

Collisions Involving Bicyclists

Table 5.69:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	190
Total # of Bicycle Fatalities from 2005-2009	5
Average # of Bicycle Collisions Per Year	38.0
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 Ontario does not currently participate in any bicycle safety or education programs.

City of Rancho Cucamonga

Population

177,736

City Overview

Located at the base of the San Gabriel foothills, with majestic views of Cucamonga and Ontario peaks, Rancho Cucamonga is like no other community in the Inland Empire. Rancho Cucamonga's spirit of heritage stems from its history as a collection of three small communities: Cucamonga, Alta Loma, and Etiwanda. The area thrived on the agricultural fruits of citrus and grapes. This history is celebrated today through public art, evocative architecture, and well-preserved historic places. Historic Route 66 (Foothill Boulevard) traces across town, contributing to the nostalgia of the well-known and romanticized highway that still resonates with residents today.

Land Use

The map on the following page shows the current and future land use patterns in the City of Rancho Cucamonga. In the past the City has maintained a focus on developing a sustainable balance of residential, commercial and industrial development. Now that the City is 87 percent built-out, the City is focusing its efforts on the best use for remaining infill properties and guiding the redevelopment of aging commercial and industrial properties.

Existing Conditions:

Rancho Cucamonga boasts a robust system of bikeways, including numerous Class I, II and III facilities. Portions of four Class I corridors—the Pacific Electric Trail, Cucamonga Creek Channel, Deer Creek Channel and Day Creek Channel—have been constructed for a total of 19.42 miles, transect the city providing a network of right-of-way separated from vehicular traffic and dedicated to non-motorized transportation.

Additionally, 55.43 miles of striped Class II bike lanes have been striped throughout the City. The bike lanes provide connectivity to the Class I facilities and provide access to commercial, residential, educational and recreational amenities throughout the city.

Finally, 44.95 miles of signed Class III facilities, or bike routes, have been designated throughout Rancho Cucamonga. The current Class III facilities tend to be on either lower volume corridors or corridors that are scheduled to become Class II facilities in the future as pavement and striping is rehabilitated.

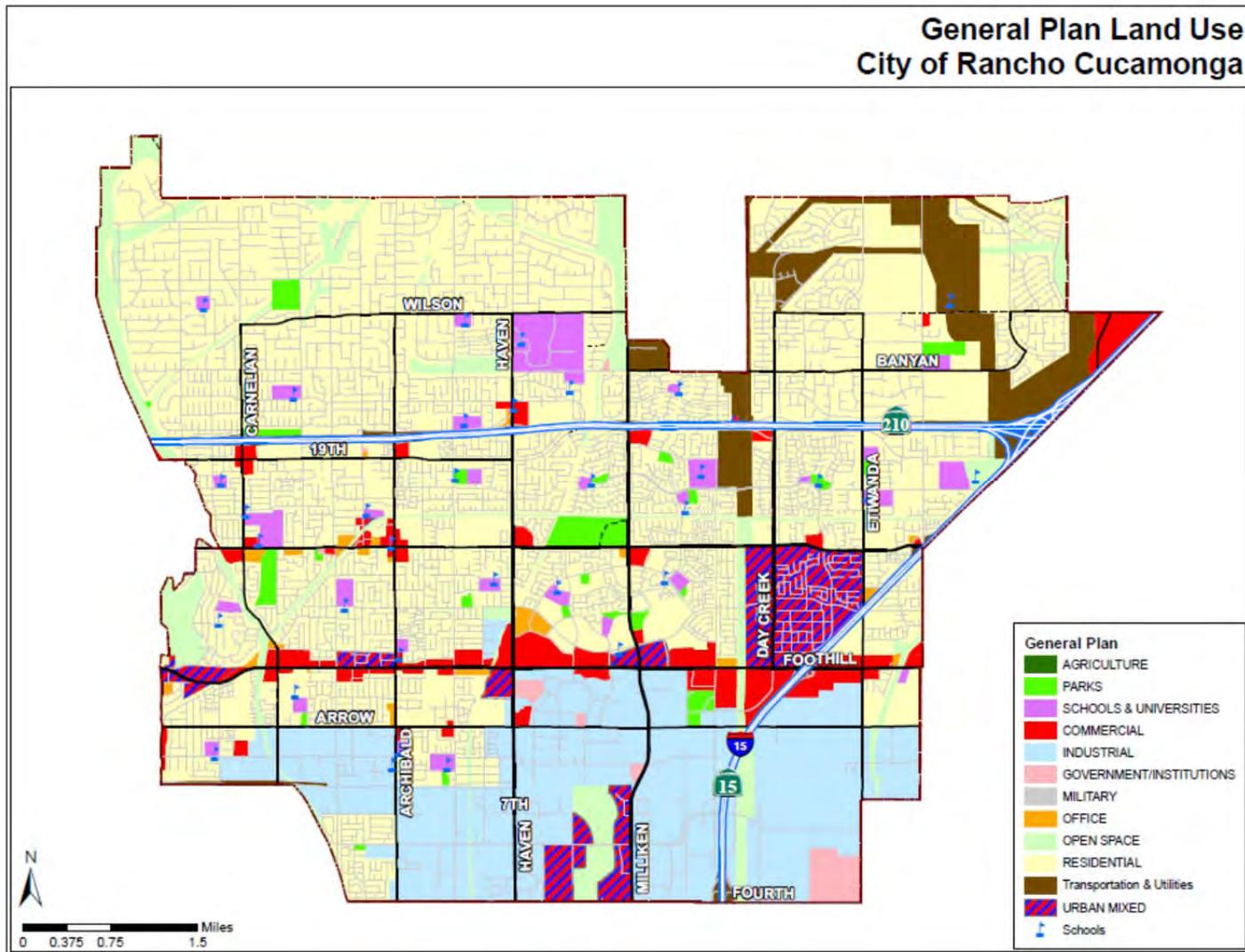


Figure 5.31

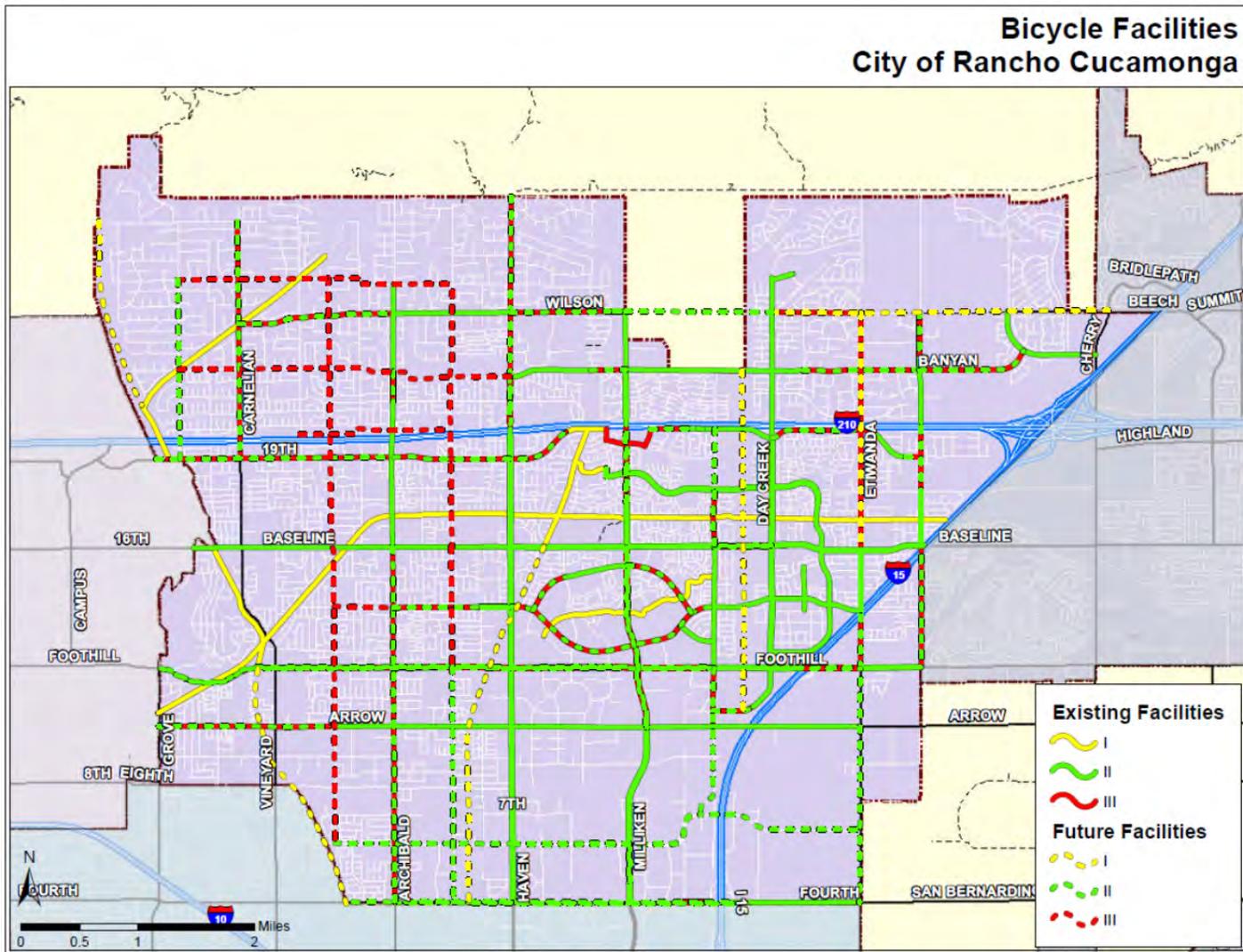


Figure 5.32

Table 5.70:

Rancho Cucamonga Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
19th St	W City Limit	San Benito Ave	III	3.49	\$52,350
4th St (North side only)	Buffalo Ave	I-15 off ramps	III	0.21	\$3,150
4th St (North side only)	I-15 off ramps	Etiwanda Ave	II	1.08	\$54,000
Alberta Pl	Loyola Ct	Menlo St	I	0.03	\$30,000
Arbor Ln	Vinter Dr	Cultural Center Dr	II	0.37	\$18,500
Archibald Ave	N City Limit	Hillside Rd	III	0.74	\$11,100
Archibald Ave	Lemon Ave	Base Line Rd	II	1.25	\$62,500
Archibald Ave	Base Line Rd	4th St	III	3.03	\$45,450
Archibald Ave	Hillside Rd	Banyan Ave	II	0.74	\$37,000
Archibald Ave	Banyan Ave	Lemon Ave	III	0.24	\$3,600
Arrow Route	Grove Ave	Hellman Ave	III	1.5	\$22,500
Arrow Route	Hellman Ave	Etiwanda Ave	II	4.5	\$225,000
Banyan St	Haven Ave	Fredricksburg Ave	II	0.7	\$35,000
Banyan St	Bluegrass Ave	East Ave	III	0.99	\$14,850
Banyan St	Fredericksburg Ave	Milliken Ave	III	0.3	\$4,500
Banyan St	Milliken Ave	Bluegrass Ave	II	1.51	\$75,500
Banyan St	East Ave	Young's Cnyn Rd	III	0.96	\$14,400
Base Line Rd	W City Limit	Rochester Ave	II	6.2	\$310,000
Base Line Rd	Rochester Ave	Day Creek Blvd	III	0.96	\$14,400
Base Line Rd	Day Creek Blvd	I-15	II	2.63	\$131,500
Carnelian St	Almond St	19th St	III	2.02	\$30,300
Charleston St	Melno St	Fairmont Way	I	0.23	\$230,000
Church St	Archibald Ave	Center St	III	0.74	\$11,100
Church St	Rochester Ave	Victoria Gardens Ln	II	1	\$50,000
Church St	Center St	Haven Ave	II	0.26	\$13,000
Church St	Haven Ave	Rochester Ave	III	1.97	\$29,550
Coyote Dr	Day Creek Blvd	Duncaster Pl	II	0.18	\$9,000
Cucamonga Creek Channel	Demens Channel	19th St	I	0.38	\$380,000
Cucamonga Creek Ch.	Base Line Rd	Foothill Blvd	I	1.14	\$1,140,000
Day Creek Blvd	Coyote Dr	2000' s/o Foothill Blvd	II	5.68	\$284,000
Day Creek Blvd	2000' s/o Foothill Blvd	Rochester Ave	III	0.35	\$5,250
Deer Creek Channel	Fourth St	Highland Ave	I	0.66	\$660,000
Deer Creek Channel	Base Line Rd.	Highland Ave	I	1.08	\$1,080,000
Demens Channel	Cuc. Creek Channel	n/o Hillside Rd.	I	2.01	\$2,010,000
East Ave	Wilson Ave	Banyan St	III	0.49	\$7,350
East Ave	Banyan Ave	SR-210	II	0.46	\$23,000
East Ave	SR-210	Victoria St	III	0.56	\$8,400
East Ave	Victoria St	I-15	II	0.46	\$23,000
East Ave	I-15	Foothill Blvd	III	1	\$15,000
Elm Ave Bike Path	Town Center Dr	Rochester Ave	I	1.77	\$1,770,000
Etiwanda Ave	Wilson Ave	Base Line Rd	III	2.02	\$30,300
Etiwanda Ave	Base Line Rd	250' s/o Church St	II	0.53	\$26,500
Etiwanda Ave	250' s/o Church St	Foothill Blvd	III	0.44	\$6,600
Fairmont Way	Charleston St	Victoria Park Ln	II	0.06	\$3,000

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Street/Path	From	To	Class	Mileage	Est. Cost
Fairmont Way	Highland Ave	Kenyon Wy	III	0.09	\$1,350
Foothill Blvd	Vineyard Ave	Rochester Ave	III	7.5	\$112,500
Foothill Blvd	Rochester Ave	I-15	II	1.5	\$75,000
Foothill Blvd	I-15	Etiwanda Ave	III	1	\$15,000
Foothill Blvd	Etiwanda Ave	East Ave	II	1.04	\$52,000
Haven Ave	SR-210	4th St	II	8.04	\$402,000
Haven Ave	N City Limit	SR-210	III	2.39	\$35,850
Highland Ave	San Benito Ave	Fairmont Wy	I	0.34	\$340,000
Highland Ave	Woodruff Pl	350' w/o Rufino Pl	III	0.31	\$4,650
Highland Ave	350' w/o Rufino Pl	Day Creek Blvd	II	0.74	\$37,000
Highland Ave	Day Creek Blvd	680' e/o Etiwanda Ave	III	0.9	\$13,500
Highland Ave	680' e/o Etiwanda Ave	225' e/o DiCarlo Pl	II	0.33	\$16,500
Highland Ave	225' e/o DiCarlo Pl	East Ave	III	0.13	\$1,950
Kenyon Wy	Fairmont Wy	Woodruff Pl	III	0.34	\$5,100
Loyloa Ct	Deer Creek Channel	Alberta Pl	I	0.05	\$50,000
Malaga Dr	Church St	Rochester Ave	II	0.32	\$16,000
Miller Ave	Victoria Gardens Ln	I-15	II	0.27	\$13,500
Milliken Ave	Wilson Ave	SR-210	II	1.39	\$69,500
Milliken Ave	SR-210	Fairmont Wy	III	1.27	\$19,050
Milliken Ave	Fairmont Wy	Base Line Rd	II	0.76	\$38,000
Milliken Ave	Base Line Rd	Arrow Route	III	3.14	\$47,100
Milliken Ave	Arrow Route	6th St	II	2.04	\$102,000
Milliken Ave	6th St	450' s/o 5th St	III	0.68	\$10,200
Milliken Ave	450' s/o 5th St	4th St	II	0.32	\$16,000
Pacific Electric Trail	Grove Ave	I-15	I	7.44	\$7,440,000
Rochester Ave	Victoria Park Ln	Base Line Rd	III	0.47	\$7,050
Rochester Ave	Base Line Rd	Foothill Blvd	II	1.03	\$51,500
Rochester Ave	Foothill Blvd	Arrow Route	III	0.5	\$7,500
Terra Vista Pkwy	Church St	Spruce Ave	III	0.41	\$6,150
Terra Vista Pkwy	Spruce Ave	Milliken Ave	II	0.53	\$26,500
Terra Vista Pkwy	Milliken Ave	Church St	III	0.73	\$10,950
Victoria Gardens L	Church St	Day Creek Blvd	II	0.81	\$40,500
Victoria Park Ln	Fairmont Way	Church St	II	4.9	\$245,000
Wardmand Bullock Rd/Youngs Canyon Rd	Wilson Ave	Cherry Ave	II	1.74	\$87,000
Wilson Ave	Carnelian St	Archibald Ave	III	1.33	\$19,950
Wilson Ave	High Meadow Pl	Milliken Ave	II	0.13	\$6,500
Wilson Ave	Day Creek Blvd	Etiwanda Ave	III	0.76	\$11,400
Wilson Ave	Archibald Ave	Haven Ave.	II	1	\$50,000
Wilson Ave	Haven Ave	High Meadow Pl	III	0.84	\$12,600
Woodruff Pl	Highland Ave	Kenyon Way	III	0.15	\$2,250
			Total	111.49	\$14,555,750

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.70: above constitute a significant investment into the non-motorized transportation infrastructure of Rancho Cucamonga. Based on planning level estimates, the value of the improvements implemented throughout the City is \$18,325,750.

Proposed Improvements

Rancho Cucamonga boasts an extensive network of non-motorized improvements. Future improvements to the non-motorized network continue to build additional connectivity throughout the system. Most future improvements focus on further development of additional Class II facilities, including the upgrade of most existing Class III facilities to Class II standards. However, the City also proposes to construct two additional Class I facilities—along portions of Etiwanda Ave. and Wilson Ave—as well as provide for several new Class III corridors. A table of future improvements is included in Table 5.71: below.

Table 5.71:

Rancho Cucamonga Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
19th St	W. City Limit	San Benito Ave	II	3.59	\$179,500
4th St	Cucamonga Channel	I-15 off ramps	II	6.19	\$309,500
6th St	Hellman Ave	Etiwanda Ave.	II	6.45	\$322,500
Archibald Ave	Banyan Ave	Lemon Ave	II	0.24	\$12,000
Archibald Ave	Base Line Rd	4th St	II	3.03	\$151,500
Arrow Route	Grove Ave	Hellman Ave	II	1.5	\$75,000
Banyan St	Fredericksburg Ave.	Milliken Ave.	II	0.3	\$15,000
Banyan St	Bluegrass Ave	East Ave	II	0.99	\$49,500
Banyan St	East Ave	Young's Cnyn Rd	II	0.96	\$48,000
Banyan St	Sapphire St	Haven Ave	III	2.89	\$43,350
Base Line Rd	Rochester Ave	Day Creek Blvd	II	0.96	\$48,000
Carnelian St	Almond St	19th St	II	2.02	\$101,000
Church St	Archibald Ave	Center St.	II	0.74	\$37,000
Church St	Haven Ave	Rochester Ave.	II	1.97	\$98,500
Church St	Hellman Ave	Archibald Ave.	III	0.5	\$7,500
Cuc. Crk. Channel	4th St	Foothill Blvd	I	2.21	\$2,210,000
Cuc. Crk. Channel	Demens Channel	Almond St	I	1.76	\$1,760,000
Day Creek Blvd	2000' s/o Foothill Blvd	Rochester Ave	II	0.35	\$17,500
Day Creek Channel	Banyon St	Jack Benny Dr	I	2.9	\$2,900,000
Deer Creek Channel	Base Line Rd	4th St	I	3.18	\$3,180,000
East Ave	Wilson Ave	Banyan St	II	0.49	\$24,500
East Ave	SR-210	Victoria St	II	0.53	\$26,500
East Ave	I-15	Foothill Blvd	II	0.94	\$47,000

Street/Path	From	To	Class	Mileage	Est. Cost
Etiwanda Ave	Wilson Ave	Base Line Rd	I	2.02	\$2,020,000
Etiwanda Ave	250' s/o Church St	4th St	II	2.45	\$122,500
Foothill Blvd	Grove Ave	Rochester Ave	II	9.61	\$480,500
Foothill Blvd	I-15	Etiwanda Ave.	II	0.8	\$40,000
Haven Ave	N. City Limit	SR-210	II	2.35	\$117,500
Hellman Ave	Hillside Rd	6th St	III	4.83	\$72,450
Hermosa Ave	Hillside Rd	Foothill Blvd	III	3.27	\$49,050
Hermosa Ave	Foothill Blvd	4th St	II	2	\$100,000
Highland Ave	Woodruff Pl	350' w/o Rufino Pl	II	0.44	\$22,000
Highland Ave	Day Creek Blvd	680' e/o Etiwanda Ave	II	0.77	\$38,500
Highland Ave	225' e/o DiCarlo Pl	East Ave	II	0.13	\$6,500
Highland Ave	Beryl St	Hermosa Ave	III	1.33	\$19,950
Hillside Rd	Sapphire St	Hermosa Ave	III	2.39	\$35,850
Milliken Ave	SR-210	Fairmont Wy	II	1.22	\$61,000
Milliken Ave	Base Line Rd	Arrow Route	II	3.12	\$156,000
Milliken Ave	6th St	450' s/o 5th St	II	0.66	\$33,000
Rochester Ave	Highland Ave	Base Line Rd	II	1	\$50,000
Rochester Ave	Foothill Blvd	6th St	II	1.3	\$65,000
Sapphire St	Hillside Rd	19th St	II	1.53	\$76,500
Terra Vista Pkwy	Church St	Spruce Ave	II	0.41	\$20,500
Terra Vista Pkwy	Milliken Ave	Church St	II	0.72	\$36,000
Wilson Ave	Carnelian St	Archibald Ave.	II	1.33	\$66,500
Wilson Ave	Haven Ave	High Meadow Pl.	II	0.84	\$42,000
Wilson Ave	Day Creek Blvd	Cherry Ave	I	2.87	\$2,870,000
Wilson Ave	Milliken Ave	Day Creek Blvd	II	1.25	\$62,500
			Total	94.34	\$20,377,150

When complete, the City will have constructed an additional 93.58 miles of Class I, II and Class III facilities, providing additional internal connectivity to the residents of Rancho Cucamonga and increased connectivity to communities in the West San Bernardino Valley.

The list of priority improvements for the City of Rancho Cucamonga is located in Table 5.72: below. The priority list includes additional connectivity to and from the Pacific Electric Trail and Day Creek Trail.

Table 5.72:
Priority Improvements

Street/Path	From	To	Class	Mileage	Cost
Pacific Electric Connector	Pacific Electric Trail	Day Creek Channel Trail	I	0.25	\$250,000
Pacific Electric Trailhead	Etiwanda Ave.	1,000 ft east	I	0.23	\$230,000
Day Creek Trail	Pacific Electric Trail	Highland Ave.	I	0.66	\$660,000
Deer Creek Channel	Base Line Rd	4th St	I	3.18	\$3,180,000
			Total	4.32	\$4,320,000

Municipal Code

The City of Rancho Cucamonga municipal code includes the following two provisions governing the provision of non-motorized infrastructure:

Bicycle Storage: Bicycle storage spaces shall be provided in all multi-family residential projects of more than 10 units, commercial, office, and industrial districts in accordance with the following:

- Minimum spaces equal to 5 percent of the required automobile parking spaces or 3 bicycle storage spaces, whichever is greater. After the first 50 bicycle storage spaces are provided, additional storage spaces required are 2.5 percent of the required automobile parking spaces.
- Warehouse distribution uses shall provide bicycle storage spaces at a rate of 2.5 percent of the required automobile parking spaces with a minimum of a 3-bike rack.
- In no case shall the total number of bicycle parking spaces required exceed 100. Where this results in a fraction of 0.5 or greater, the number shall be rounded off to the higher whole number.

Bicycle and Other Two-Wheel Vehicular Facilities.

For developments with at least 40 total parking spaces, required on-site parking may be reduced at a rate of 1 automobile parking space per 4 spaces of bicycle storage, up to 50 automobile parking spaces or 10 percent of the total required on-site parking, whichever is less, where locker rooms and showers are provided for employees to promote bicycle commuting.

The standard related to Bicycle and other Two-Wheel Vehicular Facilities only applies to Industrial Districts, and is aimed at promoting bicycle commuting where locker rooms and showers are provided.

End of Trip Facilities

The City of Rancho Cucamonga has bike lockers at the Rancho Cucamonga Metrolink Station and bike racks dispersed throughout the City.

Multimodal Connectivity

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

Table 5.73:

Location of Multi-Modal Connections

Facility	Facility Type	Facility Location
Rancho Cuc. Metrolink Station	Train Station	11208 Azusa Court
City-wide Bus Stops	Bus Stops	Throughout City
Base Line PNR Lot	Ride Share Lot	13231 Baseline Rd.
Highland Ave Church PNR Lot	Ride Share Lot	9944 Highland Ave.

Collisions Involving Bicyclists

Table 5.74:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	91
Total # of Bicycle Fatalities from 2005-2009	3
Average # of Bicycle Collisions Per Year	18.2
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 Rancho Cucamonga and the San Bernardino County Sherriff hold an annual safety program for children called the Ron Ives Bicycle Rodeo, with a goal to increase bicycle awareness and education among young riders.

City of Redlands

Population

71,926

City Overview

The City of Redlands was incorporated in November 1888 and comprises an area of approximately 37.5 square miles in the East San Bernardino Valley. The early migration to Redlands as a wintering place for well to do Midwestern and Easterners, created a rich diversity in architecture. The City continues to be a beautiful community, composed of historic Victorian, California Craftsman, Classic Revival, and Mission Revival style homes.

At the heart of the City, and framed by the San Bernardino Mountains, the University of Redlands contains a number of classic buildings and is connected by tree-lined greens. Additionally, the City is home to ESRI Corporation which is a leader in Geographic Information Systems (GIS) technology.

Land Use

The City's General Plan Growth Management Element establishes limitations on future development and land use. This grew out of the first growth management voter initiative; Proposition R, which was first passed by Redlands voters in 1978. Proposition R was later amended by Measure N (a zoning ordinance) in 1987. This policy restricts the development of residential dwelling units to 400 units a year within the city, and the extension of utilities to 150 units per year outside of the existing city limits (within the Sphere of Influence, and therefore in the County of San Bernardino's jurisdiction.

Measure U, adopted by voters in 1997, further articulated growth management policies. This General Plan Amendment reinforced and modified certain provisions of Measure N, adopted Principles of Managed Growth, and reduced the development density of San Timoteo and Live Oak canyons by creating a new land use category: Resource Preservation. Under Measure U, no land designated by the General Plan as Urban Reserve as of June 1, 1987, is to be re-designated for a higher density than RE designation unless specified findings are made by a four-fifths vote of the City Council.

Existing Conditions:

There are several segments on non-contiguous portions of the Orange Blossom Trail totaling 0.35 miles constructed.

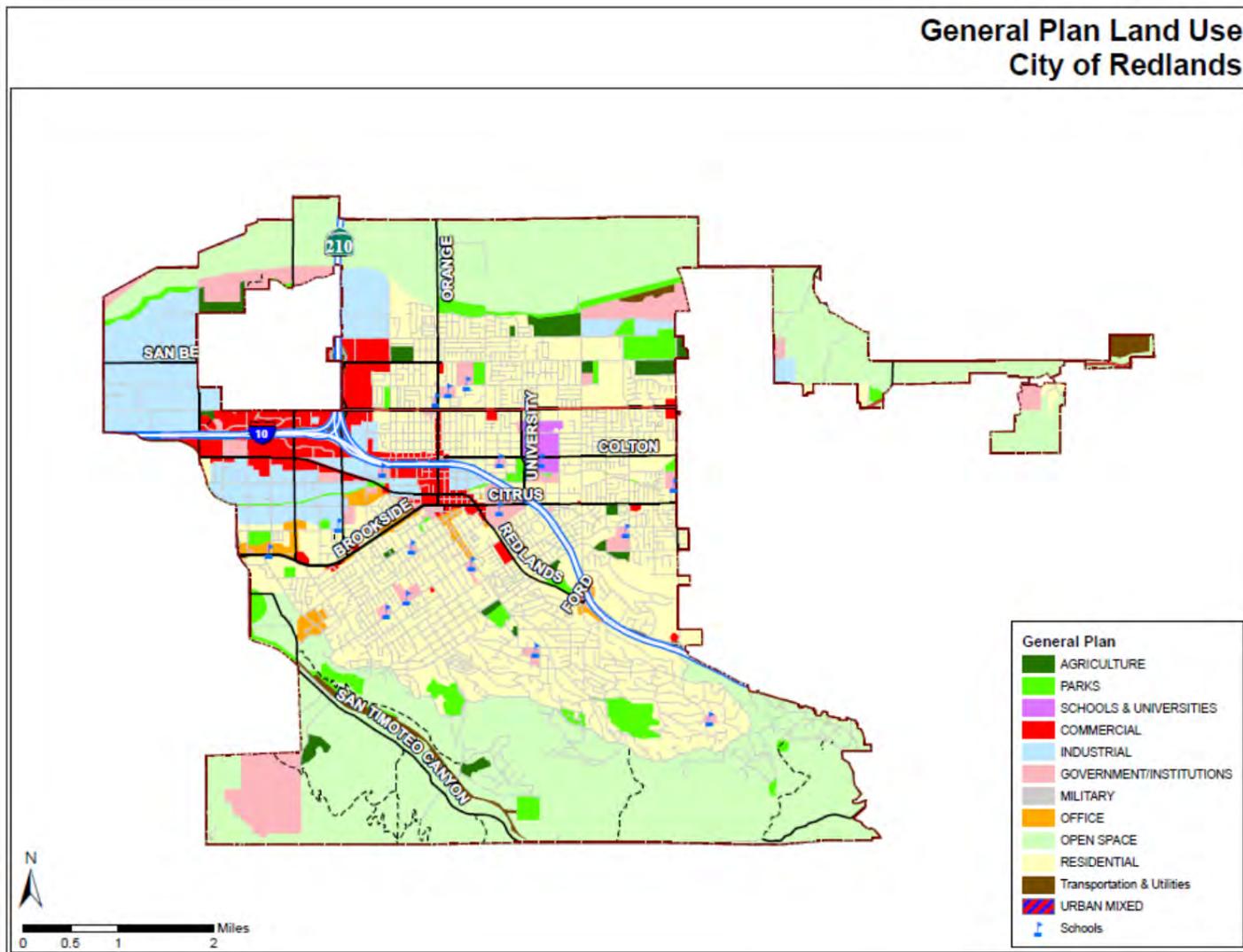


Figure 5.33

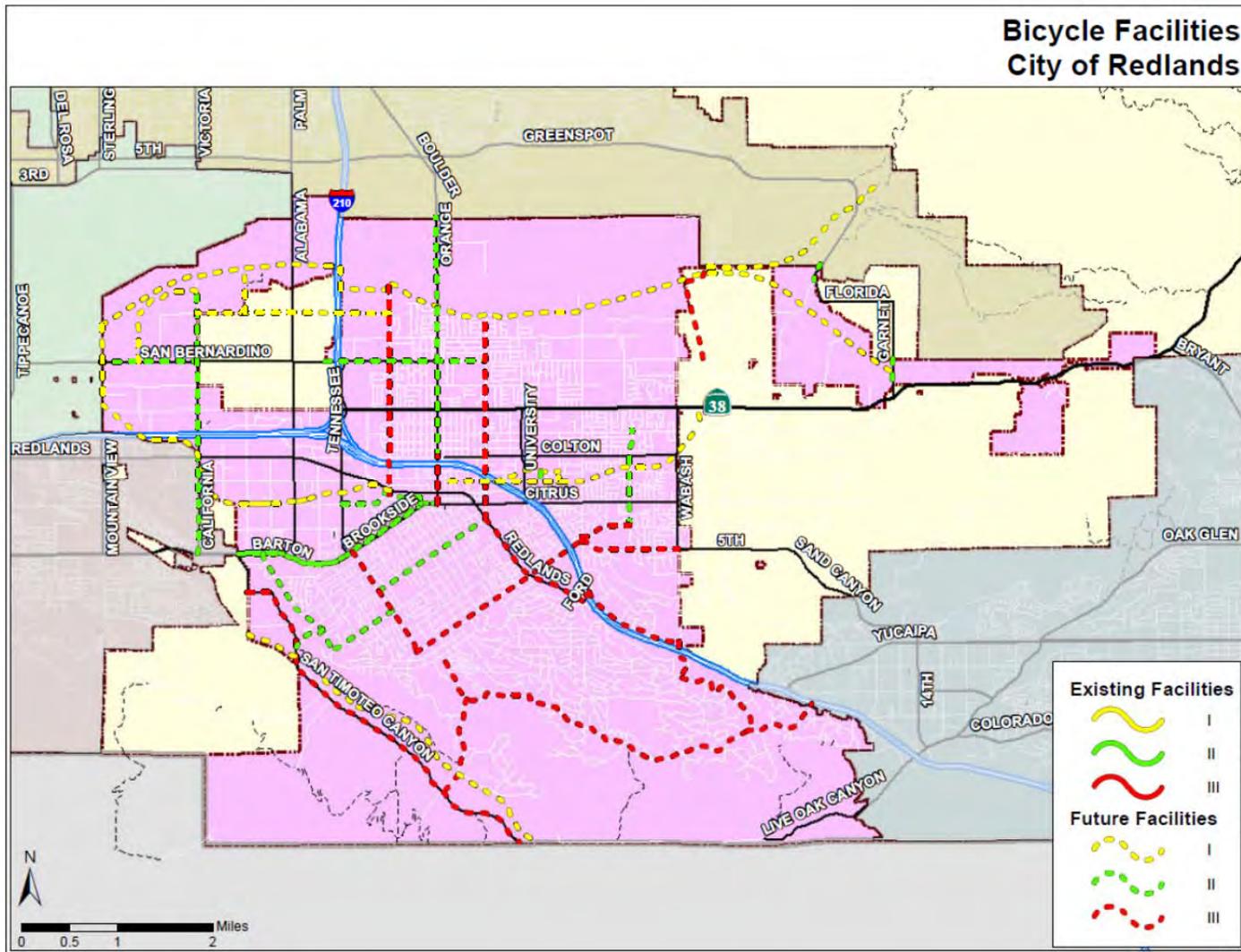


Figure 5.34

Table 5.75:

Redlands Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Orange Blossom Trail	Nevada St	Iowa St	I	0.24	\$240,000
Orange Blossom Trail	Alabama St	0.12m e/o Alabama St	I	0.11	\$110,000
			Total	0.35	\$350,000

Table 5.76:

Redlands Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
5th Ave	Ford St	Wabash Ave	III	1.01	\$15,150
Alessandro Rd	Crescent Ave	San Timoteo Canyon Rd	III	1.61	\$24,150
Alta Vista Dr	Outer Highway 10	Sunset Dr	III	0.84	\$12,600
Barton Rd	San Timoteo Cryn Rd	San Mateo Rd	II	2.47	\$123,500
Brookside Ave	San Mateo Rd	Orange St	II	2.09	\$104,500
California St	Mill St	Barton Rd	II	2.72	\$136,000
Center St	Orange Blossom Trail	State St	III	0.03	\$450
Church St	Santa Ana River Trail	Redlands Blvd	III	2.14	\$32,100
Cypress Ave	Smiley Heights Dr	San Mateo Rd	II	0.73	\$36,500
Dearborn St	Brockton Ave	Highland Ave	II	1	\$50,000
East Valley Corridor Multi-Purpose Trail	San Bernardino Ave	California St	I	1.23	\$1,230,000
Eureka St	State St	Brookside Ave	II	0.06	\$3,000
EW East Valley Corridor Bikeway	California St	Texas St	I	2	\$2,000,000
Fern Ave	San Mateo Rd	Church St	II	1.34	\$67,000
Fern Ave	San Timoteo Cyn Rd	Terracina Blvd	II	0.37	\$18,500
Ford St	Highland Ave	5th St	III	0.05	\$750
Ford St	Reservoir Rd	Redlands Blvd	III	0.11	\$1,650
Garnet Ave	City Limit	City Limit, n/o SR-38	II	0.27	\$13,500
Grove St	Zanja Creek Trail	Orange Blossom Trail	I	0.11	\$110,000
Highland Ave	San Mateo Rd	Ford St	III	2.08	\$31,200
Highland Ave	Ford St	Dearborn St	III	0.53	\$7,950

Street/Path	From	To	Class	Mileage	Est. Cost
NS East Valley Corridor Bikeway	Santa Ana River Trail	EW East Valley Corridor Bikeway	I	0.46	\$460,000
Opal Ave	Santa Ana River Trail	San Bernardino Ave	III	1.04	\$15,600
Orange Blossom Trail	Iowa St	Alabama St	I	0.25	\$250,000
Orange Blossom Trail	0.12m e/o Alabama St	Opal Ave	I	0.92	\$920,000
Orange Blossom Trail	Mountain View	Nevada St	I	5.92	\$5,920,000
Orange St	N. City Limit	Colton Ave	II	2.49	\$124,500
Orange St	Colton Ave	Citrus Ave	III	0.5	\$7,500
Redlands Blvd	Fern Ave	Ford St	III	1.37	\$20,550
Reservoir Rd	Ford St	Wabash Ave	III	1.11	\$16,650
San Bernardino Ave (less hole)	Mountain View	Church St	II	2.67	\$133,500
San Mateo St	Brookside Ave	Highland Ave	III	1.25	\$18,750
San Timoteo Canyon Rd	Barton Rd	Live Oak Rd	III	4.17	\$62,550
San Timoteo Creek Trail	Beaumont Ave	S. City Limit	I	3.87	\$3,870,000
Santa Ana River Trail	Mountain View	Greenspot Rd	I	11.36	\$11,360,000
State St	Texas St	Eureka St	II	0.32	\$16,000
State St.	Tennessee St	Eureka St	II	0.55	\$27,500
Sunset Dr N	Golden West Dr	Alta Vista Dr	III	1.15	\$17,250
Sunset Dr S	Alessandro Rd	Alta Vista Dr	III	3.41	\$51,150
Terracina Blvd	Barton Rd	Smiley Heights Dr	II	1.26	\$63,000
Texas St	Santa Ana River Trail	South of Stuart Ave	III	2.08	\$31,200
Wabash Ave	Reservoir Rd	Sundset Dr	III	0.43	\$6,450
Zanja Creek Trail	Orange Blossom Trail	Grove St	I	0.69	\$690,000
Zanja/Orange Connect	Zanja Creek Trail	Orange Blossom Trail	II	0.1	\$5,000
			Total	70.16	\$28,105,650

Proposed Improvements

Future improvements to the non-motorized network for the City of Redlands will create a grid of non-motorized infrastructure. Additionally, a significant investment in Class I Bikeways will provide a number of access controlled, higher speed corridors for citizens and bike commuters in the City. Future improvements focus on a balanced approach to the development of Class I, Class II and Class III facilities. All proposed future improvements are included in Table 5.76: above.

The priority for the City of Redlands is completion of the Orange Blossom Trail. This non-trail will serve as a critical component of the City's non-motorized trail system. When the entire system is completed, the City will have constructed an additional 70.48 miles of Class I, Class II and Class III, providing internal connectivity to the residents of Redlands and establishing connections to the non-motorized networks of adjacent cities including, Highland and Loma Linda and the County of San Bernardino.

Table 5.77:

Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Orange Blossom Trail	Mountain View	Opal Ave.	I	7.47	\$7,470,000
			Total	7.47	\$7,470,000

Municipal Code

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

Multimodal Connectivity

Table 5.78:

Location of Multi-Modal Connections

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

Collisions Involving Bicyclists

Table 5.79:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	95
Total # of Bicycle Fatalities from 2005-2009	2
Average # of Bicycle Collisions Per Year	19.0
Average Bicycle Collision Rate per 1000/year ¹	0.27

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 Redlands Police Department participates in an annual community bicycle giveaway program that includes providing training on bicycle safety, providing bicycle helmets and safety gear and bicycles to needy families within the City.

City of Rialto

Population

100,260

City Overview

The City of Rialto is located in the central San Bernardino Valley. The City shares its boundaries with the cities of Colton, Fontana and San Bernardino as well as unincorporated areas of Riverside and San Bernardino counties. The City is four miles wide and 8.5 miles long and comprises an incorporated area of 28 square miles.

Land Use

Rialto's land use pattern is defined by nearly 100 years of historical growth. The historic downtown and surrounding older neighborhoods, with smaller residential lots and small central business district provide a walkable urban core. Suburban tract homes from the 1950s and 1960s, away from downtown, have defined much of the City. Newer residential neighborhoods have filled the northern areas.

Commercial uses are focused along Foothill Boulevard, Riverside Avenue, Valley Boulevard and Baseline Road. These corridors and intersections, along with downtown, constitute the City's major commercial areas.

Existing Conditions:

Rialto has experienced growth in its non-motorized bicycle network since the last update to the Non-Motorized Transportation Plan. The City has completed a number of Class II improvements in the northern area of the City and it has built a 1.5 mile segment of Class I facility along Cactus Ave. In total, the City has 1.5 miles of Class I and 10.4 miles of Class II

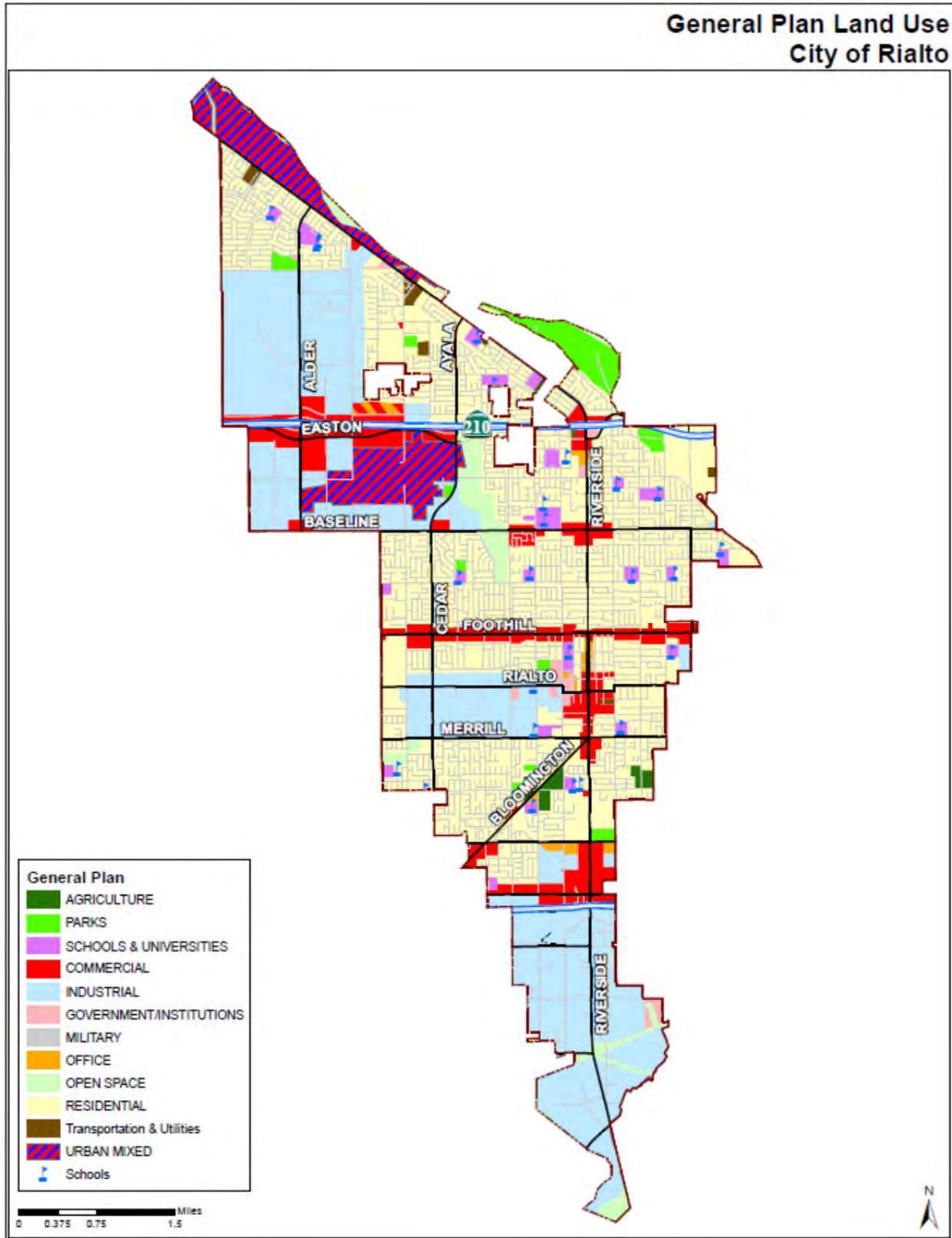


Figure 5.35

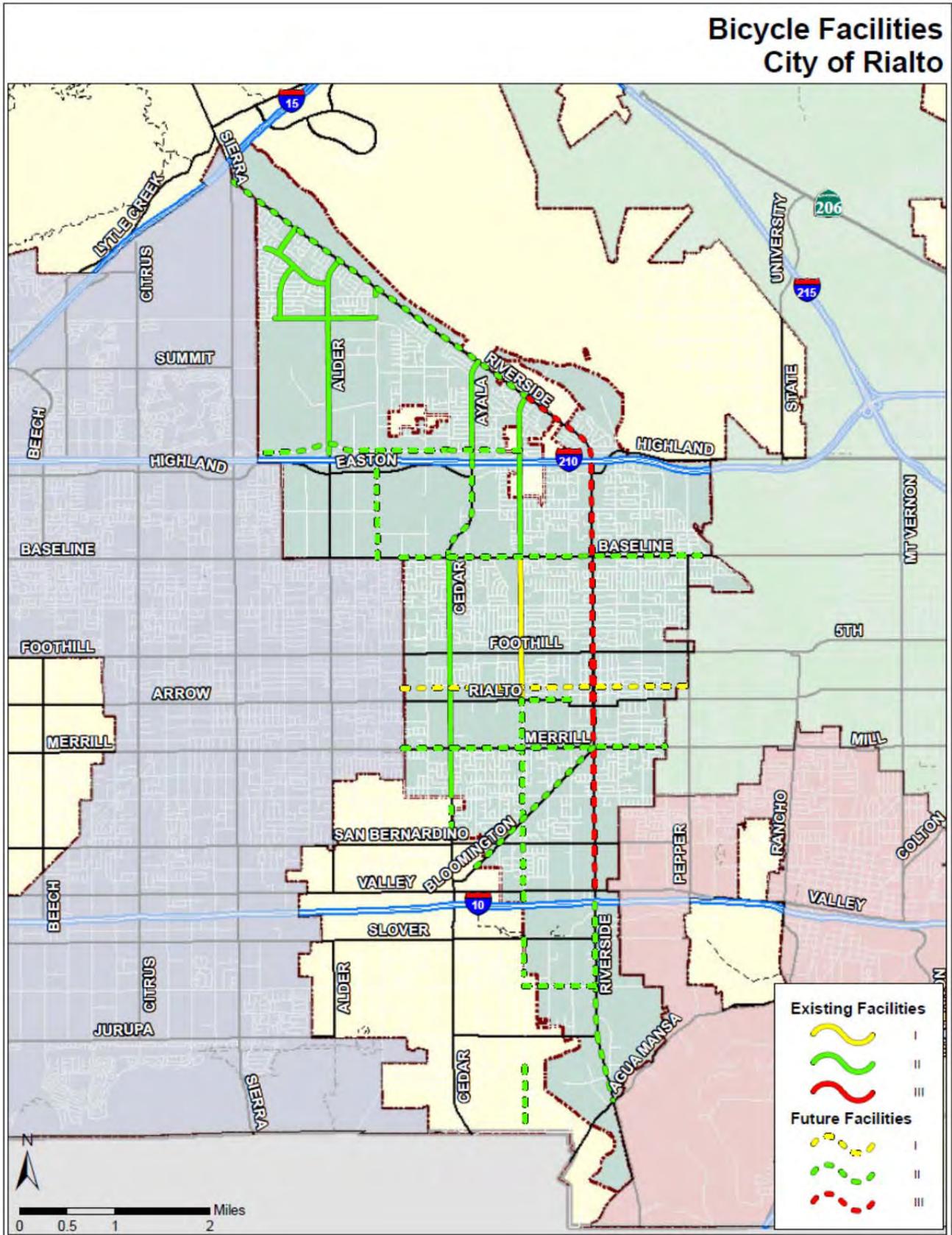


Figure 5.36

Table 5.80:

Rialto Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Alder Ave	SR-210	Casa Grande Dr	II	2.05	\$102,500
Ayala Dr	Riverside Ave	SR-210	II	1.05	\$52,500
Cactus Ave	Baseline Ave	Bonhart Ave	II	1.5	\$75,000
Cactus Ave	Base Line Rd	Rialto Ave	I	1.5	\$1,500,000
Casa Grande Dr	Ponderosa Ave	Locust Ave	II	1.05	\$52,500
Cedar Ave	Base Line Rd	Randall Ave	II	2.5	\$125,000
Country Club Dr	Riverside Ave	Bohnert Ave	II	0.19	\$9,500
Live Oak Ave	Riverside Ave	Terra Vista Dr	II	0.64	\$32,000
Locust Ave	Riverside Ave	Buena Vista Dr	II	0.07	\$3,500
Palmetto Ave	Terra Vista Dr	Casa Grande Dr	II	0.59	\$29,500
Terra Vista Dr	Dove Tree Ave	Alder Ave	II	0.76	\$38,000
			Total	11.9	\$2,020,000

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.80: above constitute a significant investment into the non-motorized transportation infrastructure of Rialto. Based on planning level estimates, the value of the improvements implemented throughout the City is \$2,020,000.

Table 5.81:

Rialto Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Ayala Dr	I 210	Baseline Rd	II	1.09	\$54,500
Baseline Rd	Maple	E City Limit	II	3.25	\$162,500
Bloomington Ave	Larch St	Riverside Ave	II	1.76	\$88,000
Cactus Ave	Rialto Ave	Manila St	II	3.16	\$158,000
Casmalia Ave	Mango Ave	Cedar Ave	II	2.03	\$101,500
Casmalia Ave	Cedar Ave	Cactus Ave	II	0.75	\$37,500
Cedar Ave	Sequoia Ave	S of Miramont St	II	0.31	\$15,500
Locust Ave	Casmalia Ave	Baseline Rd	II	1.12	\$56,000
Merrill Ave	Maple Ave	Eucalyptus Ave	II	2.75	\$137,500
Pacific Electric Trail	Maple	Pepper	I	3.0	\$3,000,000
Rialto Ave	Cactus Ave	Willow Ave	II	0.5	\$25,000
Riverside Ave	Sierra Ave	Cactus Ave	II	3.85	\$192,500
Riverside Ave	Cactus Ave	I-10	III	6.24	\$93,600
Riverside Dr	I-10	Agua Mansa	II	2.08	\$104,000
Santa Ana Ave	Cactus Ave	Riverside Ave	II	0.75	\$37,500
			Total	32.64	\$4,263,600

Table 5.82:

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

Proposed Improvements

Future improvements to the non-motorized network for the City of Rialto 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. The marquee future improvement is the eastern extension of the Pacific Electric Trail through the City. A table of future improvements is included in Table 5.82: above.

At this time the Rialto does not have a priority list of improvements. When complete, however, the City will have constructed an additional 32.64 miles of Class I, II and III, providing a significant upgrade to the density and connectivity of the bicycle network in the City.

Municipal Code

Rialto Municipal Code 18.59.030 - Design standards - provides the following requirements related to pedestrian access and circulation:

The following design standards shall be incorporated into the precise plan of design approval process for all new and revised nonresidential and multifamily developments of ten or more units, except as specifically provided below:

- A. Bicycle parking facilities to include bicycle racks and/or secured bicycle lockers shall be provided at a rate of one bicycle space per thirty parking spaces with a minimum requirement of three bicycle spaces.
- B. On-site pedestrian walkways and bicycle facilities shall be provided connecting each building in a development to public streets.
- C. A minimum of one shower facility accessible to both men and women shall be provided for persons bicycling or walking to work for all new nonresidential development meeting the city's adopted congestion management plan (CMP) thresholds of two hundred fifty or more peak hour trips.
- J. The city will participate in the implementation of the adopted countywide bicycle plan to conform with Southern California Associated Governments (SCAG) Regional Mobility Element.

K. Sidewalks shall be installed or widened when possible, as approved by the city engineer, to accommodate pedestrians

End of Trip Facilities

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

Multimodal Connectivity

Table 5.83:

Multimodal Connections

Facility	Facility Type	Facility Location
Rialto Metrolink Station	Train Station	Riverside Dr.
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.84:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	67
Total # of Bicycle Fatalities from 2005-2009	4
Average # of Bicycle Collisions Per Year	13.4
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 City of Rialto does not currently participate in any bicycle safety or education programs.

City of San Bernardino

Population

204,800

City Overview

The City of San Bernardino is the largest City and the county seat of San Bernardino County, California. The City encompasses approximately 81 square miles at the heart of the central San Bernardino Valley. The City also serves as the gateway to the High Desert and Mountains areas of the County.

Land Use

The City's housing stock is on average older than most of the rest of the San Bernardino Valley. However, a significant amount of new housing has been added to the northwest area of the City known as Verdemon. Most of the City's housing stock is clustered around I-215 and SR-210, while commercial and industry tends to be located south of Highland Avenue.

San Bernardino is one of the employment hubs for San Bernardino County, as it is one of the few San Bernardino County cities with a downtown. The government sector is the single largest employment sector for the city, with the City of San Bernardino, County of San Bernardino, Caltrans, Omnitrans, California State University, and the San Bernardino City School District among the city's largest employers. The City is also home to the Burlington Northern Santa Fe (BNSF) intermodal railyard and the former Norton Air Force Base, which is currently being redeveloped as the San Bernardino International Airport.

Existing Conditions:

The City of San Bernardino has experienced growth in its non-motorized bicycle network since the last update to the Non-Motorized Transportation Plan. The City has completed one segment of the Santa Ana River Trail, a Class I trail that will ultimately connect the San Bernardino Mountains to the Pacific Ocean.

The City has also constructed a number of Class II improvements, mostly in the northern residential neighborhoods the City. In total, the City contains 16.26 miles of bicycle infrastructure within its limits, 1.48 miles of Class I and 14.78 miles of Class II.

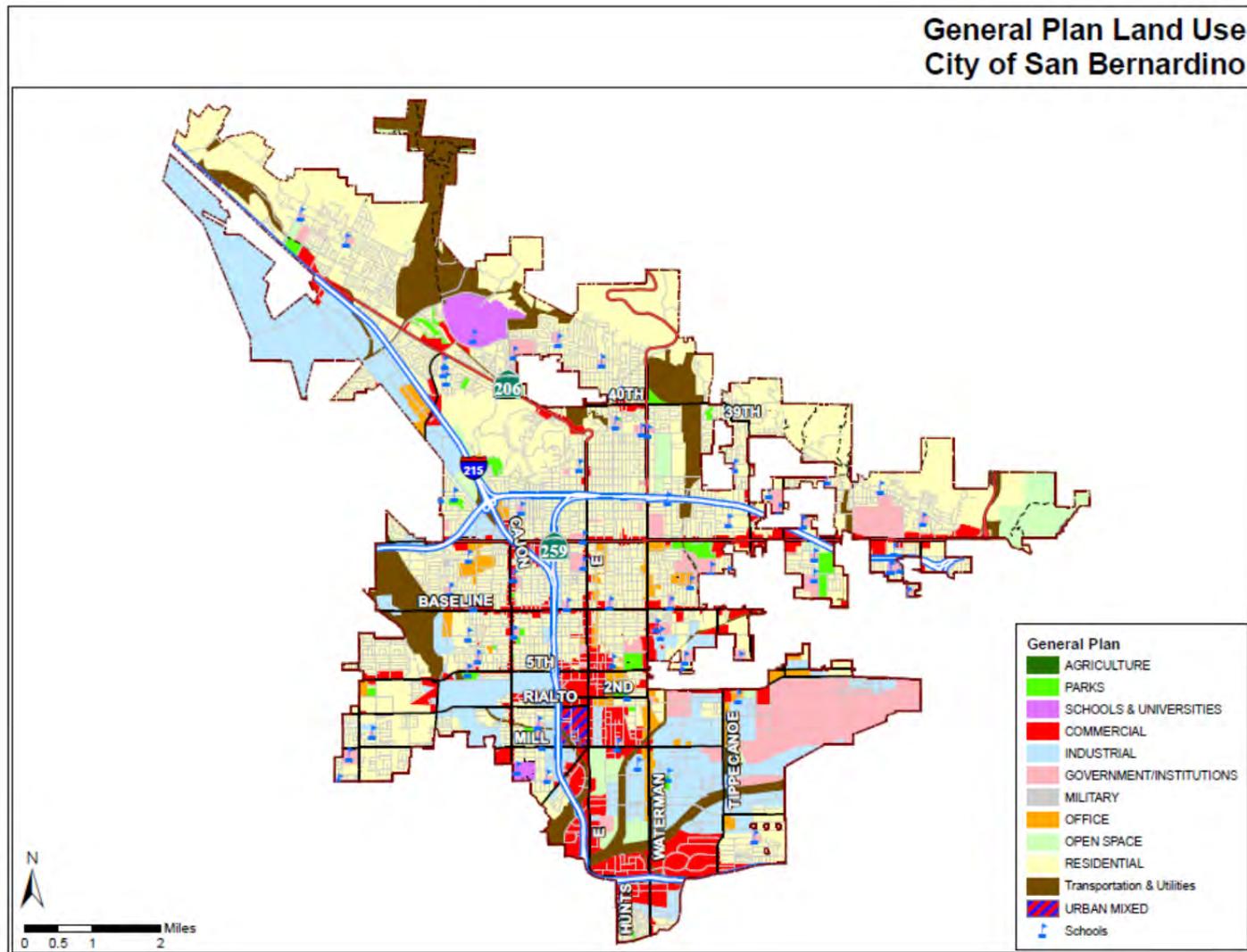


Figure 5.37

Bicycle Facilities City of San Bernardino

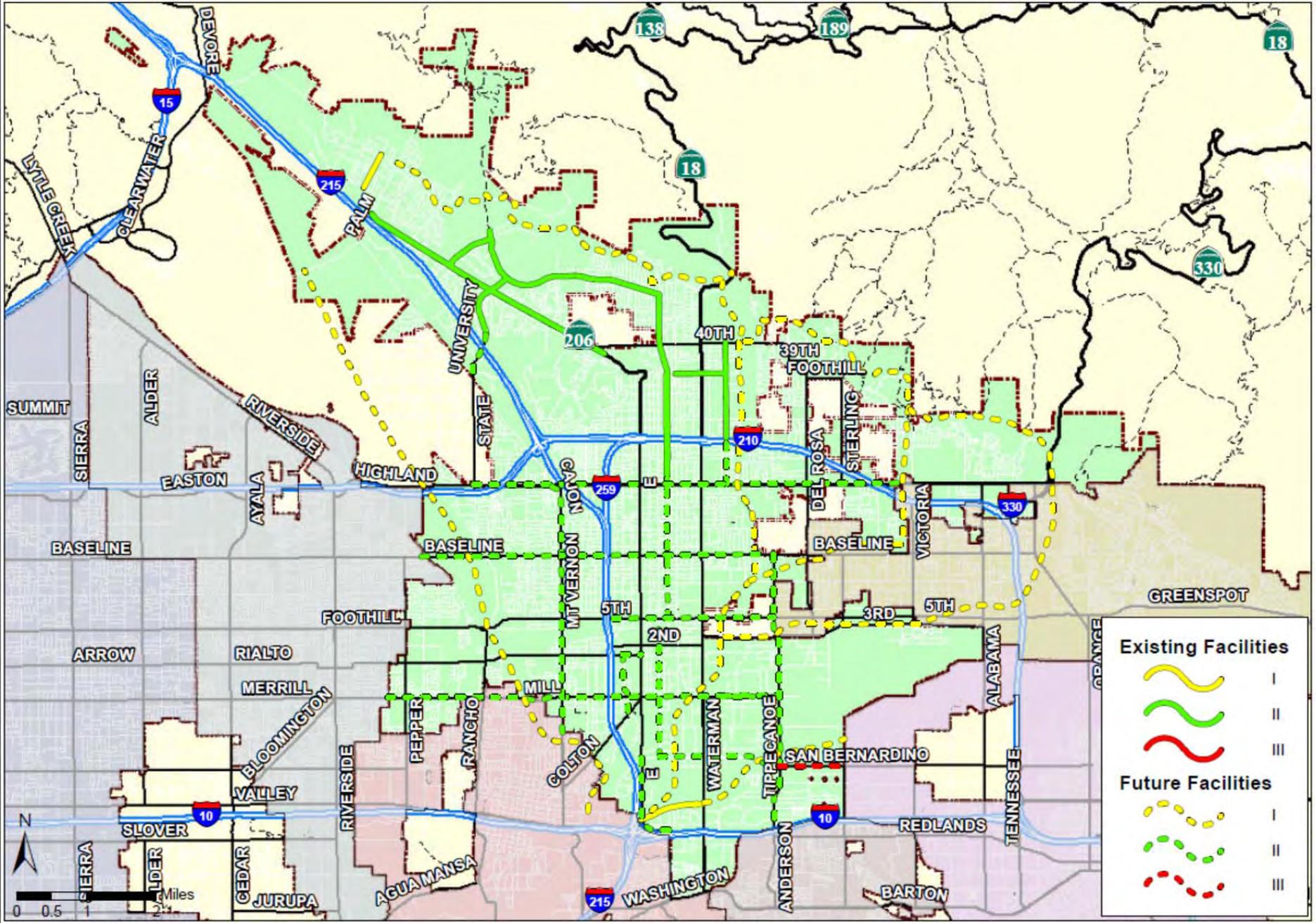


Figure 5.38

Table 5.85:

San Bernardino Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Campus Pkwy	Kendall Dr	Northpark Blvd	II	0.72	\$36,000
Chestnut Ave Bike Path	Ohio Ave	Irvington Ave	I	0.53	\$530,000
Electric Ave	Northpark Blvd	Mountain View Ave	II	1.07	\$53,500
Kendall Dr	Palm Ave	Shandin Hills Cr	II	3.89	\$194,500
Mountain View Ave	Electric Ave	23rd St	II	3.06	\$153,000
Northpark Blvd	Campus Pkwy	Electric Ave	II	2.99	\$149,500
Parkdale Dr	Sierra Wy	Valencia Ave	II	0.71	\$35,500
Santa Ana River Trail	W. City Limit	Waterman Ave	I	0.95	\$950,000
University Pkwy	Northpark Blvd	Varsity Ave	II	1	\$50,000
Valencia Ave	40th St	30th St	II	1.34	\$67,000
			Total	16.26	\$2,219,000

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.85: above constitute a significant investment into the non-motorized transportation infrastructure of San Bernardino. Based on planning level estimates, the value of the improvements implemented throughout the City is \$2,219,000.

Proposed Improvements

Future improvements to the non-motorized network for the City of San Bernardino will continue along the major transportation and drainage corridors throughout the City. Most of the City’s future improvements focus on additional Class I facilities, but a supportive Class II network is also proposed. A table of future improvements is included in Table 5.85 below.

At this time, the City of San Bernardino has several priority improvements identified. The first group of priority improvements includes the construction of bike lanes on G Street from Inland Center Dr. to Rialto Ave. and the construction of bike lanes on Rialto Ave. from G St. to E St. The second priority improvement within the City is the eastern extension of the Santa Ana River Trail from Waterman Ave. to Mountain View Ave. While the project is within the City of San Bernardino, the County of San Bernardino Department of Parks and Recreation has taken the lead on the project development and delivery.

When finished constructing its future bicycle network, the City will have added an additional 79.4 miles of Class I and II facilities, creating a substantial network of Class I bikeways and a supportive Class II bike lane network, with an additional 0.91 miles of

Class III bike routes. The improvements will position the City as a hub of non-motorized transportation in the San Bernardino Valley and provide a boost to the accessibility and connectivity throughout the Central and Eastern San Bernardino Valley.

Table 5.86:

San Bernardino Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
5th St	H St	Tippecanoe Ave	II	2.28	\$114,000
Arrowhead Ave	5th St	Orange Show Rd	II	1.97	\$98,500
Baseline Rd	W City Limit	E City Limit	II	4.88	\$244,000
Cajon/Lytle Creek Trail			I	9.24	\$9,240,000
City Creek Trail	Mid City Connector	Palm Ave	I	19.81	\$19,810,000
E St	Orange Show Rd	Hunts Ln	II	1.33	\$66,500
G St	Rialto Ave	Inland Center Dr	II	0.83	\$41,500
Highland Ave	State St	Rockford Ave	II	6.11	\$305,500
Mid City Connector	40th St	Santa Ana River Trail	I	7.46	\$7,460,000
Mill St	Eucalyptus	Tippecanoe Ave	II	6	\$300,000
Mountain View Ave	23rd St	5th St	II	2.04	\$102,000
Mt Vernon Ave	Highland Ave	Grant St	II	3.59	\$179,500
Orange Show Rd	E St	Tippecanoe Ave	II	1.75	\$87,500
Rialto Ave	G St	E St	II	0.25	\$12,500
San Bernardino Ave	Tippecanoe Ave	Mt. View Ave	III	0.91	\$13,650
Sand Canyon Trail	Piedmont Dr	Mid City Connector	I	4.28	\$4,280,000
Santa Ana River Trail	Waterman Ave	Mountain View Ave	I	2.28	\$2,280,000
Tippecanoe Ave	Mill St	Baseline St	II	3.94	\$197,000
University Ave	Varsity Ave	Cajon Blvd	II	0.71	\$35,500
Valencia Ave	30th St	Highland Ave	II	0.65	\$32,500
			Total	80.31	\$44,900,150

Table 5.87:

Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
G St.	Inland Center Dr.	Rialto Ave.	II	0.95	\$47,500
Rialto Ave.	G St.	E St.	II	0.25	\$12,500
Santa Ana River Trail	Waterman Ave.	Mountain View Ave.	I	2.29	\$2,290,000
			Total	3.49	\$2,350,000

Municipal Code

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

End of Trip Facilities

The City of San Bernardino has bike racks dispersed throughout the City, typically at retail centers, schools and multi-unit housing complexes. The City also has a series of bike lockers located at the San Bernardino Metrolink Station.

Multimodal Connectivity

Table 5.88:

Multimodal Connections

Facility	Facility Type	Facility Location
San Bernardino Metrolink Station	Train Station	3 rd St.
Fourth St. Transit Mall	Bus Transfer Center	4 th St. and G St.
Crossroads Church PNR	Ride Share Lot	3012 N. Waterman Ave
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.89:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	152
Total # of Bicycle Fatalities from 2005-2009	3
Average # of Bicycle Collisions Per Year	30.4
Average Bicycle Collision Rate per 1000/year ¹	0.15

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

County of San Bernardino

Population

296,284

County Overview

The area that would become the County of San Bernardino was originally part of the huge San Diego County in 1850. A year later, it became part of the expanding Los Angeles County. In April 1853, a bill was introduced to split off the eastern portion of Los Angeles County to form a separate county; and on April 26, 1853, San Bernardino County was created from parts of Los Angeles, San Diego, and Mariposa counties. In 1854, the City of San Bernardino was incorporated as the County seat. In 1893, Riverside County was created out of parts of San Bernardino and San Diego counties. The County of San Bernardino remains the largest county in the contiguous United States.

Land Use

The County identifies three diverse planning regions—including the Valley, Mountains and Desert regions—which vary not only by terrain, but also in the issues and opportunities they face. Each of the three areas is mentioned in greater detail below.

- **Valley:** The Valley Planning Region is defined as all the area within the County that is south and west of the U.S. Forest Service boundaries. The San Bernardino range, trending southeast, forms the eastern limit of the Valley, along with the Yucaipa and Crafton Hills. The southern limits of the valley are marked by alluvial highlands extending south from the San Bernardino and the Jurupa Mountains. The Valley Planning Region of the County is approximately 60 miles east of the Pacific Ocean and borders Los Angeles, Orange, and Riverside counties. It is approximately 50 miles long from west to east and encompasses 500 square miles. It covers only 2.5 percent of the total County land, but holds approximately 75 percent of the County's population. Most of the valley land is incorporated.
- **Mountains:** North of the Valley Planning Region is the Mountain Planning Region, consisting of the San Bernardino and San Gabriel ranges. Of the 872 square miles within this planning region, approximately 715 square miles are public lands managed by state and federal agencies—principally, the U.S. Forest Service. The region contains forests, meadows, and lakes. The San Gabriel Mountains, which extend from Los Angeles County, form the western end of the Mountain Planning Region. The San Gabriel Mountains comprise about one-third of the Mountain Planning Region, with the San Bernardino Mountains making up the remainder.

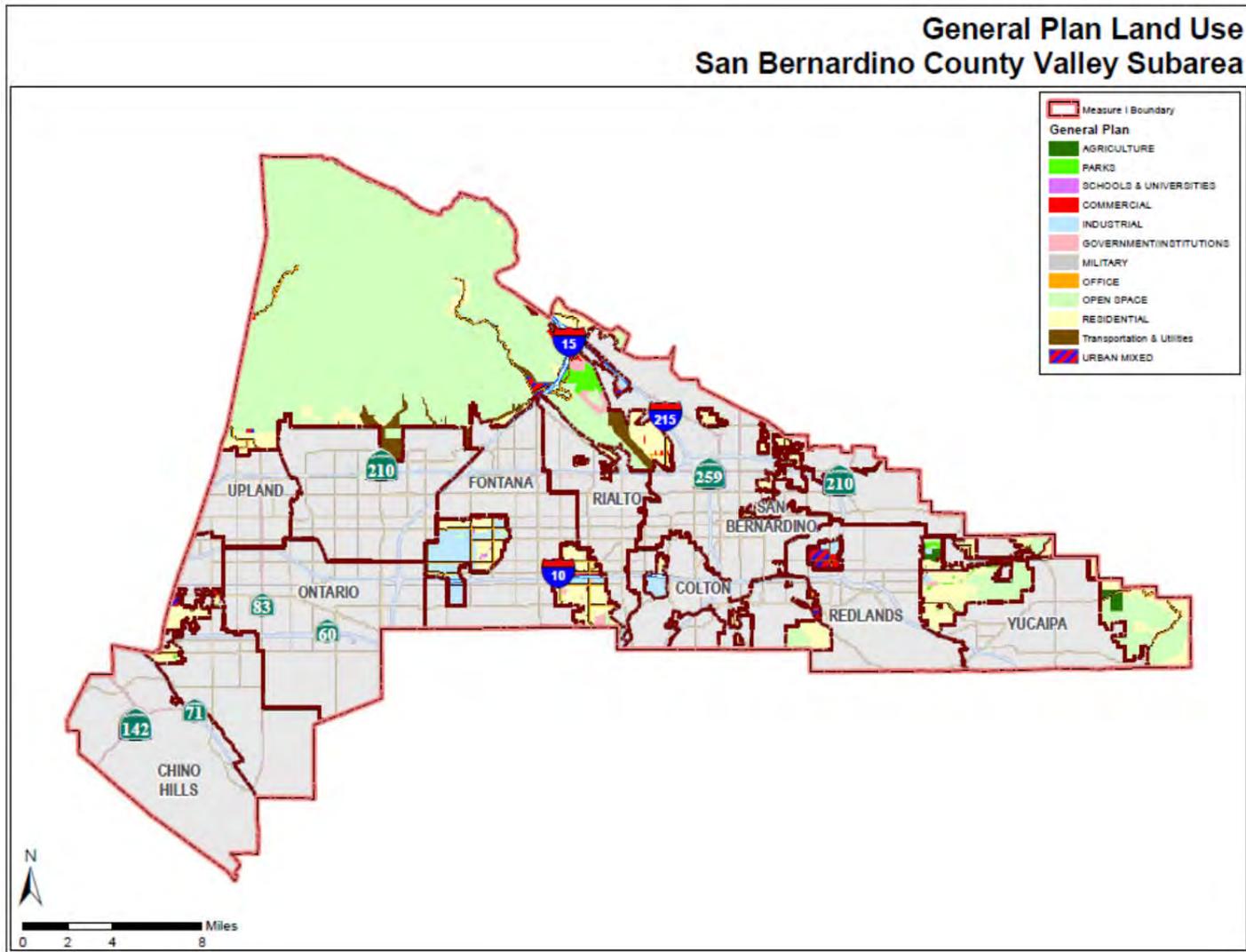


Figure 5.39

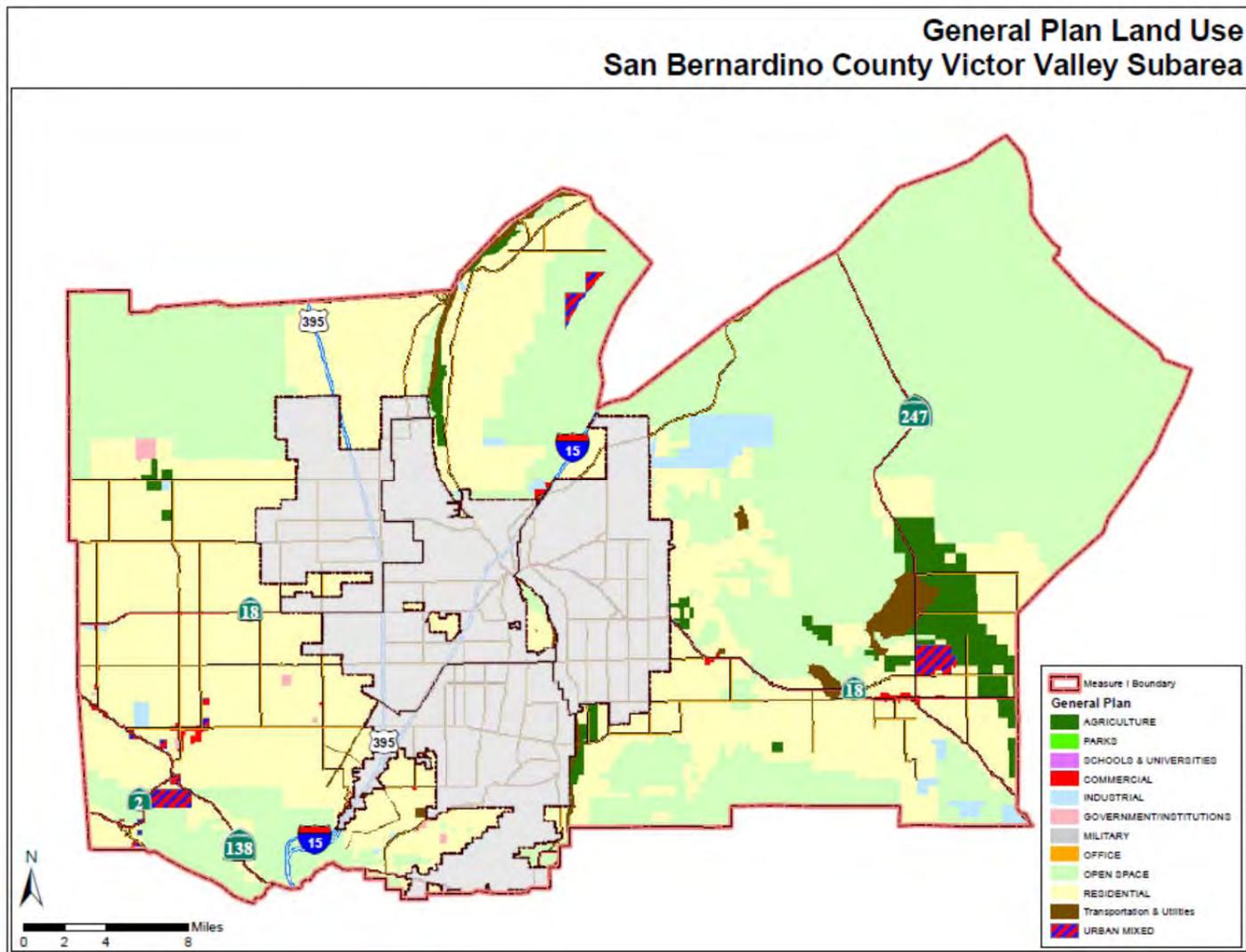


Figure 5.40

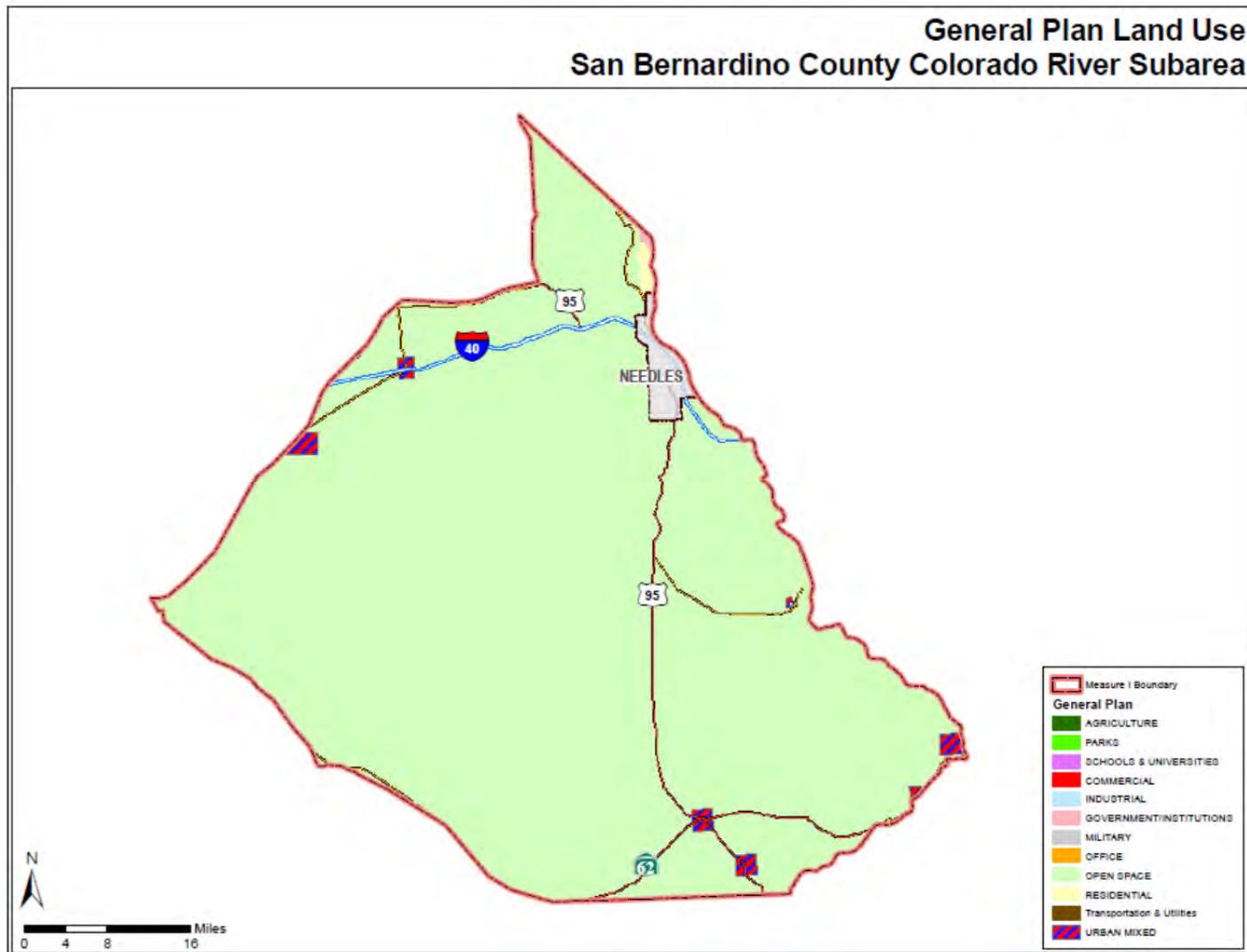


Figure 5.41

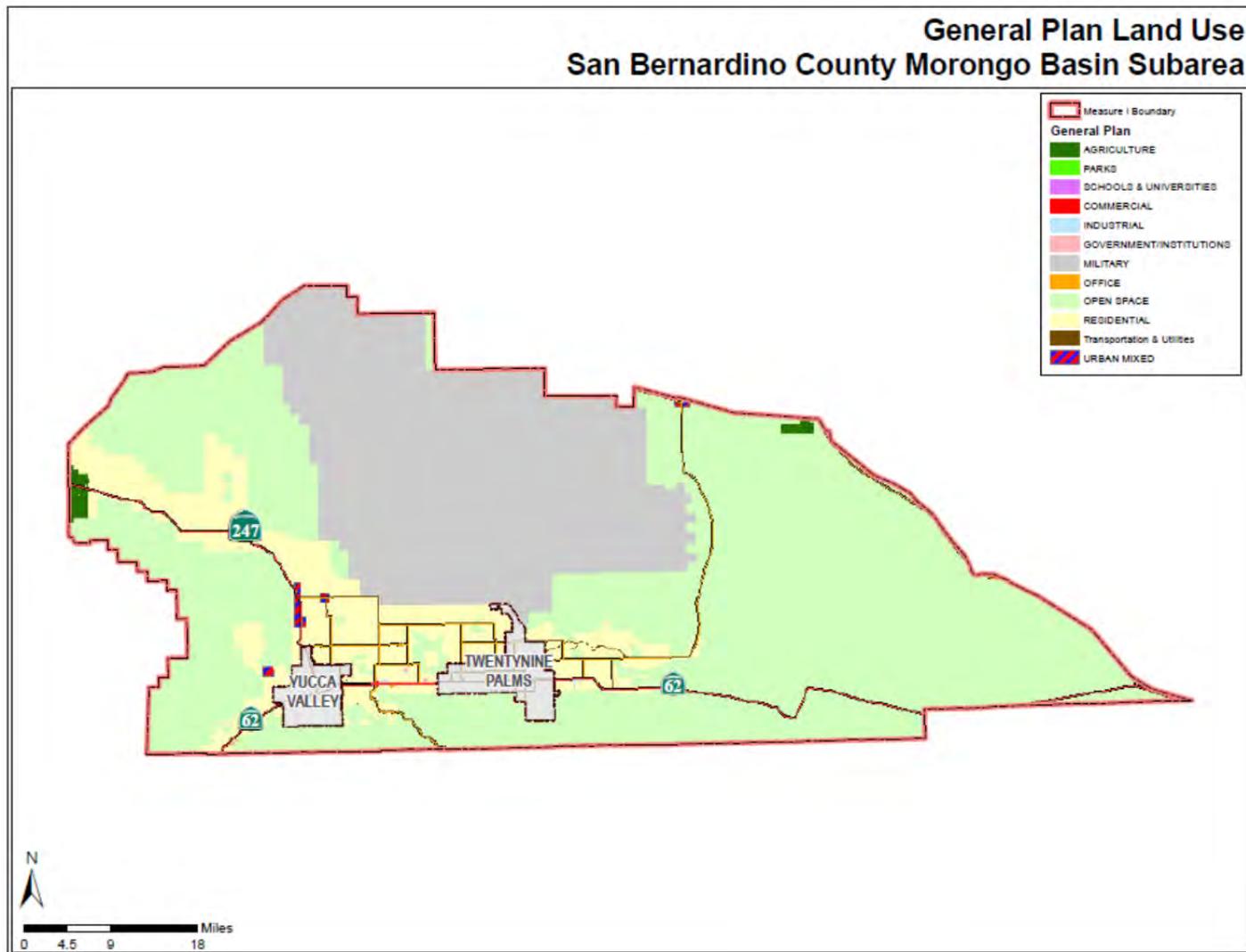


Figure 5.42

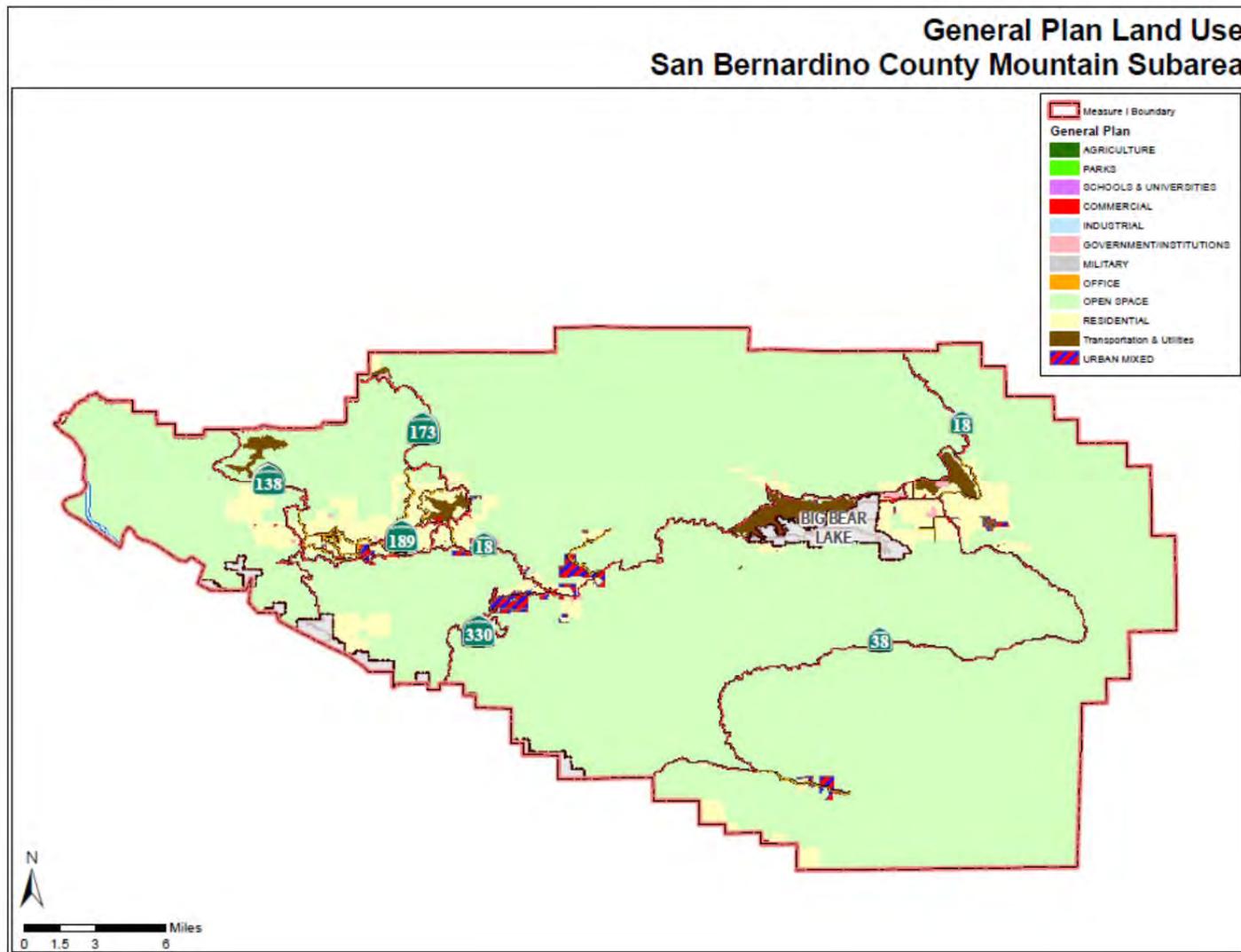


Figure 5.43

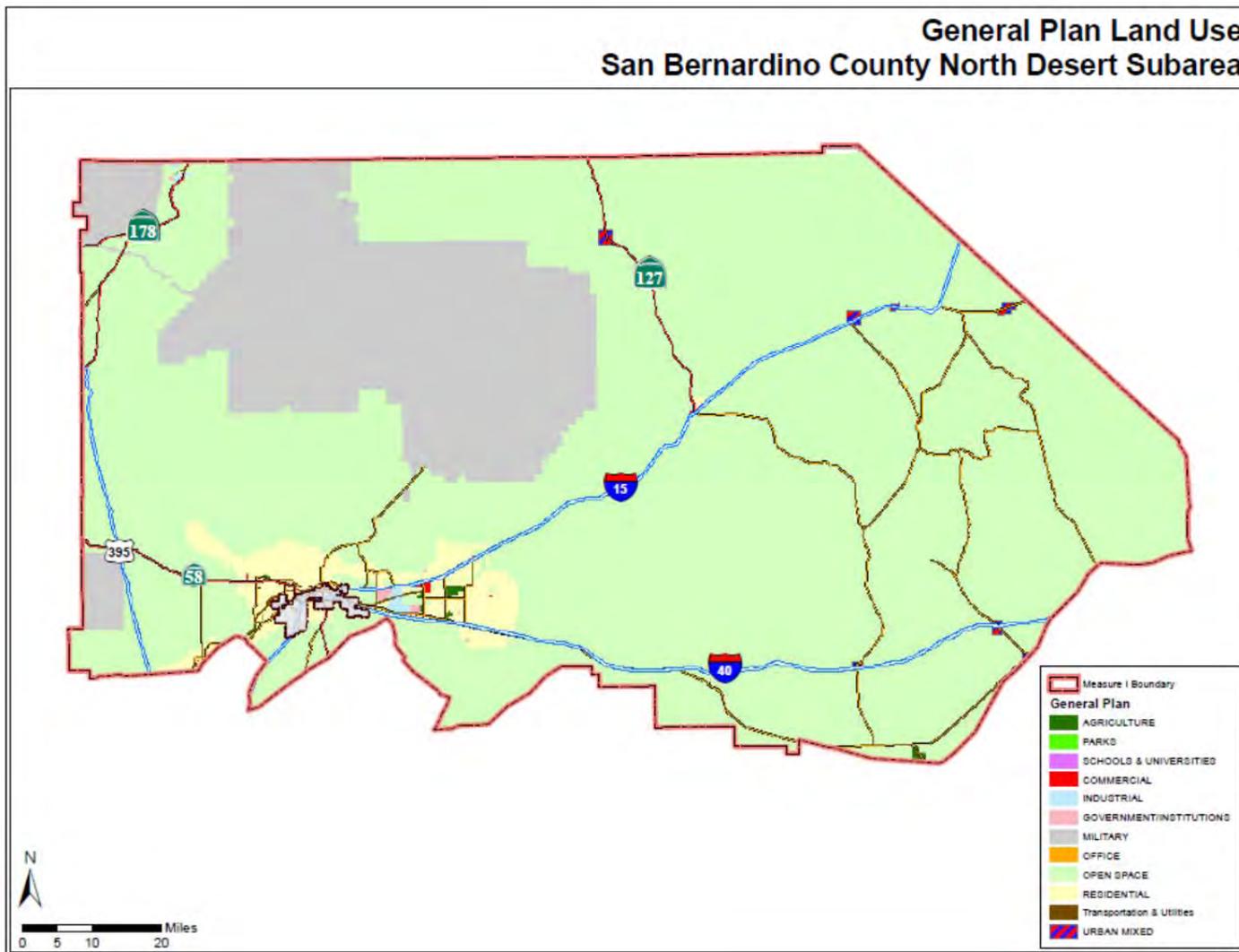


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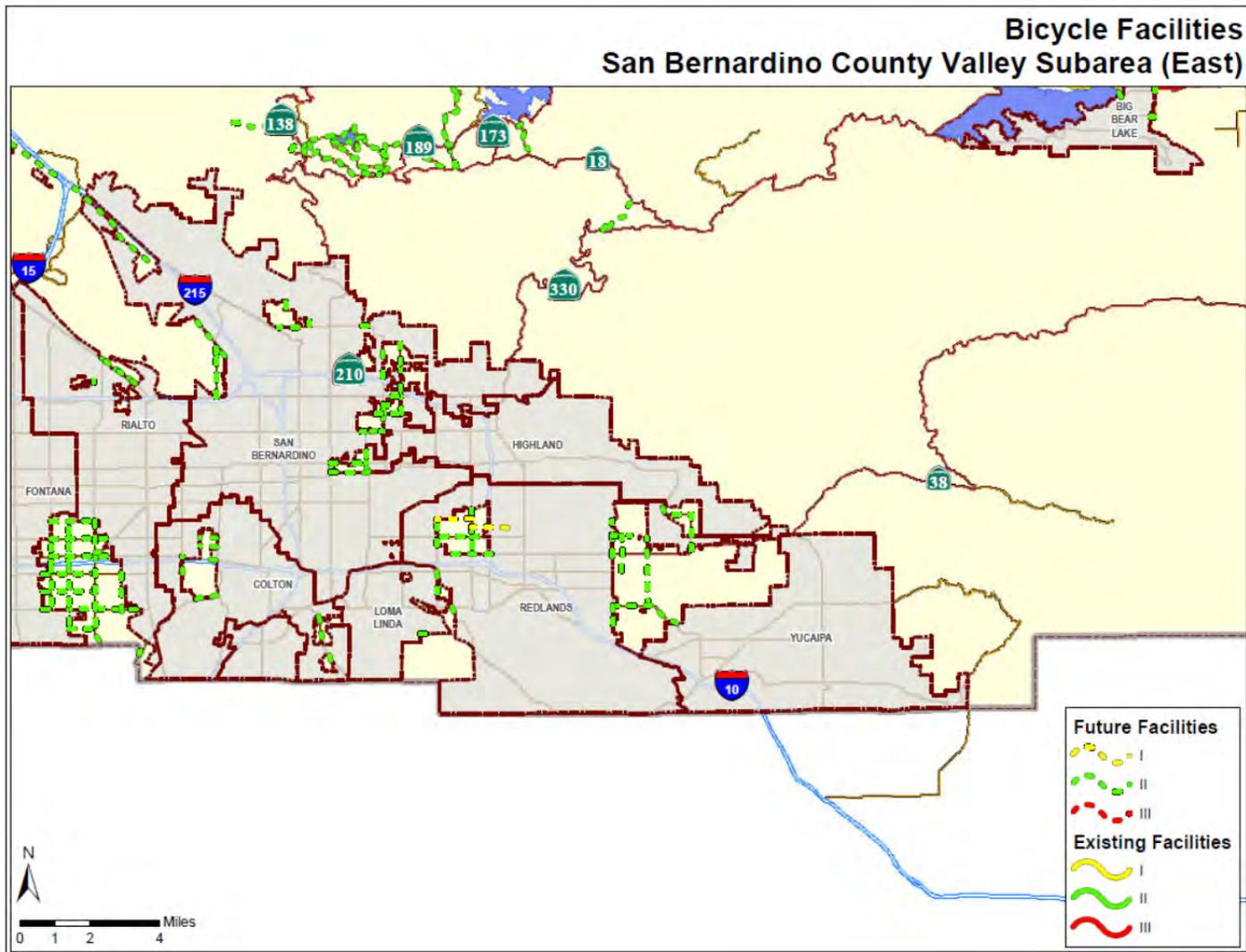


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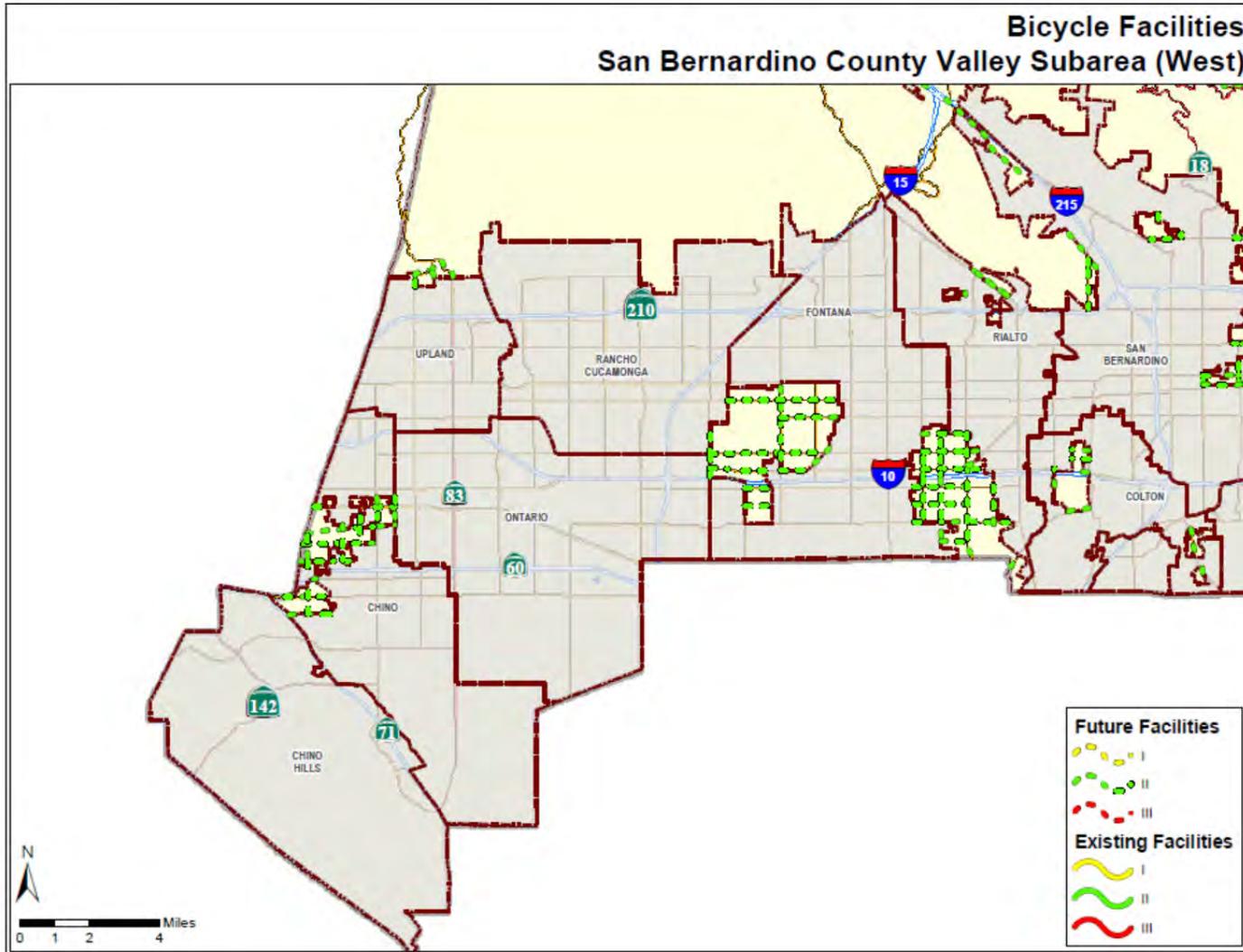


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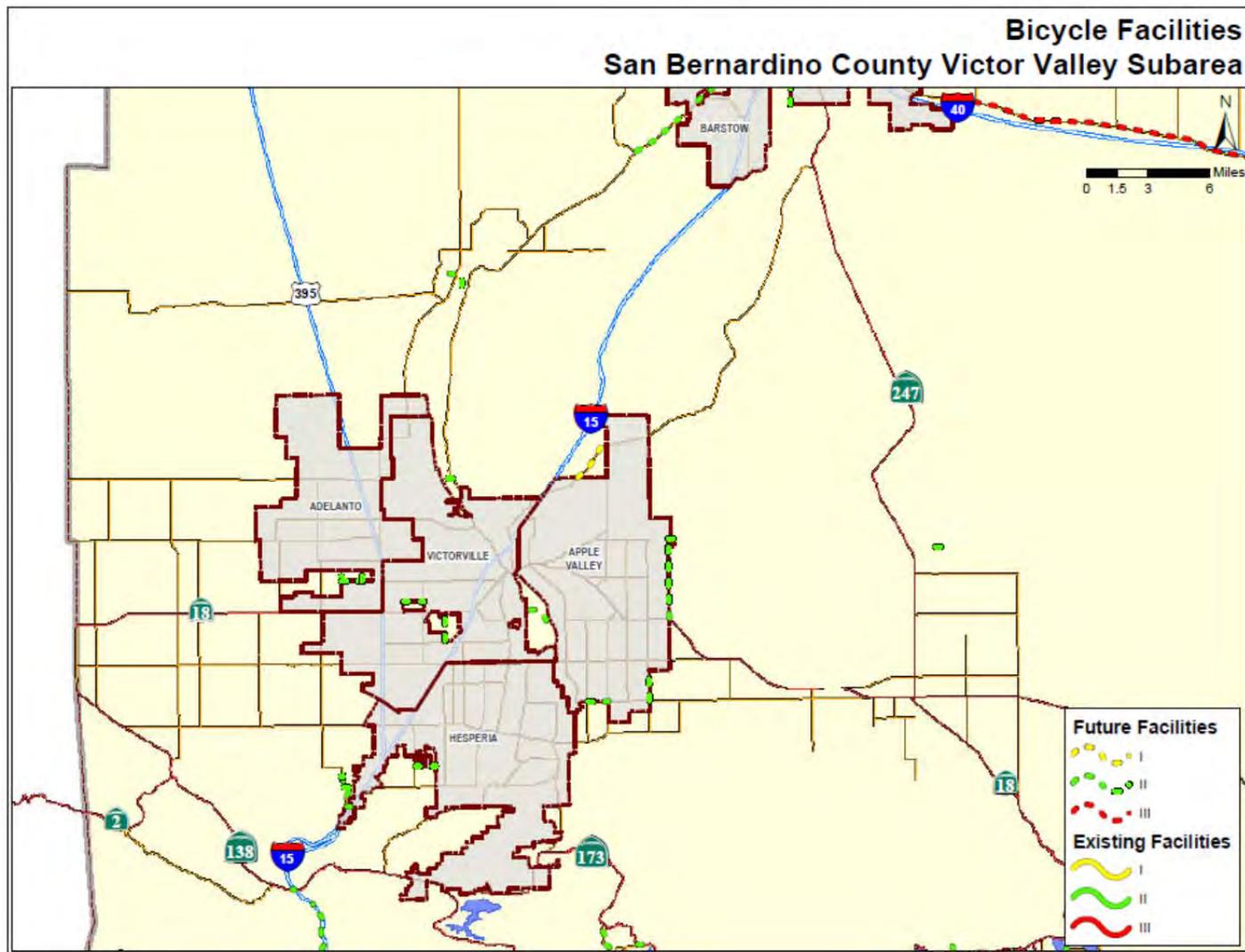


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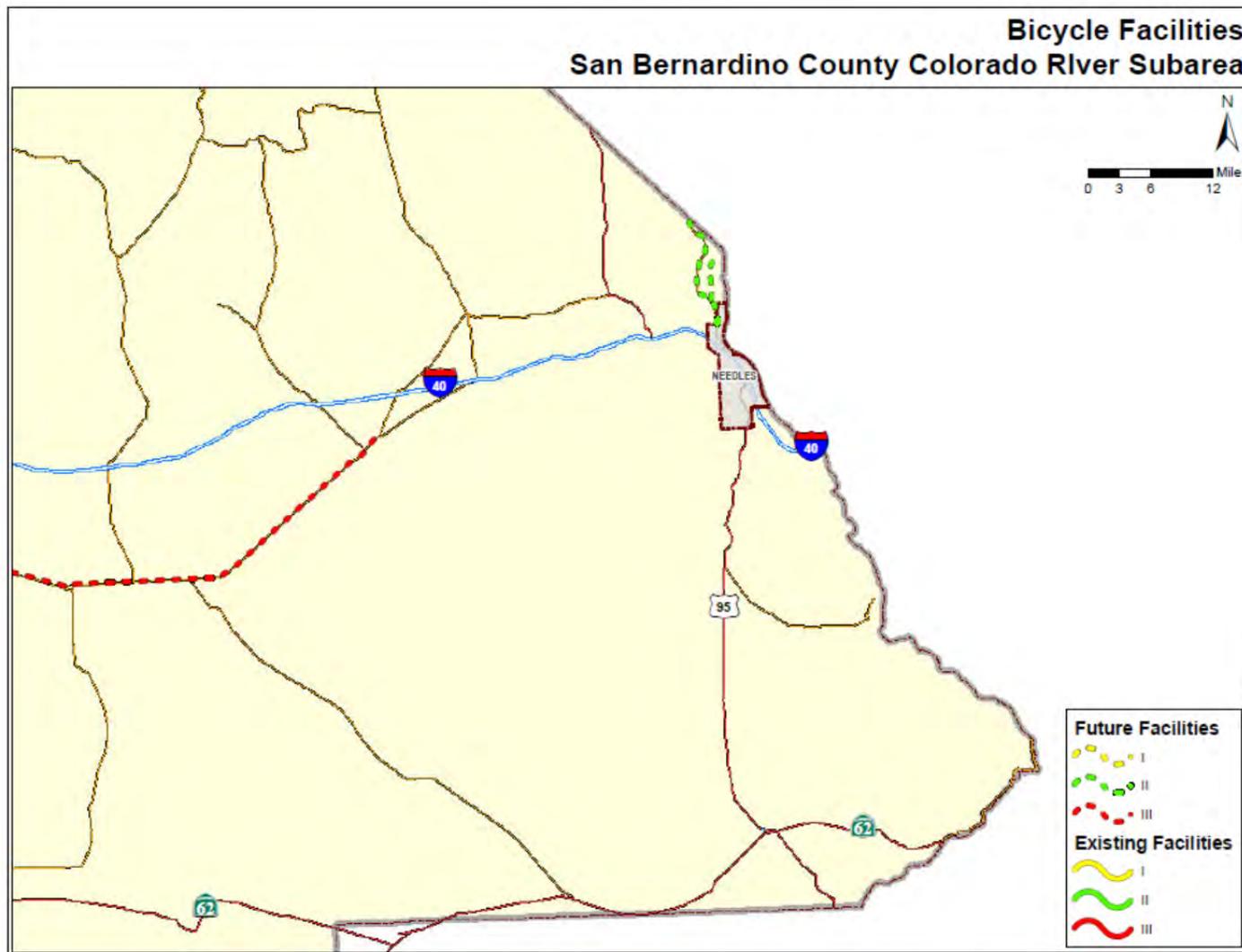


Figure 5.48

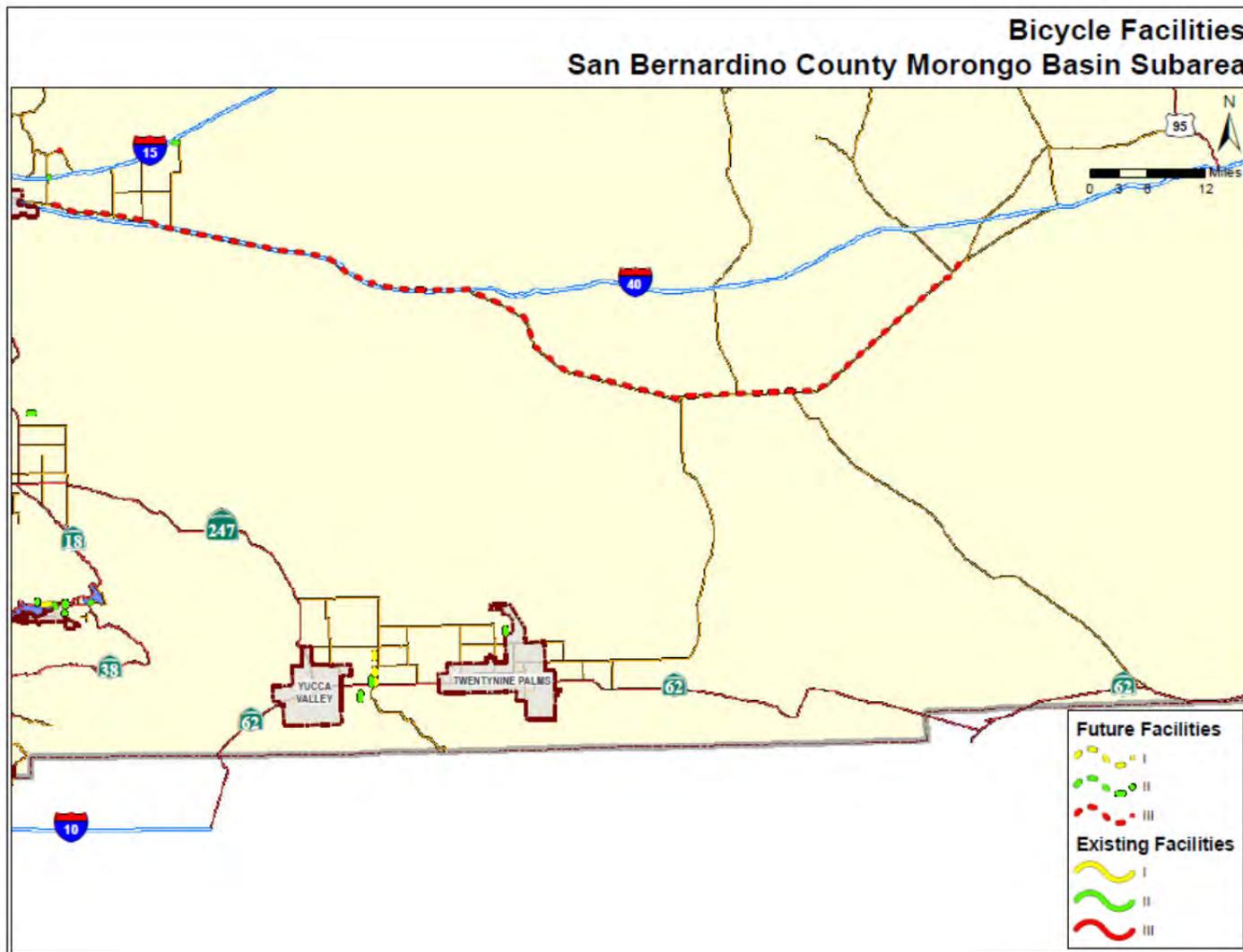


Figure 5.49

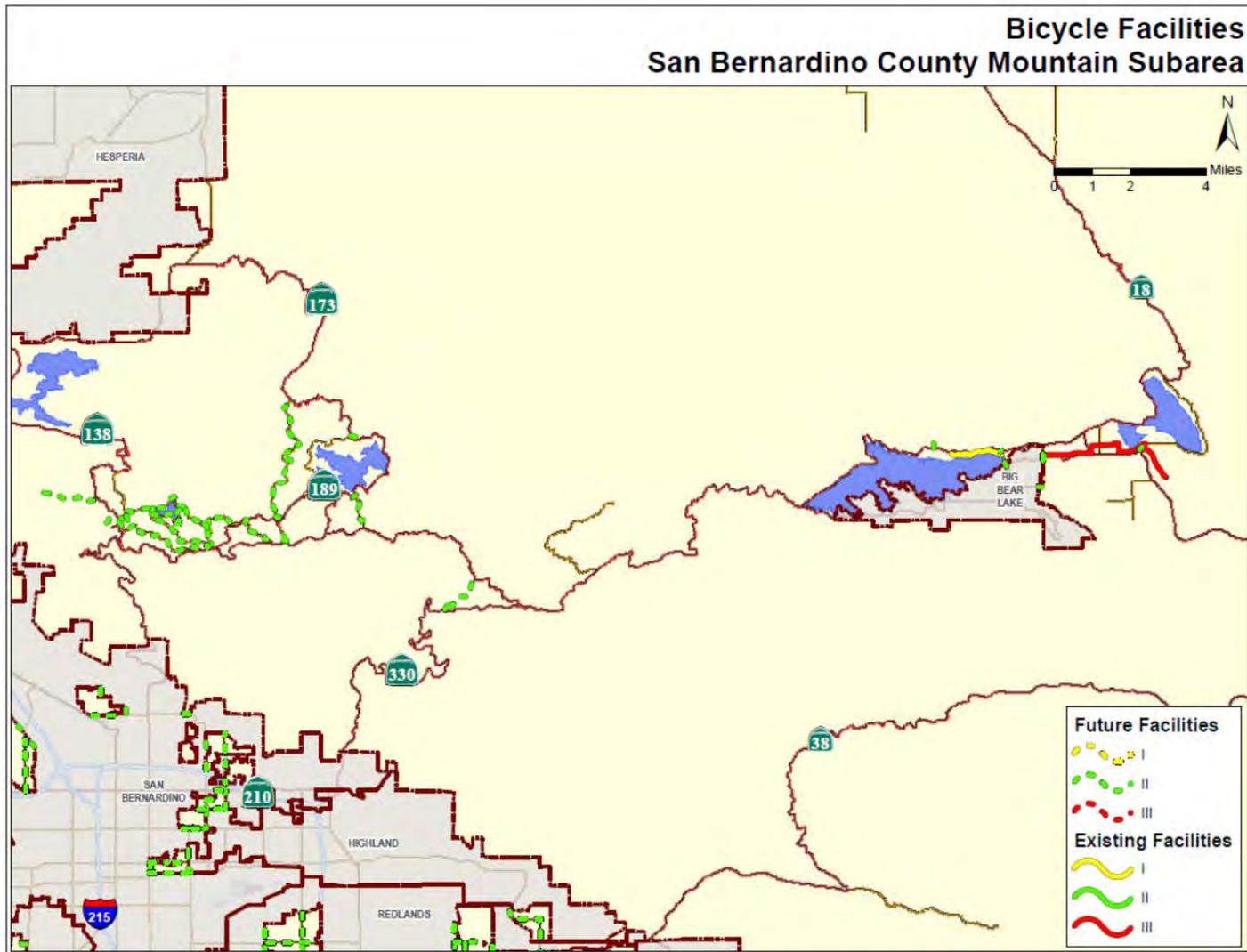


Figure 5.50

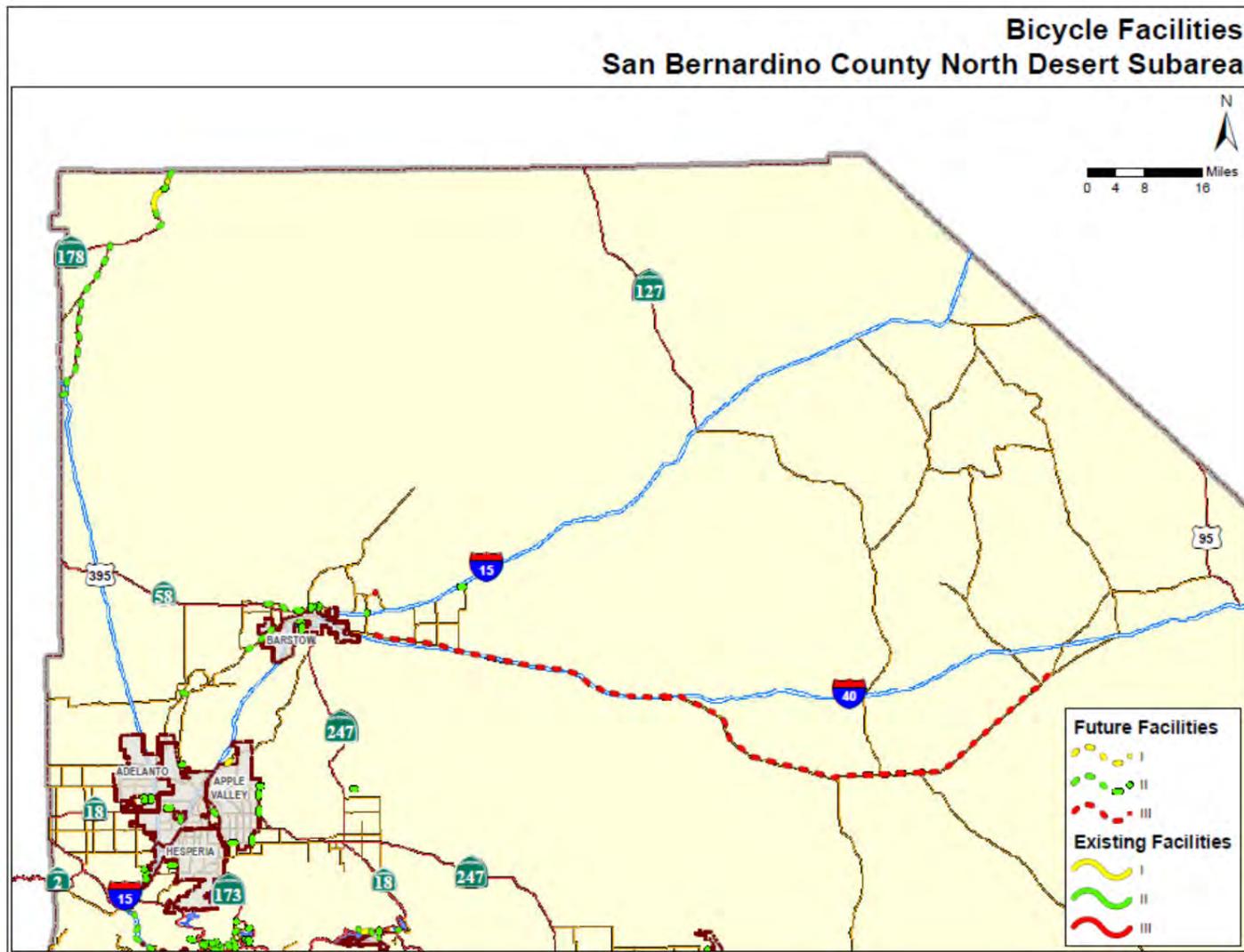


Figure 5.51

- Desert: For purposes of Measure I, the Desert Planning Region, includes the Victor Valley, Morongo Basin, Mountains and Colorado River subareas. The Desert Planning Region is also the largest of the three planning regions, includes a significant portion of the Mojave Desert and contains about 93 percent (18,735 square miles) of the land within San Bernardino County. The Desert Planning Region is defined as including all of the unincorporated area of San Bernardino County lying north and east of the Mountain Planning Region. The Desert Planning Region is an assemblage of mountain ranges interspersed with long, broad valleys that often contain dry lakes.

Existing Conditions:

The County of San Bernardino has a total of 9.33 miles of Class I facility in the North Desert, Morongo Basin and Mountains areas. The existing conditions within the County of San Bernardino included in Table 5.90: below.

Table 5.90:

County of San Bernardino Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Aeroplane Blvd.	Division Dr.	Mt Doble Dr.	III	1.28	\$19,200
Alpine Pedal Path	SR-38	Woodland Tr.	I	1.52	\$1,520,000
Barranca Blvd.	Country Club Blvd.	Shay Rd.	III	0.07	\$1,050
Big Bear Blvd.	Greenspot Blvd.	Bramble Bush Tr.	III	1.11	\$16,650
Bluebill Dr.	Mtn View Blvd.	Elysian Blvd.	III	0.23	\$3,450
Country Club Blvd.	Shore Dr.	Barranca Blvd.	III	0.07	\$1,050
Elysian Blvd.	Bluebill Dr.	Shore Dr.	III	0.13	\$1,950
Greenspot Blvd.	Shay Blvd.	Country Club Blvd.	III	0.05	\$750
Mt Doble Dr.	Aeroplane Blvd.	Mtn View Blvd.	III	0.19	\$2,850
Mtn View Blvd.	Mt Doble Dr.	Bluebill Dr.	III	0.57	\$8,550
Shay Rd.	Barranca Blvd.	Greenspot Blvd.	III	0.24	\$3,600
Shore Dr.	Elysian Blvd.	Country Club Blvd.	III	0.23	\$3,450
Sunburst St.	SR-62	Oleander Dr.	I	3.26	\$3,260,000
Trona Rd.	Center St.	Adams St.	I	3.76	\$3,760,000
Trona Rd.	Marshall St.	Athol St.	I	0.79	\$790,000
			Total	13.5	\$9,392,550

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the County of San Bernardino has constructed 13.5 miles of Class I facilities at a rate of 1.35 miles per year.

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.90: above provide important pedestrian and bicycle connections within rural Desert communities. Based on planning level estimates, the value of the improvements implemented throughout the City is \$9,392,550.

Proposed Improvements

The list of future improvements within the County of San Bernardino is extensive. A table of future improvements is included in Table 5.91: below.

Table 5.91:

County of San Bernardino Proposed Improvements

Street/Path	From	To	Class	Mileage	Cost
1st St.	Old State 58	.46m NE Irwin Rd.	II	0.33	\$16,500
3rd St.	Waterman Ave.	Tippecanoe Ave.	II	1.10	\$55,000
40th St.	.03m E 3rd Ave.	.06m W Johnson St.	II	0.55	\$27,500
40th St.	.08m W Golden Ave.	E .19m	II	0.18	\$9,000
5th St.	Wabash Ave.	Crafton Ave.	II	2.26	\$113,000
5th St.	Waterman Ave.	Tippecanoe Ave.	II	0.81	\$40,500
7th St.	Locust Ave.	Cedar Ave.	II	0.76	\$38,000
Agua Mansa Rd.	.16m S Holly	.07m N El Rivino Rd.	II	0.37	\$18,500
Agua Mansa Rd.	.80m W Rancho Ave.	E .73m	II	0.68	\$34,000
Alabama St.	Lugonia Ave.	.28m N Palmetto Ave.	II	1.26	\$63,000
Alder Ave.	Jurupa Ave.	San Bernardino Ave.	II	1.92	\$96,000
Armory Rd.	J St.	H St.	II	0.25	\$12,500
Arosa Dr.	Dart Canyon Rd.	North Rd.	II	1.17	\$58,500
Arrow Rte.	Hickory Ave.	Almeria Ave.	II	3.14	\$157,000
Aster Rd.	Mojave Dr.	Cactus Rd.	II	0.50	\$25,000
Baseline Rd.	.02m E Conejo Dr.	Glasgow Ave.	II	0.24	\$12,000
Baseline Rd.	Perris Hill Rd.	Tippecanoe Ave.	II	0.08	\$4,000
Baseline Rd.	Yates St.	Del Rosa Dr.	II	0.06	\$3,000
Bear Springs Rd.	SR-18	SR-189	II	1.22	\$61,000
Beaumont Ave.	Bryn Mawr Ave.	Whittier Ave.	II	0.25	\$12,500
Bellflower St.	Mojave Dr.	Cactus Rd.	II	0.50	\$25,000
Benson Ave.	.18m N Howard St.	State St.	II	0.34	\$17,000
Benson Ave.	Phillips Blvd.	.06m N Howard St.	II	0.33	\$16,500
Bloomington Ave.	Cedar Ave.	.11 NE Larch Ave.	II	0.40	\$20,000
C St.	.07m W Jackson	.07m E Tejon Ave.	II	0.48	\$24,000
Cactus Ave.	.24m N Cricket Dr.	Slover Ave.	II	1.35	\$67,500
Cajon Blvd.	I-15	N of Palm Ave.	II	3.27	\$163,500

San Bernardino County Non-Motorized Transportation Plan - Chapter 5

Street/Path	From	To	Class	Mileage	Est. Cost
Cajon Blvd.	June St.	California St.	II	1.74	\$87,000
Cajon Blvd.	Santa Fe Fire	I-15	II	7.46	\$373,000
California St.	.02m S Redlands NB Only	Orange Ave.	II	0.76	\$38,000
California St.	Almond Ave.	Palmetto Ave.	II	0.75	\$37,500
Cedar Ave.	Bohnert Ave.	.06m S Bohnert Ave.	II	0.06	\$3,000
Cedar Ave.	Randall Ave.	El Rivino Rd.	II	3.60	\$180,000
Central Ave.	State St.	Phillips Blvd.	II	0.83	\$41,500
Central Rd.	Las Tunas Dr.	Tussing Ranch Rd.	II	1.50	\$75,000
Cherokee St.	.9m W Harvard Rd.	Harvard Rd.	II	0.89	\$44,500
Cherry Ave.	Valley Blvd.	.13 m S Foothill Blvd.	II	2.38	\$119,000
Chino Ave.	SR-71	.13m E Pipeline Ave.	II	1.10	\$55,000
Crafton Ave.	Anzio Ave.	5th Ave.	II	1.93	\$96,500
Crest Forest Dr.	Crestline Rd.	SR-18	II	3.35	\$167,500
Daley Canyon Rd.	SR-189	SR-18	II	0.54	\$27,000
Del Rosa Ave.	Del Roas Dr.	Pacific St.	II	0.38	\$19,000
Del Rosa Ave.	Foothill Dr.	Eureka St.	II	0.38	\$19,000
Del Rosa Ave.	Marshall Blvd.	Date St.	II	0.40	\$20,000
Del Rosa Dr.	N of Del Rosa Ave.	Baseline Rd.	II	0.85	\$42,500
Division Dr.	Robinhood Blvd.	North Shore Dr.	II	0.42	\$21,000
E St.	S of 49th St.	Hill Dr.	II	0.18	\$9,000
East End Ave.	Chino Ave.	Walnut Ave.	II	0.93	\$46,500
East End Ave.	Grand Ave.	Maxon Ln.	II	1.20	\$60,000
El Centro Rd.	Columbine Rd.	Oak Hill Rd.	II	0.12	\$6,000
El Evado Rd.	La Brisa Rd.	Anacapa Rd.	II	1.29	\$64,500
Electric Ave.	N of 40th St.	S of 44th St.	II	0.10	\$5,000
Etiwanda Ave.	Napa St.	I-10	II	1.52	\$76,000
Euclid Ave.	24th St.	Mountain Ave.	II	0.71	\$35,500
Fern Dr.	Crest Forest Dr.	Lake Dr.	II	0.41	\$20,500
Florida Ave.	Greenspot Rd.	Garnet Ave.	II	0.74	\$37,000
Fontana Ave.	Valley Blvd.	Lime Ave.	II	0.89	\$44,500
Fox Farm Rd.	.11m W McAlister.	McAlister Rd.	II	0.10	\$5,000
Francis Ave.	.11m W East End Ave.	.13m E Telephone	II	1.99	\$99,500
Garnet Ave.	Florida Ave.	Redlands City Limit	II	0.59	\$29,500
Garnet Ave.	Redlands City Limit	SR-38	II	0.12	\$6,000
Ghost Town Rd.	I-15 Underpass	Yermo Rd.	II	0.15	\$7,500
Grass Valley Rd.	SR-189	SR-173	II	4.70	\$235,000
H St.	Rimrock Rd.	Linda Vista Ave.	II	1.00	\$50,000
Highland Ave.	Osburn Rd.	Sterling Ave.	II	0.25	\$12,500
Holcomb Valley Rd.	SR-38	N End	II	0.23	\$11,500
Irwin Rd.	Old State 58	Radio Rd.	II	0.39	\$19,500
Joshua Rd.	Waalew Rd.	Yucca Loma Rd	II	3.87	\$193,500
Jurupa Ave.	Locust Ave.	.09m W Willow Ave	II	1.90	\$95,000

San Bernardino County Non-Motorized Transportation Plan - Chapter 5

Street/Path	From	To	Class	Mileage	Est. Cost
Jurupa Ave.	Tamarind Ave.	Alder Ave	II	0.25	\$12,500
Kuffel Canyon Rd.	SR-173.	SR-18	II	1.23	\$61,500
Lake Dr.	SR-138.	Dart Canyon Rd	II	2.39	\$119,500
Lake Gregory Dr.	Lake Dr.	SR-189	II	2.21	\$110,500
Leona Rd.	Poplar St.	Old State 58	II	0.35	\$17,500
Live Oak Dr.	SR-330	SR-18	II	1.64	\$82,000
Loch Leven Rd.	SR-173	Cottage Grove Rd	II	0.11	\$5,500
Locust Ave.	7th St.	11th St	II	0.28	\$14,000
Locust Ave.	Jurupa Ave.	Randall Ave	II	2.39	\$119,500
Lover Calico Acrd.	Calico Rd.	Cemetery Access	III	0.20	\$3,000
Lugonia Ave.	W of Nevada St.	I-210	II	1.30	\$65,000
Main St.	.19m NE Sweeten Ln.	.07m E Western Dr	II	1.88	\$94,000
Main St.	Hinkley Rd.	Delaney Rd	II	3.20	\$160,000
Merrill Ave.	Cherry Ave.	Catawba Ave	II	1.76	\$88,000
Mesquite Springs Rd.	Old Chisholm Trl.	N of Rainier Rd	II	0.49	\$24,500
Mesquite St.	Escondido Ave.	Topaz Ave	II	1.00	\$50,000
Mill St.	W limit	National Trails Hwy	II	0.30	\$15,000
Mission Blvd.	.07m W Central Ave.	Benson Ave	II	0.56	\$28,000
Mission Blvd.	LA County	.06m E Pipeline Ave	II	0.37	\$18,500
Mojave Dr.	Aster Rd.	Mesquite Rd-WB Only	II	1.51	\$75,500
Monte Vista Ave.	Francis Ave.	Howard Ave	II	0.78	\$39,000
Mountain Ave.	23rd St.	Euclid Ave	II	1.36	\$68,000
National Trails Hwy	A St	Goffs Rd	III	120.00	\$1,800,000
Needles Hwy	N City Limits	N County Limits	II	11.92	\$596,000
North Bay Rd	SR-173	Golden Rule Ln	II	0.35	\$17,500
North Rd	Lake Gregory Dr	SR-189	II	2.14	\$107,000
Oak Hill Rd	.02m N Caliente Rd	Mesquite St	II	2.28	\$114,000
Old State 58	.06m W First St	.08m E Fern St	II	2.04	\$102,000
Old State 58	.13m E Dixie Rd	Irwin Rd	II	6.77	\$338,500
Old State 58	Irwin Rd	.02m W Camarillo Ave	II	0.33	\$16,500
Olive St	W Colton Hole	E Colton Hole	II	0.49	\$24,500
Opal Ave	San Bernardino Ave	Colton Ave	II	1.05	\$52,500
Osdick Rd	Randsburg CTF	US 395	II	0.60	\$30,000
Pacific St	Dwight Way	Sterling Ave	II	0.71	\$35,500
Palmetto Ave	California St	Alabama St	II	1.00	\$50,000
Park Blvd	Twentynine Palms Hwy	Hill Top Dr	II	0.50	\$25,000
Pepper Ave	Valley Blvd	Slover Ave	II	0.49	\$24,500
Philadelphia St	E of Ramona Ave	W of Carlisle Ave	II	0.33	\$16,500
Philadelphia St	W County Limit	Norton Ave	II	0.97	\$48,500
Phillips Blvd	Central Ave	Benson Ave	II	0.50	\$25,000
Phillips Blvd	LA County	.11m E Fremont Ave	II	1.92	\$96,000
Pioneer Ave	Alabama St	E County Limit	I	0.45	\$450,000

San Bernardino County Non-Motorized Transportation Plan - Chapter 5

Street/Path	From	To	Class	Mileage	Est. Cost
Ramona Ave	.03m N Philadelphia Ave	Grand Ave	II	1.01	\$50,500
Ranchero Rd	W Oak Hill Rd	E Oak Hill Rd	II	0.25	\$12,500
Randall Ave	Alder Ave	Cedar Ave	II	1.25	\$62,500
Reche Canyon Rd	Fern Ln	Reche Canyon Rd	II	0.29	\$14,500
Reche Canyon Rd	Utility Access Rd	Pepper Tree Ln	II	0.72	\$36,000
River Rd	Soto Ranch Rd	Needles Hwy	II	3.65	\$182,500
Riverside Ave	N Ayala Dr	SE of Pecan Ave	II	1.35	\$67,500
Riverside Dr	Co E of Riverside Ter	Co E of Pipeline Ave	II	1.38	\$69,000
Riverside OH	SE of Peach St	SE of Kauri Ave	II	1.25	\$62,500
San Antonio Crescent W	Mountain Ave	San Antonio Cres E	II	0.21	\$10,500
San Bernardino Ave	Alder Ave	.07m E Larch Ave	II	1.56	\$78,000
San Bernardino Ave	California St	Redlands City Limit	II	1.34	\$67,000
San Bernardino Ave	Etiwanda Ave	Fontana Ave	II	3.28	\$164,000
San Bernardino Ave	Wabash Ave	.05m W Suffel St	II	0.53	\$26,500
San Moritz Dr	Lake Gregory Dr	Arosa Dr	II	1.60	\$80,000
San Timoteo Canyon Rd	Barton Rd	Nevada St	II	0.44	\$22,000
Santa Ana Ave	Mulberry Ave	Almond Ave	II	0.77	\$38,500
Santa Ana Ave	Tamarind Ave	Cedar Ave	II	1.50	\$75,000
Seneca Rd	.07m W Emerald Rd	Amethyst Rd	II	0.99	\$49,500
Shay Rd	SR-38	.07m E Barranca Blvd	II	0.30	\$15,000
Slover Ave	Mulberry Ave	Almond Ave	II	0.77	\$38,500
Slover Ave	Tamarind Ave	Cedar Ave	II	1.50	\$75,000
Stanfield CTF	N of SR-18	SR-38	II	0.44	\$22,000
State St	Highland Ave	Cajon Blvd	II	1.18	\$59,000
Sterling Ave	Along Unicorp Portions N	Along Unicorp Portions S	II	1.53	\$76,500
Stoddard Wells Rd	Johnson Rd	Dale Evans Pkwy	I	2.19	\$2,190,000
Sunny Vista Rd.	Twentynine Palms Hwy.	Mt View Tr.	II	1.90	\$95,000
Tippecanoe Ave.	Vine St.	3rd St.	II	0.93	\$46,500
Trona Rd.	Community of Argus	Pinnacle Rd.	II	5.23	\$261,500
Trona Rd.	High School	Rest Stop	II	1.19	\$59,500
Trona Rd.	Inyo County Limit	Marshall St.	II	0.87	\$43,500
Trona Rd.	Marshall St.	High School	I	0.97	\$970,000
Trona Rd.	Rest Stop	Community of Argus	I	1.29	\$1,290,000
Trona Rd.	US 395	SR-178	II	21.14	\$1,057,000
Trona Rd. OH N	Center St.	E.16m	II	0.22	\$11,000
Tussing Ranch Rd.	Deep Creek Rd.	Kiowa Rd.	II	1.00	\$50,000
Valley Blvd.	Alder Ave.	Spruce Ave.	II	1.75	\$87,500
Valley Blvd.	Cherry Ave.	Hemlock Ave.	II	0.76	\$38,000
Valley Blvd.	Etiwanda Ave.	Commerce Dr.	II	0.49	\$24,500
Valley Blvd.	Mulberry Ave.	Almond Ave.	II	0.83	\$41,500
Valley Blvd.	W Colton Hole	E Colton Hole	II	0.43	\$21,500
Vista Rd.	Lakeview Dr.	Jordan Rd.	II	1.32	\$66,000

Street/Path	From	To	Class	Mileage	Est. Cost
Waalew Rd.	Joshua Rd.	.03m E Tiama	II	0.44	\$22,000
Waalew Rd.	Meridian Ave.	E Limit	II	0.47	\$23,500
Wabash Ave.	.3m S 7th St.	.13m N 7th St.	II	0.42	\$21,000
Wabash Ave.	5th St.	6th St.	II	0.25	\$12,500
Wabash Ave.	Sessums Dr.	Naples Ave.	II	1.00	\$50,000
Walnut Ave.	.1m W Roswell Ave.	Roswell Ave.	II	0.10	\$5,000
Waterman Ave.	6th St.	3rd St.	II	0.26	\$13,000
Waters Dr.	Crest Forest Dr.	SR-138	II	1.60	\$80,000
Yates Rd.	.24m N Chinquapin Dr.	.02S Fortuna	II	1.35	\$67,500
			Total	334.39	\$17,167,500

The County of San Bernardino has not identified any priority improvements. When complete, the County will have constructed an additional 334.39 miles of Class I, Class II and Class III, providing interregional connectivity to the residents of the County, including many of the County’s rural residents.

Table 5.92:
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

Development Code

The County of San Bernardino has developed the following Development Codes related to non-motorized infrastructure

82.19.050 - Development Standards for Trails - The following standards shall be used to evaluate proposed trails:

Item	Bicycle+ Pedestrian⁽¹⁾	Bicycle-only⁽¹⁾	Hiking-only	Equestrian-only⁽⁴⁾
Minimum width (one way)	10 ft.	5 ft.	5 ft.	8 ft.
Minimum width (two way)	12 ft.	8-10 ft.	8-10 ft.	10 ft.
Surface	Hardened, e.g. asphalt ⁽²⁾	Hardened, e.g. asphalt	Hardened	Hard-packed, No paving
Shoulder	2 ft. minimum	2 ft. minimum	2 ft. minimum	2 ft. minimum
Vertical Clearance	12 ft.	10 ft.	10 ft.	12 ft.
Cross Slope	2% maximum	2% maximum	2% maximum	2% maximum
Maximum Grade	5%	5%	5%	Maximum limit is erosion control

Item	Bicycle+ Pedestrian⁽¹⁾	Bicycle-only⁽¹⁾	Hiking-only	Equestrian-only⁽⁴⁾
Minimum width (one way)	6-8 ft.	2 ft.	2 ft.	6 ft.
Minimum width (two way)	8-10 ft.	2 ft.	4 ft.	8 ft.
Surface	Firm all weather and unobstructed	Minimize erosion	Minimize erosion	Minimize erosion
Shoulder	2 ft. minimum	2 ft. minimum	2 ft. minimum	2 ft. minimum
Vertical Clearance	10 ft.	8 ft.	8 ft.	12 ft.
Cross Slope	3% maximum	3% maximum	3% maximum	3% maximum
Maximum Grade	5%; rest and turning areas every 200 ft. minimum	Maximum limit is erosion control	Maximum limit is erosion control	Maximum limit is erosion control

83.14.030 - Transportation Control Measures Development Standards

- (a) Bicycle parking required. Bicycle parking facilities or secured bicycle lockers shall be provided for all non-residential and multi-family (of 10 or more units) developments when discretionary review is required. Parking racks or secured lockers shall be provided at a rate of 1 per 30 parking spaces with a minimum of a three-bike rack.
- (b) Pedestrian and bicycle connections to streets. On-site pedestrian walkways and bicycle facilities shall be provided connecting each structure in a development to public streets for all new non-residential and multi-family (of 10 or more units) development.
- (c) Shower facility. A minimum of one shower facility accessible to both men and women shall be provided for persons bicycling or walking to work for all new nonresidential development generating 250 or more peak hour trips.
- (j) Bicycle Plan. Participate in implementation of the Countywide Bicycle Plan (when adopted).

84.16.050 - Development Standards Applicable for Multi-Family Projects – Four to 19 Units

(g) Storage.

- (2) Bicycle/motorcycle storage area. All multi-family projects shall provide covered, enclosed, and secure storage areas for bicycles and motorcycles. Motorcycle spaces shall be at least four feet by eight feet.

87.05.030 – Dedications

(a) Streets, highways, and flood control rights-of-way.

- (2) In addition, the subdivider shall improve or agree to improve all streets, alleys, including access rights and abutters' rights, drainage, public utility easements and other public easements. The subdivider may also be required to dedicate the additional land as may be necessary and feasible to provide bicycle paths for the use and safety of residents of the subdivision.

87.06.050 Subdivision Improvement Requirements

- (a) Bicycle/walking paths and hiking/equestrian trails. Depending on the circumstances surrounding a specific project, the County may require, as a condition of approval, the subdivider to construct bicycle/walking paths and/or hiking/equestrian trails within an approved subdivision as determined by the review authority. In the event the review authority determines that path or trail construction within a subdivision would be infeasible or constitute unsound engineering, the review authority may grant the subdivider the option to pay into a fund, dedicated for these uses, the amount per foot, as determined by the review authority.