FTIP ID# *(required)* 20199902

TCWG Consideration Date

Project Description *(clearly describe project)*

Cherry Avenue will be widened from four lanes to six lanes from north of the 210 freeway to Baseline Avenue. In addition to widening, the project includes the construction of pedestrian and bike facilities, sewer and storm drain upgrades, street lighting, landscaping, and traffic control enhancements.

Victoria Street will see improvements from Cherry Avenue to the Westgate Specific Plan boundary (approximately 146 feet east of the current San Sevaine Trail connection). The upgrades will include new curbs, gutters, sidewalks, bike facilities, lighting, and landscaping without increasing lane capacity. Victoria Street will also be realigned to intersect Cherry Avenue at Walnut Street, and a roundabout will be constructed at the proposed "Street B" to facilitate future development access and traffic calming. Active transportation infrastructure is a key component of the RAISE project. The project will introduce over 7,500 feet of Class I shared-use paths, more than 1,900 feet of buffered bike lanes, and over 2,200 feet of Class II bike lanes along Cherry Avenue. On Victoria Street, the project will add approximately 9,640 feet of Class II bike lanes connecting Cherry Avenue to the San Sevaine Trail, as well as over 4,000 feet of Class I shared-use path paralleling the south side of the street.

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

(1) Roadway realignment and (2) change to existing regionally significant street

County	**Narrative Location/Route & Postmiles:** Cherry Avenue from north of the 210 freeway to Baseline will be widened and slightly realigned. Victoria Street from Cherry Avenue to 146 feet east of the San Sevaine Trail will be realigned to intersect Cherry Avenue at Walnut Street, and a roundabout will be constructed at the proposed "Street B." See **Figure 1:** Regional Location, **Figure 2:** Project Vicinity, and **Figure 3:** Project Study Area (attached) **Caltrans Projects – EA#**
San Bernardino	

Lead Agency: City of Fontana (CEQA Lead Agency)

Contact Person	**Phone#**	**Fax#**	**Email**
Jeffrey Kim	(909) 350-6724		jkim@fontanaca.gov

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

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**

Scheduled Date of Federal Action:

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2022	2024	2025	2025
End	2024	2025	2025	2026

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

Project Purpose:

The purpose of the proposed project is to accomplish the following specific objectives:

- To further establish this proposed project as being a viable transportation corridor within the Westgate Specific Plan (WSP).
- To facilitate increases in the public's use of active transportation travel modes.
- To enhance the safety and mobility for non-motorized users.
- To advance efforts to achieve greenhouse gas reduction goals.
- To enhance public health via the facilitation of increased public use of active transportation travel modes.
- To serve as a viable contributor to City policies and physical improvements designed to promote safety and mobility enhancement.
- To preserve emergency response times within the WSP by the alleviation of roadway deficiencies.

The proposed project would address the need for complete street infrastructure, including safe bikeway infrastructure, and to provide enhanced connectivity and mobility to surrounding areas. It would also increase the use of active transportation travel modes, enhance safety and mobility for non-motorized users, advance efforts to achieve greenhouse gas reduction goals, improve aesthetics, improve access and maintenance issues relating to both streets and enhance public health.

Project Need:

Safety and Operations: Currently, there is a lack of safe routes for students commuting to Etiwanda High School. There are no sidewalks and students are forced to walk in a road with posted speed limits of 40 miles per hour (mph) and 50 mph (outside the school zone), in muddy ditches, or on blighted infill property that is utilized regularly by the area's homeless population. The proposed project would develop sidewalks and bike lanes to enhance safety for pedestrians in the project area.

Roadway Deficiencies: The project site's roadway network was constructed in the 1950s. The roads are not compatible with the development of the Westgate Specific Plan, which demands adequate transportation facilities for all ages and abilities, including pedestrians, bicyclists, motorists, people with disabilities, and transit riders. The project will create a long-lasting surface transportation infrastructure that would accommodate the needs of all users.

Consistency with the General Plan: The General Plan land use designations along Victoria Street include Medium Density Residential (R-M), Multi Family Medium/High Residential (R-MFMH), Public Utility (P-UC), and General Industrial (I-G). The General Plan land use designations along Cherry Avenue include General Commercial (C-G), Single Family Residential (R-SF), Medium Density Residential (R-M), and Multi Family Medium/High Residential (R-MFMH). The zoning designation along these portions of the project is Westgate Specific Plan. The proposed project is in compliance with the City's General Plan and Zoning designations Therefore, no General Plan amendment or Zone Change is required. The land use would continue to be consistent with the local plans and the impacts of the project are still accounted for in the AQMP.

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

Existing land uses along the Victoria Street project corridor includes mostly undeveloped land, government transportation agencies, and a water basin. The General Plan land use designations along this portion of the project site include Medium Density Residential (R-M), Multi Family Medium/High Residential (R-MFMH), Public Utility (P-UC), and General Industrial (I-G). The zoning designation along this portion is Westgate Specific Plan (WSP).

Existing land uses along the Cherry Avenue project corridor includes mostly undeveloped land, residential neighborhoods, and commercial and dining uses. The General Plan land use designations along this portion of the project site include General Commercial (C-G), Single Family Residential (R-SF), Medium Density Residential (R-M), and Multi Family Medium/High Residential (R-MFMH). The zoning designation along this portion is Westgate Specific Plan (WSP).

Opening Year 2026: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

See Table 1.

RTP Horizon Year / Design Year 2045: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

See Table 2.

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

Not applicable.

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

Not applicable.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
For the Caltrans intersections, the RAISE project would improve the level of service during the PM peak hour from grade D to grade C, with a minor degradation in the AM peak hour that would not change the level of service. At intersections under the City of Fontana's jurisdiction, implementation of the RAISE project would improve delays, as a result of the added capacity on Cherry Avenue. Although delays would increase at the new intersection of Cherry Avenue/Victoria Street/Walnut Street, the level of service would improve from grade E to grade D due to the change in traffic control from stop sign to signal. However, the LOS would still not meet the city's standard of LOS C in the AM peak hour. The Victoria Street/Street B roundabout is projected to operate at level A during both the AM and PM peak hours

Comments/Explanation/Details *(attach additional sheets as necessary)*
Under 40 CFR 93.123(b)—PM10 and PM2.5 Hot Spots—the following criteria are utilized to determine the potential for a proposed project to qualify as a Project of Air Quality Concern (POAQC).

*(i) New or expanded highway projects that have a significant **number** of or significant **increase** in diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles. A significant **number** is defined as greater than 125,000 ADT and 8% or more of such ADT is diesel truck traffic, or in practice 10,000 truck ADT or more regardless of total ADT; a significant **increase** is defined in practice as a 10% increase in heavy duty truck traffic.*

The proposed project is a modified highway project. Total ADT will be less than 125,000 and truck ADT will be less than 10,000 in all the analyzed road segments in all years evaluated. In the opening year (2026), the project would decrease the total truck ADT by 1005 (3.4 percent) over the No-build Alternative within the study sections. In the horizon year (2045), the total decrease in truck ADT in all segments compared to the No-build Alternative would be by 871 (3.4 percent). Therefore, the proposed project would not result in a significant increase in the number of diesel vehicles and would not be considered a Project of Air Quality Concern (POAQC) under this criterion.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

According to the traffic study for this project, four of the six study intersections under Caltrans jurisdiction currently have peak-hour LOS of D or F. None of these intersections has a significant number of diesel vehicles, as defined above. In the opening year without the project, five of the seven intersections would have a peak-hour LOS of D, E or F; with the project, only 3 of the six intersections would have a peak-hour LOS of D or F. Finally, in the horizon year without the project, one intersection will have a peak-hour LOS of D, three intersections will have a peak-hour LOS of E, and two intersections will have a peak-hour LOS of F. With the project, four of the intersections will have a peak-hour LOS of D and only one will have a peak-hour LOS of F. Despite some of the intersections operating at LOS D, E or F with the project, the number of diesel trucks would not be significant. These traffic projections indicate that the project would not be considered a Project of Air Quality Concern under this criterion.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.

The proposed project would not implement a new bus or retail terminal or transfer point at which diesel vehicles would be congregating. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.

The proposed project does not involve expansion of a bus or rail terminal or transfer point. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed project is not in or affecting a site of possible PM10 or PM2.5 air quality standard violation that is identified in the 2022 Air Quality Management Plan. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

Attachments

Table 1- Opening Year (2026) Traffic Information for Fontana Raise Grant Project
Table 2- Horizon Year (2045) Traffic Information for Fontana Raise Grant Project
Figure 1- Regional Location
Figure 2- Project Vicinity
Figure 3- Project Study Area

Table 1
OPENING YEAR (2026) TRAFFIC INFORMATION FOR FONTANA RAISE GRANT PROJECT

Roadway and Segment	Level of Service		AADT		AADT Trucks	
	Build	No Build	Build	No Build	Build	No Build
Cherry Avenue: N of 210 WB Ramps – 210 WB Ramps	D	D	18,450	18,400	646 (3.5%)	644 (3.5%)
Cherry Avenue: 210 Fwy WB Ramps - 210 Fwy EB Ramps	D	D	21,850	21,800	765 (3.5%)	763 (3.5%)
Cherry Avenue: 210 EB Ramps – S Highland Avenue	C	D	27,000	28,900	945 (3.5%)	1,012 (3.5%)
Cherry Avenue: S Highland Avenue Victoria St	NA	D	NA	28,900	NA	1,012 (3.5%)
Cherry Avenue: Victoria St – Walnut St	NA	F	NA	28,100	NA	1,068 (3.8%)
Cherry Avenue: Walnut St – Baseline Ave	F	F	26,900	26,800	1,022 (3.8%)	911 (3.4%)
Victoria Street: Cherry Avenue – W of Cherry Avenue	NA	E	NA	9,400	NA	75 (0.8%)
Cherry Avenue: S Highland Ave – Walnut St	D	NA	29,300	NA	1,026 (3.5%)	NA
Victoria Street: Cherry Ave - Street "B"	A	NA	9,500	NA	76 (0.8%)	NA
Victoria Street: Street "B" - W of Street "B"	A	NA	8,150	NA	65 (0.8%)	NA

NA = Not applicable.

Table 2

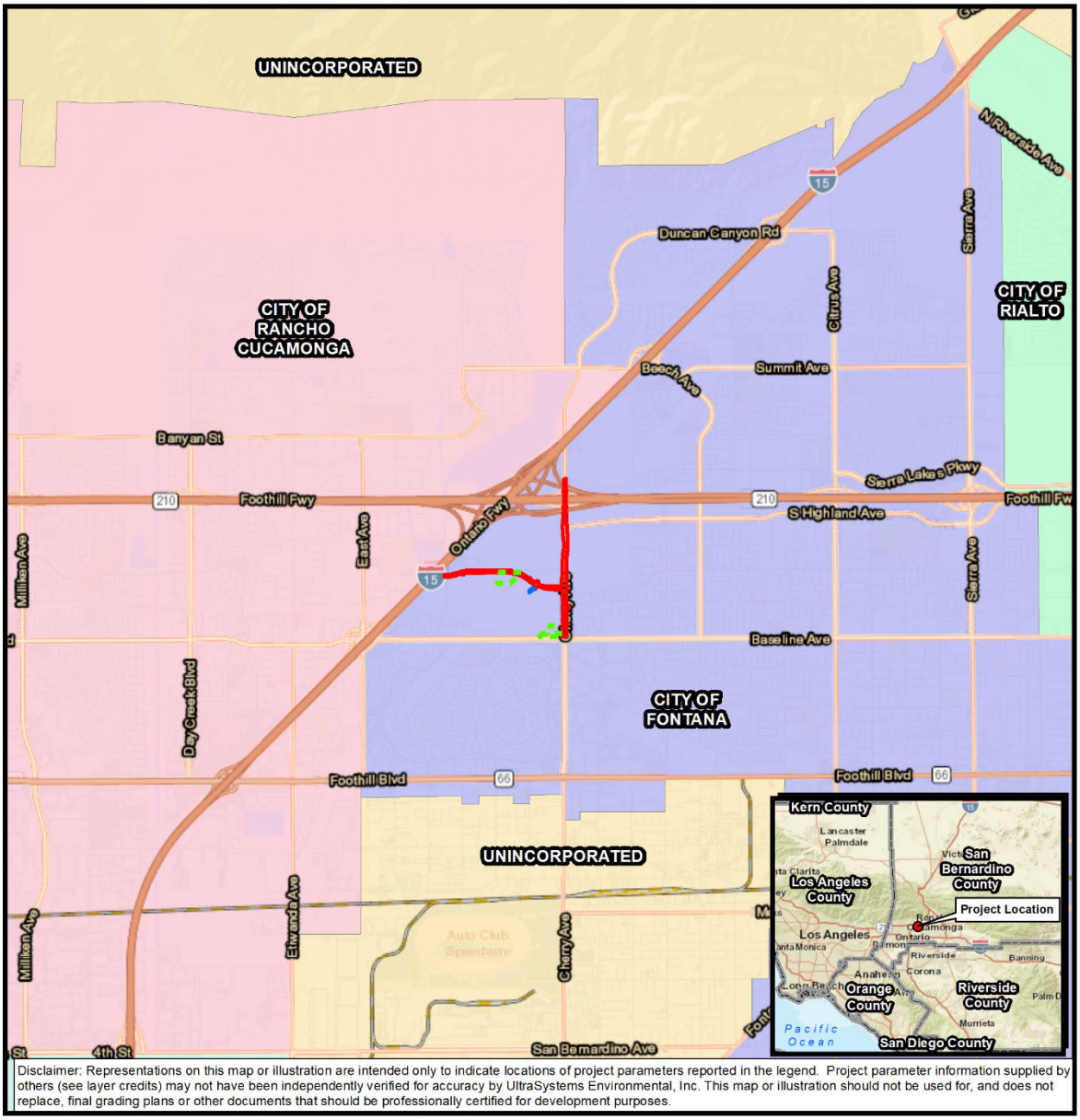
HORIZON YEAR (2045) TRAFFIC INFORMATION FOR FONTANA RAISE GRANT PROJECT

Roadway and Segment	Level of Service		AADT		AADT Trucks	
	Build	No Build	Build	No Build	Build	No Build
Cherry Avenue: N of 210 WB Ramps – 210 WB Ramps	D	E	27,100	26,600	949 (3.5%)	931 (3.5%)
Cherry Avenue: 210 Fwy WB Ramps - 210 Fwy EB Ramps	D	E	30,500	30,200	1,068 (3.5%)	1,057 (3.5%)
Cherry Avenue: 210 Fwy EB Ramps - S Highland Ave	D	E	33,150	32,050	1,160 (3.5%)	1,122 (3.5%)
Cherry Avenue: S Highland Avenue Victoria St	NA	E	NA	35,000	NA	1,225 (3.5%)
Cherry Avenue: Victoria St – Walnut St	NA	F	NA	33,500	NA	1,273 (3.8%)
Cherry Avenue: Walnut St – Baseline Ave	F	F	35,300	31,300	1,341 (3.8%)	1,064 (3.4%)
Victoria Street: Cherry Avenue – W of Cherry Avenue	F	E	NA	12,600	NA	101 (0.8%)
Cherry Avenue: S Highland Ave – Walnut St	NA	NA	36,500	NA	1,278 (3.5%)	NA
Victoria Street: Cherry Ave - Street "B"	F	NA	13,250	NA	106 (0.8%)	NA
Victoria Street: Street "B" - West of Street "B"	B	NA	11,950	NA	96 (0.8%)	NA

NA = Not Applicable

Figure 1
REGIONAL LOCATION

Figure 2
PROJECT VICINITY



Path: \\Gissvr\gis\Projects\7170B_Westgate_RAISE\MXDs\7170B_Westgate_RAISE_3_0_Project_Vicinity_2024_05_17.mxd
May 17, 2024
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, County of San Bernardino, June 2019, March 2022; UltraSystems Environmental, Inc., 2024.

Scale: 1:63,360

N

0 0.5 1 Miles

0 0.55 1.1 Kilometers

Legend

- Project Boundary
- Temporary Storm Drain Limit
- Potential Construction Staging Area

Cherry Ave and Victoria St RAISE Grant

Project Vicinity

UltraSystems environmental • management • planning

Figure 3
PROJECT STUDY AREA