

5.0 Local Jurisdiction Plans

5.1 Overview

Chapter 5 represents the heart of the Non-Motorized Plan for bicycle facilities. The chapter contains individualized plans for each of the 25 jurisdictions in San Bernardino County, with emphasis on the bicycle system. The plans all contain the same structure, including the following elements:

- The population of the jurisdiction
- An overview of the jurisdiction, including uniquely tailored commentary about its geography or historical elements.
- A summary of the jurisdiction's existing and proposed land use.
- A map of the jurisdiction's General Plan land use coverage, including information on schools, parks, residential, commercial and industrial land uses.
- A map of the jurisdiction's existing and proposed bicycle facility networks.
- A textual description of the existing non-motorized condition.
- A textual description of the jurisdiction's past investment in non-motorized infrastructure
- A textual description of the jurisdiction's non-motorized priorities, if any.
- Tables that document existing, future and priority bicycle facility projects with class, mileage, and estimated costs.
- A summary table of multi-modal connections.
- Documentation of municipal code pertaining to the provision of non-motorized serving infrastructure, if available.
- A summary of non-motorized serving infrastructure, including bike racks, bike lockers and shower facilities where identified.
- A table with collision information and an analysis as to how the number of collisions relates to the state average.
- Information on jurisdiction safety and education programs related to non-motorized transportation.

One important note while reviewing the local jurisdiction plans relates to the costs used. The cost estimates used to value existing improvements and the cost estimates used to project the cost of future improvements are planning level costs based on a cost per mile assumption. The cost assumption used for Class I facilities is \$1,000,000 per mile, the cost assumption used for Class II facilities is \$50,000 per mile and the cost assumption for Class III facilities is \$30,000 per mile. These cost assumptions were derived from a review of other similar plans and a review of construction averages for the State of California.

All cost estimates are planning level, and do not include feasibility, environmental clearance or right-of-way acquisition. Project-specific factors such as grading, landscaping, intersection modification, path/trail amenities and right-of-way acquisition may increase the actual cost of

construction, sometimes significantly. The estimates are primarily used to develop an understanding for the order of magnitude of investment that will be required to implement the plan.

5.2 Local Jurisdiction Plans

The remainder of this chapter presents local jurisdiction non-motorized transportation plans, with an emphasis on bicycle facilities and statistics. The plans are presented in alphabetical order by jurisdiction. Each plan begins on a new page. (Note: in this draft version of the plan the figure and table numbers are omitted. They will be added in the final, and text formatting may be modified.) The following jurisdictions are represented:

- City of Adelanto
- Town of Apple Valley
- City of Barstow
- City of Big Bear Lake
- City of Chino
- City of Chino Hills
- City of Colton
- City of Fontana
- City of Grand Terrace
- City of Hesperia
- City of Highland
- City of Loma Linda
- City of Montclair
- City of Needles
- City of Ontario
- City of Rancho Cucamonga
- City of Redlands
- City of Rialto
- City of San Bernardino
- County of San Bernardino
- City of Twentynine Palms
- City of Upland
- City of Victorville
- City of Yucaipa
- Town of Yucca Valley

City of Adelanto

Population

28,540

City Overview

Incorporated in 1970, the City of Adelanto is located in the California High Desert, approximately 35 miles north of San Bernardino and approximately 60 miles northeast of Los Angeles. The City is located northwest of the City of Victorville and immediately west of the former George Air Force Base.

Land Use

The City of Adelanto is one of San Bernardino County's biggest incorporated municipalities in terms of land area with just over 53.5 square miles of land area. The City has a tremendous amount of developable land remaining, including but not limited to areas designated for residential, commercial, office, industrial, and airport development. US Route 395 serves as the major north-south arterial roadway and Air Expressway serves as the major east-west arterial roadway within the City.

Existing Conditions:

There are currently no designated bicycle facilities within the City of Adelanto.

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the City of Adelanto has not constructed any designated bicycle infrastructure improvements within the City.

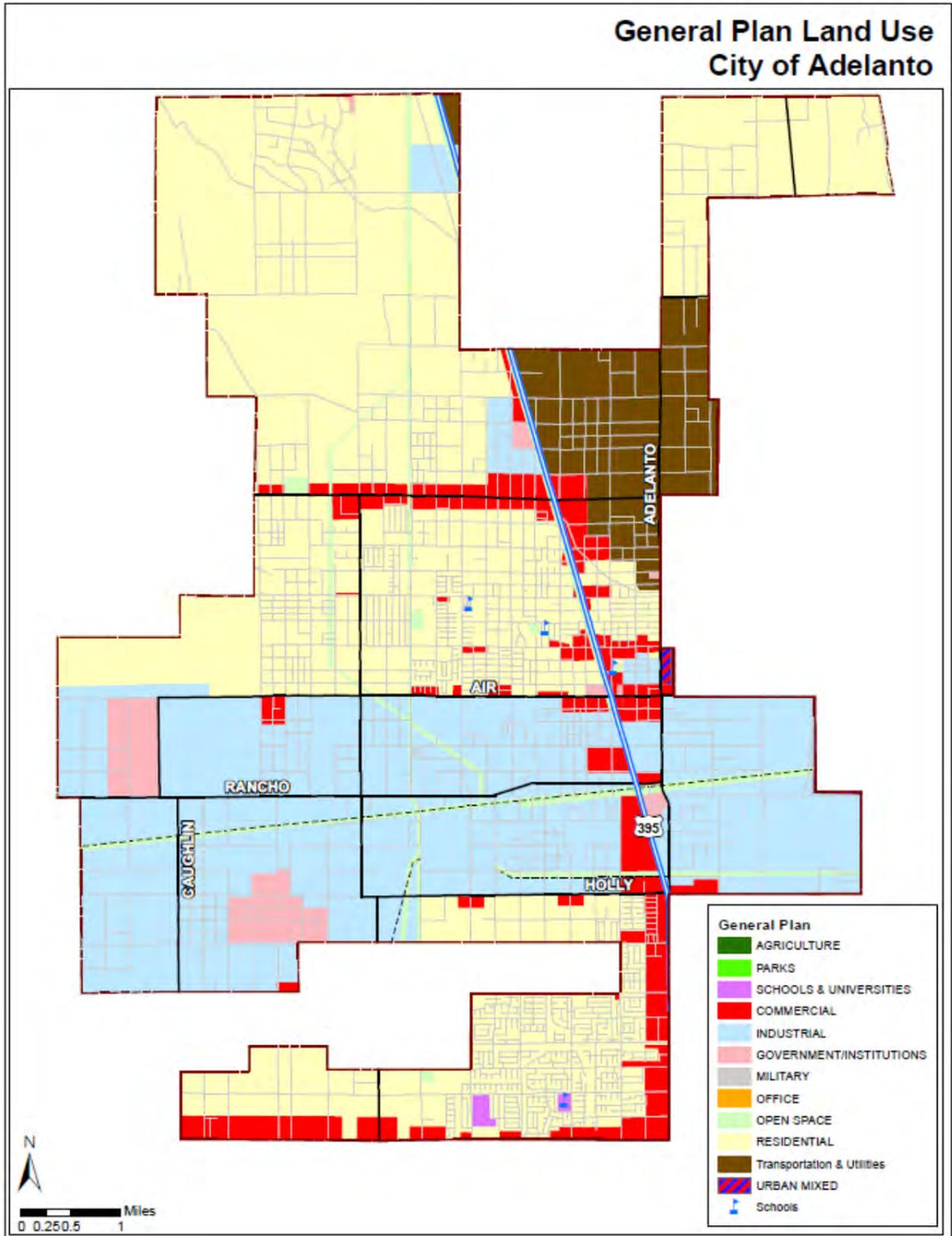


Figure 5.1

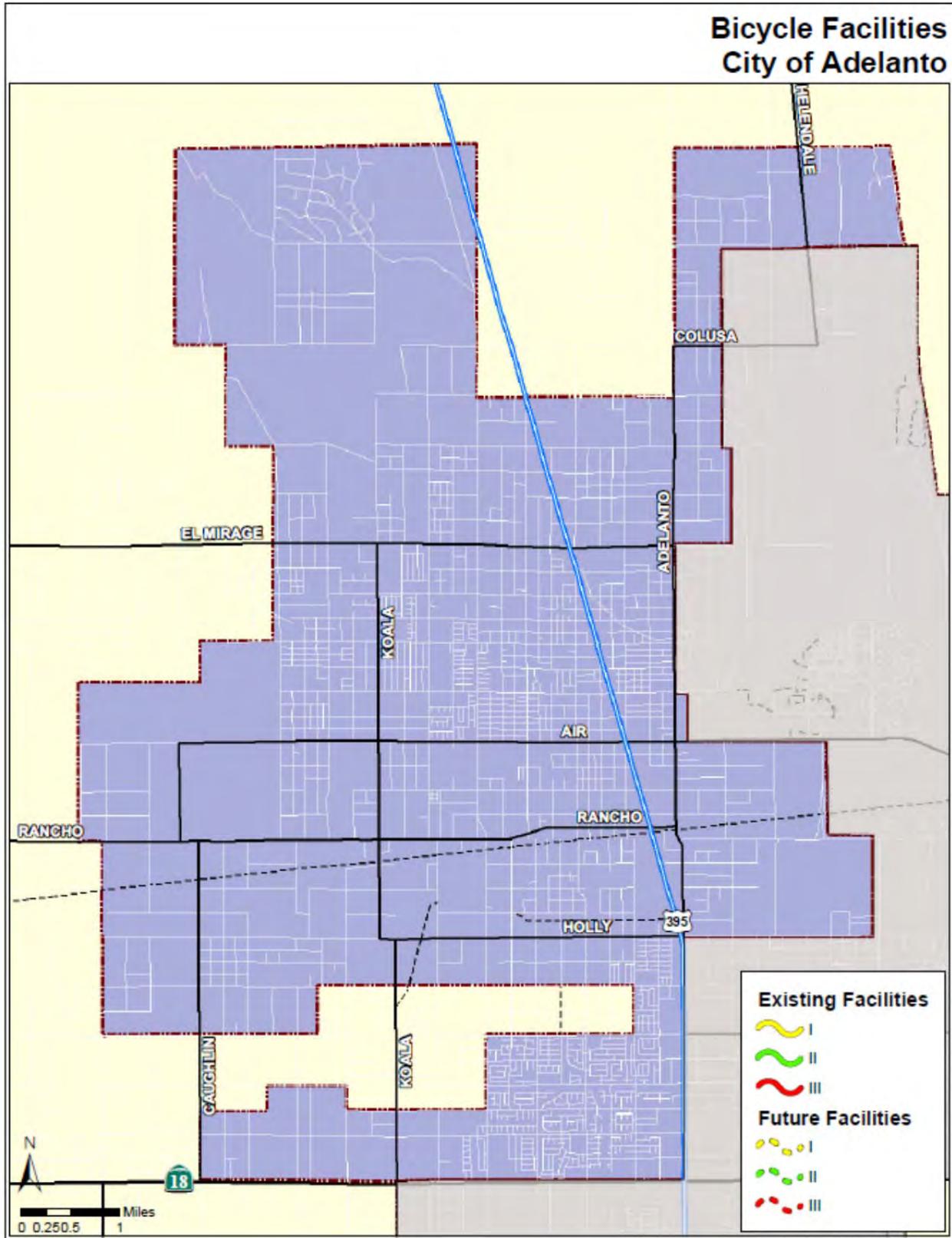


Figure 5.2

Table 5.1:

Adelanto Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
n/a	n/a	n/a	n/a	n/a	n/a
			Total	n/a	n/a

Proposed Improvements

The City of Adelanto has no proposed future non-motorized improvements. The City is examining the potential of re-evaluating the traffic distribution and circulation throughout the City, and will be looking into developing a more accessible pedestrian and non-motorized plan to encourage lower vehicular emissions and strengthen its commitment to its healthy community's initiative.

Table 5.2:

Adelanto Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
n/a	n/a	n/a	n/a	n/a	n/a
			Total	n/a	n/a

Municipal Code

The City of Adelanto adopted Ordinance 130 in 1978 per the Municipal Code section 10.36.030, which established a City-wide bicycle trail system and associated design standards. The purpose of the system was to establish a long range plan for the City that would encourage the development and use of bicycles for commuter-oriented transportation. The ordinance has not been updated since 1978. The city is examining the potential of reviewing the ordinance and amending it to reflect the changes that have impacted the circulation design of the City since 1978 and incorporating additional safety and esthetic design changes to enhance the non-motorized facilities.

End of Trip Facilities

The City of Adelanto has bike racks dispersed throughout the City, typically at retail centers, schools and multi-unit housing complexes. The City of Adelanto also possesses bicycle lockers at its City Hall.

Multimodal Connectivity

Table 5.3:

Location of Multi-Modal Connections

Facility	Facility Type	Facility Location
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.4:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	9
Total # of Bicycle Fatalities from 2005-2009	0
Average # of Bicycle Collisions Per Year	1.8
Average Bicycle Collision Rate per 1000/year ¹	0.08

Notes:

1. Rate is calculated using SWITRS collision data and population figures by the California Department of Finance

Safety and Education Programs

The City of Adelanto does not participate in safety or education programs specific to non-motorized transportation or the placement of non-motorized transportation facilities.

Town of Apple Valley

Population

69,861

Town Overview

The Town of Apple Valley is located in the heart of the Victor Valley in the County of San Bernardino. As one of the municipalities comprising the "High Desert," Apple Valley is located 95 miles northeast of the Los Angeles metropolitan area, 140 miles north of San Diego, and 185 miles south of Las Vegas. The Town has 78 square miles in its incorporated boundaries, and a sphere of influence encompassing 200 square miles. Clean air, the backbone to a robust non-motorized network, and open spaces permits Apple Valley to be an opportune area to reach destinations by means other than the automobile.

Land Use

The map on page 5-9 shows the current and future land use patterns in the Town of Apple Valley. The land use types in Apple Valley are all related to a single, over-arching concept: that Apple Valley's quality of life is tied to its rural character, and that this character is to be preserved and protected for the long term health of the community. In Apple Valley "rural" means space — unscarred mountains and vistas of desert valleys, neighborhoods of large lots where keeping horses is allowed, an extensive multi-use trail system, and landscaping consistent with the desert environment.

Existing Conditions:

Three types of bicycle lanes exist within the Town of Apple Valley. Existing bicycle lanes (Class II facilities) are used to promote greater connectivity and access throughout the community, and encourage non-motorized modes of travel. Bicycles lanes in Town are also designed to connect to regional bikeways (Class I facilities). Currently, 10.8 miles of Class I, and 22.2 miles of Class II facilities are part of the Town's existing circulation system.

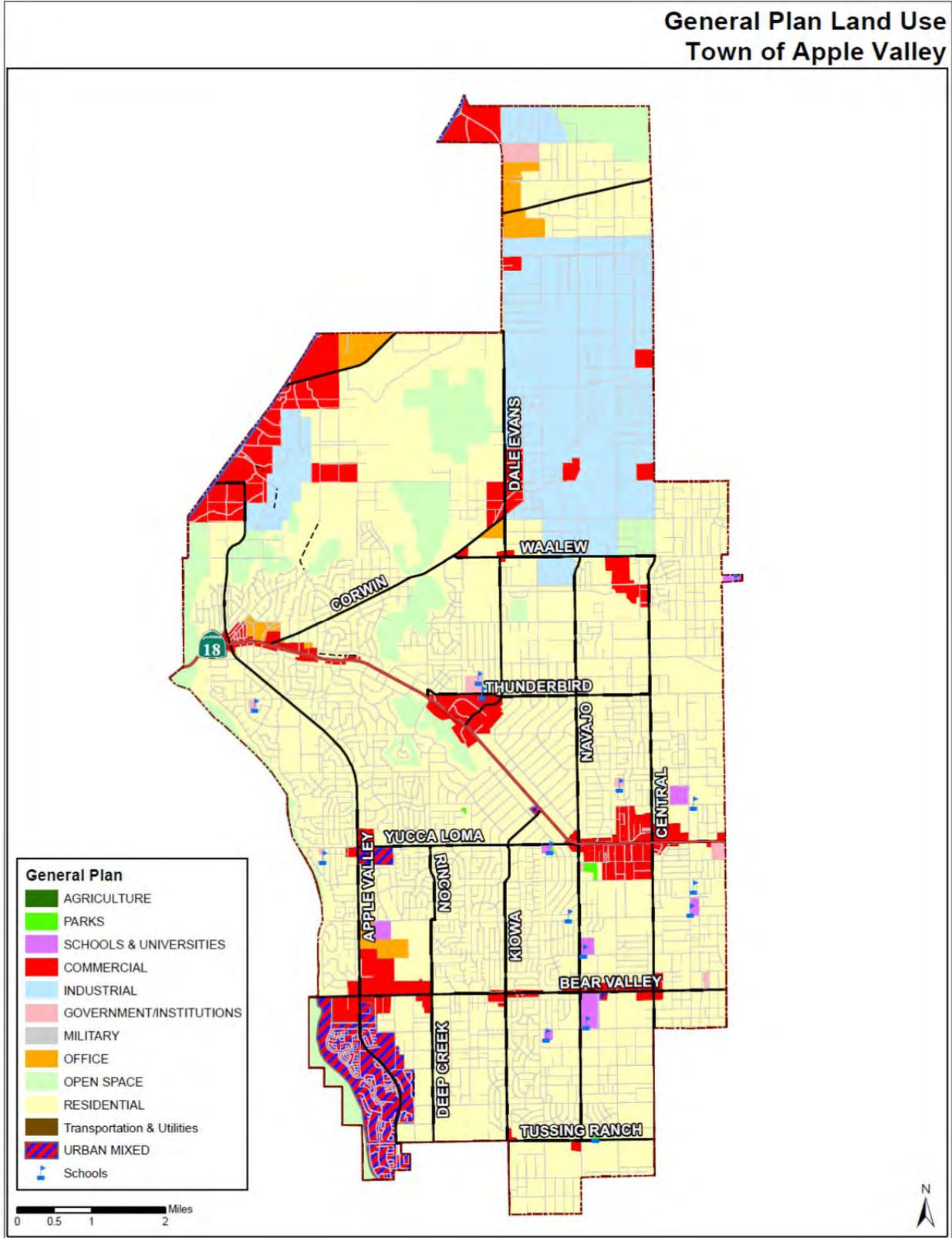


Figure 5.3

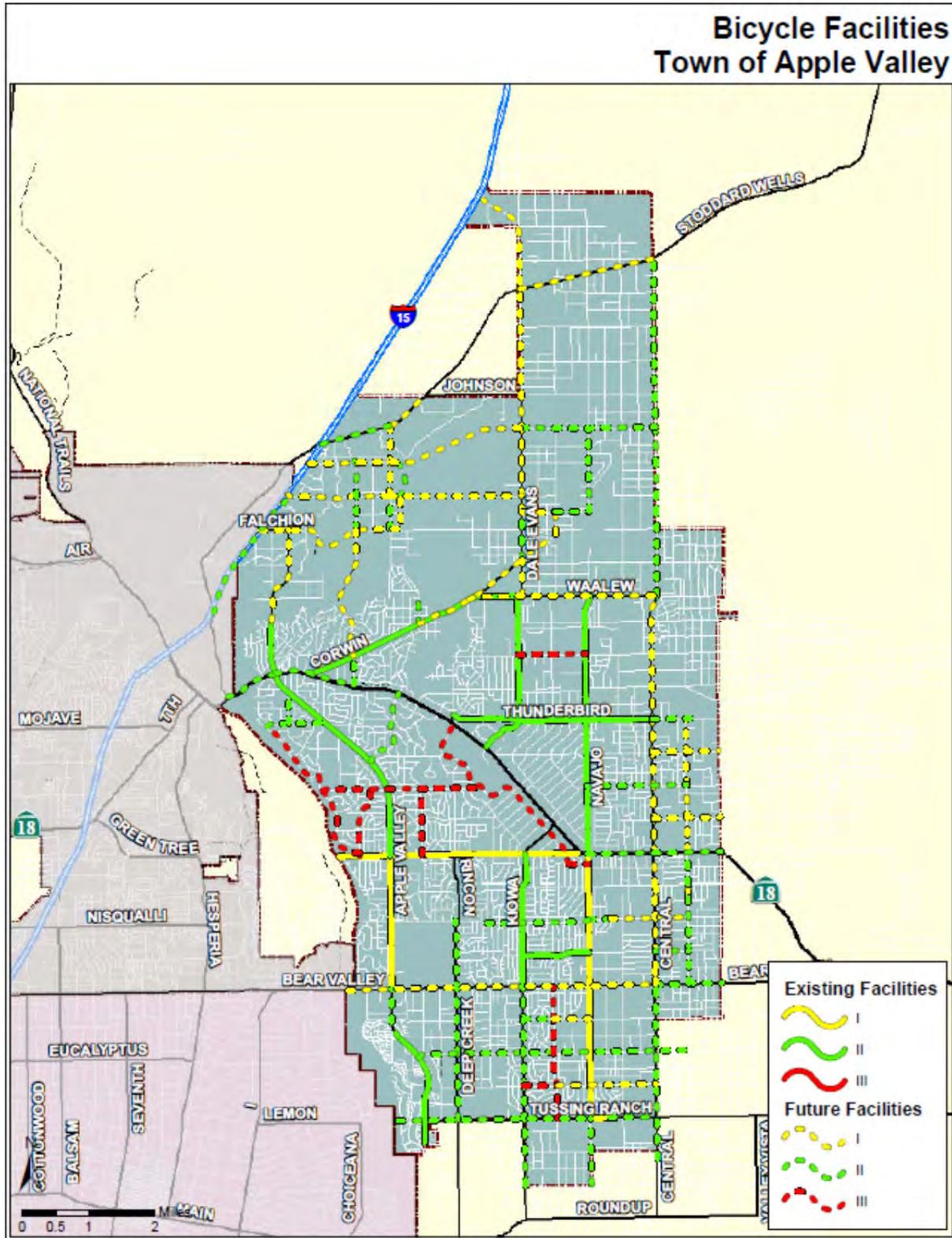


Figure 5.4

Table 5.5:

Apple Valley Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Apple Valley Rd.	Jess Ranch Pkwy.	Verbena St.	II	1.77	\$88,500
Apple Valley Rd.	Ohna Rd.	Yucca Loma Rd.	II	4.27	\$213,500
Apple Valley Rd.	Yucca Loma Rd.	Bear Valley Rd.	I	2.01	\$2,010,000
Corwin Rd.	SR-18	Waalew Rd.	II	2.78	\$139,000
Dale Evans Pkwy.	Otoe Rd.	SR-18	II	1.67	\$83,500
Dale Evans Pkwy.	Waalew Rd.	Otoe Rd.	II	0.89	\$44,500
Kiowa Ave.	Yucca Loma Rd.	Bear Valley Rd.	II	2.02	\$101,000
Mesquite Rd.	Lucilla Rd.	Ottawa Rd.	I	0.21	\$210,000
Navajo Rd.	SR-18	Tussing Ranch Rd.	I	4.00	\$4,000,000
Navajo Rd.	Waalew Rd.	SR-18	II	3.90	\$195,000
Pah-Ute Rd.	Kiowa Ave.	Navajo Rd.	II	1.01	\$50,500
Thunderbird Rd.	Rancherias Rd.	Central Rd.	II	3.03	\$151,500
Tussing Ranch Rd.	Navajo Rd.	Cochiti Rd.	I	0.29	\$290,000
Waalew Rd.	Corwin Rd.	Dale Evans Pkwy.	II	0.82	\$41,000
Yucca Loma Rd.	Mojave River	Algonquin Rd.	I	3.60	\$3,600,000
			Total	32.27	\$11,218,000

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the Town of Apple Valley has constructed 3.2 miles of Class I and 22.2 miles of Class II facilities at a rate of 2.9 miles per year.

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.5 above constitute a significant investment into the non-motorized transportation infrastructure of Apple Valley. Based on planning level estimates, the value of the improvements implemented throughout the Town is \$11,218,000

Proposed Improvements

Future improvements to the non-motorized network for the Town of Apple Valley will continue along the major transportation corridors throughout the Town. All proposed future improvements are included in Table 5.6 below. The total of the future investment proposed in Apple Valley non-motorized infrastructure is estimated to be \$48,940,200.

Table 5.6:

Apple Valley Proposed Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Alembic St.	Norco St.	Falchion Rd.	II	0.50	\$25,000
Alembic St.	Stoddard Wells Rd.	Norco St.	I	1.06	\$1,060,000
Apple Valley Rd.	Bear Valley Rd.	Jess Ranch Pkwy.	II	0.74	\$37,000
Apple Valley Rd.	Falchion Rd.	Ohna Rd.	I	1.49	\$1,490,000
Bear Valley Rd.	Central Rd.	Joshua Rd.	II	1.00	\$50,000
Bear Valley Rd.	Mojave River	Central Rd.	I	3.98	\$3,980,000
Central Rd.	Bear Valley Rd.	Mojave St.	II	2.62	\$131,000
Central Rd.	Stoddard Wells Rd.	Waalew Rd.	II	5.08	\$254,000
Central Rd.	Waalew Rd.	Bear Valley Rd.	I	6.26	\$6,260,000
Choco Rd.	Saugus Rd.	Norco St.	II	0.55	\$27,500
Choco Rd.	Seneca Rd.	Yucca Loma Rd.	III	1.00	\$15,000
Choco Rd.	Waalew Rd.	Corwin Rd.	II	0.42	\$21,000
Corwin Rd.	Choco Rd.	Dakota Rd.	I	2.50	\$2,500,000
Dakota Rd.	Fresno Rd.	Corwin Rd.	I	0.34	\$340,000
Dale Evans Pkwy.	Corwin Rd.	Waalew Rd.	I	0.55	\$550,000
Dale Evans Pkwy.	Fresno Rd.	Corwin Rd.	II	0.72	\$36,000
Dale Evans Pkwy.	Outer I-15 S	Fresno Rd.	I	4.99	\$4,990,000
Deep Creek Rd.	Sitting Bull Rd.	Tussing Ranch Rd.	II	3.00	\$150,000
Del Oro Rd.	Apple Valley Rd.	Denison Rd.	II	4.09	\$204,500
Esaws Ave.	Central Rd.	Joshua Rd.	I	1.00	\$1,000,000
Falchion Rd.	Outer I-15 S	Norco St.	I	2.84	\$2,840,000
Fresno Rd.	Dachshund Ave.	Navajo Rd.	II	0.50	\$25,000
Fresno Rd.	Dale Evans Pkwy.	Dachshund Ave.	I	0.51	\$510,000
Havasu Rd.	Seneca Rd.	Yucca Loma Rd.	III	1.09	\$16,350
Highway 18.	W. Town Limit	Apple Valley Rd.	II	0.82	\$41,000
Kiowa Rd.	Bear Valley Rd.	Ocotillo Wy.	II	2.99	\$149,500
Lafayette St.	Dale Evans Pkwy.	Central Rd.	II	2.02	\$101,000
Mandan Rd.	Hwy 18	Apple Valley Rd.	II	1.29	\$64,500
Mesquite Rd.	Lucilla Rd.	Bear Valley Rd.	II	1.29	\$64,500
Mesquite Rd.	Yucca Loma Rd.	Ottawa Rd.	II	0.50	\$25,000
Mohawk Rd.	Bear Valley Rd.	Tussing Ranch Rd.	III	1.99	\$29,850
Navajo Rd.	Lafayette St.	Fresno Rd.	II	1.27	\$63,500
Navajo Rd.	Tussing Ranch Rd.	Ocotillo Wy.	II	1.00	\$50,000
Nisqually Rd.	Maumee Rd.	Mesquite Rd.	I	1.17	\$1,170,000
Nisqually Rd.	Navajo Rd.	Maumee Rd.	II	0.33	\$16,500
Norco St.	Outer I-15 S	Dale Evans Pkwy.	I	3.55	\$3,550,000
Ocotilla Rd.	Thunderbird Rd.	Yucca Loma Rd.	I	2.00	\$2,000,000
Otoe Rd.	Dale Evans Pkwy.	Navajo Rd.	III	1.01	\$15,150
Outer Hwy 18 N	Apple Valley Rd.	Tao Rd.	II	1.23	\$61,500
Outer Hwy 18 S	Navajo Rd.	Joshua Rd.	II	2.00	\$100,000
Outer I-15 S	Stoddard Wells Rd.	Norco St.	II	2.15	\$107,500
Pah-Ute Rd.	Central Rd.	Mesquite Rd.	II	0.50	\$25,000
Pauma St.	Saugus Rd.	Falchion Rd.	II	1.15	\$57,500
Powhatan Rd.	Rancherias Rd.	Navajo Rd.	III	0.29	\$4,350
Ramona Ave.	Navajo Rd.	Ocotilla Rd.	II	1.50	\$75,000

Street/Path	From	To	Class	Mileage	Est. Cost
Rancherias Rd.	Hwy 18	Powhatan Rd.	III	3.34	\$50,100
Riverside Dr.	Symeron Rd.	Havasu Rd.	III	2.68	\$40,200
Sandia Rd.	Kiowa Rd.	Mohawk Rd.	II	0.45	\$22,500
Sandia Rd.	Mohawk Rd.	Navajo Rd.	I	0.55	\$550,000
Saugus Rd.	Outer I-15 S	Dale Evans Pkwy.	I	3.31	\$3,310,000
Seneca Rd.	Riverside Dr.	Rancherias Rd.	III	2.38	\$35,700
Sitting Bull Rd.	Skyline Ranch Dr.	Navajo Rd.	II	1.54	\$77,000
Standing Rock Ave.	Central Rd.	Joshua Rd.	I	1.00	\$1,000,000
Stoddard Wells Rd.	Alembic St.	Johnson Rd.	I	0.70	\$700,000
Stoddard Wells Rd.	Dale Evans Pkwy.	Central Rd.	I	2.07	\$2,070,000
Stoddard Wells Rd.	Outer I-15 S	Alembic St.	II	1.07	\$53,500
Symeron Rd.	Riverside Dr.	Apple Valley Rd.	II	0.88	\$44,000
Tao Rd.	Corwin Rd.	Outer Highway 18	II	0.43	\$21,500
Tao Rd.	Falchion Rd.	Corwin Rd.	I	2.05	\$2,050,000
Thunderbird Rd.	Central Rd.	Mesquite Rd.	II	0.63	\$31,500
Tuscola Rd.	Apple Valley Rd.	Symeron Rd.	II	0.45	\$22,500
Tussing Ranch Rd.	Cochiti Rd.	Central Rd.	II	0.71	\$35,500
Tussing Ranch Rd.	Mojave River	Navajo Rd.	II	2.90	\$145,000
Waalew Rd.	Corwin Rd.	Dale Evans Pkwy.	I	2.89	\$2,890,000
Wren St.	Kiowa Rd.	Mohawk Rd.	III	0.50	\$7,500
Wren St.	Mohawk Rd.	Central Rd.	I	1.50	\$1,500,000
			Total	108.91	\$48,940,200

Table 5.7:

Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
n/a	n/a	n/a	n/a	n/a	n/a
			Total	n/a	n/a

The Town of Apple Valley has not identified priority improvements.

Municipal Code

The Town of Apple Valley Municipal Code provides minimal requirements and direction for the incorporation of non-motorized facilities in new development. Nevertheless, to encourage the use and provide for the opportunity of non-motorized transportation, the Town’s Off-Street Parking and Loading Regulations may require bicycle parking for such uses as fast-food restaurants, theaters, shopping centers, schools, etc. or as determined

by the Planning Division. A rack or other secure devices for the purposes of storing and protecting bicycles from theft is required.

General Plan Goals and Policies

The Town's General Plan Circulation Element identifies goals and policies that relates to facilitating the use of non-motorized transportation.

Policy 1.J

The Town shall implement a coordinated and connected bicycle lane network consistent with the Bicycle Lane Map in this Element.

Program 1.J.1

New development proposals shall be required to construct bicycle lanes consistent with this Element in conjunction with off-site improvements.

Program 1.J.2

The Town shall inventory bicycle lane deficiencies within the existing roadway system, and include improvements to make these improvements consistent with this Element in the Capital Improvement Program.

Policy 1.K

The Town shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrians and/or pedestrians.

Program 1.K.1

The Town shall evaluate the practicality of utilizing flood control channels for multi-use trails, where flooding and safety issues can be accommodated, and negotiate inter-agency agreements for this purpose.

Program 1.K.2

New development proposals shall be required to construct recreational trails consistent with this Element in conjunction with off-site improvements.

The Town's General Plan Park and Recreation Element also identifies goals and policies that relate to facilitating the use of non-motorized transportation.

Goal 2

Expansion and further development of an integrated and comprehensive bikeway, walking paths and trails system that includes effective signage and supporting facilities to encourage use.

Policy 2.A

In addition to connecting homes to schools, the trails system will connect residential areas to commercial centers, workplaces and recreational facilities.

Policy 2.B

The Town’s bicycle lane network shall be maintained and expanded to encourage greater use and to improve the safety of bicyclists on town streets.

Program 2.B.1

Installation of bikeways shall be included in the Capital Improvement Program and the Town shall inventory all existing major arterial streets for potential to accommodate Class I and II bikeways.

End of Trip Facilities

The Town of Apple Valley has bike racks dispersed throughout the Town, typically at retail centers, schools and multi-unit housing complexes.

Multimodal Connectivity

Table 5.8:

Location of Multi-Modal Connections

Facility	Facility Type	Facility Location
n/a	n/a	n/a

Collisions Involving Bicyclists

Table 5.9:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	45
Total # of Bicycle Fatalities from 2005-2009	2
Average # of Bicycle Collisions Per Year	9.0
Average Bicycle Collision Rate per 1000/year ¹	0.14

Notes:

1. Rate is calculated using SWITRS collision data and population figures by the California Department of Finance

Safety and Education Programs

The Town of Apple Valley holds an annual safety fair and bike rodeo, geared to K - 5th grade which promotes bicycle safety. Also, the promotion of bike use is part of the Town's Healthy Apple Valley program.

City of Barstow

Population

24,281

City Overview

Located in the high desert in central San Bernardino County, the City of Barstow is located at the intersection of Interstates 15 and 40 at the mid-point between Los Angeles and Las Vegas. Incorporated as a city in 1947, Barstow has grown from a small railroad town to become a center for rail transportation, the defense industry, mining, and tourist retail businesses. Barstow is home to BNSF Railway and two factory outlet complexes at Tanger Outlet and Barstow Outlet Stores. The City also serves as the gateway to the U.S. Army National Training Center (Ft. Irwin), the Marine Corps Logistical Base – Nebo Annex, and NASA's Goldstone Deep Space Network.

Land Use

The City of Barstow's provides for a number of land use types within its boundaries. Typically, most commercial/retail development is located adjacent to Interstates 15 and 40 and most of the industrial/warehouse development is located adjacent to the BNSF tracks, northwest of the railroad and south of State Route 58.

Vacant residential land is still plentiful and relatively inexpensive in Barstow. The development potential remains high in the City. There is an annexation at National Trails Highway and Lenwood Road that is expected to be approved by LAFCO in 2011 and additional annexations anticipated.

Existing Conditions:

There are currently no bicycle facilities in the City of Barstow.

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the City of Barstow has not constructed any bicycle infrastructure improvements within the City.

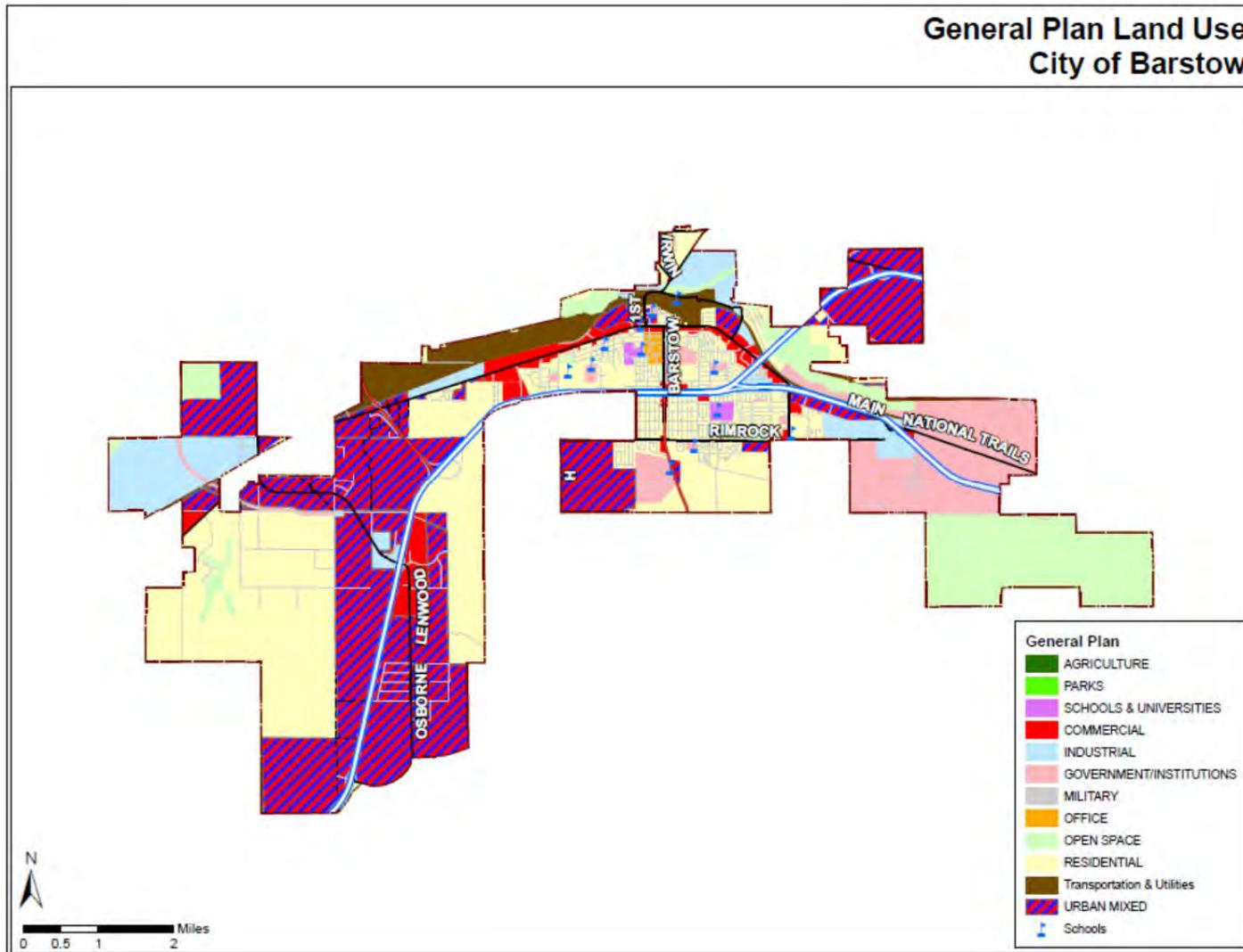


Figure 5.5

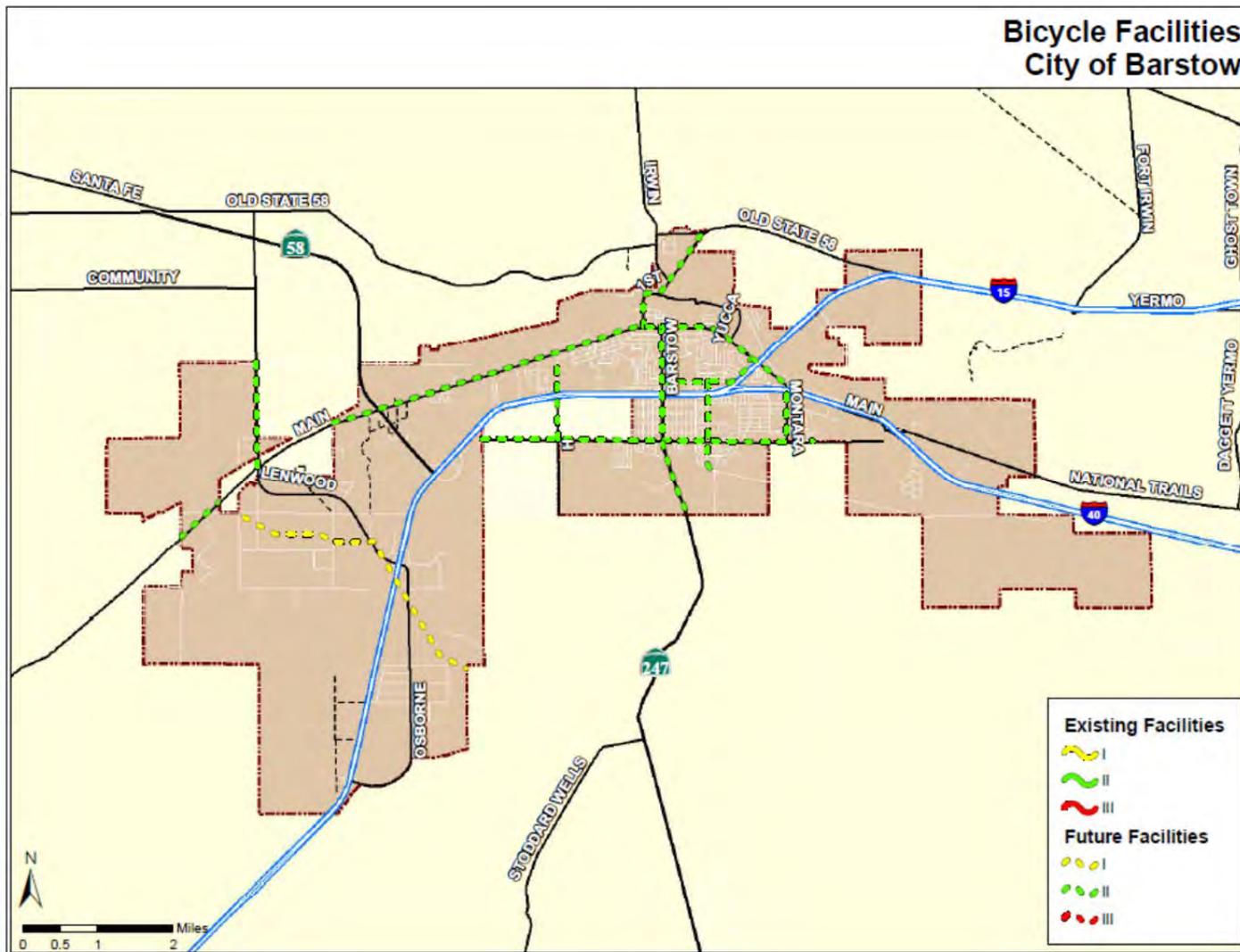


Figure 5.6

Table 5.10:

Barstow Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
n/a	n/a	n/a	n/a	n/a	n/a
			Total	n/a	n/a

Proposed Improvements

Future improvements to the non-motorized network for the City of Barstow will develop along the major transportation corridors throughout the City. All future improvements focus on further development of additional Class I and II facilities. A table of future improvements is included in Table 5.11: below.

Table 5.11:

Barstow Proposed Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
1st Ave	Irwin Rd	Main St	II	0.85	\$42,500
Barstow Rd	Main St	SR-247	II	2.56	\$128,000
Drainage Channel	Main St	Osborne Rd	I	3.95	\$3,950,000
H St	Main St	Linda Vista Ave	II	1.07	\$53,500
Irwin Rd	Old Hwy 58	1st Ave	II	0.79	\$39,500
Lenwood Rd	Agate Rd	Main St	II	1.38	\$69,000
Main St	W City Limit	I-40	II	6.62	\$331,000
Main St	Delaney Rd	City Limit 0.68 m East	II	0.67	\$33,500
Montara Rd	Main St	Rimrock Rd	II	0.62	\$31,000
Muriel Dr	Virginia Wy	Guadalupe Dr	II	1.22	\$61,000
Rimrock Rd	P St	Granada Hills Ave	II	4.39	\$219,500
Roberta St	Virgina Wy	Main St	II	0.48	\$24,000
Virginia Wy	Barstow Rd	Roberta St	II	0.90	\$45,000
			Total	25.50	\$5,027,500

The City of Barstow has identified Main Street, Barstow Road, H Street, Rimrock Road and Virginia Way as priority improvements. When all proposed projects are complete, the City will have constructed 25.50 miles of Class I and Class II providing internal connectivity to the residents of Barstow and establishing interregional connections to the County highway system.

Table 5.12:
Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Barstow Rd.	Main St.	SR-247	II	2.56	\$38,400
H St.	Main St.	Linda Vista Ave.	II	1.08	\$54,000
Main St.	I-40	W. City Limit	II	6.62	\$331,000
Rimrock Rd.	P St.	Granada Hills Ave.	II	4.39	\$219,500
Virginia Wy.	Barstow Rd.	Roberta St.	II	0.90	\$45,000
			Total	15.55	\$687,900

Municipal Code

The City of Barstow has not adopted Municipal Code specific to non-motorized transportation or the placement of non-motorized transportation facilities.

End of Trip Facilities

The City of Barstow has bike racks dispersed throughout the City, typically at retail centers, schools and multi-unit housing complexes.

Multimodal Connectivity

The City of Barstow has the following multimodal facilities that interface with the non-motorized transportation system.

Table 5.13:
Multimodal Connectivity

Facility	Facility Type	Facility Location
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.14:
Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	13
Total # of Bicycle Fatalities from 2005-2009	2
Average # of Bicycle Collisions Per Year	2.6
Average Bicycle Collision Rate per 1000/year ¹	0.11

Notes:

1. Rate is calculated using SWITRS collision data and population figures by the California Department of Finance

Safety and Education Programs

The City of Barstow does not currently participate in any bicycle safety or education programs.

City of Big Bear Lake

Population

6,278

City Overview

The City of Big Bear Lake is a four-season, resort community located approximately 25 miles northeast of the City of San Bernardino in the San Bernardino Mountains. The City encompasses almost seven square miles and is approximately seven miles long and two miles wide. The City adjoins Big Bear Lake, which is the largest recreational lake in Southern California.

The Big Bear Valley was settled in the 1860s following the discovery of gold in the area. In 1884, Big Bear Lake was formed with the construction of a dam to provide irrigation waters to the San Bernardino Valley. By the 1920s, recreation became the most important economic factor in the valley. The local economy continues to be primarily based on tourism, with the summer and winter months being the most heavily visited seasons.

Land Use

The Big Bear Valley has historically been a weekend and second-home retreat for the residents of San Bernardino, Riverside and Los Angeles metropolitan areas. The City incorporated in 1980, in part as a response to these development pressures and the desire to have local control. The residents of the City express a strong desire to balance the benefits of growth with the preservation of the natural environment.

The land use of the City is comprised mostly of single-family residential, but also includes a number of areas designated for multi-family residential, commercial, service and industrial uses. The City's location adjacent to large areas of public lands, which are under the control of the U.S. Department of Forestry, provides for urban growth boundaries, preserving public open space and limiting urban sprawl.

Existing Conditions:

Big Bear Lake's non-motorized bicycle network is comprised exclusively of Class III bike routes and it is mostly recreational in nature. In total, 14.66 miles of bike route have been adopted by the City.

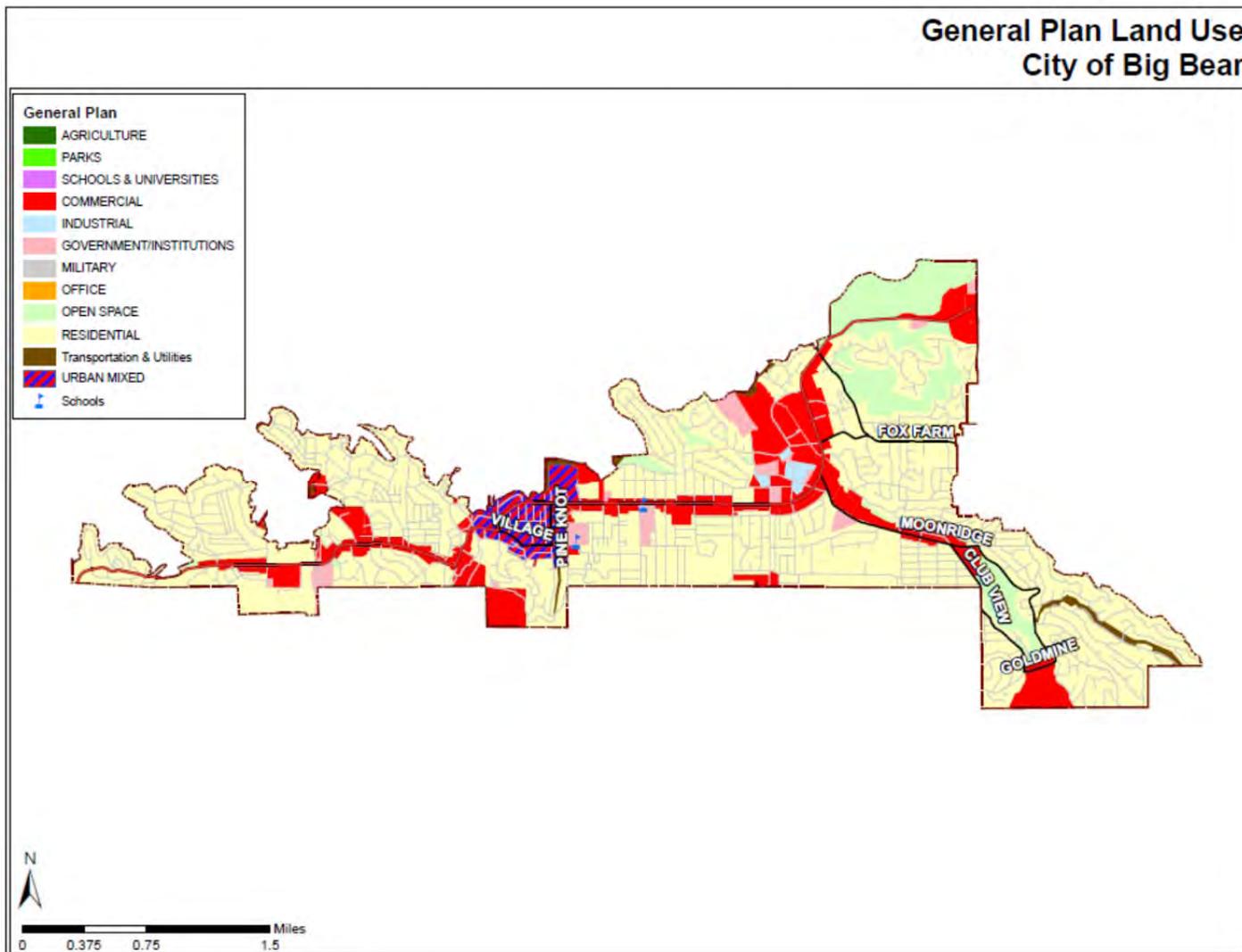


Figure 5.7

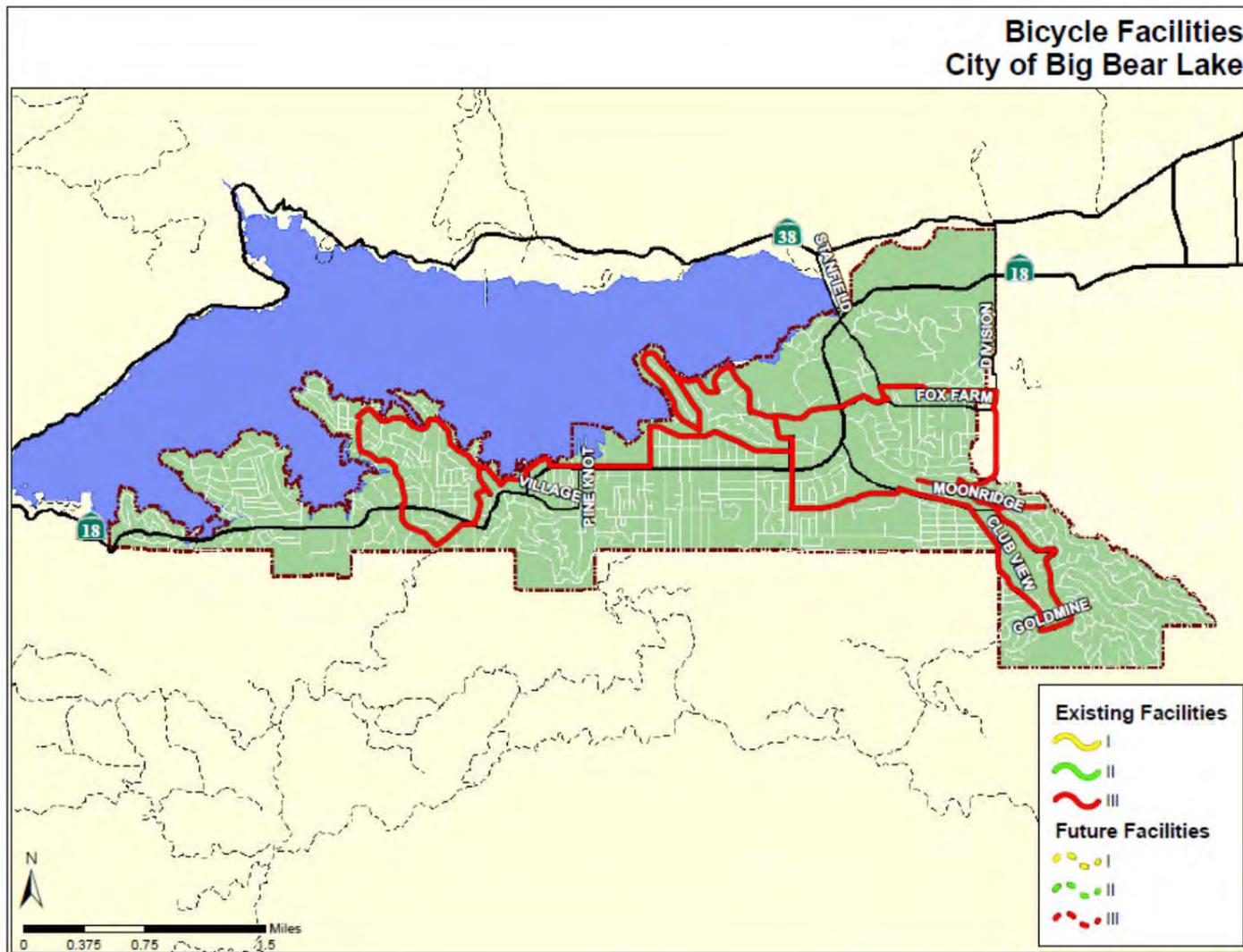


Figure 5.8

Table 5.15:

Bike Bear Lake Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Bayside Dr.	Stone Bridge Rd.	Marina Dr.	III	0.20	\$3,000
Big Bear Blvd. (Hwy 18)	Pine Knot Rd.	Knight Ave.	III	0.45	\$6,750
Club View Dr.	Moonridge Rd.	Goldmine Dr.	III	0.94	\$14,100
Condor Dr.	Eureka Dr.	Oriole/Stone Bridge Rd.	III	0.09	\$1,350
Cougar Rd.	Douglas St.	McAllister Rd.	III	0.30	\$4,500
Douglas St.	Sonoma Dr.	Cougar Rd.	III	0.06	\$900
Eagle Dr.	Eureka Dr.	North Eureka Dr.	III	0.35	\$5,250
Edgemoor Rd.	Big Bear Blvd.	Mill Creek Rd.	III	0.36	\$5,400
Edgemoor Rd.	Lakeview Dr.	Big Bear Blvd.	III	0.69	\$10,350
Eureka Dr.	Park Ave.	Eagle Dr.	III	0.62	\$9,300
Evergreen Dr.	Summit Blvd.	Moonridge Rd.	III	0.70	\$10,500
Fox Farm Rd.	Big Bear Blvd.	Swan Dr./Garstin Rd.	III	0.43	\$6,450
Fox Farm Rd.	Starvation Flats Rd.	Big Bear Blvd.	III	0.32	\$4,800
Garstin Rd.	Swan Dr./Fox Farm Rd.	Summit Blvd.	III	0.21	\$3,150
Goldmine Dr.	Club View Dr.	Moonridge Rd.	III	0.21	\$3,150
Juniper Dr.	Division Dr.	Starvation Flats Rd.	III	0.73	\$10,950
Knight Ave.	Big Bear Blvd.	Park Ave.	III	0.24	\$3,600
Lakeview Dr.	Talmadge Rd.	Edgemoor Rd.	III	1.02	\$15,300
Lakeview Dr.	Talmadge Rd.	Paine Rd.	III	0.37	\$5,550
Lakeview Dr. (Hwy 18)	Simonds Dr.	Pine Knot Rd.	III	0.18	\$2,700
Marina Dr.	Bayside Dr.	Swan Dr.	III	0.33	\$4,950
McAllister Rd.	Cougar Rd.	Fox Farm Rd.	III	0.37	\$5,550
McAllister Rd.	Fox Farm Rd.	Juniper Rd.	III	0.11	\$1,650
Mill Creek Rd.	Edgemoor Rd.	Talmadge/Big Bear Blvd.	III	0.28	\$4,200
Moonridge Rd.	Evergreen Dr.	Club View Dr.	III	0.44	\$6,600
Moonridge Rd.	Goldmine Dr.	Sunset Dr.	III	0.99	\$14,850
North Eureka Dr.	Eagle Dr.	Condor Dr.	III	0.27	\$4,050
Paine Rd.	Lakeview Dr.	Simonds Dr.	III	0.07	\$1,050
Park Ave.	Knight Ave.	Eureka Dr.	III	0.32	\$4,800
Park Ave.	Summit Blvd.	Eureka Dr.	III	0.60	\$9,000
Simonds Dr.	Paine Rd.	Lakeview Dr. (Hwy 18)	III	0.21	\$3,150
Sonoma Dr.	Sunset Dr.	Cougar Ave.	III	0.82	\$12,300
Starvation Flats Rd.	Juniper Dr.	Fox Farm Rd.	III	0.10	\$1,500
Stone Bridge Rd.	Oriole Dr./Condor Dr.	Bayside Dr.	III	0.20	\$3,000
Summit Blvd.	Big Bear Blvd.	Evergreen Dr.	III	0.26	\$3,900
Summit Blvd.	Garstin Rd.	Big Bear Blvd.	III	0.18	\$2,700
Swan Dr.	Marina Dr.	Garstin Rd./Fox Farm Rd	III	0.16	\$2,400
Talmadge Rd.	Mill Creek/Big Bear Blvd.	Lakeview Dr.	III	0.48	\$7,200
			Total	14.66	\$219,900

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the City of Bike Bear Lake has constructed 14.66 miles of Class III at a rate of 1.69 miles per year.

Past Investment in Non-Motorized Infrastructure

The City of Big Bear Lake has made an investment in its non-motorized transportation infrastructure. The improvements included in Table 5.16 above reflect an investment of \$219,900 based on planning level estimates.

Proposed Improvements

The City of Big Bear Lake has not identified any proposed, future non-motorized improvements. However, the City in collaboration with bicycle advocacy groups and the County of San Bernardino are pursuing funds to prepare a Big Bear Valley regional non-motorized transportation plan. Should such a study be prepared and adopted by the jurisdictions, the plan will be incorporated into a future update or amendment to this plan.

Table 5.16:

Bike Bear Lake Proposed Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
n/a	n/a	n/a	n/a	n/a	n/a
			Total	n/a	n/a

Municipal Code

The municipal code for the City of Bike Bear Lake does not currently include the mandatory requirement for the inclusion of non-motorized serving infrastructure as part of the site design process.

End of Trip Facilities

The City of Bike Bear Lake has bike racks dispersed throughout the City, typically at retail centers, schools and multi-unit housing complexes.

Multimodal Connectivity

The City of Bike Bear Lake has the following multimodal facilities that interface with the non-motorized transportation system.

Table 5.17:

Multimodal Connectivity

Facility	Facility Type	Facility Location
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.18:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	16
Total # of Bicycle Fatalities from 2005-2009	1
Average # of Bicycle Collisions Per Year	3.2
Average Bicycle Collision Rate per 1000/year ¹	0.52

Notes:

1. Rate is calculated using SWITRS collision data and population figures by the California Department of Finance

Safety and Education Programs

The City of Bike Bear Lake does not currently participate in any bicycle safety or education programs.

City of Chino Hills

Population

78,971

City Overview

Incorporated in 1991, the City of Chino Hills is located in the western foothills of San Bernardino County. The City is comprised of 46 square miles with 3,000 acres of publicly owned open space, 40 parks and 39 miles of hiking trails.

The City is also home to the Chino Hills State Park, which provides another 14,102 acres of open space that includes scenic vistas of the San Bernardino Valley and an additional 65 miles of trails that can be used for hiking, biking or horseback riding.

Land Use

The map on page 5-30 shows the General Plan land use map for the City of Chino Hills. The City is largely built out and seeing the maturation of its residential, commercial and industrial centers. Most of the City's open space and agricultural lands provide a buffer around its northern, western and southern city boundaries. The City also contains a significant amount of residential land use along the ridges and hillsides that transition into the San Bernardino Valley floor. Commercial and industrial land uses tend to be clustered around State Route 71, which is a major north-south transportation corridor on the eastern edge of the City.

Existing Conditions:

Chino Hill's non-motorized bicycle network has expanded significantly since the last update to the Non-Motorized Transportation Plan. The City's infrastructure now includes a 20.21 miles of Class II and III bike infrastructure, mostly on major transportation corridors throughout the City. The major corridors that now include Class II bike lanes include: Butterfield Ranch Road, Chino Hills Parkway and Peyton Drive. Also, portions of Fairfield Ranch Road, Soquel Canyon Road and Woodview Road contain Class II bike lanes. The bike lanes provide connectivity to commercial, residential, educational and recreational amenities throughout the city.

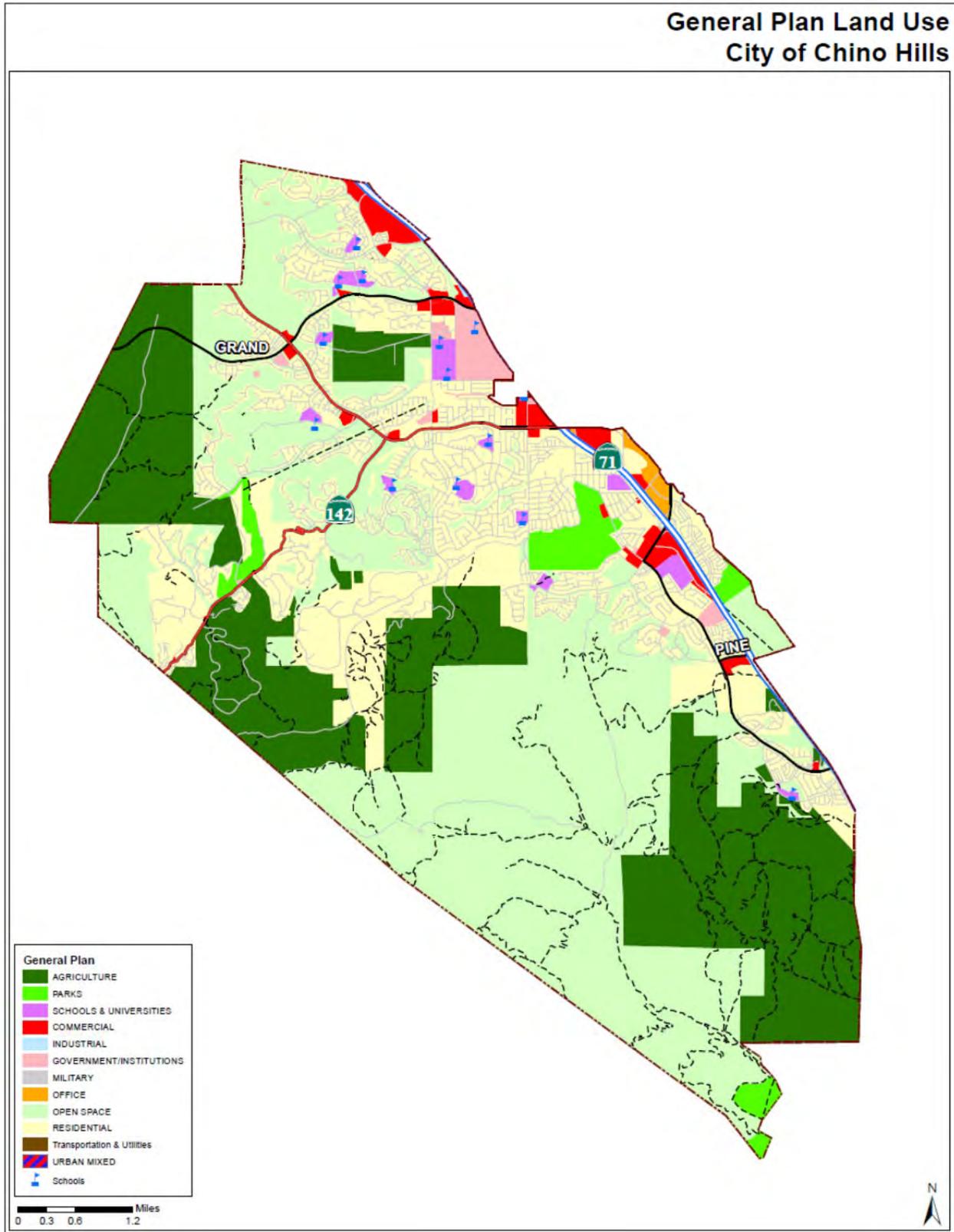


Figure 5.9

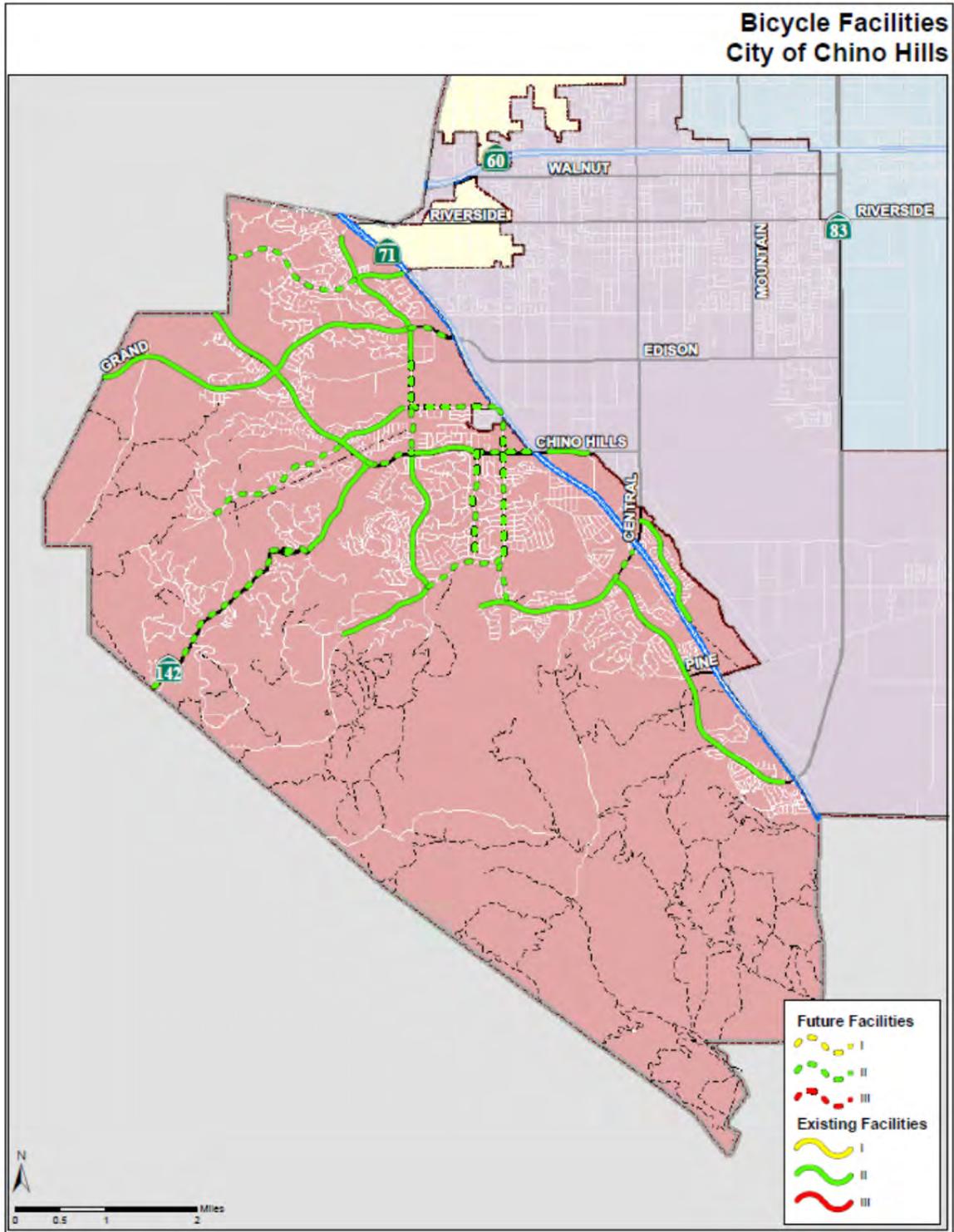


Figure 5.10

Table 5.19:

Chino Hills Existing Conditions

Street/Path	From	To	Class	Mileage	Cost
Butterfield Ranch Rd	Soquel Canyon Rd	Shady View Dr	II	3.07	\$153,500
Carbon Cnyn Rd	Old Carbon Cnyn Rd	Chino Hills Pkwy	II	1.33	\$66,500
Chino Ave	Peyton Dr	SR-71	II	0.51	\$25,500
Chino Hills Pkwy	N City Limit	Grand Ave	III	0.92	\$13,800
Chino Hills Pkwy	Grand Ave	Carbon Canyon Rd	II	1.44	\$72,000
Chino Hills Pkwy	Peyton Dr	Rolling Ridge Dr	II	0.72	\$36,000
Chino Hills Pkwy (south side)	Ramona Ave	Monte Vista Ave	II	0.43	\$21,500
Eucalyptus Ave	Chino Hills Pkwy	Chino Hills Community Park	II	0.78	\$39,000
Fairfield Ranch Rd	Soquel Canyon Rd	Big League Dreams	II	1.27	\$63,500
Grand Ave	W City Limit	Peyton Dr	II	3.76	\$188,000
Peyton Dr	N City Limit	English Rd	II	1.89	\$94,500
Peyton Dr (south side)	Woodview Rd.	Chino Hills Pkwy	II	1.61	\$80,500
Soquel Canyon Pkwy	Butterfield Ranch Rd	Golden Terrace Ln	II	1.61	\$80,500
Woodview Dr	Pipeline Ave	Vellano Club Dr	II	1.08	\$54,000
			Total	20.42	\$988,800

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.20 above constitute a significant investment into the non-motorized transportation infrastructure of Chino Hills. Based on planning level estimates, the value of the improvements implemented throughout the City is \$988,800.

Proposed Improvements

Future improvements to the non-motorized network for the City of Chino Hills will continue along the major transportation corridors throughout the City. All future improvements focus on further development of additional Class II facilities. A table of future improvements is included in Table 5.21 below.

In conjunction with the widening of Peyton Drive the City intends to construct Class II bike lanes from English Drive to Chino Hills Parkway.

While the state routes within the City Limits of Chino Hills are included as potential future projects, at this time it is unlikely that the City will directly initiate those projects.

Table 5.20:

Chino Hills Proposed Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Carbon Cnyn Rd	E City Limit	Old Carbon Cnyn Rd	II	2.69	\$134,500
Chino Ave	W. City Limits	Peyton Ave	II	1.63	\$81,500
Chino Hills Pkwy	Carbon Canyon Rd	Peyton Ave	II	0.52	\$26,000
Chino Hills Pkwy	Rolling Ridge Dr	SR-71	II	0.59	\$29,500
Eucalyptus Ave	Rancho Hills Dr	Chino Hills Pkwy	II	1.66	\$83,000
Eucalyptus Ave	Peyton Ave	Pipeline Ave	II	0.95	\$47,500
Grand Ave	Peyton Ave	SR-71	II	0.50	\$25,000
Peyton Dr	Eucalyptus Ave	English Rd.	II	0.98	\$49,000
Pipeline Ave	SR-71	Soquel Canyon Rd	II	2.15	\$107,500
Rolling Ridge Dr	Chino Hills Pkwy	Woodview Rd	II	1.15	\$57,500
Soquel Canyon Pkwy	Butterfield Ranch Rd	SR-71	II	0.36	\$18,000
Woodview Rd	Peyton Ave	Pipeline Ave	II	0.96	\$48,000
			Total	14.14	\$707,000

Table 5.21:

Priority Improvements

Street/Path	From	To	Class	Mileage	Cost
Peyton Dr.	English Rd.	Chino Hills Pkwy	II	0.70	\$35,000
			Total	0.70	\$35,000

Municipal Code

Chino Hills Municipal Code Section 16.34.060 (E) - Number of parking spaces required - provides the following requirements related to bicycle parking spaces:

Bicycle Parking. Parking spaces for bicycles shall be provided as required by Table 65-2. For any use for which bicycle parking is required, a minimum of four bicycle spaces shall be provided.

End of Trip Facilities

The City of Chino Hills has bike racks dispersed throughout the City, typically at retail centers and multi-unit housing complexes.

Multimodal Connectivity

The City of Chino Hills has the following multimodal facilities that interface with the non-motorized transportation system.

Table 5.22:

Multimodal Connectivity

Facility	Facility Type	Facility Location
St. Paul the Apostle Church	Ride Share Lot	14085 Peyton Dr.
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.23:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	26
Total # of Bicycle Fatalities from 2005-2009	0
Average # of Bicycle Collisions Per Year	5.2
Average Bicycle Collision Rate per 1000/year ¹	0.07

Notes:

1. Rate is calculated using SWITRS collision data and population figures by the California Department of Finance

Safety and Education Programs

The City of Chino Hills does not participate in safety or education programs specific to non-motorized transportation or the placement of non-motorized transportation facilities.

City of Chino

Population

84,742

City Overview

The City of Chino is comprised of approximately 29.5 square miles of area and is bounded by the SR-71 to the West, the City of Montclair to the north, the City of Chino Hills to the east and the County of Riverside to the south. The City is located 35 miles from downtown Los Angeles, 30 miles from downtown San Bernardino and 30 miles to the City of Irvine. The City of Chino is at the center of the Los Angeles Basin.

Chino began as an agricultural community around a railroad depot in 1887. The City maintained its agricultural focus well into the 1940s, expanding its focus to include dairy production. In the 1980s, the City shifted toward industrial, warehouse, and distribution land uses with those land uses clustered around the SR-71 and SR-60 freeways. The dairy farms in the south area of the City are in the process of transition into residential and mixed use developments.

Land Use

The map on page 5-36 shows the current and future land use patterns in the City of Chino. Industrial and warehouse uses are most common in the southern portions of the City and take advantage of the City's location along major trucking routes and near rail lines and the Ontario Airport. The City's primary commercial areas are located along major transportation routes, including SR-71, SR-83 (Euclid Avenue), Grand/Edison Avenues, Central Avenue, Riverside Drive, and Philadelphia Street. As the City has developed these additional land uses, it has significantly reduced the land area devoted to agricultural production, although there are still some scattered agricultural uses. Future growth in the City will primarily occur around major transportation corridors with healthy transportation options, a small-town feel, and the ability to provide for residents' daily needs.

Existing Conditions:

Chino's non-motorized bicycle network is one of the more robust in San Bernardino County. The City contains one traditional Class I bikeway on Edison Ave. adjacent to Ruben Ayala Park and it includes several segments of Class I style cycle tracks along portions of several streets in the Preserve and College Park sections of the City. In total, the City of Chino has constructed 3.02 miles of Class I, 21.87 miles of Class II and 2.6 miles of Class III facilities.

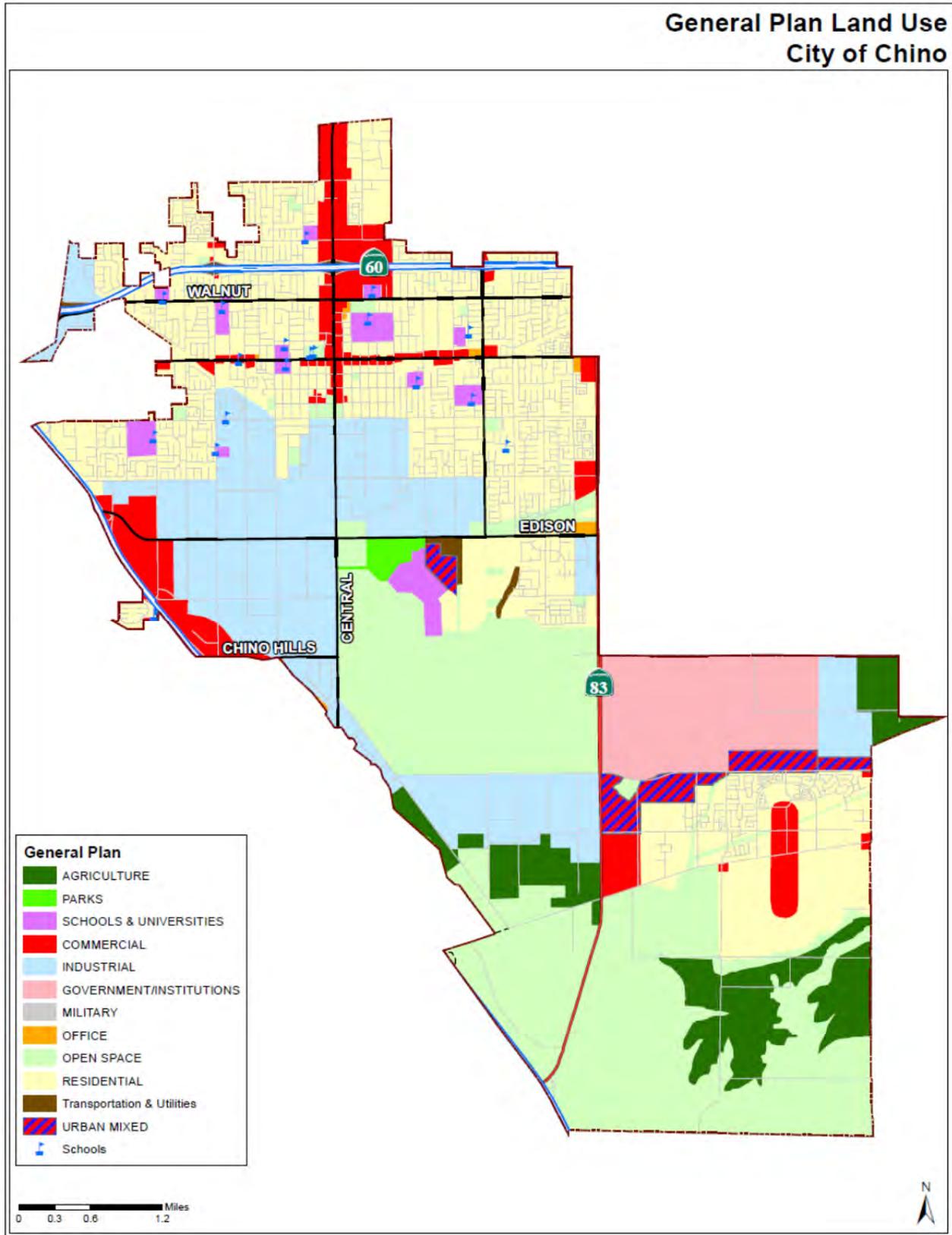


Figure 5.11

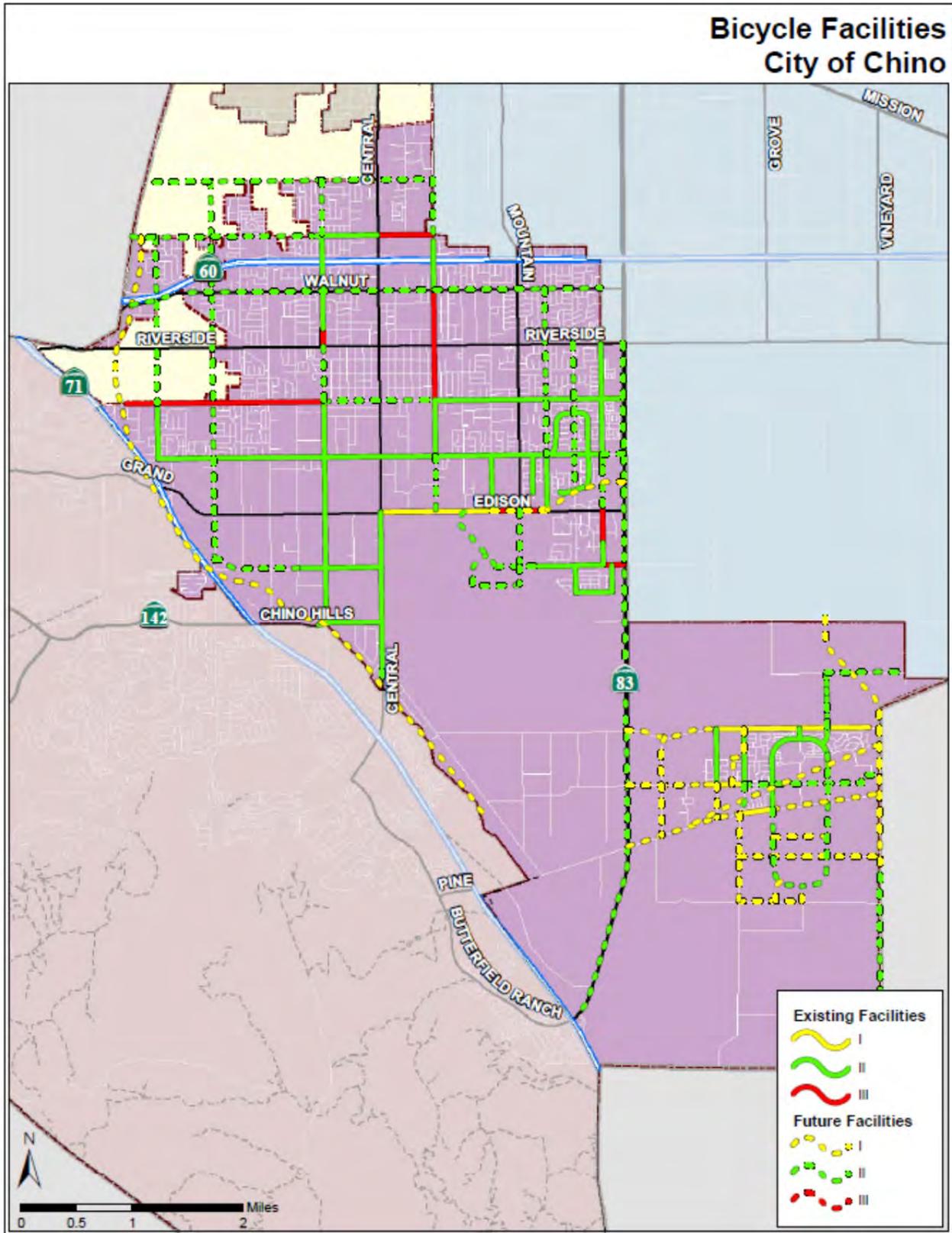


Figure 5.12

Table 5.24:

Chino Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Alvarado St	S North Ave	Treadwell Ave	II	0.19	\$9,500
Amsterdam Ave	Schaefer Ave	Dalton St	II	0.34	\$17,000
Avila Ave	S North Ave	Schaefer Ave	II	0.37	\$18,500
Avila Ave	Schaefer Ave	Edam St	II	0.32	\$16,000
Benson Ave	Walnut Ave	Chino Ave	III	0.99	\$14,850
Benson Ave	Chino Ave	Schaefer Ave	II	0.50	\$25,000
Benson Ave	Monticello St	Walnut Ave	II	0.44	\$22,000
Bickmore Ave	Moonflower Ave	Mill Creek Ave	I	0.35	\$350,000
Central Ave	Edison Ave	El Prado Rd	II	1.44	\$72,000
Chino Ave	Benson Ave	Euclid	II	1.70	\$85,000
Chino Hills Pkwy	Monte Vista Ave	Central Ave	II	0.57	\$28,500
Clemson St	Purdue Ave	San Antonio Ave	II	0.32	\$16,000
Cypress Ave	Schaefer Ave	Edison Ave	II	0.50	\$25,000
East End Ave	Chino Ave	Schaefer Ave	II	0.50	\$25,000
East Preserve Loop	Main St	s/o Forest Park St	II	0.45	\$22,500
Edam St	Avila Ave	Rancho Del Chino Ave	II	0.22	\$11,000
Edison Ave	Central Ave	Magnolia Ave	I	1.00	\$1,000,000
Edison Ave	Magnolia Ave	Cypress Ave	III	0.49	\$7,350
Eucalyptus Ave	Central Ave	Yorba Ave	II	0.74	\$37,000
Eucalyptus Ave	Euclid Ave	Fern Ave	III	0.18	\$2,700
Eucalyptus Ave	Fern Ave	Cypress St	II	0.61	\$30,500
Fern Ave	Riverside Dr	Schaefer Ave	II	1.00	\$50,000
Fern Ave	Schaefer Ave	Hickory St	II	0.12	\$6,000
Fern Ave	Edison Ave	n/o Persimmon St	III	0.29	\$4,350
Fern Ave	n/o Persimmon St	Eucalyptus Ave	II	0.20	\$10,000
Flight Ave	East Preserve Loop	Kimball Ave	II	0.66	\$33,000
Kimball Ave	Rincon Meadow Rd	w/o Hellman Ave	I	1.37	\$1,370,000
Magnolia Ave	Schaefer Ave	Edison Ave	II	0.50	\$25,000
Main St	Kimball Ave	East Preserve Loop	II	0.09	\$4,500
Mill Creek Ave	Kimball Ave	Bickmore Ave	II	0.50	\$25,000
Monte Vista Ave	Chino Ave	Chino Hills Pkwy	II	2.00	\$100,000
Monte Vista Ave	Philadelphia St	Lincoln Ave	II	0.84	\$42,000
Monte Vista Ave	Lincoln Ave	Riverside Dr	III	0.15	\$2,250
Philadelphia St	Carlisle Ave	Central Ave	II	0.59	\$29,500
Philadelphia St	Central Ave	Benson Ave	III	0.50	\$7,500
Pine St	Mill Creek Ave	West Preserve Loop	I	0.30	\$300,000
Purdue Ave	Eucalyptus Ave	Clemson St	II	0.24	\$12,000
Rancho Del Chino Ave	Treadwell Ave	Schaefer Ave	II	0.38	\$19,000
Rincon Meadows Ave	Kimball Ave	Bickmore Ave	II	0.50	\$25,000
San Antonio Ave	Clemson St	Eucalyptus Ave	II	0.24	\$12,000
Schaefer Ave	East End Ave	Fern Ave	II	4.00	\$200,000
West Preserve Loop	Pine Ave	Main St	II	0.80	\$40,000
			Total	27.49	\$4,152,500

In addition, the City has also striped 21.87 miles of Class II bike lanes, mostly on major transportation corridors throughout the City. Large stretches of Class II facilities currently exist along sections of Benson Ave., Central Ave., Chino Ave., Monte Vista Ave., and Schaefer Ave. The bike lanes establish a backbone grid network, connecting commercial, residential, educational and recreational amenities throughout the city. Finally, 2.6 miles of designated Class III bike routes also exist in small sections throughout the City. The Class III facilities tend to be in areas with limited right-of-way on the existing roadways or where gaps in the Class II network exist.

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.24 above constitute a significant investment into the non-motorized transportation infrastructure of Chino. Based on planning level estimates, the value of the improvements implemented throughout the City is \$4,152,500.

Proposed Improvements

Future improvements to the non-motorized network for the City of Chino will continue along the major transportation corridors throughout the City and connecting new residential neighborhoods to the non-motorized system. Most of the future improvements in the City are Class II facilities, but there are several regional Class I facilities proposed as well. A new north/south Class I facilities is proposed along the western drainage channel, which generally parallels the SR-71 freeway along the western boundary of the City. The City of Chino does not currently propose to add additional Class III facilities at this time. A table of future improvements is included in Table 5.25 below.

The City of Chino has not identified any priority improvements as part of this plan.

Table 5.25:

Chino Proposed Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Benson Ave	Francis Ave	Philadelphia St	II	0.50	\$25,000
Benson Ave	Schaefer Ave	Edison Ave	II	0.50	\$25,000
Bickmore Ave	Euclid Ave	Moonflower Ave	I	0.70	\$700,000
Bickmore Ave	W Preserve Loop	Hellman Ave	II	1.03	\$51,500
Central Ave	El Prado Rd.	Drainage Channel	II	0.14	\$7,000
Chino Ave	Preciado Ave	Benson Ave	II	1.86	\$93,000
Chino Ave	Unincorporated Boundary w/ of Pipeline	Pipeline	II	0.06	\$3,000
Chino Corona Rd (E/W)	Chino Corona Rd (N/S)	Main St	I	0.56	\$560,000
Chino Corona Rd (N/S)	Pine Ave	Chino Corona Rd (E/W)	I	0.78	\$780,000

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Street/Path	From	To	Class	Mileage	Est. Cost
Cypress Ave	Walnut Ave	Schaefer Ave	II	1.49	\$74,500
Drainage Channel	Philadelphia St	Flower St	I	6.70	\$6,700,000
East End Ave	Philadelphia St	Chino Ave	II	0.54	\$27,000
East Preserve Loop	Main St (southside of loop)	Forest Park St	II	1.34	\$67,000
Edison Ave	Magnolia Ave	Cypress Ave	I	0.49	\$490,000
Edison Ave	Cypress Ave (along SCE Easement)	Euclid Ave	I	0.75	\$750,000
Eucalyptus Ave	Pipeline Ave	Yorba Ave	II	0.77	\$38,500
Eucalyptus Ave	Cypress Channel	Oaks Ave	II	0.35	\$17,500
Euclid Ave	Riverside Dr	SR-71	II	6.08	\$304,000
Fern Ave	Hickory St	Edison Ave	II	0.37	\$18,500
Flight Ave	Kimball Ave	Remington Ave	II	0.49	\$24,500
Francis Ave	Benson Ave	West City Limit	II	0.61	\$30,500
Future Street (south end of loop)	West Preserve Loop	Chino Corona Rd (E/W)	I	0.19	\$190,000
Future Street south of Eucalyptus Ave	Eucalyptus Ave	Mountain Ave	II	0.75	\$37,500
Hellman Ave	Merrill Ave	Hereford Dr	I	2.50	\$2,500,000
Hellman Ave	Hereford Dr	McCarty Rd	II	1.24	\$62,000
Kimball Ave	Euclid Ave	Rincon Meadows Ave	I	0.82	\$820,000
Legacy Park St	Chino Corona Rd (N/S)	Hellman Ave	I	1.26	\$1,260,000
Main St	E/W Preserve Loop	Chino Corona Rd (E/W)	I	0.13	\$130,000
Market St	West Preserve Loop	East Preserve Loop	I	0.48	\$480,000
Mayhew Ave	Kimball Ave	Pine Ave	I	0.89	\$890,000
Mill Creek Ave	Bickmore Ave	Pine Ave	II	0.28	\$14,000
Mill Creek Ave	Kimball Ave	Spring Hill St	I	0.25	\$250,000
Monte Vista Ave	Philadelphia St	Francis Ave	II	0.50	\$25,000
Monte Vista Ave	Riverside Dr	Chino Ave	II	0.50	\$25,000
Mountain Ave	Edison Ave	Eucalyptus Ave	II	0.50	\$25,000
Mountan Ave	Eucalyptus Ave	(Future Street to west)	II	0.15	\$7,500
Nature Trail	Spring Hill St	Bickmore Ave	I	0.24	\$240,000
Oaks Ave	Eucalyptus Ave	Edison Ave	II	0.64	\$32,000
Philadelphia St	Drainage Channel	W City Limit	II	0.29	\$14,500
Pine Ave	Euclid Ave	Mill Creek Ave	I	1.05	\$1,050,000
Pine St	West Preserve Loop	Hellman Ave	I	0.97	\$970,000
Pipeline Ave	Francis Ave	Drainage Channel	II	3.51	\$175,500
Remington Ave	Flight Ave.	Carpenter St	II	0.70	\$35,000
Ricon Meadows Ave	Bickmore Ave	Pine Ave	I	0.29	\$290,000
San Antonio Ave	Riverside Dr	Edam St	II	1.32	\$66,000
SCE Easement Trail	Pine Ave	Hellman Ave	I	1.88	\$1,880,000
Schaefer Ave	Fern Ave	Euclid Ave	II	0.19	\$9,500
Spring Hill St	Mill Creek Ave	Nature Trail	I	0.10	\$100,000
Walnut Ave	West City Limit	Fern Ave	II	4.23	\$211,500
West Preserve Loop	Pine Ave	Main St (southside of loop)	II	0.86	\$43,000
				52.82	\$22,576,500

Table 5.26:

Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
n/a	n/a	n/a	n/a	n/a	n/a
			Total	n/a	n/a

General Plan

The City of Chino General Plan includes the following provisions governing the provision of non-motorized infrastructure:

Goal TRA-10 Foster bicycling as a convenient, healthy and environmentally-friendly travel choice in Chino.

Objective TRA-10.1 Increase the use of bicycle travel within Chino.

Policies

- P1. Libraries, schools, community centers, and other important community facilities in Chino shall have bicycle parking, including racks and lockers as appropriate.
- P2. The City shall require new development to provide off-street bicycle parking per zoning standards, and shall review those standards periodically to ensure that adequate bicycle parking is being provided.
- P3. The City shall encourage employers of 100 or more full-time equivalent employees to provide showers and lockers for bicycle commuters.
- P4. Incorporate bicycle paths/trails/facilities outside the street right-of-way in all new development, consistent with the Bicycle Master Plan.

Objective TRA-10.2 Increase the connectivity, safety and convenience of the bicycle network.

Policies

- P1. The City shall enhance and improve bicycle connections between neighborhoods, and between neighborhoods and significant destinations such as parks, schools, transit stops and transit centers, shopping centers, and employment centers.
- P2. Where existing street width or traffic volumes do not support creation or maintenance of striped bicycle lanes, the City shall indicate to both drivers and bicyclists

that bicycle use is permitted and should be expected through “sharrows” pavement markings, “share the road” signage, or other mechanisms.

P3. The City shall evaluate proposed new development and redevelopment projects to ensure that they include consideration of connections to the Chino bicycle circulation system and provide bicycle parking and other facilities for bicyclists, as appropriate to the development type.

Actions

A1. Prepare a Bicycle Master Plan for the City of Chino that establishes where and how the City’s bicycle network will be expanded, including standards to guide review of roadway enhancements or other changes to the roadway system. This plan should be consistent with requirements for allocation of State Bicycle Transportation Account Funds and federal funding for bicycle improvements that cannot be allocated without an approved Bicycle Master Plan. The plan should also include criteria for funding prioritization of improvements.

A2. Develop maps or signage indicating local and regional bicycle routes, including distances to key destinations, such as parks and schools.

End of Trip Facilities

The City of Chino has bike racks dispersed throughout the City, typically at retail centers and multi-unit housing complexes.

Multimodal Connectivity

The City of Chino has the following multimodal facilities that interface with the non-motorized transportation system.

Table 5.27:

Multimodal Connectivity

Facility	Facility Type	Facility Location
Chino Ave PNR Lot	Ride Share Lot	3321 Chino Ave
Chino Transit Center	Multi-Modal Facility	6 th St and Chino Ave
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.28:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	102
Total # of Bicycle Fatalities from 2005-2009	0
Average # of Bicycle Collisions Per Year	20.4
Average Bicycle Collision Rate per 1000/year ¹	0.26

Notes:

1. Rate is calculated using SWITRS collision data and population figures by the California Department of Finance

Safety and Education Programs

The City of Chino does not currently participate in any bicycle safety or education programs.

City of Colton

Population

51,816

City Overview

The City of Colton is one of San Bernardino County's truly historic cities. Incorporated in 1887, the community began growing in 1883 when the Southern Pacific Railroad linked Southern California to the rest of the nation by rail. The City remains strategically located at the crossroads of the Inland Empire. Geographically the City encompasses an area of approximately 18 square miles and is located at the junction of the I-10 and I-215 freeways.

Colton is a small town with a downtown corridor of authentic character as well as historic homes, parks, unique shops and restaurants, alongside the beautifully restored Andrew Carnegie Library Building.

Land Use

The map on page 5-45 shows the land use coverage in the City of Colton's General Plan. Due to the age of the City, most of the City's housing stock is older by comparison to the rest of the Inland Empire, with 37.6% of the City's housing stock built before 1970. The City is also nearing build-out of its residential neighborhoods, and as such, will remain largely suburban in form.

The City's General Plan offers a variety of commercial, retail, mixed use development opportunities. Most of the remaining developable land is located in Agua Mansa, the Pellisier Ranch Area (south Colton) and the Colton Superblock. The overall vision for the Superblock is a transit oriented development which includes, a vibrant, walkable, compact, mixed-use district focused around premium transit along San Bernardino Avenue, Pepper Avenue, and Valley Boulevard with potential transit stations on San Bernardino and Pepper Avenues. A more pedestrian-friendly environment served by multimodal transportation would reduce traffic congestion prevalent in the surrounding areas.

Existing Conditions:

Colton's non-motorized bicycle network has expanded significantly since the last update to the Non-Motorized Transportation Plan. The City now enjoys two Class I bikeways, for a total of 7.27 miles. The first bikeway is along the Santa Ana River throughout the entire length of the river in the City. The second bikeway is located along the former Pacific Electric right-of-way on Colton Ave.

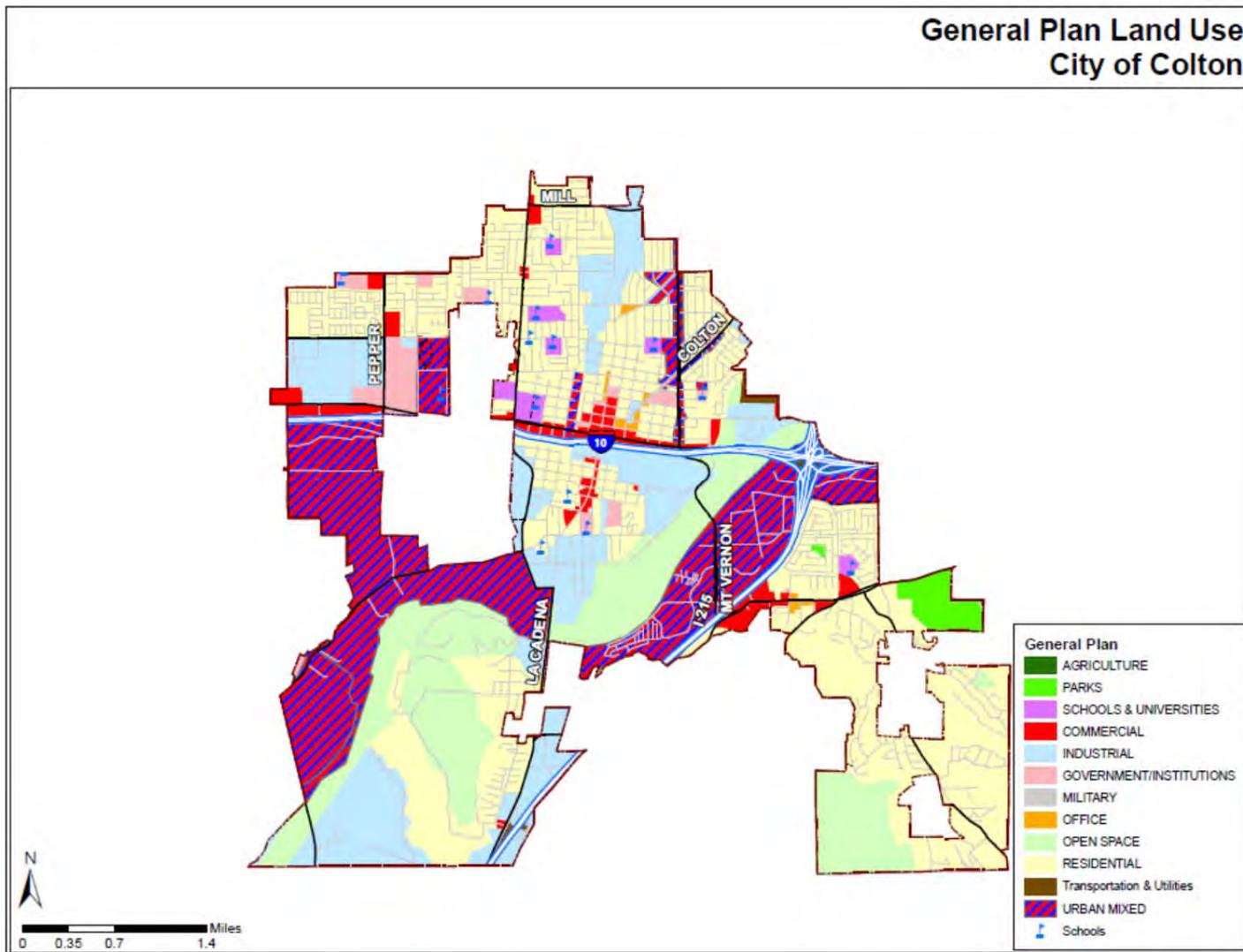


Figure 5.13

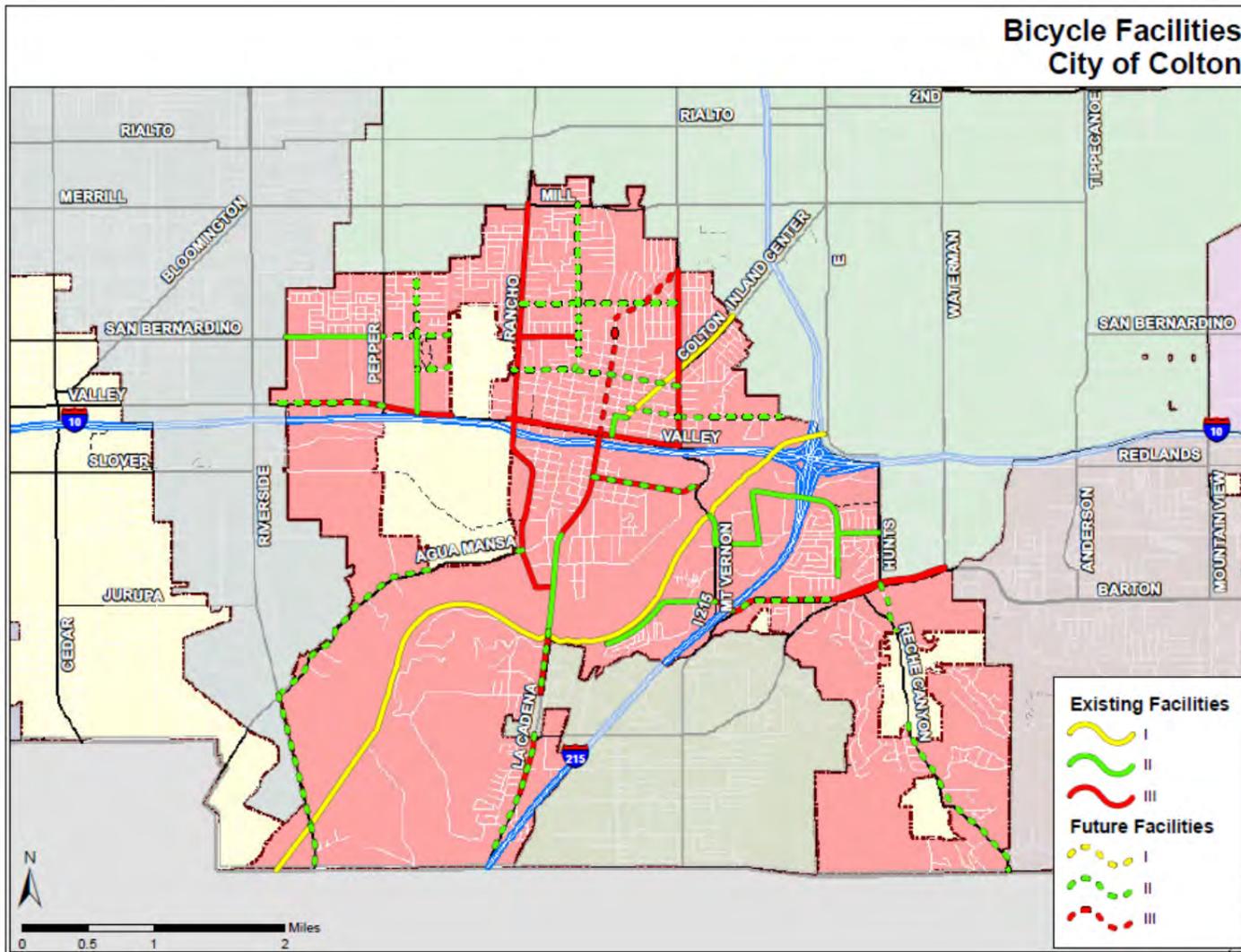


Figure 5.14

The City has also striped 5.85 miles of striped Class II bike lanes, mostly on major transportation corridors throughout the City. The bike lanes provide connectivity to commercial, residential, educational and recreational amenities throughout the city. Finally, the Class I and II facilities are augmented by Class III bike routes throughout the City. The City has 13.71 miles of designated bike routes in the City.

Table 5.29:

Colton Existing Conditions

Street/Path	From	To	Class	Mileage	Cost
9th St.	G St.	Valley Blvd.	II	0.15	\$7,500
Barton Rd.	Washington St.	Waterman Ave.	III	1.70	\$25,500
Colton Ave Bike Path	N City Limits	G St.	I	1.12	\$1,120,000
Cooley Dr.	Mt Vernon Ave.	Old Ranch Rd.	II	1.90	\$95,000
Cooley Ln.	Cooley Dr.	Hunts Ln.	II	0.32	\$16,000
G St.	9th St.	Colton Ave.	II	0.09	\$4,500
La Cadena Dr.	Barton Rd.	La Loma Ave.	III	0.41	\$6,150
La Cadena Dr.	BNSF RR	Santa Ana River Bridge	II	0.78	\$39,000
La Cadena Dr.	Santa Ana River Bridge	Litton Ave.	III	0.43	\$6,450
La Cadena Dr.	Valley Blvd.	BNSF RR	III	0.84	\$12,600
M St.	La Cadena Dr.	Mt Vernon Ave.	III	0.81	\$12,150
Meridian Ave.	Valley Blvd.	San Bernardino Ave.	II	0.58	\$29,000
Mt Vernon Ave.	Santa Ana River Bridge	Cooley Dr.	II	0.34	\$17,000
Mt Vernon Ave.	Valley Blvd.	La Cadena Dr.	III	2.24	\$33,600
Olive St.	w/o Rancho Ave.	Pennsylvania Ave.	III	0.49	\$7,350
Rancho Ave.	Mill St.	Valley Blvd.	III	1.64	\$24,600
Rancho Ave.	Valley Blvd.	La Cadena Dr.	III	1.50	\$22,500
San Bernardino Ave.	Pepper Ave.	Sycamore Ave.	II	0.75	\$37,500
Santa Ana River Trail	Riverside County Line	I-10	I	6.15	\$6,150,000
Valley Blvd.	w/o Rancho Ave.	Mt Vernon Ave.	III	1.53	\$22,950
Valley Blvd.	Wildrose Ave.	e/o Hermosa Ave.	III	1.14	\$17,100
Washington St.	Mt Vernon Ave.	Barton Rd.	III	0.98	\$14,700
Washington St.	West terminus	Mt Vernon Ave.	II	0.94	\$47,000
			Total	26.83	\$7,768,150

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the City of Colton has constructed 7.3 miles of Class I, 5.8 miles of Class II and 13.7 miles of Class III facilities at a rate of 2.98 miles per year.

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.29 above constitute a significant investment into the non-motorized transportation infrastructure of Colton. Based on planning level estimates, the value of the improvements implemented throughout the City is \$7,768,150.

Proposed Improvements

Future improvements to the non-motorized network for the City of Colton will continue along the major transportation corridors throughout the City. All future improvements focus on further development of additional Class II facilities. A table of future improvements is included in Table 5.30 below. When complete, the City will have constructed an additional 16.68 miles of Class II and III, providing a significant upgrade to the density and connectivity of the bicycle network in the City.

The City of Colton has identified the bike route segment listed on Table 5.31 as its top 5 priority. These priority segments have connectivity to Santa Ana River Regional Trail.

Table 5.30:

Colton Future Improvements

Street/Path	From	To	Class	Mileage	Cost
Agua Mansa Rd.	County Limit	Rancho Ave.	II	0.07	\$3,500
Agua Mansa Rd.	Riverside Ave.	County Limit	II	1.55	\$77,500
C St.	County Limit	Mt Vernon Ave.	II	1.27	\$63,500
C St.	Meridian Ave.	County Limit	II	0.26	\$13,000
F St.	10th St.	Mt Vernon Ave.	II	0.39	\$19,500
Fairway St.	Mt Vernon Ave.	Auto Plaza Dr.	II	0.76	\$38,000
La Cadena Dr.	Barton Rd.	I-215	II	0.98	\$49,000
La Cadena Dr.	Mt Vernon Ave.	Valley Blvd.	III	1.83	\$27,450
La Cadena Dr.	Santa Ana River	Litton Ave.	II	0.47	\$23,500
Laurel St.	Rancho Ave.	Mt Vernon Ave.	II	1.19	\$59,500
M St.	La Cadena Dr.	Mt Vernon Ave.	II	0.81	\$40,500
Meridian Ave.	San Bernardino Ave.	Randall Ave.	II	0.50	\$25,000
Olive St.	Meridian St.	La Cadena Ave.	II	0.25	\$12,500
Pennsylvania Ave.	Mill St.	C St.	II	1.26	\$63,000
Reche Canyon Trail	County Limit	Riverside County Line	II	1.38	\$69,000
Reche Canyon Trail	Washington Dr.	County Limit	II	0.38	\$19,000
Riverside Ave.	Agua Mansa Rd.	Santa Ana River Bridge	II	1.02	\$51,000
Riverside Ave.	Santa Ana River Bridge	Riverside County Line	II	0.32	\$16,000
San Bernardino Ave.	W. City Limit	Meridian St.	II	0.25	\$12,500
Valley Blvd.	W. City Limit	Pepper Ave.	II	0.87	\$43,500
Washington St.	I-215	Barton Rd.	II	0.87	\$43,500
			Total	16.68	\$769,950

Table 5.31:

Priority Improvements

Street/Path	From	To	Class	Mileage	Cost
La Cadena Dr.	Barton Rd.	I-215	II	0.98	\$49,000
La Cadena Dr.	Mt Vernon Ave.	Valley Blvd.	III	1.83	\$27,450
La Cadena Dr.	Santa Ana River	Litton Ave.	II	0.47	\$23,500
Riverside Ave.	Riverside County Line	Santa Ana River	II	0.32	\$16,000
Riverside Ave.	Agua Mansa Rd.	Santa Ana River Bridge	II	1.02	\$51,000
			Total	4.62	166,950

Municipal Code

The municipal code for the City of Colton does not currently include the mandatory requirement for the inclusion of non-motorized serving infrastructure as part of the site design process.

End of Trip Facilities

The City of Colton has bike racks dispersed throughout the City, typically at retail centers, schools and multi-unit housing complexes.

The City is upgrading an existing biketrail staging area at the southwest corner of La Cadena Drive and Santa Ana River. The improvements for this facility will provide paved parking, restrooms, picnic tables, shade structures, landscaping/irrigation and other amenities.

Multimodal Connectivity

The City of Colton does not have any multimodal facilities that interface with the non-motorized transportation system.

Collisions Involving Bicyclists

Table 5.32:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	30
Total # of Bicycle Fatalities from 2005-2009	0
Average # of Bicycle Collisions Per Year	6.0
Average Bicycle Collision Rate per 1000/year ¹	0.12

Notes:

1. Rate is calculated using SWITRS collision data and population figures by the California Department of Finance

Safety and Education Programs

The City of Colton does not currently participate in any bicycle safety or education programs.