



# City of Colton Active Transportation Program

## Active Transportation Plan (ATP Plan)

**PREPARED FOR:**

Caltrans

Division of Local Assistance, MS 1

Attention: Chief, Office of Active Transportation and Special Programs

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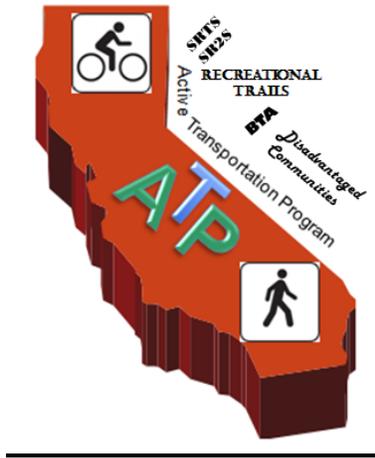
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# ACTIVE TRANSPORTATION PROGRAM CYCLE 1

## APPLICATION Part 1 (Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at  
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>  
prior to filling out this application

Project name:

For Caltrans use only: \_\_\_TAP \_\_\_STP \_\_\_RTP \_\_\_SRTS \_\_\_SRTS-NI \_\_\_SHA  
\_\_\_DAC \_\_\_Non-DAC \_\_\_Plan

## I. GENERAL INFORMATION

**Project name:**

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)	2. PROJECT FUNDING ATP funds Requested      \$ _____ Matching Funds (If Applicable)      \$ _____ Other Project funds      \$ _____ TOTAL PROJECT COST      \$ _____
3. APPLICANT CONTACT (Name, title, e-mail, phone #)	5. PROJECT COUNTY(IES):
4. APPLICANT CONTACT (Address & zip code)	7. Application # _____ of _____ (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below	

**Area Description:**

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	

**Master Agreements (MAs):**

11.  Yes, the applicant has a FEDERAL MA with Caltrans.
12.  Yes, the applicant has a STATE MA with Caltrans.
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes  No   
The Applicant MUST be able to enter into MAs with Caltrans

**Partner Information:**

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

Click here if the project has more than one partner; attach the remaining partner information on a separate page

\*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

**Project Type:** (Select only one)

18. Infrastructure (IF)       19. Non-Infrastructure (NI)       20. Combined (IF & NI)

**Project name:**

**I. GENERAL INFORMATION-continued**

**Sub-Project Type** (Select all that apply)

21.  Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)  
 Bicycle Plan     Safe Routes to School Plan     Pedestrian Plan  
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan     Pedestrian plan     Safe Routes to School plan     ATP plan

22.  Bicycle and/or Pedestrian infrastructure  
Bicycle only:     Class I     Class II     Class III  
Ped/Other:     Sidewalk     Crossing Improvement     Multi-use facility

Other:

23.  Non-Infrastructure (Non SRTS)
24.  Recreational Trails\*-     Trail     Acquisition
- \*Please see additional Recreational Trails instructions before proceeding**
25.  Safe routes to school-     Infrastructure     Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

\*\*Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

## **II. PROJECT INFORMATION**

- 1. Project Location** City of Colton
- 2. Project Coordinates** Latitude: 34.064945 Longitude: -117.321687
- 3. Project Description**

The City of Colton intends to develop an Active Transportation Plan (ATP Plan) that will provide a clear and comprehensive framework for safer connectivity of non-motorized transportation options throughout the City. The ATP plan will be integrated into the circulation element of the City of Colton’s General Plan to be compliant with the Complete Streets Act, Assembly Bill 1358.

### **4. Project Status**

This is a planning grant request to develop an Active Transportation Plan. Therefore, the project does not require preparatory work such as design or environmental reviews, etc. However, we are well-positioned to begin work immediately after executing a grant agreement with the State based on the City’s prior coordination with key stakeholders, our experience with developing and leading successful RFQ solicitations for qualified consultants, our prior research and collection of other ATP plans that may be considered “best practices” in the State of California (to use as a examples), and our in-house staff of experts in the field of planning, public relations and communication, grant management, and fiscal accounting.

## **III. SCREENING CRITERIA**

### **1. Demonstrated Needs of the Applicant.** Describe the need for the project and/or funding.

The City of Colton (population 52,154) currently has no city-level pedestrian, bicycle or Safe Routes to School plan to help guide its future non-motorized infrastructure development. The City is located in the heart of San Bernardino County and is considered a disadvantaged community with a median

household income of only \$41,496. The original town of Colton, with its classic grid street network, was laid out when the Southern Pacific Railway (now Union Pacific) was constructed through the San Bernardino Valley on its way eastward from Los Angeles in 1875. Today, hundreds of freight trains, Metrolink Commuter Rail trains, and Amtrak trains pass through Colton daily. While the railroad defined the shape of early Colton, construction of Interstate 10 in 1957, and Interstate 215 in 1963 bisected the City. These freeways and railways link



*Colton Crossing, established in 1883, and the 10 and 215 freeways, built during the mid-20<sup>th</sup> Century, make it difficult for residents to safely travel the city via bicycle or foot.*

Colton to the region and the nation, but they also created divides that make it difficult and unsafe for residents and employees to travel to and within Colton using non-motorized transportation. According to the Southern California Association of Governments (SCAG) 2013 demographic report, over 94% of Colton residents commute to work via car, while less than 4% commute via other means (such as walking or biking). This is not surprising given the lack of non-motorized infrastructure currently available in the City. Few Class I and II bike lanes exist, and some commercial areas and neighborhoods lack sidewalks or have poorly maintained sidewalks.

Due to these existing conditions, the City proposes to develop an **Active Transportation Plan** (ATP Plan) to improve pedestrian and bicycle connectivity and safety, and to complete the circulation element of its General Plan, ensuring compliance with the Complete Streets Act, Assembly Bill 1358. The City believes an ATP Plan will help address the following issues outlined in the Mobility Element of its General Plan (adopted on August 20, 2013): 1) **Transportation Connectivity**. Currently, freeways, railroad lines, the Santa Ana River and hilly topography pose connectivity barriers to the transportation network, especially for pedestrians and bicyclists; 2) **Pedestrian Circulation**. Some commercial areas

and neighborhoods lack sidewalks or have poorly maintained sidewalks. These circumstances limit the ability for all people (including the disabled) to walk in comfort and safety; 3) **Reducing Vehicle Trips**. Reducing vehicle trips results in positive local air quality benefits, and a reduction in traffic congestion, noise, and energy consumption, which improves quality of life. Methods to reduce vehicle trips involve the arrangement and density of land uses, the appropriate location of park-and-ride facilities adjacent to freeways, and offering other convenient modes of travel; 4) **Limited Bicycle Network**. Although Colton has several bicycle paths and routes connecting a portion of the City, overall Colton lacks a comprehensive bicycle system. Bicycle connections along major roadways, corridors, and the Santa Ana River Trail (SART) are still needed. Major employment areas and commercial centers also lack basic bicycle facilities including bicycle racks. With an Active Transportation Plan, the City will be positioned to add more pedestrian and bicycle connections, which will help bind the community together again, figuratively and literally.

**2. Consistency with Regional Transportation Plan (100 words or less).** Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

Development of an ATP Plan is consistent with the goals set forth in **The San Bernardino County Non-Motorized Transportation Plan (NMTP)**, adopted April 2011, which serves as the comprehensive county plan for bicycle and pedestrian infrastructure. NMTP goals include: 1) increased bicycle and pedestrian access; 2) increased travel by cycling and walking; 3) routine accommodation in transportation and land use planning; and 4) improved bicycle and pedestrian safety (p. ES-4). The network of projects in the San Bernardino County NMTP has been incorporated into the **Southern California Association of Governments' (SCAG's) 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**. Links provided in Appendix E.

#### **IV. NARRATIVE QUESTIONS**

- 1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)**
  - A. Describe how your project encourages increased walking and bicycling, especially among students.

As noted in the Needs Section above, the SCAG 2013 demographic report found that over 94% of Colton residents currently commute to work via car, while less than 4% commute via other means (such as walking or biking). This is not surprising given the lack of non-motorized infrastructure currently available in the City. The City only has two Class I Bikeways for a total of 7.27 miles. The main portion of the City's Class I bikeway is located along the Santa Ana River, which traverses the entire length of the City; however, connectivity to the trail is still lacking. The City also has only 5.85 miles of striped Class II bike lanes and 13.71 miles of Class III bike lanes. For pedestrians, commercial areas and neighborhoods still lack sidewalks or have poorly maintained sidewalks (See Appendix I for map of current/proposed bicycle lanes).

Development of an ATP Plan will be the first step in creating a comprehensive walking, biking and Safe Routes to School plan to improve the safety and connectivity of non-motorized transportation throughout the City for residents and students, in particular. To support physical activity and alternative modes of transportation, Colton residents should be able to easily cycle to work, school, parks, libraries, and other local destinations using convenient routes. Continuing to allow bicycles on buses and providing secure bicycle parking facilities will further encourage bicycling. The City of Colton has no type of non-motorized transportation plan. This will be the first ATP-type planning document the City has ever developed.

- B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

The types of users and their possible destinations will vary widely:

**Santa Ana River Trail Users.** Users of the Santa Ana River Trail (SART) are expected to increase once more connectivity and staging areas are developed. In 2008, the City conducted a trail use survey for the portion of the SART that traverses through the City. Volunteers stationed themselves at the existing La Cadena Trailhead and the proposed Mount Vernon Avenue and Riverside Avenue Trailheads. The volunteers conducted approximately 43 hours of on-site survey work. They collected a variety of data



*The SART Trail at Mt. Vernon Ave. No trail head exists yet. Bikers must navigate around locked gates.*

including the number of people using the trail, estimated age, peak usage times, and the most popular activities for utilizing the trail (cycling, walking, jogging, etc.). At that time, annual users were estimated at 218,000 with a projected annual increase of 234,000 (7.5%) in 2012 based on population growth trends and a new trailhead facility at Mt. Vernon, which has not yet been built. (See Appendix J for SART Survey details). During development of the ATP Plan, the City intends to conduct a ped/bike audit using the data-collecting services of firms such as the Inland Empire Biking Alliance (IEBA). IEBA or other like firms can provide updated pre- and post-usage figures, once infrastructure is built as a result of the Plan.

**Students.** Students commuting to/from school are another user group. The Colton Unified School District oversees 10 schools located within the City limits with over 8,511 students attending in total. According to the 1994 National Bicycling and Walking Study, approximately 7.9% of students bicycle or walk to school nationally on average. For students in this disadvantaged community who attend one of

the 10 schools in the Colton, that percent is dramatically higher, with most schools reporting an over 70% bike/walk rate (see table below and Appendix L for more details). These numbers are not surprising given the low median household income of the community at \$41,496.

<b>Colton Joint Unified School District City of Colton Schools (elementary, middle and high schools)</b>	<b>Enrollment*</b>	<b>Percentage of students who currently walk or bike to school*</b>
Alice Birney Elementary School	810	47%
Cooley Ranch Elementary School	696	90-95%
Lincoln Elementary School	685	90%
McKinley Elementary School	668	75%
Reche Canyon Elementary School	608	Less than 10%
Rogers Elementary School	769	85%
Ulysses Grant Elementary School	735	70%
Woodrow Wilson Elementary School	681	65%
Colton Middle School	1,037	89%
Colton High School	1,822	75%
<b>Total Students</b>	<b>8,511</b>	--
<i>*Information provided by Colton Joint Unified School District.</i>		

The City is a crisscross of numerous railroad tracks, therefore student safety will be paramount when developing the Safe Routes to School portion of the ATP Plan. During the planning process, the Colton Joint Unified School District will survey families to determine key safety issues, and the number of additional students willing to commute to school via non-motorized transportation as a result of planned infrastructure improvements that address those issues. Ped and bike audits will also be conducted at each of the 10 schools to obtain more accurate data pre- and post-plan implementation.

**Resident Commuters.** While a large percentage of students currently walk to school, according to the SCAG Survey mentioned earlier, less than 4% of Colton residents commute to work via walking or biking. That calculates out to a mere 2,086 persons (4% x 52,154), and may well be the result of inadequate biking and pedestrian facilities that link workers safely to places of business. According to the City’s 2010 Comprehensive Annual Financial Report, the top employers in the City are:

#	Employer	# of Employees
1	Arrowhead Regional Medical Center	2,130
2	Ashley Furniture Industries	1,350
3	Colton Joint Unified School District	740
4	CSM Bakery Products	552
5	Reche Canyon Rehabilitation & Health Care Center	340
6	City of Colton	296
7	Walmart	288
8	Stater Bros.	248
9	Angelica	235
10	Archer Daniels Midland	224
	<b>Total Employees</b>	<b>6,403</b>

It is reasonable to expect that the addition of safer biking and walk paths will encourage more residents employed by these businesses to use non-motorized transportation. The City will survey each of the top 10 employers to determine the percent of walkers/bikers during pre-development and post-implementation of the ATP Plan.

**Recreational Users.** The City of Colton has over nine parks located throughout the City offering a variety of recreational opportunities, including a new Skate Park located at Chavez Park on the corner of E Street and Colton Avenue. This is also the location of the City’s Teen Center where 20-50 young people walk, bike or skateboard to on a daily basis. In general Colton’s nine parks are heavily visited daily, and especially on weekends, by residents within walking or biking distance. The City will again utilize the services of IEBA or others to gather pre- and post-plan walking and biking statistics.

- C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The planning process will allow City leaders, staff, residents, business leaders, and other stakeholders the opportunity to identify gaps in walking and biking routes. The process will include mapping and describing existing bicycle and pedestrian facilities, the location of collisions involving pedestrians and bicyclists, and major destination points including parks, businesses, commercial centers, and schools.

This process will help clearly identify and visualize where gaps and safety issues exist and where improvements can be made in walking and bicycling routes. The end result of the planning process will be the identification and prioritization of new walking and biking routes that can be implemented over a period of time either as stand-alone projects or as phased projects.

Specific walking and biking improvements the planning process will address include, but not limited to:

1. **Access to Santa Ana River Trail:** Colton is one of few cities fortunate to have the Santa Ana River Trail (SART) traverse entirely through the City over six miles between the Riverside County line on the west and the City of San Bernardino on the east. The trail is a recreational and commuting amenity. Currently, there is a Class II bike lane on La Cadena Drive connecting to a staging area, but users still must traverse an estimated 100 yards around a gate and narrow pathway to access the SART. A second Class II bike lane runs partially along Mt. Vernon Avenue, but users must also traverse a gate and an unimproved dirt pathway to reach the SART. The Plan will address enhanced access to the SART at four locations.
2. **Safe Routes to Schools:** Improved walking/biking connections will be identified from residential neighborhoods to each of 10 Colton Unified Schools (noted above).
3. **Connections to Activity Centers and South Colton:** Pedestrian and bicycle connections, improvements, and amenities are needed primarily to and from activity centers including parks and commercial areas in South Colton, and businesses along Mount Vernon Avenue, Valley Boulevard, La Cadena Drive, Colton Avenue, Mount Vernon, Washington Street, and within Cooley Ranch.
4. **Connectivity within the Downtown Corridor.** Additionally, Downtown Colton and the West Valley area are planned to transform into pedestrian-friendly activity centers. A new 120-unit Senior Villas Housing complex was recently built next to City Hall and is the first step in creating

a walkable transformation in Downtown, which will eventually include denser development and three- to four-story buildings accommodating residential, office, and commercial use. The building design will include creating a streetscape and an integrated mixed-use design for vehicles, pedestrians, and bicycles.

5. ***Accessibility for Disabled Residents.*** All planning discussions and recommendations will include awareness of special needs and provisions for persons with disabilities.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

The project is a ***planning process*** that will culminate into a robust ATP Plan. The Plan will serve as a roadmap for increasing and improving non-motorized connectivity, removing barriers, and closing gaps in the City. Without an ATP Plan, City leaders, City staff and the community will not have the benefit of a strategic plan from which to base development and redevelopment decisions as they relate to non-motorized transportation.

One outcome of the planning process will be a comprehensive inventory and prioritization of existing sidewalks, where sidewalk repairs are needed, and where no sidewalks exist. Most trips begin and/or end with a person walking to/from a destination, at least for a short distance. Therefore, the walking environment is one of the most basic elements of public space. The pedestrian network in Colton consists primarily of sidewalks provided along most roadways in commercial districts and residential neighborhoods. Sidewalks vary in width and physical conditions, making some more attractive to walking than others. Sidewalks also provide a primary transportation mode for mobility-impaired population groups such as youth, seniors, and disabled persons. Identifying where sidewalks currently exist, which are in disrepair, and where none exist will be important to the ATP planning process.

In addition, Class I bicycle paths are designed as multi-use trails that pedestrians can also use. A safe pedestrian/bicycle system that links commercial, residential, and open spaces areas offers several economic and environmental benefits: improved health for those who walk or bike, reduced vehicle emissions and congestion, and decreases in greenhouse gas emissions.

To improve pedestrian/biking safety and encourage walking/biking, the planning process will examine site-specific issues, including but not limited to:

- Sidewalk widening and sidewalk repair;
- Use of special paving or markings at pedestrian/vehicle interfaces;
- Improve signal phasing and pedestrian flow patterns at intersections;
- Provide sidewalk curb cuts for the physically challenged;
- Use auditory cross walk signals for the hearing impaired;
- Increase the number of street trees with large canopies along sidewalks to provide shade;
- Provide safe, well lit rest areas such as shaded benches or planter boxes; and
- Increase the number and connectivity of all Class I, II and III bike lanes.

The ATP planning process and the resultant ATP Plan will provide the basis for allocating capital improvement funds and applying for grant opportunities in the future which will lead to the construction of identified projects or implementation of education and encouragement programs. The Plan will also aid our Economic Development Department and Planners when negotiating agreements with developers so gaps, barriers, and connectivity can be addressed and advanced during the construction phases of development and redevelopment.

**2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)**

Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

The Transportation Injury Mapping System (TIMS) reports a total of 174 collisions between vehicles and pedestrians/bicycles over a 10-year period (more details below). Of these incidents, a stunning 17 collisions have resulted in fatalities. During the planning process, collision data, location and causes will be evaluated and mapped. Recommendations will be proposed to reduce the frequency and severity of pedestrian and bike incidents.

Highlighting where conflict has occurred historically is a good start, but the planning process will also include a thorough research and documentation of existing bicycle and pedestrian safety, education, enforcement, and encouragement programs conducted in the City. This process will include interviews with all 10 public schools, private schools, preschools, the Colton Police Department, the County of San Bernardino Health Department, school crossing guards, and others to understand what is working within existing programs and what could be improved. The ultimate objective is to document and promote evidence-based education, enforcement, and encouragement programs throughout the City that have the potential to reduce pedestrian and/or bicycle injuries and fatalities.

A. Describe if/how your project will achieve any or all of the following:

- Reduces speed or volume of motor vehicles
- Improves sight distance and visibility
- Improves compliance with local traffic laws
- Eliminates behaviors that lead to collisions
- Addresses inadequate traffic control devices
- Addresses inadequate bicycle facilities, crosswalks or sidewalks

While analyzing and documenting historical collision injuries and fatalities and education, enforcement, and encouragement programs, the planning process and decisions made will be strengthened by including debate and discussions regarding how and where to 1) **reduce vehicular speed and volume**; 2) **improve sight distance** and 3) **compliance with local traffic laws**; 4) **eliminate behavior that is leading to collisions**; 5) **where inadequate traffic control devices exist**, and 6) **where inadequate bicycle facilities, crosswalks, and sidewalks exist** (some of these have already been

addressed in previous sections of this grant application). Based on an evaluation of the type, location and cause of collisions, the Plan will identify specific countermeasures, including awareness and education programs, to address all of these issues. Achievement of these complex (and sometimes controversial) objectives will require close coordination with the City's planners, law enforcement, school districts, and neighborhoods.

- B. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

As stated previously, SWITRS data from the TIMS program documents 174 collisions citywide between motor vehicles and pedestrians/bicycles over a 10-year period from January 1, 2003 to October 1, 2012 (see Appendix N for collision diagrams). Of these collisions, 114 (65.5%) were between vehicle/pedestrian and 60 (34.5%) were between vehicle/bicycle. Of the 114 pedestrian collisions, 32 (28.1%) sustained complaint of pain injuries; 52 (45.6%) sustained other visible injuries; 15 (13.2%) sustained severe injury; and 15 (13.2%) were fatalities. The primary collision factors were split between pedestrian violation (45.6%) and pedestrian right-of-way (30.7%). Many of the pedestrian collisions occurred around several large apartment complexes on Rancho Avenue and Mill Street, and again on Washington Street between Mt. Vernon Avenue and Reche Canyon Avenue where Wal-Mart is located. Pedestrian accidents also appear to be clustered around Colton High School and all along Mt. Vernon Avenue. Of the 60 bicycle collisions that occurred during this time period, only 54 are mapped on the collision diagram, with 53 showing injury collisions and one indicating a fatal collision. Bicycle collisions tend to be clustered along Pennsylvania Avenue, a major artery leading to several schools, including Colton High School. Many bicycle collisions have also occurred on Valley Boulevard between Mt. Vernon Avenue and Rancho Avenue, especially within the major intersections of Mt. Vernon Avenue, La Cadena Drive and Rancho Avenue.

### **3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)**

- A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The proposed project is to develop an Active Transportation Plan. Therefore, community-based public participation is scheduled to take place after the grant is awarded. The City will develop an outreach plan and widely advertise three community-based meetings, via website, flyers, direct mail and public service announcements. The purpose of the meetings will be to solicit resident, business, and stakeholder input to help shape development of the Plan and identify priority projects. The public participation process will include, but not be limited to the following: San Bernardino County Associated Governments, South Coast Air Quality Management District (for air quality consultation), local and regional businesses, school district/private schools/preschools, SCAG (invited), local and regional bicycle groups and pedestrian advocacy groups, and elected and appointed officials.

- B. Describe the local participation process that resulted in the identification and prioritization of the project:

On May 13, 2014, the City of Colton hosted a stakeholder consultation meeting at City Hall with the following participants:

- 1) Colton City Staff (Community Services; Public Works; Planning)
- 2) Colton Police Department (CPD)
- 3) Colton Joint Unified School District (CJUSD)
- 4) San Bernardino Associated Governments (SANBAG)
- 5) Inland Empire Biking Alliance (IEBA – Non-Profit)

The purpose of the meeting was to create awareness of the ATP Plan and to coordinate preliminary stakeholder input and information needed to stage the groundwork for the planning process. Specific topics discussed included 1) ATP Plan goals; 2) city-wide review of existing bicycle and pedestrian

conditions; 3) city-wide pedestrian and bicycle accident statistics over the past 10 years; 4) issues impacting 10 CJUSD schools; 5) Santa Ana River Trail connectivity; 6) recreational vs. work destinations/obstacles; and 7) pre- and post-monitoring ideas. Significant discussion occurred between all stakeholders, and all were universally in support of this effort (see Appendix F for stakeholder documentation).

C. Is the project cost over \$1 Million?

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan?

#### 4. COST EFFECTIVENESS (0-10 POINTS)

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

Alternatives considered to developing a full ATP Plan included: 1) no plan; 2) bike plan only; 3) pedestrian plan only; and 4) Safe Routes to School Plan only. These alternatives were considered inferior to the proposed plan because none would provide an all-encompassing vision, but all would still require approximately the same resources, city staff, consultant time, and cost to develop. The ATP Plan was deemed optimal as it will position the City to apply for a variety of future competitive grant funding whereas the development of a single plan would limit our choices. In addition, we view the public participation process to be an invaluable process that will guide development and planning decisions for years to come. To give up an opportunity to develop an ATP in lieu of an inferior single-plan, is not in the best interest of Colton residents and businesses. ATP planning funds provide us with a unique opportunity, at one time, to develop a long-term comprehensive, clear and implementable action plan, improving the safety and connectivity of non-motorized transportation throughout the City for decades to come.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e.,  $\frac{\text{Benefit*}}{\text{Total Project Cost}}$  and  $\frac{\text{Benefit*}}{\text{Program Funds Requested}}$ ).

The benefit/cost ratio for the Colton ATP Plan was calculated utilizing the World Health Organization's Health Economic Tool Assessment (HEAT). The HEAT tool analyzes the economic impact an intervention (such as an ATP Plan) has on adults within a study area. The tool provides an estimate of the economic benefits accrued from walking as a result of reduced mortality rates. To monetize the benefit of the proposed ATP Plan, we project that the improvements to pedestrian and bicycle infrastructure and overall mobility in the City of Colton will result in double the amount of pedestrians, aged 16 and older, walking or cycling to work, over a 20-year time-span. To calculate the monetary benefit of this goal, we used a baseline of current data from the SCAG 2013 survey that stated 4% (or 2,080) of Colton residents currently commute via walking or biking. Then we incorporated the following data into the HEAT:

- Length of average trip for walker (2 miles roundtrip); biker (6 miles roundtrip);
- Baseline number of people who walk (3% or 1,560); bike (1% or 520);
- Proportion of new walkers/bikers caused by intervention/ATP Plan improvements (50%, as suggested by HEAT instructions for projects that will benefit a mix of newly induced walkers/bikers and will implement interventions that make it easier to walk/bike);
- The time it will take for walking/biking behaviors to change and benefits to be realized (15 years from now to implement policies and new infrastructure);
- Mortality rate as defined in the United Kingdom (U.S. Data not available for HEAT tool);
- The Value for a Statistical Life (VSL), which is \$2,159,370 U.S. Dollars;
- Twenty-year time period for analysis;

- Number of people who benefit from the ATP Plan improvements (walkers: 1,560 x 2 = 3,120; bikers: 520 x 2 = 1,040); and
- Cost of ATP Plan (\$265,000 U.S. Dollars).

Utilizing the HEAT tool and doubling the number of people walking and cycling over a 20-year time period resulted in the two Cost/Benefit ratios as follows (see Appendix O for details):

***Walking Benefits Compared to Total Project Cost/Program Funds Requested:***

$$\mathbf{\$8,440,000/\$265,000 = 31.85:1}$$

***Cycling Benefits Compared to Total Project Cost/Program Funds Requested:***

$$\mathbf{\$2,476,000/\$265,000 = 9.34:1}$$

The cost/benefit analysis using the HEAT tool provides significant positive benefits and directly relates to the ATP Program goal of *increased proportion of trips accomplished by biking and walking*.

**5. IMPROVED PUBLIC HEALTH (0-10 points)**

- A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

Over the long-term, ***implementation of the projects identified in the planning process*** will improve overall public health in the City and San Bernardino County by improving air quality, combating obesity, and by providing more and safer opportunities to commute to school and work. Walking and bicycling can also result in increased recreational opportunities, which will further improve the City and County health indicators, result in decreased healthcare costs, and improve livability. Proposed education and encouragement campaigns targeting families with high-risk factors will complement infrastructure improvements.

San Bernardino County has extremely poor air quality due to traffic congestion. According to the American Lung Association’s 2013 State of the Air report, San Bernardino County has the highest unhealthy air quality days in the state. The unhealthy air days were measured over a three-year period

(2009-2011) using AQS hourly ozone data to calculate the daily 8-hour maximum concentration of ozone for each county. San Bernardino County also earned a letter grade of “F” based on the number of High Ozone Days; 24-hour Particle Pollution; and annual Particle Pollution. The grades for ozone and particle pollution are based on a weighted average of days that were considered unhealthy over a three-year period and the number of allowable unhealthy air days, of which San Bernardino had more than nine days over the acceptable level.

Due to poor air quality in the county, those who suffer from lung diseases face greater health risks requiring increased need for medical attention and decreased life spans. Based on an American Lung Association report, 28% of the county population under 18 currently has asthma compared to the state average of only 1.8%. Children are particularly susceptible to asthma, as it often goes untreated. Unfortunately, many other lung diseases, such as lung cancer, the leading U.S. cancer killer in both men and women, can be linked to poor air quality. A reduction in vehicle miles travelled (VMT) will result in cleaner air/less greenhouse gas (GHG) emissions and thus contribute to a reduction in poor health indicators because of poor air quality.

Another significant health risk is obesity. Residents in San Bernardino County are more obese and statistically less active than in many other counties. According to the Robert Wood Johnson Foundation (RWJF), San Bernardino County ranks 40th out of 57 California counties in terms of physical health outcomes, and ranks 45<sup>th</sup> in terms of health factors based on health behaviors, clinical care, social and economic factors and the physical environment. Adult obesity in San Bernardino County is at 30% compared to the state obesity rate of 23%. More alarmingly, according to UCLA Center for Health Policy Research, in 2010, 46.1% of the City of Colton’s children were overweight or obese. This is significantly higher than the state average of 38%.

Based on the CDC recommendations for exercise, adults need 150 minutes a week of activity to be considered healthy. Children (including teens) need at least one hour a day of physical exercise, yet only 19% are meeting this requirement. By providing more and safer opportunities to bike and walk to work or school, the project will help residents come closer to achieving these recommendations.

**6. BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

A. I. Is the project located in a disadvantaged community? Y/N **YES**

II. Does the project significantly benefit a disadvantaged community? Y/N **YES**

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project: **\$ 41,496**
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: **47.37 (top 5%)**
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: **82.2 %**

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

One hundred percent of the City's ATP Plan will benefit the City of Colton, which is 100% disadvantaged. According to 2008-2012 U.S. Census data, Colton qualifies as a disadvantaged community (DAC) with a median household income (MHI) of \$41,496 (see Appendix M for more detail). This MHI represents only 67.3% of the state median household income of \$61,632 (80% or less qualifies as a DAC). The City is primarily Hispanic (73%) with a home ownership rate of just over 52%. Of the 52,154 residents who live in the City, 8,511 (or about 17%) are students attending the 10 Colton Joint Unified School District (CJUSD) schools. Approximately 87% of all students within the CJUSD qualify to receive free or reduced price meals under the National School Lunch Program (see table below).

Colton Joint Unified School District City of Colton Schools	Enrollment*	Free & Reduced Meals*
Alice Birney Elementary School	810	94.94%
Cooley Ranch Elementary School	696	77.01%
Lincoln Elementary School	685	95.18%
McKinley Elementary School	668	94.91%
Reche Canyon Elementary School	608	69.57%
Rogers Elementary School	769	91.41%
Ulysses Grant Elementary School	735	88.57%
Woodrow Wilson Elementary School	681	94.27%
Colton Middle School	1,037	89.49%
Colton High School	1,822	83.92%
<b>Total Students</b>	<b>8,511</b>	<b>87%</b>
<i>*Information provided by CIUSD.</i>		

The City's need to develop an ATP plan to identify and improve connectivity and safety is great. Since 2003 Colton has experienced 174 collisions involving pedestrians and bicycles. Sadly, over 17 of these collisions resulted in fatalities. Developing an ATP Plan is the first step in addressing pedestrian and bicyclist safety; connectivity issues; pedestrian circulation; reducing vehicle trips to improve air quality; and the need for additional bike lanes. Developing an ATP Plan will benefit 100% of the residents of the City of Colton.

**7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)**

- a. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project.  **YES**
  - a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them: **Virginia Clark, Region Deputy, Region 1, California Conservation Corps, 916-341-3147, [Virginia.clark@ccc.ca.gov](mailto:Virginia.clark@ccc.ca.gov). Information was submitted on April 29, 2014 and again on May 9, 2014.**
- b. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project.  **YES**
  - i. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them: **Cynthia Vitale, CALCC, 916-558-1516, [cynthia@csgcalifornia](mailto:cynthia@csgcalifornia), and [calocalcorps@gmail.com](mailto:calocalcorps@gmail.com) on April 29, 2014 and again on May 9, 2014.**
- c. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated?  **YES**

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

On May 12, 2015, Virginia Clark confirmed that the CCC will NOT participate in Colton's ATP Planning Process (see copy of email in Appendix K).

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

Email was sent on April 29, 2014 and again on May 9, 2014, plus a phone call was made. Still awaiting email response.

8. **APPLICANT'S PERFORMANCE ON PAST GRANTS** ( 0 to -10 points)

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

In 2009, the City of Colton received a SRTS grant to install missing sidewalks and accessible ramps on designated school routes for Ulysses Grant Elementary School and Colton Middle School. The project was Red Flagged in 2009/2010 under the category: *"All Projects: have less than 6 months elapsed since last 'paid' invoice or authorization?"* The City submitted the required progress invoice and there was no delay in the project. The project was again Red Flagged in 2011/2012 under the category: *"Date CON should be authorized (typically 30 months after FTIP approval date)."* The delay at that time was because the Caltrans Local Engineer assigned to Colton was re-assigned to another agency. When the new Caltrans staff for Colton came on-board, dialogue was held to address all pending issues. This project is now 100% complete.

To improve deliverability of funded projects, City staff will maintain communication with Caltrans staff (assigned to Colton) on a consistent basis and will submit all requests for reimbursement invoices in a timely manner. A designated "finance/grant manager" will be assigned to the ATP planning grant and will participate in bi-weekly project manager staff meetings to review the project's milestones, timeline, and grant reporting requirements.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/15/14
District	EA	Project ID		PPNO	MPO ID	TCRP No.
08						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SB				City of Colton		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Bill Smith		909-370-6152		<a href="mailto:bsmith@ci.colton.ca.us">bsmith@ci.colton.ca.us</a>		
Project Title						
Colton Active Transportation Plan						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
<p>The City of Colton intends to develop an Active Transportation Plan (ATP Plan) that will provide a clear and comprehensive framework for safer connectivity of non-motorized transportation options throughout the City. SOW includes RFQ process for planning consultant; review of existing data; community outreach and three community based meetings; ped/bike audits; development of estimates, phased plan and final ATP Plan. The ATP plan will be integrated into the circulation element of the City of Colton's General Plan to be compliant with the Complete Streets Act, Assembly Bill 1358.</p>						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency					
PA&ED						
PS&E						
Right of Way						
Construction	City of Colton - Development of Plan					
Purpose and Need						<input type="checkbox"/> See page 2
<p>The City of Colton (population 52,154) currently has no city-level pedestrian, bicycle or Safe Routes to School plan to help guide its future non-motorized infrastructure development.</p>						
Project Benefits						<input type="checkbox"/> See page 2
<p>An ATP Plan will help the City to improve pedestrian and bicycle connectivity by improving pedestrian circulation; expanding existing bicycle networks; reducing vehicle trips; and creating a Safe Routes to School plan for 10 public schools located within City limits.</p>						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone					Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 5/15/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SB					
<b>Project Title:</b> Colton Active Transportation Plan						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		133	132					265	Funding is for development of an ATP Plan.
<b>TOTAL</b>		<b>133</b>	<b>132</b>					<b>265</b>	

<b>Fund No. 1:</b>	<b>Active Transportation Program Funding</b>								<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	<b>Funding Agency</b>
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		133	132					265	
<b>TOTAL</b>		<b>133</b>	<b>132</b>					<b>265</b>	

<b>Fund No. 2:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	<b>Funding Agency</b>
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 3:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	<b>Funding Agency</b>
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Project name:

**VI. ADDITIONAL INFORMATION**

Only fill in those fields that are applicable to your project

**FUNDING SUMMARY**

**ATP Funds being requested by Phase** (to the nearest \$1000)

**Amount**

PE Phase (includes PA&ED and PS&E)	\$
Right-of-Way Phase	\$
Construction Phase-Infrastructure	\$
Construction Phase-Non-infrastructure	\$
<b>Total for ALL Phases</b>	<b>\$</b>

**All Non-ATP fund types on this project\*** (to the nearest \$1000)

**Amount**

	\$
	\$
	\$
	\$
	\$
	\$

\*Must indicate which funds are matching

Total Project Cost	\$
Project is Fully Funded	

**ATP Work Specific Funding Breakdown** (to the nearest \$1000)

**Amount**

Request for funding a Plan	\$
Request for Safe Routes to Schools Infrastructure work	\$
Request for Safe Routes to Schools Non-Infrastructure work	\$
Request for other Non-Infrastructure work (non-SRTS)	\$
Request for Recreational Trails work	\$

**ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE**

	<b>Proposed Allocation Date</b>	<b>Proposed Authorization (E-76) Date</b>
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction		

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.



Project name: City of Colton - ATP Plan

### VIII. APPLICATION SIGNATURES

**Applicant:** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: \_\_\_\_\_  
Name: Stephen P. Compton  
Title: City Manager

Date: 5/13/14  
Phone: (909) 370-5051  
e-mail: scompton@ci.colton.ca.us

**Local Agency Official (City Engineer or Public Works Director):** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: \_\_\_\_\_  
Name: Mark Tomich  
Title: Director of Development Services

Date: 5/13/14  
Phone: (909) 370-5185  
e-mail: mtomich@ci.colton.ca.us

**School Official:** The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: \_\_\_\_\_  
Name: Jaime R. Ayala  
Title: Assistant Superintendent

Date: 5/13/14  
Phone: (909) 580-5000  
e-mail: jaime\_ayala@cjusd.net

**Person to contact for questions:**

Name: William R. Smith  
Title: Director of Community Services/ACM

Phone: (909) 370-5038  
e-mail: bsmith@ci.colton.ca.us

**Caltrans District Traffic Operations Office Approval\***

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached ( ) or the signature of the traffic personnel be secured below.

Signature: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Date: \_\_\_\_\_  
Phone: \_\_\_\_\_  
e-mail: \_\_\_\_\_

\*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name:

### **VIII. ADDITIONAL APPLICATION ATTACHMENTS**

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
  - North Arrow
  - Label street names and highway route numbers
  - Scale
  
- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - Minimum of one labeled color photo of the existing project location
  - Minimum photo size 3 x 5 inches
  - Optional video and/or time-lapse
  
- Preliminary Plans- **REQUIRED for Construction phase only**
  - Must include a north arrow
  - Label the scale of the drawing
  - Typical Cross sections where applicable with property or right-of-way lines
  - Label street names, highway route numbers and easements
  
- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - Must identify all items that ATP will be funding
  - Contingency is limited to 10% of funds being requested
  - Evaluation required under the ATP guidelines is not a reimbursable item
  
- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
  
- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
  
- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
  
- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
  
- Documentation of the public participation process (required)
  
- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
  
- Additional documentation, letters of support, etc (optional)

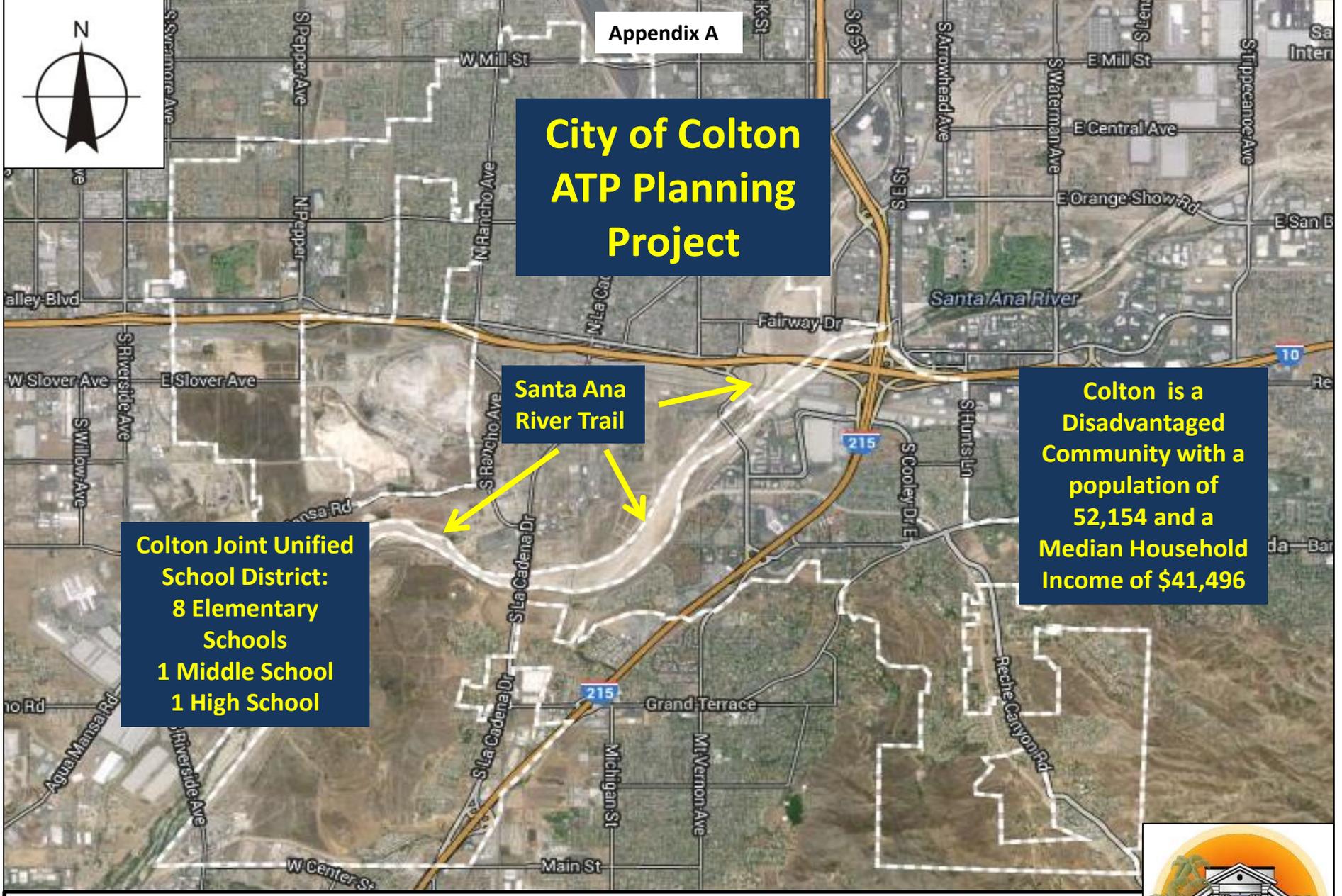


# City of Colton ATP Planning Project

Santa Ana  
River Trail

Colton is a  
Disadvantaged  
Community with a  
population of  
52,154 and a  
Median Household  
Income of \$41,496

Colton Joint Unified  
School District:  
8 Elementary  
Schools  
1 Middle School  
1 High School



**Project Location Map**  
Colton Active Transportation Planning Project

Lat: 34.064945,  
Long: -117.321687



**APPENDIX B**  
**City of Colton Photos**



Valley Blvd at Pepper Avenue, near the I-10 Freeway Interchange – major thoroughfare lacks bike lanes.

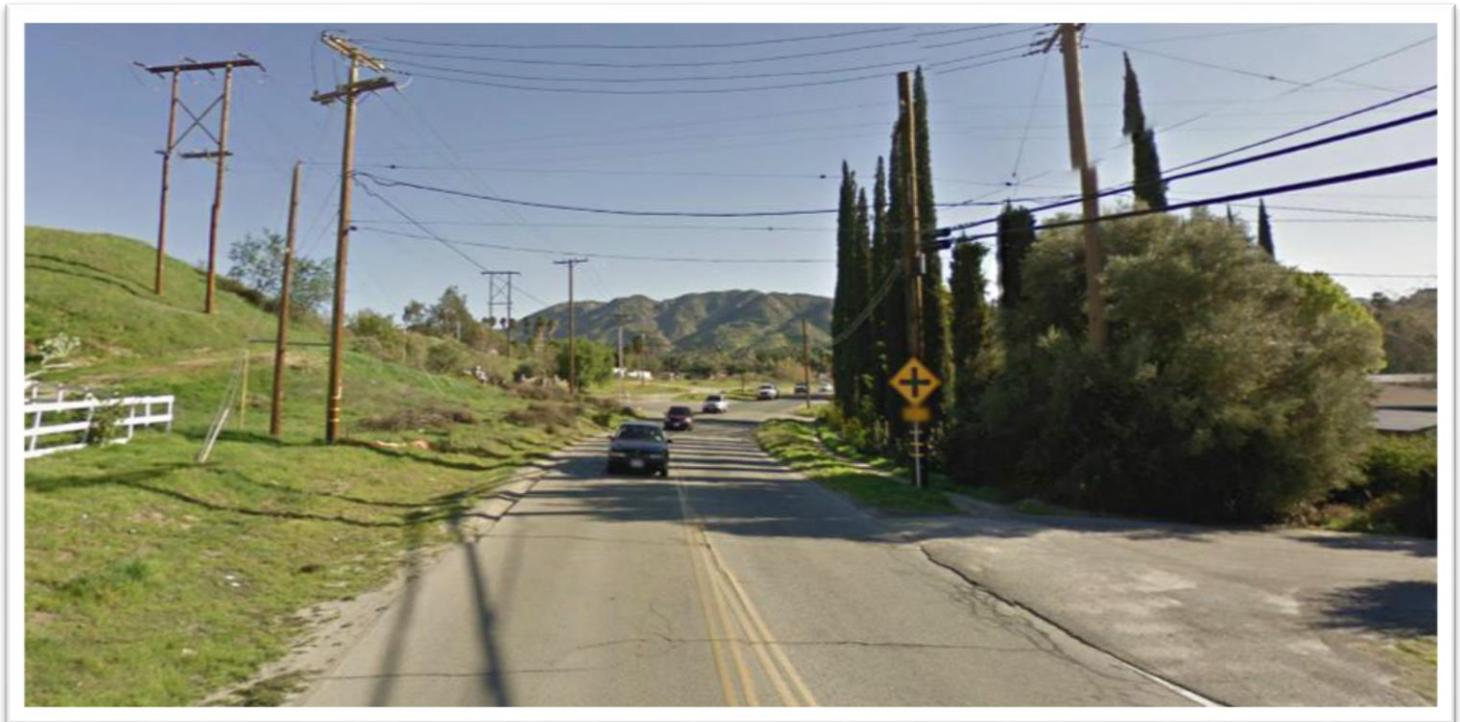


Santa Ana River Trail (SART) at Mt. Vernon Ave. – need bicycle connectivity from Mt. Vernon Ave. to SART.

**APPENDIX B**  
**City of Colton Photos**



North La Cadena Drive just north of Valley Boulevard – older street construction lacks bike lanes.



Reche Canyon Road near Peppertree Lane – roadway lacks sidewalks and bike lanes.



**APPENDIX D**  
**City of Colton**  
**Detailed ATP Planning Estimate**

Task Number	Task Title	Responsible Party	Budget
			Total Cost
<b>1.0</b>	<b><i>Project Initiation</i></b>		
1.1	Grant Kick-Off Meeting (City and Caltrans)	Colton	\$0
1.2	Issue RFQ and Procure Qualified and Experienced Consultant	Colton	\$0
1.3	Staff Coordination	Colton & Consultant	\$0
1.4	Project Kick-Off Meeting (City and Consultant)	Colton & Consultant	\$0
1.5	Review/Analyze Existing Documents and Data	Consultant	\$10,000
<b>2.0</b>	<b><i>Community Outreach</i></b>		
2.1	Community Outreach Plan	Consultant	\$5,000
2.2	Media Outreach: Announcements and Flyers; Direct Mail; Public Service Announcements	Colton & Consultant	\$25,000
<b>3.0</b>	<b><i>Community-Based Planning Meetings &amp; Audits</i></b>		
3.1	Three Community-Based Meetings to Shape Development of Plan and Identify Priority Projects	Colton & Consultant	\$30,000
3.2	Coordination of Plan with School Districts/Neighboring Jurisdictions	Colton & Consultant	\$5,000
3.3	Ped/Bike Audits (10 Schools; one SART); Survey of top 10 employers	Consultant	\$60,000
<b>4.0</b>	<b><i>Develop Active Transportation Plan and Preliminary Cost Estimates</i></b>		
4.1	Construction Cost Estimates for Priority Projects based on Community Meetings	Consultant	\$5,000
4.2	Maintenance Cost Estimates for Priority Projects based on Community Meetings	Consultant	\$5,000
4.3	Phased Implementation Plan	Consultant	\$5,000
4.4	Draft Active Transportation Plan: includes, but not limited to, collision data; estimates of new users; bike/pedestrian maps; proposed signage; education elements; community/partner involvement; project priorities and estimates; resolution, etc.	Consultant	\$70,000
4.5	Final Active Transportation Plan: includes, but not limited to, collision data; estimates of new users; bike/pedestrian maps; proposed signage; education elements; community/partner involvement; project priorities and estimates; resolution, etc. Costs include final edits/copies etc. per Planning Commission and City Council direction.	Consultant	\$40,000
4.6	Presentation of the Final Plan to the Planning Commission and City Council/Adoption of Resolution	Colton & Consultant	\$5,000
<b>5.0</b>	<b><i>Fiscal Management</i></b>		
5.1	Invoicing	Colton	\$0
5.2	Semi-Annual Reports	Colton	\$0
5.3	Final Report/Close-out Report	Colton	\$0
<b>Total Budget and ATP Funding Requested</b>			<b>\$265,000</b>

## APPENDIX E

### Links to Approved Plans

Development of an ATP Plan is consistent with the goals set forth in **The San Bernardino County Non-Motorized Transportation Plan (NMTP)**

([http://www.sanbag.ca.gov/planning2/plan\\_non-motor.html](http://www.sanbag.ca.gov/planning2/plan_non-motor.html)), adopted April 2011, which serves as the comprehensive county plan for bicycle and pedestrian infrastructure. NMTP goals include: 1) increased bicycle and pedestrian access; 2) increased travel by cycling and walking; 3) routine accommodation in transportation and land use planning; and 4) improved bicycle and pedestrian safety (p. ES-4). The network of projects in the San Bernardino County NMTP has been incorporated into the **Southern California Association of Governments' (SCAG's) 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)** (<http://www.scagrtp.net/>).

## APPENDIX F

**City of Colton**  
**ACTIVE TRANSPORTATION PROGRAM (ATP) GRANT**  
**ATP Plan Stakeholder Meeting**  
**5/13/14 – 4:00 pm – Colton City Hall**  
**909-370-5018**

### Meeting Minutes:

- I. Welcome – Introductions
  - a. Bill Smith, Director of Community Services, Assistant City Manager, Colton
  - b. Mark Tomich, Director of Development Services, Colton
  - c. Timothy Heusterberg, Colton Police Department
  - d. Victor Ortiz, Engineering Superintendent, Public Works Department, Colton
  - e. Josh Lee, SANBAG
  - f. Marvin Norman, Inland Empire Biking Alliance (IEBA)
  - g. Jim Ayala, Assistant Superintendent, Colton Joint Unified School District (CJUSD)
  - h. Andrea Owen, Blais & Associates, grant writing consultant
  
- II. Purpose of Meeting (B. Smith)
  - A. To create awareness of the City’s desire to develop an ATP Plan and to coordinate stakeholder input/information needed as part of grant application. The goal of the ATP Plan is to formulate a strategy with implementable infrastructure projects that will make Colton more pedestrian and bike friendly.
  
- III. Active Transportation Plan Grant Program Overview (J. Lee, SANBAG)
  - a. \$360 million in funding for three years of funding (14/15, 15/16, 16/17). Divided into three pots; 1) 50% will be distributed through state via Caltrans; 2) 40% will be distributed to local MPOs (SCAG); Applicant will only submit one application to State; whatever does not make it through State, then SCAG will fund the remainder based on ranking. \$8.7 million will be available within the county. 5% set aside for planning grants. Very competitive call.
  
- IV. Colton’s Active Transportation Plan (B. Smith/A. Owen, B&A)
  - A. Accident Statistics – 174 pedestrian/bicycle collisions over a 10-year period. 17 resulted in fatalities. PD Department to provide more information on collision hot spots and other anecdotal information.
  - B. Schools – 10 public schools are located within City limits. Need estimated # of students currently walking/biking to school. CJUSD providing information. Needs identified: areas around some of the schools need sidewalks; City trying to address them as quickly as possible; big need is protection on crosswalks/upgrades – flashing lights on crosswalk. This countermeasure was installed for Colton Middle School and has proven very effective.
  - C. Work Destinations and Recreational Destinations– 20-50 kids at the skate park on any given day (Chavez Park on corner of E street and Colton Ave.). This is the same park where the teen center is located—anywhere from 20-50 on a daily basis. All are walking or biking to area. One street bordering the park is busy Mt. Vernon.

## APPENDIX F

**City of Colton**  
**ACTIVE TRANSPORTATION PROGRAM (ATP) GRANT**  
**ATP Plan Stakeholder Meeting**  
**5/13/14 – 4:00 pm – Colton City Hall**  
**909-370-5018**

- D. General City Needs for additional bike lanes/walk paths: 1) connections to the SART – it's a Class I bike path, but tough to get at via La Cadena or other street – vehicles easily go 70 mph on La Cadena; people push strollers and it is precarious; 2) Class III signage is indicated on Washington St. and Mt. Vernon, but bike lanes are not striped; same for Valley Blvd. west of Pepper. City needs to review all gaps and connectivity.
  - E. Bike/Walk Audits need to be conducted pre- and post- project (may take years, but must have). Approximately \$5,000-\$8,000 per site. Do all 10 schools plus – plus 1 SART audit. Include a monitoring mechanism where possible. Along with audits, this can include review of injury statistics from pre- and post-plan implementation. Additionally, City could conduct surveys top 10 employers in the City during planning.
- V. Questions – Significant discussion occurred between all stakeholders, and all were universally in support of this effort.
- VI. Next Steps
- A. Finalize 100% Grant application by Friday, May 16
  - B. Approval by Monday, May 19
  - C. Copy and Ship Grant, Monday, May 19
  - D. Grant Due Date: Wednesday, May 21
- VII. Adjournment

# Colton Joint Unified School District

Jerry Almendarez, Superintendent



## BOARD OF EDUCATION

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 Mrs. Joanne E. Thoring-Ojeda

May 7, 2014

State of California  
 Department of Transportation  
 Division of Local Assistance  
 P.O. Box 942874, MS 1  
 Sacramento, CA 94274-0001

### **Subject: Active Transportation Program: City of Colton Active Transportation Plan**

The Colton Joint Unified School District (CJUSD) eagerly supports the City of Colton's application for an Active Transportation Plan (ATP Plan) to improve bicycle and walking connectivity throughout the City.

The CJUSD serves over 23,000 students in the communities of Colton, Bloomington and Grand Terrace, as well as portions of Fontana, Loma Linda and unincorporated Riverside County. The proposed ATP Plan will lay the groundwork for new biking and walking connectivity, which will lead to increased safety and physical activity for the over 8,511 students who commute throughout our 10 elementary, middle, and high schools within the City of Colton (see table below).

Colton Joint Unified School District - City of Colton Schools* (elementary, middle and high schools)	Enrollment	Free & Reduced Meals
Alice Birney Elementary School	810	94.94
Cooley Ranch Elementary School	696	77.01
Lincoln Elementary School	685	95.18
McKinley Elementary School	668	94.91
Reche Canyon Elementary School	608	69.57
Rogers Elementary School	769	91.41
Ulysses Grant Elementary School	735	88.57
Woodrow Wilson Elementary School	681	94.27
Colton Middle School	1037	89.49
Colton High School	1822	83.92
<b>Total Students</b>	<b>8511</b>	<b>--</b>
<i>*The schools listed above are not on a school closure list.</i>		

Many of our students come from lower-income earning families. Over 87% of students in eight out of the 10 schools noted above qualify for the free- or reduced-priced meals. The median household income for the City as is estimated at \$41,496, only 67% of the State median household income level of \$61,632. Approximately 82% of the school district identifies as Hispanic, and over 24% are English learners. The economic realities of our area mean that many of our students walk or ride their bikes to/from school.

The City of Colton's ATP Plan will improve connectivity throughout the city and create safer and more accessible ways for students to commute to school. Connecting existing sidewalks and bike lanes will offer students the opportunity to actively engage in helping the environment by choosing to commute to school on foot or bike instead of by car. By encouraging more students to walk and bike, this will ultimately reduce traffic and the emissions they emit, improving the overall air quality. Additionally, our children's health will benefit by increasing physical activity and reducing health risks.

We believe the proposed ATP Plan will have a positive impact on our community, and will provide an increase in safety for our students and their parents. We strongly encourage your support of this plan as well.

Sincerely,

  
 Jerry Almendarez  
 Superintendent

GARY G. MILLER  
31ST DISTRICT, CALIFORNIA

ASSISTANT WHIP AT LARGE

COMMITTEE ON FINANCIAL SERVICES,  
VICE CHAIRMAN

COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE

BUILDING A BETTER AMERICA CAUCUS,  
CHAIRMAN



UNITED STATES  
HOUSE OF REPRESENTATIVES

2467 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515

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FAX: (202) 226-6962

8300 UTICA AVENUE, SUITE 105  
RANCHO CUCAMONGA, CA 91730

TEL: (909) 980-1492  
FAX: (909) 980-1651

MILLER.HOUSE.GOV

May 7, 2014

State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS 1  
Sacramento, CA 94274-0001

Subject: Active Transportation Program: City of Colton Active Transportation Plan

As the Congressional Representative for the 31<sup>st</sup> District, and a senior member of the Transportation and Infrastructure Committee, which oversees the nation's highways, railroads, airports and water infrastructure, I fully support the City of Colton's application for the Active Transportation Program (ATP). The City intends to develop an ATP plan that will improve pedestrian and bicycle connectivity throughout the entire city to make it a more walkable and bikeable city.

Located in the heart of San Bernardino County in Southern California, the City of Colton is a disadvantaged community with a median household income of just \$41,496, and a population of just over 52,000. Unlike many other cities in Southern California, Colton depends upon additional state and federal funding to help support infrastructure projects that create a safer and healthier environment. The ATP Plan will improve the City's overall safety and health by connecting existing biking and walk paths with each other and to homes, schools, places of business, and parks. The addition of these walkways and bike paths will encourage more use by residents, which will result in a decrease of traffic congestion. In turn, greenhouse gas emissions emitted by these vehicles will also be decreased, leading to an improvement in San Bernardino County's historically poor air quality.

In an effort to encourage more biking and walking, and to improve the safety and well-being of the residents within Colton, I hope you will agree to support funding for this planning project.

Sincerely,

GARY G. MILLER  
Member of Congress



## San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715

Phone: (909) 884-8276

Fax: (909) 885-4407

Web: [www.sanbag.ca.gov](http://www.sanbag.ca.gov)



- 
- San Bernardino County Transportation Commission
  - San Bernardino County Transportation Authority
  - San Bernardino County Congestion Management Agency
  - Service Authority for Freeway Emergencies
- 

May 8, 2014

### CALTRANS

Division of Local Assistance, MS 1

Attn: Teresa McWilliam

P.O. Box 942874

Sacramento, CA 94274-0001

### Re: Active Transportation Program: City of Colton Active Transportation Plan

Dear Ms. McWilliam:

The San Bernardino Associated Governments (SANBAG) is pleased to see the City of Colton's Active Transportation Program (ATP) application to develop an ATP Plan. The City of Colton intends to use the ATP Plan as its first step to making the City a more walkable and bike-able City, by improving connectivity of its Class I, II, and III bike lanes, with special emphasis on connecting into the Santa Ana River Regional Trail (SART) and providing safe routes to schools. The Plan will also implement the City's mobility element, completing the circulation element of its general plan.

SANBAG is dedicated to cooperative regional planning to further an efficient multi-modal transportation system countywide. Our mission is to enhance the quality of life for all residents in San Bernardino County. One way is to improve cooperative regional planning that includes providing safe and appealing opportunities for physical activity. The City's proposed project will benefit over 52,000 residents and over 9,800 students by providing safe routes for them to walk or bike to school.

SANBAG has an excellent working relationship with the City of Colton through its cooperative development of the San Bernardino County Non-Motorized Transportation Plan. We are proud to continue to support the City of Colton in its efforts to provide planning for further non-motorized transportation infrastructure.

Sincerely,

Raymond W. Wolfe  
Executive Director



# Colton Police Department

650 North La Cadena Drive, Colton, California 92324

**Steve Ward, Chief of Police**

May 6, 2014

State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS 1  
Sacramento, CA 94274-0001

**Subject: Active Transportation Program: City of Colton Active Transportation Plan**

The Colton Police Department supports the City's application for an Active Transportation Plan (ATP Plan). The ATP Plan will help the City to connect existing bike lanes and pedestrian paths as well as define the safest, most efficient routes for new non-motorized transportation corridors within the City.

The Colton Police Department is dedicated to providing traffic safety services throughout the City of Colton. A high priority of our Officers is providing *extra* patrol to the youth of our community going to and from our schools. Since 2003 Colton has experienced 174 collisions involving pedestrians and bicycles. Sadly, over 17 of those collisions resulted in fatalities. With a population of over 52,000, the City is dedicated to improving pedestrian and bicycle safety. With the assistance of ATP funding, the Colton Police Department looks forward to working with the City to create safe and accessible paths for all bikes and pedestrians.

It is our sincere desire to make Colton a safer place for our residents, including the 9,800 students who attend our 12 elementary, middle and high schools in the area. The ATP Plan is an important step in improving the safety of non-motorized transportation in our City.

Sincerely,  
  
Steve Ward  
Chief of Police



# INLAND EMPIRE BIKING ALLIANCE

May 7, 2014

State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS 1  
Sacramento, CA 94274-0001

Subject: Active Transportation Program: City of Colton Active Transportation Plan

It is my pleasure to add the support of the Inland Empire Biking Alliance to the City of Colton's application for an Active Transportation Plan (ATP Plan). The ATP Plan will help the City to implement better and safer connectivity throughout the City and to the Santa Ana River Regional Trail (SART), a key Class I regional bike trail that connects the City to other areas of the County, from the San Bernardino Mountains all the way to the Pacific Ocean. As an organization that works to make cycling safe, easy and fun for the whole family, we applaud the City for their efforts to do the same for their residents.

The Inland Empire Biking Alliance (IEBA) represents all forms of cycling whether it is the daily commuter or the mountain bike racer. We believe in safer roads and sustainable bike trails. We have a willingness to work with public officials and all user groups to find solutions to the biking needs of residents and visitors of the Inland Empire. By working together we can make the Inland Empire one of the safest and most exciting areas in the country to ride. The IEBA was formed to unify the cycling community to have a stronger voice in promoting bicycling for transportation and recreation.

Encouraging biking among residents means more bicyclists on the road, which leads to fewer cars on the road. Bicycling is a clean, energy efficient form of transportation that almost any person can do. Our group is attempting to change the way the general population views bicycling and to increase the number of riders using bicycles as a form of exercise as well as transportation.

Research has shown riding bicycles has an impact on health-related issues, specifically for children. Over 8,600 students commute to Colton's 11 elementary, middle and high schools daily. If pathways to schools are improved and connectivity to existing bike paths are created, more students will be encouraged to walk or ride their bikes, which increases physical activity and improves their overall health.

The Inland Empire Biking Alliance is greatly energized by the City of Colton's commitment to planning for the increased use of non-motorized transportation. We hope you will join us in support of the City's worthy ATP Plan application

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Friis".

Mark Friis, Executive Director

A handwritten signature in black ink, appearing to read "Marven Norman".

Marven Norman, Vice President

**PO BOX 9266 Redlands, Ca 92375**  
**[www.iebike.org](http://www.iebike.org)**

**909-800-4322**



May 7, 2014

441 Mac Kay Drive  
San Bernardino, CA 92408  
909-884-5864 phone  
909-884-6249 fax

State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS 1  
Sacramento, CA 94274-0001

[lung.org/california](http://lung.org/california)

**Re: Active Transportation Program: City of Colton Active Transportation Plan**

On behalf of the American Lung Association in California, I am writing to express support for the City of Colton's Active Transportation Program (ATP) application to develop an Active Transportation Plan for the City of Colton. This plan will help to improve pedestrian and bicycle connection throughout the City and increase active transportation options for residents of Colton.

The Lung Association has been a strong support for healthy community planning. According to the Lung Association's 2014 State of the Air report, San Bernardino ranks at the top for most ozone-polluted county in the nation. The City of Colton lies within the heart of San Bernardino County and has some of the worst air quality in the region due to traffic congestion. We know that supporting community designs that increase opportunities for daily physical activity and active transportation options will result in dramatic reductions in chronic illnesses, such as lung and heart disease, diabetes, obesity and stroke.

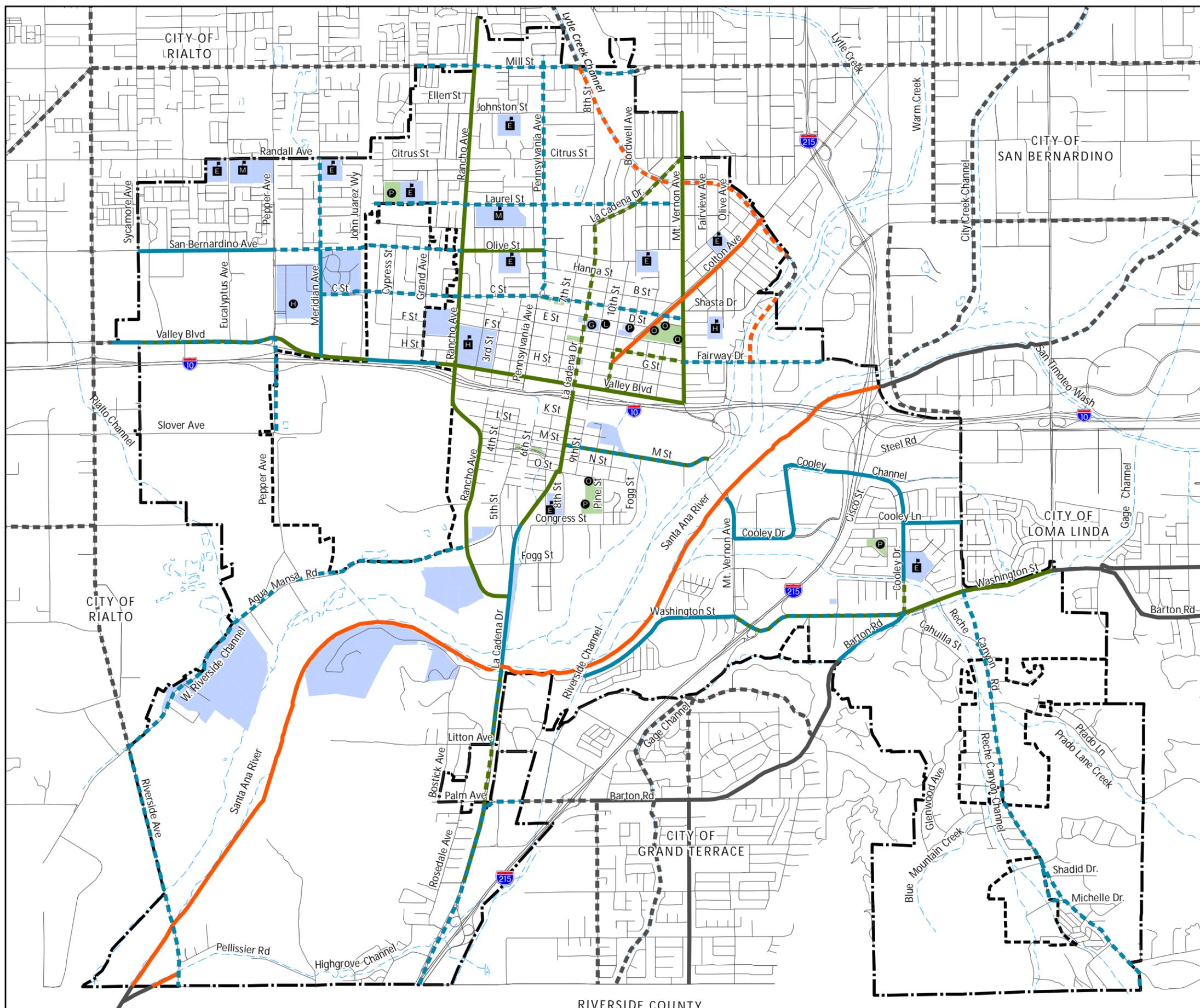
Colton is striving to change the air quality in its city. Active Transportation Program funds would greatly increase Colton's ability to improve its pedestrian and bike paths, creating a healthier environment for families and visitors within the City.

Therefore, the American Lung Association would like to support the City of Colton as they seek Active Transportation Program funds to develop an Active Transportation Plan for the city. Should you have any questions regarding this letter of support, please do not hesitate to contact me at 909.321.3290.

Sincerely,

Terry M. Roberts  
Area Director, San Bernardino

Figure M-7:  
Bicycle Plan



Bicycle Classifications

- Class I
- - - Planned Class I
- Class II
- - - Planned Class II
- Class III
- - - Planned Class III
- Outside City of Colton
- - - Planned Outside City of Colton

Parks and Schools

- |  |  |
|--|--|
| <span style="color: green;">■</span> Open Space - Recreation                       | <span style="border: 1px solid black; padding: 2px;">E</span> Elementary School  |
| <span style="color: blue;">■</span> Public/Institution                             | <span style="border: 1px solid black; padding: 2px;">M</span> Middle School      |
| <span style="border: 1px solid black; padding: 2px;">●</span> City Boundary        | <span style="border: 1px solid black; padding: 2px;">H</span> High School        |
| <span style="border: 1px dashed black; padding: 2px;">●</span> Sphere of Influence | <span style="border: 1px solid black; padding: 2px;">C</span> Community Center   |
| <span style="color: blue;">- - -</span> Watercourse                                | <span style="border: 1px solid black; padding: 2px;">G</span> City Hall          |
|  | <span style="border: 1px solid black; padding: 2px;">H</span> Hospital (Private) |
|  | <span style="border: 1px solid black; padding: 2px;">L</span> Library            |
|  | <span style="border: 1px solid black; padding: 2px;">P</span> Parks              |

Date: January 5, 2012  
 Prepared by: Hogle-Ireland, Inc.  
 Source: San Bernardino Association of Governments, March 2011.



City of Colton  
Santa Ana River Trail –User Survey 2008



**BACKGROUND** In August 2008, the City of Colton conducted a trail use survey for the portion of the Santa Ana River Trail that traverses through the City. Volunteers stationed themselves at the existing La Cadena Trailhead and the proposed Mount Vernon and Riverside Avenue Trailheads. The volunteers conducted approximately 43 hours of on-site survey work. They collected a variety of data including the number of people using the trail, estimated age, peak usage times, and the most popular activities for utilizing the trail (cycling, walking, jogging, etc.). Another component of the survey was a question and answer survey sheet which provided valuable insight into the things people like best about the trail and the changes they would like to see in the future.

## BY THE NUMBERS: COLTON SANTA ANA RIVER TRAIL USAGE

How many people are using the Trail?

<b>Weekly Users</b> *estimate based on entrances at Riverside Ave, La Cadena & Mt. Vernon	<b>Annual Users</b>	<b>Projected Annual Use for 2012</b> (7.5% increase based on population growth trends and new trailhead facility at Mt. Vernon)
4,200	218,000	234,000

How old are most of the trail users?

<b>Estimated age of trail users</b>	<b>0-18</b>	<b>18-60</b>	<b>60+</b>
	10%	86%	4%

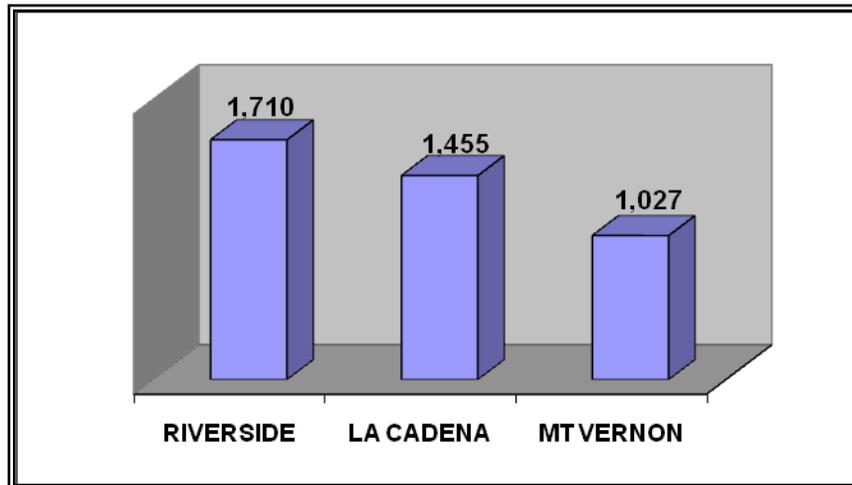
When are most people using the trail?

<b>Peak Usage</b>	<b>Weekends</b>	<b>Weekday Evenings</b> 5pm to dusk	<b>Weekday Mornings</b> 7am - noon	<b>Weekday Afternoons</b> Noon - 5pm
	49%	22%	19%	9%

What activities are most popular on the trail?

<b>Types of Users</b>	<b>Cyclists</b>	<b>Walkers/Joggers</b>	<b>Skaters</b>	<b>Other: includes equestrian, infants in strollers or disabled users</b>
	80%	13%	3%	4%

## WEEKLY TRAILHEAD TRAFFIC NUMBER OF PEOPLE ENTERING THE SANTA ANA RIVER TRAIL AT THREE COLTON AREA LOCATIONS



### SURVEY INTERVIEWS

Some of the most interesting data was garnered from the interview questions that 16 trail users answered. Overall, trail users expressed great appreciation for the Santa Ana River Trail in their community. In their responses many said they especially liked the natural setting and separation from traffic. When asked about improvements or changes they would like to see at the trail, common themes often emerged.

By far, the most requested item by trail users was **shade!** About 40% of the people who took the surveyed mentioned it. Other common requests included:

- Signs to note mileage and amenities ahead (31%)
- Drinking fountains (31%)
- More restrooms (19%)
- Increased police presence (25%)
- Better enforcement of keeping ATVs & motor vehicles off the trail (25%)

#### *Notable Quotes:*

*"I love the trail. It made riding to work practical and safe. Riding almost every day helps my physical and mental health. I'm 57, so if I can do it, anybody can do it."*

*"It's a great trail to ride and it's local so I don't even have to drive far to get to it. I'd like to see more trees for shade and signs to guide you to the next destination."*

*"I like that you can get to La Cadena or Mt. Vernon. I'd like to have shade stops and more police on the trail."*

**Andrea Owen**

---

**From:** Clark, Virginia@CCC <Virginia.Clark@CCC.CA.GOV>  
**Sent:** Monday, May 12, 2014 10:12 AM  
**To:** 'aowen@blaisassoc.com'  
**Cc:** Soria, Rhody@CCC; Rankin, Michelle@CCC; Schmier, Scot@CCC;  
'calocalcorps@gmail.com'  
**Subject:** FW: City of Colton - Active Transportation Plan for CCC-CALCC Review

Andrea  
The CCC is opting out of this ATP project.

Thank you

**Virginia Clark**  
Region Deputy, Region 1



California Conservation Corps  
(916) 341-3147  
fx(877) 834-4177  
virginia.clark@ccc.ca.gov



**PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL**

Visit our web site at [www.ccc.ca.gov](http://www.ccc.ca.gov) for more information about the California Conservation Corps  
Visit our web site at [www.WatershedStewards.com](http://www.WatershedStewards.com) for more information about the Watershed Stewards Program

---

**From:** Soria, Rhody@CCC  
**Sent:** Tuesday, May 06, 2014 4:01 PM  
**To:** Clark, Virginia@CCC; Schmier, Scot@CCC  
**Cc:** Rankin, Michelle@CCC; Simpson, Trish@CCC  
**Subject:** RE: City of Colton - Active Transportation Plan for CCC-CALCC Review

Hi Virginia,

No thank you for this ATP planning project

---

**From:** Clark, Virginia@CCC  
**Sent:** Tuesday, April 29, 2014 9:57 AM  
**To:** Soria, Rhody@CCC; Schmier, Scot@CCC  
**Cc:** Rankin, Michelle@CCC; Simpson, Trish@CCC  
**Subject:** FW: City of Colton - Active Transportation Plan for CCC-CALCC Review

Rhody,  
Please review this ATP project and let me know if you are interested.

**Virginia Clark**  
Region Deputy, Region 1



California Conservation Corps  
(916) 341-3147  
fx(877) 834-4177  
[virginia.clark@ccc.ca.gov](mailto:virginia.clark@ccc.ca.gov)



**PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL**

Visit our web site at [www.ccc.ca.gov](http://www.ccc.ca.gov) for more information about the California Conservation Corps  
Visit our web site at [www.WatershedStewards.com](http://www.WatershedStewards.com) for more information about the Watershed Stewards Program

---

**From:** Andrea Owen [<mailto:aowen@blaisassoc.com>]  
**Sent:** Tuesday, April 29, 2014 9:52 AM  
**To:** [calocalcorps@gmail.com](mailto:calocalcorps@gmail.com); Clark, Virginia@CCC  
**Cc:** Bill Smith; Destin Blais; 'NANCY LITTMAN'  
**Subject:** City of Colton - Active Transportation Plan for CCC-CALCC Review

Dear Ms. Vitale and Ms. Clark,

On behalf of the City of Colton, I am forwarding the attached ATP Plan project description, map, estimate and schedule for CCC and CALCC review as per the requirements of the ATP program, Section 2, Question #7.

Briefly, the City of Colton is submitting an ATP application to develop an ATP PLAN. We are not sure the CCC or CALCC will be able to partner on the plan; but we are excited for the Corps to be able to partner on any future projects that result from the initial plan. Should you have any questions regarding the attached information, please do not hesitate to contact:

Mr. Bill Smith  
Director of Community Services/Assistant City Manager  
City of Colton  
909-370-6152  
[bsmith@ci.colton.ca.us](mailto:bsmith@ci.colton.ca.us)

Or you are welcome to contact me directly, as well. Thank you very much for your attention to the City of Colton's application. We look forward to hearing from you at your earliest convenience.

Best,

Andrea Dolan Owen  
Client Services Director, West Coast Region

**Blais & Associates**  
*professional grant management*

Direct: 949-525-5674  
Corporate: 949-589-6338  
[www.blaisassoc.com](http://www.blaisassoc.com)

**APPENDIX L**

**Colton Joint Unified School District**  
 1212 Valencia Drive, Colton, CA 92324  
 909-580-5000, www.colton.k12.ca.us  
 Jerry Almendarez, Superintendent

<b>Colton Joint Unified School District City of Colton Schools</b>	<b>County-District School Code (CDS)</b>	<b>Enrollment*</b>	<b>Free &amp; Reduced Price Meals*</b>	<b>Percentage of students who currently walk or bike to school*</b>
Alice Birney Elementary School 1050 E. Olive Street Colton, CA 92324 909-580-5017	3667696-6101034	810	94.94%	47%
Cooley Ranch Elementary School 1000 S. Cooley Drive Colton, CA 92324 909-580-5023	3667696-6110142	696	77.01%	90-95%
Lincoln Elementary School 444 E. Olive Street Colton, CA 92324 909-580-5026	3667696-6035646	685	95.18%	90%
McKinley Elementary School 600 W. Johnston Street Colton, CA 92324 909 580-5028	3667696-6035661	668	94.91%	75%
Reche Canyon Elementary School 3101 Canyon Vista Drive Colton, CA 92324 909-580-5012	3667696-6107452	608	69.57%	Less than 10%
Rogers Elementary School 955 W. Laurel Street Colton, CA 92324 909-580-5027	3667696-6035679	769	91.41%	85%
Ulysses Grant Elementary School 550 W. Olive Street Colton, CA 92324 909-580-5024	3667696-6035638	735	88.57%	70%
Woodrow Wilson Elemen. School 750 South 8th Street Colton, CA 92324 909-580-5015	3667696-6035745	681	94.27%	65%
Colton Middle School 670 W. Laurel Street Colton, CA 909-580-5009	3667696-6061857	1,037	89.49%	89%
Colton High School 777 W. Valley Blvd. Colton, CA 92324 909-580-5005	3667696-3632742	1,822	83.92%	75%
<b>Total Students</b>		<b>8,511</b>	--	--
<i>*Information provided by Colton Joint Unified School District.</i>				

APPENDIX M

1 Community Facts 2 Table Viewer

DP03

SELECTED ECONOMIC CHARACTERISTICS  
2008-2012 American Community Survey 5-Year Estimates

◀ BACK TO COMMUNITY FACTS

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the [Data and Documentation](#) section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the [Methodology](#) section.

		Colton city, California			
Subject		Estimate	Margin of Error	Percent	Percent Margin of Error
<b>EMPLOYMENT STATUS</b>					
	Population 16 years and over	37,189	+/-873	37,189	(X)
	In labor force	24,389	+/-891	65.6%	+/-2.0
	Civilian labor force	24,371	+/-889	65.5%	+/-2.0
	Employed	21,155	+/-938	56.9%	+/-2.2
	Unemployed	3,216	+/-404	8.6%	+/-1.1
	Armed Forces	18	+/-35	0.0%	+/-0.1
	Not in labor force	12,800	+/-832	34.4%	+/-2.0
	Civilian labor force	24,371	+/-889	24,371	(X)
	Percent Unemployed	(X)	(X)	13.2%	+/-1.7
	Females 16 years and over	19,084	+/-606	19,084	(X)
	In labor force	11,456	+/-597	60.0%	+/-2.7
	Civilian labor force	11,456	+/-597	60.0%	+/-2.7
	Employed	9,780	+/-591	51.2%	+/-2.7
	Own children under 6 years	5,600	+/-556	5,600	(X)
	All parents in family in labor force	3,630	+/-515	64.8%	+/-5.9
	Own children 6 to 17 years	10,186	+/-907	10,186	(X)
	All parents in family in labor force	7,314	+/-757	71.8%	+/-4.6
<b>COMMUTING TO WORK</b>					
	Workers 16 years and over	20,635	+/-948	20,635	(X)
	Car, truck, or van -- drove alone	16,207	+/-882	78.5%	+/-2.8
	Car, truck, or van -- carpooled	2,884	+/-593	14.0%	+/-2.7
	Public transportation (excluding taxicab)	593	+/-196	2.9%	+/-0.9
	Walked	148	+/-73	0.7%	+/-0.4
	Other means	409	+/-175	2.0%	+/-0.9
	Worked at home	394	+/-133	1.9%	+/-0.6
	Mean travel time to work (minutes)	27.0	+/-1.6	(X)	(X)
<b>OCCUPATION</b>					
	Civilian employed population 16 years and over	21,155	+/-938	21,155	(X)
	Management, business, science, and arts occupations	4,333	+/-538	20.5%	+/-2.5
	Service occupations	3,926	+/-483	18.6%	+/-2.4
	Sales and office occupations	5,630	+/-656	26.6%	+/-2.6
	Natural resources, construction, and maintenance occupations	2,623	+/-399	12.4%	+/-1.7
	Production, transportation, and material moving occupations	4,643	+/-503	21.9%	+/-2.1
<b>INDUSTRY</b>					
	Civilian employed population 16 years and over	21,155	+/-938	21,155	(X)
	Agriculture, forestry, fishing and hunting, and mining	148	+/-88	0.7%	+/-0.4
	Construction	1,750	+/-421	8.3%	+/-1.9
	Manufacturing	2,481	+/-367	11.7%	+/-1.6
	Wholesale trade	1,003	+/-272	4.7%	+/-1.3
	Retail trade	2,837	+/-495	13.4%	+/-2.1
	Transportation and warehousing, and utilities	1,349	+/-358	6.4%	+/-1.7
	Information	311	+/-116	1.5%	+/-0.6
	Finance and insurance, and real estate and rental and leasing	855	+/-237	4.0%	+/-1.1

Professional, scientific, and management, and administrative and waste management services	1,611	+/-358	7.6%	+/-1.7
Educational services, and health care and social assistance	4,491	+/-559	21.2%	+/-2.7
Arts, entertainment, and recreation, and accommodation and food services	1,993	+/-441	9.4%	+/-2.1
Other services, except public administration	1,514	+/-356	7.2%	+/-1.7
Public administration	812	+/-253	3.8%	+/-1.2
<b>CLASS OF WORKER</b>				
Civilian employed population 16 years and over	21,155	+/-938	21,155	(X)
Private wage and salary workers	17,484	+/-947	82.6%	+/-2.3
Government workers	2,605	+/-353	12.3%	+/-1.7
Self-employed in own not incorporated business workers	1,066	+/-338	5.0%	+/-1.6
Unpaid family workers	0	+/-30	0.0%	+/-0.2
<b>INCOME AND BENEFITS (IN 2012 INFLATION-ADJUSTED DOLLARS)</b>				
Total households	14,841	+/-450	14,841	(X)
Less than \$10,000	1,097	+/-256	7.4%	+/-1.7
\$10,000 to \$14,999	911	+/-213	6.1%	+/-1.4
\$15,000 to \$24,999	2,111	+/-323	14.2%	+/-2.2
\$25,000 to \$34,999	2,035	+/-337	13.7%	+/-2.2
\$35,000 to \$49,999	2,424	+/-322	16.3%	+/-2.0
\$50,000 to \$74,999	3,115	+/-401	21.0%	+/-2.8
\$75,000 to \$99,999	1,247	+/-234	8.4%	+/-1.6
\$100,000 to \$149,999	1,499	+/-248	10.1%	+/-1.6
\$150,000 to \$199,999	226	+/-89	1.5%	+/-0.6
\$200,000 or more	176	+/-79	1.2%	+/-0.5
<b>Median household income (dollars)</b>	<b>41,496</b>	<b>+/-2,676</b>	<b>(X)</b>	<b>(X)</b>
Mean household income (dollars)	52,710	+/-2,085	(X)	(X)
<b>With earnings</b>				
Mean earnings (dollars)	12,658	+/-496	85.3%	+/-2.4
With Social Security	52,496	+/-2,276	(X)	(X)
Mean Social Security income (dollars)	2,870	+/-303	19.3%	+/-1.9
With retirement income	13,351	+/-924	(X)	(X)
Mean retirement income (dollars)	1,431	+/-226	9.6%	+/-1.5
With Supplemental Security Income	22,854	+/-4,251	(X)	(X)
Mean Supplemental Security Income (dollars)	696	+/-222	4.7%	+/-1.5
With cash public assistance income	9,442	+/-1,399	(X)	(X)
Mean cash public assistance income (dollars)	898	+/-235	6.1%	+/-1.6
With Food Stamp/SNAP benefits in the past 12 months	4,709	+/-832	(X)	(X)
Mean Food Stamp/SNAP benefits in the past 12 months	2,536	+/-284	17.1%	+/-2.0
<b>Families</b>				
Less than \$10,000	11,409	+/-375	11,409	(X)
\$10,000 to \$14,999	733	+/-201	6.4%	+/-1.7
\$15,000 to \$24,999	509	+/-155	4.5%	+/-1.3
\$25,000 to \$34,999	1,525	+/-320	13.4%	+/-2.8
\$35,000 to \$49,999	1,475	+/-259	12.9%	+/-2.2
\$50,000 to \$74,999	1,971	+/-318	17.3%	+/-2.6
\$75,000 to \$99,999	2,625	+/-344	23.0%	+/-3.0
\$100,000 to \$149,999	1,064	+/-202	9.3%	+/-1.8
\$150,000 to \$199,999	1,137	+/-207	10.0%	+/-1.8
\$200,000 or more	204	+/-86	1.8%	+/-0.8
Median family income (dollars)	166	+/-80	1.5%	+/-0.7
Mean family income (dollars)	44,210	+/-3,364	(X)	(X)
Per capita income (dollars)	55,226	+/-2,252	(X)	(X)
<b>Nonfamily households</b>				
Median nonfamily income (dollars)	3,432	+/-381	3,432	(X)
Mean nonfamily income (dollars)	26,861	+/-3,602	(X)	(X)
Median earnings for workers (dollars)	37,612	+/-4,704	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	21,807	+/-1,013	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	34,680	+/-2,286	(X)	(X)
<b>HEALTH INSURANCE COVERAGE</b>				
Civilian noninstitutionalized population	32,381	+/-2,053	(X)	(X)
With health insurance coverage	52,230	+/-197	52,230	(X)
With private health insurance	38,474	+/-1,375	73.7%	+/-2.6
With public coverage	23,099	+/-1,316	44.2%	+/-2.5
No health insurance coverage	17,888	+/-1,430	34.2%	+/-2.7
Civilian noninstitutionalized population under 18 years	13,756	+/-1,352	26.3%	+/-2.6
No health insurance coverage	16,800	+/-954	16,800	(X)
Civilian noninstitutionalized population 18 to 64 years	2,823	+/-582	16.8%	+/-3.5
Civilian noninstitutionalized population 65 years and over	31,915	+/-936	31,915	(X)

1	Employed:	23,754	+/-878	23,754	(X)
137	With health insurance coverage	20,706	+/-936	20,706	(X)
137	With private health insurance	14,665	+/-894	70.8%	+/-3.4
	With public coverage	12,593	+/-900	60.8%	+/-3.6
	No health insurance coverage	2,375	+/-425	11.5%	+/-2.1
	Unemployed:	6,041	+/-787	29.2%	+/-3.4
	With health insurance coverage	3,048	+/-387	3,048	(X)
	With private health insurance	1,370	+/-263	44.9%	+/-7.5
	With public coverage	766	+/-208	25.1%	+/-6.0
	No health insurance coverage	613	+/-181	20.1%	+/-6.0
	Not in labor force:	1,678	+/-341	55.1%	+/-7.5
	With health insurance coverage	8,161	+/-780	8,161	(X)
	With private health insurance	5,078	+/-547	62.2%	+/-5.1
	With public coverage	2,323	+/-351	28.5%	+/-3.8
	No health insurance coverage	3,010	+/-450	36.9%	+/-4.8
		3,083	+/-575	37.8%	+/-5.1
	PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
	All families	(X)	(X)	19.6%	+/-2.7
	With related children under 18 years	(X)	(X)	26.4%	+/-3.9
	With related children under 5 years only	(X)	(X)	30.2%	+/-8.9
	Married couple families	(X)	(X)	12.7%	+/-3.3
	With related children under 18 years	(X)	(X)	17.3%	+/-5.1
	With related children under 5 years only	(X)	(X)	6.2%	+/-6.0
	Families with female householder, no husband present	(X)	(X)	38.5%	+/-6.8
	With related children under 18 years	(X)	(X)	47.9%	+/-7.9
	With related children under 5 years only	(X)	(X)	78.1%	+/-14.1
	All people	(X)	(X)	22.5%	+/-3.1
	Under 18 years	(X)	(X)	30.8%	+/-5.3
	Related children under 18 years	(X)	(X)	30.8%	+/-5.3
	Related children under 5 years	(X)	(X)	32.4%	+/-6.7
	Related children 5 to 17 years	(X)	(X)	30.1%	+/-5.9
	18 years and over	(X)	(X)	18.7%	+/-2.4
	18 to 64 years	(X)	(X)	19.0%	+/-2.4
	65 years and over	(X)	(X)	15.6%	+/-5.9
	People in families	(X)	(X)	20.7%	+/-3.4
	Unrelated individuals 15 years and over	(X)	(X)	35.8%	+/-5.1

Source: U.S. Census Bureau, 2008-2012 American Community Survey

Explanation of Symbols:

An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.

An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.

An '\*\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An '(X)' means that the estimate is not applicable or not available.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see [Accuracy of the Data](#)). The effect of nonsampling error is not represented in these tables.

There were changes in the edit between 2009 and 2010 regarding Supplemental Security Income (SSI) and Social Security. The changes in the edit loosened restrictions on disability requirements for receipt of SSI resulting in an increase in the total number of SSI recipients in the American Community Survey. The changes also loosened restrictions on possible reported monthly amounts in Social Security income resulting in higher Social Security aggregate amounts. These results more closely match administrative counts compiled by the Social Security Administration.

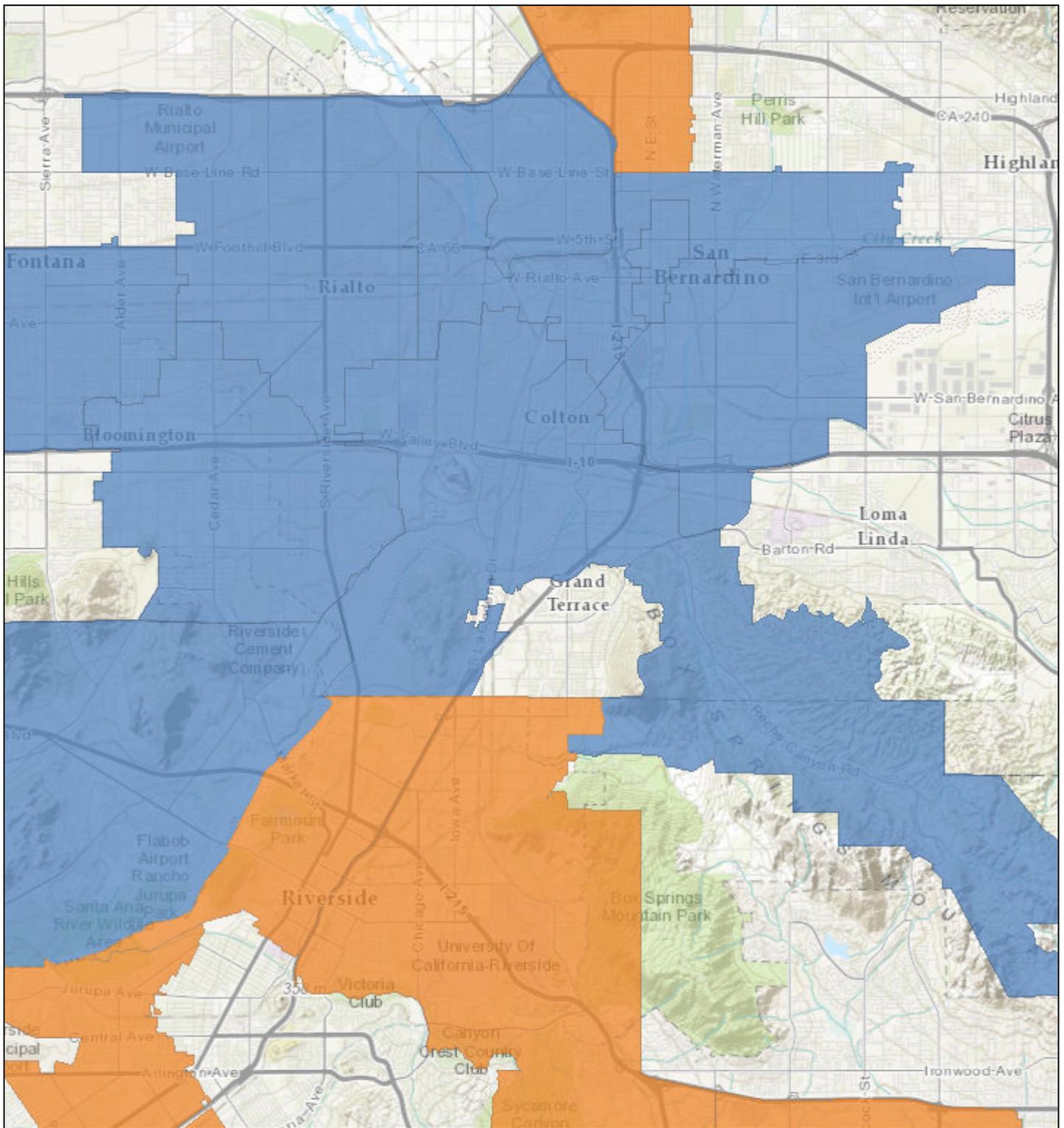
Workers include members of the Armed Forces and civilians who were at work last week.

Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The Industry categories adhere to the guidelines issued in Clarification Memorandum No. 2, "NAICS Alternate Aggregation Structure for Use By U.S. Statistical Agencies," issued by the Office of Management and Budget.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

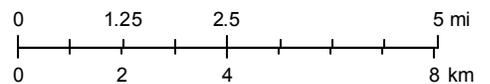
# CalEnviroScreen 1.1 Results: Highest Scoring ZIP Codes



March 13, 2014

1:144,448

- Top 5% of Statewide ZIP Codes
- Top 6 - 10% of Statewide ZIP Codes



Sources: Esri, DeLorme, HERE, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

# COLLISION DIAGRAM

Primary Street:  
Citywide

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Secondary Street:  
Citywide

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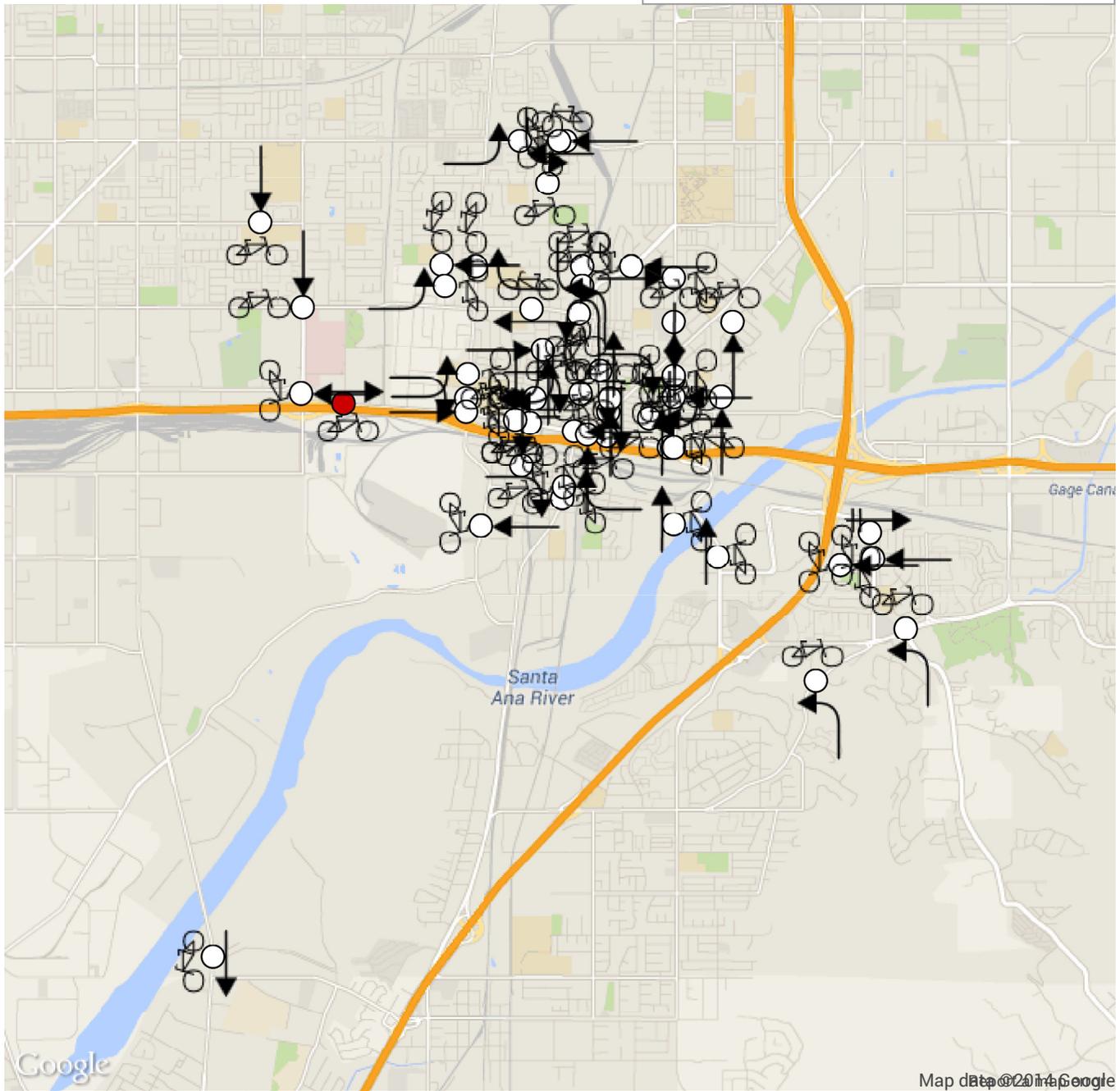
Time Period:  
01/01/03-12/31/12

---

Agency Name:  
City of Colton

Mapping Summary	
Fatal Collision	1
Injury Collision	53
Mapped	54
Not Drawn	3
<b>Total</b>	<b>57</b>

→ Straight	↪ Overturned
↶ Left Turn	↷ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊞ Parked
🚶 Pedestrian	🚲 Bicycle
⊞ Object	○ Injury Crash
● Fatal Crash	



Date Created: 05/06/2014  
 Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2013

# COLLISION DIAGRAM

Primary Street:  
Citywide

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Secondary Street:  
Citywide

---

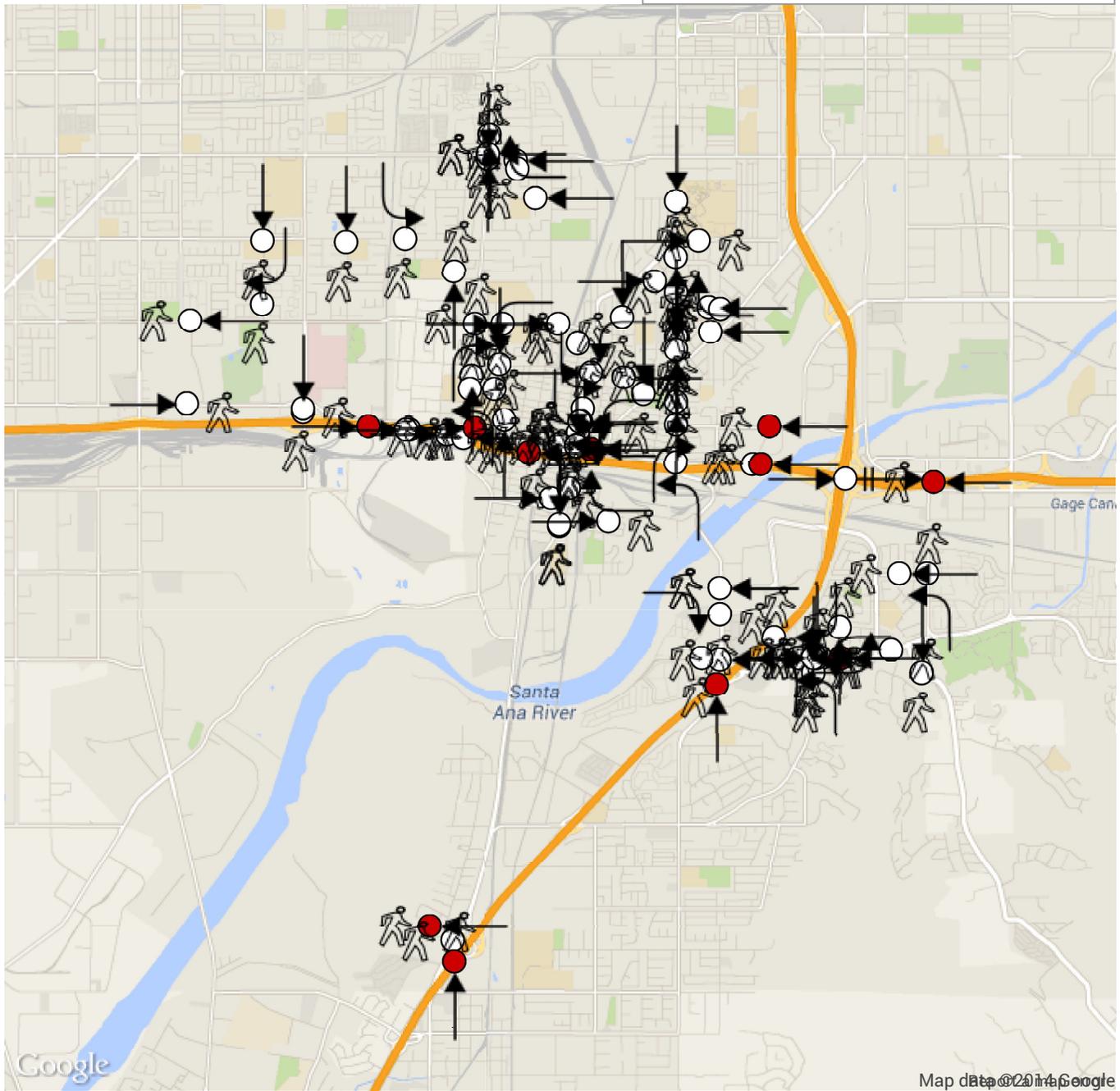
Time Period:  
01/01/03-12/31/12

---

Agency Name:  
City of Colton

Mapping Summary	
Fatal Collision	12
Injury Collision	88
<hr/>	
Mapped	100
Not Drawn	13
<hr/>	
Total	113

→ Straight	↪ Overturned
↶ Left Turn	↷ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊞ Parked
🚶 Pedestrian	🚲 Bicycle
⊞ Object	○ Injury Crash
● Fatal Crash	



Date Created: 05/06/2014  
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### ▲ HEAT for walking

Q1: Single or before / after

Q2a: Walking data type

Q4: Distance

Q7: Population

Walking Summary

Q2b: Walking data type

Q4: Distance

Q7: Population

Walking Summary

Q9: Proportion new walking

Q10: Walking uptake

Q11: Mortality rate

Q12: Value of life

Q13: Time period for averaging

Q14: Benefit–cost ratio

Q15: Costs

Q16: Discount rate

Result

HEAT ► for walking ► Result

## HEAT estimate

### Reduced mortality as a result of changes in walking behaviour

The number of individuals walking has **increased** between your pre and post data. There are now **1,560 additional** individuals regularly walking, compared to the baseline.

However, the average amount of walking per person per day has not changed. The reported level of walking in both your pre and post data gives a reduced risk of mortality of: **28 %**, compared to individuals who do not regularly walk.

You have chosen to assess the benefits of **50 %** of this change in reported levels of walking. Taking this into account, the number of deaths per year that are prevented by this change in walking is: **0.95**

### Financial savings as a result of walking

Currency: USD, rounded to 1000

The value of statistical life in your population is:	<b>2,159,000 USD</b>
<i>Based on a 5 year build up for benefits, a 20 year build up for uptake of walking, and an assessment period of 20 years</i>	
the average annual benefit, averaged over 20 years is:	<b>834,000 USD</b>
the total benefits accumulated over 20 years are:	<b>16,685,000 USD</b>
the maximum annual benefit reached by this level of walking, per year, is:	<b>2,060,000 USD</b>
This level of benefit is realised in year <b>26</b> when both health benefits and uptake of walking have reached the maximum levels.	
When future benefits are discounted by <b>5 %</b> per year:	
the current value of the average annual benefit, averaged across 20 years is:	<b>422,000 USD</b>
the current value of the total benefits accumulated over 20 years is:	<b>8,440,000 USD</b>

### Benefit–cost Ratio

The total costs of:	<b>265,000 USD</b>
Should produce a total saving over 20 years of:	<b>8,440,000 USD</b>
assuming 5 year build up of benefits, 20 years build up of uptake, and discounting of 5 % per year	
The benefit to cost ratio is therefore:	<b>31.85:1</b>

Please bear in mind that HEAT does not calculate risk reductions for individual persons but an average across the population under study. The results should not be misunderstood to represent individual risk reductions. Also note that the VSL not assign a value to the life of one particular person but refers to an average value of a “statistical life”.

It is important to remember that many of the variables used within this HEAT calculation are estimates and therefore liable to some degree of error.

You are reminded that the HEAT tools provide you with an approximation of the level of health benefits. To get a better sense for the possible range of the results, you are advised to rerun the model, entering slightly different values for variables where you have provided a “best guess”, such as entering high and low estimates for such variables.

- [Save](#)
- [Print](#)
- [Start a new calculation](#)
- [More information on build up-time for benefits](#)
- [More information on the relative risk estimate](#)

## HEAT estimate

### Reduced mortality as a result of changes in cycling behaviour

The number of individuals cycling has **increased** between your pre and post data. There are now **520 additional** individuals regularly cycling, compared to the baseline.

However, the average amount of cycling per person per year has not changed. The reported level of cycling in both your pre and post data gives a reduced risk of mortality of: **43 %**, compared to individuals who do not regularly cycle.

You have chosen to assess the benefits of **50 %** of this change in reported levels of cycling. Taking this into account, the number of deaths per year that are prevented by this change in cycling is: **0.28**

### Financial savings as a result of cycling

Currency: USD, rounded to 1000

The value of statistical life applied is: **2,159,000 USD**

Based on a 5 year build up for benefits, a 20 year build up for uptake of cycling, and an assessment period of 20 years:

the average annual benefit, averaged over 20 years is:	<b>245,000 USD</b>
the total benefits accumulated over 20 years are:	<b>4,896,000 USD</b>
the maximum annual benefit reached by this level of cycling, per year, is:	<b>604,000 USD</b>

This level of benefit is realised in year **26** when both health benefits and uptake of cycling have reached the maximum levels.

When future benefits are discounted by **5 %** per year:

<b>the current value of the average annual benefit, averaged across 20 years is:</b>	<b>124,000 USD</b>
<b>the current value of the total benefits accumulated over 20 years is:</b>	<b>2,476,000 USD</b>

### Benefit–Cost Ratio

<b>The total costs of:</b>	<b>265,000 USD</b>
Should produce a total saving over 20 years of:	<b>2,476,000 USD</b>
assuming 5 year build up of benefits, 20 years build up of uptake, and discounting of 5 % per year	
The benefit to cost ratio is therefore:	<b>9.34:1</b>

Please bear in mind that HEAT does not calculate risk reductions for individual persons but an average across the population under study. The results should not be misunderstood to represent individual risk reductions. Also note that the VSL not assign a value to the life of one particular person but refers to an average value of a “statistical life”.

It is important to remember that many of the variables used within this HEAT calculation are estimates and therefore liable to some degree of error.

You are reminded that the HEAT tools provide you with an approximation of the level of health benefits. To get a better sense for the possible range of the results, you are advised to rerun the model, entering slightly different values for variables where you have provided a “best guess”, such as entering high and low estimates for such variables.

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- ▲ HEAT for cycling
  - Q1: Single or before / after
  - Q2a: Cycling data type
  - Q4: Distance
  - Q7: Population
  - Cycling Summary
  - Q2b: Cycling data type
  - Q4: Distance
  - Q7: Population
  - Cycling Summary
  - Q9: Proportion new cycling
  - Q10: Cycling uptake
  - Q11: Mortality rate
  - Q12: Value of life
  - Q13: Time period for averaging
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  - Q15: Costs
  - Q16: Discount rate
  - Result**