

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.27, Action Item

Prepared By: Dee Lam, Chief  
Division of Local Assistance

Subject: **ACTIVE TRANSPORTATION PROGRAM – PROJECT SCOPE  
AMENDMENT – JEHUE CORRIDOR AND EUCALYPTUS AVENUE CLASS I  
BIKE PATHS PROJECT  
RESOLUTION ATP-P-2324-06**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve a project scope amendment for the Cycle 4 Active Transportation Program (ATP) City of Colton (City) – Jehue Corridor and Eucalyptus Avenue Class I Bike Paths project (PPNO 1257A), infrastructure construction component in, San Bernardino County?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the Commission consider this project scope amendment for the Cycle 4 ATP City - Jehue Corridor and Eucalyptus Avenue Class I Bike Paths project (PPNO 1257A), in San Bernardino County.

### **DISCUSSION:**

The City has submitted a scope change request for the Jehue Corridor and Eucalyptus Avenue Class I Bike Paths project (PPNO 1257A), in San Bernardino County. The original scope of this Cycle 4 project was to create a new route for bicyclists and pedestrians and close a gap in an existing bicycle route by constructing a Class I multi-use path that would provide safe access to four schools and the community in West Colton. This project was programmed to provide a safer path of travel for students and residents.

During the environmental phase, the original alignment for the multi-use path along the Jehue Corridor was determined to be a potential habitat for the Delhi Sands Flower Loving Fly (DSF), a federally listed endangered species. Based on prior biological assessments, the project site was not considered a viable DSF habitat. The potential presence of the DSF, requires additional habitat surveys to complete environmental documents and clearance.

*“Provide a safe and reliable transportation network that  
serves all people and respects the environment.”*

According to the United States Fish and Wildlife Service environmental guidelines, all potential project sites for the DSF must be surveyed for the presence of the species for two consecutive years. Rather than completing the required habitat surveys for the full duration and further impacting the project delivery schedule, the City is proposing a new alignment, along multiple routes with Class II buffered bike lanes and curb ramp improvements, instead of the Class I multi-use path.

**ANALYSIS:**

The Department's analysis has deemed the City's request a significant scope change due to the proposed changes and extension of the project area.

The revised scope replaces the Class I facilities on the Jehue Corridor and Eucalyptus Avenue, with a network of Class II buffered bike lanes encompassing the four public schools and neighborhoods of West Colton. The Class II bike lanes will provide expanded access for users and connect to existing Class II bike lanes. Although, the Class I multi-use path is eliminated along the Jehue Corridor, the expanded areas of the Class II bike paths provide a network of paths that connect with the Jehue Corridor. Additionally, new and reconstructed curb ramps will be installed at all intersections in the expanded project area. The curb ramp improvements and lack of bikes on the existing sidewalks will enhance pedestrian activities in the expanded project area. The revised scope provides safe and broader access for cycling and pedestrians. Based on the revised estimates, the overall project cost changed from \$2,820,000, of which \$2,720,000 is ATP funds, to \$1,372,302.

**ANALYSIS RECOMMENDATION:**

Based on the Commission's scope change guidance, as well as the analysis of the proposed scope changes, the Department has determined that this scope change will increase the overall active transportation benefits of the project as compared to the original scope. Therefore, the Department supports the proposed scope change for this project.

**BACKGROUND:**

Resolution G-16-29 amended the ATP Guidelines to stipulate that any agency implementing an ATP project, present scope changes to the Department for consideration prior to allocation. Therefore, the Department will make a recommendation to the Commission for final approval with the understanding that scope changes that result in a decrease in active transportation benefits may result in removal from the program.

Attachment

*"Provide a safe and reliable transportation network that serves all people and respects the environment."*

# Project Scope Change Request

## Caltrans' Analysis and Recommendations

Submittal Date: April 14, 2023

**PROJECT NAME:** Jehue Corridor and Eucalyptus Avenue Class I Bike Paths

**IMPLEMENTING AGENCY:** City of Colton

**ATP ID:** ATP4-08-043S

**FEDERAL PROJECT NO.:** 5065(030)

**PPNO:** 1257A

**DATE OF AGENCY/CT COORDINATION MEETING:** April 12, 2023

**FIELD REVIEW DATE (major only):** January 31, 2024

**APPROVED PROJECT DESCRIPTION:** The project will create a new route and close an existing gap in bike lanes by constructing an approximate one-mile long Class I Bike path along two segments serving four schools in West Colton, a disadvantaged community.

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### **Purpose**

This document serves as supplemental information to the Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE (attached) completed by the City of Colton (City) and submitted to Caltrans on March 6, 2023.

### **Caltrans' Recommendation(s)**

As a result of Caltrans' review of the City's Scope Change Request documentation and subsequent discussion(s) with the City, Caltrans recommends the following action:

APPROVE AS A MAJOR SCOPE CHANGE

### **Scope to Be Changed**

The original scope in the application included an approximate one-mile long Class I bike path serving four schools in west Colton. The proposed scope change includes a network of Class II bike lanes serving four schools and the community of west Colton. (See attachment - Revised Project Map)

The following is a numbered list of proposed scope changes:

1. Eucalyptus Avenue, between Randall Avenue and San Bernardino Avenue - Remove 1,209 linear feet of the proposed Class I bike lanes, a proposed mid-block crossing with two new pedestrian signals, a proposed Americans Disability Act (ADA) ramp improvement and 364 linear feet of the proposed roadway lighting. Install 2,640 linear feet of Class II buffered bike lanes on both sides of the street.
2. Jehue Corridor, between Eucalyptus Avenue and Meridian Avenue – Remove 4,541 linear feet of the proposed Class I multi-use trail, 18 new ADA ramp improvements and 4,541 linear feet of the proposed roadway lighting.
3. San Bernardino Avenue, between Eucalyptus Avenue and Meridian Avenue – Reconstruct (widen) 450 linear feet of new sidewalk and install 2,640 linear feet of Class II buffered bike lanes on both sides of the street.
4. Randall Avenue, between Eucalyptus Avenue and Meridian Avenue – Install 2,640 linear feet of Class II buffered bike lanes on both sides of the street.
5. Pepper Avenue and Meridian Avenue - Install 2,640 linear feet of Class II buffered bike lanes on both sides of the street.
6. Intersections of Eucalyptus Avenue, Randall Avenue, San Bernardino Avenue, Pepper Avenue and Meridian Avenue – Reconstruct 28 ADA ramps to current standards.

## **Reason for the Scope Change**

The City is requesting a scope change for this project due to environmental challenges and project schedule constraints after a habitat survey determined that the Jehue Corridor is a moderate quality habitat suitable for Delhi Sands Flower Loving Fly (DSF), a federally listed endangered species. The soils identified on and in the vicinity of the project site are considered Delhi Sands Soil and ideal habitat for the DSF. However, according to prior biological assessments, the DSF is known to occur within the City north of Interstate 10 Freeway, but the project site was not considered a viable DSF habitat. Due to the potential presence of the DSF, additional habitat surveys are required for the environmental document and clearance, and must be completed before the environmental document can be finalized. United States Fish and Wildlife Service environmental guidelines requires that all potential project sites for the DSF to be surveyed for the presence of the species for two consecutive years, between the months of July and September. If project site contains the DSF and site modifications are required for new construction, the City must prepare a costly environmental mitigation plan that could take several years to complete and mitigate the area to preserve, enhance or restore the ecosystem for the DSF. Rather than completing the required habitat surveys for the full duration and impacting the project schedule, the City is proposing a new alignment as shown in the attached location map (see page 9) to avoid the Jehue Corridor, and the installation of new Class II buffered bike lanes and ADA ramp improvements along Meridian Avenue, Pepper Avenue, Eucalyptus Avenue and San Bernardino Avenue.

## **Summary of Caltrans Analysis**

Caltrans supports this request for the following reasons:

Proposed scope change's affect to benefits (Potential of the project to increase walking and biking as compared to the approved scope):

**Net Increase** - The proposed scope change is expected to have the following impacts on the project's potential to increase walking and biking as compared to the original scope.

1. Eucalyptus Avenue, between Randall Avenue and San Bernardino Avenue - Removing 1,209 linear feet of the proposed Class I bike lanes, a proposed mid-block crossing with two new pedestrian signals, a proposed ADA ramp improvement and 364 linear feet of the proposed roadway lighting, and installing 2,640 linear feet of Class II buffered bike lanes should increase biking compared to the approved scope. The new Class II buffered bike lanes will connect to existing Class II bike lanes. The proposed scope change should have no effect on walking at this location because the street has existing sidewalks.
2. Jehue Corridor, between Eucalyptus Avenue and Meridian Avenue – Removing 4,541 linear feet of the proposed Class I trails, 18 new ADA ramp improvements and 4,541 linear feet of the proposed roadway lighting should have no effect on walking and biking because the proposed scope changes on Eucalyptus, San Bernardino, Randall, Pepper, and Meridian Avenues will provide more mobility and options for the public.  
(See attachments – Revised Project Map and Revised Plans)
3. San Bernardino Avenue, between Eucalyptus Avenue and Meridian Avenue – Reconstructing 450 linear feet of new sidewalk and installing 2,640 linear feet of Class II buffered bike lanes should increase biking compared to the approved scope. The new Class II buffered bike lanes will connect to existing Class II bike lanes. The proposed scope change should have no effect on walking at this location because the street has existing sidewalks.
4. Randall Avenue, between Eucalyptus Avenue and Meridian Avenue – Installing 2,640 linear feet of Class II buffered bike lanes should increase biking compared to the approved scope. The new Class II buffered bike lanes will connect to existing Class II bike lanes. The proposed scope change should have no effect on walking at this location because the street has existing sidewalks.
5. Pepper Avenue and Meridian Avenue - Installing 2,640 linear feet of Class II buffered bike lanes should increase biking compared to the approved scope. The new Class II buffered bike lanes will connect to the new Class II bike lanes on San Bernardino

Avenue and Randall Avenue. The proposed scope change should have no effect on walking at this location because the street has existing sidewalks.

6. Intersections of Eucalyptus Avenue, Randall Avenue, San Bernardino Avenue, Pepper Avenue and Meridian Avenue – Reconstructing 28 ADA ramps to current standards should increase the benefits of walking and biking compared to the approved scope.

Proposed scope change's affect to benefits (Potential of the project to increase safety of pedestrians and bicyclists walking biking as compared to the approved scope):

**Net Increase** - The proposed scope change is expected to have the following impacts on the overall safety of pedestrians and bicyclists as compared to the original scope.

1. Eucalyptus Avenue, between Randall Avenue and San Bernardino Avenue - Removing 1209 linear feet of the proposed Class I bike lanes, a proposed mid-block crossing with 2 new pedestrian signals, a proposed ADA ramp improvement and 364 linear feet of the proposed roadway lighting, and installing 2640 linear feet of Class II buffered bike lanes should increase the safety of biking compared to the approved scope. The new Class II buffered bike lanes will connect to existing Class II bike lanes and provide designated bike lanes for cyclists at this location. The proposed scope change should have no effect on the safety of walking at this location because the street has existing sidewalks.
2. Jehue Corridor, between Eucalyptus Avenue and Meridian Avenue – Removing 4541 linear feet of the proposed Class I trails, 18 new ADA ramp improvements and 4541 linear feet of the proposed roadway lighting should have no effect on the safety of walking and biking because the proposed scope change provide more mobility and options for the public.
3. San Bernardino Avenue, between Eucalyptus Avenue and Meridian Avenue – Reconstructing 450 linear feet of new sidewalk and installing 2,640 linear feet of Class II buffered bike lanes should increase the safety of biking compared to the approved scope. The new Class II bike lanes will connect to existing Class II buffered bike lanes and provide designated bike lanes for cyclists for this location. The proposed scope change should have no effect on the safety of walking at this location because the street has existing sidewalks.
4. Randall Avenue, between Eucalyptus Avenue and Meridian Avenue – Installing 2,640 linear feet of Class II buffered bike lanes should increase the safety of biking compared to the approved scope. The new Class II buffered bike lanes will connect to existing Class II bike lanes and provide designated bike lanes for cyclists at this location. The proposed scope change should have no effect on walking at this location because the street has existing sidewalks.
5. Pepper Avenue and Meridian Avenue - Installing 2,640 linear feet of Class II buffered bike lanes should increase the safety of biking compared to the approved scope and provide designated bike lanes for cyclists at this location. The proposed scope change should have no effect on walking at this location because the street has existing sidewalks.
6. Intersections of Eucalyptus Avenue, Randall Avenue, San Bernardino Avenue, Pepper Avenue and Meridian Avenue – Reconstructing 28 ADA ramps to current standards should increase the safety of walking and biking compared to the approved scope.

### **Additional Comments**

Caltrans concurs with the information provided in Attachment 1- Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE. The agency has coordinated with Caltrans staff to provide the most accurate information possible.

### **Caltrans' Coordination with Requesting Agency**

Caltrans and the City met on April 12, 2023, to discuss the original scope and proposed scope change due to environmental requirements and constraints.

### **Impact to Project Cost**

The overall project cost changed from \$2,820,000 to \$1,372,302, and the amount of funds programmed through the ATP is \$2,720,000.

### **Impact to Project Schedule**

The City was approved for an allocation time extension for the CON phase to complete the PS&E phase for the revised scope. The City plans to allocate the project by the extended deadline and complete the project before the project completion deadline.

### **ATTACHMENTS**

1. Exhibit 25-D REQUEST FOR PROJECT SCOPE CHANGE-Completed by Agency
2. Revised Project Map
3. Revised Plans
4. Original Detailed Engineer's Estimate with changes redlined
5. Local Funding for Plans, Specifications and Estimate
6. Public Outreach Summary

**Exhibit 25-D: Request for Project Scope Change (Local ATP Projects)**

To: *Albert Vergel de Dios P.E.*  
District Local Assistance Engineer  
Caltrans District 8, Local Assistance  
464 W. 4th Street, MS 760  
San Bernardino, CA 92401-1400

Date: 3/6/2023  
PPNO: 1257A  
ATP ID #: ATPSB1L-5065(030)

**Project Name** (Per CTC programming): Jehue Corridor and Eucalyptus Ave. Class I Bike Paths

**Approved Project Description** (As submitted in Application): Construct a new Class I bike and pedestrian path in west Colton that will serve four public schools. The project will provide a safer path of travel for students and residents.

**Approved Project Limits** (As submitted in Application): The project is located in West Colton, south of the city limits of Colton and Rialto, intersecting on the Jehue corridor between Eucalyptus Ave. and John Juarez Way.

☐ **For Federally Funded Projects:** Written MPO Concurrence (see Item #7)

Current FTIP/FSTIP Description: \_\_\_\_\_

Current FTIP/FSTIP Limits: \_\_\_\_\_

Dear Albert Vergel De Dios:

The City of Colton is requesting Scope Change for this Project due to the environmental challenge brought by the Delhi Sands Flower Loving Fly (DSF), a federally listed endangered species.

Consistent with the California Transportation Commission's (CTC) "Policy on Project Amendments and Advance Project Allocations", adopted on August 18, 2016, we request that Caltrans consider, and the CTC approve the proposed Project Amendments as documented below:

**REQUIRED ELEMENTS (PER CTC'S PROJECT AMENDMENT POLICY):**

**1. An explanation of the proposed scope change;**

*The project will be delayed minimum of two years because it requires protocol survey for presence of DSF for two consecutive years between month of July and September. Per project environmental consultant, the protocol*

*survey needs to be completed before the CEQA document can be finalized. If the protocol survey results is positive, it will be a much longer and costly process because it will require consultation with US Department of Fish and Wildlife, and the project needs to come up with mitigation for the DS habitat.*

**2. The reason for the proposed scope change:**

*The habitat survey for the environmental document of the project resulted as "moderate quality habitat" suitable for potential Delhi Sands Flower Loving Fly (DSF), a federally listed endangered species. The proposed new alignment shown on the attached map will avoid the Jehue corridor and will be replaced by new routes of Class II bike lanes along Meridian Ave., Pepper Ave., Eucalyptus Ave. Randall Ave. and San Bernardino Ave. Eucalyptus Ave. Is part of the old scope and the new proposed alignment will benefit the same neighborhood and school campuses. This routes will be constructed within existing street right of way and no new right of way is needed*

**3. The impact the proposed scope change would have on the overall cost of the project:**

*The proposed scope change will be less on the overall cost of the project and anticipated as follows:*

- 1. PA/ED – since the proposed scope change are within existing right of way, it is anticipated that the project will be CEQA Categorically Exempt project per Section 15304 - Minor Alteration to Land: (h)The creation of bicycle lanes on existing right of way.*
- 2. Final Design – no cost change: Original Budget = \$292,000; New Budget = \$292,000*
- 3. Right of Way - decrease in cost: Original Budget = \$125,000; New Budget = \$0.00*
- 4. Construction – decrease in cost: Original Budget = \$2,108,000; New Budget = \$1,004,417.00*

**4. An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);**

Approved Scope – John Juarez Way to Eucalyptus and along Eucalyptus. Proposed Change – along San Bernardino Ave. and Randal Ave. (Meridian to Eucalyptus); along Meridian Ave., Pepper Ave. and Eucalyptus Ave. (San Bernardino Ave. to Randall Ave.)	Class I Bike lane - 1.25 miles	Buffered Class II Bikelane - 1.50 miles Class II Bike lanes – 1.0 mile	- Increase in biking miles. - Decrease in walking miles.

<< Add rows to below table as needed to address separate locations of corridors where scope will be changed>>

<< Address all applicable elements per Exhibit 22-D1 >>

**5. An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit);**

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Approved Scope – John Juarez Way to Eucalyptus and along Eucalyptus. Proposed Change – along San Bernardino Ave. and Randal Ave. (Meridian to Eucalyptus); along Meridian Ave., Pepper Ave. and Eucalyptus Ave. (San Bernardino Ave. to Randall Ave.)	Class I Bike lane - 1.25 miles	Buffered Class II Bikelane - 1.50 miles Class II Bike lanes – 1.0 mile	To be determined due to change in class from Class I to Class II (combination of buffered and no buffer.
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<< Add rows to below table as needed to address separate locations of corridors where scope will be changed>>

<< Address all applicable elements per Exhibit 22-D1 >>

**6. An explanation of the methodology used to develop the aforementioned estimates; and**

*The total bike lanes that will be created for this project will increase from 1.25 mile (original scope) to 2.50 miles (proposed scope change). It will increase bicycling since the Class II bike lane at Pepper, Meridian and San Bernardino Ave. will provide connection to a shopping center, and campuses for California University of Science and Medicine and Arrowhead Medical Center. Similar to the approve scope, the proposed will benefits the same community and school campuses. Walking on sidewalk will be much safer since it will be buffered by Class II bike lanes.*

**7. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval.**

<< Address all applicable elements per Exhibit 22-D1 >>

**ADDITIONAL QUESTIONS:**

- 8. Does this scope change require revalidation of your environmental document? No** (Yes/No)  
If yes, what is the actual/estimated date of revalidation? \_\_\_\_\_

**9. Explain the additional public outreach efforts you have made with respect to this proposed scope change and provide a summary of the public response to these efforts:**

The City retained KOA Corporation to perform the public outreach that started on 1/24/23. Email about the new alignment was sent to stakeholders in West Colton. Local residents were also notified about the project outreach through City website and social media pages. Survey ended on 2/20/23. See attached public outreach summary.

**REQUIRED Attachments:** (check boxes of attached required documents)

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Original plans/workplan with changes highlighted           | <input checked="" type="checkbox"/> Revised Detailed Engineer's Est.  |
| <input checked="" type="checkbox"/> Revised plans/workplan                                     | <input type="checkbox"/> Written MPO Concurrence (see Item #7)  |
| <input checked="" type="checkbox"/> Original Detailed Engineer's Est. with changes highlighted | <input checked="" type="checkbox"/> Additional Revised Application Documentation-<br>Revised work plan including CON-NI |

**Required revisions to the Project's Description and/or Limits:**

The proposed Project Amendments documented above will require the following changes to the Project's Description and/or Limits: <<Insert "N/A" if no changes are required to the Project Description and/or Limits>>

**Proposed changes to the Project Description:** Construct Class II Bike lane (combination of with buffer and without buffer) along Eucalyptus Ave, Pepper Ave., San Bernardino Ave. and Meridian Ave. ibn the Vicinity of Garcia ES, Jehue MS and Morris ES.

**Proposed changes to the Project Limits:** Eucalyptus Ave. (San Bernardino Ave. to Randall Ave.), Pepper Ave. (San Bernardino Ave. to Randall Ave.), Meridian Ave. (San Bernardino Ave. to Randall Ave.), San Bernardino Ave. (Meridian Ave. to Eucalyptus Ave.) and Randall Ave. (Meridian Ave. to Eucalyptus Ave.).  
Randall ave is shared jurisdiction with the City of San Bernardino.

**For Federally Funded Projects:** <<Insert "N/A" if no changes are required to the FTIP/FSTIP Description and/or Limits>>

Proposed changes to the FTIP/FSTIP Description: \_\_\_\_\_

Proposed changes to the FTIP/FSTIP Limits: \_\_\_\_\_

**Project Delivery Status:**

The following is a side-by-side comparison of the original project schedule and the current project schedule.  
The explanations for each milestone date change is listed below:

**Original CTC Allocation Dates:** (as programmed by the CTC when the application was approved for funding):

PA&ED: 19/20 PS&E: 20/21 R/W: 20/21 CON: 22/23 CON-NI: 22/23  
June 2022 June 2022 June 2022 June 2023 June 2023

**Actual/Currently Anticipated CTC Allocation Dates:** (at the time of this request)

PA&ED: \_\_\_\_\_ PS&E: \_\_\_\_\_ R/W: \_\_\_\_\_ CON: June 2024 CON-NI: June 2025

**Explanation for milestone changes:** Need to change the alignment (route) of the project due to the result of the Habitat Survey for the federally protected Delhi Sand Fly species.

**Local Agency Certification:**

This Request for Scope Change has been prepared in accordance with the *Procedures for Administering Local Projects in the Active Transportation Program (ATP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the scope change has been approved.

You may direct any questions to:

Victor Ortiz, P.E. at {909} 514-4210  
(name) (phone number)

Signature:  Title: Assistant PW Director/City Engineer Date: 3/6/23

Agency/Commission: \_\_\_\_\_ City of Colton

Attachments: Map that shows the programmed and proposed alignment, New Conceptual Plan, Revised Engineer's Estimate

Distribution:

- (1) Original -DLAE
- (2) Copy – Division of Local Assistance, Headquarters ATP Program Manager
- (3) Copy – MPO/RTPA/County Transportation Commission

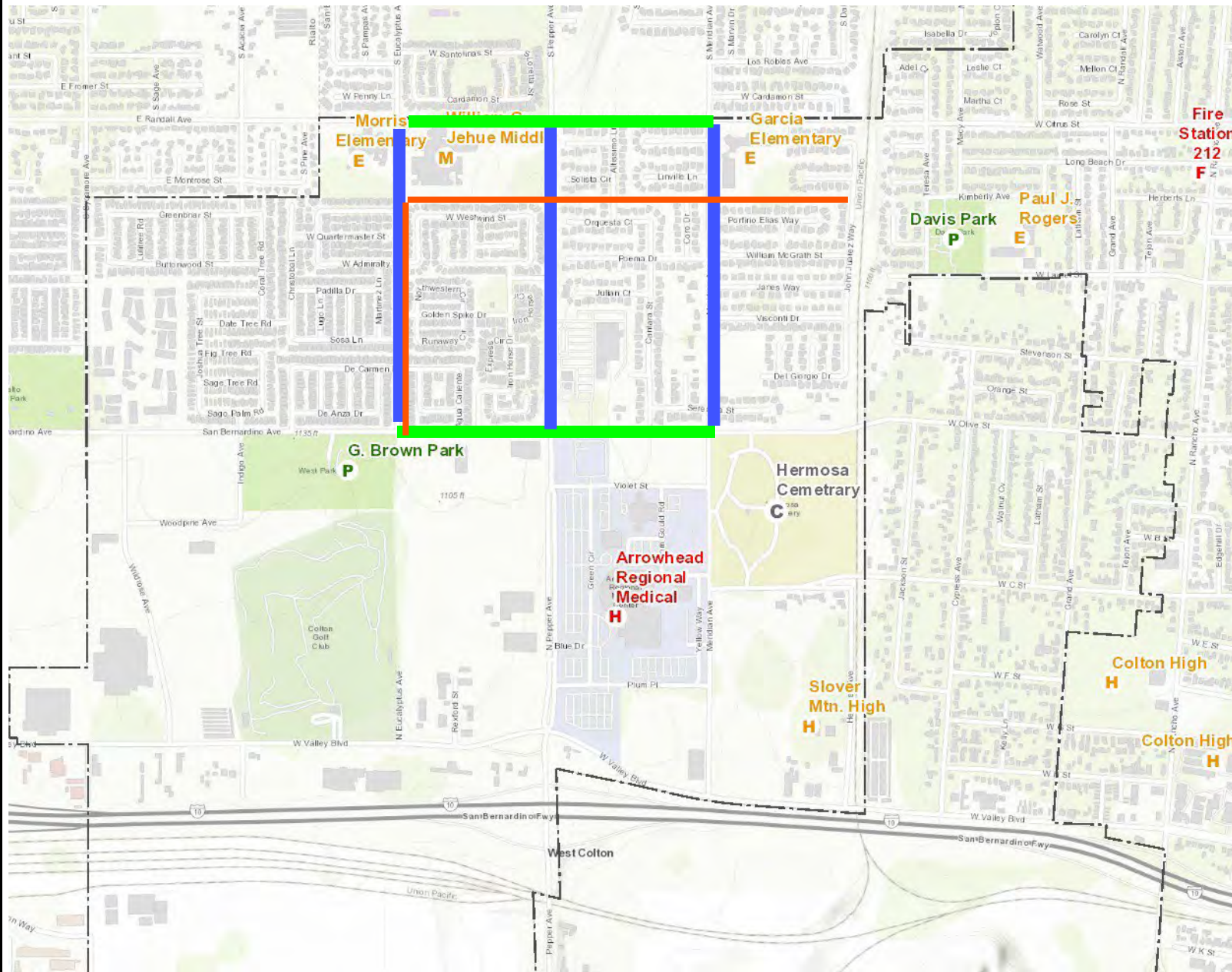


# West Colton Bicycle & Pedestrian Path - Location Map

Revised Project Map

## Legend

- City Boundary
- Proposed New Alignment Class II Bikelane w/ Buffer
- Proposed New Alignment Class II Bikelane w/ Buffer
- Original Alignment Class I Bikelane



0.6 0 0.29 0.6 Miles

This map is a user generated static output from the City of Colton GIS mapping site and is for reference only. The data layers that appear on this map may or may not be accurate, current, or otherwise reliable. City of Colton will not be held responsible for any claims, losses or damages resulting from this information. Please check with city staff for accuracy.

Notes:

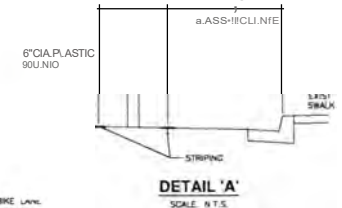
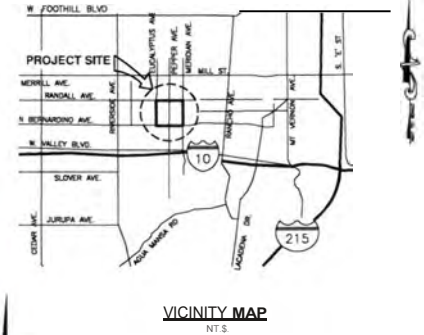
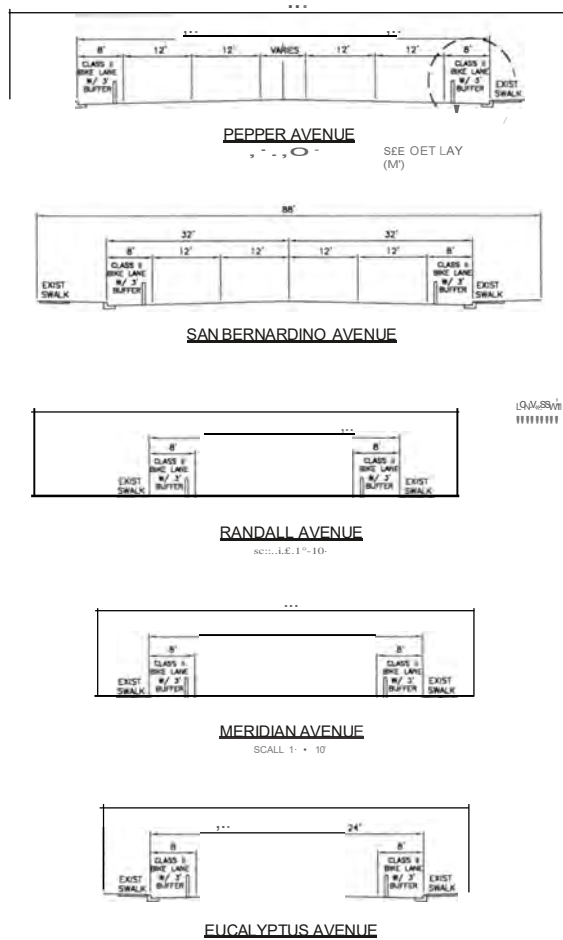
Created On: 10/07/19





# Revised Plans

## WEST COLTON BICYCLE LANE PLAN



Detailed Engineer's Estimate and Total Project Costs- Cycle 4																			
Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).																			
Project Information:																			
City of Colton						Date:		6-Mar-23											
Jehue Corridor and Eucalyptus Avenue Class I Bike Paths																			
City of Colton																			
Victor Ortiz						License #:		73848											
Original Engineer's Estimate and Cost Breakdown:																			
						Cost Breakdown						Changes	Engineer's Estimate for New Alignment:						Remarks
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct									
Engineer's Estimate (for Construction Items Only)												Engineer's Estimate (for Construction Items Only)							
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost		
General Overhead-Related Construction Items												General Overhead-Related Construction Items							
1	Mobilization	1	LS	\$30,000.00	\$30,000	100%	\$30,000	0%	\$0		\$0	No change	1	Mobilization	1	LS	\$30,000.00	\$30,000	
2	Traffic Control	1	LS	\$7,500.00	\$7,500	100%	\$7,500	0%	\$0		\$0	Increase	2	Traffic Control	1	LS	\$25,000.00	\$25,000	
3	Stormwater Protection Plan	1	LS	\$20,000.00	\$20,000	100%	\$20,000	0%	\$0		\$0	Decrease	3	Stormwater Protection Plan	1	LS	\$10,000.00	\$10,000	
4	Construction Survey	1	LS	\$25,000.00	\$25,000	100%	\$25,000	0%	\$0		\$0	Decrease	4	Construction Survey/layout	1	LS	\$20,000.00	\$20,000	
5	Clearing/Grubbing/Grading/Earthwork	1	LS	\$300,000.00	\$300,000	100%	\$300,000	0%	\$0		\$0	Removed	5	Demolition/Removals	1	LS	\$25,000.00	\$25,000	New Item
General Construction Items (non-decorative only)												General Construction Items (non-decorative only)							
6	Construct ADA Compliant Ramps	18	EA	\$3,500.00	\$63,000	100%	\$63,000	0%	\$0		\$0	Increase	6	5' Wide Concrete Sidewalk	2250	SF	\$15.00	\$33,750	New Item
7	Construct 4" thk. Asphalt over native	92000	SF	\$3.00	\$276,000	100%	\$276,000	0%	\$0		\$0	Decrease	7	Construct 4" thk Asphalt over 6" thk CMB	2700	SF	\$12.00	\$32,400	
8	Install Crosswalk	250	LF	\$3.00	\$750	100%	\$750	0%	\$0		\$0	Increase	8	Install 8" Curb and Gutter	450	LF	\$55.00	\$24,750	New Item
9	Install Pavement Marking	9	EA	\$150.00	\$1,350	100%	\$1,350	0%	\$0		\$0	Increase	9	Replace ADA Ramps	28	EA	\$4,000.00	\$112,000	
10	Install Pedestrian Lighting	40	EA	\$7,000.00	\$280,000	100%	\$280,000	0%	\$0		\$0	Removed	10	Modify Traffic Signal Pole (NE Pepper)	1	LS	\$35,000.00	\$35,000	New Item
11	Install Type III-BF Service	1	EA	\$6,000.00	\$6,000	100%	\$6,000	0%	\$0		\$0	Removed	11	Relocate Street Lighting	4	EA	\$7,000.00	\$28,000	New Item
12	Install Anti-Climb Guard	7	EA	\$6,500.00	\$45,500	100%	\$45,500	0%	\$0		\$0	Removed	12	Relocate Fire Hydrant	1	EA	\$1,500.00	\$1,500	New Item
13	Install Pedestrian Signal	1	EA	\$120,000.00	\$120,000	100%	\$120,000	0%	\$0		\$0	Removed	13	Install Pavement Marking	20	EA	\$250.00	\$5,000	New Item
14	Install RRFB	2	EA	\$15,000.00	\$30,000	100%	\$30,000	0%	\$0		\$0	Removed	14	Install High Visibility Crosswalk	2600	LF	\$6.50	\$16,900	
15	Install Yield Markings	18	SF	\$5.50	\$99	100%	\$99	0%	\$0		\$0	Removed	15	Install Sign and Post	96	EA	\$350.00	\$33,600	
16	Construct Retaining Wall/Backfill	1	LS	\$250,000.00	\$250,000	100%	\$250,000	0%	\$0		\$0	Removed	16	Install 4" Thermoplastic Bikelane Striping	42520	LF	\$1.00	\$42,520	
17	Install Handrailing	1750	LF	\$80.00	\$140,000	100%	\$140,000	0%	\$0		\$0	Removed	17	2" wide Chevron for Buffer area	795	EA	\$10.50	\$8,348	New Item
18	Install Sign and Post	20	EA	\$250.00	\$5,000	100%	\$5,000	0%	\$0		\$0	Increase	18	Bike Legend incl. arrow and greenpaint	130	EA	\$450.00	\$58,500	
19	Install Bollards	32	EA	\$250.00	\$8,000	100%	\$8,000	0%	\$0		\$0	Removed	19	K/1 White Post	80	EA	\$195.00	\$15,600	
20	4" Thermoplastic Broken Line Striping	5750	LF	\$0.75	\$4,313	100%	\$4,313	0%	\$0		\$0	Increase	20	Remove/Modify striping	1	LS	\$35,000.00	\$35,000	New Item
21	Install Bike Legend and Arrow	24	EA	\$100.00	\$2,400	100%	\$2,400	0%	\$0		\$0	Increase	21	Restore Landscaping	1	LS	\$5,000.00	\$5,000	New Item
22	4" Thermoplastic Solid LineStriping	3800	LF	\$1.00	\$3,800	100%	\$3,800	0%	\$0		\$0	Increase	22				\$0		
23	Water Efficient Landscaping/Irrigation	1	LS	\$150,000.00	\$150,000	100%	\$150,000	0%	\$0		\$0	Removed	23				\$0		
24					\$0		\$0	100%	\$0		\$0		24				\$0		
25					\$0		\$0	100%	\$0		\$0		25				\$0		
Subtotal of Construction Items:					\$1,768,712	\$1,768,712		\$0		\$0		Subtotal of Construction Items:					\$597,868		
Construction Item Contingencies (% of Construction Items):					10.00%	\$176,871	\$176,871	\$0	10.00%				\$59,787						
Total (Construction Items & Contingencies) cost:					\$1,945,583	\$1,945,583		\$0		Total (Construction Items & Contingencies) cost:					\$657,654				
Project Delivery Costs:												Project Delivery Costs:							
Type of Project Cost					Cost \$	ATP Eligible Costs		Non-participating Costs		Type of Project Cost					Cost \$				
Preliminary Engineering (PE)						\$194,558		\$0		Preliminary Engineering (PE)									
Environmental Studies and Permits(PA&ED):					\$194,558	\$194,558		\$0		Environmental Studies and Permits(PA&ED):									
Plans, Specifications and Estimates (PS&E):					\$291,837	\$291,837		\$0		Plans, Specifications and Estimates (PS&E):					\$164,414				
Total PE:					\$486,396	\$486,396		\$0		Total PE:					\$164,414				
Right of Way (RW)										Right of Way (RW)									
Right of Way Engineering:					\$75,000	\$75,000		\$0		Right of Way Engineering:					\$-				
Acquisitions and Utilities:					\$50,000	\$50,000		\$0		Acquisitions and Utilities:									
Total RW:					\$125,000	\$125,000		\$0		Total RW:					\$-				
Construction Engineering (CE)										Construction Engineering (CE)									
Construction Engineering (CE):					\$233,470	\$233,470		\$0		Construction Engineering (CE):					\$98,648				
Total Project Delivery:					\$844,866	\$844,866		\$0		Total Project Delivery:					\$263,062				

Total Construction Costs:	\$2,179,053	\$2,179,053	\$0	Total Construction Costs:	\$756,302
		ATP Eligible Costs	Non-participating Costs		
Total Project Cost:	\$2,790,448	\$2,790,448	\$0	Total Project Cost:	\$920,716

Documentation of Ineligible (Non-Participating) Costs:			Documentation of Ineligible (Non-Participating) Costs:	
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.			documented in this section of the Estimate form.	
Item Number(s):	Description of Engineer's Logic: (See examples shown in the Instructions)		Item Number(s):	Description of Engineer's Logic: (See examples shown in the Instructions)

Detailed Engineer's Estimate and Total Project Costs- Cycle 4

Important: Read the Instructions in the first sheet (tab) before entering data.     Do not enter data in shaded fields (with formulas).

Agency:City of Colton

Date:Aug. 2, 2022

Project Description:Jehue Corridor and Eucalyptus Avenue Class I Bike Paths

Project Location:City of Colton

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:Victor Ortiz, P.E.     License #:73848

Engineer's Estimate (for Construction Items Only)

\_\_\_\_\_

ATP Ineligible

Quantity

Units

Unit Cost

Total Item Cost

\$

\$

\$

General Overhead-Related Construction Items

Mobilization

1

LS

\$30,000.00

Traffic Control

1

LS

\$25,000.00

Stormwater Protection Plan

1

LS

\$10,000.00

Construction Survey/layout

1

LS

\$20,000.00

Demolition/Removals

1

LS

\$25,000.00

General Construction Items (non-decorative only)

5' Wide Concrete Sidewalk

2250

SF

\$15.00

\$33,750

100%

\$33,750

Construct 4" thk Asphalt over 6" thk CMB

2700

SF

\$12.00

100%

\$32,400

Install 8" Curb and Gutter

450

LF

\$55.00

100%

\$24,750

Replace ADA Ramps

28

EA

\$4,000.00

100%

\$112,000

Modify Traffic Signal Pole (NE Pepper)

1

LS

\$35,000.00

100%

\$35,000

Relocate Street Lighting

4

EA

\$7,000.00

100%

\$28,000

Relocate Fire Hydrant

1

EA

\$1,500.00

100%

\$1,500

Install Pavement Marking

20

EA

\$250.00

100%

\$5,000

Install High Visibilty Crosswalk

2600

LF

\$6.50

100%

\$16,900

Install Sign and Post

96

EA

\$350.00

100%

\$33,600

Install 4" Thermoplastic Bikelane Striping

42520

LF

\$1.00

100%

\$42,520

2" wide Chevron for Buffer area

795

EA

\$10.50

100%

\$8,348

Bike Legend incl. arrow and greenpaint

130

EA

\$450.00

100%

\$58,500

K71 White Post

80

EA

\$195.00

100%

\$15,600

Remove/Modify striping

1

LS

\$35,000.00

100%

\$35,000

Restore Landscaping

1

LS

\$5,000.00

100%

\$5,000

100%

100%

100%

100%

\$597,868

Construction Item Contingencies (% of Construction Items):10.00%

\$59,787

\$59,787

Total (Construction Items & Contingencies) cost:

\$657,654

\$657,654

ATP Eligible Costs

Non-participating Costs

Environmental Studies and Permits(PA&ED):

Plans, Specifications and Estimates (PS&E):

\$

164,414

\$164,414

Total PE:

\$

164,414

\$164,414

Right of Way (RW)

Right of Way Engineering:

\$

-

Acquisitions and Utilities:

Total RW:

\$

-

Construction Engineering (CE)

Construction Engineering (CE):

\$

98,648

\$98,648

"CE" costs / "CON" costs

15%

15% Max

Total Project Delivery:

\$263,062

\$263,062

Total Construction Costs:

\$756,302

\$756,302

ATP Eligible Costs

Non-participating Costs

Total Project Cost:

\$920,716

\$920,716

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form. Separate logic is required for each construction item listed above which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item Number(s):

Description of Engineer's Logic: (See examples shown in the Instructions)

8/17/2022

1 of 1

## Jehue Corridor and Eucalyptus Ave. Class I Bike Paths

### Work Plan

Phase	Description	Amount	Duration
Plan Specifications and Estimates	The City will hire consultant for the preparation of plans, specifications and estimate (PS&E). Once the PS&E is completed, the City will prepare other necessary document to advertise the project.	\$292,000	June 2023 to May 2024
Construction Phase	The City will advertise, bid and award the project. Once the project is awarded, construction will commenced upon issuance of the notice to proceed. The City will managed the project in-house.	\$1,004,417	June 2024 to June 2025
Construction-Non-Infrastructure	The City plans to collaborate with the San Bernardino County Department of Health and Rialto Unified School District to create awareness for the project. The non-infrastructure component of this project will provide educational opportunities for students, faculties, and communities.	\$100,000 (Leveraging Funding)	June 2025 to Dec. 2025





## STAFF REPORT

# Local Funding for PS&E

DATE: OCTOBER 17, 2023  
TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS  
FROM: BILL SMITH, CITY MANAGER  
PREPARED BY: BRIAN DICKINSON, PUBLIC WORKS DIRECTOR  
SUBJECT: APPROVE AND ADOPT RESOLUTION AMENDING FISCAL YEAR  
2023/2024 CAPITAL IMPROVEMENT PROGRAM BUDGET  
ALLOCATING FUNDING FOR THE ACTIVE TRANSPORTATION  
PROGRAM (ATP) - WEST COLTON CLASS I BICYCLE ROUTE  
PROJECT, RESOLUTION NO. R-89-23.

### RECOMMENDED ACTION

Staff recommends that the City Council take the following action:

Approve Resolution R-89-23 (Exhibit A) amending Fiscal Year 2023/2024 Capital Improvement Program Budget Increasing Funding for the Active Transportation Program (ATP) - West Colton Class I Bicycle Route Project.

### BACKGROUND

On March 21, 2019, the City of Colton received notification that the California Transportation Commission (CTC) approved the allocation of ATP funding for the Project Approval/Environmental Document (PA/ED) Phase of the West Colton Class I Bicycle and Pedestrian Path Project. The project is located along an unimproved corridor from John Juarez Way to Eucalyptus Avenue, and Eucalyptus Avenue from San Bernardino Avenue and Randall Avenue. The Project is in the vicinity of Garcia Elementary School, Jehue Middle School and Morris Elementary School. The project scope includes installation of paved bike lane and sidewalk, signalization of the crossing at Pepper Avenue, striping and signs, irrigation and landscaping, and lighting.

### ISSUES/ANALYSIS

On December 15, 2020, the City awarded an engineering consulting contract to KOA Corporation for the preparation of environmental documents, engineering design and right of way support for the West Colton Class I Bicycle and Pedestrian Path Project. Subsequently, Amendment No. 1 in the amount of \$6,000 was awarded on April 20, 2022 for the preparation of Delhi Sand Fly (DSF) habitat protocol survey for the completion of environmental documents. The fly habitat survey concluded that project site along the Southern California Electric (SCE) easement is rated moderate quality habitat for DSF. This finding requires a protocol survey for presence of DSF for two consecutive years between the months of July and September. These consecutive surveys will delay the completion of environmental documents by two years. If the protocol survey results positive for fly habitat, it will be a much longer delay and costly process since it will require consultation with US Department of Fish and Wildlife, and the project needs to come up with mitigation for the DSF habitat.

On May 24, 2022, City staff sent a letter to Caltrans indicating the City's intent to look for an alternative alignment that will avoid the DSF habitat area but will still benefit the same community. In response to the City's request, Caltrans and City staff met on September 29, 2022 to discuss the proposed realignment and project schedule. During that meeting, Caltrans Headquarters ATP staff indicated support for the realignment and willingness to take the approval of the project changes to the California Transportation Commission (CTC), but reiterated the need to perform public outreach before taking it to CTC. The purpose of the public outreach is to notify the community about the changes in the alignment of Project, and to ascertain that the community supports the realignment. The new route will be Class II, buffered bike lane (with plastic bollard) along Meridian Ave., Pepper Ave., Eucalyptus Ave, San Bernardino Ave. and Randall Ave. Class II buffered bike lanes provide 2 to 3 feet separation from vehicle lanes. The proposed alignment and cross-sections are attached as Exhibit B. The public outreach was completed on February 21, 2023 and subsequently submitted to Caltrans staff. Attached as Exhibit C is the public outreach summary.

At its June 28, 2023 meeting, CTC approved the extension of funding for Construction Phase to February 28, 2025. The total amount of funding is \$2,079,000. CTC approval is for funding extension only, and the project still needs to go back to CTC for the approval of the re- alignment. Since final design funding is not available anymore, CTC staff requested assurance from the City that the design phase will be funded. Approval of Resolution R-89-23 will allocate \$250,000 from local traffic impact fees for the completion of final design for this project. As agreed with CTC and Caltrans staff during the meetings of September 7 and 19, 2023, segments of road with deteriorated surface such as Pepper Ave., Randall Ave., and San Bernardino Ave. (Pepper Ave. to Meridian Ave.) will be resurfaced before construction/stripping of bike lane commences. Portions of Meridian Ave. and San Ben Bernardino Ave. (Pepper Ave. to Eucalyptus Ave.) are newly paved, and Eucalyptus Ave is included in the next paving project.

## **FISCAL IMPACTS**

Approval of Resolution No. R-89-23 will allocate funding for the Engineering Design and appropriate \$250,000 in the FY2023-24 budget for this project from Local Traffic Impact Fee Fund reserve balance to West Colton Bike Lane Project Capital Improvement Account Number 249-2347-6150-3890-0000-000.

## **ENVIRONMENTAL IMPACTS**

Preparation of documents for the California Environmental Quality Act (CEQA) will be prepared during the Engineering Design phase for this project.

## **ALTERNATIVES**

Provide alternative direction to staff.

## **ATTACHMENT**

1. Exhibit A - Resolution R-89-23
2. Exhibit B- West Colton Bike Path Conceptual Plan
3. Exhibit C - WestColton Outreach Summary\_02212023

RESOLUTION NO. R-89-23

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLTON  
AMENDING THE FISCAL YEAR 2023/2024 CAPITAL IMPROVEMENT  
BUDGET**

**WHEREAS**, the City of Colton ("City") is a municipal corporation duly organized and existing pursuant to the Constitution and laws of the State of California; and,

**WHEREAS**, the City intends to support the City's goal to improve the City's traffic safety and infrastructure; and,

**WHEREAS**, the City of Colton received Active Transportation Program (ATP) funds to construct the West Colton Class I /11 Bike Trail Project; and,

**WHEREAS**, the City of Colton needs to allocate additional funding in the amount of \$250,000.00 to complete the final design for the West Colton Class 1/11 Bike Trail Project; and,

**WHEREAS**, the necessary funding will be provided thru Local Traffic Impact Fee; and,

**WHEREAS**, a budget appropriation not listed in the Fiscal Year 2023/2024 budget is required and must be approved by resolution of the City Council.

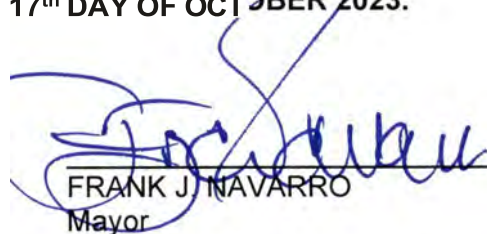
**NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF COLTON DOES HEREBY RESOLVE AS FOLLOWS:**

**Section 1** The above recitals are true and correct.

**Section 2** The City Council authorizes the following amendment for the Fiscal Year 2023/2024 budget:

- Appropriate \$250,000.00 from reserve balance in Local Traffic Impact Fund to account number 249-2347-6150-3890-0000-000 for the West Colton Class 1/11 Bike Trail Project.

**PASSED, APPROVED AND ADOPTED THIS 17<sup>th</sup> DAY OF OCTOBER 2023.**

  
FRANK J. NAVARRO  
Mayor

**ATTEST:**

  
**STEPHANIE A.**  
Deputy City Clerk

STATE OF CALIFORNIA )  
COUNTY OF SAN BERNARDINO ) ss.  
CITY OF COLTON )

**CERTIFICATION**

I, **STEPHANIE M. VARGAS**, Deputy City Clerk for the City of Colton, California, do hereby certify that the foregoing is a full, true and correct copy of **RESOLUTION NO. R-89-23**, duly adopted by the City Council of said City, and approved by the Mayor of said City, at its Regular Meeting of said City Council held on the **17<sup>th</sup> day of October 2023**, and that it was adopted by the following vote, to wit:

AYES:	COUNCILMEMBER	Toro, Chastain, Gonzalez, Echevarria, Mayor Navarro
NOES:	COUNCILMEMBER	None
ABSTAIN:	COUNCILMEMBER	None
ABSENT:	COUNCILMEMBER	None

**IN WITNESS WHEREOF**, I have hereunto set my hand and affixed the official seal of the City of Colton, California, this\_ day of \_\_\_\_ \_

---

STEPHANIE M. VARGAS  
Deputy City Clerk  
City of Colton

(SEAL)



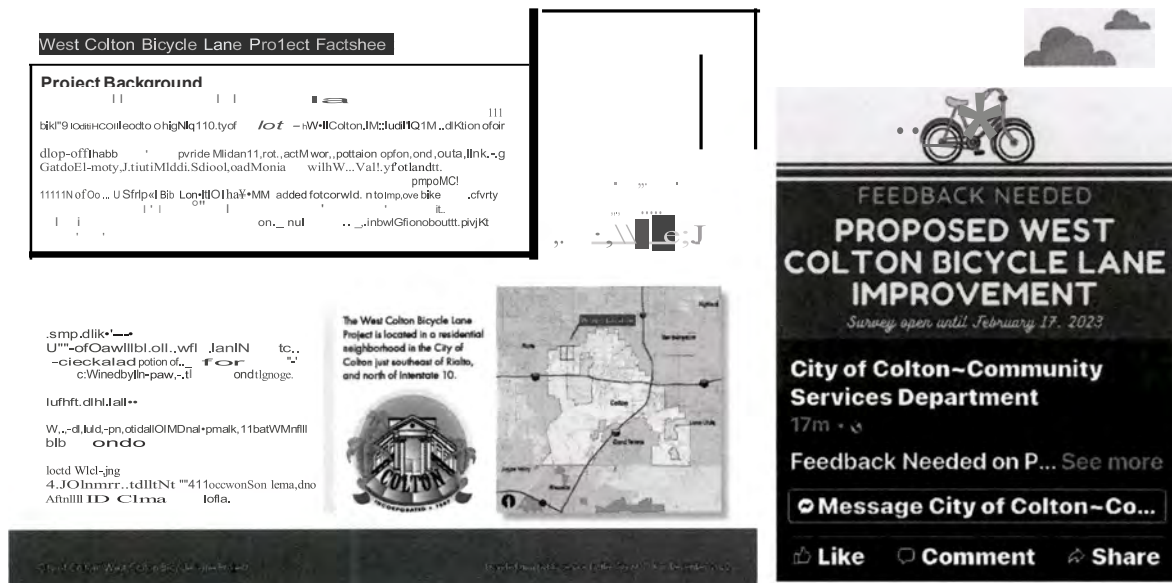
February 21, 2023

# Community Outreach

To: Victor Ortiz Assistant Public Works Director/City Engineer- City of Colton  
From: Michael Nilsson, Director of Mobility Planning, KOA Corporation

## SUBJECT: WEST COLTON BICYCLE LANE PROJECT OUTREACH SUMMARY

This memorandum summarizes the responses received for the West Colton Bicycle Lane Improvements project. On Tuesday, January 24, stakeholders in West Colton neighborhood, including Morris Elementary, Jehue Middle School, Garcia Elementary School, California University of Science and Medicine, and Arrowhead Regional Medical Center were directly emailed links to an online survey and project webpage. The Crystal Ridge Estates and Wildrose/Blossom Homeowner Association (HOA) communities were directly contacted through email and provided information about the project and survey on Tuesday, February 14. Local residents were also notified about the West Colton Bicycle Lane Improvements project through additional outreach methods. This includes notifications through the Colton City website - Civic Alerts section and direct email marketing as well as through the City's Facebook page with e-flyers posted on Wednesday, January 25 and again on Sunday, February 5. The project webpage includes background information, summary of project changes, improvement and location maps, and the project survey. Additional outreach material prepared for the engagement effort includes a project factsheet and email blast flyer with summarized background information, a QR code, and direct links to the project [webpage](#) and [survey](#).

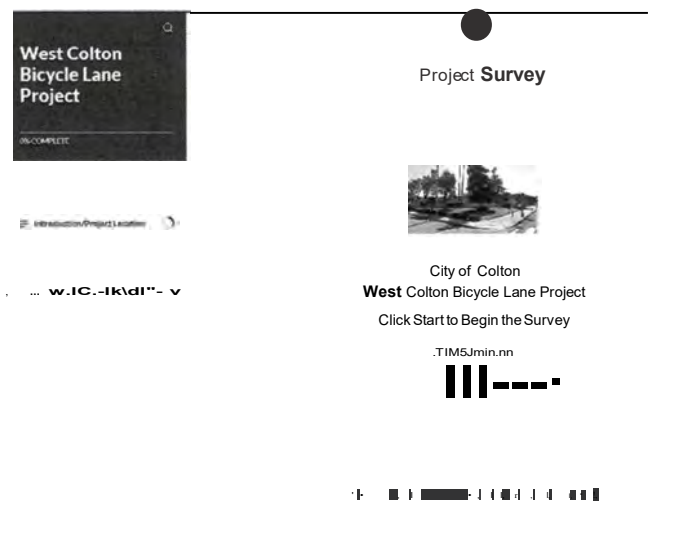


Left - Project Factsheet, Right - City of Colton Facebook post

## OVERALL NUMBER OF SURVEY RESPONSES RECEIVED

The West Colton Bicycle Lane Improvements survey opened on January 24, 2023 and closed on February 20, 2023. 52 responses were received and analyzed. Survey responses evaluated inform that 66% of survey respondents approve of the roadway improvements and recent adjustments made to the proposed project. All questions evaluated in regards to the West Colton Bicycle Lane project had a greater favorability rating than opposition. Multiple responses came from similar network IP tags but unique email addresses due to responses from school and hospital networks.

Of the 52 responses received and analyzed, 44 (85%) responses indicated either living or working in the City of Colton and 1 response (2%) for attending school in the City. 6 (12%) responses did not provide any details and 1 (2%) response provided information that they did not live, work or go to school within the City.



West Colton Bicycle Lane Project Website and Survey

## Multiple Choice Responses Received on the West Colton Bicycle Lane Survey

As shown in Table 1, close to half of residents, or equal to 24 (46%) responses, utilize one or more modes of active transportation including walking, jogging, or biking at least on occasion. Only 13 (25%) respondents answered that they do not utilize active modes of transportation.

Table 1: Do you currently utilize active modes of transportation including but not limited to biking, walking, or jogging?		
Answers	Count	%
Frequently	10	19.2%
Occasionally	14	26.9%
Rarely	14	26.9%
<b>Never</b>	13	25.0%
No Response	1	1.9%
<b>All</b>	52	100%



A high number of respondents to the survey question shown in Table 2 have a positive association with the benefits of bicycle facility improvements. 35 (67%) residents and stakeholders surveyed checked "yes" to increasing participation in active modes of transportation if more striped/buffered bicycle lanes were installed in West Colton. While only 16 (31%) would not be encouraged to do so even with bicycle facility improvements.

<b>Table 2: Would improved bicycle facilities, including striped bicycle lanes and buffered bicycle lanes, encourage you to bike more often?</b>		
Answers	Count	%
<b>Yes</b>	35	67.3%
<b>No</b>	16	30.8%
<b>No Response</b>	1	1.9%
<b>All</b>	52	100%

The survey question in Table 3a asks about the implementation of the West Colton Bicycle Lane Project and over half of respondents (54%, or 28 responses) indicated the willingness to bike to destinations in West Colton if striped bike lanes and buffered bike lanes were implemented as shown in the project.

<b>Table 3a: Would the implementation of the West Colton Bicycle Lane Project encourage you to bike to destinations in the City?</b>		
Answers	Count	%
<b>Yes</b>	28	53.8%
<b>No</b>	22	42.3%
<b>No Response</b>	2	3.8%
<b>All</b>	52	100%

Respondents who answered "yes" to the question in Table 3a were asked to select the destination they would most frequent if biking in Table 3b. The top three choices were for leisure and/or exercise, to visit parks, and shopping and dining.

<b>Table 3b: If yes, what local destinations would you bike to?</b>		
Answers	Count	%
Leisure and/or exercise	33	26.6%
<b>Parks</b>	27	21.8%
Shopping and dining	21	16.9%
Schools	18	14.5%
<b>Visit neighbors and friends</b>	16	12.9%
<b>Healthcare</b>	9	7.3%
Total (multiple choices allowed)	124	100%



The survey question in Table 4 asked residents and stakeholders to choose one or more of the proposed bicycle lane improvement corridors that they considered most important or needed. San Bernardino Avenue, Pepper Avenue, and Meridian Avenue took the top 3 places with a combined 71 (76%) responses out of the 94 total multiple selections made.

<b>Table 4: From the list of proposed Class II bike lane corridors, which corridor is most important to you?</b>		
Answers	Count	%
<b>San Bernardino Avenue</b>	26	21.0%
<b>Pepper Avenue</b>	25	20.2%
<b>Meridian Avenue</b>	20	16.1%
<b>Eucalyptus Avenue</b>	12	9.7%
<b>Randall Avenue</b>	11	8.9%
Total (multiple choices allowed)	94	76%

In Table 5, the survey question asks the respondents how they would rate the changes made from the previous iteration of the West Colton Bicycle Lane Project and the overall satisfaction of these changes. 11 (21%) of residents and stakeholders rates the new project a score of 5/5 and 37 (71%) respondents answered they were at a minimum "satisfied" with a score of 3/5 or greater about the changes to the project.

<b>Table 5: Overall, how satisfied are you with the location and changes from Class I paths/trails to Class II striped bike lanes and buffered bike lanes?</b>		
Answers	Count	%
5 (Most satisfied)	11	21.2%
<b>4</b>	7	13.5%
3	19	36.5%
2	5	9.6%
1	3	5.8%
0 (Not satisfied)	2	3.8%
<b>No Response</b>	5	9.6%
<b>All</b>	52	100%

The survey question results in Table 6 show that more than half of residents and stakeholders, 28 (54%), indicated a desire to maintain involvement in the West Colton Bicycle Lane Project through the project email contact list.

<b>Table 6: Would you like to be informed about this project in the future?</b>		
Answers	Count	%
<b>Yes</b>	28	53.8%
<b>No</b>	24-	46.2%
<b>No Response</b>	0	0.0%
All	52	100%

**Common Free Responses Received on the West Colton Bicycle Lane Survey**

Respondents to the survey were provided with a free response question to provide additional input on the bicycle improvement corridors or relevant information for the proposed bicycle lane project. The top concerns voiced by residents and stakeholders included insufficient lighting on the roads. The next most common stated concern is in regards to the pavement condition on the roads including unfilled potholes. Other inputs include greater bike lane coverage/buffered bike lanes, street beautification, patrol/safety, and parking.

When asked about how residents and stakeholders were informed about the project survey, 29 (56%) of the respondents received notification about the project and survey through email. 6 (11%) respondents were alerted from notices posted through the City of Colton website. 17 (33%) respondents indicated they were notified of the survey through other means, including through Facebook (Community Services Department) and Instagram (Unite Fore Colton).