.
- Narrow gates at access points on trails.
- Segmented trails without crossing enhancement between segments.
- Sidewalk gaps or narrow sidewalks on several streets around the schools.
- Opportunity to improve connectivity between segments of Deer Creek Trail.
- Opportunity to enhance bicyclist comfort along roadways through increased separation from vehicles.

Crossing

- Many crossings could benefit from increased visibility to drivers such as high-visibility crosswalk markings and Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs), as well as decreased crossing distance through curb extensions or median islands.

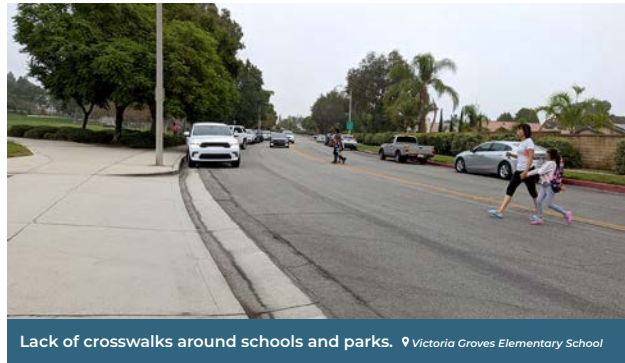
Safety

- Providing separated bikeways can increase safety on the roadways and sidewalks.

Experience

- Roadways such as Base Line Rd, Day Creek Blvd., or I-15, present high level of travel stress due to high volumes, high speeds, or close proximity to moving vehicles.
- Opportunity for improved wayfinding and signage, especially on paseos.

Walk audits were conducted around 8 schools in the Central North – Eastside area between October 11, 2022 and February 1, 2023. The walk audits focused on observing the existing conditions of the active transportation network around the public schools and identifying potential physical improvements to connect the schools to the broader network.



Lack of crosswalks around schools and parks.  Victoria Groves Elementary School



An addition of a PHB at the Terra Vista Pkwy, and Hampton Pl. intersection can enhance awareness of pedestrians within the crosswalk across a multi-lane roadway  Windrows Elementary School



Bicycle lanes lack buffer from vehicles near Pacific Electric Trail and Central Park.



Trail through neighborhood without dedicated pedestrian crossing features .  Windrows Elementary School



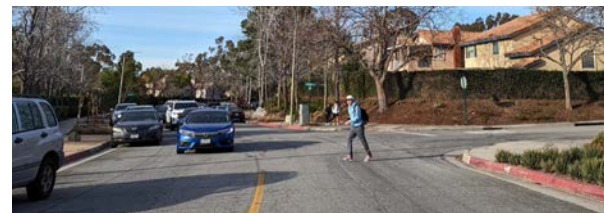
Discontinuous sidewalks near schools.  Perdew Elementary School



Narrow sidewalks near schools and parks.  Terra Vista Elementary School



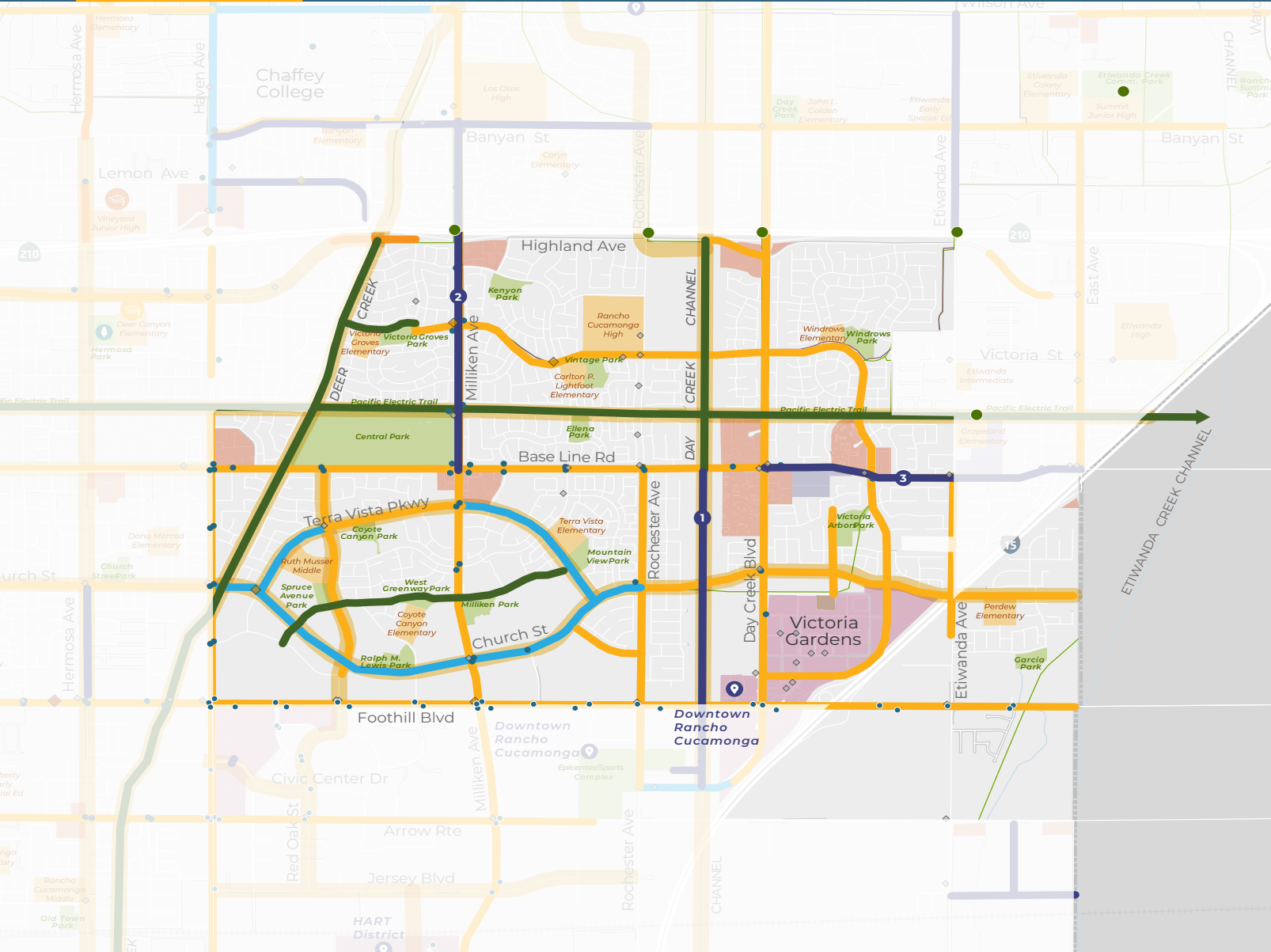
Bicyclists riding on sidewalks.  Ruth Musser Middle School



Student crossing from neighborhood streets without benefit of dedicated crosswalk.  Rancho Cucamonga High School



Crosswalks lacking high-visibility striping  Windrows Elementary School



Capital Improvement Program (2023-2024)

- 1 Day Creek Channel Bike Trail Pavement Rehabilitation:
- 2 Milliken Avenue
- 3 Banyan Street

PlanRC Vision

Destinations

- **Rancho Cucamonga Downtown** is one of the Focus Areas identified in PlanRC, including the area around **Victoria Gardens**.

Potential Improvements

- Provide access to **Etiwanda Creek Channel** from Victoria Park Lane on north and south sides.
- Add crossing to the **Deer Creek Trail** at Base Line Road to close a north-south gap.
- Extend the **Day Creek Channel Trail** south from Base Line Rd.



Day Creek Channel re-imagined with a multi-use trail and public open space with access to Victoria Gardens Park

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

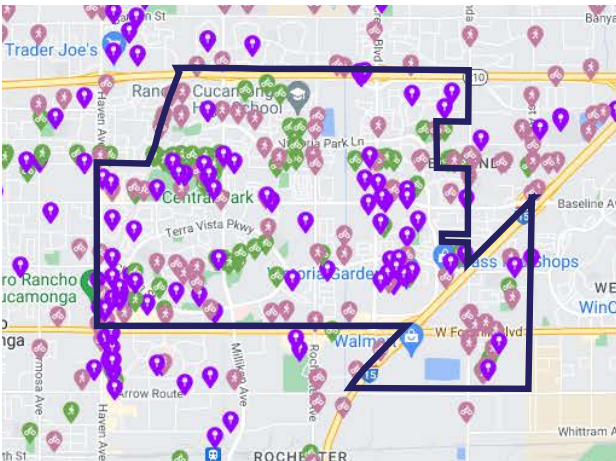
WHAT WE'VE HEARD

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

- 16 percent of comments on the community survey were received from Central North or Eastside residents (106 respondents).



Pop-Up Engagement event at Terra Vista Farmer's Market in May 2023



Online survey response in Central North – Eastside

★ Places I go to

- Schools
- Pacific Electric Trail
- Central Park
- Coyote Canyon Park
- Garcia Park
- Mountain View Park
- Ralph M. Lewis Park
- Victoria Arbors Park
- Victoria Groves Park
- Commercial centers at:
 - Victoria Gardens
 - Terra Vista Town Center
 - Day Creek Boulevard & Base Line Road
 - Foothill Boulevard & Etiwanda Avenue

💡 Issues or Opportunities

Gaps in Pedestrian and Bicycle Network:

- Walking or biking near the freeway off-ramps
- Respondents identified the following segments for sidewalk gap closures:
 - Etiwanda Avenue near Foothill Boulevard
 - Foothill Boulevard near I-15 Interchange
 - Miller Avenue near East Avenue

Access:

- Community members expressed interest in accessing other destinations that are not immediately off the PE trail, such as schools or Victoria Gardens.
- PE trail users identified interest in easily walking or rolling from the trail to Victoria Park Lane.
- Walking or rolling to the future dog park at Central Park was a common topic among community members.
- Respondents identified the following intersections for improved crossing:
 - Foothill Boulevard at I-15 interchange
 - Church Street/Miller Avenue at I-15 interchange
 - Deer Creek Trail at Base Line Road

Perceived Safety Concerns:

- Double parking and sight distance concerns, especially during pick-up or drop-off at schools.
- Visibility of lane lines and crosswalks especially in wet weather.
- Motorists speeding on streets.
- Motorists do not yield to pedestrians or stop signs and run red lights.

Amenities:

- Multiple community members expressed a desire for additional trail and park amenities such as restrooms, trees or structures to provide shade, drinking fountains, bike racks, and trash cans.
- Additional lighting around pedestrian and bicycle facilities



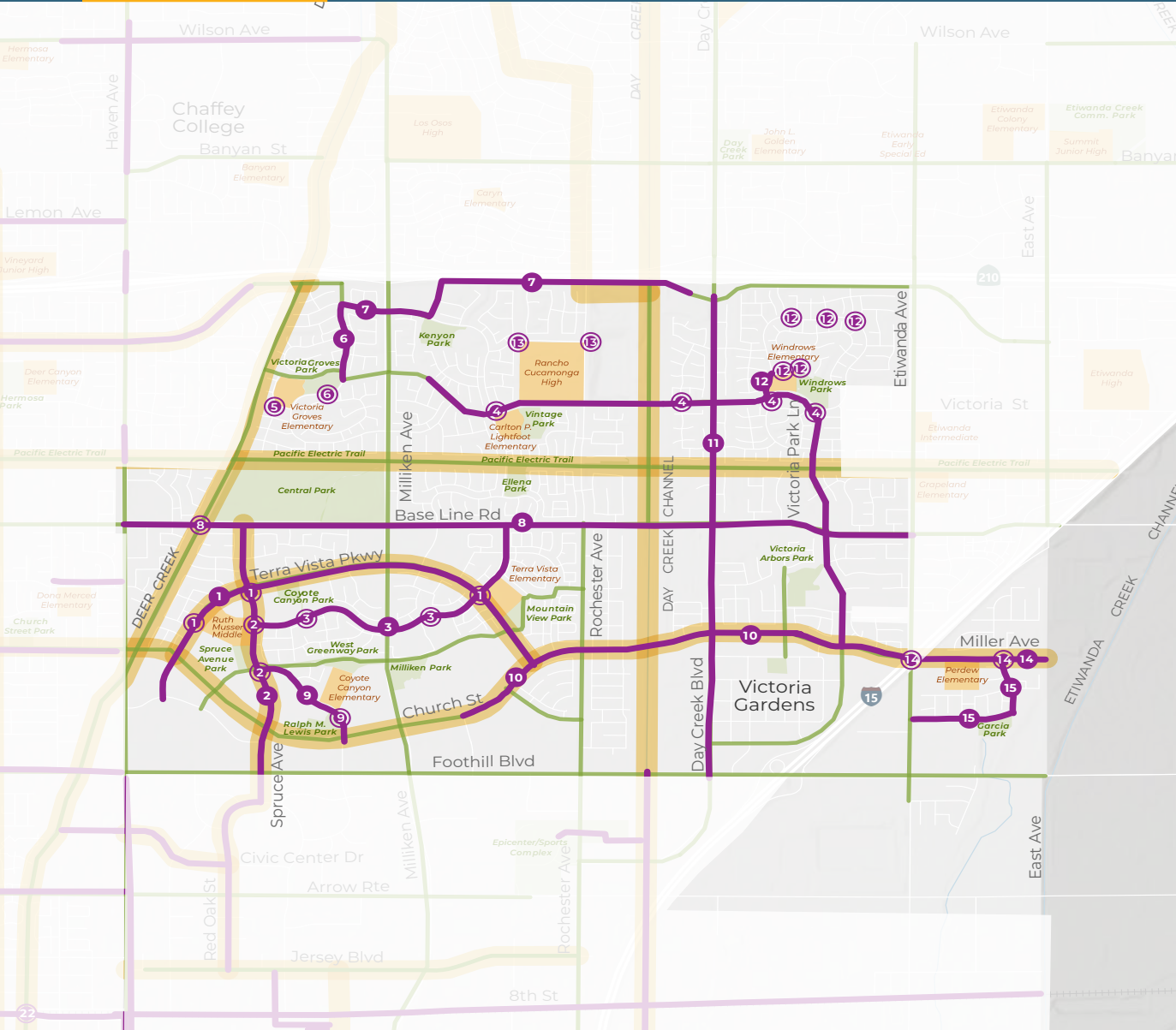
“Victoria Gardens is surrounded by parking lots and hard to bike through”

“Many of the shopping centers don't have enough bike parking”





“There are still so many people in town who don't know about the bike or trail system. Maybe a scavenger hunt to get attention?”

“I would like to see the build-out of the flood control channels into bicycle and pedestrian paths with lighting.”

“This [ATP] would be amazing! My kids could bike to school.”



RECOMMENDATIONS

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



PROJECT IDEAS

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 Terra Vista Parkway Ped/Bike Enhancements 2 Spruce Avenue Ped Enhancements 3 Mountain View Drive Buffered Bike Lanes and Ped Enhancements 4 Victoria Park Lane Buffered Bike Lanes and Ped Enhancements 5 Emerson Street/Sherbrooke Place Intersection Ped Enhancements 6 Fairmont Way Buffered Bike Lanes and New Crosswalks 7 Highland Avenue and Kenyon Way Bike Enhancements 8 Base Line Road Buffered Bike Lane and Deer Creek Trail Crossing | <ul style="list-style-type: none"> 9 Elm Avenue Crossing Enhancements and Sidewalk at Coyote Canyon Elementary 10 Church Street Buffered Bike Lanes 11 Day Creek Boulevard Buffered Bike Lanes 12 Victoria Windrows Loop Ped Enhancements 13 Lark Drive New Crosswalks 14 Miller Avenue Buffered Bike Lanes and Ped Enhancements 15 Dolcetto Place and Garcia Drive Buffered Bike Lanes |
|---|--|

PROJECT IDEA 1

Terra Vista Parkway

Ped/Bike Enhancements

CORRIDOR OVERVIEW

Distance	1.86 Miles
Typical Width	62' - 66'
Number of Lanes	4 - 5
Posted Speed Limit	40 mph
AADT Estimate (2019)	–
Street Typology	Bicycle Corridor
Existing Bike Facility	Class II Bike Lane from Spruce Ave. to Milliken Ave.
PlanRC Bike/Ped Priority	Yes
Schools	Ruth Musser Middle Terra Vista Elementary
Transit	–
Trail Connection	Mountain View Paseo
Population Within Quarter Mile	12,500

Preliminary Cost Estimate: **\$815,100**

PROJECT BENEFITS

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

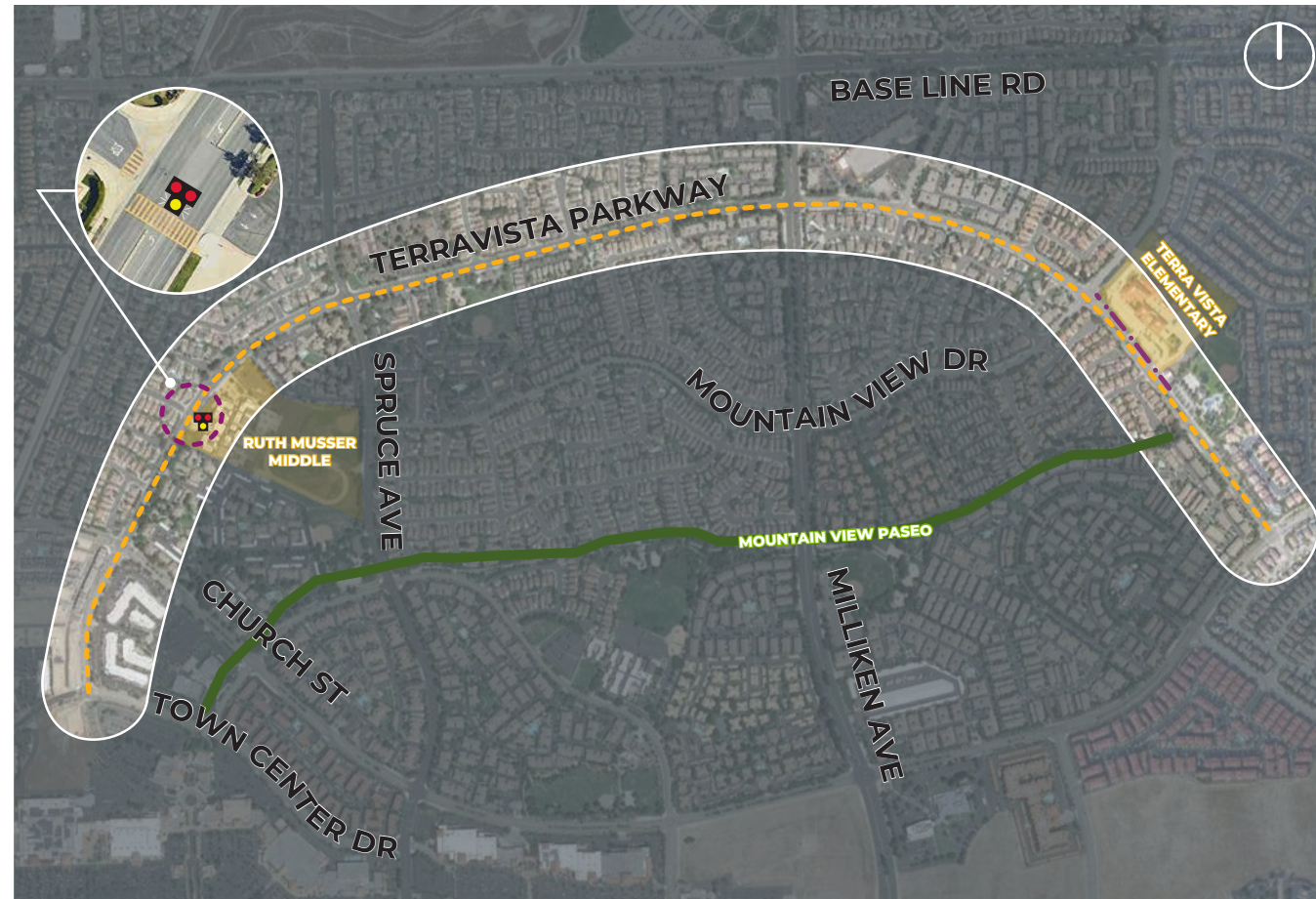
Recommendations

- ✓ **Class II Buffered Bike Lane** along Terra Vista Pkwy. including wayfinding signage from Town Center Dr. to Church St.
- ✓ **Pedestrian Enhancements** include Pedestrian Hybrid Beacon (PHB) installation at Terra Vista Pkwy. and Hampton Pl. at existing marked crossing to Ruth Musser Middle School.
- ✓ **Widen Sidewalk** on north side of Terra Vista Pkwy. from Mountain View Dr. to Mountain View Park North driveway.
- ✓ **Enhance Comfort** through lane narrowing along Terra Vista Pkwy.

Proposed Facility

- Class II Buffered Bike Lane
- Widen Sidewalk
- Pedestrian Hybrid Beacon

PROJECT MAP



PROJECT IDEA 1 TERRA VISTA PARKWAY: PEDESTRIAN AND BIKE ENHANCEMENTS

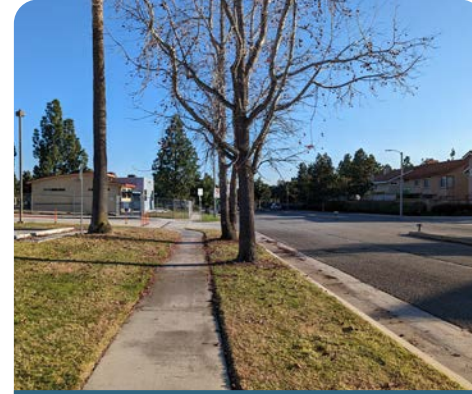
PROJECT AREA FEATURES



Buffered bike lanes can improve network connectivity to existing bike lanes on Terra Vista Pkwy, and improve comfort for students who commute by bicycle to Ruth Musser Middle School or Terra Vista Elementary School.

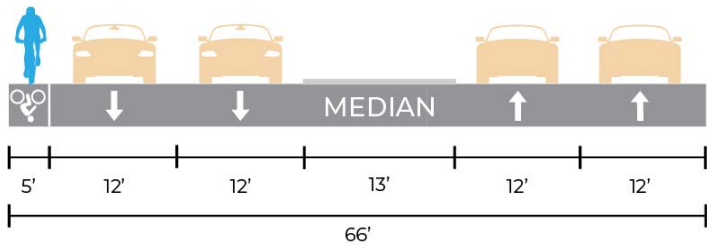


An addition of a PHB at the Terra Vista Pkwy. and Hampton Pl. intersection can enhance awareness of pedestrians within the crosswalk across a multi-lane roadway.

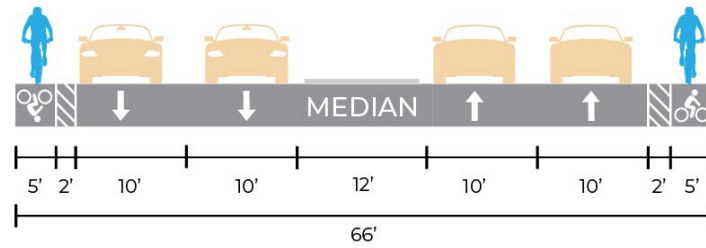


Wider sidewalks along the Terra Vista Elementary School frontage can serve bicyclists and pedestrians.

Typical Existing Cross-Section



Recommended



PROJECT IDEA 2

Spruce Avenue

Ped Enhancements

CORRIDOR OVERVIEW

Distance	1.05 Miles
Typical Width	62'
Number of Lanes	4
Posted Speed Limit	40 mph
AADT Estimate (2019)	N/A
Street Typology	Bicycle Corridor
Existing Bike Facility	Class II Bike Lane Base Line Road to Town Center Drive
PlanRC Bike/Ped Priority	Yes
Schools	Ruth Musser Middle
Transit	–
Trail Connection	Mountain View Paseo
Population Within Quarter Mile	7,455

Preliminary Cost Estimate: \$256,000

PROJECT BENEFITS

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



Recommendations

✔ **Ped Enhancements** including a pedestrian hybrid beacon (PHB) at Spruce Ave. and Mountain View Dr, Also includes high-visibility crosswalk, median refuge, curb extensions, and tactile bumps at the following intersections:

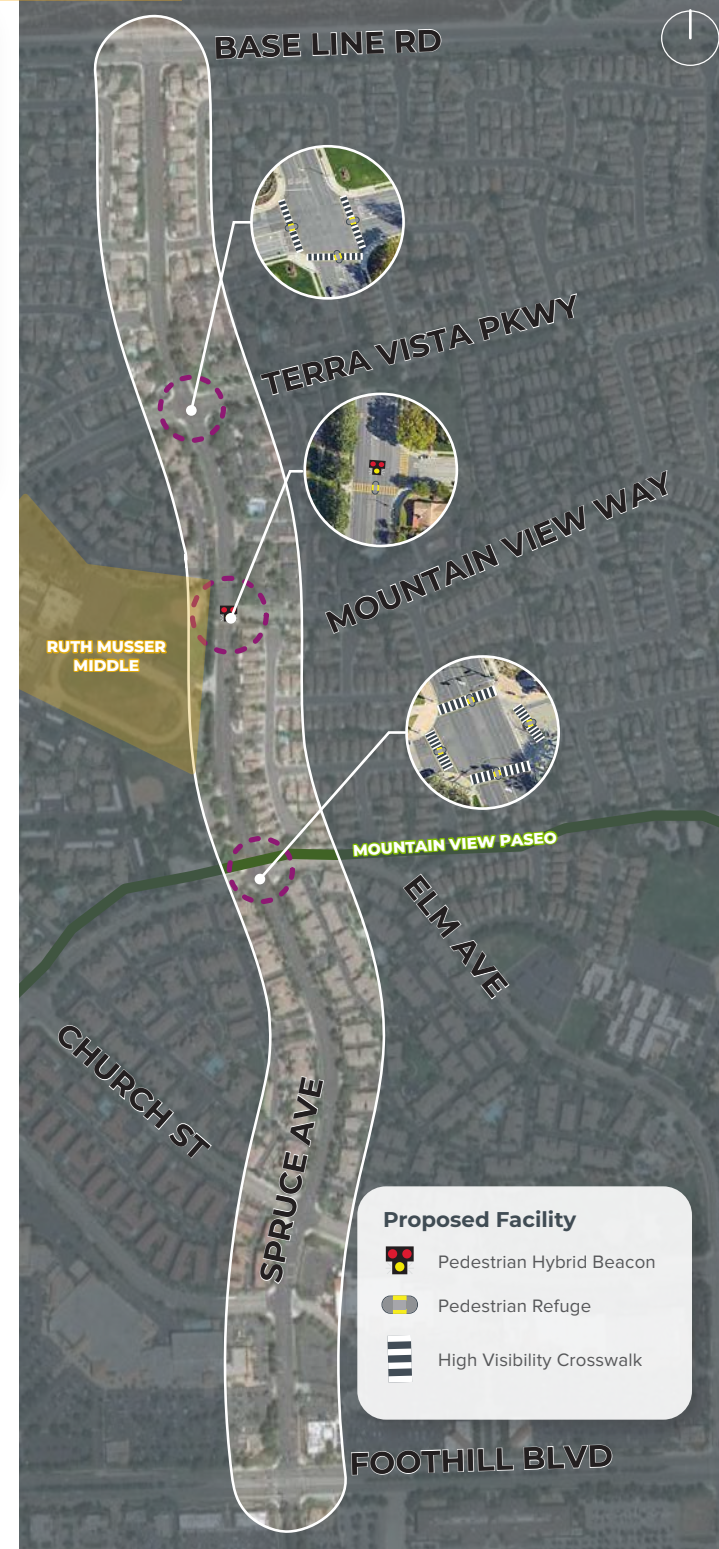
- Spruce Ave. and Terra Vista Pkwy
- Spruce Ave. and Mountain View Dr.
- Spruce Ave. and Elm Ave.

✔ **Enhance Comfort** may include a reduction of travel lanes from Church St. to Base Line Rd.

PROJECT AREA FEATURES



A Pedestrian Hybrid Beacon at Spruce Ave. and Mountain View Wy. would enhance visibility of pedestrians and bicyclists.



Proposed Facility

- Pedestrian Hybrid Beacon
- Pedestrian Refuge
- High Visibility Crosswalk

PROJECT IDEA 3

Mountain View Drive

Buffered Bike Lanes and Ped Enhancements

CORRIDOR OVERVIEW

Distance	1.25 Miles
Typical Width	44'
Number of Lanes	2
Posted Speed Limit	40 mph
AADT Estimate (2019)	–
Existing Bike Facility	Collector from Spruce Ave. to Terra Vista Pkwy. Local from Terra Vista Pkwy. to Base Line Rd.
Street Typology	–
PlanRC Bike/Ped Priority	–
Schools	Ruth Musser Middle Terra Vista Elementary
Transit	–
Trail Connection	–
Population Within Quarter Mile	9,700

Preliminary Cost Estimate: **\$379,600**

Recommendations

- ✓ **Class II Buffered Bike Lane** along Mountain View Dr. with wayfinding signage from Spruce Ave. to Base Line Rd.
- ✓ **Ped Enhancements** including high-visibility crosswalks, curb extensions, and median refuges at paseo paths and at Mountain View Dr. and Terra Vista Pkwy. intersection.

PROJECT BENEFITS

✓ Network Connectivity

✓ Collision History

✓ Access to Transit

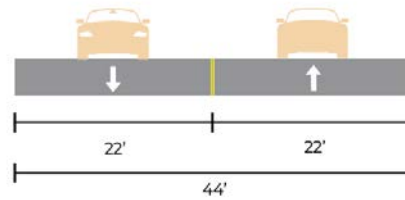


Wide travel lane widths along Mountain View Dr. can provide buffered bike lanes

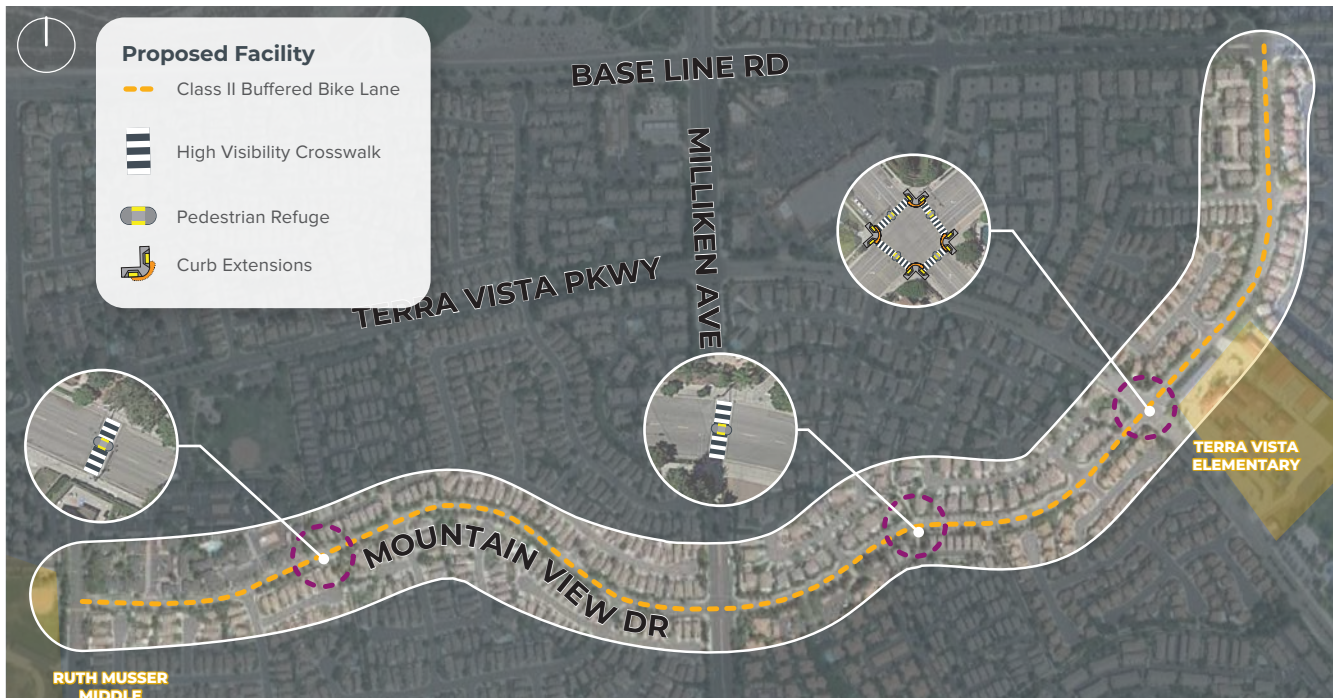
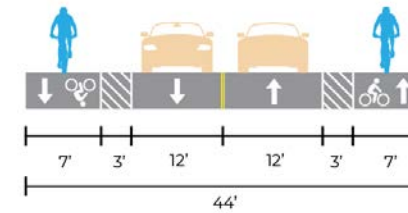


Two paseos exist on Mountain View Dr. that connect pedestrians to Coyote Canyon Park and residential communities. These can be enhanced with crossing improvements

Typical Existing Cross-Section between Fairhaven Pl. and Terra Vista Pkwy.



Recommended: Class II Buffered Bike Lanes



PROJECT IDEA 4

Victoria Park Lane

Buffered Bike Lanes and Ped Enhancements

CORRIDOR OVERVIEW

Distance	2.7 Miles
Typical Width	68' - 86'
Number of Lanes	2
Posted Speed Limit	35 MPH
AADT Estimate (2019)	N/A
Street Typology	Collector Street
Existing Facility	Class II Bike Lane
PlanRC Bike/Ped Priority	-
Schools	Cariton P. Lightfoot Elementary Rancho Cucamonga High Windrows Elementary
Transit	-
Trail Connection	Pacific Electric Trail, Day Creek Channel
Population Within Quarter Mile	10,700

Preliminary Cost Estimate: **\$644,800**

PROJECT BENEFITS

✓ Access to Schools

✓ Access to Parks & Rec

✓ Network Connectivity

✓ Access to Transit

✓ Key Barrier/Gap Closure

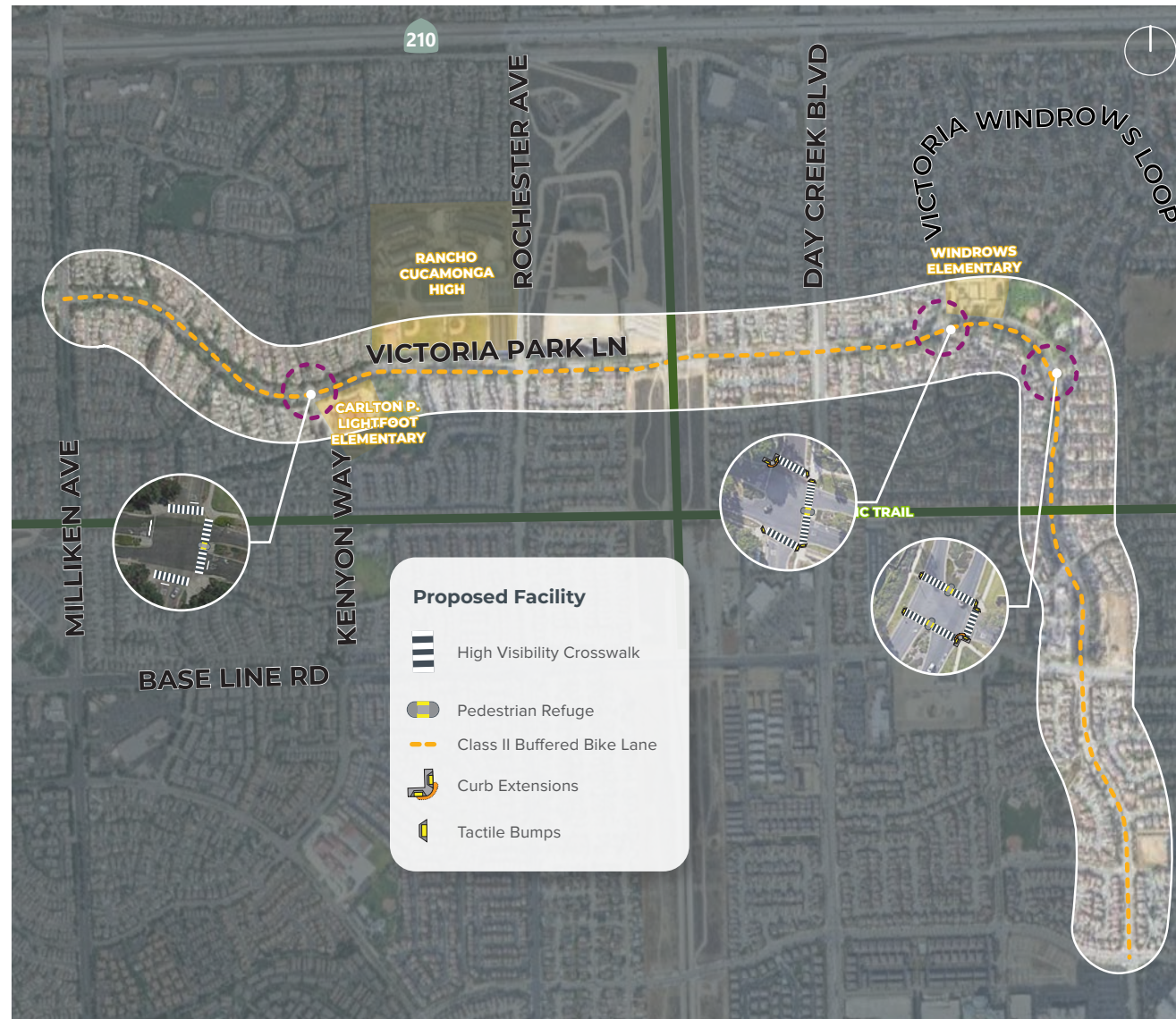
✓ Collision History

Recommendations

✓ **Class II Buffered Bike Lane** along Victoria Park Ln. with wayfinding signage from Milliken Ave. to Church St.

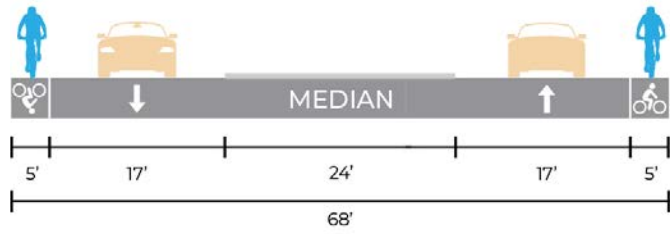
✓ **Ped Enhancements** including high-visibility crosswalk, advanced stop lines, curb extensions, and improved sidewalk pavement and connections at the following intersections:

- Victoria Park Ln. and Kenyon Way
- Victoria Park Ln. and Victoria Windrows Loop (west of Windrows Elementary)
- Victoria Park Ln. and Victoria Windrows Loop (east of Windrows Elementary)

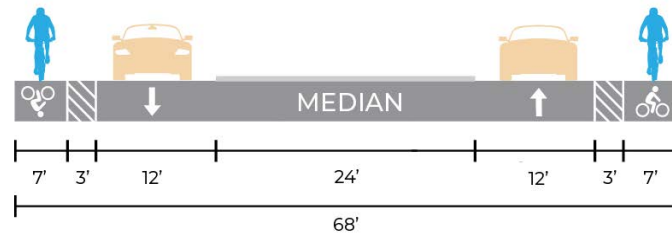


PROJECT IDEA 4 VICTORIA PARK LANE: BUFFERED BIKE LANES AND PEDESTRIAN ENHANCEMENTS

Typical Existing Cross-Section



Recommended



PROJECT AREA FEATURES



Pedestrian crossing enhancements along Victoria Park Ln. can benefit the students and residents near Carleton P. Lightfoot Elementary, Rancho Cucamonga High School, and Windrows Elementary School

PROJECT IDEA 5

Emerson Street/ Sherbrooke Place

Intersection Ped Enhancements

CORRIDOR OVERVIEW

Distance	–
Typical Width	34' - 36'
Number of Lanes	2
Posted Speed Limit	25 MPH
AADT Estimate (2019)	N/A
Existing Bike Facility	Local
Street Typology	–
PlanRC Bike/Ped Priority	–
Schools	Victoria Groves Elementary
Transit	–
Trail Connection	–
Population Within Quarter Mile	1,900

Preliminary Cost Estimate: **\$26,000**

PROJECT BENEFITS

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

PROJECT AREA FEATURES



Pedestrian enhancements at Emerson St. and Sherbrooke Pl. near Victoria Groves Elementary may include curb extensions, high-visibility crosswalks, and advanced stop lines

Recommendations

- ✓ **Ped Enhancements** including high-visibility crosswalks and curb extensions at Emerson St. and Sherbrooke Pl.



Proposed Facility

- High Visibility Crosswalk
- Curb Extensions

PROJECT IDEA 6

Fairmont Way

Buffered Bike Lanes and New Crosswalks

CORRIDOR OVERVIEW

Distance	0.31 Miles
Typical Width	35'
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	Victoria Groves Elementary
Transit	–
Trail Connection	Deer Creek Channel
Population Within Quarter Mile	6,110

Preliminary Cost Estimate: **\$178,100**

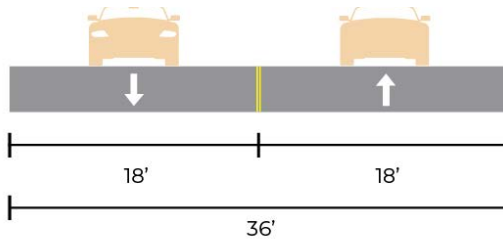
PROJECT BENEFITS

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

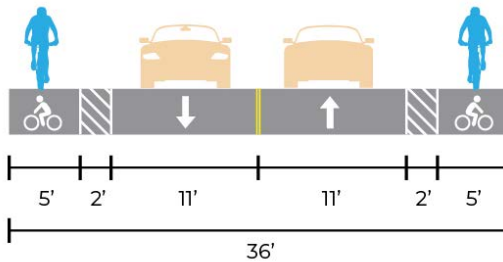
Recommendations

- ✓ **Class II Buffered Bike Lane** along Fairmont Way with wayfinding signage
- ✓ **Add Crosswalk** with high-visibility crosswalks striping, curb extensions, median refuge, and ADA ramps just west of York Pl.
- ✓ **Ped Enhancements** including high-visibility crosswalk striping, curb extensions, and tactile bumps at intersection with Victoria Park Lane

Typical Existing Cross-Section from Kenyon Wy. to Victoria Park Pl.



Recommended



Proposed Facility

- High Visibility Crosswalk
- Pedestrian Refuge
- Curb Extensions
- Tactile Bumps

PROJECT AREA FEATURES



An additional crosswalk and other pedestrian enhancements along Fairmont Way can improve walkability near Victoria Groves Elementary and Victoria Groves Park.



PROJECT IDEA 7

Highland Avenue and Kenyon Way

Bike Enhancements

CORRIDOR OVERVIEW

Distance	1.1 Miles
Typical Width	44'
Number of Lanes	2
Posted Speed Limit	35 MPH
AADT Estimate (2019)	N/A
Street Typology	Collector
Existing Bike Facility	Highland Avenue from Deer Creek Trail to Kenyon Way
PlanRC Bike/Ped Priority	–
Schools	–
Transit	–
Trail Connection	Day Creek Channel
Population Within Quarter Mile	13,330

Preliminary Cost Estimate: \$176,800

PROJECT BENEFITS

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

Recommendations

- ✓ **Class II Buffered Bike Lanes** along Highland Ave from Kenyon Way to Day Creek Channel
- ✓ **Class III Bike Routes** along Kenyon Wy. and Woodruff Pl. at following locations:
 - Kenyon Wy. from Fairmont Wy. to Woodruff Pl.
 - Woodruff Pl. from Kenyon Wy. to Highland Ave.

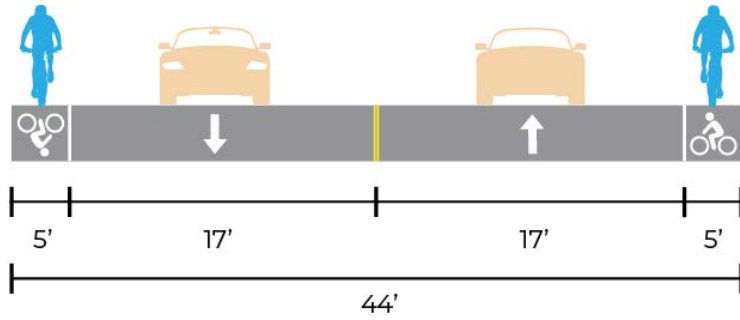
Proposed Facility

- Class II Buffered Bike Lane
- Class III Bike Route

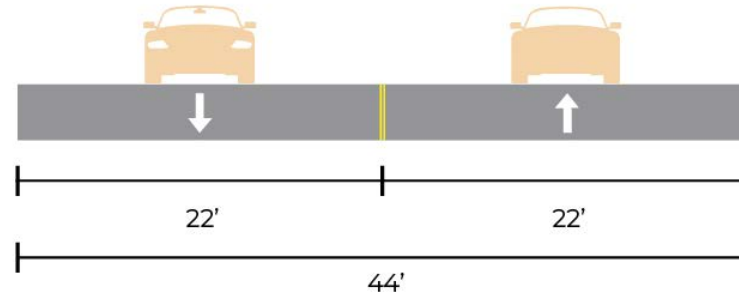


PROJECT IDEA 7 HIGHLAND AVENUE AND KENYON WAY: BIKE ENHANCEMENTS

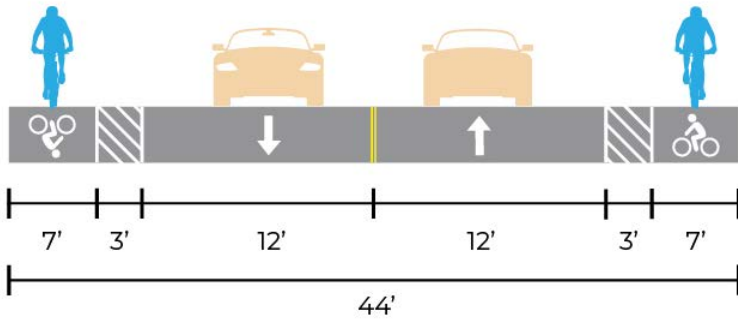
Typical Existing Cross-Section: Highland Ave between Woodruff Pl and Day Creek Blvd



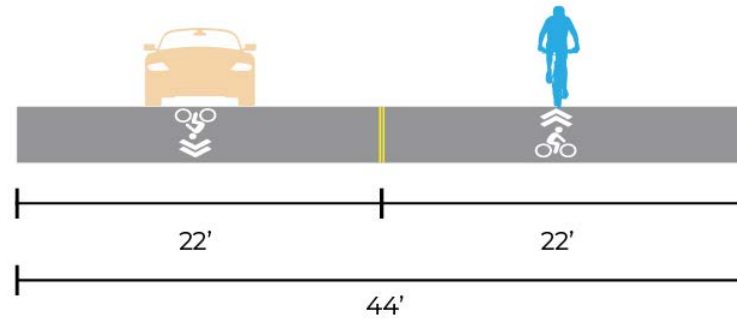
Typical Existing Cross-Section: Kenyon Wy between Fairmont Wy and Milliken Ave.



Recommended: Buffered Class II Bike Lanes



Recommended: Class III Bike Routes



PROJECT AREA FEATURES



Kenyon Wy. has as few driveways and wide travel lanes; class III bike routes could provide connectivity to residential, commercial, recreational and educational destinations in the community.



Highland Ave. has wide travel lanes that can provide buffered bicycle lanes

PROJECT IDEA 8

Base Line Road

Buffered Bike Lane and Deer Creek Trail Crossing

CORRIDOR OVERVIEW

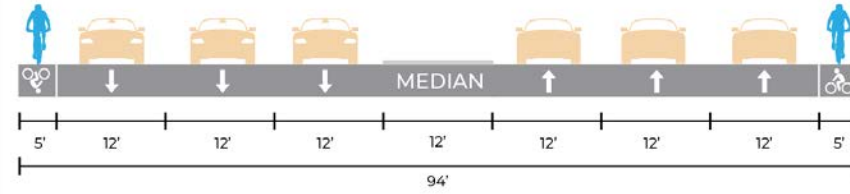
Distance	3.0 Miles
Typical Width	94'
Number of Lanes	6
Posted Speed Limit	50 MPH
AADT Estimate (2019)	22,800 - 25,200
Street Typology	Arterial Roadway
Existing Bike Facility	Class II Bike Lane from Haven Avenue to Etiwanda Avenue
PlanRC Bike/Ped Priority	-
Schools	-
Transit	Omnitrans Routes 67
Trail Connection	Deer Creek Channel Day Creek Channel
Population Within Quarter Mile	2,640

Recommendations

✔ **Class II Buffered Bike Lanes** along Base Line Rd. including wayfinding signage from Haven Ave. to Etiwanda Ave.

✔ **At-Grade Trail Crossing** including a Pedestrian Hybrid Beacon (PHB), high visibility crosswalk, and pedestrian refuge island at Base Line Rd. and Deer Creek Channel.

Typical Existing Cross-Section



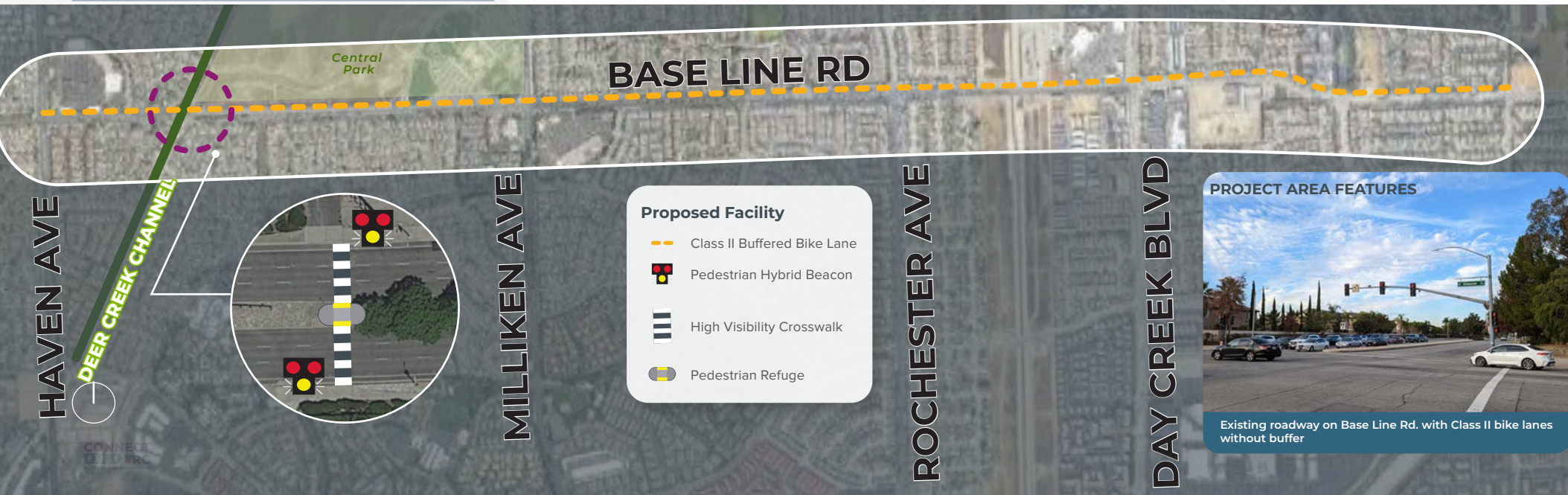
Option 1



Preliminary Cost Estimate: **\$825,500**

PROJECT BENEFITS

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



Proposed Facility

- Class II Buffered Bike Lane
- Pedestrian Hybrid Beacon
- ||| High Visibility Crosswalk
- Pedestrian Refuge

PROJECT IDEA 9

Elm Avenue

Crossing Enhancements and Sidewalk at Coyote Canyon Elementary

CORRIDOR OVERVIEW

Distance	N/A
Typical Width	42'
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	Coyote Canyon Elementary
Transit	–
Trail Connection	–
Population Within Quarter Mile	4,900

Preliminary Cost Estimate: **\$27,300**

PROJECT BENEFITS

✓ Access to Parks & Rec

✓ Network Connectivity

PROJECT AREA FEATURES



Existing pedestrian crossing at Coyote Canyon Elementary School



Congestion during kindergarten pickup at Coyote Elementary School



Recommendations

- ✓ **Ped Enhancements** including high-visibility crosswalks at Coyote Canyon Elementary frontage
- ✓ **Add Sidewalks** between Coyote Canyon Elementary and adjacent apartment complex and to kindergarten entrance

PROJECT IDEA 10

Church Street

Buffered Bike Lanes

CORRIDOR OVERVIEW

Distance	1.8 Miles
Typical Width	64' - 76'
Number of Lanes	4
Posted Speed Limit	45 MPH
AADT Estimate (2019)	16,700 - 19,200
Street Typology	Bicycle Corridor
Existing Bike Facility	Class III from Haven Ave. to Rochester Ave. Class II from Rochester Ave. to Etiwanda Ave.
PlanRC Bike/Ped Priority	Yes
Schools	-
Transit	Omnitrans Route 82
Trail Connection	-
Population Within Quarter Mile	8,140

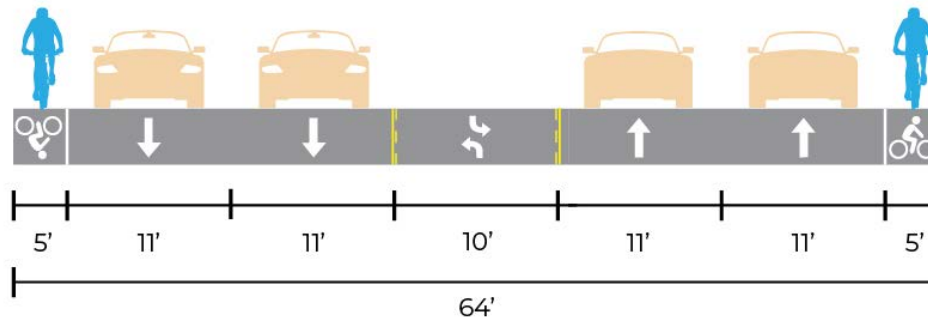
Preliminary Cost Estimate: \$483,600

PROJECT BENEFITS

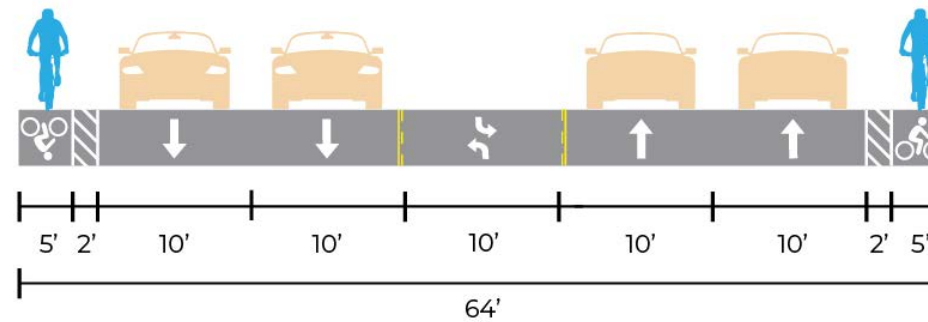
- ✓ Access to Schools
- ✓ Access to Jobs/Retail
- ✓ Access to Parks & Rec



Typical Existing Cross-Section



Recommended: Class II Buffered Bike Lanes



Recommendations

- ✓ **Class II Buffered Bike Lanes** along Church St. including wayfinding signage from
- ✓ **Enhance Comfort** through narrowing in travel lanes along Church St.

PROJECT IDEA 11

Day Creek Boulevard

Buffered Bike Lanes

CORRIDOR OVERVIEW

Distance	1.95 Miles
Typical Width	92' - 102'
Number of Lanes	6
Posted Speed Limit	50 MPH
AADT Estimate (2019)	21,000 to 21,500
Street Typology	Arterial Roadway
Existing Bike Facility	Class II Bike Lane from Firehouse Ct. to Victoria Gardens Ln.
PlanRC Bike/Ped Priority	-
Schools	-
Transit	Omnitrans Route 82
Trail Connection	Pacific Electric Trail
Population Within Quarter Mile	6,740

PROJECT BENEFITS

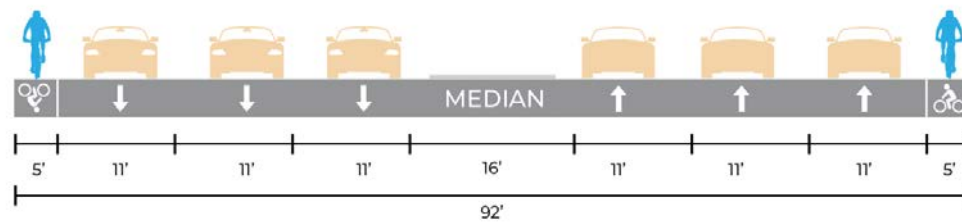
- ✓ Access to Parks & Rec
- ✓ Collision History
- ✓ Access to Jobs & Retail

Preliminary Cost Estimate: **\$388,700**

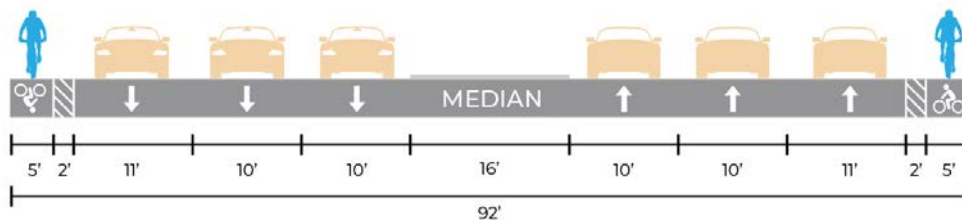


Wide travel lanes along Day Creek Blvd. can allow buffered Class II bike lanes that could provide connectivity to the Pacific Electric Trail

Typical Existing Cross-Section



Recommended: Class II Buffered Bike Lane



HIGHLAND AVE

DAY CREEK BLVD

Recommendations

- ✓ **Class II Buffered Bike Lanes** along Day Creek Blvd. including wayfinding signage from Highland Ave to Foothill Blvd.

PACIFIC ELECTRIC TRAIL

BASE LINE RD

Proposed Facility

- Class II Buffered Bike Lane

CHURCH ST

VICTORIA GARDENS

FOOTHILL BLVD

PROJECT IDEA 12

Victoria Windrows Loop

Ped Enhancements

CORRIDOR OVERVIEW

Distance	N/A
Typical Width	36'
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	Windrows Elementary
Transit	-
Trail Connection	-
Percent of Population Within Quarter Mile	1,510

Recommendations

✓ **Ped Enhancements** including high-visibility crosswalks at the following intersections:

- Victoria Windrows Loop and Locust Ave
- Victoria Windrows Loop and Twinspur Pl.
- Victoria Windrows Loop and Rockrose Ave.

✓ **Enhance Operations** by prohibiting parking, and adding northbound queue lane for entry into school driveway between Victoria Park Ln. and Wintergreen St.

Preliminary Cost Estimate: \$41,600

PROJECT BENEFITS

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



PROJECT IDEA 12 VICTORIA WINDROWS LOOP: PEDESTRIAN ENHANCEMENTS

PROJECT AREA FEATURES



Pedestrian enhancements near Windrows Elementary can include high visibility crosswalk striping and additional crosswalks at paseos



Congestion at Windrows Elementary School

PROJECT IDEA 13

Lark Drive

New Crosswalks

CORRIDOR OVERVIEW

Distance	N/A
Typical Width	40'
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 High
Transit	–
Trail Connection	–
Percent of Population Within Quarter Mile	2,620

Preliminary Cost Estimate: \$42,900

PROJECT BENEFITS

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



PROJECT AREA FEATURES

Recommendations

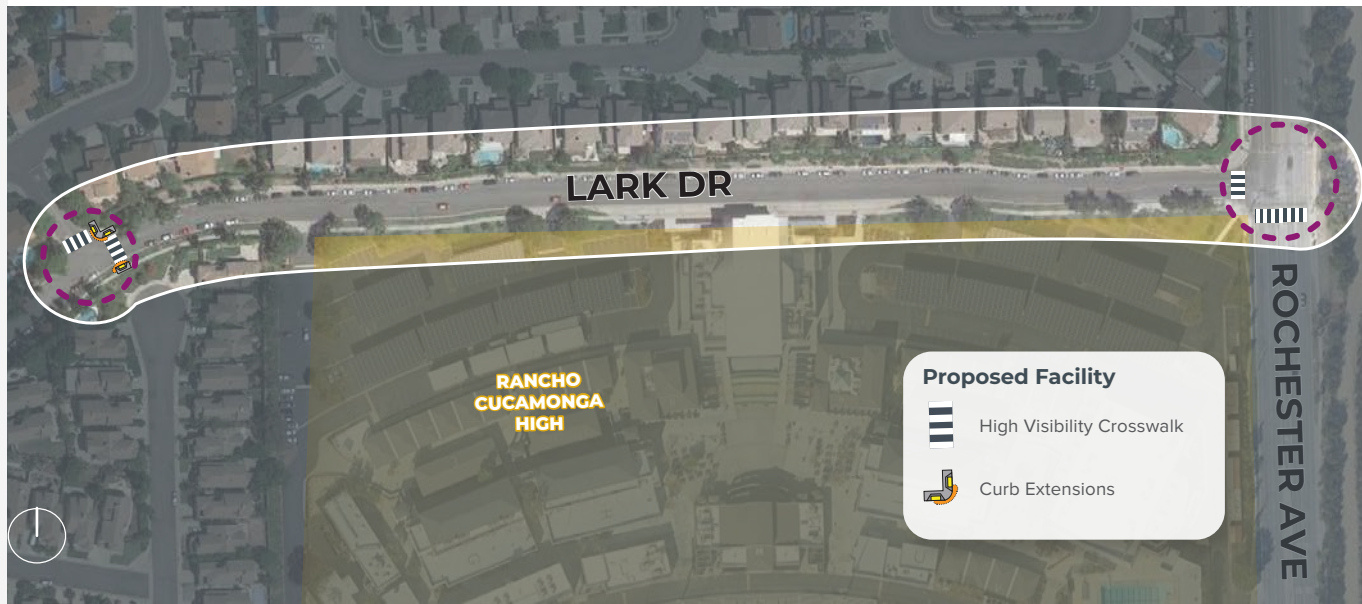
- ✔ **Ped Enhancements** including high-visibility crosswalks at Lark Dr. and Rochester Ave.
- ✔ **Add Crosswalks** with curb extensions across Lark Dr. at Matera Pl.



Crossing enhancements near Rancho Cucamonga High School may include high-visibility crosswalk striping



Students wishing to cross would benefit from a marked high-visibility crosswalk.



PROJECT IDEA 14

Miller Avenue

Buffered Bike Lanes, & Ped Enhancements

CORRIDOR OVERVIEW

Distance	0.5 Miles
Typical Width	46' - 62'
Number of Lanes	4
Posted Speed Limit	40 MPH
AADT Estimate (2019)	9,800 - 14,500
Street Typology	Bicycle Corridor
Existing Bike Facility	–
PlanRC Bike/Ped Priority	Yes
Schools	Pedrew Elementary
Transit	–
Trail Connection	–
Percent of Population Within Quarter Mile	1,640

Preliminary Cost Estimate: \$250,900

Recommendations

- ✔ **Class II Buffered Bike Lanes** along Miller Ave. including wayfinding signage from I-15 to East Ave.
- ✔ **Ped Enhancements** including Pedestrian Hybrid Beacon (PHB) at Miller Ave. and Dolcetto Pl. Also includes pedestrian curb ramps at crosswalks at Miller Ave. and Dolcetto Pl.
- ✔ **Lane Reconfiguration** through reductions in travel lanes and additional street parking.

PROJECT BENEFITS

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

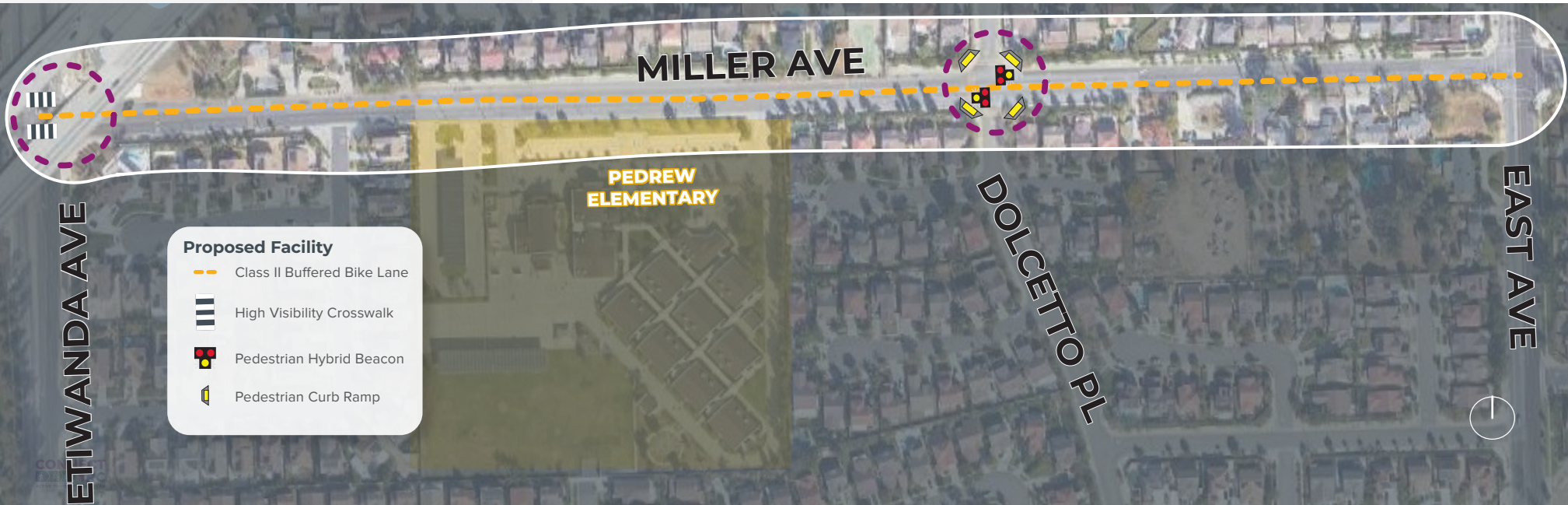
PROJECT AREA FEATURES



Opportunity to reduce travel lanes along Miller Ave.

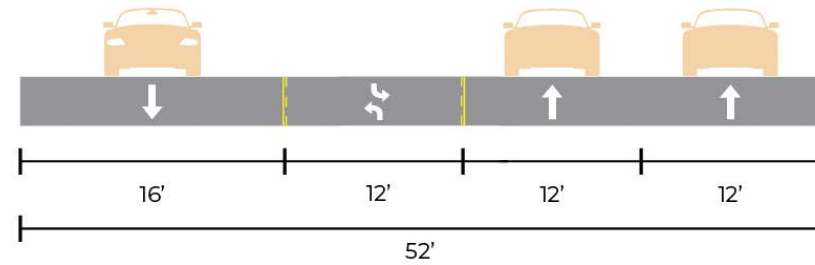


Pedestrian enhancements may include a PHB, advanced yield lines, and truncated domes to pedestrian curb ramps

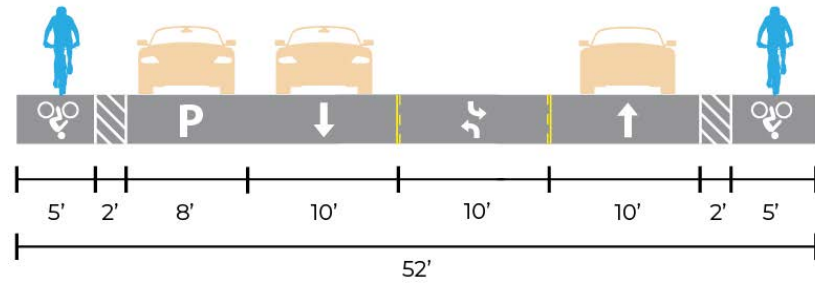


PROJECT IDEA 14 MILLER AVENUE: BUFFERED BIKE LANES, SIDEWALKS AND PEDESTRIAN ENHANCEMENTS

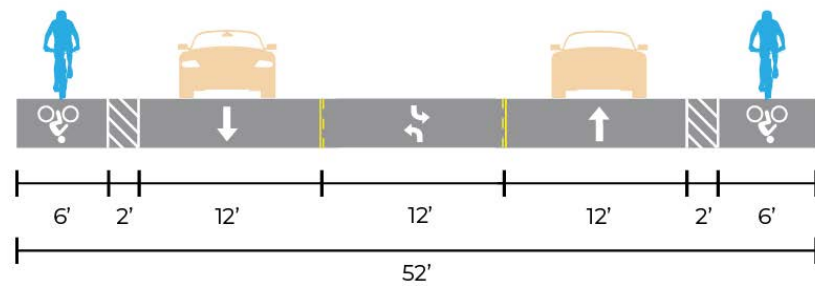
Typical Existing Cross-Section From Etiwanda Ave. to East Ave.



Recommended: Buffered Class II Bike Lanes and Added Street Parking



Alt 1: Buffered Class II bike lanes and lane reduction



PROJECT IDEA 15

Dolcetto Place and Garcia Drive

Buffered Bike Lanes

CORRIDOR OVERVIEW

Distance	0.59 Miles
Typical Width	36' - 44'
Number of Lanes	2
Posted Speed Limit	25 MPH
AADT Estimate (2019)	N/A
Street Typology	Local
Existing Bike Facility	–
PlanRC Bike/Ped Priority	No
Schools	Pedrew Elementary
Transit	–
Trail Connection	–
Percent of Population Within Quarter Mile	2,100

Preliminary Cost Estimate: \$119,600

PROJECT BENEFITS

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

Recommendations

✓ **Class II Buffered Bike Lanes** including wayfinding signage along:

- Dolcetto Pl. from Miller Ave. to Garcia Dr
- Garcia Dr. from Etiwanda Ave. to Dolcetto Pl.

PROJECT AREA FEATURES

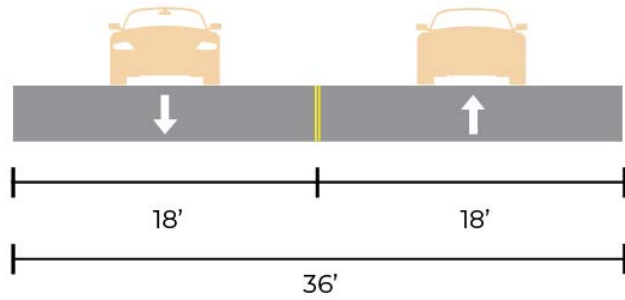


Existing roadway along Garcia Dr. at Garcia Park

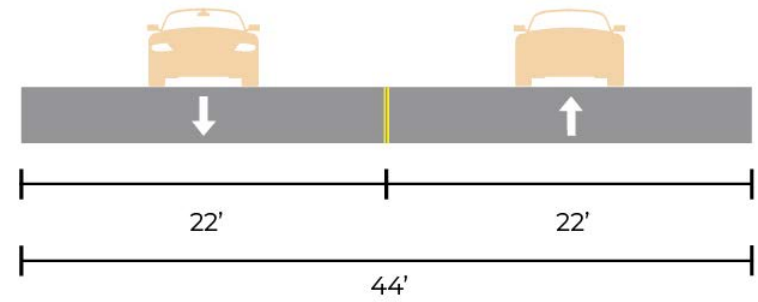


PROJECT IDEA 16 DOLCETTO PLACE AND GARCIA DRIVE: BUFFERED BIKE LANES AND PEDESTRIAN ENHANCEMENTS

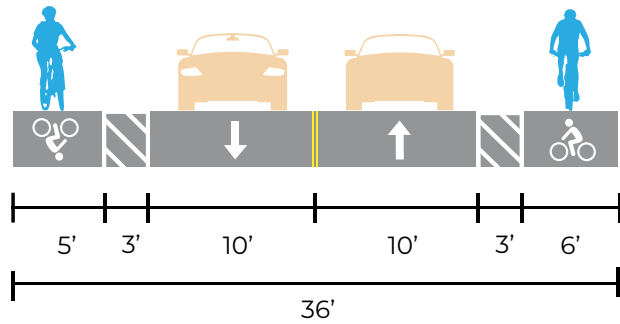
Dolcetto Place Typical Existing Cross-Section



Garcia Drive Typical Existing Cross-section



Dolcetto Place Recommended: Buffered Bike Lanes



Garcia Drive Recommended: Buffered Bike Lanes

