

End of Trip Facilities

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

Multimodal Connectivity

The County of San Bernardino has the following multimodal facilities that interface with the non-motorized transportation system.

Table 5.93:

Multimodal Connections

Facility	Facility Type	Facility Location
Bloomington PNR	Ride Share Lot	10175 Cedar Rd
Crestline PNR	Ride Share Lot	Forest Shade & Lake Dr.
County-wide Bus Stops	Bus Stops	Throughout County

Collisions Involving Bicyclists

Table 5.94:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	182
Total # of Bicycle Fatalities from 2005-2009	9
Average # of Bicycle Collisions Per Year	36.4
Average Bicycle Collision Rate per 1000/year ¹	0.12

Notes:

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

Safety and Education Programs

The San Bernardino County Department of Public Health conducts safe walking and biking education and encouragement activities at elementary schools throughout the county with funds received under the federal Safe Routes to School program. The Department of Public Health also partners with the San Bernardino County Department of Public Works to conduct safe walking and biking workshops at elementary schools in conjunction with Safe Routes to School-funded infrastructure projects.

City of Twentynine Palms

Population

30,649

City Overview

The City of Twentynine Palms, encompassing 78.4 square miles, is located in the Morongo Basin which forms the southwestern corner of the Mojave Desert. This basin includes Joshua Tree National Park and the Marine Corps Air Ground Combat Center (MCAGCC) to the north, which visitors pass through Twentynine Palms to reach. The Mojave Desert is separated from the Sonoran Desert to the south by the Little San Bernardino and Eagle Mountains, which are extensions of the Transverse Ranges. The western Mojave Desert is a flat, sparsely vegetated region that is interspersed with mountain ranges and dry lakes. The area is part of the high desert, large portions of which are at elevations between 2,500 and 4,000 feet above mean sea level.

Land Use

Twentynine Palms has historically been a rural desert residential community. The area's original inhabitants were the Serrano and Chemehuevi Indians, followed by gold miners, then World War I veterans, who were the first modern settlers of the City in the 1920s.

Development in Twentynine Palms has consisted primarily of residential development, mostly within the central core of the City. In recent years, there has been an increase in the amount of commercial development in the City, most focused along Twentynine Palms Highway, west of Downtown. Conversely, there has been limited industrial development in the City.

Existing Conditions:

Twentynine Palms' non-motorized bicycle network has expanded significantly since the last update to the Non-Motorized Transportation Plan. The City contains several sections of Class I bikeway along Mesquite Springs Rd and Two Mile Road for a total of 2.5 miles.

The City has also constructed one approximately 4 mile stretch of Class II bike lane along Utah Trail from State Route 62 to the entrance of the Joshua Tree National Park. In total, the City of Twentynine Palms has constructed 7.33 miles of Class I, 5.95 miles of Class II and 0.25 miles of Class III facilities.

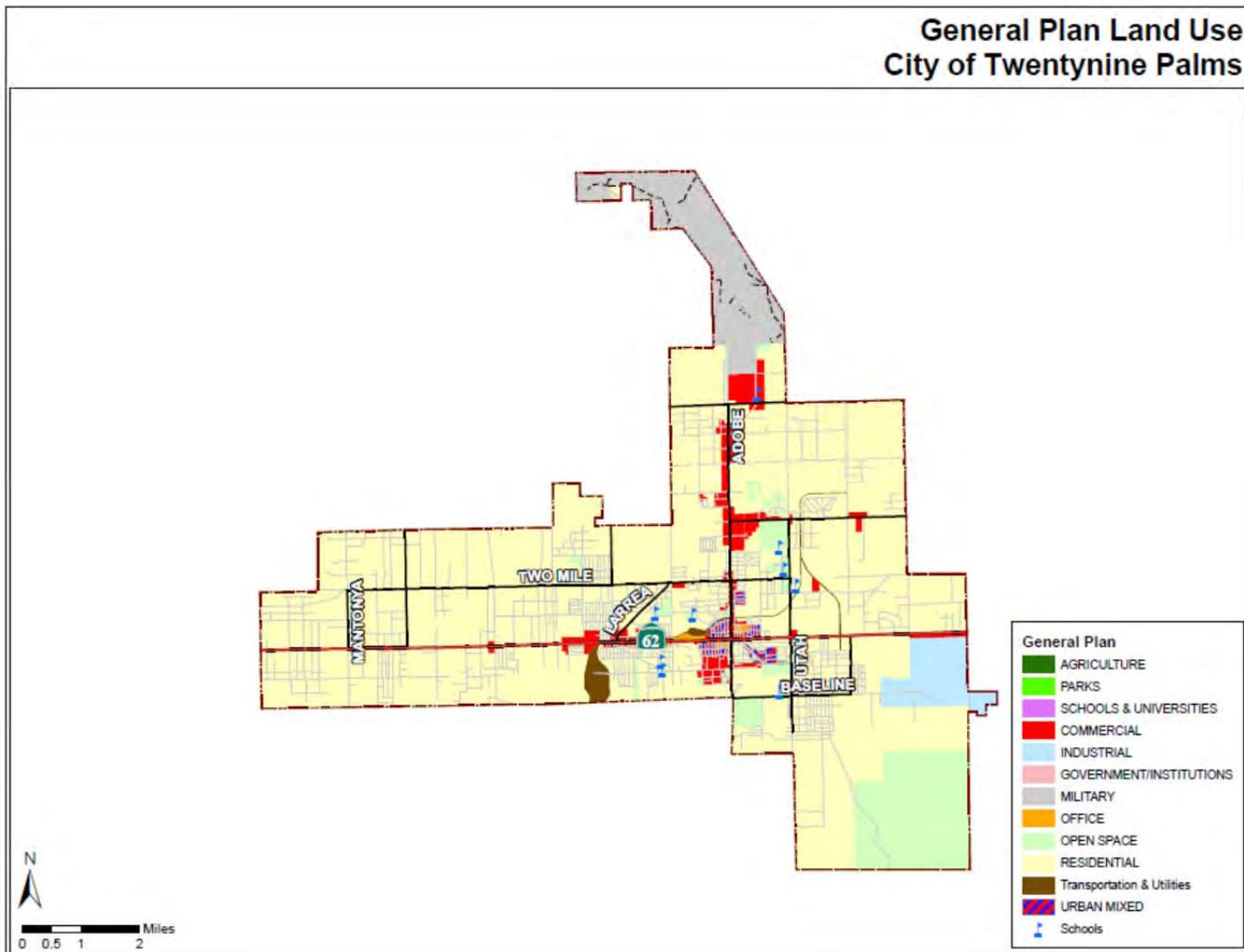


Figure 5.52

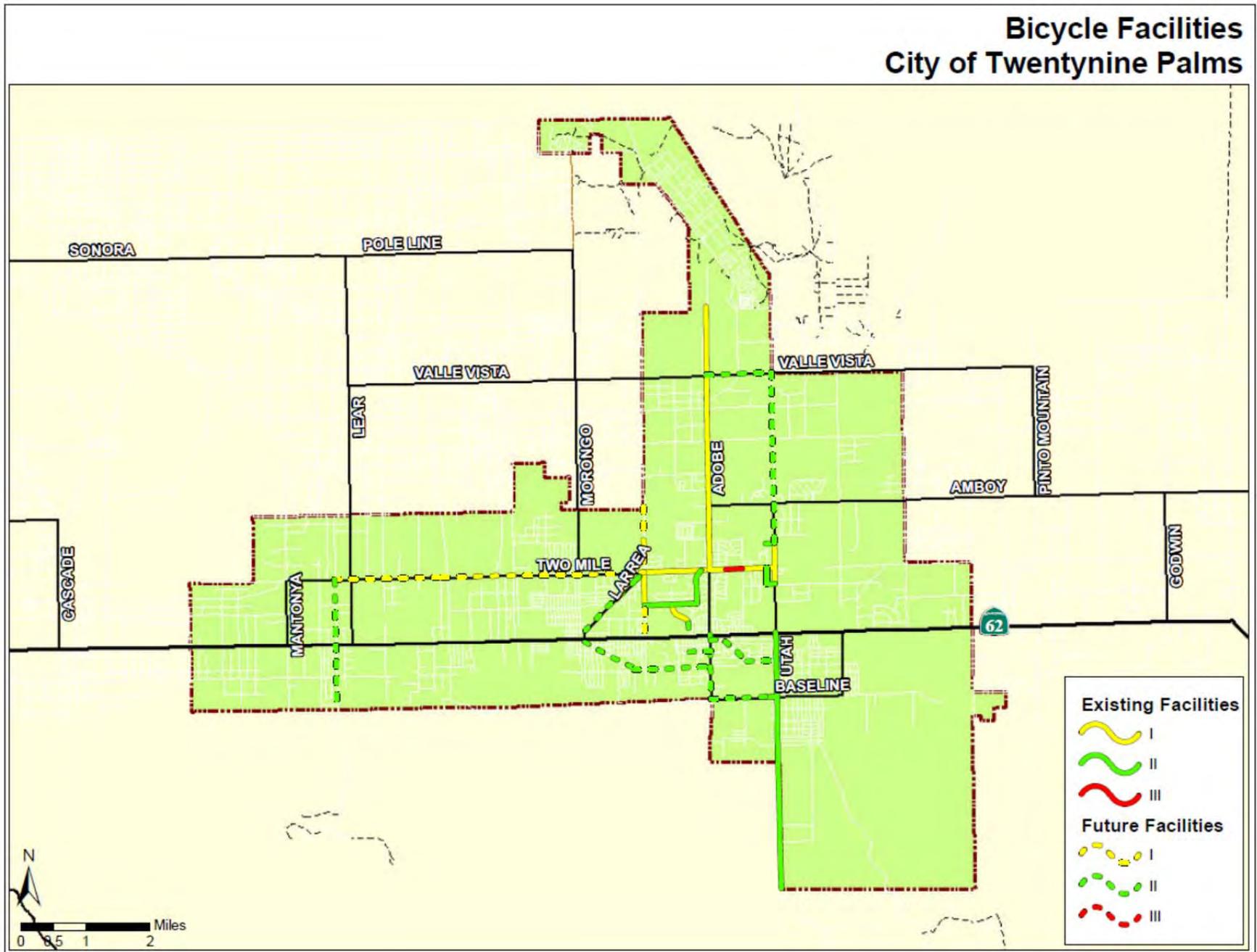


Figure 5.53

Table 5.95:

Twentynine Palms Existing Conditions

Street/Path	From	To	Class	Mileage	Cost
Adobe Rd	MCAGCC	Two Mile Rd	I	4.05	\$4,050,000
Aztec Ave	Luckie Ave	Utah Trail	II	0.13	\$6,734
Bagley Ave	El Paseo Rd	Two Mile Rd	II	0.54	\$27,168
Baseline Ave	Utah Trail	1000ft w/o Utah Trail	II	0.16	\$8,000
El Paseo Dr	Bagley Ave	Mesquite Springs Rd	II	0.8	\$40,000
Joe Davis Dr	Luckie Ave	Utah Trail	II	0.12	\$6,000
Luckie Ave	Two Mile Rd	Joe Davis Dr	II	0.24	\$12,000
Mesquite Springs Rd	Two Mile Rd	Wildcat Wy	I	0.57	\$570,000
Split Rock Ave	Buena Vista Rd	El Paseo Rd	I	0.41	\$410,000
Two Mile Rd	Mesquite Springs Rd	Howard Wy	I	0.93	\$930,000
Two Mile Rd	Adobe Rd	Aztec Ave	I	0.25	\$250,000
Two Mile Rd	Aztec Ave	Desert Knoll Dr	III	0.25	\$3,750
Two Mile Rd	Desert Knoll Dr	Utah Tr	I	0.5	\$500,000
Utah Tr	SR-62	Joshua Tree Guard Shack	II	3.96	\$198,000
Utah Tr	Aztec Ave	Joe Davis Dr	I	0.62	\$620,000
			Total	13.54	\$7,631,653

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.95: above constitute a significant investment into the non-motorized transportation infrastructure of Twentynine Palms. Based on planning level estimates, the value of the improvements implemented throughout the City is \$7,631,653.

Proposed Improvements

Future improvements to the non-motorized network for the City of Twentynine Palms will continue along the major transportation corridors throughout the City. All future improvements focus on further development of additional Class I and II facilities. A table of future improvements is included in Table 5.96: below.

The City of Twentynine Palms has identified several priority improvements, listed below in Table 5.97:.. When complete, the City will have constructed an additional 19.36 miles of Class I and Class II providing internal connectivity to the residents of Twentynine Palms and establishing connections to the roadway networks of the unincorporated Morongo Basin and state highway system.

Table 5.96:

Twentynine Palms Future Improvements

Street/Path	From	To	Class	Mileage	Cost
Adobe Rd	SR-62	Baseline	II	1	\$50,000
Baseline	Adobe Rd	1000ft w/o Utah Tr	II	0.83	\$41,500
Cactus Dr	Adobe Rd	National Park Dr	II	0.17	\$8,500
Hatch Rd	Manzanita Ave	Stardune Ave	II	0.87	\$43,500
Indian Cove Rd	Two Mile Rd	S. City Limit	II	2	\$100,000
Larrea Ave	Two Mile Rd	SR-62	II	1.36	\$68,000
Mesquite Springs Rd	Amboy Rd	Two Mile Rd	I	1.01	\$1,010,000
Mesquite Springs Rd	Wild Cat Wy	SR-62	I	0.42	\$420,000
National Park Dr	Cactus Dr	Utah Tr	II	1.48	\$74,000
Old Dale Rd	Split Rock Rd	Adobe Rd	II	0.33	\$16,500
Split Rock Ave	Sr-62	El Paseo Rd	II	0.19	\$9,500
Sullivan Rd	Stardune Ave	Adobe Rd	II	1.18	\$59,000
Two Mile Rd	Indian Cove Rd	Mesquite Springs Rd	I	4.89	\$4,890,000
Utah Tr	Valle Vista Rd	Aztec Dr	II	2.63	\$131,500
Valle Vista Rd	Adobe Rd	Utah Tr	II	1	\$50,000
			Total	19.36	\$6,972,000

Table 5.97:

Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Amboy Rd	Utah Tr	Adobe Rd	II	1.00	\$50,000
Larrea Ave	Two Mile Rd	SR-62	II	1.36	\$68,000
Lupine Ave	Two Mile Rd	Sunnyslope Dr	II	0.25	\$12,500
Mesquite Springs Rd	Wild Cat Wy	SR-62	I	0.42	\$420,000
Two Mile Rd	Mesquite Springs Rd	Lupine/Encilia	II	1.50	\$75,000
Utah Tr	Aztec Ave	Amboy Rd	II	0.25	\$12,500
Utah Tr	Joe Davis Rd	SR-62	II	0.50	\$25,000
			Total	5.30	\$673,500

Municipal Code

Although the municipal code for the City of Twentynine Palms does not currently include the mandatory requirement for the inclusion of non-motorized transportation serving infrastructure as part of the site design process, such standards are being considered for inclusion within the update to the City’s General Plan and may be included within the update to the City’s Development Code.

End of Trip Facilities

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

Multimodal Connectivity

Table 5.98:

Location of Multi-Modal Connections

Facility	Facility Type	Facility Location
Twentynine Palms Transit Center	Bus Transfer Center	Adobe & Cactus
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.99:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	5
Total # of Bicycle Fatalities from 2005-2009	0
Average # of Bicycle Collisions Per Year	1.0
Average Bicycle Collision Rate per 1000/year ¹	0.04

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

City of Upland

Population

76,106

City Overview

The City of Upland was incorporated on May 15, 1906, after previously being named North Ontario. The City was originally established as an irrigation colony by George and William Chaffey. Upland is located approximately 35 miles west of Los Angeles and immediately below the San Gabriel mountain range. The City provides a gateway to the Los Angeles National Forest and the Mount Baldy recreational area.

Land Use

The northern portion of the City is mostly low-density residential. The steep hillsides leading up to the San Gabriel mountain range make it less appropriate for commercial or industrial development. Most of the existing retail, industrial and office development is located adjacent to the I-10 and SR-210 freeways and the historic Route 66/Foothill Boulevard.

The city has a small downtown area, which is generally bounded by Euclid Ave to the west, Campus Avenue to the east, Arrow Highway to the north and 8th Street to the south. A significant port of the City's future development is planned to be concentrated in this area as it is close in proximity to the Metrolink station and the I-10 freeway. The City is currently developing an updated Downtown Specific Plan.

Existing Conditions:

The growth in the City of Upland's non-motorized system has been spread evenly across Class I, II and III facilities. The City now includes 6.33 miles of Class I, 21.43 miles of Class II and 11.65 miles of Class III facilities for a total of 39.41 miles. Since the last update to the Non-Motorized Transportation Plan, the City has averaged 3.94 miles of new infrastructure per year.

Growth/Past investment in system

The improvements included in Table 5.100: constitute a significant investment into the non-motorized transportation infrastructure of Upland. Based on planning level estimates, the value of the improvements implemented throughout the City is \$7,576,250.

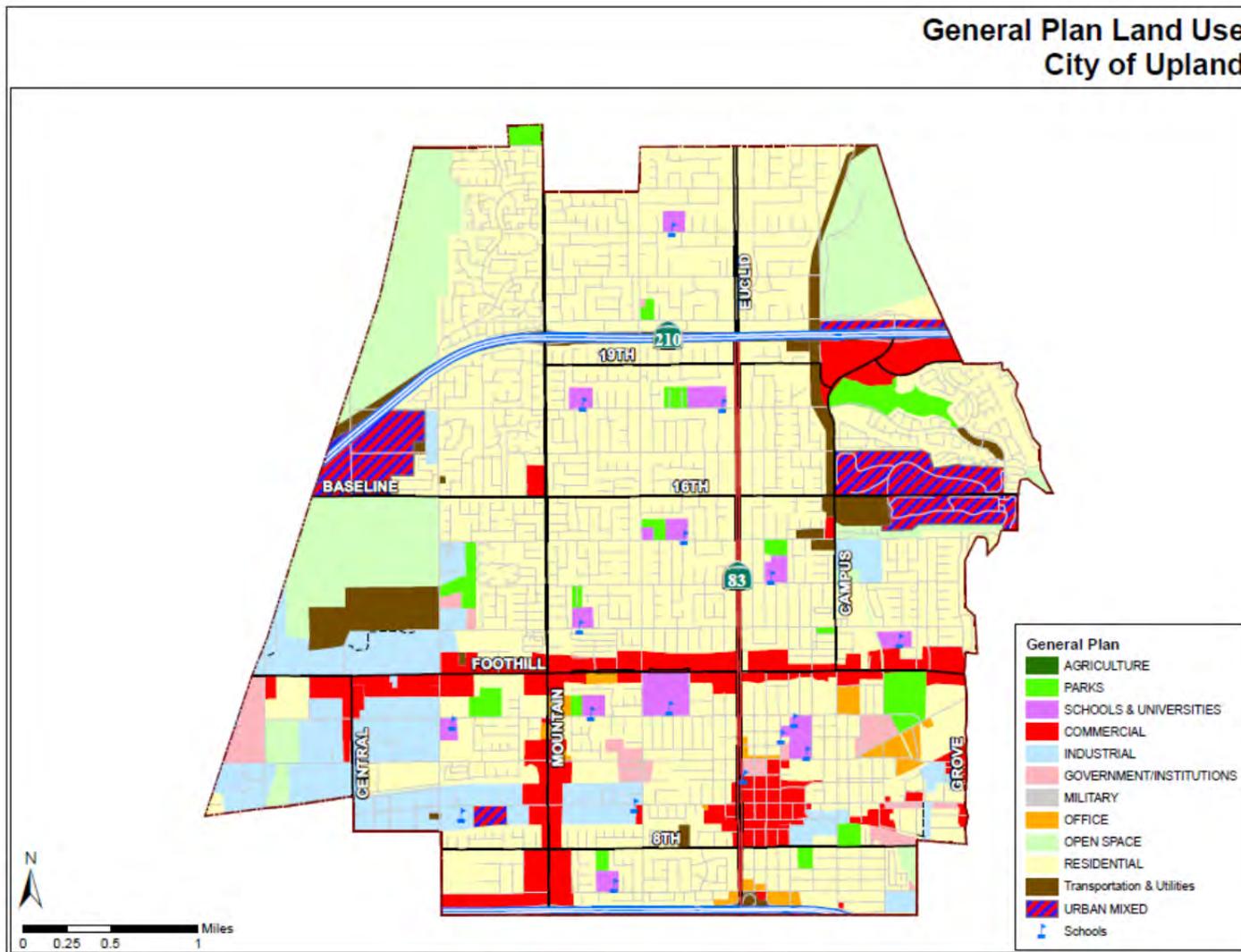


Figure 5.54

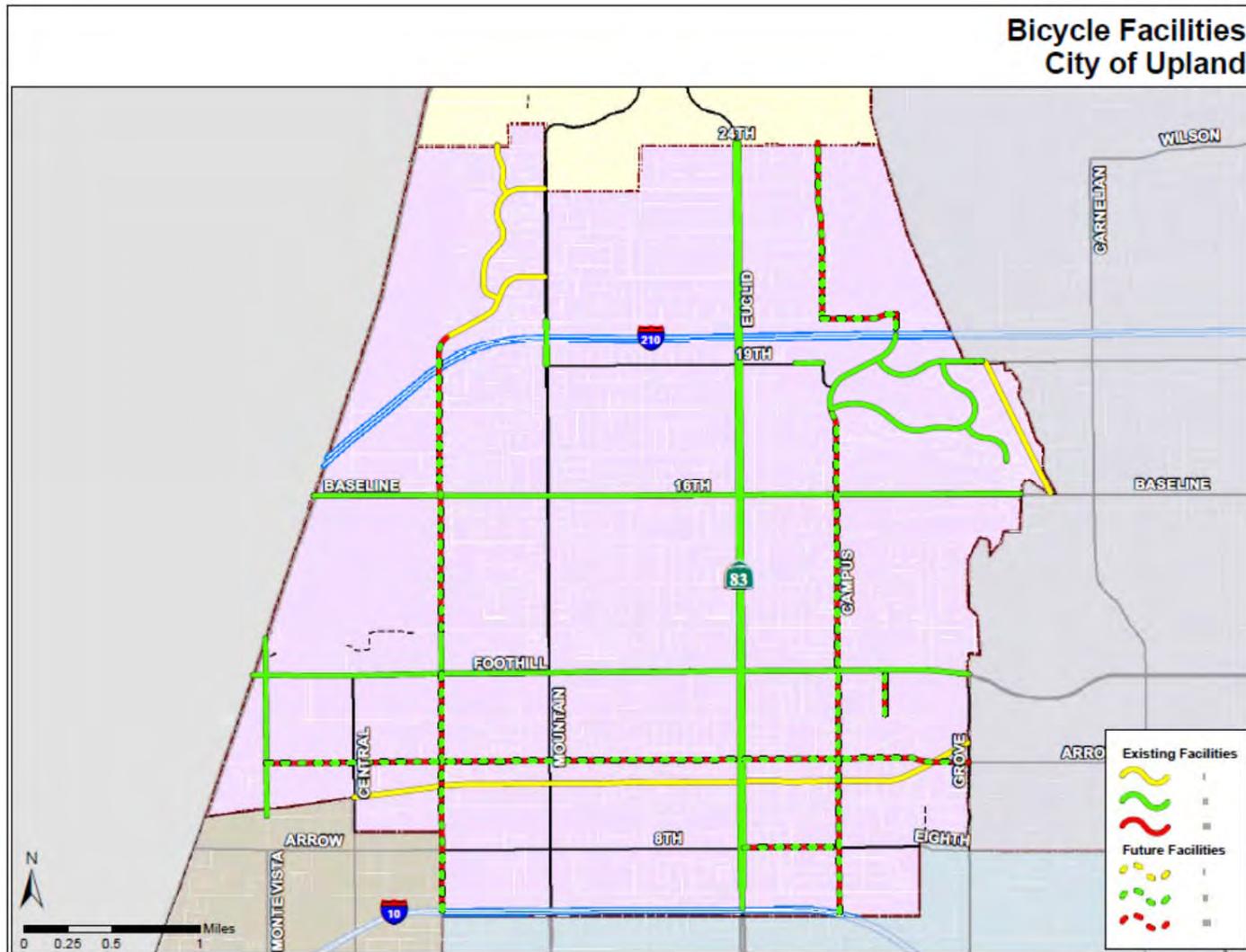


Figure 5.55

Table 5.100:
Upland Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
8th St.	Euclid Ave.	Campus Ave.	III	0.54	\$8,100
16th St.	SR-210	E. City Limit	II	4.03	\$201,500
19th St.	850' w/o Campus Ave.	Campus Ave.	II	0.16	\$8,000
19th St.	Campus Ave.	Cucamonga Creek	II	0.65	\$32,500
20th St.	Campus Ave.	Campus Ave.	III	0.42	\$6,300
Arrow Highway	Monte Vista Ave.	Grove Ave.	III	4.00	\$60,000
Benson Ave.	13th St.	Foothill Blvd.	II	0.25	\$12,500
Benson Ave.	Birkdale Ave.	13th St.	III	1.68	\$25,200
Benson Ave.	Foothill Blvd.	I-10	III	1.35	\$20,250
Benson Ave.	Mountain Ave.	Birkdale Ave.	I	0.71	\$710,000
Campus Ave.	18th St.	I-10	III	2.88	\$43,200
Campus Ave.	20th St.	SR-210	III	0.07	\$1,050
Campus Ave.	24th St.	20th St.	III	1.00	\$15,000
Campus Ave.	SR-210	18th St.	II	0.60	\$30,000
Colonies Pkwy.	Campus Ave.	19th St.	II	1.28	\$64,000
Cucamonga Creek	19th St.	Baseline Rd.	I	0.85	\$850,000
Deakin Ave.	24th St.	Mildura Ave.	I	0.29	\$290,000
Euclid Ave.	24th St.	I-10	II	8.61	\$430,500
Foothill Blvd.	W. City Limit	Grove Ave.	II	4.08	\$204,000
Hospital Pkwy.	Foothill Blvd.	11th St.	III	0.25	\$3,750
Mildura Ave.	Mountain Ave.	Benson Ave.	I	0.92	\$920,000
Monte Vista Ave.	N. City Limit	Richton St.	II	1.01	\$50,500
Mountain Ave.	20th St.	19th St.	II	0.42	\$21,000
Pacific Electric Trail	W. City Limit	E. City Limit	I	3.56	\$3,560,000
Tanglewood Ave.	Colonies Pkwy.	Golf Club Dr.	II	0.34	\$17,000
			Total	39.41	\$7,576,250

Table 5.101:
Upland Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
8th St.	Euclid Ave.	Campus Ave.	II	0.54	\$27,000
20th St.	Campus Ave.	Campus Ave.	II	0.42	\$21,000
Arrow Highway	Monte Vista Ave.	Grove Ave.	II	4.00	\$200,000
Benson Ave.	Birkdale Ave.	13th St.	II	1.68	\$84,000
Benson Ave.	Foothill Blvd.	I-10	II	1.35	\$67,500
Campus Ave.	18th St.	I-10	II	2.87	\$143,500
Campus Ave.	20th St.	SR-210	II	0.07	\$3,500
Campus Ave.	24th St.	20th St.	II	1.00	\$50,000
Hospital Pkwy.	Foothill Blvd.	11th St.	II	0.25	\$12,500
8th St.	Euclid Ave.	Campus Ave.	II	0.54	\$27,000
20th St.	Campus Ave.	Campus Ave.	II	0.42	\$21,000
			Total	11.64	\$582,000

Proposed Improvements

The future improvements identified by the City of Upland will upgrade the existing Class III facilities to Class II standards. When complete, the City will have upgraded a total of 11.64 miles of Class III infrastructure to Class II standards, improving the safety to cyclists and reinforcing their place on the City’s arterial system.

The City of Upland has not identified any priority improvements. Improvements will be prioritized by the City Council in the future, possibly as part of the City’s General Plan update.

Table 5.102:

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

The City of Upland Municipal Code - 17.22.090 Vehicle trip reduction measures – provides for the following related to non-motorized transportation:

- A. Purpose. The purpose of this section is to promote the use of methods of transportation which are alternatives to the single occupant vehicle. These alternative methods are to be provided for 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. Vehicle trip reduction measures shall apply to all new residential and nonresidential development which exceed the thresholds described in subsections (B)(1) through (3) of this section inclusive. Such measures shall be integrated into the existing development review process of the administrative committee and implemented as follows:
 - 1. Multifamily Residential Projects Containing Ten or More Units.
 - a. Bicycle parking facilities such as a bicycle rack or lockers shall be provided at a rate of one per 30 vehicle parking spaces with at least one three-bike rack.
 - b. On-site pedestrian walkways and bicycle facilities to connect each building in a complex to public streets.
 - c. Passenger loading area located close to building entrance(s) shall be provided for projects with 100 or more parking spaces. The loading areas shall spatially be the equivalent to a minimum of five parking spaces.

- d. Transit improvements such as bus pullouts, bus pads, and bus shelters as determined to be appropriate by the administrative committee in cooperation with Omnitrans.
- 2. Single-Family Residential Projects Containing 500 or More Units. A telecommuting center shall be developed or contributions toward development of such a center on site shall be made to the reasonable satisfaction of the community development director.
- 3. Nonresidential Projects.
 - a. Bicycle parking facilities such as bicycle racks or lockers shall be provided at a rate of one per 30-vehicle parking spaces with at least one bicycle rack capable of holding three bicycles.
 - b. On-site pedestrian walkways and bicycle facilities to connect each building in a complex to public streets.
 - c. Passenger loading area located close to building entrance(s) shall be provided for projects with 100 or more parking spaces. The loading areas shall spatially be the equivalent to a minimum of five parking spaces.
 - d. A minimum of one shower facility for persons walking or bicycling to work for each project which meets the following thresholds:

Commercial	250,000 square feet
Industrial	325,000 square feet
Office	125,000 square feet
Hotels and motels	250 rooms

End of Trip Facilities

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

Multimodal Connectivity

Table 5.103:

Location of Multi-Modal Connections

Facility	Facility Type	Facility Location
Upland Metrolink Station	Train Station	Downtown Upland
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.104:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	96
Total # of Bicycle Fatalities from 2005-2009	1
Average # of Bicycle Collisions Per Year	19.2
Average Bicycle Collision Rate per 1000/year ¹	0.26

Notes:

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

Safety and Education Programs

The City of Upland does not currently participate in any bicycle safety or education programs, but the City does work closely with the Upland Unified School District in its Safe Routes to School Program.

City of Victorville

Population

112,097

City Overview

Incorporated as a general law city in September 21, 1962, Victorville began its transition to a modern day community in about 1885, known then as the “Town of Victor” after Jacob Nash Victor, a construction superintendent for the California Southern Railroad (Santa Fe Railroad).

The City of Victorville is located in southwestern San Bernardino County, in the geographic sub-region of the southwestern Mojave Desert known as the Victor Valley and commonly referred to as the "High Desert" due to its approximate elevation of 2,900 feet above sea level. The Victor Valley is separated from other urbanized areas in Southern California by the San Bernardino and San Gabriel mountains.

Land Use

The City’s general plan provides for a wide variety of residential land use designations which provides a broad range of dwelling unit densities and allows for a diversity of housing unit types. Residential designations include: Very Low Residential, Low Density Residential, Medium Density Residential, High Density Residential, Mixed Density, and Mixed-Use Density.

The City of Victorville has historically been and continues to be the primary commerce center of the Victor Valley. The City’s general plan provides for a wide variety of businesses to locate or expand in the City. Designated business categories include both commercial and industrial, and consist of the following: Commercial, Office Professional, Light Industrial and Heavy Industrial. The Mixed-Use High Density designation allows for business components, including retail, office and civic.

The map on the next page shows the General Plan land use designations for the City of Victorville.

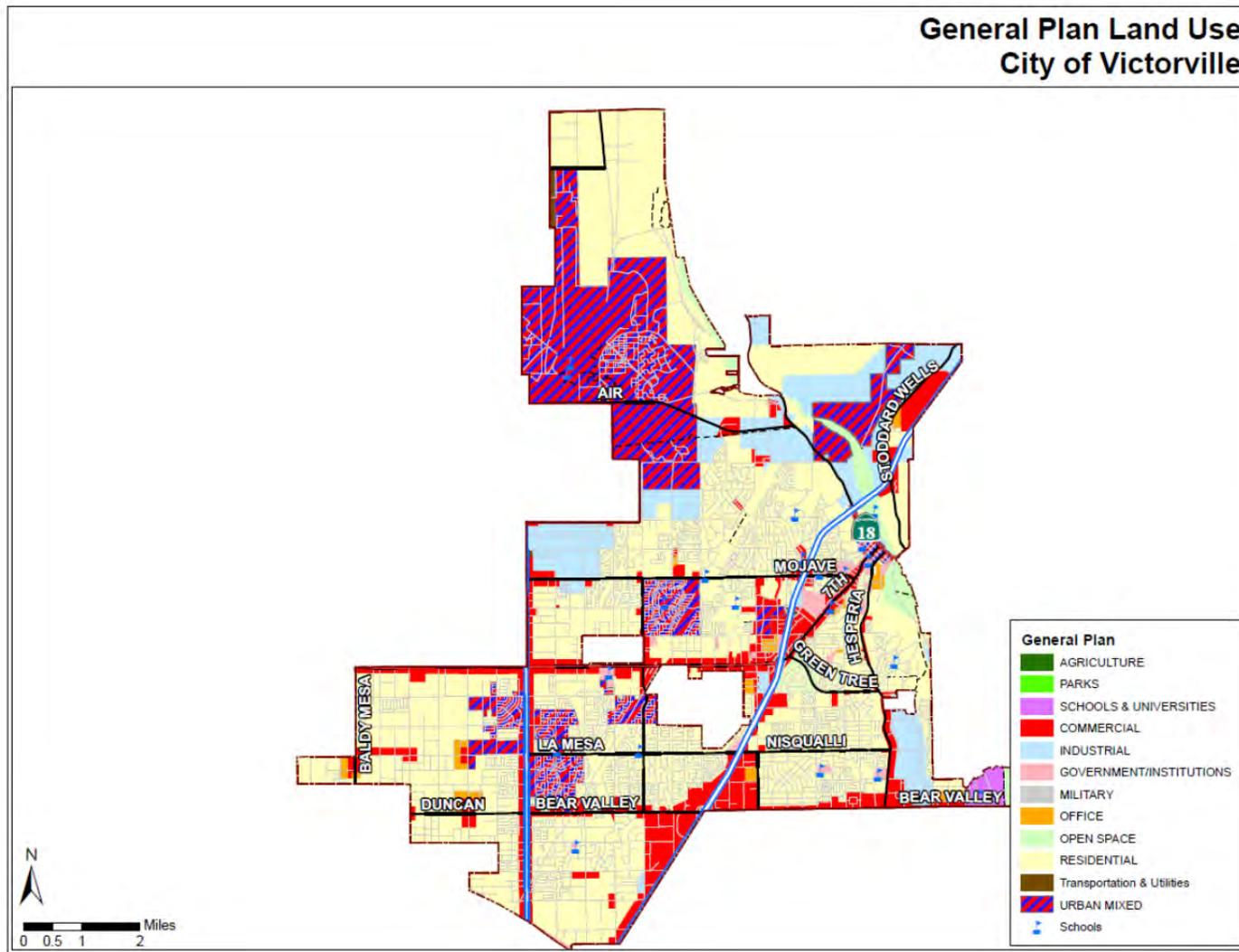


Figure 5.56

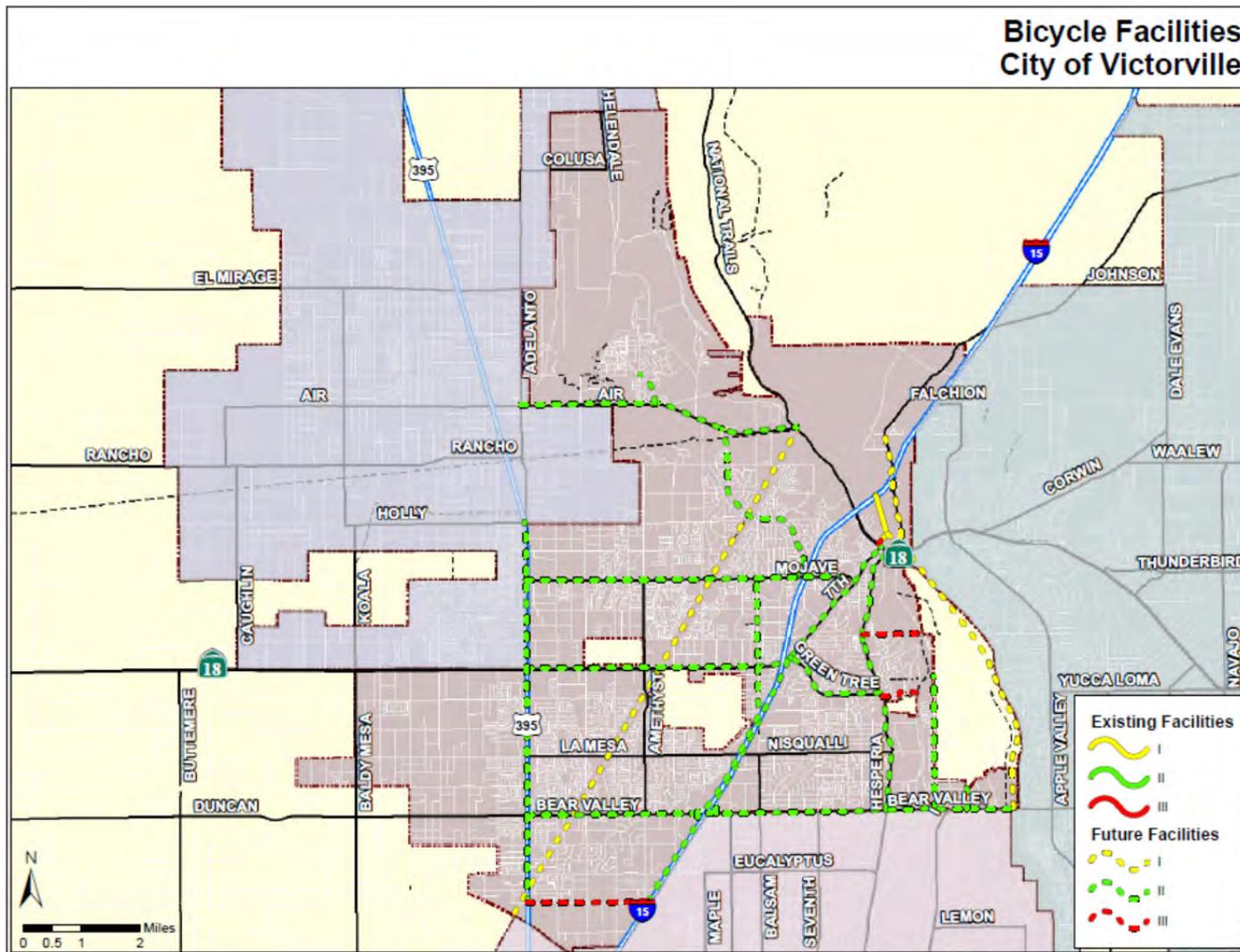


Figure 5.57

Existing Conditions:

The City of Victorville has constructed one demonstration segment of the Mojave Riverwalk Class I facility. The City is also in the process of preparing the environmental document for the remainder of the project. Ultimately, the Riverwalk will connect northern Victorville to the Victor Valley Community College when completed.

In addition to the work on Mojave Riverwalk, the City prepared a focused non-motorized plan, which was adopted by the City Council in June 2010.

Table 5.105:

Victorville Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Mojave Riverwalk	I-15	6th St	I	0.83	\$830,000
			Total	0.83	\$830,000

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the City of Victorville has constructed 0.83 miles of Class I facilities at a rate of 0.09 miles per year.

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.105: above constitute a significant investment into the non-motorized transportation infrastructure of Victorville. Based on planning level estimates, the value of the improvements implemented throughout the City is \$830,000.

Proposed Improvements

Future improvements to the non-motorized network for the City of Victorville 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 5.106: below. 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 5.106:

Victorville Proposed Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
6th St.	6th St. Trailhead	D St.	III	0.09	\$1,350
7th St.	D St.	Palmdale Rd.	II	2.46	\$123,000
Air Expressway	Adelanto Rd.	National Trails Hwy.	II	4.82	\$241,000
Amargosa Rd.	Mojave Dr.	Mesa St.	II	6.12	\$306,000
Bear Valley Rd.	Highway 395	Mojave River	II	8.28	\$414,000
Coad Rd.	Hesperia Rd.	BNSF Railroad	III	0.64	\$9,600
George Blvd.	Air Expressway	Nevada Ave.	II	0.59	\$29,500
Green Tree Blvd.	7th St.	Hesperia Rd.	II	1.84	\$92,000
Hesperia Rd.	D St.	Bear Valley Rd.	II	4.90	\$245,000
Highway 18	6th St.	E. City Limit	II	0.63	\$31,500
Highway 395	Hopland St.	Mesa St.	II	6.52	\$326,000
Mariposa Rd.	Bear Valley Rd.	Palmdale Rd.	II	2.91	\$145,500
Mesa St.	Highway 395	Amargosa Rd.	III	2.05	\$30,750
Mojave Dr.	Highway 395	7th St.	II	5.66	\$84,900
Mojave Riverwalk	6th St.	Bear Valley Rd.	I	5.45	\$5,450,000
Palmdale Rd.	Highway 395	7th St.	II	4.57	\$68,550
Power Line Easement	California Aqueduct	Air Expressway	I	9.60	\$9,600,000
Ridgecrest Rd.	Yates Rd.	Bear Valley Rd.	II	2.26	\$33,900
Seneca Rd.	Hesperia Rd.	BNSF Railroad	III	1.02	\$15,300
Spring Valley Pkwy.	Bear Valley Rd.	Huerta Rd.	II	0.36	\$5,400
Stoddard Wells Rd.	Highway 18	Dante St.	I	2.14	\$2,140,000
Village Dr.	Air Expressway	Mojave Dr.	II	3.39	\$50,850
			Total	76.30	\$19,444,100

Table 5.107:

Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Mojave Riverwalk	6th St.	Bear Valley Rd.	I	5.45	\$5,450,000
			Total	5.45	\$5,450,000

The priority bicycle improvement for the City of Victorville is the Mojave Riverwalk. When finished the Mojave Riverwalk will provide a continuous Class I bikeway adjacent to the Mojave River in the City of Victorville. The facility will connect north Victorville to the Victor Valley Community College.

Municipal Code

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

Multimodal Connectivity

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

Table 5.108:

Multimodal Connectivity

Facility	Facility Type	Facility Location
Victorville Blvd PNR Lot	Ride Share Lot	Bear Valley Rd & I-15
VVCC PNR	Ride Share Lot	Bear Valley & Fish Hatchery
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.109:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	78
Total # of Bicycle Fatalities from 2005-2009	2
Average # of Bicycle Collisions Per Year	15.6
Average Bicycle Collision Rate per 1000/year ¹	0.18

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

City of Yucaipa

Population

51,476

City Overview

Yucaipa is located in the eastern portion of the San Bernardino Valley area, at the foot of the San Bernardino Mountains, between the Cities of Redlands and Calimesa. The City is bounded on the northwest by the Crafton Hills, on the south by the City of Calimesa and on the north and east by mountainous terrain in unincorporated areas of San Bernardino County.

The topography of the City begins at an approximate elevation of 2,000 feet at the west end, adjacent to the point at which the 10 freeway enters Yucaipa from the west. Elevations increase in the northeast and eastern portions of the City to approximately 4,000+feet, which represents an elevation change of 2,000 feet. Much of the area on the northwest portion of the City above 2,400 feet has been designated by the City as an open space preserve.

Land Use

The map on the following page shows the current and future land use patterns in the City of Yucaipa. The existing land uses within the City can be best summarized as a diversity of land uses throughout with a very low percentage of commercial and industrial land uses. The industrial and commercial areas have been developed in strips as opposed to centers or nodes of development.

Existing Conditions:

Yucaipa's non-motorized bicycle network has expanded significantly since the last update to the Non-Motorized Transportation Plan. The City now enjoys one Class I bikeway along a section of Oak Glen Road for a stretch of 2.06 miles.

The City has also striped 16.02 miles of Class II bike lanes, mostly on major transportation corridors throughout the City. The bike lanes provide connectivity to commercial, residential, educational, public transportation centers and recreational amenities throughout the city.

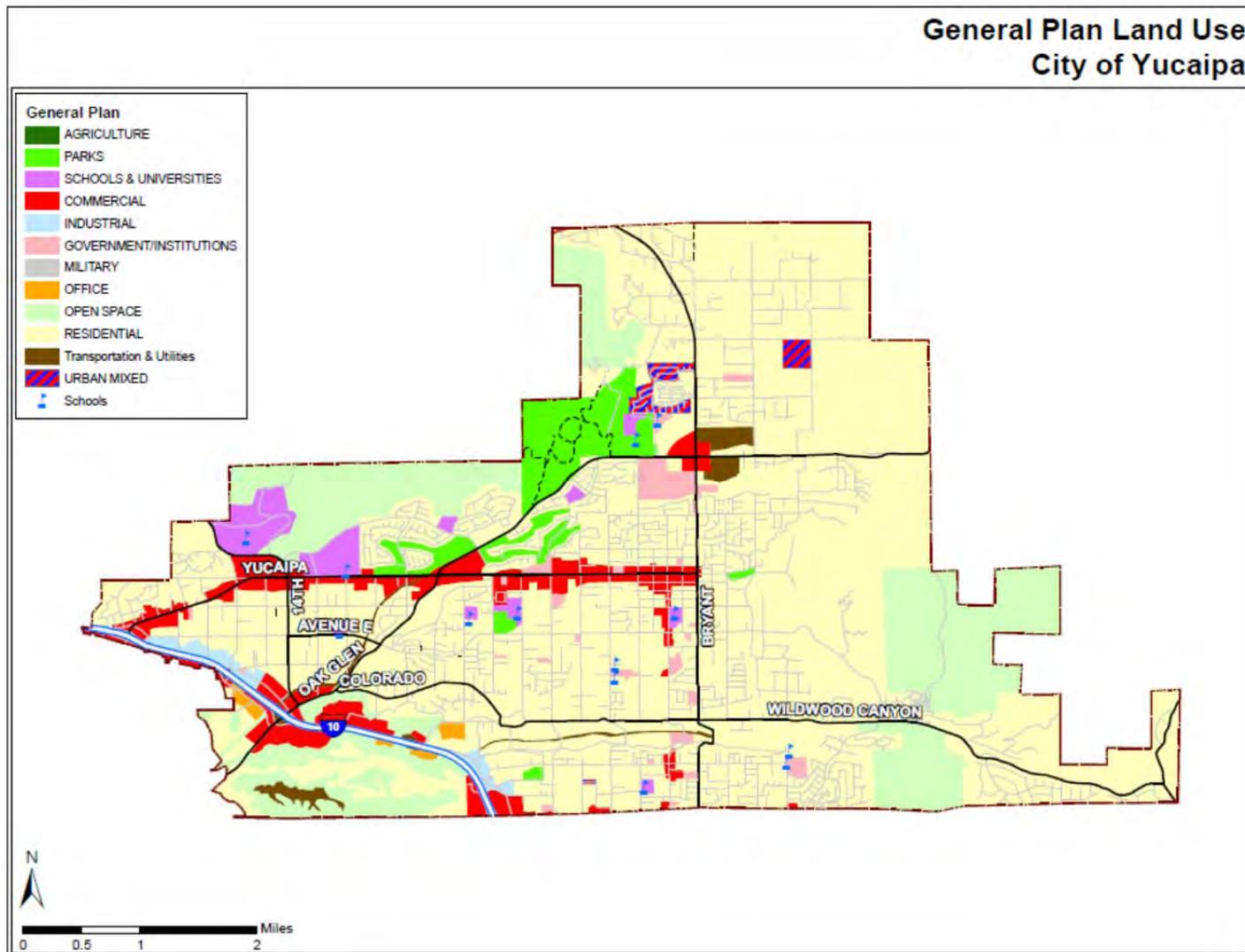


Figure 5.58

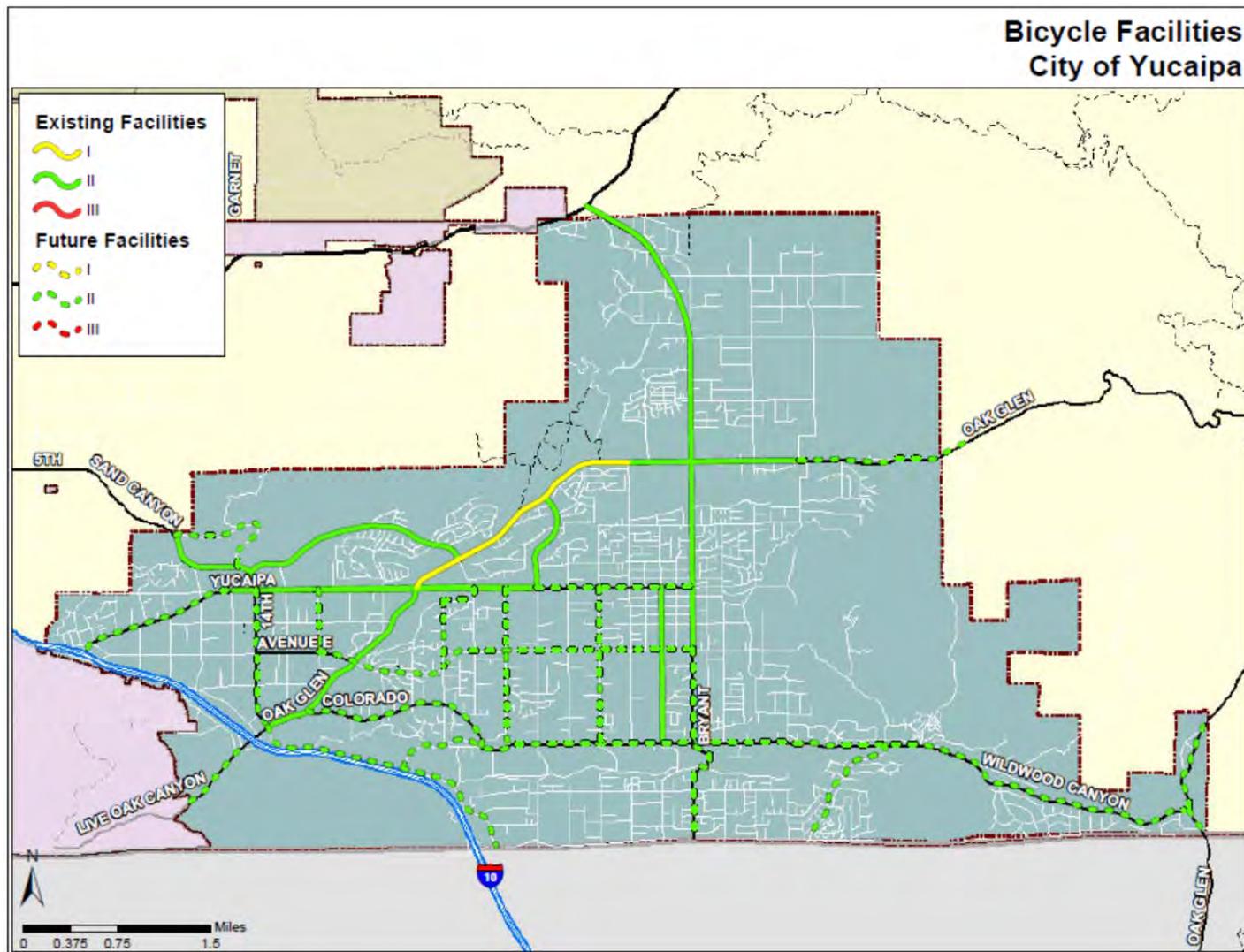


Figure 5.59

Table 5.110:

Yucaipa Existing Conditions

Street/Path	From	To	Class	Mileage	Cost
5th St	Oak Glen Rd	Yucaipa Blvd	II	0.82	\$41,000
Bryant St	SR-38	Avenue E	II	3.91	\$195,500
California St	Avenue D	Yucaipa Blvd	II	1.25	\$62,500
Chapman Heights Rd	Sand Canyon Rd	Oak Glen Rd	II	1.86	\$93,000
Oak Glen Rd	2nd St	Yucaipa Blvd	I	2.06	\$2,060,000
Oak Glen Rd	Bryant St	2nd St	II	0.50	\$25,000
Oak Glen Rd	Cherry Croft Dr	Bryant St	II	0.87	\$43,500
Oak Glen Rd	Yucaipa Blvd	Calimesa Blvd	II	1.70	\$85,000
Sand Canyon Rd	N City Limit	Yucaipa Blvd	II	0.92	\$46,000
Yucaipa Blvd	15th St	5th St	II	4.19	\$209,500
			Total	18.08	\$2,861,000

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the City of Yucaipa has constructed 2.1 miles of Class I and 13.9 miles of Class II facilities at a rate of 2.01 miles per year.

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.110: above constitute a significant investment into the non-motorized transportation infrastructure of Yucaipa. Based on planning level estimates, the value of the improvements implemented throughout the City is \$2,861,000.

Proposed Improvements

Future improvements to the non-motorized network for the City of Yucaipa 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 5.111: below.

The City of Yucaipa has identified two projects as priorities, and the projects are included in Table 5.112: below. The projects focus on finishing the Class II improvements along Yucaipa Blvd. When complete, the City will have constructed an additional 2.5 miles of Class II improvements along the primary arterial roadway of the City.

Table 5.111:

Yucaipa Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
12th St	Yucaipa Blvd	Ave E	II	0.50	\$25,000
14th St	Yucaipa Blvd	Oak Glen Rd	II	1.11	\$55,500
3rd St	Yucaipa Blvd	Wildwood Canyon Rd	II	1.25	\$62,500
6th St	Yucaipa Blvd	Wildwood Canyon Rd	II	1.26	\$63,000
7th St	Yucaipa Blvd	Washington Dr	II	0.09	\$4,500
8th St	Washington Dr	Ave E	II	0.53	\$26,500
Ave E	12th St	Bryant St	II	3.10	\$155,000
Bryant St	Ave E	County Line Rd	II	1.68	\$84,000
Calimesa Blvd	Oak Glen Rd	S City Limit	II	2.26	\$113,000
Campus Dr	Sand Canyon Rd	Sand Canyon Rd	II	1.10	\$55,000
Colorado St	Oak Glen Rd	Wildwood Canyon Rd	II	1.64	\$82,000
Live Oak Rd	W City Limit	I-10	II	0.62	\$31,000
Mesa Grande Dr	Wildwood Canyon Rd	County Line Rd	II	1.05	\$52,500
Oak Glen Rd	Cherry Croft Dr	e/o Martell Ave	II	1.38	\$69,000
Oak Glen Rd	Oak Glen Rd	Scenic Crest Dr	II	0.51	\$25,500
Washington Dr	8th St	7th St	II	0.25	\$12,500
Wildwood Canyon Rd	Calimesa Blvd	Oak Glen Rd	II	6.65	\$332,500
Yucaipa Blvd	5th St	Bryant St	II	1.25	\$62,500
Yucaipa Blvd	I-10	15th St	II	1.28	\$64,000
			Total	27.51	\$1,375,500

Table 5.112:

Priority Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Yucaipa Blvd	5th St	Bryant St	II	1.25	\$62,500
Yucaipa Blvd	I-10	15th St	II	1.28	\$64,000
			Total	2.53	\$126,500

Municipal Code

Yucaipa Municipal Code 10.08.010, Chapter 10.08 Transportation Control Sub-regional Implementation Program includes several design standards for residential and non-residential development pertaining to the provision of bicycle parking. The design standards are as follows:

- *Bicycle Parking Facilities* – New non-residential and multi-family (of 10 or more units) development or remodels of existing complexes (when discretionary review

is required) are required to include parking racks or secured lockers at a rate of 1 per 30 parking spaces with a minimum of a three-bike rack.

- *Pedestrian and Bicycle Connections to Public Streets* – New non-residential and multi-family (of 10 or more units) are required to provide on-site pedestrian walkways and bicycle facilities to connect each building in the development to public streets.
- *Shower Facilities* – New non-residential development meeting CMP thresholds (250 or more peak hour trips) are required to provide shower facilities for persons bicycling or walking to work at a minimum of one shower facility accessible to both men and women.

End of Trip Facilities

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

Multimodal Connectivity

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

Table 5.113:

Multimodal Connectivity

Facility	Facility Type	Facility Location
Yucaipa Blvd PNR Lot	Ride Share Lot	31341 Hampton Rd
Yucaipa Transit Center	Multi-Modal Facility	34276 Yucaipa Blvd
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.114:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	41
Total # of Bicycle Fatalities from 2005-2009	0
Average # of Bicycle Collisions Per Year	8.2
Average Bicycle Collision Rate per 1000/year ¹	0.17

Notes:

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

Safety and Education Programs

The City sponsors an annual Bike Safety Rodeo. The activities are geared for kids from ages 3 - 14. The event features complimentary bike and helmet inspections, as well as a bicycle safety course food and giveaways.

In addition, the City also partners with the Yucaipa-Calimesa Joint Unified School District and the San Bernardino County Department of Public Health's Safe Routes to School Program. The City assists by conducting public workshops at various elementary schools throughout the City, by providing bicycle and pedestrian safety/education programs and by encouraging walking and bicycling to and from school.

Town of Yucca Valley

Population

21,292

City Overview

The Town of Yucca Valley comprises an important administrative, commercial and business center for the Morongo Basin and Lower Mojave Desert region. Located in the south-central portion of San Bernardino County and a transitional area between the high and low deserts of southeastern California, the Town sits at a pivotal location in terms of the region's geology. Both resulting climate and geotechnical activity have shaped Yucca Valley.

Land Use

The Town encompasses over 38 square miles. Historically, development has been focused along, and been most intense, adjacent to State Highway 62, with progressively less dense and more scattered residential development north and south of Highway 62. Industrial land uses are found in a few scattered locations, and the Highway 62 corridor serves the Town and the region as an integrated mix of commercial businesses.

The goals identified in Yucca Valley's General plan include maintaining a balance of mixed, functionally integrated land uses which meet general, social and economic needs and promoting a well-rounded community of desirable neighborhoods with a strong employment base and a variety of community facilities.

Existing Conditions:

The Town of Yucca Valley's bicycle transportation system is comprised solely of Class III bike routes. The 23.41 miles of bike routes provide access to the both the north and south sections of Town, crossing SR-62 and SR-247.

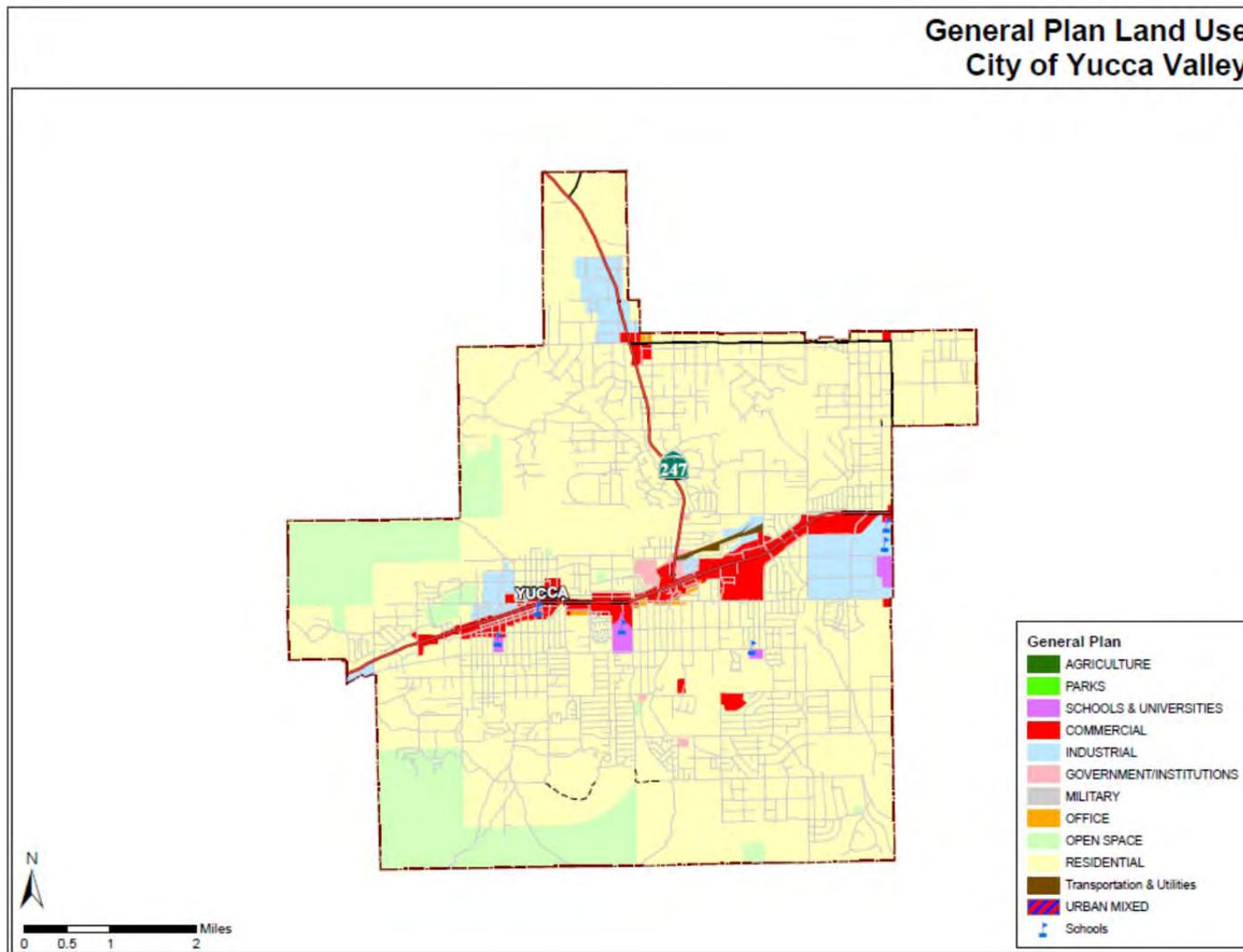


Figure 5.60

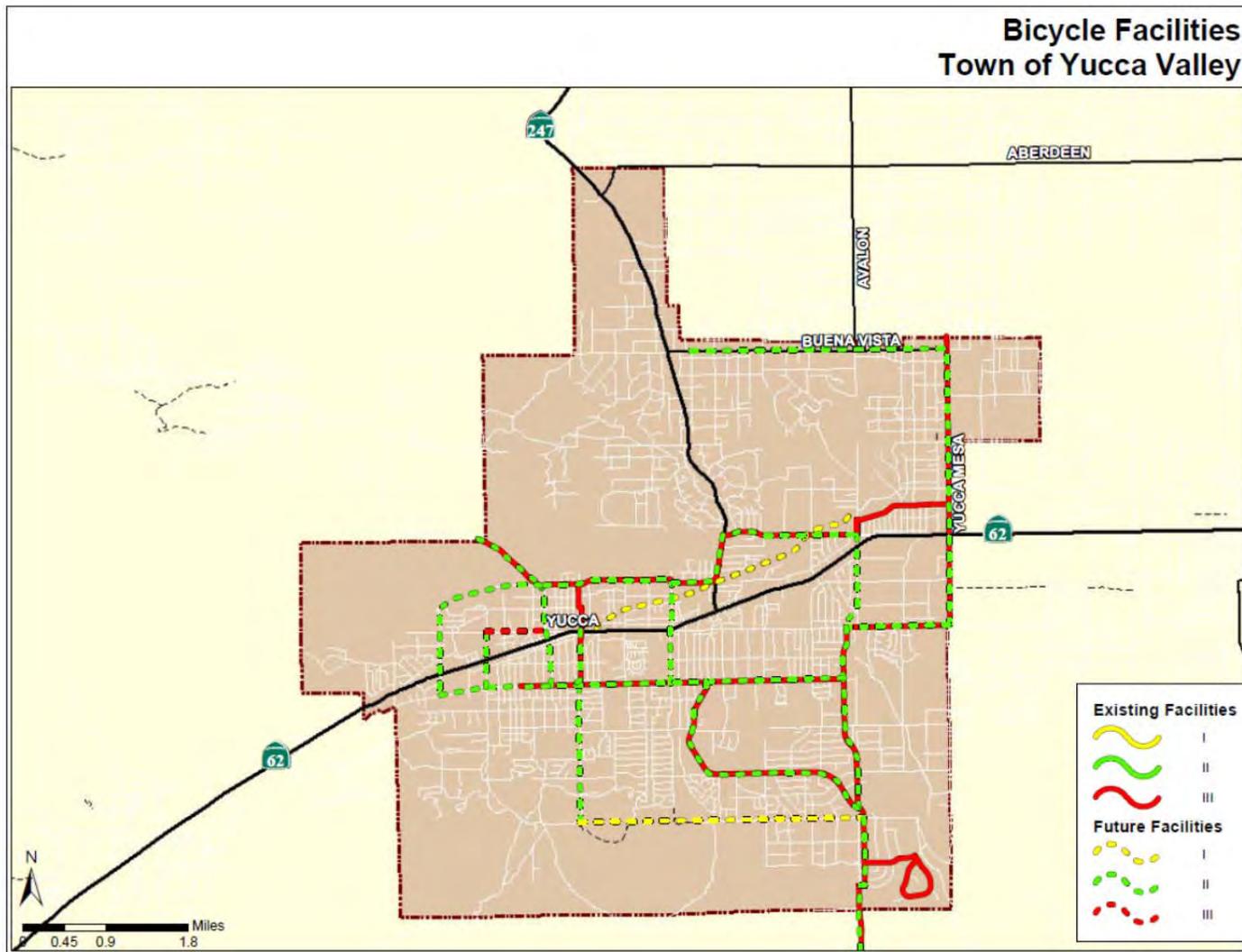


Figure 5.61

Table 5.115:

Yucca Valley Existing Conditions

Street/Path	From	To	Class	Mileage	Est. Cost
Acoma Tr.	Onaga Tr.	SR-62	III	0.60	\$9,000
Avalon Ave.	Paxton Rd.	Barron Dr.	III	0.16	\$2,400
Barron Dr.	Avalon Ave.	Yucca Mesa Rd.	III	1.04	\$15,600
Blackrock Canyon Rd.	San Marino Dr.	End	III	1.08	\$16,200
Carmelita Circle	Santa Barbara Dr.	Santa Barbara Dr.	III	1.15	\$17,250
Joshua Ln.	Onaga Tr.	San Marino Dr.	III	3.76	\$56,400
La Contenta Rd.	SR-62	Yucca Trail	III	0.99	\$14,850
Mohawk Tr.	SR-62	Sunnyslope Dr.	III	0.53	\$7,950
Onaga Tr.	Hopi Tr.	Palomar Ave.	III	3.50	\$52,500
Palomar Ave.	Yucca Trail.	Joshua Ln.	III	1.99	\$29,850
Paxton Rd.	SR-247	Avalon Ave.	III	1.47	\$22,050
Pioneertown Rd.	Sunnyslope Dr.	N. Town Limits	III	0.82	\$12,300
San Marino Dr.	Joshua Ln.	Black Rock Canyon Rd.	III	0.06	\$900
Santa Barbara Dr.	Joshua Ln.	Carmelita Circle.	III	0.56	\$8,400
SR-247	Sunnyslope Dr.	Paxton Rd.	III	0.47	\$7,050
Sunnyslope Dr.	Pioneertown Rd.	SR-247	III	1.97	\$29,550
Yucca Mesa Rd.	SR-62	N. Town Limits	III	2.14	\$32,100
Yucca Trail	La Contenta Rd.	Palomar Ave.	III	1.12	\$16,800
			Total	23.41	\$351,150

Growth/Past investment in system

Since the San Bernardino County Non-Motorized Transportation Plan was first prepared in 2001, the Town of Yucca Valley has designated 23.41 miles of Class III facilities within the Town at a rate of 2.3 miles per year.

Past Investment in Non-Motorized Infrastructure

The improvements included in Table 5.115: above demonstrate a commitment to non-motorized transportation within the Town of Yucca Valley. Based on planning level estimates, the value of the improvements implemented throughout the Town is \$351,150.

Proposed Improvements

The future improvements identified by the Town of Yucca Valley will upgrade most of the existing Class III facilities to Class II standards. When complete, along with the construction of new Class I and Class II bikeways, the Town will have a total of 40.16 miles of bikeways, improving the safety to cyclists and reinforcing their place in the Town’s arterial system.

Table 5.116:

Yucca Valley Future Improvements

Street/Path	From	To	Class	Mileage	Est. Cost
Acoma Tr.	San Andreas	SR-62	II	2.10	\$105,000
Avalon Ave.	Yucca Tr.	SR-62	II	0.89	\$44,500
Balsa Ave.	Yucca Tr.	Paxton Rd.	II	1.08	\$54,000
Black Rock Cyn. Rd.			II	0.25	\$12,500
Buena Vista Dr.	Yucca Mesa Rd.	SR-247	II	2.77	\$138,500
Camino del Cielo Tr.	Onaga Tr.	Sunnyslope Dr.	II	0.89	\$44,500
Joshua Ln.	Onaga Tr.	San Marino Dr.	II	3.80	\$190,000
Kickapoo Tr.	Onaga Tr.	Yucca Tr.	II	0.59	\$29,500
Onaga Tr.	Camino del Cielo Tr.	Palomar Ave.	II	4.38	\$94,500
Palomar Ave.	Yucca Tr.	Joshua Ln.	II	2.01	\$100,500
Paxton Rd.	SR-247	Avalon Ave.	II	1.46	\$73,000
Pioneertown Rd.	Onaga Tr.	Town Bndy.	II	1.89	\$94,500
Sage Ave.	Onaga Tr.	Sunnyslope Dr.	II	1.04	\$52,000
San Andreas Trail	Joshua Ln.	Acoma Tr.	I	3.07	\$3,070,000
San Marino Dr.	Joshua Ln.	Black Rock Cyn. Rd.	II	0.08	\$4,000
SR-247	Sunnyslope Dr.	Paxton Rd.	II	0.49	\$24,500
Sunnyslope Dr.	Camino del Cielo	SR-247	II	3.11	\$155,500
Warren Vista Ave.	Yucca Tr.	SR-62	II	0.42	\$21,000
Yucca Mesa Rd.	Yucca Tr.	Buena Vista Dr.	II	2.99	\$149,500
Yucca Tr.	Kickapoo Tr.	Pioneertown Rd.	III	0.64	\$9,600
Yucca Tr.	Sage Ave.	La Contenta Rd.	II	3.01	\$150,500
Yucca Wash Trail	SR-62	Avalon Ave.	I	3.20	\$3,200,000
			Total	40.16	\$7,817,600

Municipal Code

The Town of Yucca Valley has not adopted Municipal Code specific to non-motorized transportation or the placement of non-motorized transportation facilities.

End of Trip Facilities

The Town of Yucca Valley has bike racks dispersed throughout the Town, typically at retail centers, schools and multi-unit housing complexes. The Town of Yucca Valley also possesses bicycle lockers at the park-and-ride facility located at the intersection of SR-62 and Kickapoo Trail.

Multimodal Connectivity

Table 5.117:

Location of Multi-Modal Connections

Facility	Facility Type	Facility Location
Yucca Valley Transfer Center	Bus Transfer Center	Yucca Trail/Airway
Yucca Valley PNR	Ride Share Lot	7485 Kickapoo Trail
City-wide Bus Stops	Bus Stops	Throughout City

Collisions Involving Bicyclists

Table 5.118:

Data for Collisions Involving Bicyclists

Parameter	Collision Rate
Total # of Bicycle Collisions from 2005-2009	12
Total # of Bicycle Fatalities from 2005-2009	1
Average # of Bicycle Collisions Per Year	2.4
Average Bicycle Collision Rate per 1000/year ¹	0.12

Notes:

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

Safety and Education Programs

The Town of Yucca Valley does not currently participate in any bicycle safety or education programs.