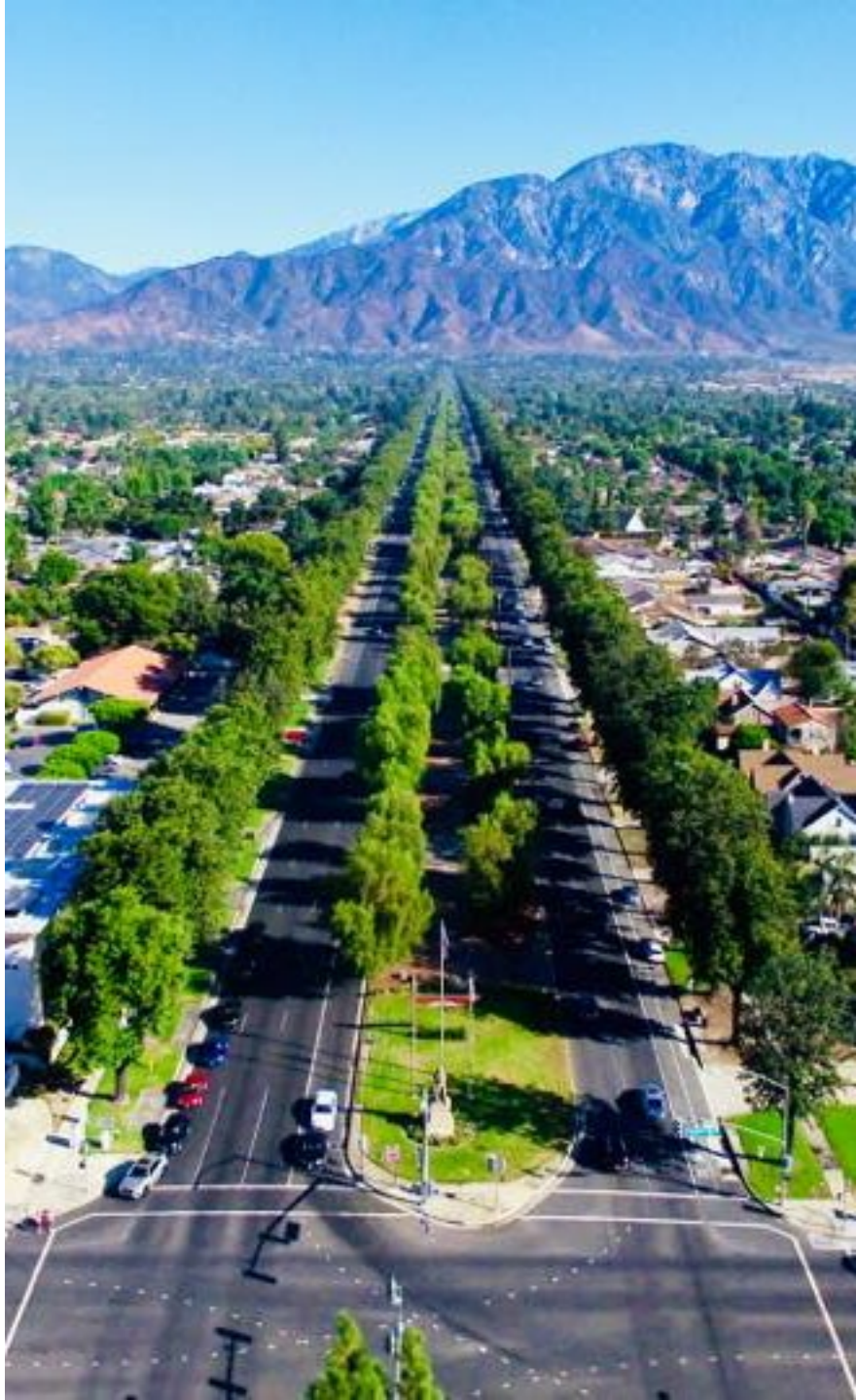
City of Upland

MOBILITY MASTER PLAN

Public Works Committee | July 8, 2025



Agenda

- Project Overview
- Mobility Toolkit
- Community Engagement
- Draft Mobility Master Plan

Project Overview

City of Upland

Mobility Master Plan

Planning Team

The Upland Mobility Master Plan project is funded by a Caltrans grant.

Caltrans

CITY OF UPLAND CALIFORNIA

Alan French, Principal Engineer
Yesenia Diaz, Associate Engineer
George Dore, Traffic Engineer
Loralee Farris, Planning Manager

ktua

Joe Punsalan, Principal
Alex Samarin, Team Lead
Marina Varano, Assistant Team Lead
Isabel Perez, Senior Planner/Designer
Madeline Pysher, GIS Analyst

KATHERINE PADILLA & ASSOCIATES, INC.

Jessica Padilla, Senior Associate
Xavier Sibaja, Outreach Specialist

MARK THOMAS

Stephen Decker, Sr. Transportation Planner
Marina Ramirez, Senior Planner

What is a Mobility Master Plan?

Develop Improvements For:

- Walking
- Bicycling
- Rolling (scooters, skateboards, wheelchairs)
- Taking public transit

Major Steps Include:

- Conduct field work to assess existing infrastructure
- Identify areas in need of improvement
- Assess collision and demographic data
- Engage with community members and stakeholders
- Develop and prioritize recommendations

Project Timeline

Summer 2024

Conduct Existing Conditions Analysis

Winter 2025

Create Needs Assessment

We are here!

Spring/Summer 2025

Develop Draft Mobility Master Plan

Fall 2025

Adopt Mobility Master Plan

Community Engagement (Ongoing)

Examples of Mobility Infrastructure

City of Upland

Mobility Master Plan

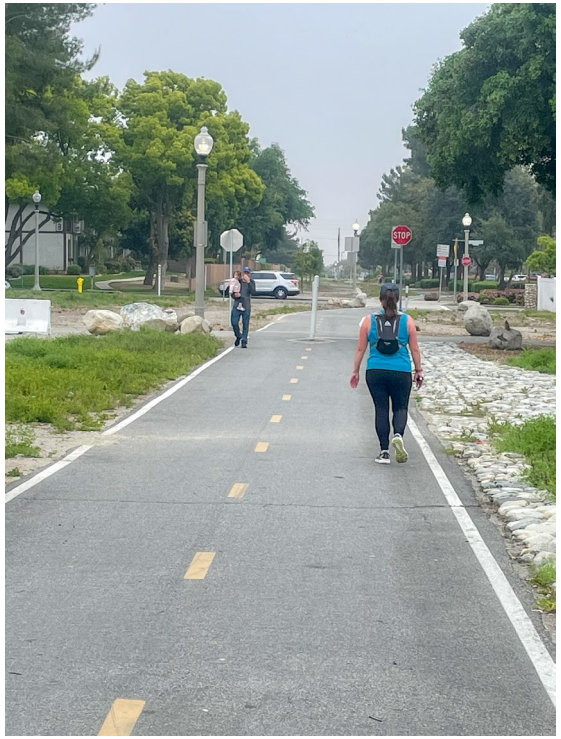
Pedestrian Infrastructure

Curb Ramps

Enhanced Crossings

Streetscape & Wayfinding

Bicycle Infrastructure



Class I: Multi-Use Path

Class II: Bicycle Lane

Class III: Shared Bicycle Route

Class IV: Separated Bikeway (Cycle Track)

Transit Infrastructure

Transit Stop

Transit Shelter

Bicycle Parking

Existing Conditions Analysis

City of Upland

Mobility Master Plan

Existing Conditions Analysis Overview

We analyzed the following to understand Upland's mobility barriers, needs, and opportunities:

- **Demographics**
  - Community Profile
  - Disadvantaged communities and priority equity areas
- **Active Transportation Infrastructure**
  - Sidewalks
  - Curb Ramps
  - Crosswalks
  - Existing and Previously Proposed Bicycle Facilities
  - Trails
- **Transportation Patterns**
  - Collision History
  - Walking & Biking Volumes
  - Commute Mode Share
- **Public Transit**
  - Bus Route & Stops
  - Bus Stop Amenities and ADA Accessibility
  - Bus Stop Activity
  - Railroad Crossing Inventory

Community Engagement Process

City of Upland

Mobility Master Plan

Community Engagement Events

- **Community Survey**: April 2024 – September 2025
- **Intercept Surveys**: Upland Elementary (April 19, 2024)
- **Pop-Up Booths**:
  1. Earth Day Celebration (April 20, 2024)
  2. Upland Lemon Festival (June 14 and 15, 2024)
  3. Gibson Senior Center (March 8, 2025)
  4. Lemon Zest 5K (March 9, 2025)
  5. Upland Farmers Market (March 9, 2025)
- **Community Events**
  1. Community Open House (August 27, 2024)
  2. Community Workshop (April 9, 2025)
- **Walk Audits**: November 7, 13, and 14, 2024
- **Presentation**:
  - City of Rancho Cucamonga Bicycle Sub-Committee (June 4, 2025)
- **Technical Advisory Committee Meetings**: 5 meetings

Community Engagement Numbers

603
Survey Responses

302
Emails Collected

482
People Engaged at In-Person Events

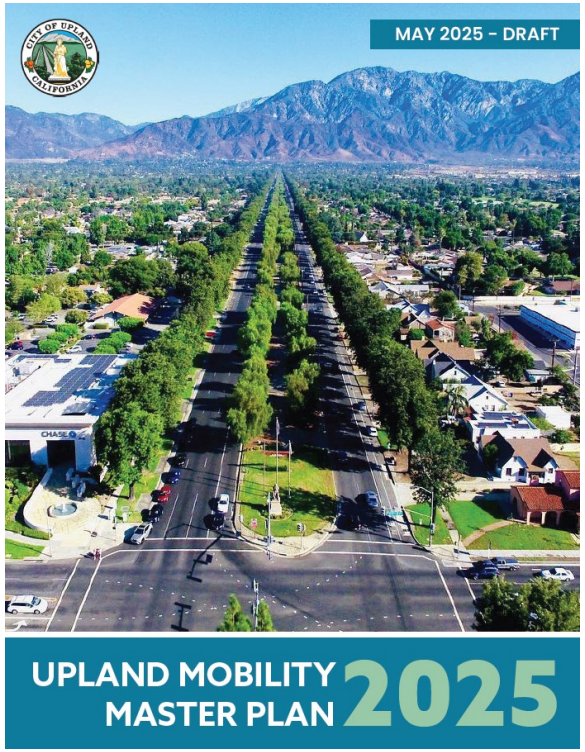
1,032
People Engaged in Total

Key Takeaways

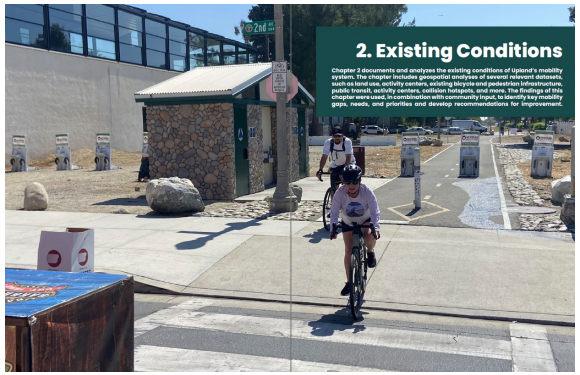
Top Mobility Needs:

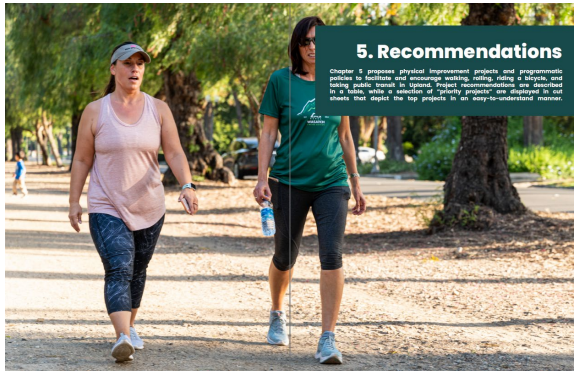
- Repair uneven and cracked **sidewalks** and install sidewalks where missing.
- Increase **pedestrian visibility**.
- Address real and perceived **risk of crime** for pedestrians and bicyclists.
- Enhance safety and comfort along the **Pacific Electric Trail**.
- Combat **dangerous driving behavior**.
- Provide an interconnected **network of bicycle facilities** for all ages and abilities.
- Improve **ADA accessibility**.

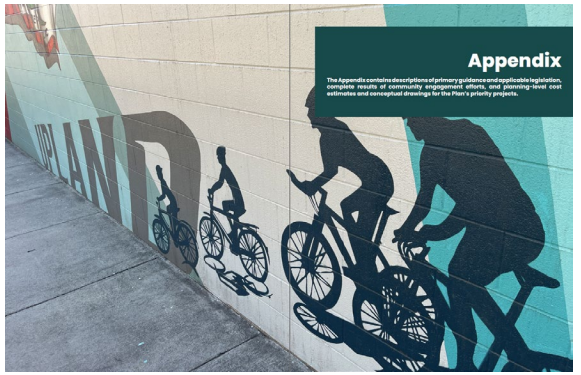
Draft Mobility Master Plan



Document Organization







Recommendations Overview

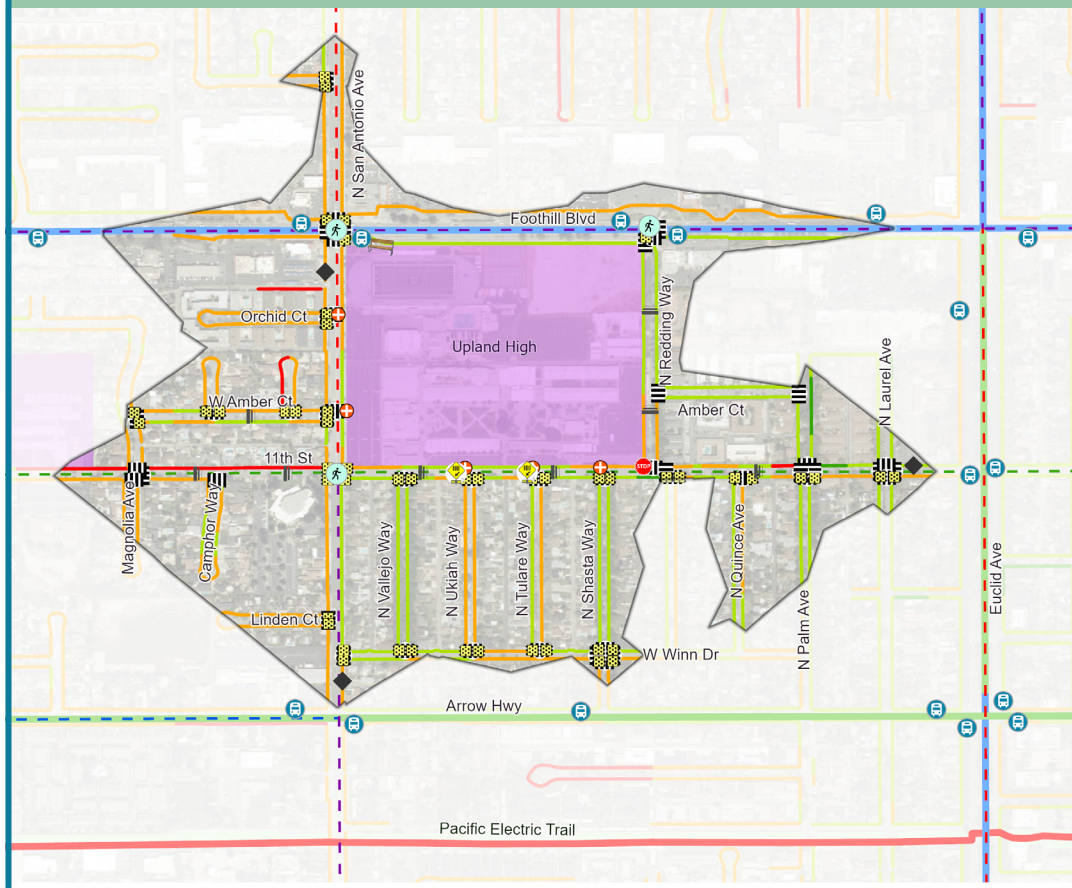
Recommendations were developed to make it **safe and comfortable for people of all ages and abilities** to walk, use a mobility aid device, ride a bicycle, and take public transit in Upland.

- **Programmatic Recommendations**
  - Encouragement
  - Education
  - Equity
  - Enforcement
  - Engineering
  - Evaluation
- **Infrastructure Recommendations**
  - Pedestrian & ADA
  - Trails
  - Safe Routes to School
  - Bicycle Facilities
  - Top 10 Priority Projects

Safe Routes to School

- **Many neighborhoods in Upland are within walking distance to Upland schools** and nearly all of Upland is within biking distance.
- High-level **Safe Routes to School (SRTS)** recommendations were developed for **14 public schools** in Upland Unified School District
- Pedestrian, ADA, and traffic calming measures will be identified within a **¼-mile walk zone of each school**

Sample Map for Upland High School



Proposed Pedestrian Enhancements
- Add Truncated Domes
- Install Curb Ramp
- Leading Pedestrian Intervals
- Speed Cushions (approx. 500' interval)
- Expanded Bus Stop Seating
- Speed feedback sign or speed hump sign
- LED Stop Sign
- RRFB

Priority for Sidewalk Repair
- High
- Moderate
- Low
- Not a priority

Existing Bicycle Facilities
- Class I Multi-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

Proposed Bicycle Facilites
- Class I Multi-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

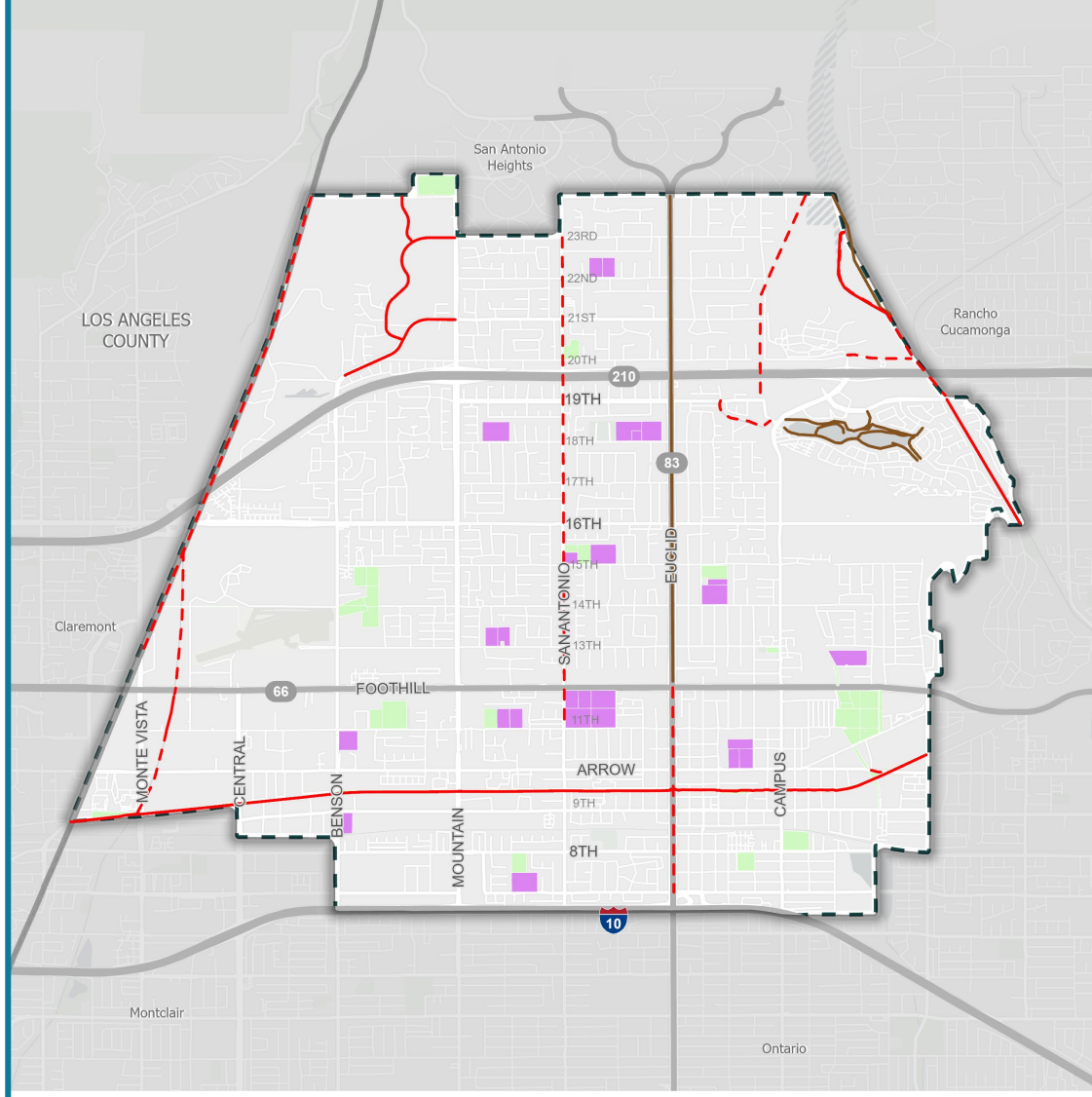
- Transit Stop
- School
- Park
- School Zone
- City Boundary

Source:
Parks & Schools: City of Upland
Sidewalk Condition: City of Upland, 2024
Existing Bicycle Facilities: SCAG
Proposed Bicycle Facilities: KTUA
Proposed Pedestrian Enhancements: KTUA

0 200 400 Feet

Trails

- 11.8 miles of **proposed Class I multi-use paths**
- **Opportunities to enhance existing trails**
  - Euclid Avenue Bridle Path
  - Pacific Electric Trail



Existing
- Natural Surface Path
- Class I Multi-use Path

Proposed
- Class I Multi-use Path

- School
- Park
- City Boundary

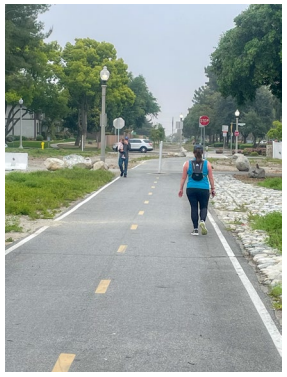
Source:
Parks & Schools: City of Upland
Class I Multi-Use Path: SCAG
Natural Surface Path and Proposed Class I Multi-Use Path: KTUA

0 0.5 1 Mile

Bike Network

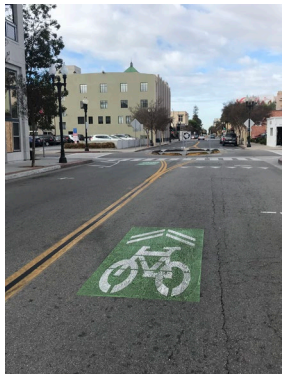
Bicycle Facility	Existing Miles	Proposed Miles
Class I Multi-use Path	8.1	11.2
Class II Bicycle Lane	15.2	17.4
Class III Bicycle Route	14.3	21.3
Class IV Separated Bikeway	0	11.7
Total	**37.6**	**61.7**

Note: Some existing bicycle facilities will be upgraded and replaced with facilities that provide greater separation from motor vehicles.



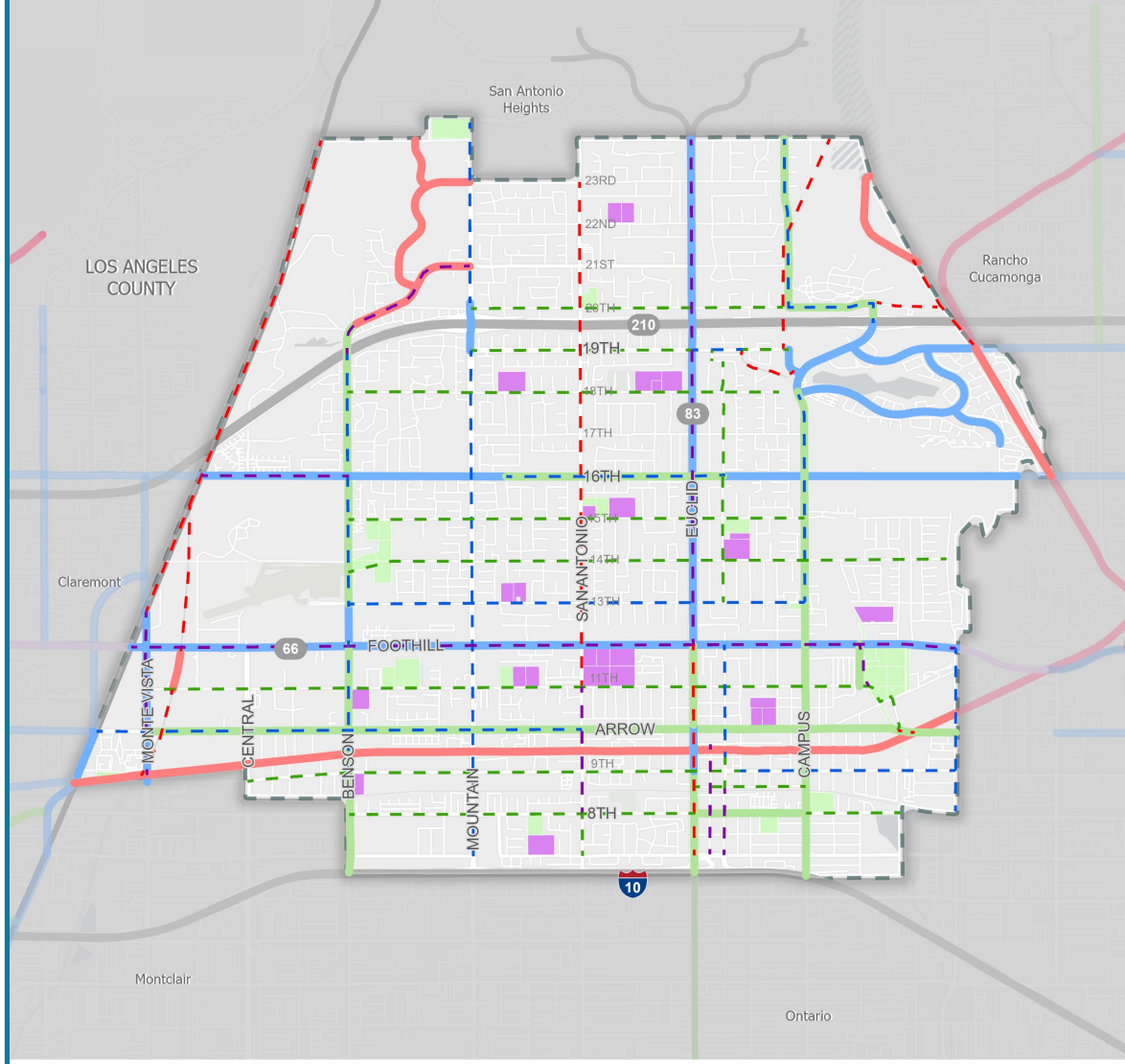
Class I

Class II



Class III

Class IV



Existing Bicycle Facilities
- Class I Multi-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Proposed Bicycle Facilites
- Class I Multi-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

- School
- Park
- City Boundary

Source:
Parks & Schools: City of Upland
Existing Bicycle Facilities: SCAG
Proposed Bicycle Facilities: KTUA; City of Upland

0 0.5 1 Mile

Project Prioritization

What is a prioritization process?

- An objective analysis used to rank projects by a defined set of criteria.
- Results rank projects in order of importance and expected impact.

Why is it important to prioritize projects?

- Helps the City determine how to appropriately plan out short, mid, and long-term projects.
- Enables the City to direct resources to high priority projects first.
- Provides the City with an objective, data-driven rationale for implementing projects.
- Makes the City be more competitive when applying for grant funding.

Prioritization Criteria

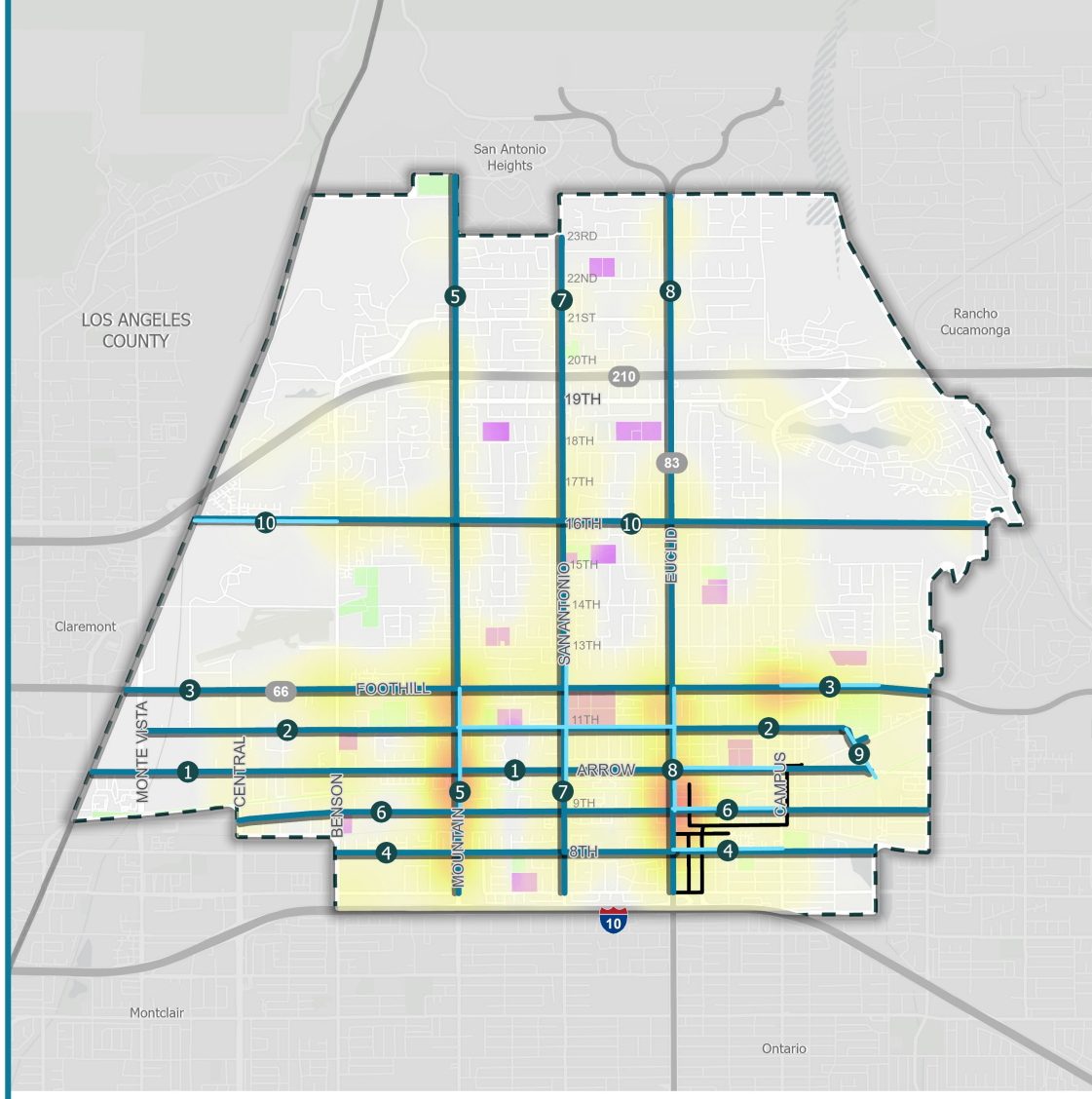
Criterion	Weight	Description
Schools	1	How many schools are along the corridor/project?
Parks	1	How many parks are along the corridor/project?
Households w/ No Vehicle	1	How many households no vehicles are within the project area/corridor?
Gap closure	1	Does this close a gap in the existing bicycle network?
Commercial	0.75	How many commercial land uses are along the corridor/project?
Collisions	0.75	How many bicycle and pedestrian collisions occurred on the corridor?
Transit Stops	0.75	How many bus stops are along the corridor/project?
Regional Network Connectivity	0.75	Does this project close a regional network (connection to adjacent city)?
Bike to Work	0.75	How many people bike to work?
Public Input	0.5	How many comments were received for this corridor?
Separation from motor vehicles	0.5	Does this project increase separation from motor vehicles? (i.e., Class 1 or Class 4 facility)
Child Density	0.5	How many children under 16 years old live in the area?
Population Density	0.5	How many people live near/along the project corridor/area?
Senior Density	0.5	How many people 65 years or older live near/along the corridor/area?
Walk to Work	0.5	How many people walk to work?
Transit to Work	0.5	How many people tale transit to work?
Disadvantaged Communities	0.5	Is this project within a State-defined Disadvantaged Community?
Median Income	0.5	Does the project fall within a census tract that has a median household income of less than $73,524/year (80% of statewide median from 2018 -2022 ACS)?
Identified in a Previous Project	0.25	Has this project been identified in another project (i.e., planning documents from the City, SBCTA, SCAG, etc.)?

Top 10 Priority Projects

Planning-level conceptual drawings and high-level cost estimates were created for ½-mile segments of each corridor.

Active transportation counts were also conducted.

1. Arrow Highway
2. 11th Street
3. Foothill Boulevard
4. 8th Street
5. Mountain Avenue
6. 9th Street
7. San Antonio Avenue
8. Euclid Avenue
9. Memorial Park / 13th Avenue
10. 16th Street/Baseline Road



Project Example

Foothill Boulevard

Project Length
4.08 miles

Entire Project: Monte Vista Avenue to Grove Avenue
Conceptual Design Segment: Campus Avenue to Memorial Park

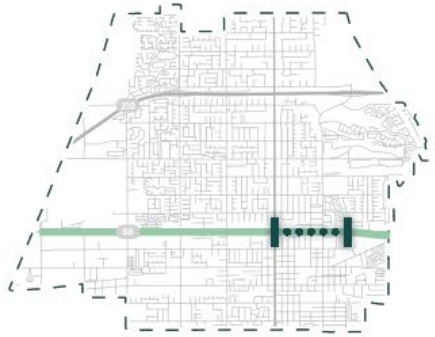
EXISTING CONDITIONS

Foothill Boulevard is a 4-lane major arterial that runs east to west with a posted speed limit of 45 mph, except near Upland High School. Foothill Boulevard contains a variety of retail, restaurant, office, service, industrial, park, school, and entertainment uses. The corridor has 20 bus stops, a center turn lane or medians, frontage roads, and is controlled by 15 signalized intersections. On-street parking is not permitted and Class II bicycle lanes exist along the entire corridor.

RECOMMENDATIONS

Recommendations are visualized in the Conceptual Design Segment and can be applied throughout the corridor as appropriate.

- Bicycle facility upgrade (i.e., Class IV separated bikeways and green transition striping)
- Intersection improvements (i.e., hardened centerlines, signage, pedestrian safety islands, and high-visibility crosswalk markings)
- ADA improvements (i.e., ADA-compliant curb ramps, bus stops, and Pedestrian Push Buttons)
- Bus stop amenities (i.e., shelters and trash receptacles)
- Roadway modifications (i.e., lane narrowing and raised center median)
- Placemaking opportunities (i.e., street furnishing and public art)



Entire Project
Conceptual Design Segment

AT A GLANCE

1 Schools

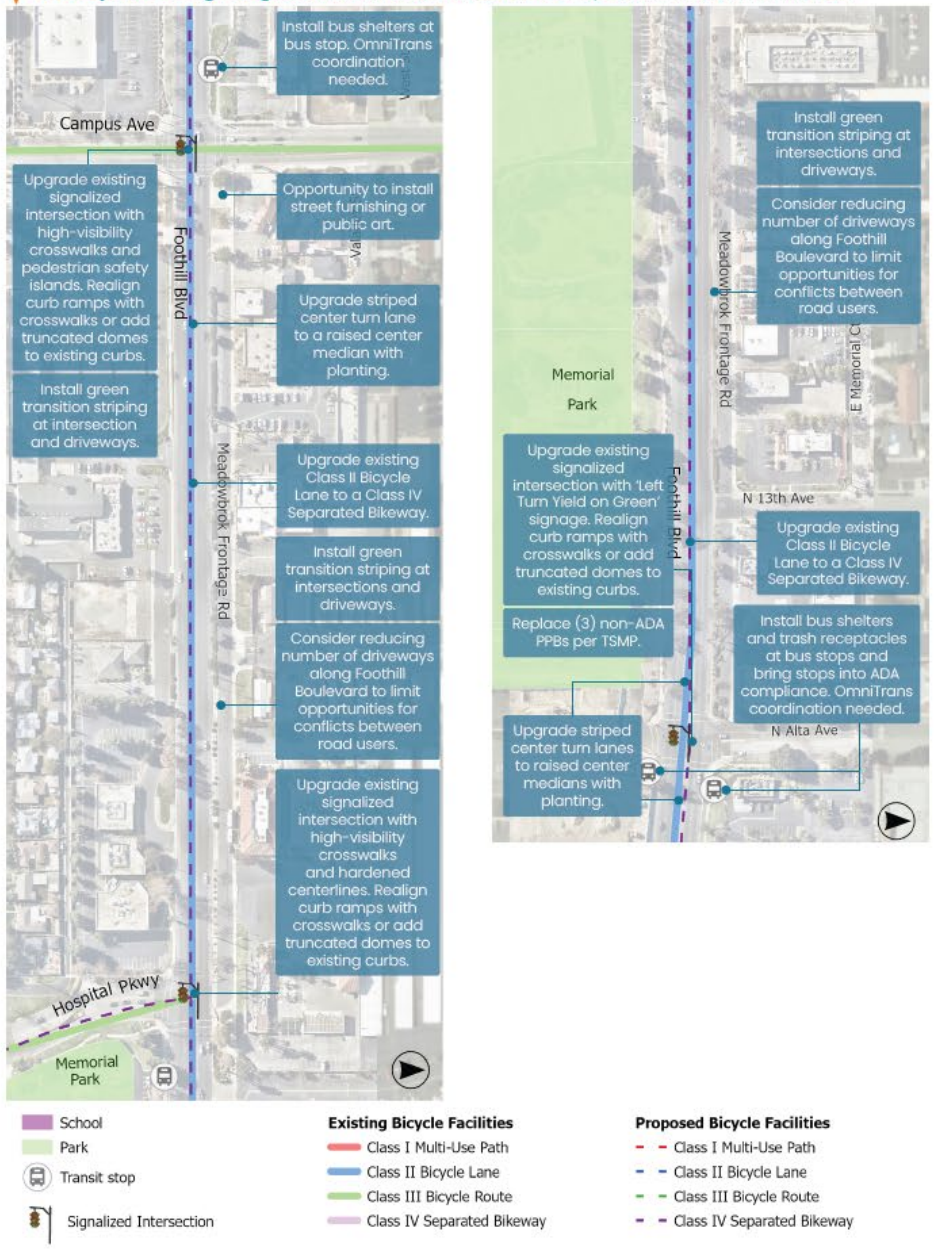
1 Parks

47 Pedestrian Collisions

56 Bicycle Collisions

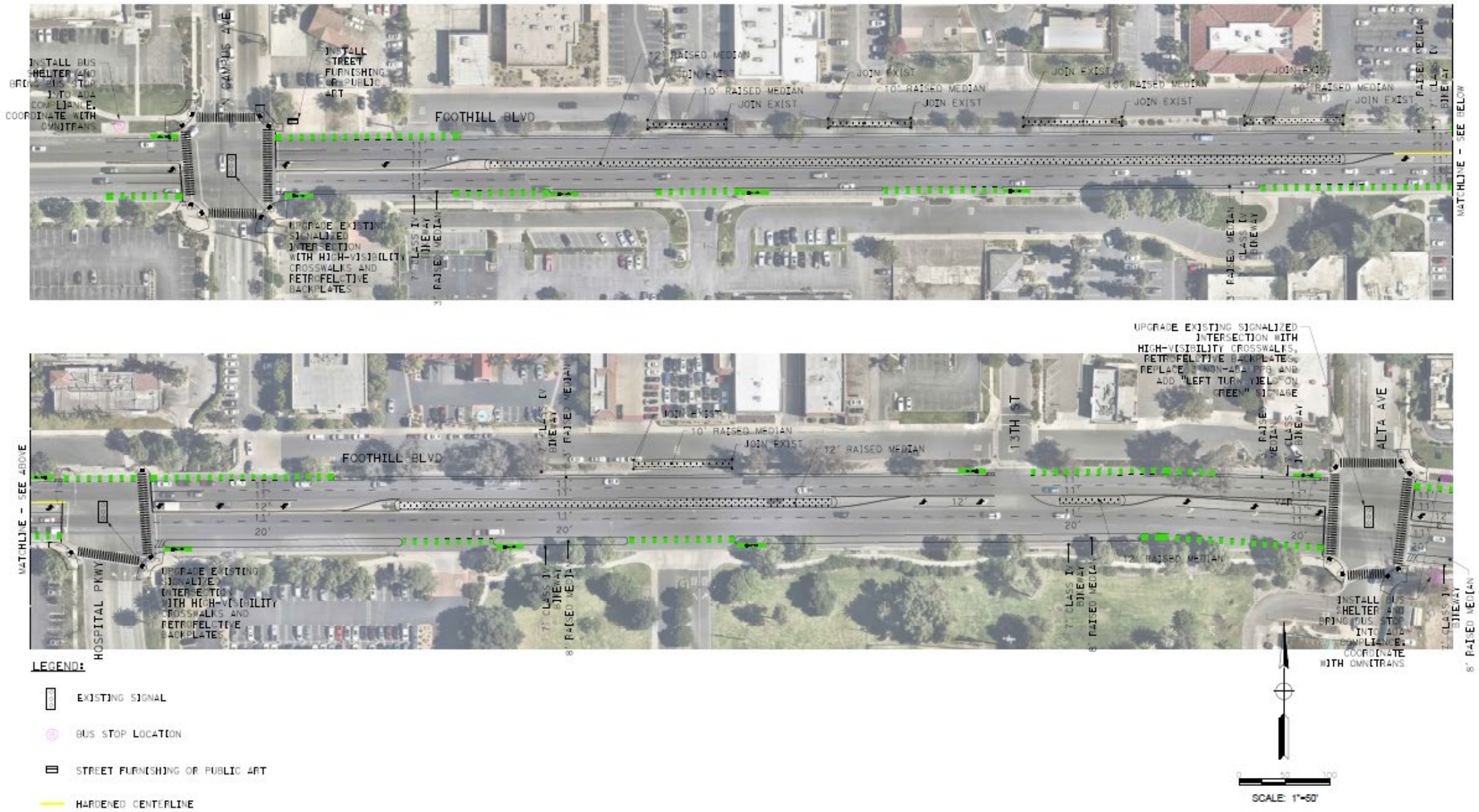
PROPOSED CONDITIONS

Conceptual Design Segment: Foothill Boulevard from Campus Avenue to Memorial Park



Note: Conceptual design segments demonstrate only a portion of the entire project length.

Project Example



SHEET 1 OF 1

Looking Ahead

City of Upland

Mobility Master Plan

Next Steps

Summer/Fall 2025

- Release the draft Plan for online public review
- Revise the draft Upland Mobility Master Plan based on input from the Public Works Committee and the public review process
- Present to City Council for adoption (Fall 2025)

Thank You!

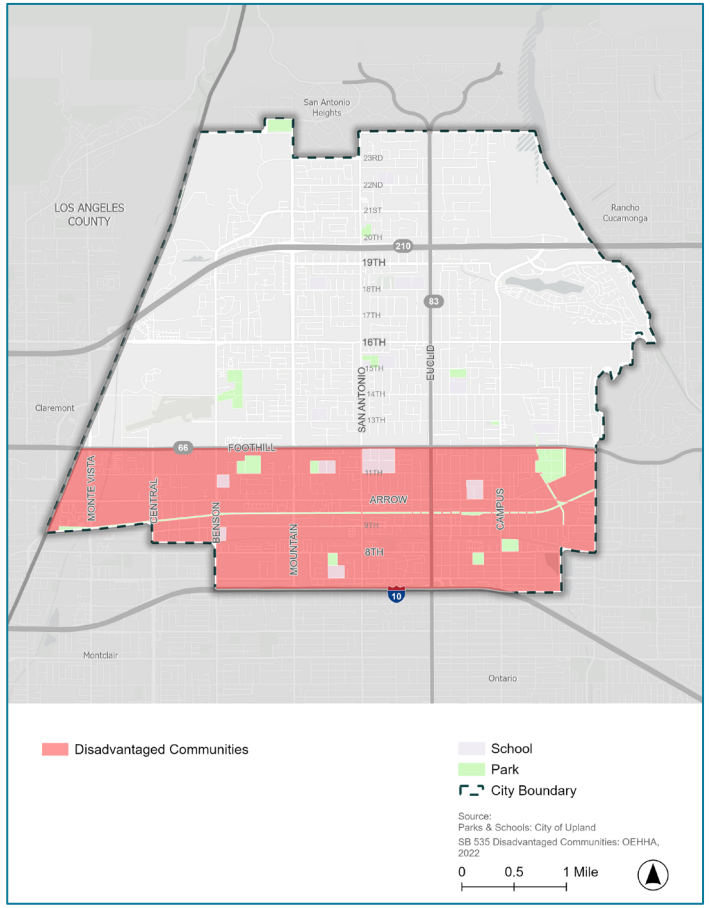
Yesenia Diaz, ydiaz@uplandca.gov | Alex Samarin, alex@ktua.com

UplandMobilityPlan.com

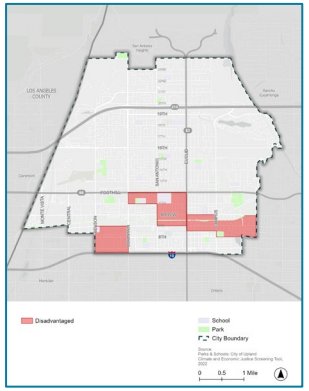
Priority Areas

- **Prioritizing resources in underserved areas** is an important step towards improving equity and quality of life for all community members, regardless of socioeconomic status.
- Many **grant funding sources**, like those from the State of California, prioritize projects in underserved or disadvantaged communities.

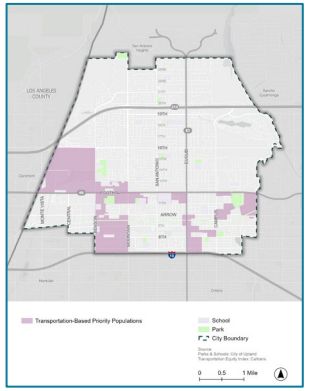
SB 535: Disadvantaged Communities



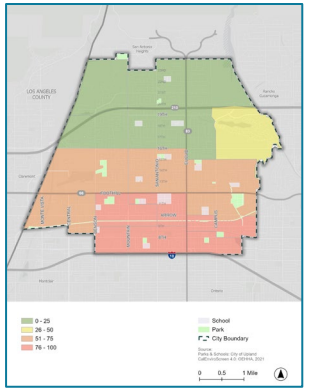
Justice40



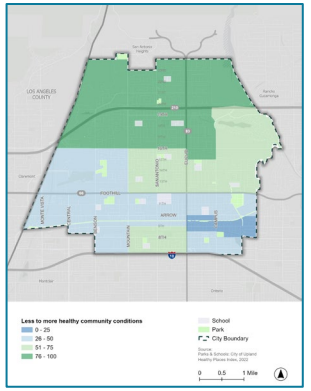
Caltrans Transportation Equity Index



CalEnviroScreen 4.0



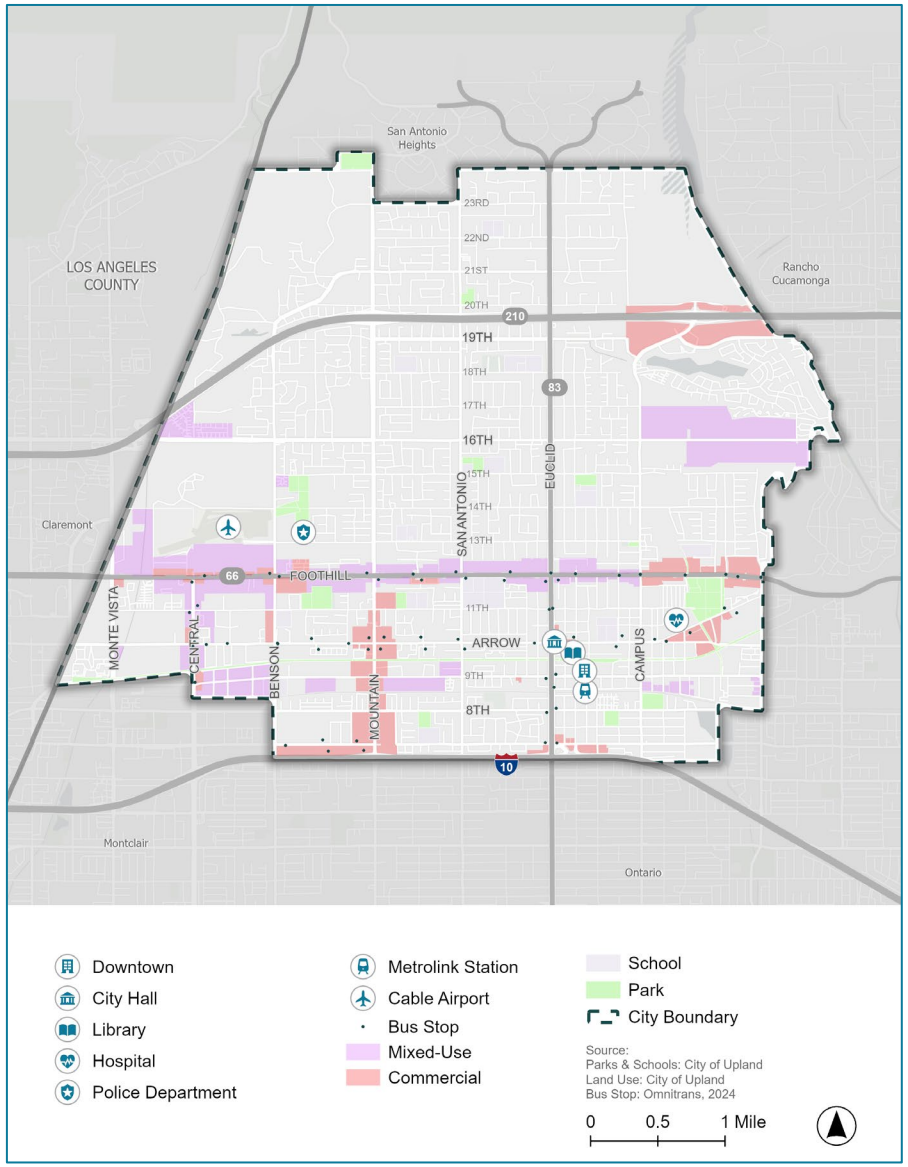
Healthy Places Index



Activity Centers

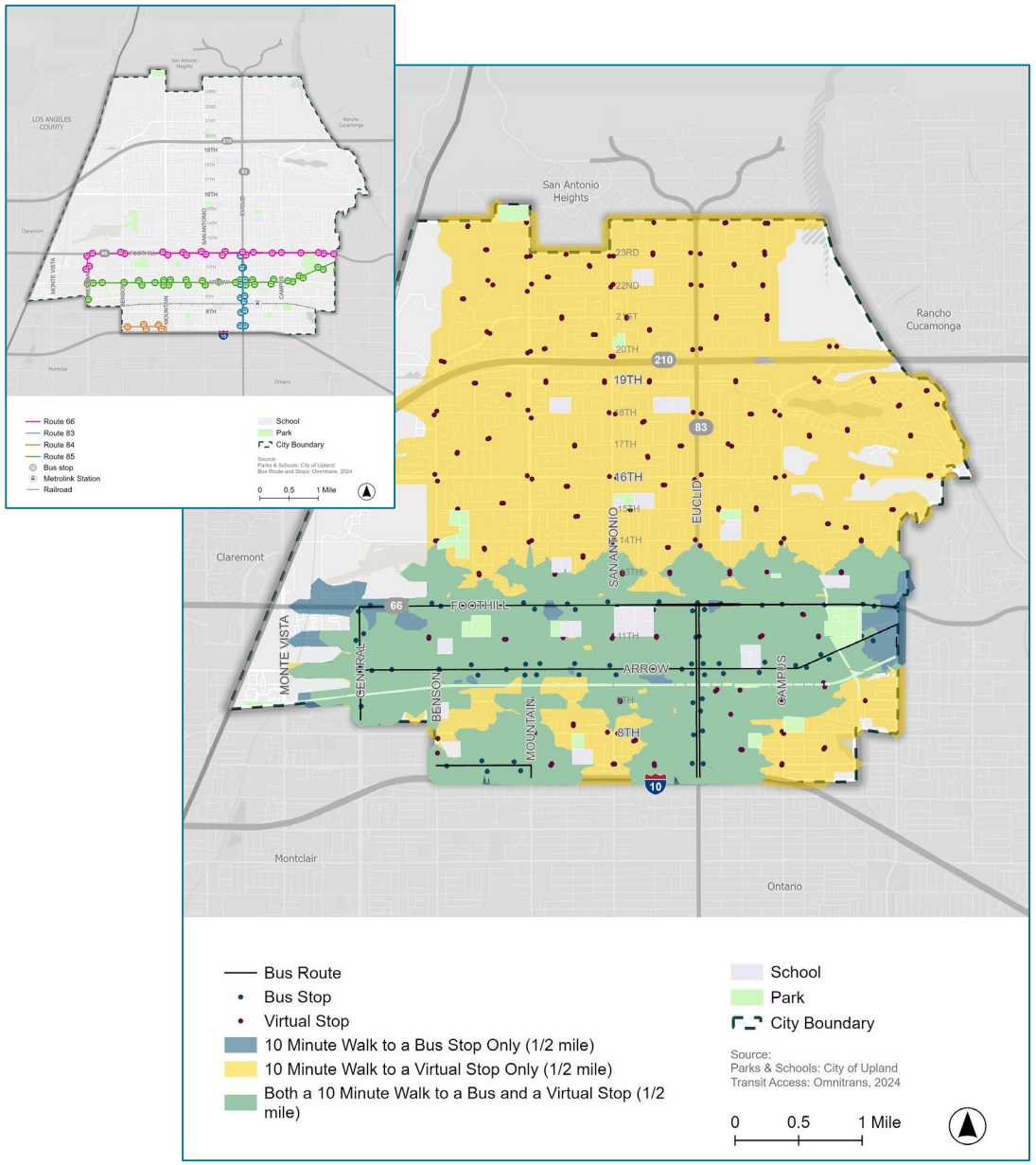
The Plan will focus on providing **safe and efficient connections to Upland's activity centers**, including:

- Schools
- Parks
- Library
- Downtown
- Commercial and mixed-use land uses
- Upland Train Station



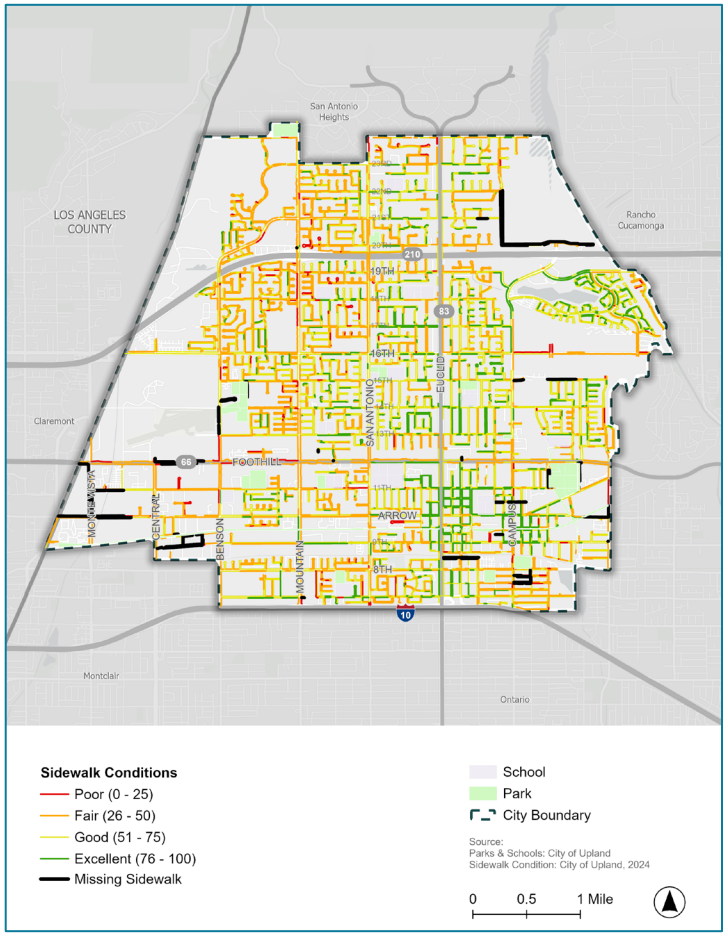
Public Transit Access: 10-Minute Walk Zones

- Public transit in Upland is provided by **Omnitrans and Metrolink**.
- Omnitrans offers **four fixed bus routes** in southern Upland.
  - **Fixed bus routes currently service southern Upland**, so people living north of 14th Street cannot easily walk to a bus stop.
- Omnitrans also offers the **OmniRide microtransit service** that provides on-demand rides to and from “virtual stops” located across the City.
  - Rides can be reserved via a smartphone app for $4 per ride.
  - Veterans, seniors, people with disabilities, and Medicare enrollees can ride at a discounted rate of $1 per ride.

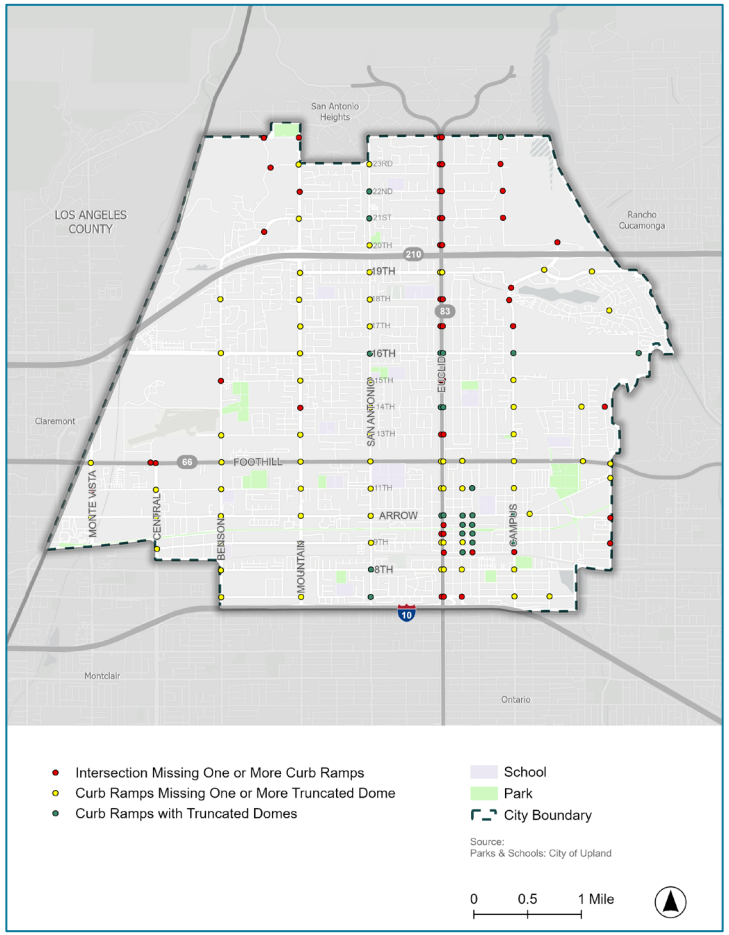


Pedestrian Infrastructure

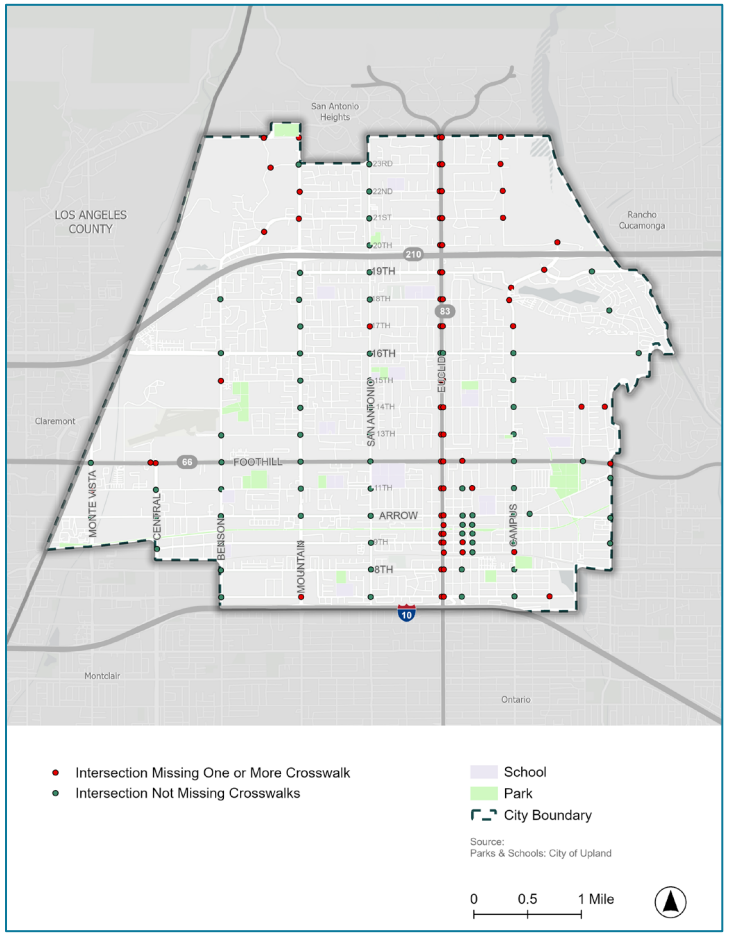
Sidewalk Conditions



Curb Ramps



Crosswalks



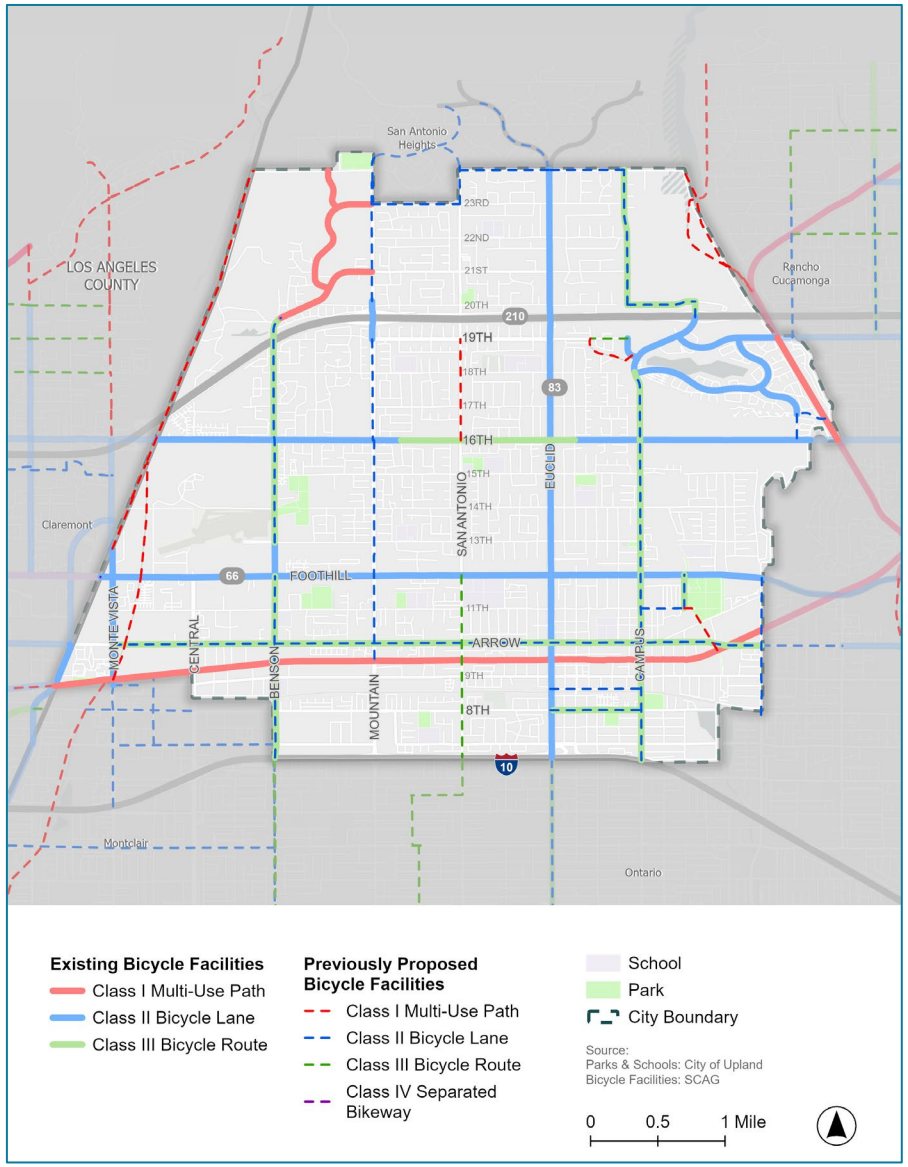
Existing & Previously Proposed Bicycle Facilities

Currently, there are 38.3 miles of existing bike facilities in Upland:

- 8.8 miles of Class I multi-use paths
- 15.2 miles of Class II bicycle lanes
- 14.3 miles of Class III bicycle routes

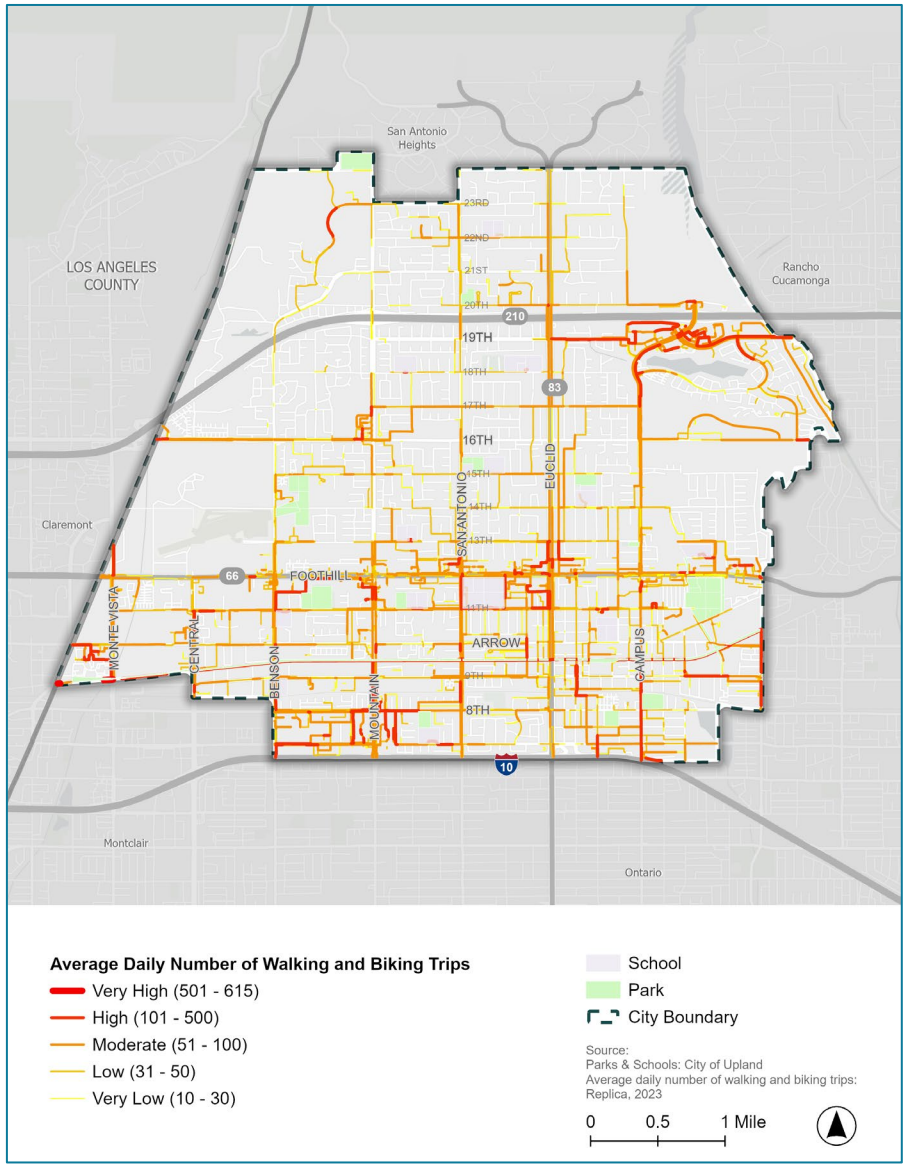
Previous planning efforts proposed roughly 29 miles of additional bike facilities:

- 7.5 miles of Class I multi-use paths
- 19.9 miles of Class II bicycle lanes
- 1.6 miles of Class III bicycle routes



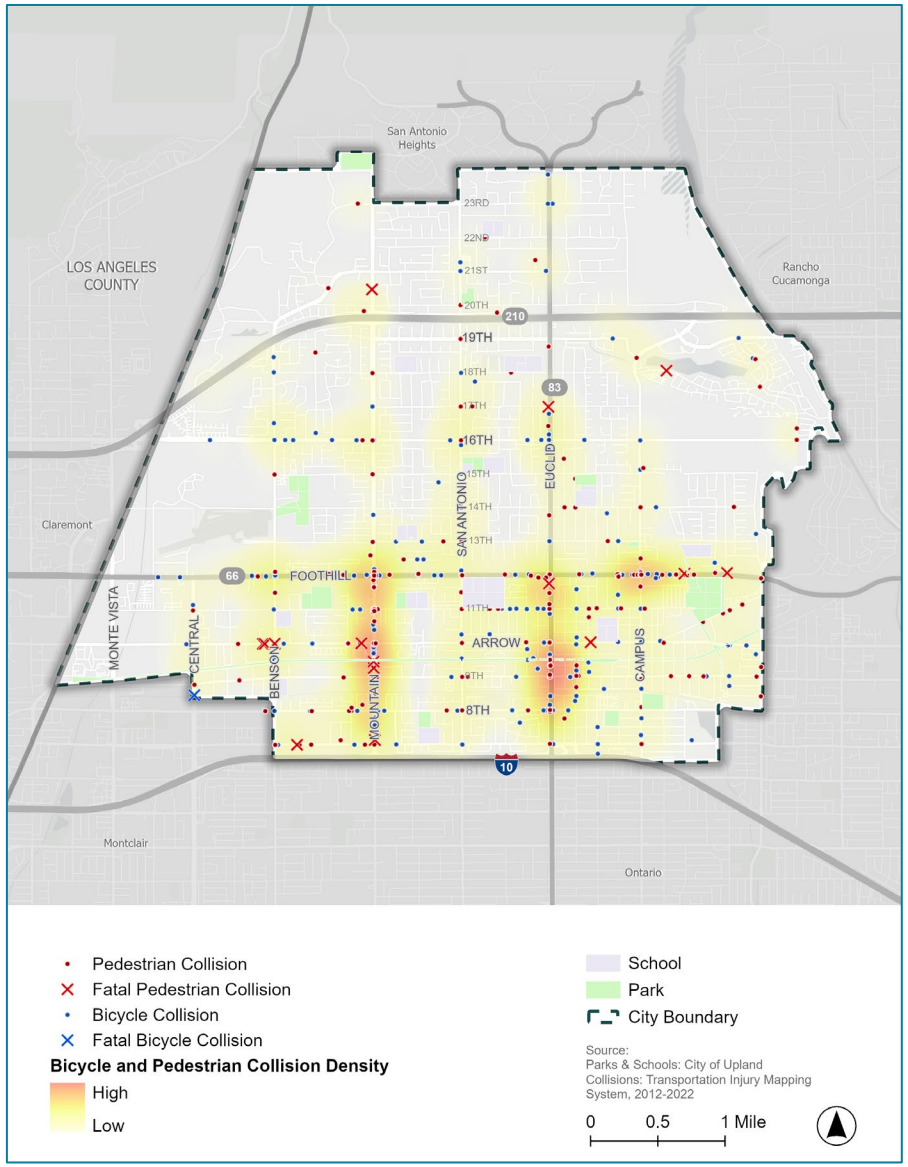
Popular Walking and Biking Routes

- Popular active transportation routes are generally **near activity centers, such as parks, schools, and shopping areas**, as well as along commercial and mixed-use corridors
- In particular, high active transportation volumes are shown **along Euclid Avenue and near the Colonies Crossroads shopping center** in northeastern Upland.
- Active transportation **volumes are generally higher in southern Upland**, indicating higher rates of walking and bicycling south of Foothill Boulevard.



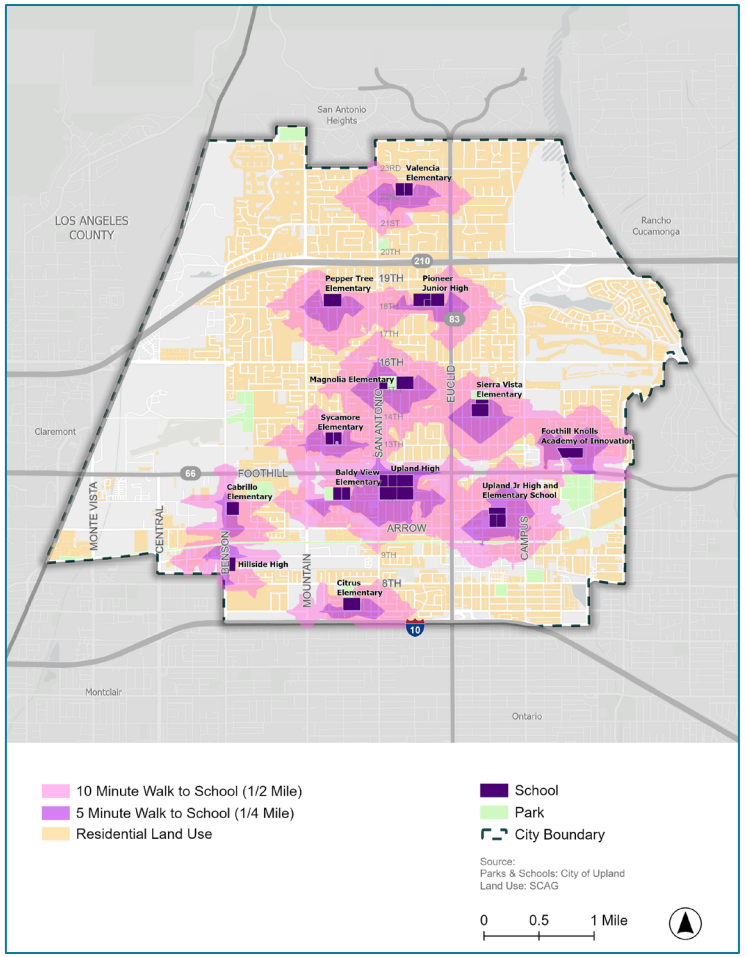
Collision History (2011-2022)

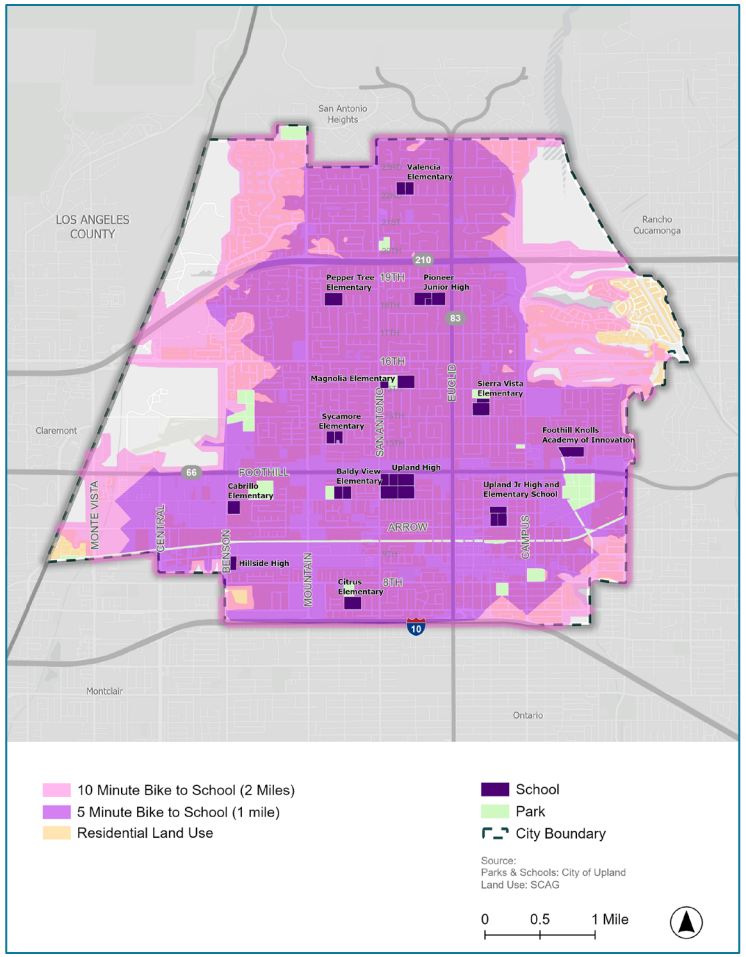
- Between 2011 to 2022, there were a total of **520 collisions involving pedestrians or bicyclists**, which resulted in 530 injuries and 20 fatalities.
  - 216 collisions involving pedestrians
  - 306 collisions involving bicyclists
- Collision **densities are highest along and south of Foothill Boulevard**, particularly near intersections along Mountain Avenue and Euclid Avenue.



Schools

- **Many neighborhoods in Upland are within walking distance to Upland schools** and nearly all of Upland is within biking distance.
- We will evaluate schools and develop *Safe Routes to School* recommendations to **help more students and families feel safe walking and biking to school**.





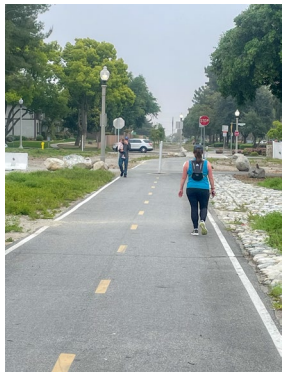
Commute Characteristics

- **73.3% of Uplanders drive to work alone**
- Less than 4% of Uplanders walk, bike, or take transit to work
- Average commute time is 30.4 minutes
  - Roughly 10% of commuters spend less than 10 minutes traveling to work

Source: U.S. Census Bureau. (2022). American Community Survey, ACS 5-Year Estimates Subject Table S0801.

Existing Bike Network

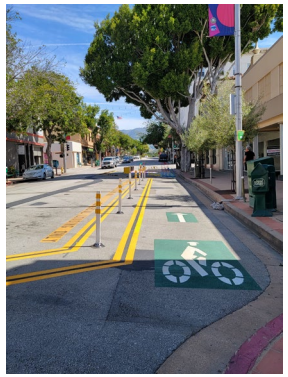
Bicycle Facility	Miles
Class I Multi-use Path	8.8
Class II Bicycle Lane	15.2
Class III Bicycle Route	14.3
Class IV Separated Bikeway	0
Total	**38.3**



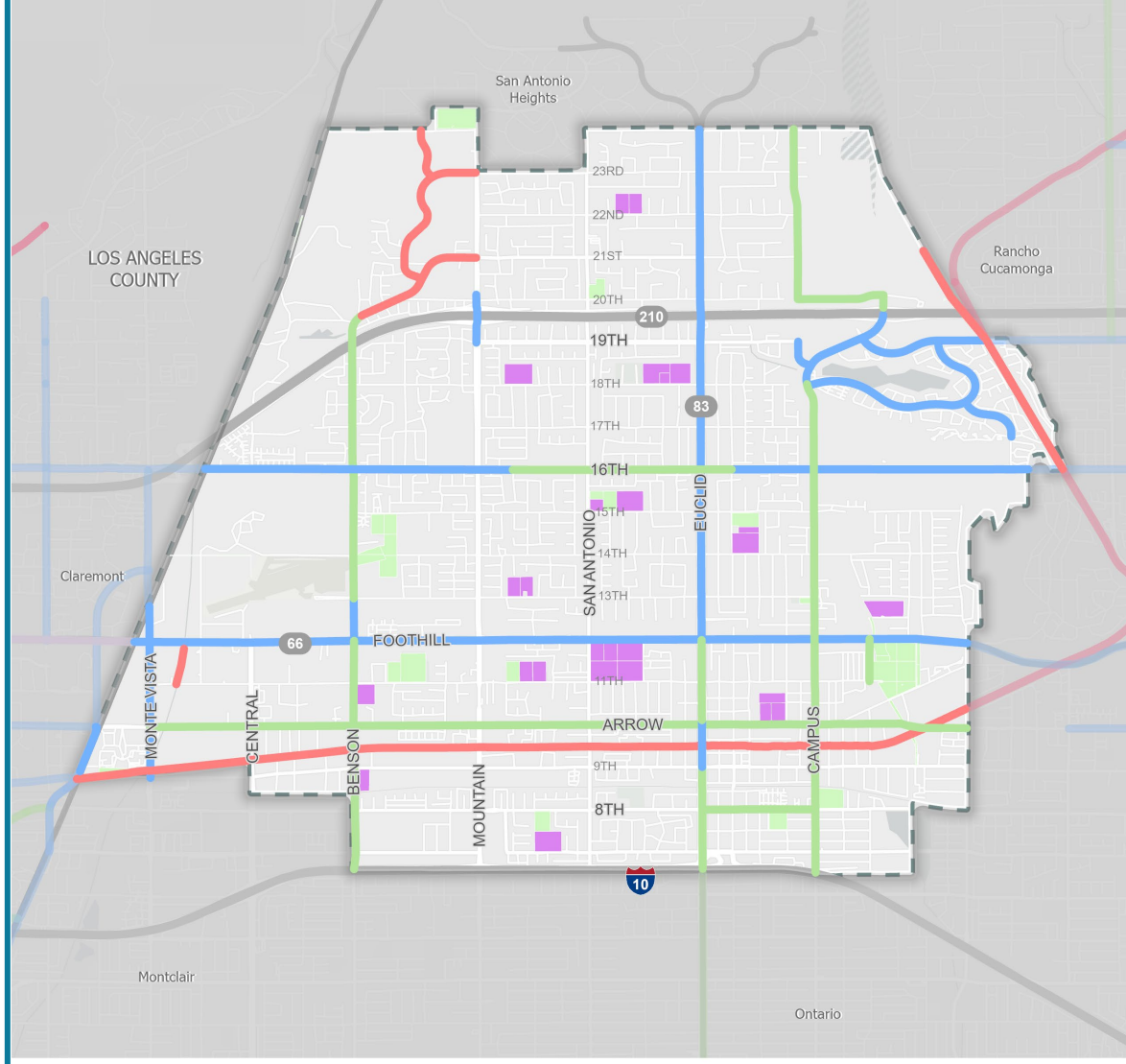
Class I

Class II

Class III



Class IV



Existing Bicycle Facilities

- Class I Multi-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class IV Protected Bicycle Lane

- School
- Park
- City Boundary

Source:
Parks & Schools: City of Upland
Bicycle Facilities: SCAG

0 0.5 1 Mile

Key Takeaways

Most Mentioned Streets:

1. Foothill Boulevard
2. Euclid Avenue
3. Arrow Highway
4. Mountain Avenue
5. Pacific Electric Trail
6. Campus Avenue
7. 16th Street/Baseline Road
8. 19th Street
9. Benson Avenue
10. San Antonio Avenue

Plan Objectives

Objective 1: Increase sustainable and equitable travel choices for community members.

Objective 2: Improve road safety for all road users.

Objective 3: Reduce greenhouse gas emissions and improve public health.

Objective 4: Identify and prioritize opportunities to meet the needs of people walking, biking, and taking transit throughout Upland.

Objective 5: Position the City to secure grants to design and build recommended improvement projects.

Objective 6: Engage traditionally underserved community members and those whose neighborhoods could be affected by recommended improvement projects through equitable participation opportunities.