



# RANCHO CUCAMONGA, CA

## TOTAL POPULATION

165,269

## POPULATION DENSITY

4147.2

## TOTAL AREA (sq. miles)

39.9

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Rancho Cucamonga
Arterial Streets with Bike Lanes	45%	69%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	22%
Public Education Outreach	GOOD	VERY GOOD
% of Schools Offering Bicycling Education	43%	7%
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	VERY
Active Bicycle Advisory Committee	YES	YES
Bicycle-Friendly Laws & Ordinances	SOME	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 70K	PER 55K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	4 / 10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3 / 10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	4 / 10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	6 / 10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	2 / 10

## KEY OUTCOMES

	Average Silver	Rancho Cucamonga
<b>RIDERSHIP</b> <i>Percentage of daily bicyclists</i>	3.5%	0.40%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k daily bicyclists</i>	180	411
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k daily bicyclists</i>	1.4	15.1
<b>PUBLIC RATING</b>	SILVER	BRONZE



## KEY STEPS TO SILVER

- » Continue to expand the bike network and to increase network connectivity through the use of context appropriate bicycle facilities. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network.
- » Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.
- » Arterial roads such as Historic Route 66 are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. On roads with posted speed limits of 35 mph or more, motor vehicle volumes greater than 5,000 pce, or 2+ traffic lanes per direction, it is recommended to provide protected bicycle infrastructure, such as cycle tracks or buffered bike lanes.

- » Make intersections safer and more comfortable for cyclists. For example, freeway onramps and offramps should have special treatments to slow traffic and make sure cyclists can safely pass diverging and converging exit and entrances. Efforts should be made to separate the crossing of primary bicycle routes and major car thoroughfares as much as possible. Major bicycle routes such as the Pacific-Electric Trail and bike boulevard corridors should have priority over minor roads at intersections to ensure a riding experience that requires minimal stopping.
- » Expand efforts to evaluate bicycle crash statistics and produce a specific plan to reduce the number of crashes in the community.