FTIP ID# *(required)* 20170805

TCWG Consideration Date March 25, 2025

Project Description *(clearly describe project)*

The Proposed Project will construct a new 4-lane road with sidewalk and bikelanes, and new intersection traffic signal. The approximate length of the project 1,350 LF. The project will realign/extend Reche Canyon Road to Hunts Lane. Elements of the infrastructure to be improved include sidewalks, curb and gutter, paving, curb extensions, median reconstruction, intersection lighting, storm water facilities, bike lanes, crosswalks, and landscaping.

The Proposed Project would result in an extension of Reche Canyon Road and would require cutting into the existing hillside topography to transition the extension from an elevation of approximately 1,073.7 feet at the southern project limits, to an elevation of approximately 1,026.7 feet at the northern project limits where the extension would tie into the existing Washington Street/Hunts Lane intersection. The roadway would include new sidewalks on either side, curbs and gutters and reconstruction of nose medians along Washington Street.

New traffic signals would be installed at the project intersection of the existing Reche Canyon Road alignment and at the project intersection of Washington Street/Hunts Lane. Traffic signal modifications would also be required. Drainage improvements include new catch basins at the new intersections. Pavement striping for vehicle lanes, the roadway median and crosswalks would also be implemented.

Type of Project *(use Table 1 on instruction sheet)*

New regionally significant street

County	**Narrative Location/Route & Postmiles**
San Bernardino	Realign Reche Canyon Road to Hunts Lane/Washington Street. Construct New Four (4) Lane Road With Total Length of 0.30 Mile. **Caltrans Projects – Federal Aid Project Number –** FERPL16-5065(028)

Lead Agency: City of Colton

Contact Person	**Phone#**	**Fax#**	**Email**
Victor Ortiz, P.E.	909-514-4210	909-370-5072	vortiz@coltonca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
X					

Scheduled Date of Federal Action: April 2025

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	**Section 326 –Categorical Exemption**	X	**Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	Prior to 22/23	Prior to 22/23	23/24	24/25
End	24/25	24/25	25/26	27/28

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

To address existing traffic deficiencies and additional traffic flow associated with existing and future commercial and residential developments, the City of Colton intends to improve traffic operations by extending and modifying the roadway lane configuration on Reche Canyon Road. The project study area limits include the intersections of Washington Street & Hunts Lane, Reche Canyon Road & Washington Street, as well as a new intersection on Reche Canyon Road (refer to Figures 1 and 2 attachment).

Reche Canyon Road provides regional access between the City of Moreno Valley in Riverside County to the south and cities within the San Bernardino valley in San Bernardino County as well as local access for residents in the City of Colton. Reche Canyon Road is oriented in a north-south direction and is currently a two-lane roadway with an 88-foot ROW. Reche Canyon Road currently experiences high traffic volumes during peak hours, particularly from regional commuters. The congestion at the Washington Street/Reche Canyon and Washington Street/Hunts Lane intersections is expected to get worse. A dedicated new Project Segment ROW from Reche Canyon to Hunts Lane will reduce the delay at these intersections.

The Proposed Project includes the construction of a new four-lane segment of Reche Canyon Road that would provide a direct connection to Hunts Lane. Elements of the infrastructure to be improved include sidewalks, curb and gutter, paving, curb extensions, median reconstruction, intersection lighting, storm water facilities, bike lanes, crosswalks, and landscaping.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Land uses to the north and northeast consist of single family residential. Land uses to the west consist of multi-family residential. A commercial center (Cooley Plaza Shopping Center) is located along Reche Canyon Road in the northwestern portion of the Project Area. The Montecito Memorial Park and Mortuary is located to the east. Multi-family and single-family residential uses are located to the south. Future commercial and residential developments on Reche Canyon Road will increase traffic volumes on Washington Street and Hunts Lane.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Overall A.M. and P.M. peak hour LOS, vehicle AADT, truck AADT, and truck percentage for Opening Year are summarized in Table 1 in attachment.

During opening year (2030) under the 'Build' conditions, the intersection of Hunts Lane & Washington Street is expected to operate at LOS E during the AM and PM peak hours, showing a degradation from 'No Build' conditions. The LOS degradation is primarily due to the anticipated increase and/or shift of traffic volumes associated with the proposed roadway segment that will form as the southern leg of the intersection of Hunts Lane & Washington Street. The intersection of Reche Canyon Road & Washington Street is expected to operate at LOS C during both the AM and PM peak hours; the average delay is anticipated to decrease during both peak hours for the 'Build' conditions compared to the 'No Build' conditions. For the intersection of Reche Canyon Road & Apartment Driveway, the operations are expected to improve to LOS D during the AM peak hour and LOS C during the PM peak hour for the 'Build' conditions as compared to LOS F during both the AM and PM peak hours for the 'No Build' conditions.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Overall A.M. and P.M. peak hour LOS, vehicle AADT, truck AADT, and truck percentage for Horizon Year are summarized in Table 2 in attachment.

During Horizon Year (2050), the intersection of Hunts Lane & Washington Street is anticipated to operate at LOS D and F for the AM and PM peak hours, respectively, under the 'No Build' conditions. Under the 'Build' conditions, the intersection of Hunts Lane & Washington Street will degrade to LOS F during the AM peak hour, but delay will improve by 24.2 seconds during the PM peak hour. As noted previously, the LOS degradation for the AM peak hour is primarily due to the anticipated increase and/or shift of traffic volumes associated with the proposed roadway segment that will form as the southern leg of the intersection of Hunts Lane & Washington Street. At the intersection of Reche Canyon Road & Washington Street, the operations are expected to improve from LOS F during both the AM and PM peak hours under the 'No Build' conditions to LOS C during the AM peak hour and LOS D during the PM peak hour under the 'Build' conditions. At Reche Canyon Road & Apartment Driveway, the operations are expected to improve from LOS F during both the AM and PM peak hours under the 'No Build' conditions to LOS C during the AM peak hour and LOS E during the PM peak hour under the 'Build' conditions.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, %

The Proposed Project includes new roadway segment and improvements to the Washington Street/Reche Canyon and Washington Street/Hunts Lane intersections. For Opening Year Build and No Build LOS, AADT, and truck data, please see Table 1.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The Proposed Project includes new roadway segment and improvements to the Washington Street/Reche Canyon and Washington Street/Hunts Lane intersections. For Horizon Year Build and No Build LOS, AADT, and truck data, please see Table 2.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Traffic that currently uses the existing Reche Canyon Road will be redistributed between the existing facility and the new project segment.

At Project buildout in 2030, the LOS at the analyzed intersections due to the Project would be nominal with reductions in delay time at Hunts Lane/Project Segment and Washington Street while the other two intersections will have slight improvements in the level of delay times and LOS. For the horizon year of 2050, the analyzed intersections would involve some intersections improving and some worsening. The intersection of Hunts Lane/Project Segment and Washington Street would experience a worsening of LOS due to the Project with significant delay times in the AM and PM peak hours. The intersection of

Washington Street and Reche Canyon Rd would experience an improvement in LOS with delays reduced in the AM and PM peak hours. The intersection of Reche Canyon Rd & Apartment Driveway/Project Segment would experience a great improvement in AM and PM peak hours.

As a result of the Project, traffic redistribution would result in a reduction in VMT as shown in Table 3. In the study area is estimated to decrease by approximately 0.074% compared to No Build conditions in 2030, and by 0.135% in 2050. The decrease in VMT is due to the elimination of the existing bottleneck at the Washington Street/Reche Canyon Rd intersection, which results in vehicles using alternate routes that, while time efficient, require traveling a greater distance. VMT reductions as a result of the Project can therefore be attributed to the Project's addition of the roadway segment capacity, providing a more direct route for many vehicle trips.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The Project is intended to improve multimodal transportation options and would reduce VMT in the Project vicinity. The project is located in an area designated nonattainment for both PM10 and PM2.5 of the California Ambient Air Quality Standards and nonattainment for PM2.5 of the National Ambient Air Quality Standards. However, the Project would not be a project of air quality concern per 40 CFR 93.123(b)(1)(i) and (ii), for the following reasons:

1. The Project is not a new highway or expressway that serves a significant volume of diesel truck traffic. As shown above, the AADT would be less than 125,000 and the truck AADT would be less than 8% (1.78%) of the total AADT.
2. The Project would involve some intersections improving and some worsening the LOS. As explained above, the traffic redistribution would result in an overall reduction in areawide VMTs and its corresponding PM emissions.
3. The Project does not include highway facility improvements to connect a highway to a major freight, bus, or intermodal terminal.
4. The Project would not affect a congested intersection that has a significant increase in the number of diesel trucks.
5. The Project would not involve a significant increase in the number of diesel transit buses or diesel trucks.

Per 40 CFR 93.123(b)(1)(i), the Project should be considered "not of air quality concern" because the Project is intended to serve mainly gasoline fueled vehicles and would reduce areawide VMT while also improving multimodal transportation options.

Table 1 Opening Year 2030

	No Build							Build						
Study Intersection	AM LOS	PM LOS	AADT (North/South, highest leg)	AADT (East/West, highest leg)	Truck %	Truck AADT (N/S, highest leg)	Truck AADT (E/W, highest leg)	AM LOS	PM LOS	AADT (North/South, highest leg)	AADT (East/West, highest leg)	Truck %	Truck AADT (N/S, highest leg)	Truck AADT (E/W, highest leg)
Hunts Lane/Project Segment & Washington Street	B	C	9625	33025	1.74%	167.5	574.6	E	E	13865	20695	1.74%	241.3	360.1
Washington Street & Reche Canyon Rd	C	E	33255	37025	1.74%	578.6	644.2	C	C	17115	34300	1.74%	297.8	596.8
Reche Canyon Rd & Apartment Driveway/Project Segment	F	F	33380	310	1.74%	580.8	5.4	D	C	29985	13865	1.74%	521.7	241.3

Table 2 Buildout Year 2050

	No Build							Build						
Study Intersection	AM LOS	PM LOS	AADT (North/South, highest leg)	AADT (East/West, highest leg)	Truck %	Truck AADT (N/S, highest leg)	Truck AADT (E/W, highest leg)	AM LOS	PM LOS	AADT (North/South, highest leg)	AADT (East/West, highest leg)	Truck %	Truck AADT (N/S, highest leg)	Truck AADT (E/W, highest leg)
Hunts Lane/Project Segment & Washington Street	D	F	15080	63240	1.74%	262.4	1100.4	F	F	17555	26240	1.74%	305.5	456.6
Washington Street & Reche Canyon Rd	F	F	52175	54185	1.74%	907.8	942.8	C	D	22510	43920	1.74%	391.7	764.2
Reche Canyon Rd & Apartment Driveway/Project Segment	F	F	52030	310	1.74%	905.3	5.4	C	E	41800	17555	1.74%	727.3	305.5

Table 3. Summary of VMT Analysis.

Scenario/ Analysis Year	VMT
Base Model Year 2016	14,327,545
Baseline (Existing Conditions) 2020	15,190,799
Baseline (Existing Conditions) 2024	16,054,053
Baseline (Existing Conditions) 2025	16,269,866
No-Build 2030	17,348,933
Build Alternative 2030	17,336,122
No-Build 2050	21,665,203
Build Alternative 2050	21,636,002

Figure 1 Project Vicinity

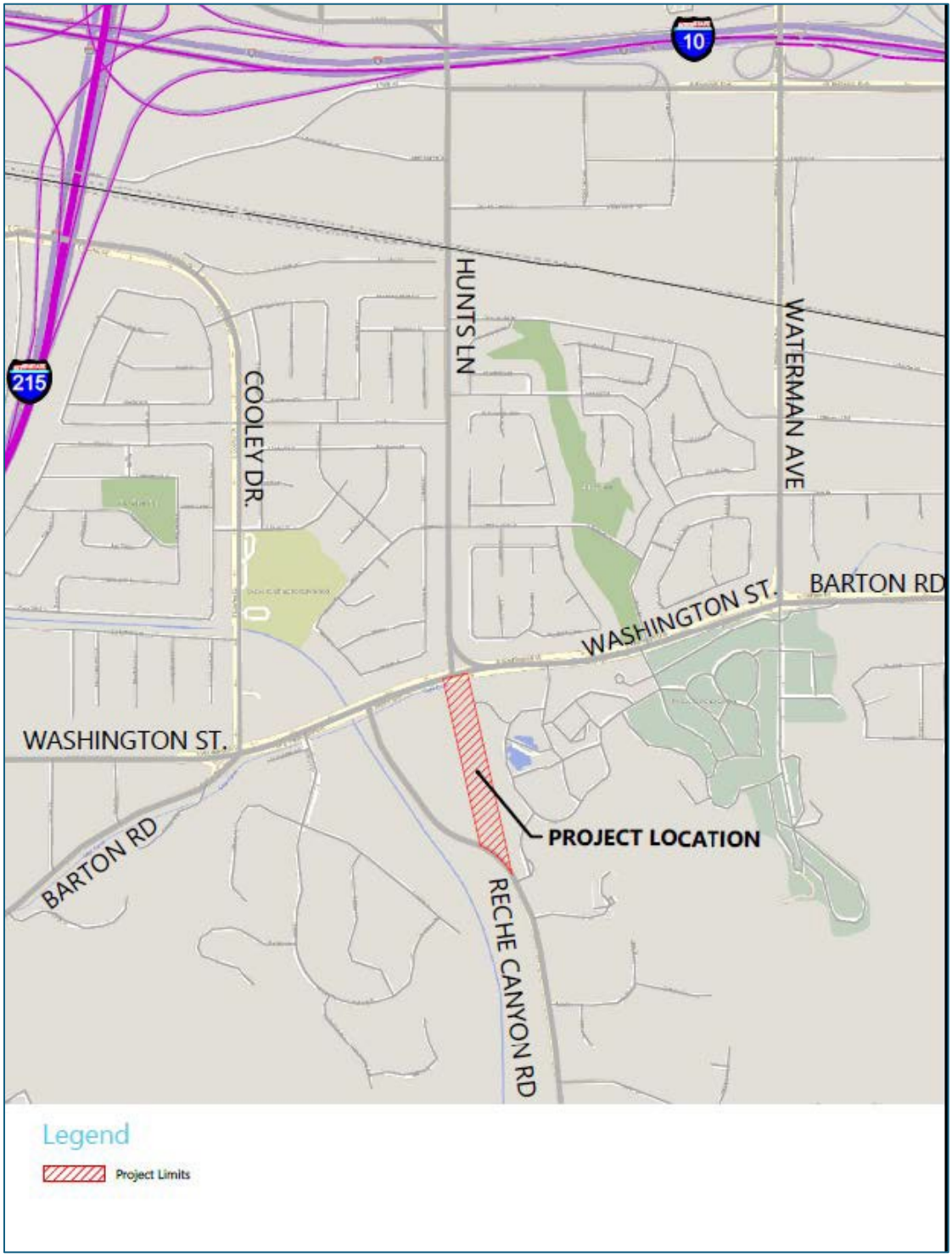
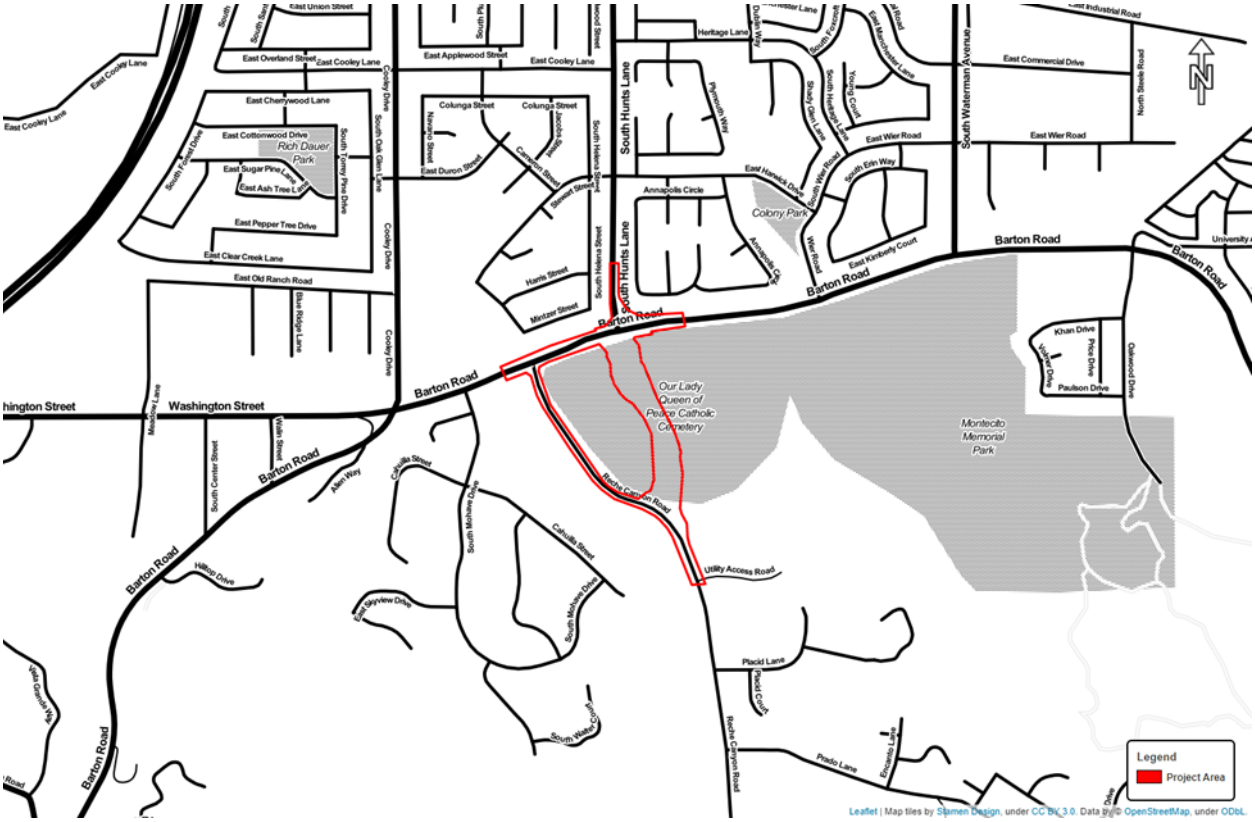
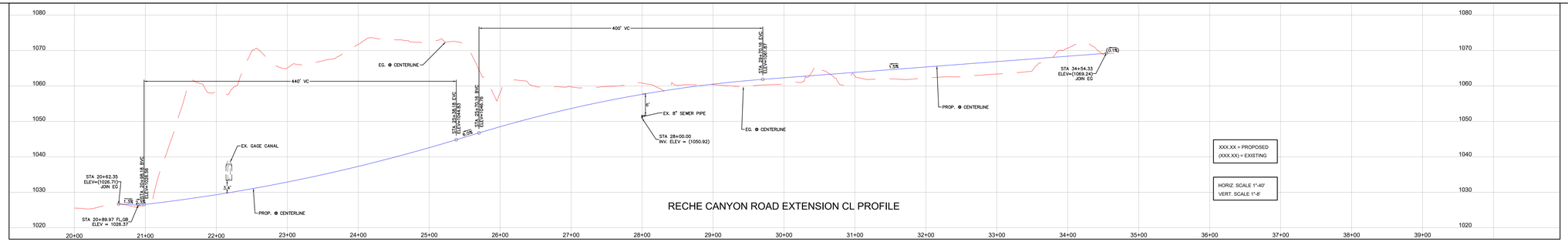


Figure 2 Map of the Project and Nearby Roadways.

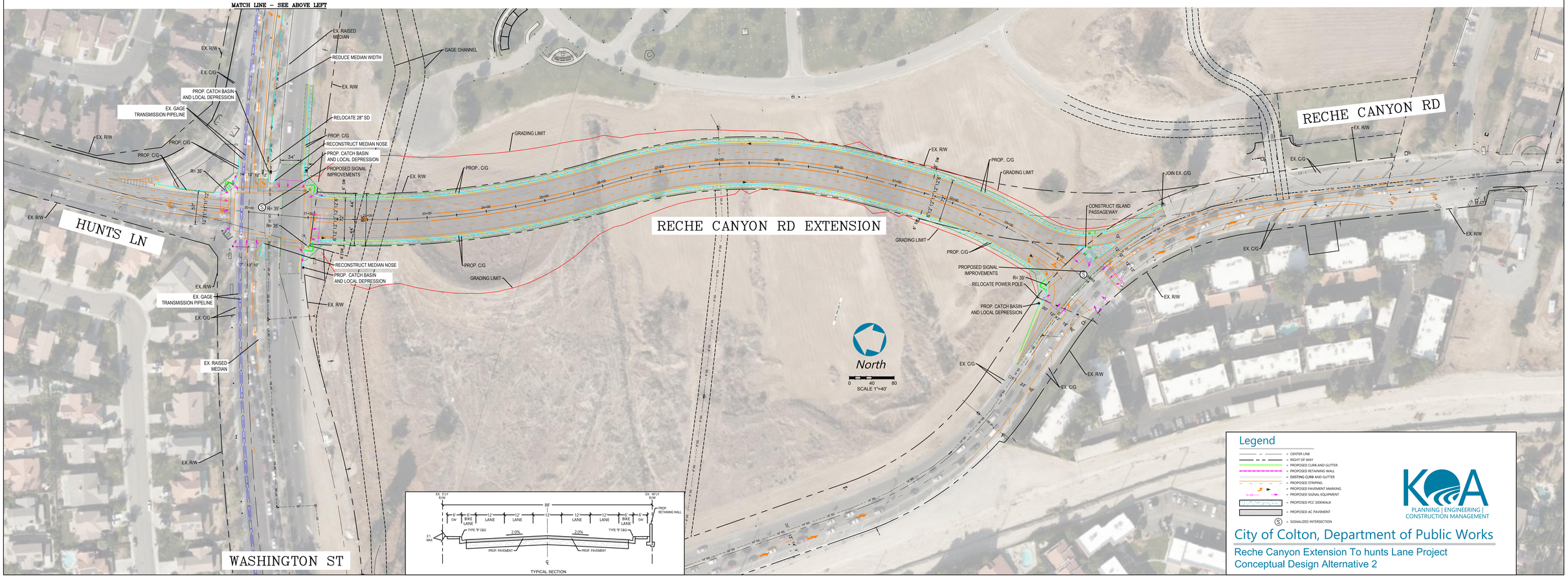


MATCH LINE – SEE BELOW RIGHT



RECHE CANYON ROAD EXTENSION CL PROFILE

MATCH LINE – SEE ABOVE LEFT



Legend

- CENTER LINE
- RIGHT OF WAY
- PROPOSED CURB AND GUTTER
- PROPOSED RETAINING WALL
- EXISTING CURB AND GUTTER
- PROPOSED STRIPING
- PROPOSED PAVEMENT MARKING
- PROPOSED SIGNAL EQUIPMENT
- PROPOSED PCC SIDEWALK
- PROPOSED AC PAVEMENT
- Ⓢ SIGNALIZED INTERSECTION

KOA
PLANNING | ENGINEERING | CONSTRUCTION MANAGEMENT

City of Colton, Department of Public Works

Reche Canyon Extension To hunts Lane Project
Conceptual Design Alternative 2