ABOUT THE AREA

Central South - Southeast

Located in the Southeast corner of the City of Rancho Cucamonga, Central South - Southeast is a primarily industrial area with three PlanRC Focus Areas: Civic Center, HART District, and Southeast Industrial Area. The area is bordered by Foothill Blvd. to the North, East and Etiwanda Avenues to the West, 4th St to the South, and Haven Ave. to the East.

Existing Trails

0 miles

Existing Bike Facilities

12.3 miles

Access to Trails and Bike Facilities

0%
Percent of population living within quarter mile of an existing trail

73%
Percent of population living within quarter mile of an existing bike facility

Schools

None

Destinations

- Epicenter
- Cucamonga Station
- Rancho Cucamonga Sports Center

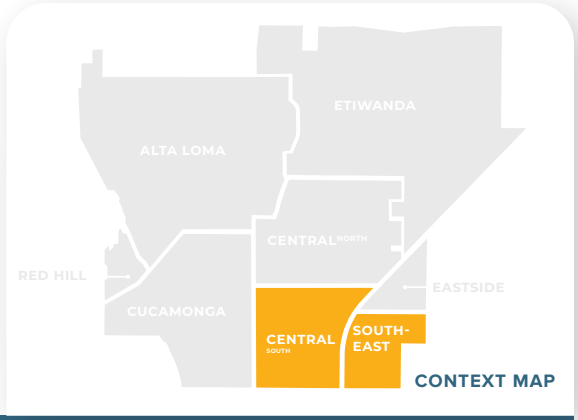
CENTRAL S. - SOUTHEAST FEATURES

- Transit Connections
- Industrial Uses
- Jobs/Retail

Collisions

Ped/Bike (2015—2019)

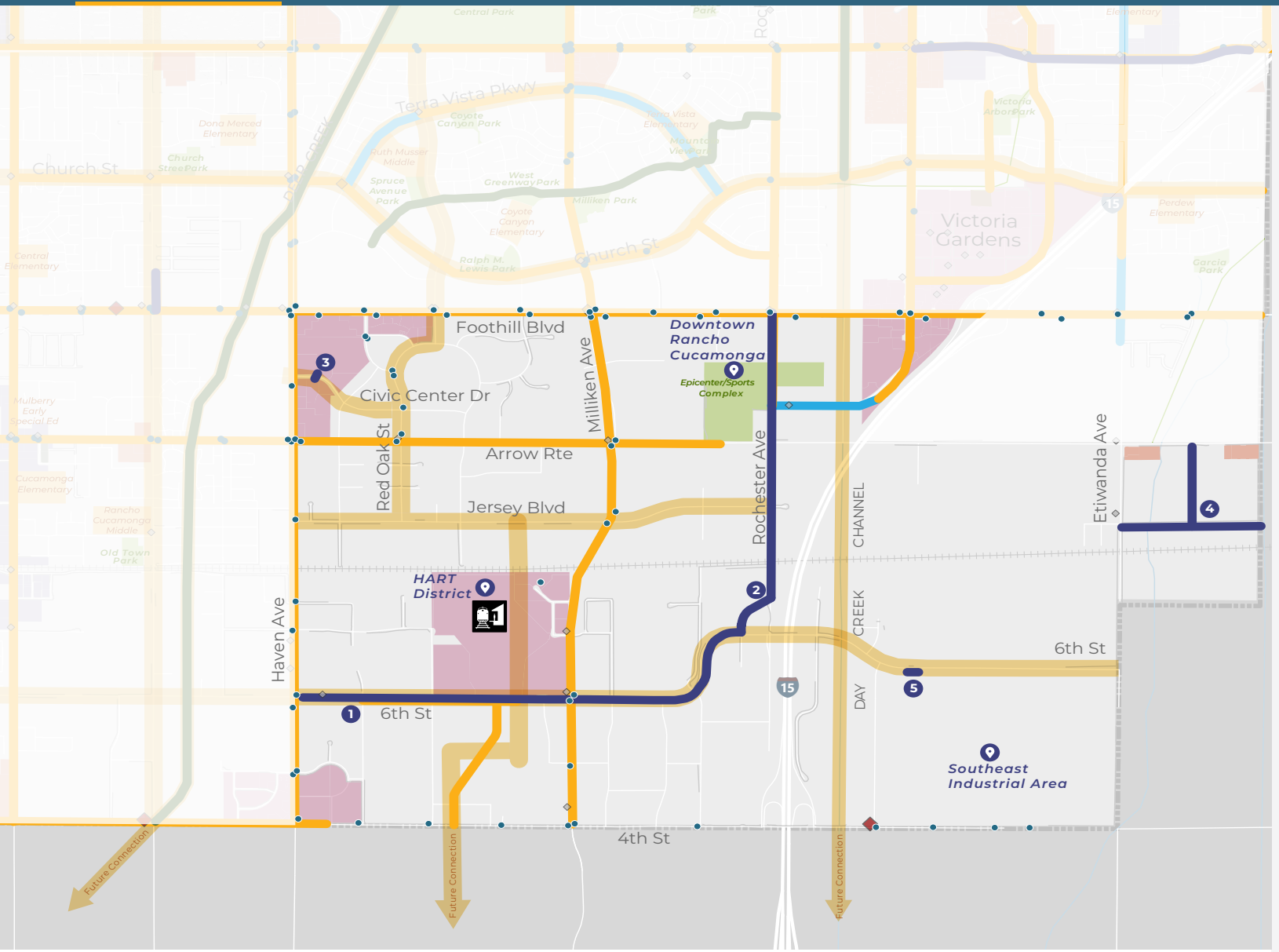
1	Fatal
0	Severe Injury
11	Other Injury



CONTEXT MAP

Summary of Existing Bike Facilities

Name	*From*	*To*	*Class*	*Length (miles)*
Existing On-Street Bike Facilities				
Arrow Rte.	Haven Ave.	East Ave.	II	2.8
4th St.	Haven Ave.	Buffalo Ave.	II	2.8
6th St.	Haven Ave.	Fairway View Pl	II	0.9
Day Creek Blvd.	Foothill Blvd.	Jack Benny Dr.	II	0.4
Jersey St.	Utica Ave.	Rochester Ave.	II	1.6
Milliken Ave.	Foothill Blvd.	4th St.	II	3.3
The Resort Parkway	6th St.	4th St.	II	0.5



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

0 0.5 Miles

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

Capital Improvement Program (2022-2024)

1. 6th Street Cycle Track
2. Rochester Avenue Cycle Track
3. Civic Center Sidewalk
4. Etiwanda Avenue Sidewalk
5. 6th Street Railroad Crossing

PlanRC Vision

Destinations

- **Civic Center** is one of the Focus Areas identified in PlanRC and envisioned as the "civic heart of Rancho Cucamonga."
- Expand **The HART District** into a first class mobility hub with high-speed rail.
- Create a **modern industrial employment district in the Southeast Industrial Area** with a network of complete streets.

Potential Improvements

- Improve **Haven Avenue** and **Foothill Boulevard** to prioritize active transportation and transit.

Foothill Boulevard imagined in PlanRC with "bulb-in" parking and mixed-use

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

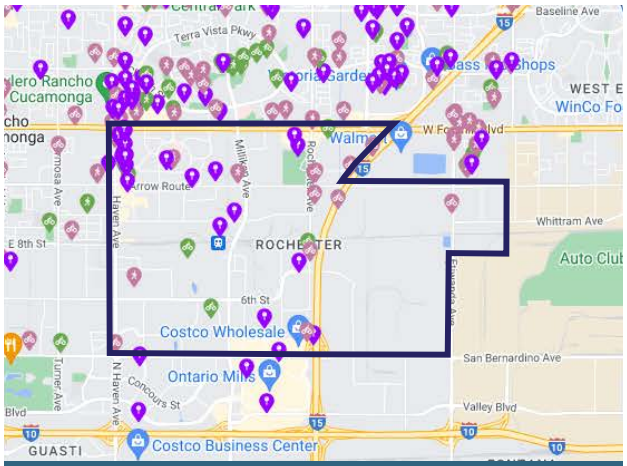
COMMUNITY ENGAGEMENT

WHAT WE'VE HEARD

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

12 percent of comments on the community survey were received from Central South –Southeast residents (**79 respondents**).

Community workshop at Earth Day event.



Online survey response in Central South – Southeast

★ Places I go to

- Epicenter/Sports Complex
- Metrolink Station
- City Hall
- Haven City Market
- The Resort

"I wish I could ride my bike to the train"

"Getting to the area southeast of the I-15/Foothill Blvd. interchange by bike is difficult"

"Many people in town do not know of the bike trail system..."

"Could use more bike parking around shopping areas"

Issues or Opportunities

Gaps in Pedestrian and Bicycle Network:

- Undeveloped parcels often are without sidewalks
- Respondents identified the following segments with sidewalk gaps:
  - *Day Creek Channel Trail after Foothill Blvd.*
  - *North of railroad tracks to Metrolink Station*
  - *6th Street closure west of Day Creek Blvd.*
- Connection needed between 6th St. and Ontario Mills Mall

Access:

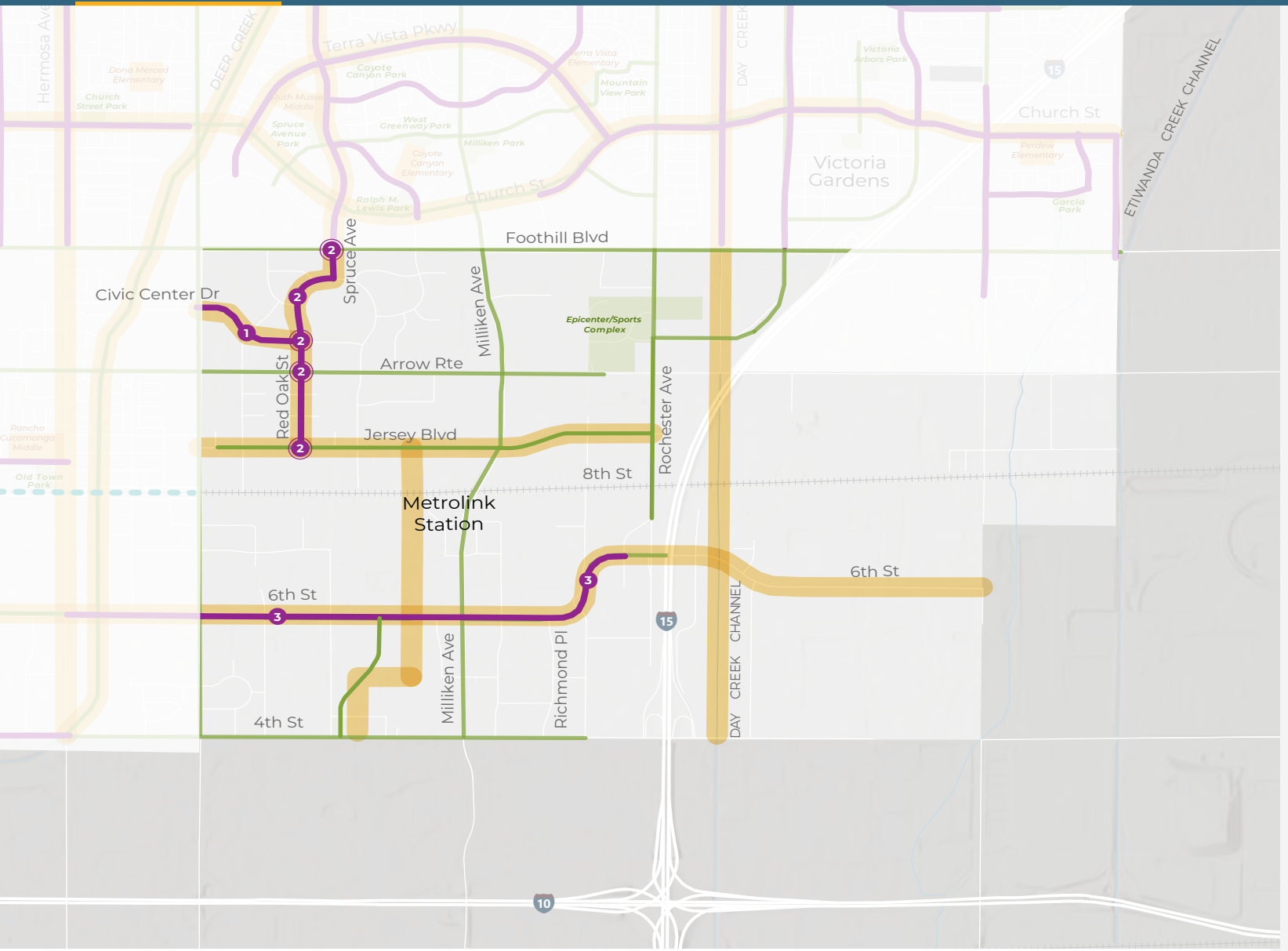
- Respondents expressed interest in accessing the Epicenter/ Sports Complex without having to drive
- Respondents identified the following areas for improved pedestrian access:
  - *Metrolink Station*
  - *Civic Center/City Hall*
  - *Bike trail to connect Victoria Gardens with Ontario Mills.*
- Respondents identified the following intersections for improved crossing:
  - *Arrow Route and Rochester Avenue*
  - *Foothill Boulevard and Rochester Avenue*

Perceived Safety Concerns:

- Many right-turning vehicles do not notice pedestrians or bicyclists in crosswalks.
- Motorists speed on streets.
- Motorists do not yield to pedestrians or stop signs and run red lights.

Amenities:

- More shade along bike lanes.
- A bike repair station near the Metrolink station.



PROJECT IDEAS

1. Civic Center Drive Buffered Bike Lanes
2. Spruce Avenue and Red Oak Street Ped/Bike Enhancements
3. 6th Street Cycle Track

RECOMMENDATIONS

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

0 0.5 Miles

PROJECT IDEA 1

Civic Center Drive

Buffered Bike Lanes

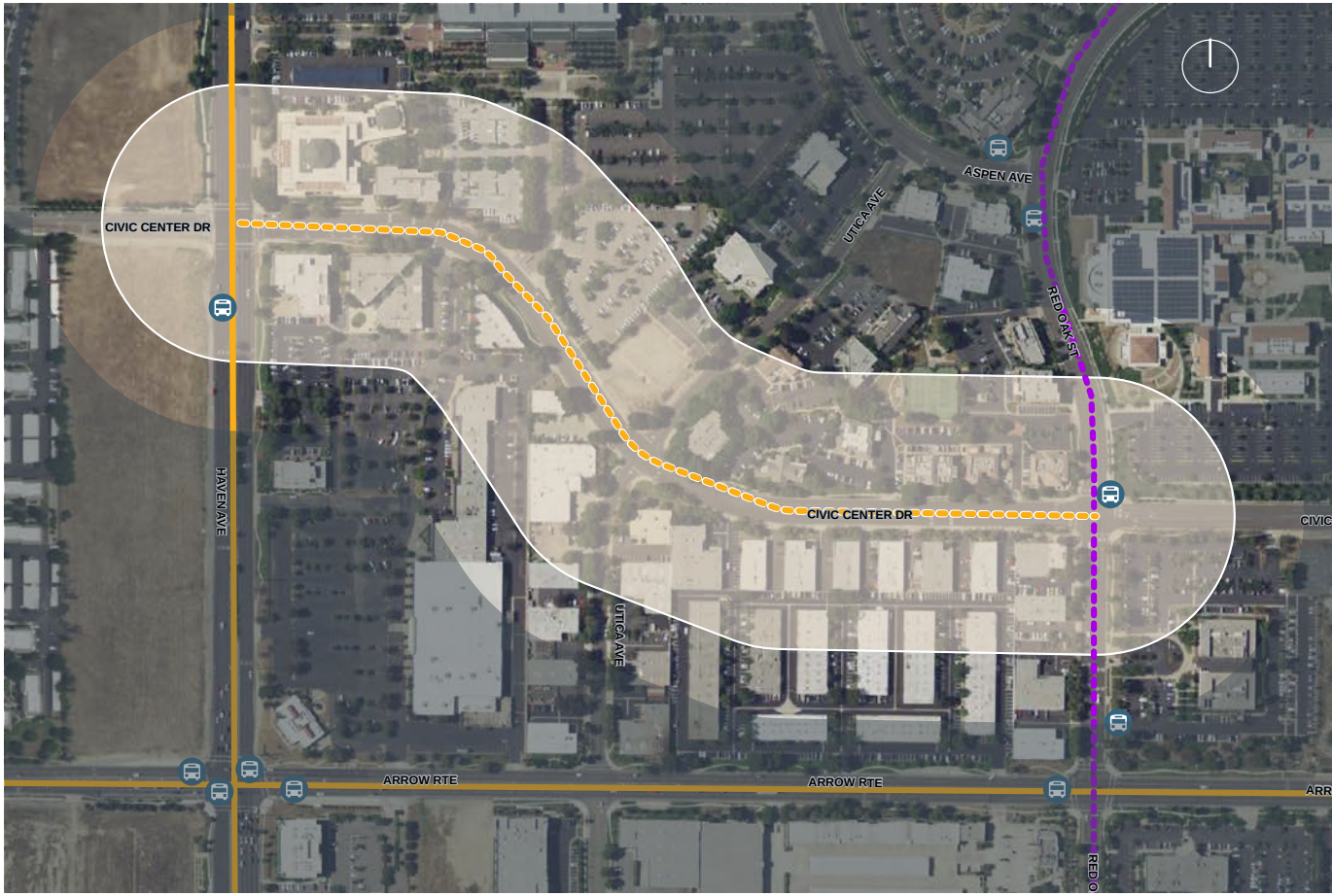
CORRIDOR OVERVIEW

Distance	0.43 Miles
Typical Width	60'–62'
Number of Lanes	4
Posted Speed Limit	35 mph
ADT Estimate (2013*)	2,261
Street Typology	Bicycle Corridor
Existing Bike Facility	–
PlanRC Bike/Ped Priority	Yes
Schools	–
Transit	Omnitrans Routes 81, 85
Trail Connection	–
Population Within Quarter Mile	1,900

**Note: Recommend obtaining more recent traffic volumes*

Preliminary Cost Estimate: $117,000

PROJECT MAP



Recommendations

Class II Buffered Bike Lanes along Civic Center Dr. from Haven Ave. to Red Oak St. including wayfinding signage and the option for a flexible space along south side.

PROJECT BENEFITS

- Access to Jobs/Retail
- Access to Transit
- Network Connectivity

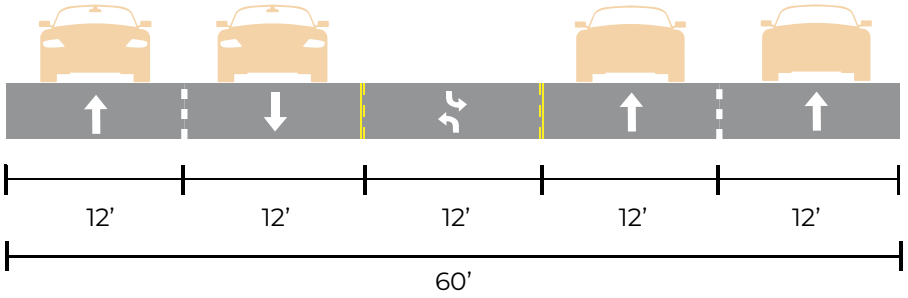
Existing Facility

- Class II Bike Lane
- Omnitrans Route

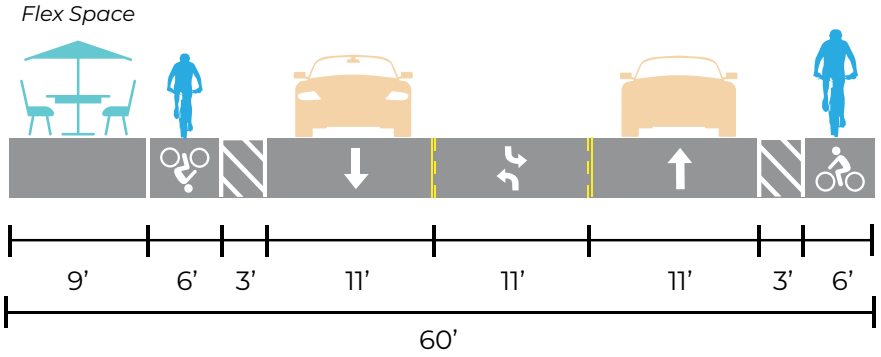
Proposed Facility

- Class II Buffered Bike Lane

Typical Existing Cross-Section

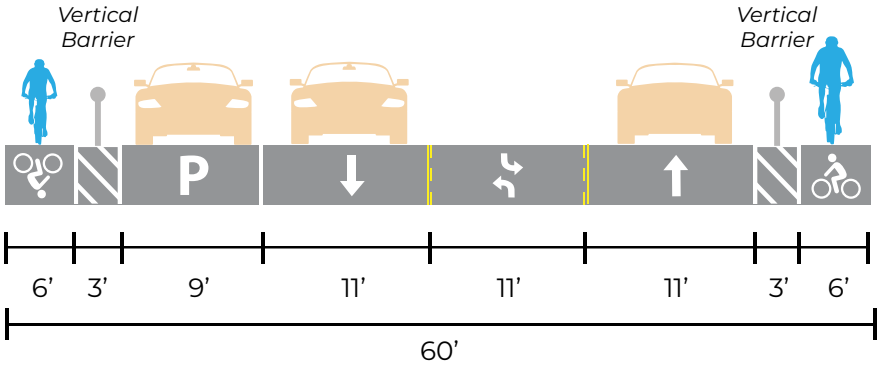


Recommended: Buffered Bike Lanes with Flex Space on One Side



- PlanRC called out outdoor dining as part of Focus Area 2: Civic Center.

Alt. 2: Cycle Track with Parking on One Side



- ADA access from parking across cycle track would need to be evaluated.

PROJECT IDEA 2

Spruce Avenue and Red Oak Street Ped/Bike Enhancements

Foothill Boulevard ⟷ Jersey Boulevard

CORRIDOR OVERVIEW

Distance	0.90 Miles
Typical Width	40'–68'
Number of Lanes	2 - 4
Posted Speed Limit	40 mph
ADT Estimate (2013*)	7,978
Street Typology	Bicycle Corridor
Existing Bike Facility	–
PlanRC Bike/Ped Priority	Yes
Schools	–
Transit	Omnitrans Route 85
Trail Connection	–
Population Within Quarter Mile	800

**Note: Recommend obtaining more recent traffic volumes*

Preliminary Cost Estimate: $1,581,000

PROJECT BENEFITS

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

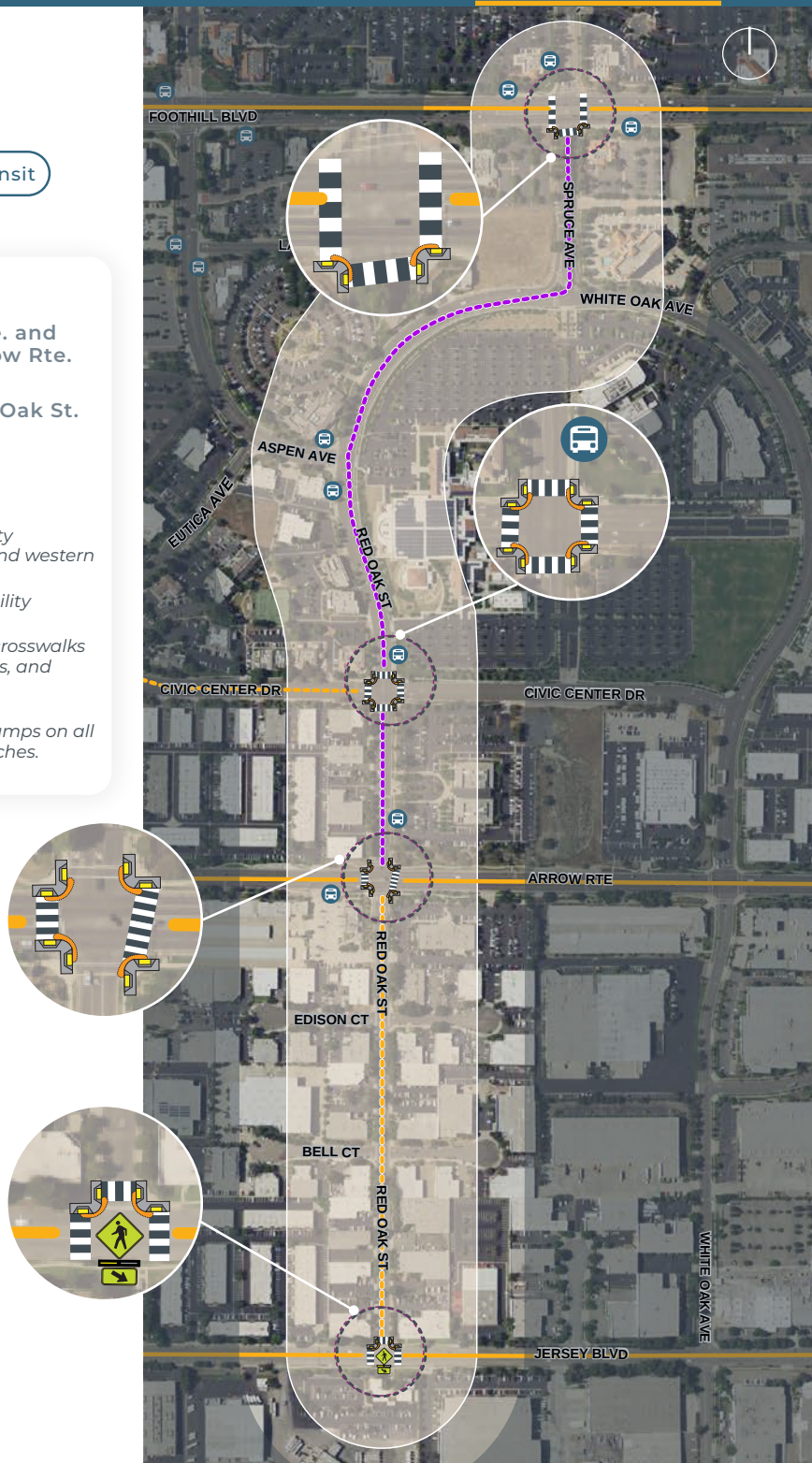
Recommendations

Class IV Cycle Track along Spruce Ave. and Red Oak St. from Foothill Blvd. to Arrow Rte.

Class II Buffered Bike Lane along Red Oak St. from Arrow Rte. to Jersey Blvd.

Ped Enhancements at the following intersections:

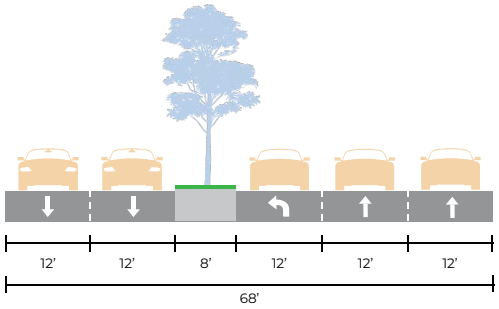
- ***Foothill Blvd. and Spruce Ave.*** *– high-visibility crosswalks and curb ramps on east, south, and western legs*
- ***Civic Center Dr. and Red Oak St.*** *– high-visibility crosswalks and curb ramps on all legs,*
- ***Arrow Rte. and Red Oak St.*** *– high-visibility crosswalks on east & west legs, curb ramps on all corners, and traffic signal modification for bike crossing*
- ***Jersey Blvd. and Red Oak St.*** *– high-visibility crosswalks on north, east & west legs, curb ramps on all corners, and RRFB on east and west approaches.*



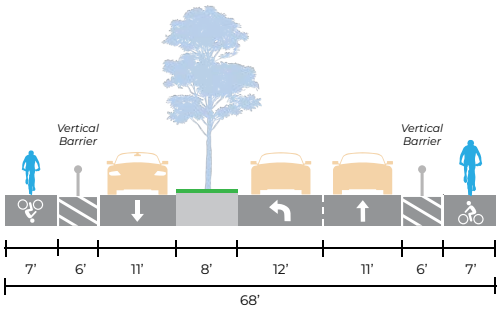
Spruce Avenue

Foothill Boulevard ⟷ Red Oak Street

Typical Existing Cross-Section

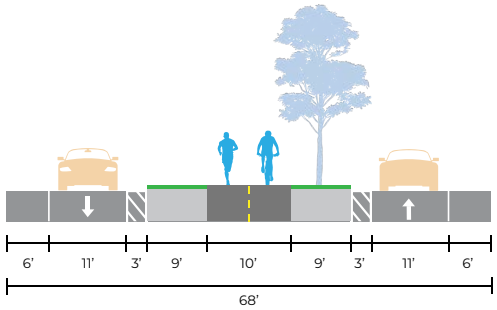


Spruce Ave. Recommended: Cycle Track



- Requires conversion of two travel lanes to add protected bike lanes
- Traffic signal modification (bike signal) needed at Foothill Blvd. and Spruce Ave.
- Bike parking for future BRT station could be provided using extra space behind curb extensions at Foothill Blvd.

Alt. 1: Median Multi-Use Trail

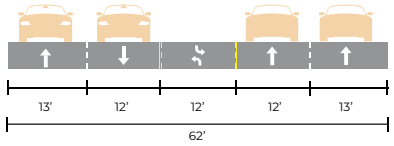


- Modification of median required
- Traffic signal modification (bike signal) needed at Foothill Blvd. Spruce Ave.
- Median, buffer, and shoulder widths to decrease to accommodate left-turn pockets. Minimum of 5' buffer required from multi-use path

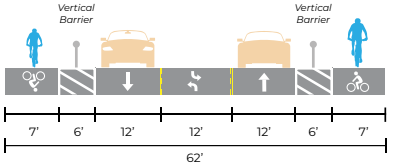
Red Oak Street (North of Arrow Route)

Spruce Street ⟷ Arrow Route

Typical Existing Cross-Section

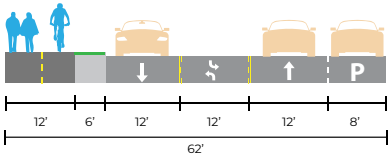


Red Oak St. (North) Recommended: Cycle Track



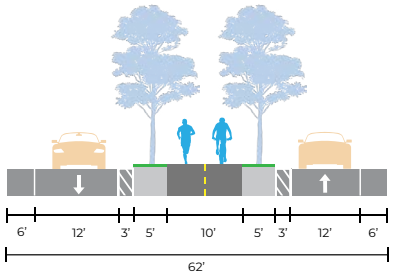
- Traffic signal modification (bike signal) needed at Arrow Rte. and Red Oak St.
- Would require coordination with proposed roundabout at Red Oak St. , Spruce Ave. and White Oak St. by nearby development.

Red Oak St. (North) Alt 1: Multi-Use Trail with Parking on One Side



- Requires narrowing of roadway (curb reconstruction).
- Adds 6' of landscaped space.

Red Oak St. (North) Alt 2: Median Multi-Use Trail

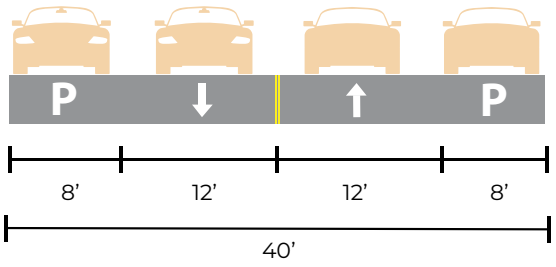


- Requires signal modifications (bike signals) at Arrow Rte. and Red Oak St.
- Median, buffer, and shoulder widths to decrease to accommodate left-turn pockets. Minimum of 5' buffer required from multi-use path.

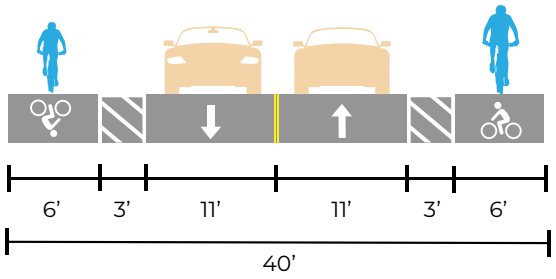
Red Oak Street (South of Arrow Route)

Arrow Route ⟷ Jersey Boulevard

Red Oak St. (South of Arrow Rte.) Typical Existing Cross-Section

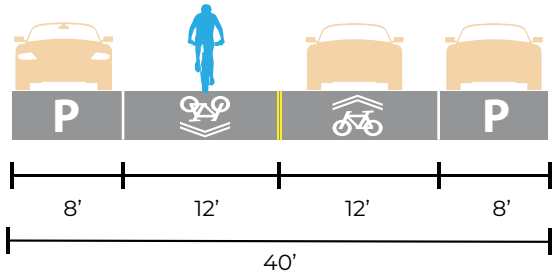


Red Oak St. (South) Recommended: Buffered Bicycle Lanes



- Would require parking study to review removal of existing parking

Red Oak St. (South) Alt 1: Shared Lane (Bike Route) with Parking on Both Sides



PROJECT AREA FEATURES

Green conflict markings near intersections and driveways would assist in raising visibility of bicyclists

PROJECT IDEA 3

6th Street Cycle Track

Haven Avenue ⟷ Charles Smith Avenue

CORRIDOR OVERVIEW

Distance	1.75 Miles
Typical Width	92’ - 118’
Posted Speed Limit	45 mph
ADT Estimate (2019)	14,900–15,100
Existing Bike Facility	Class II Bike Lane from Haven Ave. to Charles Smith Ave.
Street Typology	Bicycle Corridor
PlanRC Bike/ Ped Priority	Yes
Schools	–
Transit	–
Trail Connection	–
Population Within Quarter Mile	2,250

Preliminary Cost Estimate: *$1,488,220**

*Note: Cost Estimate based off of 2023-2024 CIP Total Project Cost

Recommendations

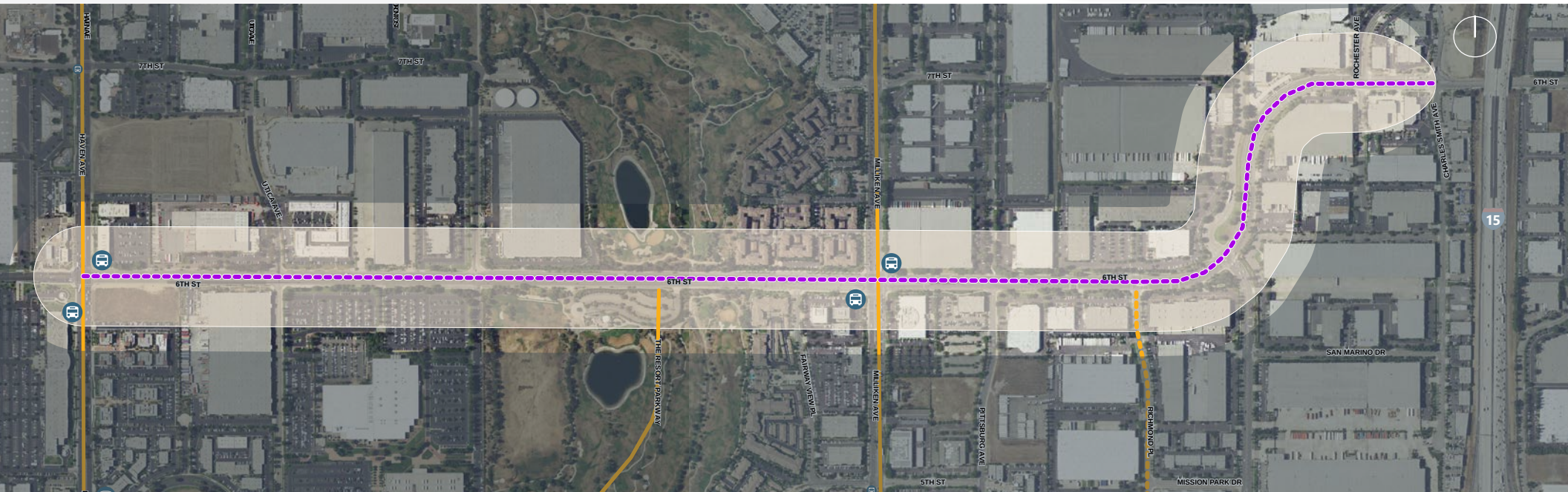
- **Class IV Protected Bike Lane** on both sides of 6th St. from Haven Ave. to Rochester Ave.

PROJECT BENEFITS

- Access to Transit
- Network Connectivity
- Key Barrier/Gap Closure
- Access to Jobs/Retail

Ongoing Planning Effort

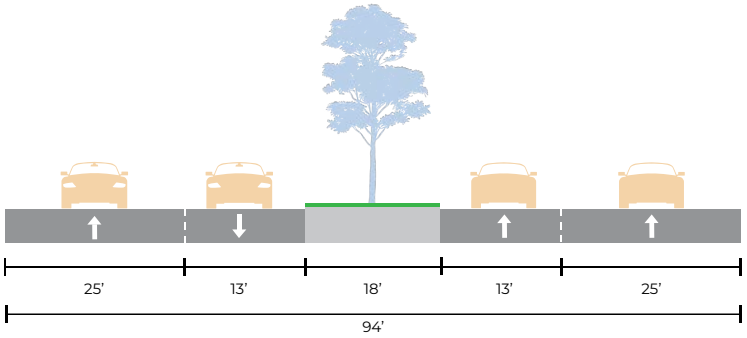
The 2023-2024 Capital Improvements Program (CIP) lists 6th St. between Haven Ave. and Rochester Ave. for installation of a protected bike lane (cycle track) on both north and south sides of the roadway.



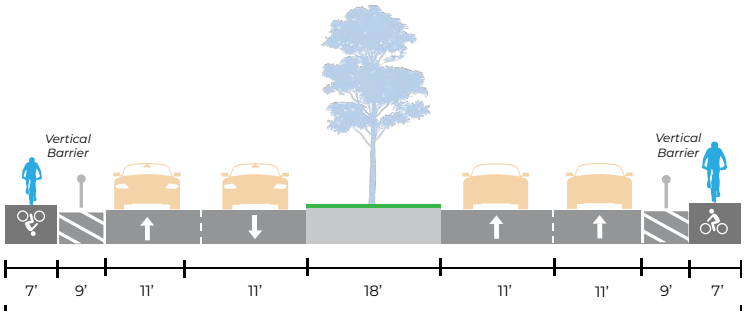
6th Street

Haven Avenue ⟷ Cleveland Avenue & Fairway View Place ⟷ Charles Smith Avenue

Typical Existing Cross-Section



Recommended: Cycle Track Bike Lane on Both Sides with Delineator Buffer and Raised Bike Lanes

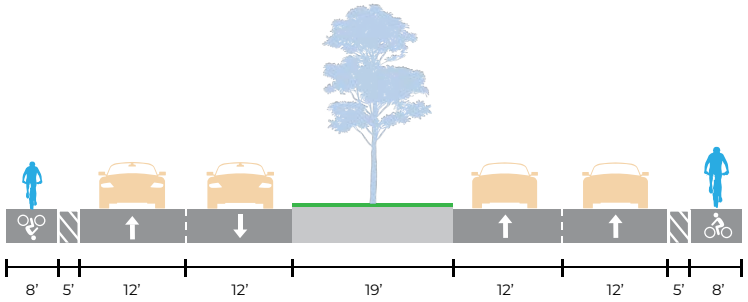


- Paint and bike barrier required.
- The 2023-2024 CIP calls for a raised bike lane which may impact the design of the vertical barrier.

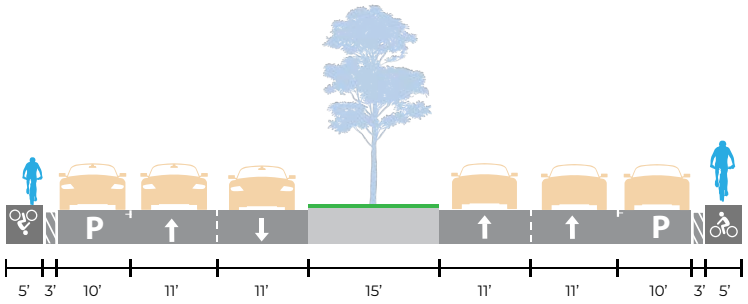
6th Street

Cleveland Avenue⟷ Fairway View Place

Typical Existing Cross-Section



Recommended: Cycle Track Bike Lane with Parking



- ADA access through bike lane will need to be evaluated.