

City of Fontana

Population

190,356

City Overview

Fontana's history dates back to 1887, when the City's precursor, the townsite of Rosena was located in the City's present-day downtown. A.B. Miller, an early agricultural landowner who figures prominently in our City's founding, rededicated Rosena as Fontana in 1913. By the 1930s, the City was largely settled from Baseline to the Santa Fe Railway.

From the beginning, the development of Fontana radiated outward from the downtown. The establishment of the Kaiser Steel Mill changed the character of the community from rural to industrial in 1942. The population and intensity of development increased dramatically in the next decade, and consequently, the City incorporated as Fontana in 1952. The City is now home to 190,356 people in an incorporated area encompassing over 36 square miles, with another 16 square miles in its sphere of influence

Fontana's economy has continued to diversify, with steel production playing less of a role since the 1984 closure of Kaiser Steel, and the rise of the trucking and distribution industries. The City is now among the fastest growing communities in the Inland Empire, with residential and commercial development continuing to move northward, due in part to the supply of vacant land there, and the access provided to it by the newly constructed SR-210 freeway and I-15.

Land Use

In the early 1900s, Fontana was a diversified agricultural community, producing major commodities such as citrus, grain, grapes, poultry, and swine. In 1942, the area began to transition to a more industrial base with the founding of the Kaiser Steel Mill.

Today, Fontana is both a bedroom community, with a commuting population of workers, and, due to its suburban location near several major freeway and rail transportation corridors, is also a major Inland Empire hub of warehousing and distribution centers. These uses are located primarily in the City's southern half, adjacent to the I-10 corridor. There is also some concentration of these uses near Cherry Ave. and Baseline. Heavy industrial areas surround the former Kaiser Steel (now California Steel) within the City's sphere of influence, and along the I-10 corridor between Valley Blvd and Slover Ave.

A range of residential neighborhoods has developed in the City. The established single and multi-family residential neighborhoods and commercial core of Fontana is largely

contained between Baseline and Valley Boulevard. Newer residential development is occurring along the northern edge of the City west of the I-15 freeway, and radiating north and south of the SR 210 corridor. A large portion of Fontana, north of the SR 210 still remains to develop as a mix of planned communities and job centers. Nearly one-third of the acreage within the City and its sphere is vacant.

Existing Conditions:

Fontana's non-motorized bicycle network has expanded significantly since the last update to the Non-Motorized Transportation Plan. The City is finishing construction on the Pacific Electric Trail, which is scheduled to be complete by June 2011. Once complete, the Pacific Electric Trail will be one continuous Class I trail from Fontana to the Los Angeles County Line. With the completion of the Pacific Electric Trail, 8.86 miles of Class I bikeways will exist in Fontana.

The City has striped 27.64 miles of Class II bike lanes, mostly on major transportation corridors throughout the City. There also exists 4.85 miles of Class I facilities. The bike lanes provide connectivity to commercial, residential, educational and recreational amenities throughout the city.

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.33 constitute a significant investment into the non-motorized transportation infrastructure of Fontana. Based on planning level estimates, the value of the improvements implemented throughout the City is \$6,232,000.

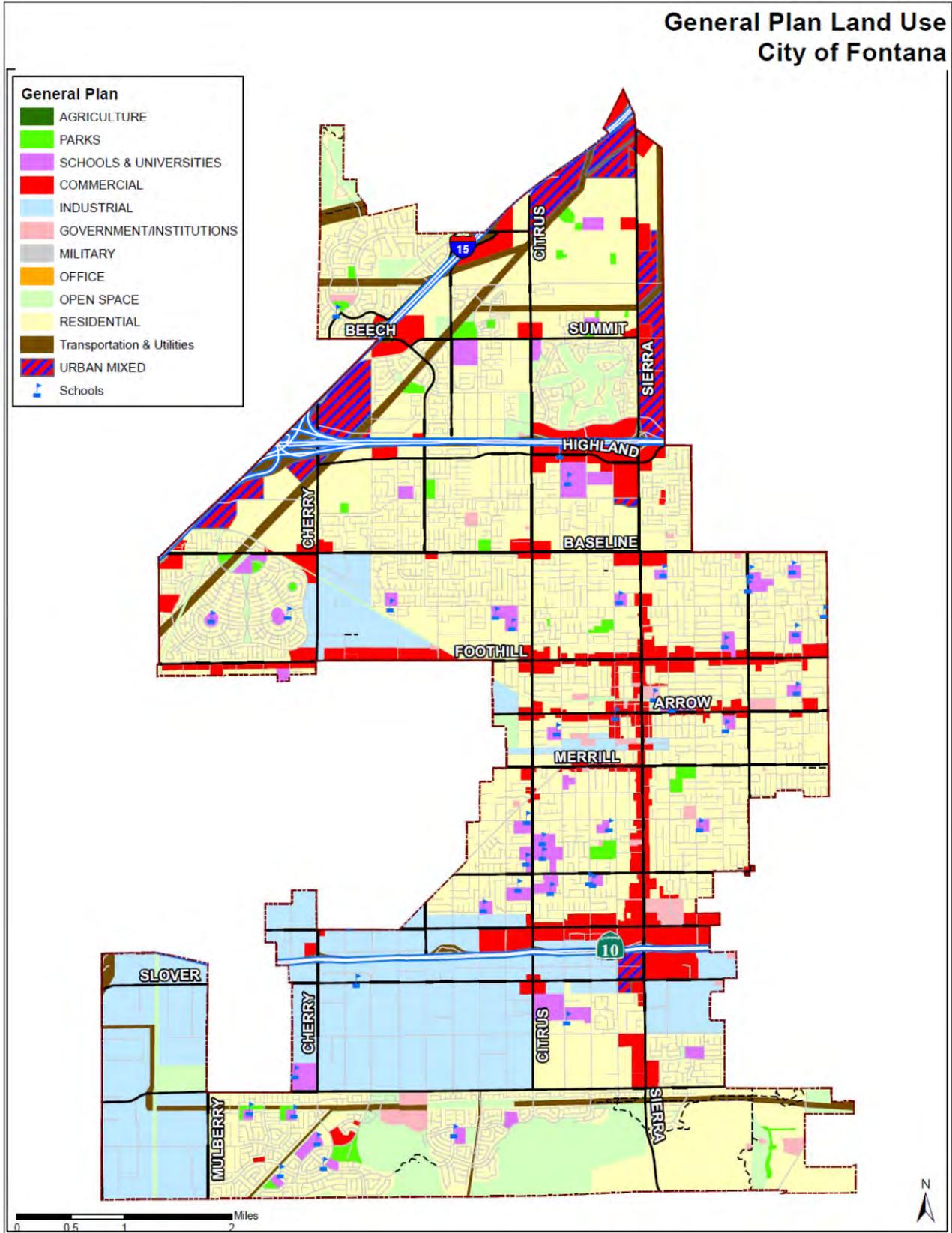


Figure 5.15

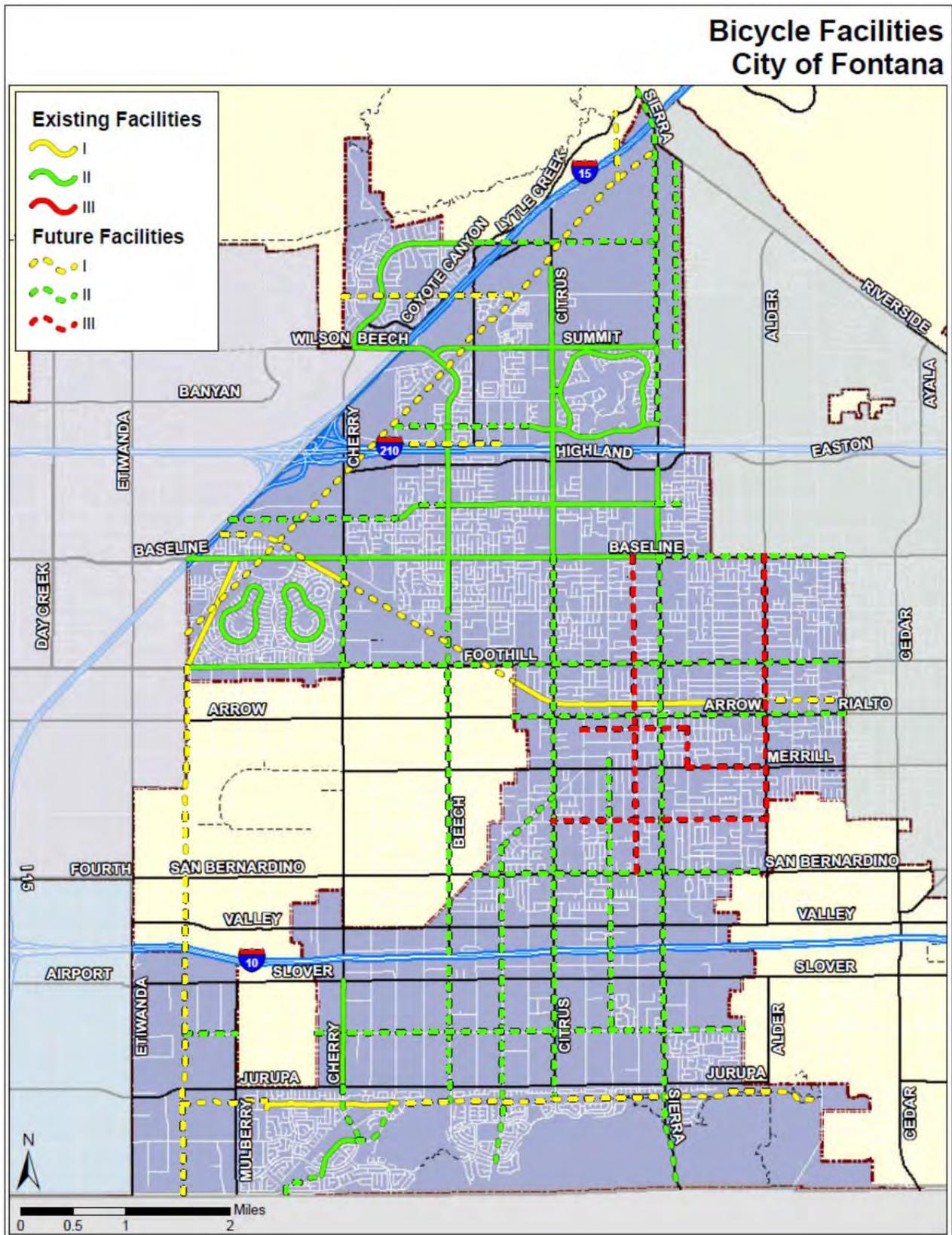


Figure 5.16

Table 5.33:

Fontana Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Augusta Dr E	Sierra Lakes Pkwy	Hacienda Way	II	1.01	\$50,500
Augusta Dr W	Hacienda Way	Sierra Lakes Pkwy	II	1.10	\$55,000
Baseline Rd	East Ave	Sierra Ave	II	4.56	\$228,000
Beech Ave	Baseline Ave	Miller Ave	II	0.49	\$24,500
Beech Ave	Cherry Ave	Baseline Ave	II	2.81	\$140,500
Cherry Ave	Slover Ave	Jurupa Ave	II	1.01	\$50,500
Cherry Ave	Beech Ave	Bridlepath Dr N/Oshawa Dr	II	0.95	\$47,500
Citrus Ave	s/o Duncan Cnyn Rd	Baseline Ave	II	3.16	\$158,000
Duncan Canyon Rd	Bridgepath Dr N/Oshawa Dr	Lytle Creek Dr N	II	1.03	\$51,500
Foothill Blvd	East Ave	Cherry Ave	II	1.48	\$74,000
Lincoln Loop Rd	Santa Maria Dr	Santa Maria Dr	II	1.42	\$71,000
Live Oak Ave	Cherry Ave	Mountain High Dr	II	0.54	\$27,000
Muirfield Ln	Citrus Ave	Augusta Dr	II	0.07	\$3,500
Pacific Electric Trail	Baseline Ave	Cherry Ave	I	0.45	\$450,000
Pacific Electric Trail	Almeria Ave	Palmetto Ave	I	1.99	\$1,990,000
San Sevaine Trail	Baseline Rd	Foothill Blvd	I	1.14	\$1,140,000
SCE Utility South	Rancherias Rd	Live Oak Ave	I	1.27	\$1,270,000
Sierra Ave	S. Highland Ave	Baseline Ave	II	0.83	\$41,500
Sierra Lakes Pkwy	Catawba Ave	Sierra Ave	II	1.29	\$64,500
Summit Ave	Beech Ave	Sierra Ave	II	2.15	\$107,500
Walnut St	San Sevaine Rd	Citrus Ave	II	0.29	\$14,500
Walnut St	Citrus Ave	Sierra Ave	II	2.00	\$100,000
Yosemite Loop Rd	McKinley Dr	McKinley Dr	II	1.45	\$72,500
			Total	32.49	\$6,232,000

Proposed Improvements

Future improvements to the non-motorized network for the City of Fontana will continue along the major transportation corridors throughout the City. Most of the City’s future improvements focus on additional Class II facilities, but some new Class I and Class III facilities are proposed. A table of future improvements is included in Table 5.34 below. At this time the Fontana does not have a priority list of improvements. When complete, however, the City will have constructed an additional 84.85 miles of Class I, II and III at a total estimated cost of \$26,485,550.

The proposed improvements will provide a significant upgrade to the density and connectivity of the bicycle network in the City.

Additionally, the City of Fontana has not identified any priority improvements as part of this plan.

Table 5.34:

Fontana Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Alder	Baseline	Randall	III	2.51	\$37,650
Arrow Blvd	Almeria Ave	Maple Ave	II	3.15	\$157,500
Baseline Ave	Sierra Ave	Maple Ave	II	1.76	\$88,000
Beech Ave	Baseline Ave	SCE Utility South	II	4.54	\$227,000
Cherry Ave	Baseline Ave	Foothill Blvd	II	1.02	\$51,000
Cherry Ave	Jurupa Ave	Live Oak Ave	II	0.54	\$27,000
Citrus Ave	Baseline Ave	SCE Utility South	II	5.17	\$258,500
Cypress Ave	Ceres Ave	Santa Ana Ave	II	2.54	\$127,000
Duncan Canyon Rd	Lytle Creek Rd N	Sierra Ave	II	1.60	\$80,000
Fontana Ave	Citrus Ave	Poplar Ave	II	0.70	\$35,000
Foothill Blvd	Cherry Ave	Maple Ave	II	4.78	\$239,000
Juniper	Baseline	San Bernardino	III	3.01	\$45,150
Live Oak Ave	SCE Utility South	Cherry Ave	II	0.53	\$26,500
Live Oak Ave	Mountain High Dr	Long View Dr	II	0.42	\$21,000
Mango Ave	Riverside Ave	Summit Valley Rd	II	1.80	\$90,000
Mango Ave	Valencia Ave	Merrill Ave	III	0.37	\$5,550
Merrill Ave	Mango Ave	Alder Ave	III	0.75	\$11,250
Merrill Ave	Citrus Ave	Alder Ave	III	2.04	\$30,600
Pacific Electric Trail	I-15	Baseline Ave	I	0.88	\$880,000
Pacific Electric Trail	Cherry Ave	Almeria Ave	I	1.88	\$1,880,000
Pacific Electric Trail	Palmetto Ave	Maple Ave	I	1.25	\$1,250,000
Poplar Ave	Fontana Ave	Beech Ave	II	2.99	\$149,500
San Bernardino Ave	Fontana Ave	Alder Ave	II	2.78	\$139,000
San Sevaine Tr	Foothill Blvd	S. City Limit	I	5.02	\$5,020,000
Santa Ana Ave	San Sevaine Tr	Mulberry Ave	II	0.48	\$24,000
Santa Ana Ave	Almond St	Tamarind Ave	II	4.05	\$202,500
SCE Utility North	Sierra Ave	East Ave	I	6.48	\$6,480,000
SCE Utility North Spur I	W. City Limit	SCE Utility North	I	1.66	\$1,660,000
SCE Utility North Spur II	Lytle Creek Rd	SCE Utility North	I	0.62	\$620,000
SCE Utility South	Live Oak Ave	Citrus Ave	I	1.56	\$1,560,000
SCE Utility South	Citrus Ave	Locust Ave	I	2.63	\$2,630,000
SCE Utility South	San Sevaine Tr	Rancherias Dr	I	0.80	\$800,000
Sierra Ave	Lytle Creek Rd	Sierra Lakes Pkwy	II	3.21	\$160,500
Sierra Ave	Baseline Ave	S. City Limit	II	6.05	\$302,500
Sierra Lakes Pkwy	Cherry Ave	Lytle Creek Rd	II	0.74	\$37,000
Sierra Lakes Pkwy	Lytle Creek Rd	Catawba Ave	II	0.49	\$24,500
SR-210 Drainage	San Sevaine Rd	Knox Ave	I	0.99	\$990,000
Valencia Ave	Oleander Ave	Mango Ave	III	0.99	\$14,850
Walnut Ave	Hemlock Ave	Beech Ave	II	0.25	\$12,500
Walnut Ave	Cherry Ave	San Sevaine Rd	II	1.57	\$78,500
Walnut Village Pkwy	Sierra Ave	Mango Ave	II	0.25	\$12,500
			Total	84.85	\$26,485,550

Table 5.35:
Priority Improvements

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

Municipal Code

Fontana Municipal Code Division 4, Section 30-336(c) provides the following requirements related to pedestrian access and circulation:

Section 30-336 (c)

1) *Pedestrian*

- a. On-site pedestrian circulation systems shall be provided to meet the movement needs of on-site users. Such systems shall provide safe, all-weather surfaces and aesthetically pleasing means of on-site foot travel. Pedestrian walkways shall be an integrated part of the overall architecture and site design concept.
- b. Pedestrian and bicycle access shall be conveniently provided to connect surrounding land uses and commercial or mixed uses.
- c. All new commercial and mixed-use development shall be accessible to persons with disabilities as required elsewhere in Division 4.
- d. All primary ground-floor common entries and individual dwelling unit entries for mixed-use projects fronting on streets should be oriented to the street, not to the interior or the parking lot.
- e. On-site pedestrian circulation for mixed-use projects should be continuous and connect various uses on the site, as well as connect to off-site transit stops and parking.

Section 30-342 *General*

- All employers shall provide bicycle parking. There shall be no bike parking on sidewalks unless additional area is provided which does not conflict with sidewalk or entryway. Bicycle and parking facilities should be located in an area of the parking lot convenient to destination entrances for employees as well as for patrons. Bicycle parking facilities should be located in highly visible areas to minimize theft and vandalism and should not interfere with pedestrian traffic. Employees with 100 or more employees shall provide shower and locker facilities to encourage non-motorized travel such as bicycling and walking. Cycle parking facilities should be placed on paved surfaces, well lighted and should be protected from potential damage by other vehicle traffic. All motorcycle parking areas shall be paved with concrete to prevent motorcycle kickstands from damaging the pavement and should be clearly identified for motorcycle usage.

Section 30-343 Dimensions

- Parking racks for bicycles shall be of a size and design which will accommodate the required bicycles. Table 30-343A provides the number of rack by land use type.

End of Trip Facilities

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

Multimodal Connectivity

Table 5.36:

Multimodal Connectivity

Facility	Facility Type	Facility Location
Fontana Metrolink Station	Train Station	16777 Orange Way
South Fontana TransCenter	Bus Station	Sierra/Marygold/Valley
City-wide Bus Stops	Bus Stops	Throughout City
Beech PNR	Ride Share Lot	Beech/SR-210
Victoria TMC PNR	Ride Share Lot	13850 Victoria St.

Collisions Involving Bicyclists

Table 5.37:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	179
Total # of Bicycle Fatalities from 2005-2009	0
Average # of Bicycle Collisions Per Year	35.8
Average Bicycle Collision Rate per 1000/year ¹	0.22

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 Fontana participates in the Police Department’s annual Safety Preparedness Fair, which provides bicycle safety training.

In addition to the annual event sponsored by the Police Department, the following activities take place on a less regular basis:

- The Police Department provides pamphlets available at all events discussing bicycle and pedestrian safety.

- The Police Department will occasionally host “Bicycle Rodeos, which includes a large safety element to the program.
- The Recreation Department will coordinate bike clubs at the elementary and middle schools whose student populations use the PE Trail to commute to school.

City of Grand Terrace

Population

12,717

City Overview

The City of Grand Terrace is the smallest city by population and area in San Bernardino “East Valley.” Incorporated in 1978, the City is located along the southern border of San Bernardino County adjacent to Riverside County and is bounded to the north, east, and west by the City of Colton and to the south by the unincorporated community of Highgrove in Riverside County. The City encompasses approximately 3.6 square miles and has no external sphere of influence.

Land Use

Grand Terrace is predominantly a residential community. The City was formerly an unincorporated residential enclave surrounded by the City of Colton and unincorporated Riverside County. Although the City is predominately residential, industrial and warehouses are clustered adjacent to Interstate 215. In addition, Barton Road serves as a commercial corridor. Since the majority of the community is located on the west side of Blue Mountain, the terrain offered scenic views that attracted residents.

Existing Conditions:

Grand Terrace’s existing non-motorized bicycle network is composed of the City’s two major arterial corridors—Barton Road and Mt. Vernon Avenue. The City has striped 3.21 miles of Class II bike lanes and 0.50 miles of Class III bike routes throughout the City.

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the City of Grand Terrace has constructed 3.2 miles of Class II and 0.5 miles of Class III facilities at a rate of 0.36 miles per year.

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.38 constitute a significant investment into the non-motorized transportation infrastructure of Grand Terrace. Based on planning level estimates, the value of the improvements implemented throughout the City is \$632,650.

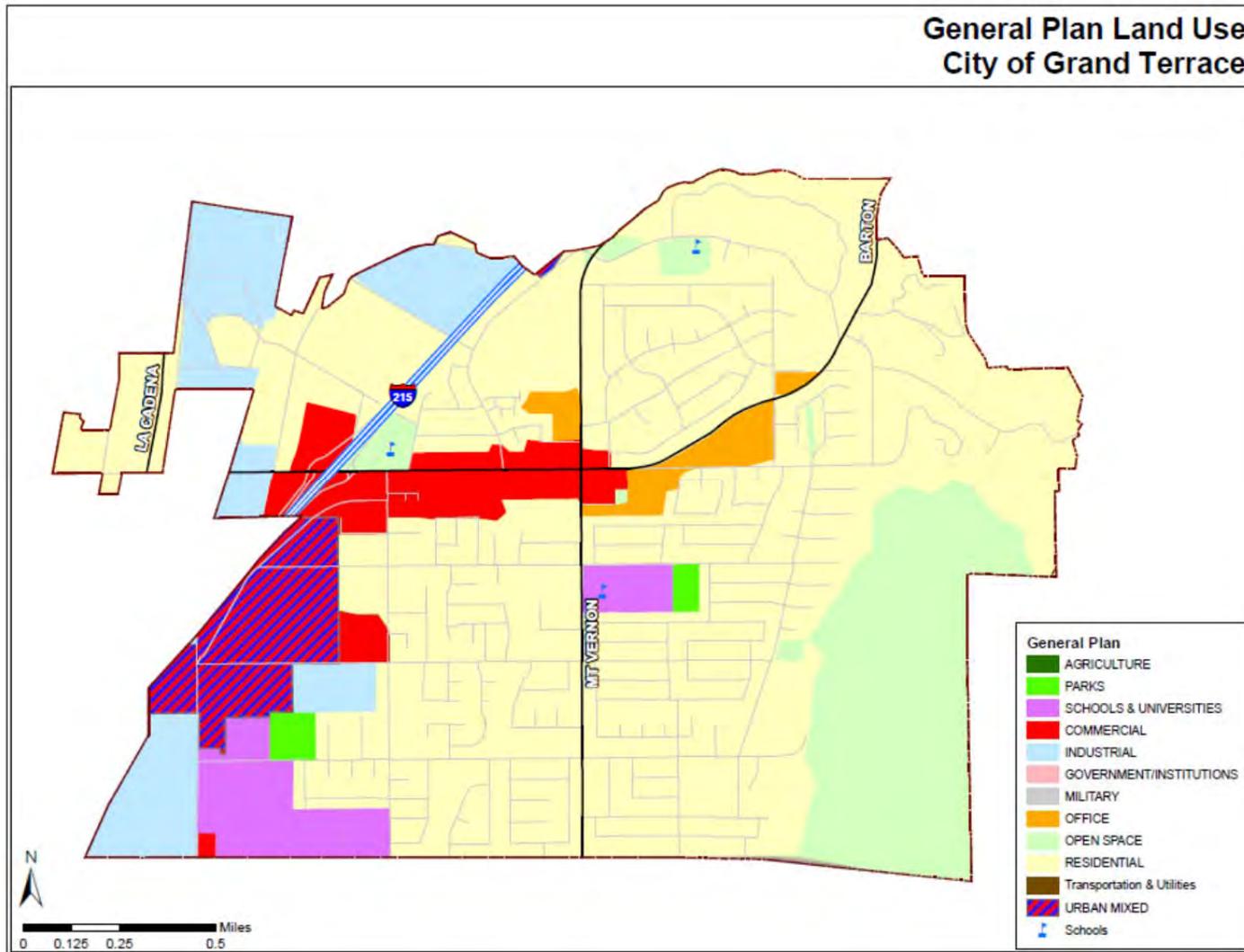


Figure 5.17

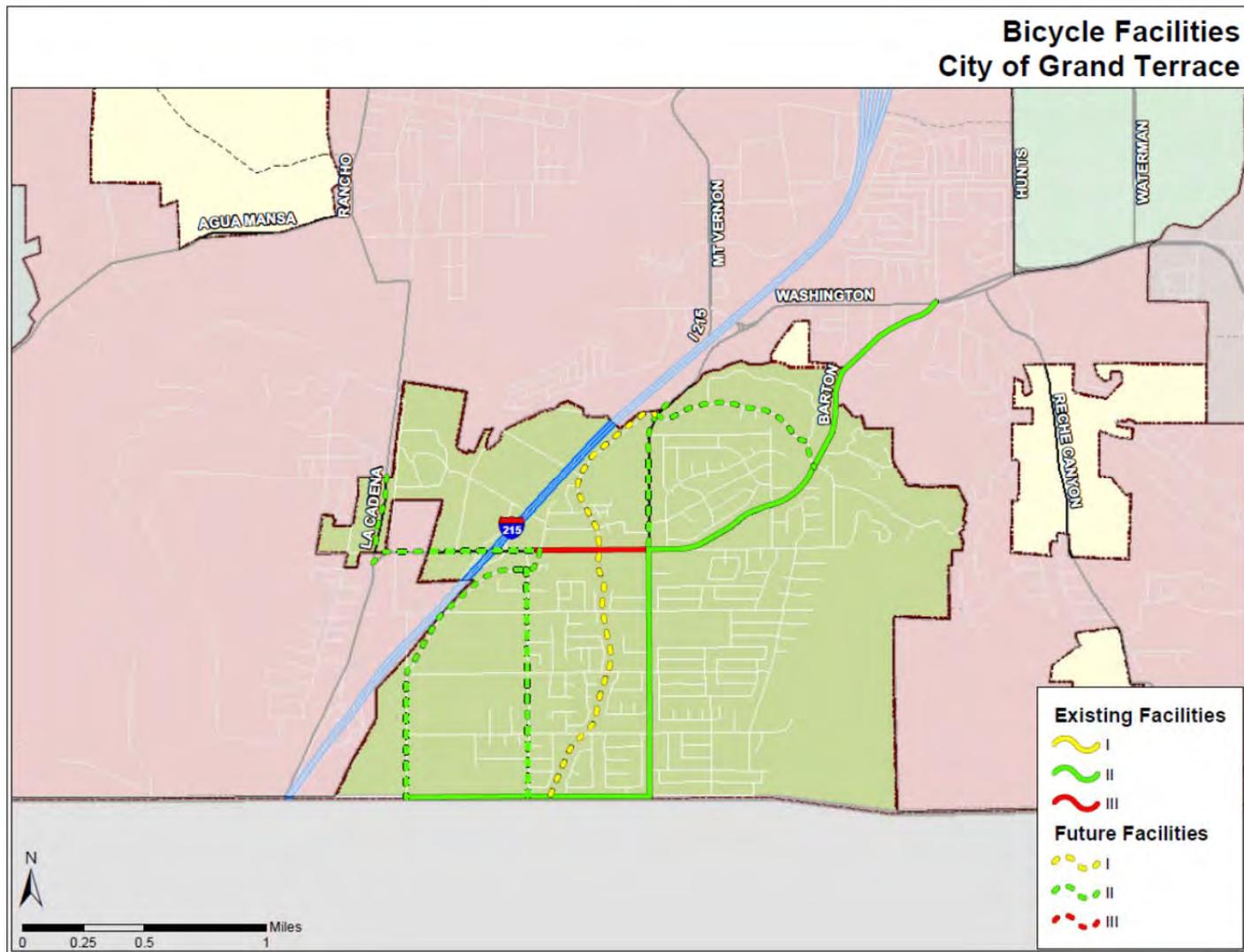


Figure 5.18

Table 5.38:

Grand Terrace Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Barton Rd.	Michigan St.	Mt Vernon Ave.	III	0.50	\$7,500
Barton Rd.	Mt Vernon Ave.	Washington St.	II	1.70	\$85,000
Main St.	Taylor St.	Mt Vernon Ave.	II	0.50	\$25,000
Mt Vernon Ave.	Barton Rd.	Main St.	II	1.01	\$15,150
City Hall Staging Area	Barton Rd.		n/a	n/a	\$150,000
E. City Limits Staging Area	Barton Rd.	E. City Limits	n/a	n/a	\$150,000
Staging Area	Barton Rd.	Grand Terrace Rd.	n/a	n/a	\$150,000
Terrace Hills Middle School Staging Area	DeBerry St.	Mt Vernon Ave.	n/a	n/a	\$150,000
Staging Area	Mt Vernon Ave.	Main St.	n/a	n/a	\$150,000
			Total	3.71	\$882,650

Proposed Improvements

Future improvements to the non-motorized network for the City of Grand Terrace will continue along the major transportation corridors throughout the City. All future improvements focus on development of Class I and Class II facilities. All proposed future improvements are included in Table 5.39 below.

The priority improvements for the City of Grand Terrace include Mount Vernon Ave., Barton Rd., Commerce Way and Michigan St. When complete, the City will have constructed an additional 6.38 miles of Class I and Class II, providing additional connectivity to communities in the East San Bernardino Valley and the County of Riverside.

Table 5.39:

Grand Terrace Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Barton Rd.	La Cadena Dr.	Vivienda St.	II	0.70	\$35,000
Commerce Way	Barton Rd.	Main St.	II	0.80	\$40,000
Gage Canal	Mt Vernon Ave.	Main St.	I	1.84	\$1,840,000
Michigan St.	Commerce Way	Main St.	II	0.93	\$46,500
Mt Vernon Ave.	N. City Limits	Barton Rd.	II	0.62	\$31,000
Grand Terrace Rd.	Mt Vernon Ave.	Barton Rd.	II	0.77	\$38,500
Terrace Ave.	Barton Rd.	Santa Ana River Trail	II	0.72	\$36,000
Cage Park Staging Area	Main St.	Taylor St.	n/a	n/a	\$150,000
			Total	6.38	\$2,217,000

Table 5.40:
Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Barton Rd.	La Cadena Dr.	Vivienda St.	II	0.70	\$35,000
Commerce Way	Barton Rd.	Main St.	II	0.80	\$40,000
Michigan St.	Commerce Way	Main St.	II	0.93	\$46,500
Mt Vernon Ave.	N. City Limits	Barton Rd.	II	0.62	\$31,000
			Total	3.05	\$152,500

Municipal Code

In January 1994, the City adopted Ordinance # 147, implementing transportation control measures (TCM's) to reduce air pollutant emissions. The ordinance enacted design standards for new nonresidential and multifamily developments to install bicycle racks and other ancillary facilities.

End of Trip Facilities

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

Collisions Involving Bicyclists

Table 5.41:
Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	2
Total # of Bicycle Fatalities from 2005-2009	0
Average # of Bicycle Collisions Per Year	0.4
Average Bicycle Collision Rate per 1000/year ¹	0.03

Notes:

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

Safety and Education Programs

The San Bernardino County Sheriff's Department, Office of Community Services has developed a thorough bicycle safety and education program targeted for public schools.

In the City of Grand Terrace, a Sheriff's Department Community Services Officer visits each school site at least once a month. At these meetings, the Community Services Officer regularly distributes information on bike safety and discusses this topic with the students.

City of Hesperia

Population

88,479

City Overview

Hesperia is located north of the Cajon pass, 35 miles north of San Bernardino, 80 miles northeast of Los Angeles and 195 miles south of Las Vegas, Nevada at the intersection of Highway 395 and Interstate 15. Hesperia is one of four incorporated cities in the Victor Valley region of San Bernardino County. Hesperia's incorporated area and sphere of influence encompasses approximately 110 square miles.

The City of Hesperia is located in a transitional area between the foothills of the San Bernardino Mountains to the south and the Mojave Desert to the north. As a result, the planning area contains a variety of slope conditions, soil types, plant communities and other physical characteristics which vary from south to north. The planning area generally slopes from southwest to northeast, with surface and subsurface flows trending away from the foothills and towards the Mojave River, which flows north towards the City of Barstow. While the foothill areas within Summit Valley contain significant slopes, the majority of the planning area is fairly level.

Land Use

Existing residential development within the City of Hesperia consists of predominantly single family detached housing on lots of one-half acre or larger. Most of the existing residential lots are located within the core area of the town, generally bounded by Maple Avenue and the Mojave River, and by Bear Valley Road and Rancho Road. Within this core area, the majority of residential lot sizes have traditionally ranged from 18,000 square feet to one acre.

The majority of commercial and industrial land uses are located along Main St., Bear Valley Rd., the BNSF Railroad, Hesperia Rd., and I Ave. The map on page 5-68 shows the General Plan land use designations for the City of Hesperia.

Existing Conditions:

Hesperia's non-motorized bicycle network has expanded significantly since the last update to the Non-Motorized Transportation Plan. A major emphasis of the City has been to include Class II bike lanes as part of its pavement rehabilitation program. Consequently, since 2001, the City has constructed 28.9 miles of Class II bike lanes throughout the City. In addition, the City also contains two small segments of Class I bike paths, a total of 2.91 miles, along Rancho Rd. and Willow St.

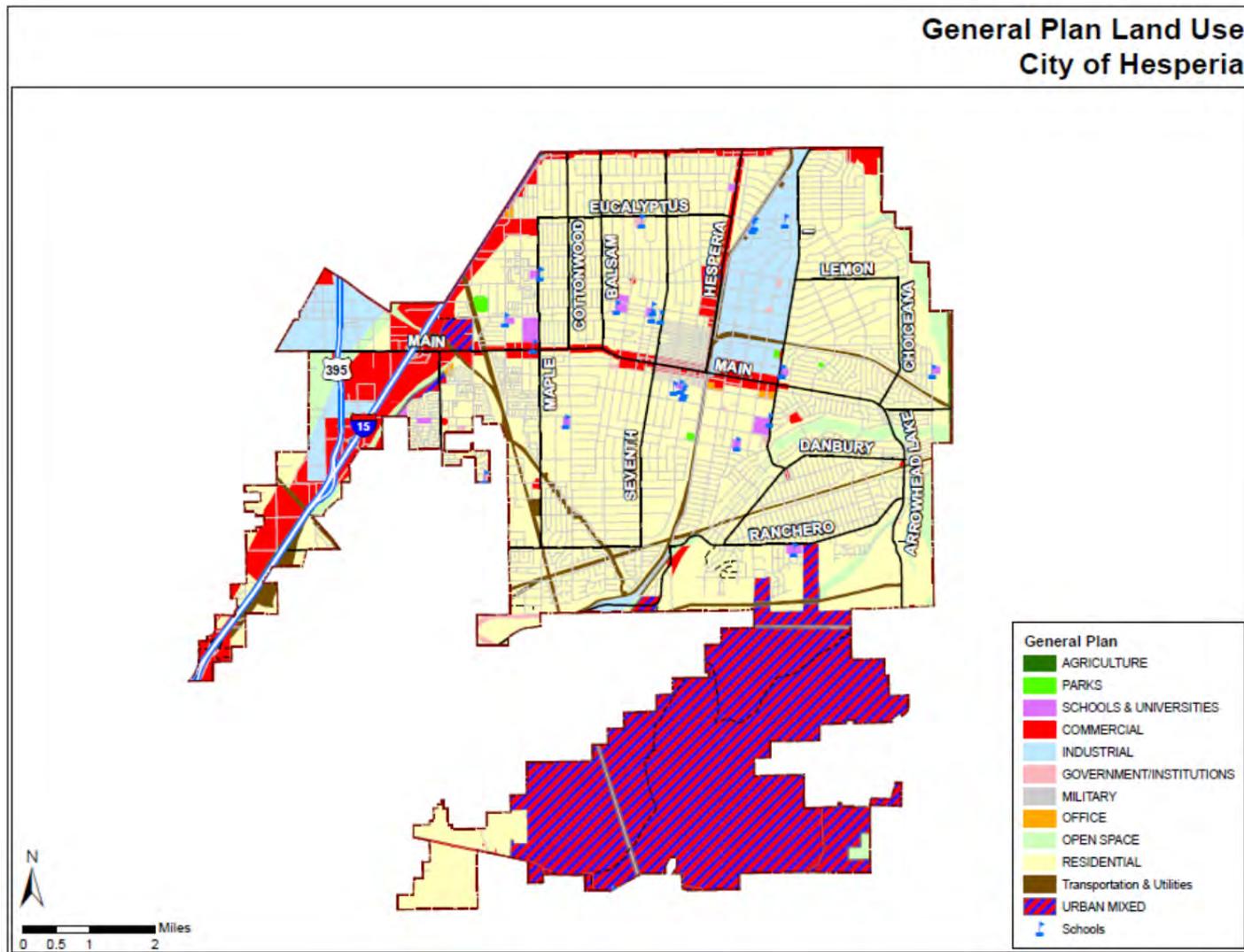


Figure 5.19

Bicycle Facilities City of Hesperia

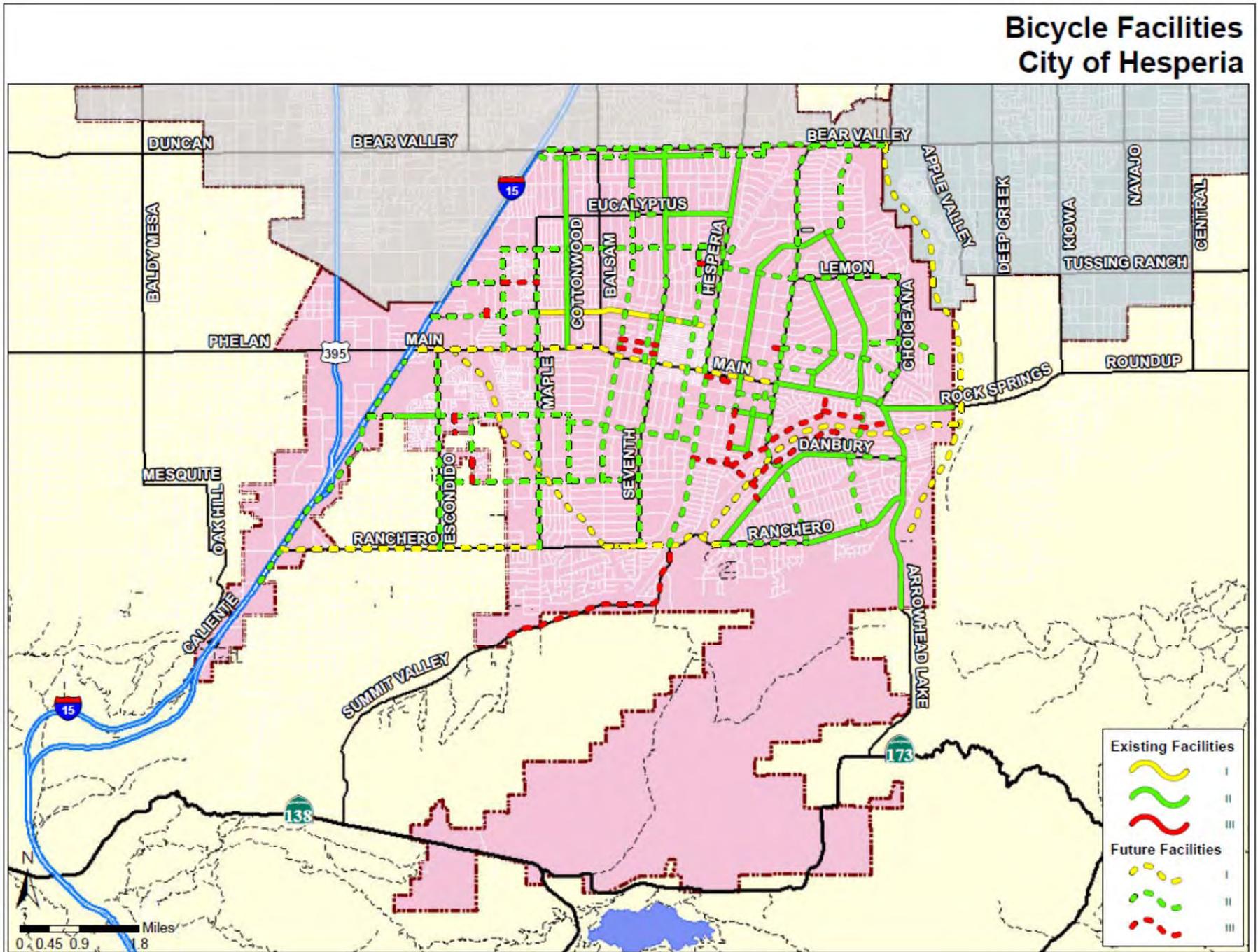


Figure 5.20

Table 5.42:

Hesperia Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
11th Ave	Bear Valley Rd	Sycamore St	II	0.49	\$24,500
7th Ave	Willow St	Main St	II	0.67	\$33,500
7th Ave	Bear Valley Rd	Verde St	II	1.88	\$94,000
Arrowhead Lake Rd	Main St	S. City Limit	II	3.14	\$157,000
Cottonwood Ave	Sequoia St	Main St	II	2.87	\$143,500
Danbury Ave	Ranchero St	Peach Ave	II	2.53	\$126,500
E Ave	Peach Ave	Olive St	II	3.12	\$156,000
Eucalyptus St	7th Ave	Hesperia Rd	II	0.99	\$49,500
G Ave	Sultana St	Lime St	II	0.54	\$27,000
Hesperia Rd	Bear Valley Rd	Eucalyptus St	II	1.05	\$52,500
Lime St	E Ave	G Ave	II	0.27	\$13,500
Main St	I Ave	Rock Springs Rd	II	1.69	\$84,500
Muscatel St	Vincent Dr	Escondido Ave	II	0.62	\$31,000
Peach Ave	E Ave	Main St	II	2.64	\$132,000
Ranchero Rd	Maple Ave	Tenth Ave	I	0.39	\$390,000
Ranchero Rd	I Ave	Arrowhead Lake Rd	II	1.68	\$84,000
Rock Springs Rd	Main St	E City Limits	II	1.04	\$52,000
Sequoia St	Hickory Ave	Calcite Ave	II	1.25	\$62,500
Sultana St	E Ave	I Ave	II	0.54	\$27,000
Timberlane Ave	Lemon St	Main St	II	1.89	\$94,500
Willow St	Maple Ave	3rd Ave	I	2.52	\$2,520,000
			Total	31.81	\$4,355,000

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.42 above constitute a significant investment into the non-motorized transportation infrastructure of Hesperia. Based on planning level estimates, the value of the improvements implemented throughout the City is \$4,355,000.

Proposed Improvements

Future improvements to the non-motorized network for the City of Hesperia 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 5.43 below.

Table 5.43:

Hesperia Proposed Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
11th Ave	Sycamore St	Mesquite St	II	4.56	\$228,000
3rd Ave	Mesa St	Lime St	II	2.91	\$145,500
7th Ave	Verde St	Willow St	II	0.69	\$34,500
7th Ave	Main St	Ranchero Rd	II	2.79	\$139,500
8th Ave	Live Oak St	Main St	II	0.52	\$26,000
Apatite Ave	Bear Valley Rd	Sequoia St	II	0.13	\$6,500
Arrowhead Lake Rd	Rock Springs Rd.	Hesperia Lake Park	II	1.85	\$92,500
Bangor Ave	Joshua St	Hinton St	III	1.80	\$27,000
Bear Valley Rd	Mariposa Rd	Bornite Ave	II	2.61	\$130,500
Bear Valley Rd	Apatite Ave	City Limits	II	1.80	\$90,000
Bornite Ave	Bear Valley Rd	Sequoia St	II	0.12	\$6,000
Buckthorn St	Joshua St	Main St	III	1.95	\$29,250
California Aqueduct	Main St	Ranchero Rd	I	3.86	\$3,860,000
Centennial St	Peach Ave	Arrowhead Lake Rd	III	0.43	\$6,450
Choiceana Ave	Lemon St	Main St	II	2.01	\$100,500
Cottonwood Ave	Muscatel St	Mesquite St	II	1.00	\$50,000
Danbury Ave	Peach Ave	Arrowhead Lake Rd	II	0.83	\$41,500
Datura Ave	Live Oak St	Courtney St	III	0.11	\$1,650
Drainage Channel	Mojave River	Ranchero Rd	I	4.63	\$4,630,000
E Ave	Olive St	Sultana St	II	0.27	\$13,500
E Ave	Sultana St	Joshua St	III	0.81	\$12,150
Escondido Ave	Main St	Ranchero Rd	II	3.00	\$150,000
Eucalyptus St	11th Ave	7th Ave	II	0.49	\$24,500
Fuente Ave	Muscatel Rd	Cedar St	II	0.50	\$25,000
Fuente Ave	Cedar St	Mesquite St	III	0.49	\$7,350
G Ave	Olive St	Sultana St	II	0.27	\$13,500
H Ave	Main St	Olive St	II	0.24	\$12,000
Hesperia Rd	Main St	Eucalyptus Ave	II	2.39	\$119,500
I Ave	Bear Valley Rd	Ranchero Rd	II	6.34	\$317,000
Jacaranda Ave	Bear Valley Rd	Peach Ave	II	1.49	\$74,500
Joshua St	Santa Fe Ave	Danbury	III	1.30	\$19,500
Juniper St	Eleventh Ave	Seventh Ave	III	0.54	\$8,100
Lemon St	Santa Fe Ave	City Limits	II	2.73	\$136,500
Lemon St	Third Ave	First Ave	III	0.20	\$3,000
Lime St	Cottonwood Ave	Santa Fe Ave	II	1.90	\$95,000
Live Oak St	Mariposa Rd	Maple Ave	II	1.58	\$79,000
Live Oak St	Live Oak Park	I Ave	III	0.12	\$1,800
Live Oak St	I Ave	Choiceana Ave	II	1.82	\$91,000
Main St	Mariposa Rd	I Ave	I	5.46	\$5,460,000
Maple Ave	Mesa St	Ranchero Rd	II	4.51	\$225,500
Mariposa Rd	Bear Valley Rd	Farmington St	II	4.04	\$202,000
Mesa St	Topaz Ave	Hesperia Rd	II	3.36	\$168,000
Mesa St	Muscatel Rd	Palm Ave	III	0.25	\$3,750
Mesquite St	Escondido Ave	7th Ave	II	3.02	\$151,000
Mojave Riverwalk	Bear Valley Rd	Heritage Lake Park	I	6.35	\$6,350,000

Street/Path	From	To	Class	Mileage	Est. Cost
Mojave St	Mariposa Rd	Topaz Ave	II	0.74	\$37,000
Mojave St	Topaz Ave	Maple Ave	III	0.51	\$7,650
Muscatel Rd	Mariposa Rd	Vincent Dr	II	0.42	\$21,000
Muscatel Rd	Escondido Ave	Cottonwood Ave	II	1.97	\$98,500
Olive St	E Ave	I Ave	II	0.54	\$27,000
Orange St	Buckthorn Ave	Peach Ave	III	0.59	\$8,850
Peach Ave	Main St	Ranchero Rd	II	2.11	\$105,500
Ranchero Rd	Mariposa Rd	Maple Ave	I	3.90	\$3,900,000
Ranchero Rd	Tenth Ave	Danbury	I	1.87	\$1,870,000
Ranchero Rd	Danbury Ave	I Ave	II	1.25	\$62,500
Santa Fe Ave	Darwin Ave	Lemon St	II	0.38	\$19,000
Santa Fe Ave	Walnut St	Ranchero Rd	II	2.63	\$131,500
Sequoia St	Mariposa Rd	Hickory Ave	II	1.26	\$63,000
Sequoia St	Calcite Ave	Apatite Ave	II	0.87	\$43,500
Smoke Tree St	11th Ave	7th Ave	III	0.54	\$8,100
Smoke Tree St	E Ave	Timberlane	II	1.09	\$54,500
Sultana St	Santa Fe Ave	E Ave	II	0.51	\$25,500
Summit Valley Rd	Ranchero Rd	past Telephone Cyn	III	3.22	\$48,300
Topaz Ave	Mesa St	Main St	II	1.50	\$75,000
Walnut St	Santa Fe Ave	E Ave	III	0.51	\$7,650
Willow St	8th Ave	3rd Ave	II	0.65	\$32,500
Willow St/Glendale Ave	Peach Ave	Benicia St	II	1.19	\$59,500
			Total	116.32	\$30,114,550

Table 5.44:

Priority Improvements

Street/Path	From	To	Class	Mileage	Cost
Apatite Ave	Bear Valley Rd	Sequoia St	II	0.13	\$6,500
Bear Valley Rd OH+ramp	Apatite Ave	Industrial Rd	II	0.17	\$149,628
Sequoia St	Mariposa Rd	Hickory Ave	II	1.26	\$63,000
Sequoia St	Hickory Ave	Calcite Ave	II	1.25	\$62,500
Sequoia St + sign. cross.	Calcite Ave	Apatite Ave	II	0.87	\$439,006
			Total	3.68	\$720,634

Municipal Code

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

Multimodal Connectivity

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

Table 5.45:

Multimodal Connectivity

Facility	Facility Type	Facility Location
Hesperia Blvd PNR Lot	Ride Share Lot	US 395 & Joshua St
Hesperia Transit Center	Multi-Modal Facility	
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.46:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	43
Total # of Bicycle Fatalities from 2005-2009	2
Average # of Bicycle Collisions Per Year	8.6
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 Hesperia does not currently participate in any bicycle safety or education programs.

City of Highland

Population

52,495

City Overview

The City of Highland is currently home to 53,000 residents in an area that is approximately 18 square miles. The City is bordered on the north and east by the San Bernardino Mountains and San Bernardino National Forest and is located adjacent to the Santa Ana River. When Highland incorporated in 1987, the population was 29,500. Since incorporation, Highland's population has grown by 67%. The buildout for the City is estimated to be 70,000 residents—just over 40 percent beyond our current population.

Highland's original town site was founded in 1891. The community soon became an important part of the citrus industry—and a number of former packinghouses still exist within the community. The historic Old Town still displays commercial and residential structures from the City's early period. They remain as symbols of the sense of community and respect for tradition that characterize Highland today.

Land Use

Highland is predominantly a residential community; over 60 percent of the City's 11,948 acres of land is planned for residential development. The dominance of residential lands can be attributed to the circumstances surrounding the City's incorporation. Before incorporation, Highland's land area was in the City of San Bernardino's sphere of influence. Much of the property that would naturally have hosted Highland's retail or industrial uses was annexed to San Bernardino, leaving only those areas that logically could be developed in residential based uses. Additionally, more than 20 percent of the City is designated primarily for open space, due primarily to the City's proximity to the San Bernardino Mountains, the San Bernardino International Airport, the Santa Ana River Basin and City Creek and Plunge Creek running through the southern part of Highland.

Existing Conditions:

Highland's existing non-motorized bicycle network is composed of the City's two major east-west arterial corridors—Base Line and Greenspot Road—and two major north-south corridors—Boulder Avenue and Church Street. The City has a total of 9.27 miles of Class II bike lanes throughout the City.

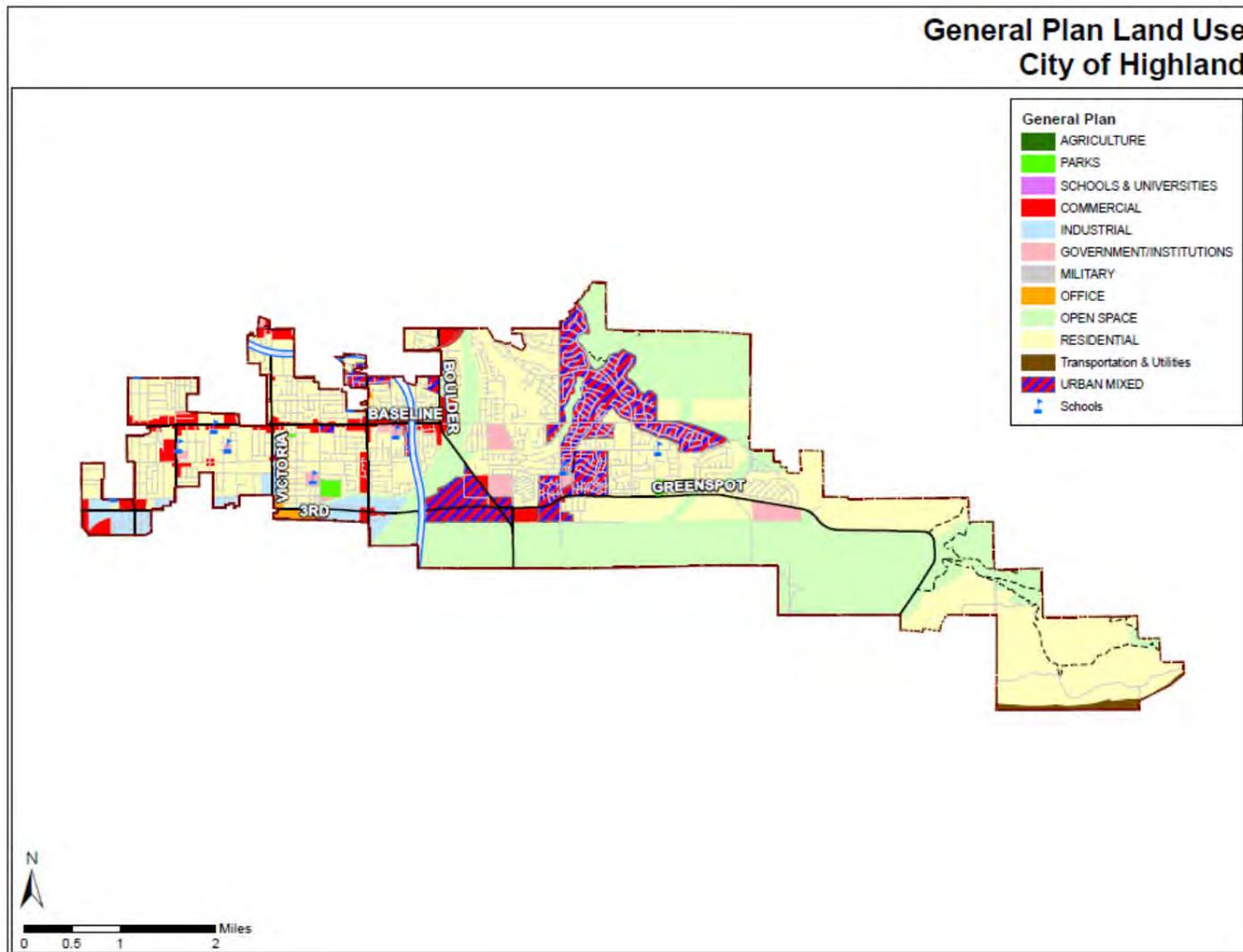


Figure 5.21

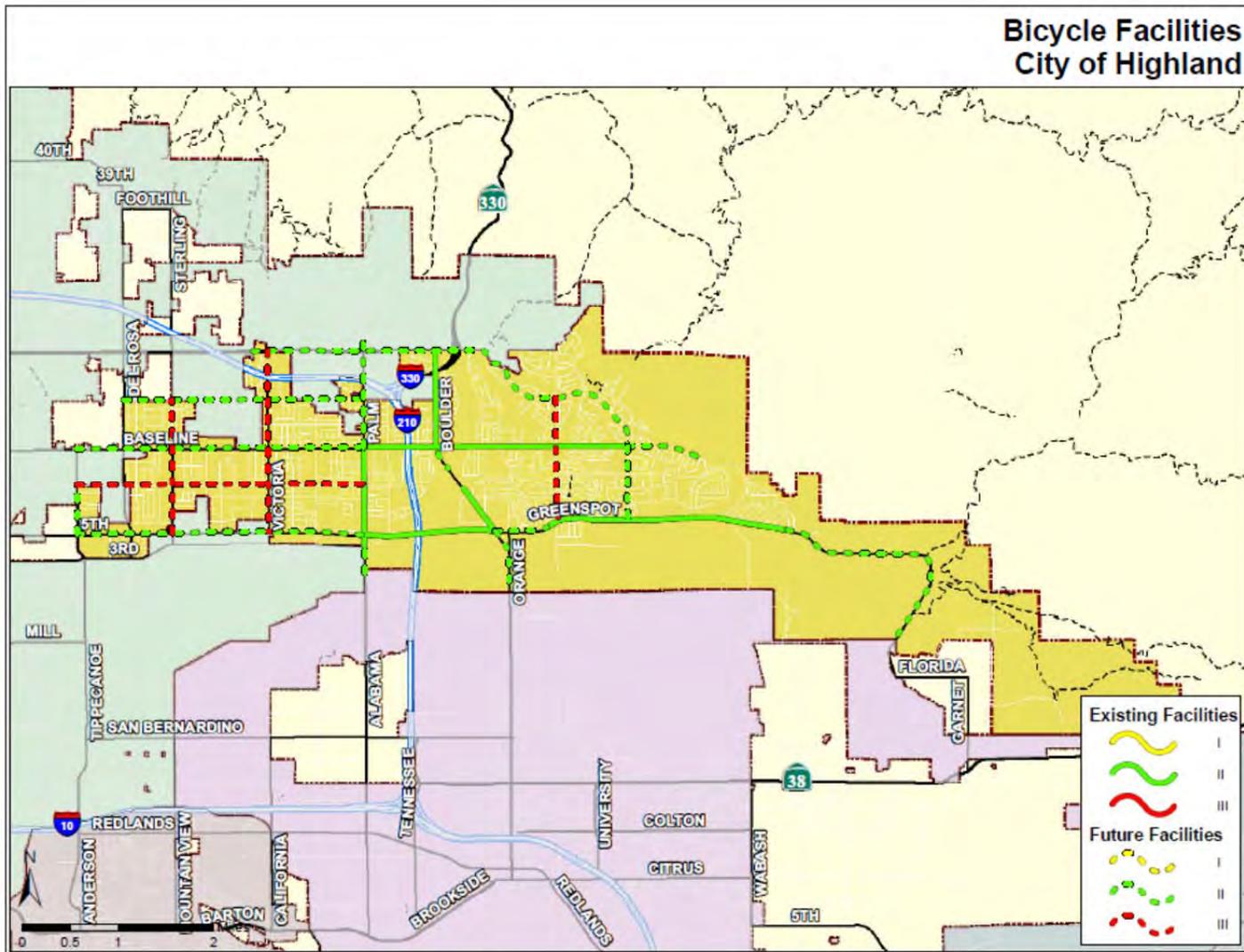


Figure 5.22

Table 5.47:

Highland Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
5th St.	Palm Ave.	SR-210	II	0.56	\$28,000
Base Line St.	Palm Ave.	Weaver St.	II	2.75	\$137,500
Boulder Ave.	Highland Ave.	Base Line Rd.	II	1.01	\$50,500
Boulder Ave.	s/o City Creek Bridge.	Greenspot Rd.	II	0.56	\$28,000
Greenspot Rd.	SR-210	Boulder Ave.	II	0.81	\$40,500
Greenspot Rd.	Valencia Ct.	Santa Paula St.	II	2.54	\$127,000
Palm Ave.	Base Line St.	3rd St.	II	1.04	\$52,000
			Total	9.27	\$463,500

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the City of Highland has constructed 9.27 miles of Class II facilities at a rate of 1.03 miles per year.

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.47: above constitute a significant investment into the non-motorized transportation infrastructure of Highland. Based on planning level estimates, the value of the improvements implemented throughout the City is \$463,500

Proposed Improvements

Future improvements to the non-motorized network for the City of Highland will continue along the major transportation corridors throughout the City. All future improvements focus on development of Class II and Class III facilities. All proposed future improvements are included in Table 5.48: below.

The priority projects for the City of Highland are included in Table 5.48 below. Priority corridors include 5th St., Base Line, Boulder Ave., Church St., Greenspot Rd., Highland Ave., Weaver St.

When complete, the City will have constructed an additional 27.97 miles of Class II and Class III, providing additional internal connectivity to the residents of Highland and increased connectivity to communities in the East San Bernardino Valley.

Table 5.48:

Highland Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
5th St.	Tippecanoe Ave.	Palm Ave.	II	3.00	\$150,000
9th St.	Tippecanoe Ave.	Palm Ave.	III	2.99	\$44,850
Base Line	Tippecanoe Ave.	Palm Ave.	II	2.99	\$149,500
Base Line	Weaver St.	Alta Vista	II	0.84	\$42,000
Boulder Ave.	n/s City Creek Trail	s/s City Creek Trail	II	0.20	\$10,000
Boulder Ave./Orange St.	Greenspot Rd.	South City Limit	II	0.68	\$34,000
Church St.	Highland Ave.	Greenspot Rd.	III	1.28	\$19,200
Greenspot Rd.	Boulder Ave.	Valencia Ct.	II	0.55	\$27,500
Greenspot Rd.	Santa Paula St.	S. City Limit	II	2.51	\$125,500
Highland Ave.	Rockford Ave.	Base Line	II	4.48	\$224,000
Pacific St.	Del Rosa Dr.	Palm Ave.	II	2.50	\$125,000
Palm Ave.	3rd St.	s/o City Creek	II	0.28	\$14,000
Palm Ave.	Orchid Dr.	Base Line	II	1.10	\$55,000
Sterling St.	Pacific St.	5th St.	III	1.40	\$21,000
Tippecanoe Ave.	9th St.	5th St.	II	0.51	\$25,500
Victoria Ave.	Highland Ave.	5th St.	III	1.89	\$28,350
Weaver St.	Base Line	Greenspot Rd.	II	0.77	\$38,500
			Total	27.97	\$1,133,900

Table 5.49:

Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
5th St.	Tippecanoe Ave.	Palm Ave.	II	3.00	\$150,000
Base Line	Weaver St.	Alta Vista	II	0.84	\$42,000
Boulder Ave.	n/s City Creek Trail	s/s City Creek Trail	II	0.20	\$10,000
Boulder Ave./Orange St.	Greenspot Rd.	South City Limit	II	0.68	\$34,000
Church St.	Highland Ave.	Greenspot Rd.	III	1.28	\$19,200
Greenspot Rd.	Boulder Ave.	Valencia Ct.	II	0.55	\$27,500
Greenspot Rd.	Santa Paula St.	S. City Limit	II	2.51	\$125,500
Highland Ave.	Rockford Ave.	Base Line	II	4.48	\$224,000
Weaver St.	Base Line	Greenspot Rd.	II	0.77	\$38,500
			Total		

Municipal Code

The City of Highland has not adopted Municipal Code specific to non-motorized transportation or the placement of non-motorized transportation facilities. However, the City adopted a Transportation Control Measures ordinance (Chapter 16.40, Section 16.40.470). That Ordinance commits the City to participate in the implementation of the countywide bicycle plan.

The City's 2006 General Plan Chapter 3, Circulation Element includes Policy 3.7.4, which states “that local bicycle routes will complement regional systems and be compatible with routes of neighboring municipalities”. The NMTP is also consistent with the City’s General Plan, Circulation Element “Figure 3.5, Bikeways”.

End of Trip Facilities

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

Multimodal Connectivity

Table 5.50:

Location of Multi-Modal Connections

Facility	Facility Type	Facility Location
SB International Airport	Airport	5 th Street.
City-wide Bus Stops	Bus Stops	Throughout City
St. Adelaide Church PNR	Park and Ride Lot	27457 E. Base Line

Collisions Involving Bicyclists

Table 5.51:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	41
Total # of Bicycle Fatalities from 2005-2009	2
Average # of Bicycle Collisions Per Year	8.2
Average Bicycle Collision Rate per 1000/year ¹	0.16

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 Highland does not currently participate in any bicycle safety or education programs.

City of Loma Linda

Population

22,760

City Overview

The City of Loma Linda is located within western San Bernardino County approximately 60 miles east of the City of Los Angeles, California. The City was incorporated in 1970. Jurisdictions that border the City of Loma Linda include: the Cities of Redlands and San Bernardino to the north; the City of Redlands and unincorporated San Bernardino County to the east; unincorporated Riverside and San Bernardino Counties to the south; and unincorporated San Bernardino County and the Cities of Colton and San Bernardino to the west.

Today, Loma Linda is a unique community with strong ties to its religious, educational and healing arts roots. The Loma Linda University Medical Center (LLUMC) and the Jerry L. Pettis Memorial Veterans Medical Center (VA Medical Center) are both internationally known. The City is also home to Loma Linda University, which, with the VA Medical Center and LLUMC, provides much of the economic base of the community.

Land Use

Loma Linda's land use pattern focuses commercial uses in the northern portion of the City near I-10. Institutional uses are to be located in proximity to such existing uses, such as Loma Linda University (LLU) and Loma Linda Academy. Areas designated for health care uses are also located near to existing similar uses such as Loma Linda University Medical Center (LLUMC), the Jerry L. Pettis VA Medical Center, and the Community Medical Center. Areas for business park exist both at the northern and eastern edges of the community, while industrial uses are located in the eastern portion of the community. Residential uses characterize the central portion of the City (roughly south of Redlands Boulevard), the base of the South Hills, and the flatter areas within the hillsides. A number of mixed-use areas, especially in the eastern portion of the community, allow for a variety of different types of uses (e.g., commercial, office, institutional, and/or residential) to be located next to each other or within the same building.

Existing Conditions:

Loma Linda's existing non-motorized bicycle network is composed of Class I, Class II and Class III facilities. The main emphasis of the system is on Barton Road, which connects to the City of Colton to the west and the City of Redlands to the east.

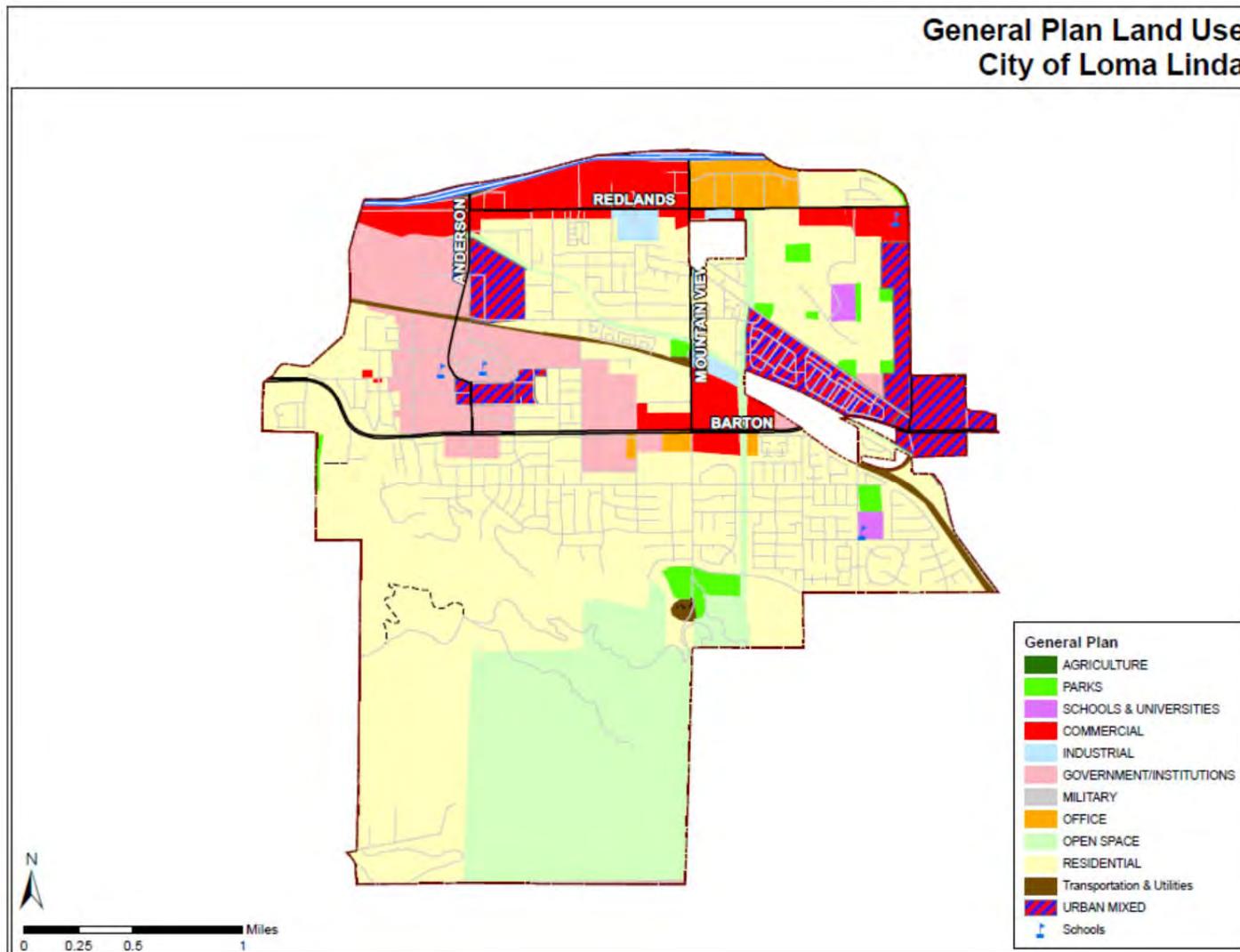


Figure 5.23

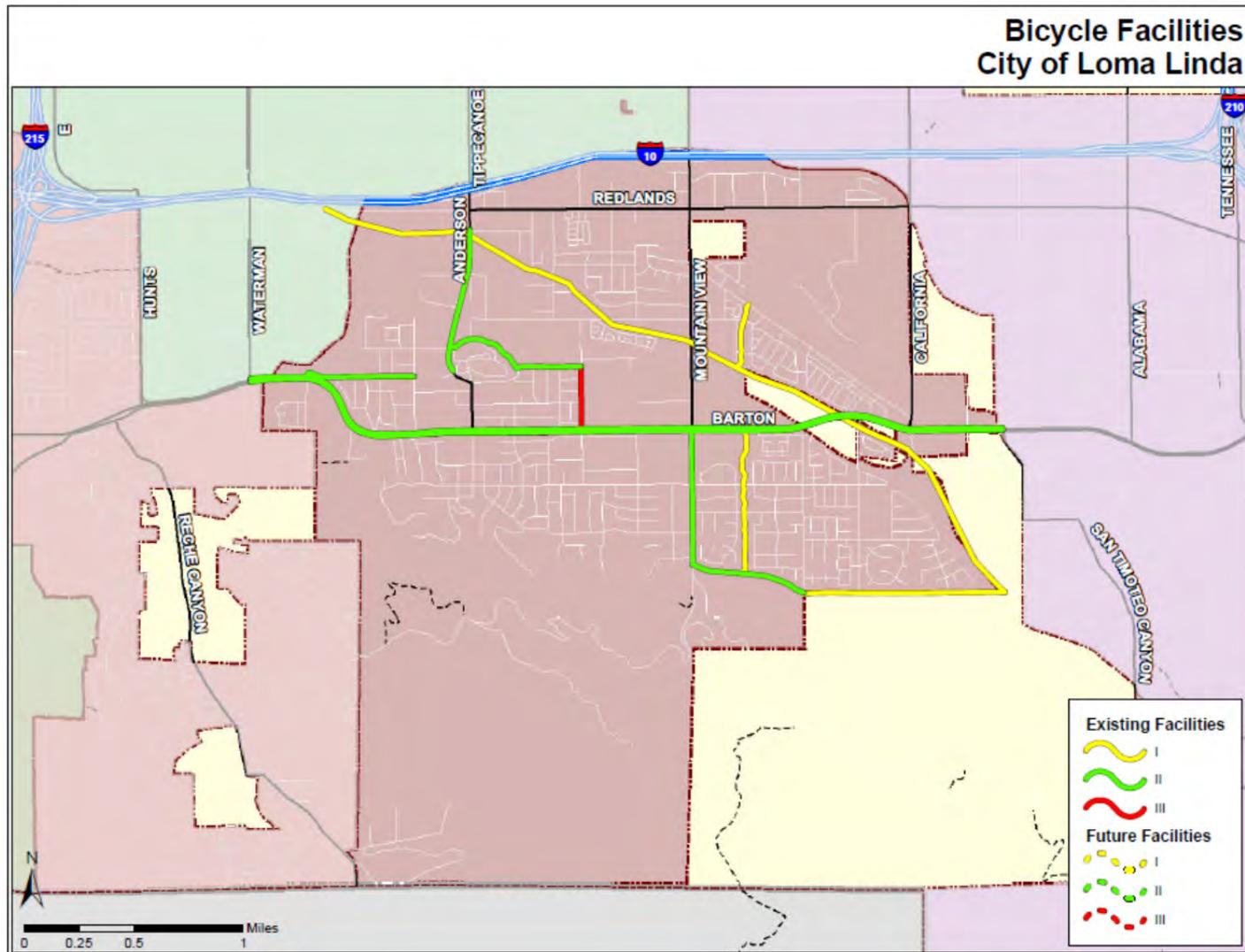


Figure 5.24

Table 5.52:

Loma Linda Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Anderson St.	Court St.	University Ave.	II	0.66	\$33,000
Barton Rd.	Waterman Ave.	San Timoteo Canyon Rd.	II	7.15	\$357,500
Beaumont Ave.	Bryn Mawr Ave.	Power Line Easement	I	0.92	\$920,000
Beaumont Ave.	Mt View Ave.	Bryn Mawr Ave.	II	0.53	\$26,500
Benton St.	Shepardson St.	Barton Rd.	III	0.28	\$14,000
Mt View Ave.	Barton Rd.	Beaumont Ave.	II	0.61	\$30,500
Power Line Easement	Mission Rd.	San Timoteo Crk Trail	I	0.31	\$310,000
Power Line Easement	Newport Ave.	Beaumont Ave.	I	0.68	\$680,000
San Timoteo Creek Trail	Redlands Blvd.	Beaumont Ave.	I	3.74	\$3,740,000
Shepardson Dr.	Stewart St.	Benton St.	II	0.29	\$14,500
Stewart St.	Anderson St.	Shepardson Dr.	II	0.38	\$19,000
University Ave.	Barton Rd.	Campus St.	II	0.51	\$25,500
			Total	16.06	\$6,170,500

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the City of Loma Linda has constructed 5.65 miles of Class I, 6.73 miles of Class II and 0.28 miles of Class III facilities at a rate of 1.41 miles per year.

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.51 above constitute a significant investment into the non-motorized transportation infrastructure of Loma Linda. Based on planning level estimates, the value of the improvements implemented throughout the City is \$6,170,500.

Proposed Improvements

The City of Loma Linda has not identified any proposed future non-motorized improvements.

Table 5.53:

Loma Linda 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 Loma Linda 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 Loma Linda has bike racks dispersed throughout the City, typically at retail centers, schools, multi-unit housing complexes, library and City Hall.

Multimodal Connectivity

Table 5.54:

Location of Multi-Modal Connections

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

Collisions Involving Bicyclists

Table 5.55:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	14
Total # of Bicycle Fatalities from 2005-2009	1
Average # of Bicycle Collisions Per Year	2.8
Average Bicycle Collision Rate per 1000/year ¹	0.13

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 Loma Linda does not participate in safety or education programs specific to non-motorized transportation or the placement of non-motorized transportation facilities. Citizens can bring any safety concerns to the Loma Linda Traffic Advisory Committee (TAC).

City of Montclair

Population

37,535

City Overview

The City of Montclair was originally incorporated as the City of Monte Vista on April 25, 1956. As part of an effort to create its own identity, the City wanted to have its own Post Office. However, because an unincorporated community with a Post Office already existed in Northern California by that name, the U.S. Postal Service would not open another office unless the newly created city changed its name. On April 8, 1958, the voters of the City of Monte Vista chose to change the city's name to the City of Montclair. The City is comprised of 5.4 square miles of incorporated area and 1.1 square miles of unincorporated sphere of influence.

Montclair is bordered by Pomona to the west, Claremont and Upland to the north, Ontario to the east and unincorporated San Bernardino County (near Chino) to the south

Land Use

The City of Montclair is largely built out. I-10 bisects the City and most of the land use adjacent to the freeway is commercial or retail oriented. Housing tends to be single-family detached dwelling units located to the south of I-10.

Most of the remaining developable land is located in the northwestern part of the City and covered by the North Montclair Downtown Specific Plan. The proposed land use plan will create new opportunities for a transit-oriented, mixed-use development with a downtown district atmosphere between the Montclair Transcenter (currently a stop on Metrolink's San Bernardino line and eventually a stop on the proposed Metro Gold Line light rail) and the Montclair Plaza regional shopping center.

Existing Conditions:

Montclair's lone existing non-motorized bicycle network is its segment of the Pacific Electric Trail. The Pacific Electric Trail is a Class I facility that extends from the LA County Line on the west to the City of Fontana on the east.

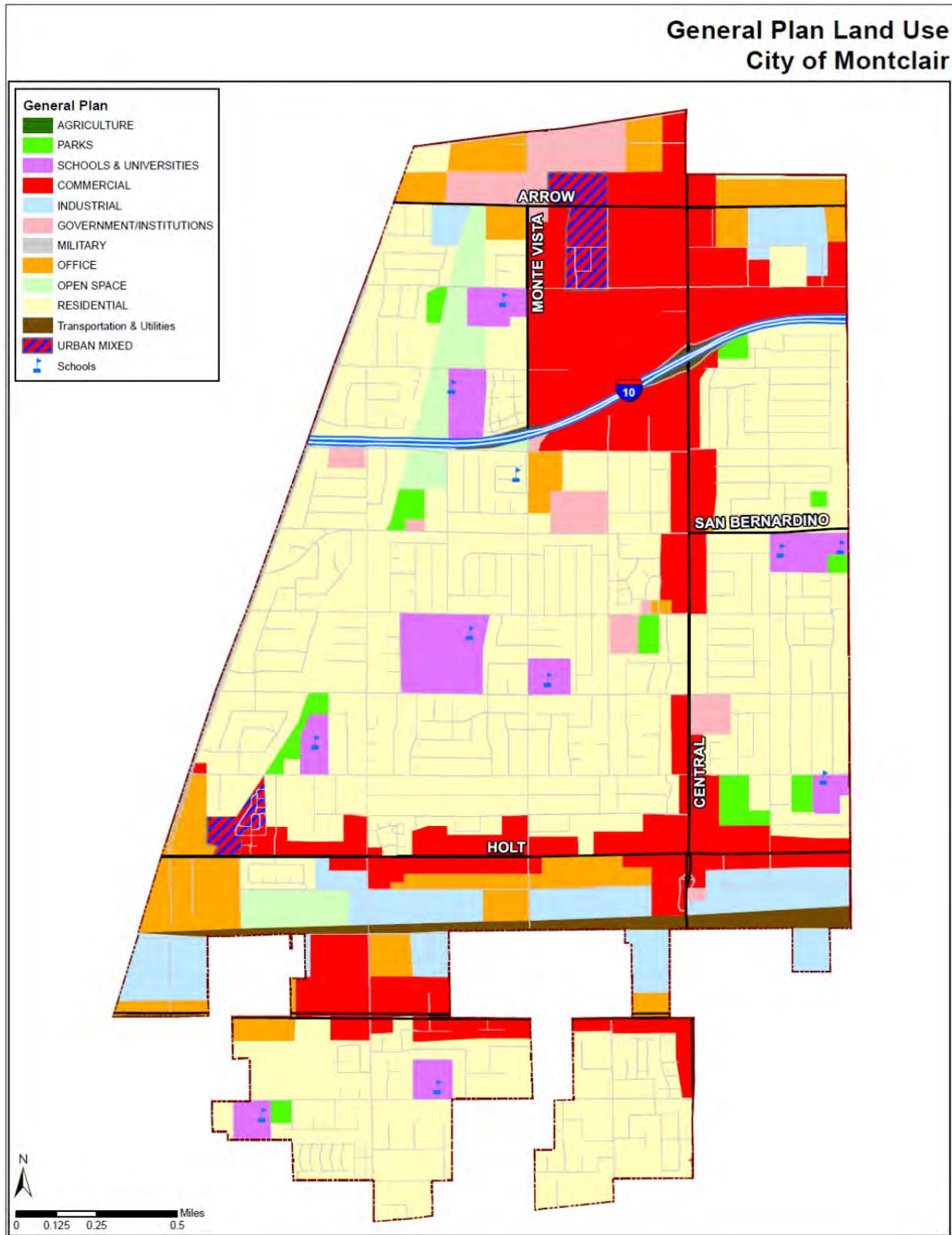


Figure 5.25

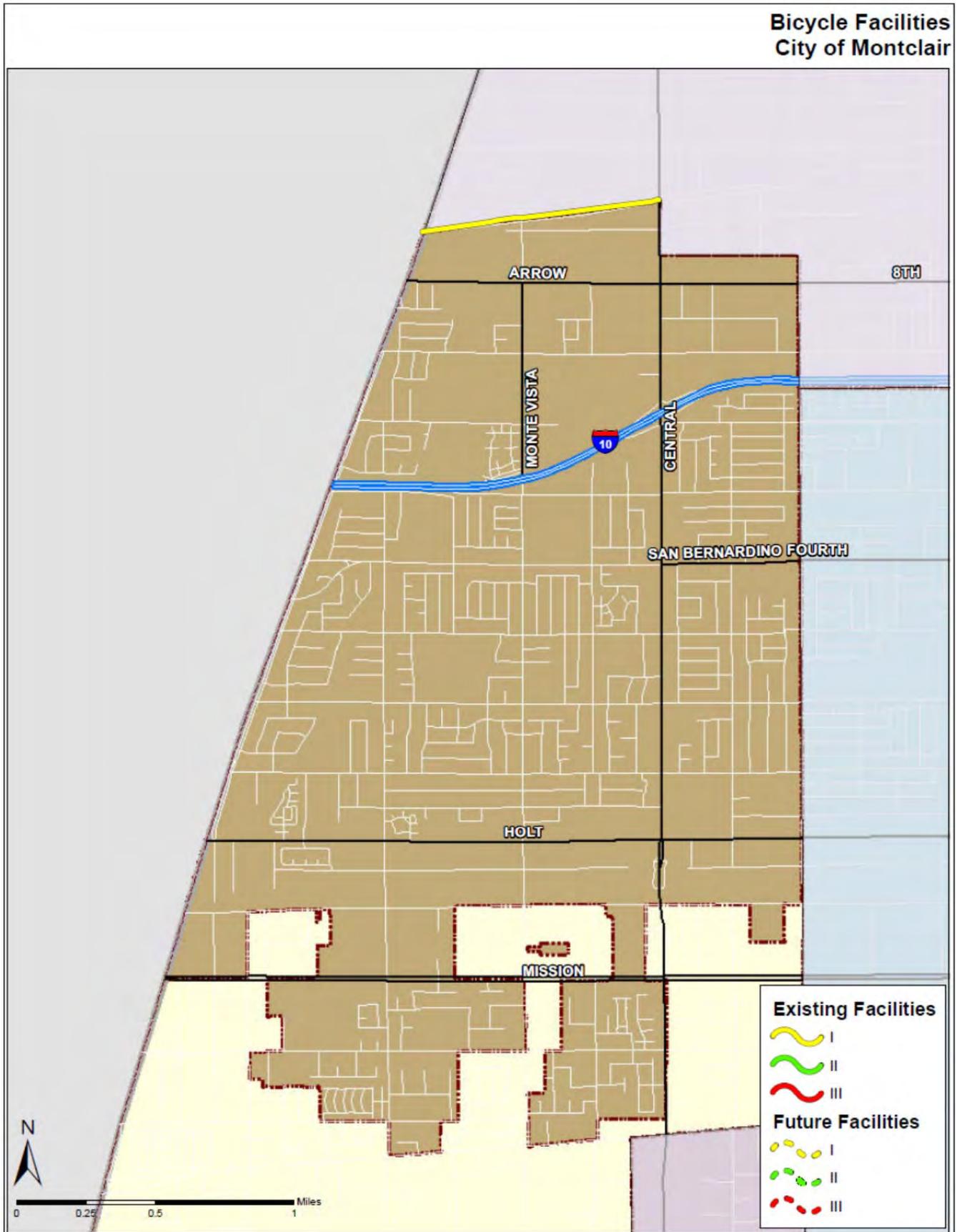


Figure 5.26

Table 5.56:

Montclair Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Pacific Electric Trail	Mills Ave	Central Ave	I	0.85	\$850,000
			Total	0.85	\$850,000

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.56: above constitute a significant investment into the non-motorized transportation infrastructure of Montclair. Based on planning level estimates, the value of the improvements implemented throughout the City is \$850,000.

Proposed Improvements

The City of Montclair has not identified any proposed future non-motorized improvements or priority improvements as part of this plan.

Table 5.57:

Montclair 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

Table 5.58:

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

Municipal Code

Montclair Municipal Code 11.66.020 - General provisions for trip reduction – provides the following requirements related to non-motorized transportation and non-motorized transportation infrastructure:

- A. Intent. The purpose of this section is to promote the use of alternative methods of transportation besides use of the single-occupant vehicle. These alternative methods are to be provided in new development so as to meet congestion management and air quality goals at minimal cost and disruption to citizens, business and industry.
- B. Applicability. Prior to issuance of a building permit for any new construction project for which a site plan is submitted on or after January 1, 1994, provisions shall be made for all applicable trip reduction requirements of this section to be implemented. The requirements shall not be applied to existing development, except when new square footage is added.
- C. Trip Reduction Measures. The following trip reduction measures shall be implemented:
 - 1. Nonresidential Projects.
 - a. A bicycle rack or other secure bicycle parking facility shall be provided for every 30 parking spaces within a project and at least one bicycle rack capable of holding three bicycles shall be provided for all projects. Safe and convenient access thereto shall be provided from the public streets.
 - b. On-site pedestrian walkways and bicycle facilities shall be provided connecting each building in a development to the public streets.
 - c. A passenger loading area in a location close to the main building entrance shall be provided for projects with 100 or more parking spaces. The area devoted to loading and unloading of passengers shall be equivalent to a minimum of five parking spaces.
 - d. A minimum of one shower facility accessible to both men and women shall be provided for persons bicycling or walking to work for each project which meets the following thresholds:

Use	Threshold
Commercial	250,000 SF
Office	125,000 SF
Hotels/Motels	250 Rooms
Industrial	325,000 SF

- 2. Residential Projects.
 - a. For multiple dwelling and condominium developments containing 10 or more units:
 - i. A bicycle rack or other secure bicycle parking facility shall be provided for every 30 parking spaces. Each project is to include at least one bicycle rack capable of holding three bicycles.
 - ii. Sidewalks shall be provided from the public streets to each building within the complex.

End of Trip Facilities

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

Multimodal Connectivity

Table 5.59:

Location of Multi-Modal Connections

Facility	Facility Type	Facility Location
Montclair Transcenter/Metroink Station	Train Station/Bus Intermodal Center	Richton Street
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.60:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	77
Total # of Bicycle Fatalities from 2005-2009	2
Average # of Bicycle Collisions Per Year	15.4
Average Bicycle Collision Rate per 1000/year ¹	0.43

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 Montclair does not currently participate in any bicycle safety or education programs.

City of Needles

Population

5,809

City Overview

The City of Needles is located on the Colorado River at the borders of California, Arizona and Nevada. The City was founded in 1883 with the coming of the Santa Fe Railroad and the City officially incorporated on October 30, 1913. The City is the eastern-most city in San Bernardino County and received its name from the Needles Mountain range, located east of the City.

Land Use

The geographic area of Needles covers approximately 30 square miles with an average population density of 198 people per square mile. Population for the City has remained fairly constant over the past 100 years. Most of the development within Needles is clustered around Interstate 40, Arizona 95, Needles Highway and Broadway Street.

There are a number of recreational opportunities including water-related sports on the Colorado Rivers, hiking the mountain ranges and wilderness areas, and bicycling through the tri-state area. The City of Needles is also home to the Palo Verde Community College and a municipally owned golf course.

Existing Conditions:

There are currently no bicycle facilities in the City of Needles. The City's aging population relies heavily on the use of motorized wheelchairs, travelling side streets to get to the one grocery store in town and other supporting businesses.

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the City of Needles has not constructed any bicycle infrastructure improvements within the City. The existing circulation system is comprised of narrow streets, many without sidewalks, making it difficult to widen streets for non-motorized transportation.

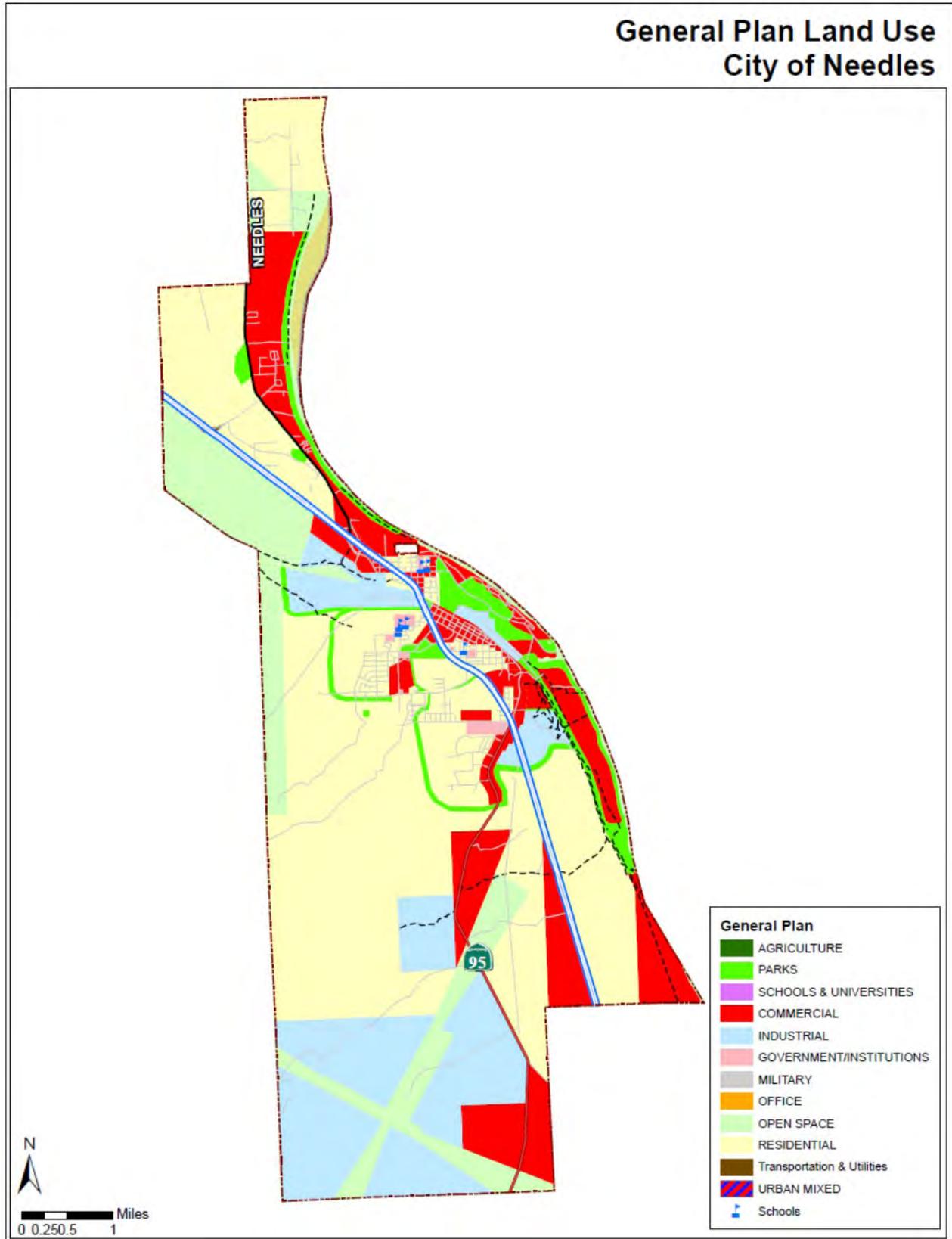


Figure 5.27

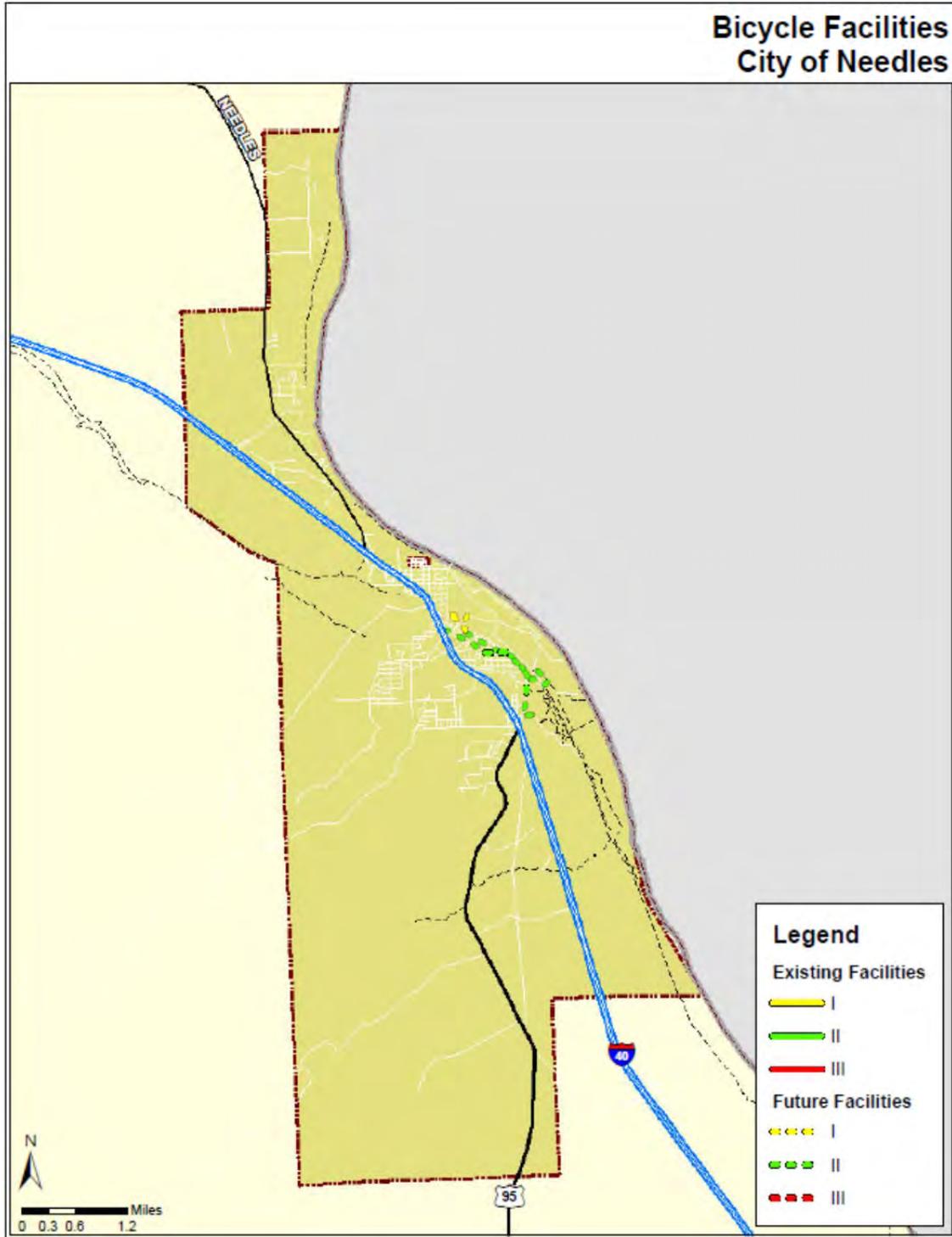


Figure 5.28

Table 5.61:

Needles 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

Table 5.62:

Needles Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Trellis – Downtown Walk & Bike Trail	Golf Course Trail	W Broadway Ave	I	0.65	\$650,000
W Broadway Ave	Trellis – Downtown Walk & Bike Trail	Cibola St	II	0.69	\$34,500
E Broadway Ave	Cibola St	Smith Rd	II	0.22	\$11,000
Smith Rd	E Broadway Ave	Park Dr	II	0.19	\$9,500
Park Dr	Smith Rd	S Santa Fe Rd	II	0.10	\$5,000
S Santa Fe Rd	Park Dr	Jack Smith Trail	II	0.25	\$12,500
3 rd St	J St	C st	II	0.48	\$24,000
C St	3 rd St	Acoma St	II	0.03	\$1,500
Acoma St	C St	A St	II	0.13	\$6,500
A St	Acoma St	W Broadway Ave	II	0.01	\$500
E Broadway Ave	Smith Rd	Ice Plant Rd	II	0.42	\$21,000
Ice Plant Rd	E Broadway Ave	Needles Towne Center	II	0.10	\$5,000
			Total	3.27	\$781,000

The City of Needles has identified two sets of connected bikeways that have mostly Class II facilities. The Trellis – Downtown Walk and Bike Trail stretches from the Golf Course Trail through downtown to the Jack Smith Trail, while the Downtown Shopping Bike / Wheelchair Lane runs further south to a major retail destination.

Municipal Code

The City of Needles is currently reviewing its Municipal Code, as well as its General Plan to incorporate proposed projects such as the San Bernardino County Non-Motorized Transportation Plan into the documents. Currently, the General Plan does not include a circulation element. When funding is available to move forward with revised Municipal Code and a General Plan update, the City intends to revisit the projects listed in this plan.

End of Trip Facilities

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

Multimodal Connectivity

Table 5.63:

Location of Multi-Modal Connections

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

Collisions Involving Bicyclists

Table 5.64:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	2
Total # of Bicycle Fatalities from 2005-2009	0
Average # of Bicycle Collisions Per Year	0.4
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 Needles does not participate in safety or education programs specific to non-motorized transportation or the placement of non-motorized transportation facilities. However, the City does participate in a more general McGruff safety program, which teaches children to alert municipal employees for assistance when they see the “McGruff” sticker on a utility truck.

City of Ontario

Population

174,536

City Overview

Ontario incorporated as a city in 1891 and now includes 50 square miles of area. Ontario was founded in September of 1882 by George and William B. Chaffey. The city was named after the home of the Chaffey brothers, Ontario, Canada. Ontario had been declared The “Model Colony” as an Act of the Congress of the United States in 1903 for its character and history reflected in its cultural, historical, and architectural heritage. The Model Colony set a new standard for rural communities and remained the classic pattern for irrigation projects for many years.

The City of Ontario is located approximately 35 miles east of downtown Los Angeles, 20 miles west of the City San Bernardino, and 30 miles northwest of central Orange County. Ontario is widely viewed as Southern California’s next urban center and is considered the inland region’s population and job growth center.

Ontario is strategically located within a regional transportation network that includes an international airport with passenger and air cargo operations, three freeways, three freight rail lines, commuter and passenger rail services, public transit and a local network of streets and multi-purpose trails. This network provides multi-modal transportation options for those traveling within, to or through the City. This robust system creates unique opportunities for Ontario as a regional jobs hub and a complete community.

Land Use

The Land Use Element of the General Plan provides for uses and development that add value to the community, in terms of function, design and fiscal return. This element guides and regulates land use patterns, densities, and intensities in Ontario. Subsequently, the mobility system will be coordinated with future land use patterns and levels of build out. Access and connectivity to mobility options will be integrated into neighborhoods, villages and districts. The placement of housing, jobs and amenities in closer proximity to each other and design strategies focused on the pedestrian will make walking a desirable alternative and a connected regional system of multi-purpose trails (including bikeways) will enable safe and convenient non-motorized travel.

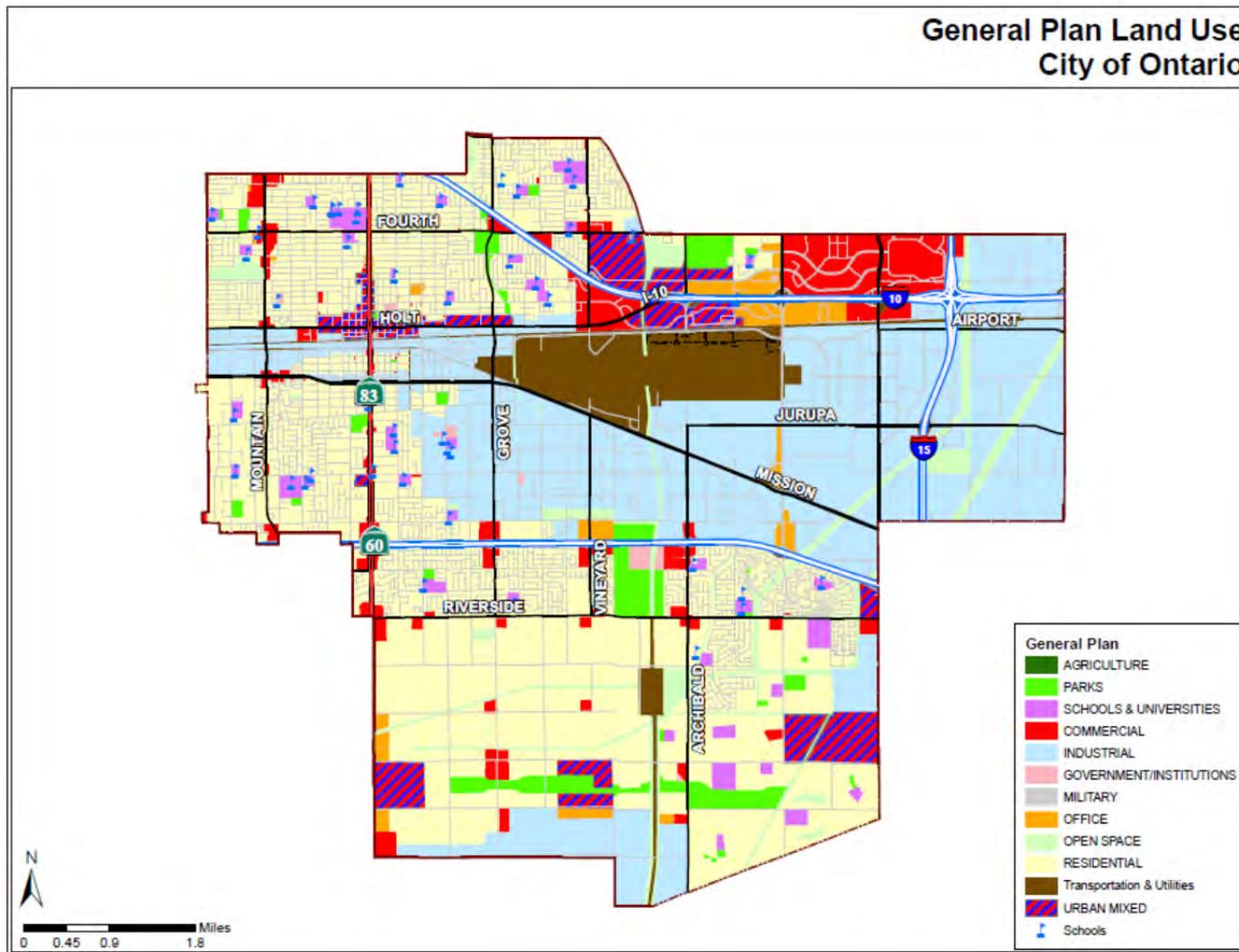


Figure 5.29

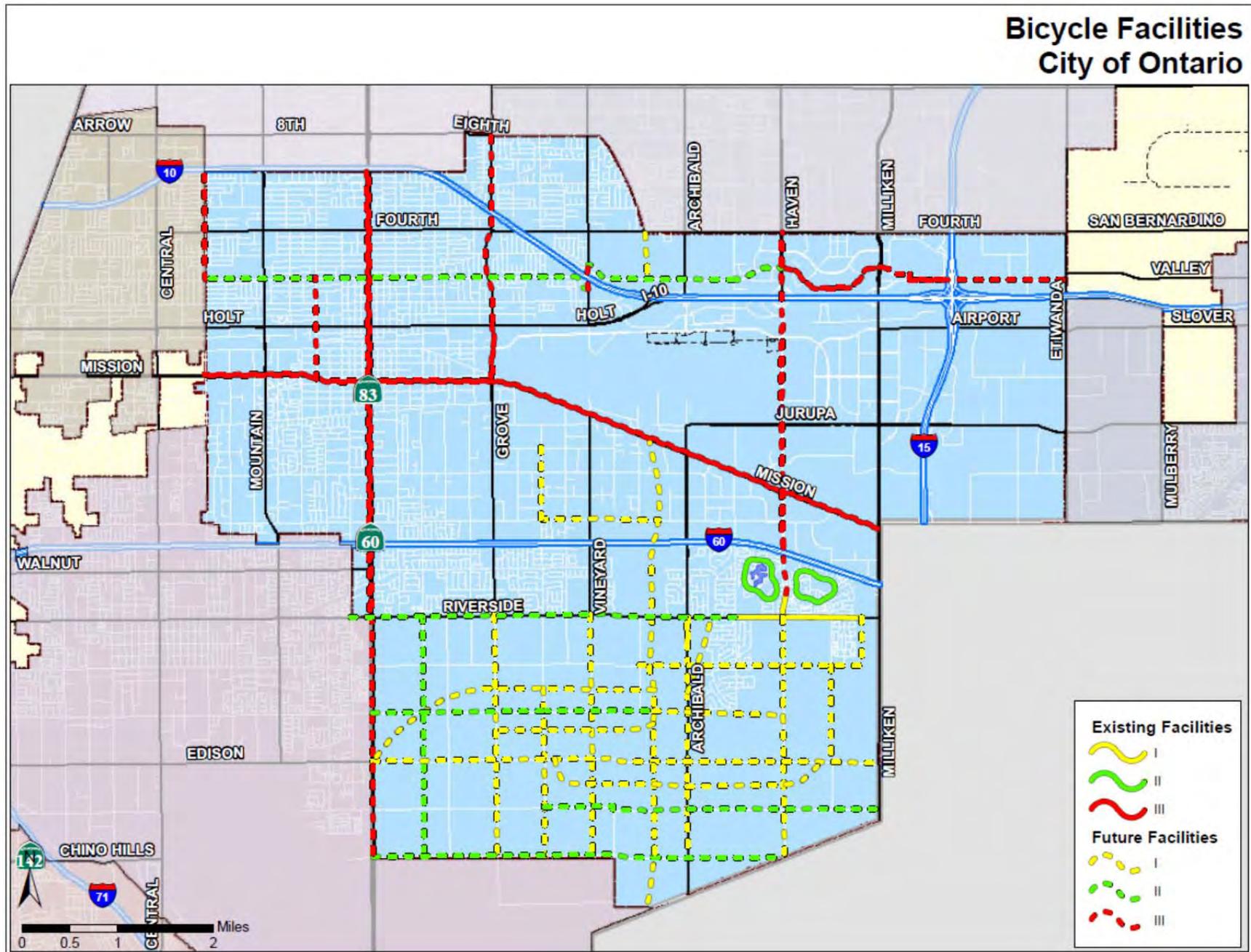


Figure 5.30

Existing Conditions:

Class I and II bike lanes currently exist within the Creekside East and Creekside West master planned community which is located just south of the SR 60 Freeway on the east and west sides of Haven Avenue. Class II bike lanes exist on Lytle Creek Loop and Deer Creek Loop roads within the communities. These lanes connect to a Class I bike path on the north side of Riverside Drive between Turner and Milliken Avenues.

Table 5.65:

Ontario Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Deer Creek Loop	Creekside Dr	Creekside Dr	II	1.22	\$61,000
Haven Ave	Creekside Ave	Riverside Dr	I	0.24	\$240,000
Lytle Creek Loop	Creekside Dr	Creekside Dr	II	1.17	\$58,500
Riverside Dr	Turner Ave	Edison Right Of Way	I	1.31	\$1,310,000
			Total	3.94	\$1,669,500

Proposed Improvements

Future improvements to the non-motorized network for the City of Ontario will continue along the major transportation corridors throughout the City. Future improvements focus on development of Class I, Class II and Class III facilities. Most future improvements are proposed to be constructed in the New Model Colony, because it is largely currently undeveloped and will require less investment to complete than reconstructing the infrastructure of the older areas of Ontario. All proposed future improvements are included in Table 5.67: below.

When complete, the City will have constructed an additional 106.11 miles of Class I, Class II and Class III, providing internal connectivity to the residents of Ontario and establishing connections to the non-motorized networks of adjacent cities including, Chino, Rancho Cucamonga and Upland. Ontario has identified the priority improvements listed in Table 5.67: below. The facilities are not in any particular order but will be constructed as funds are available, new infill a development occurs or as roadways are widened.

Table 5.66:

Ontario Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Archibald Ave	Riverside Dr	Merrill Ave	I	2.78	\$2,780,000
Benson Ave	I-10 Freeway	G Street	III	1.15	\$17,250
Campus Ave	Riverside Dr	Merrill Ave	II	2.49	\$124,500
Chino Ave	Hellman Ave	SCE ROW	I	2.31	\$2,310,000
Cuc. Crk. Channel	Mission Blvd	South City Limit	I	4.92	\$4,920,000
Cuc. Crk. Channel	4th St	Inland Empire Blvd	I	0.47	\$470,000
Edison Ave	Euclid Ave	Milliken Ave	I	5.29	\$5,290,000
Eucalyptus Ave	Walker Ave	Milliken Ave	II	3.54	\$177,000
Euclid Ave	I-10 Freeway	Merrill Ave	III	11.75	\$176,250
G Street	Benson Ave	Vineyard Ave	II	4.07	\$203,500
Great Park	Walker Ave	Mill Creek	I	3.03	\$3,030,000
Grove Ave	Riverside Dr	Merrill Ave	I	2.5	\$2,500,000
Grove Ave	Eighth St	Mission Blvd	III	3.16	\$47,400
Haven Ave	Riverside Dr	Merrill Ave	I	2.5	\$2,500,000
Haven Ave	Fourth St	Creekside Dr	III	6.7	\$100,500
Inland Empire Blvd & Ontario Mills Parkway	Haven Ave	Etiwanda Ave	III	4.93	\$73,950
Inland Empire Blvd	Vineyard Ave	Haven Ave	II	2.63	\$131,500
Lower Deer Crk. Channel	Riverside Dr	Archibald Ave	I	0.81	\$810,000
Merrill Ave	Euclid Ave	Sumner Ave	II	4.3	\$215,000
Mill Creek Ave	Chino Ave	Edison Ave	I	1	\$1,000,000
Mission Blvd	Benson Ave	Milliken Ave	III	14.65	\$219,750
Philadelphia St	W Cuc. Crk Channel	Cucamonga Crk. Channel	I	1.22	\$1,220,000
Riverside Dr	West City Limit	Turner Ave	II	4.01	\$200,500
San Antonio Ave	G Street	Mission Blvd	III	1.05	\$15,750
SCE ROW	Cuc. Crk. Channel	Euclid Ave	I	3.2	\$3,200,000
SCE ROW	Grove Ave	Cucamonga Crk. Channel	I	1.65	\$1,650,000
SCE ROW	Riverside Dr	Chino Ave	I	0.49	\$490,000
Schaefer Ave	Walker Ave	Cucamonga Creek	II	1.15	\$57,500
Schaefer Ave	Cucamonga Crk. Channel	Haven Ave	I	1.35	\$1,350,000
Schaefer Ave	Euclid Ave	Walker Ave	II	1.78	\$89,000
Vineyard Ave	Riverside Dr	Merrill Ave	I	2.5	\$2,500,000
Vineyard Ave	Inland Empire Blvd	G Street	III	0.25	\$3,750
W. Cuc. Crk. Channel	Mission Blvd	Philadelphia St	I	0.74	\$740,000
Walker Ave	Riverside Dr	Merrill Ave	I	1.74	\$1,740,000
			Total	106.11	\$40,353,100

Table 5.67:

Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Benson Ave.	I-10 Freeway	G Street	III	1.15	\$17,250
Euclid Ave.	I-10 Freeway	Merrill Ave.	III	7.00	\$105,000
G Street	Benson Ave.	Vineyard Ave.	II	4.07	\$203,500
Grove Ave.	Eighth St.	Mission Blvd.	III	3.17	\$47,550
Haven Ave.	Fourth St.	Riverside Dr.	III	7.58	\$113,700
Inland Empire Blvd	Vineyard Ave.	Haven Ave.	II	2.63	\$131,500
Inland Empire Blvd	Haven Ave.	Etiwanda Ave.	III	4.93	\$73,950
Philadelphia St.	W Cuc. Crk Channel	Cuc. Crk. Channel	I	1.23	\$1,230,000
San Antonio Ave.	G Street.	Mission Blvd.	III	1.05	\$15,750
W. Cuc. Crk. Channel	Eight St	Riverside County Line	I	7.28	\$7,280,000
			Total	40.09	\$9,218,200

Municipal Code

Ontario Municipal Code Sec. 9-1.3020 - Bicycle Parking Facilities – provides the following:

Bicycle parking facilities, including bicycle racks, lockers and other secure facilities shall be provided for projects requiring a minimum of thirty (30) parking spaces. This shall include a minimum of one (1) bicycle rack capable of holding three (3) bicycles for each thirty (30) parking spaces.

End of Trip Facilities

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

Multimodal Connectivity

Table 5.68:

Location of Multi-Modal Connections

Facility	Facility Type	Facility Location
East Ontario Metrolink Station	Train Station	3330 E. Francis St.
Ontario TransCenter	Bus Transfer Station	Sultana/Holt
Ontario Mills TransCenter	Bus Transfer Station	Ontario Mills Outlet Mall
Ontario Airport TransCenter	Bus Transfer Station	Airport Drive
City-wide Bus Stops	Bus Stops	Throughout City
Montecito Church PNR	Park and Ride Lot	2560 S. Archibald Ave.