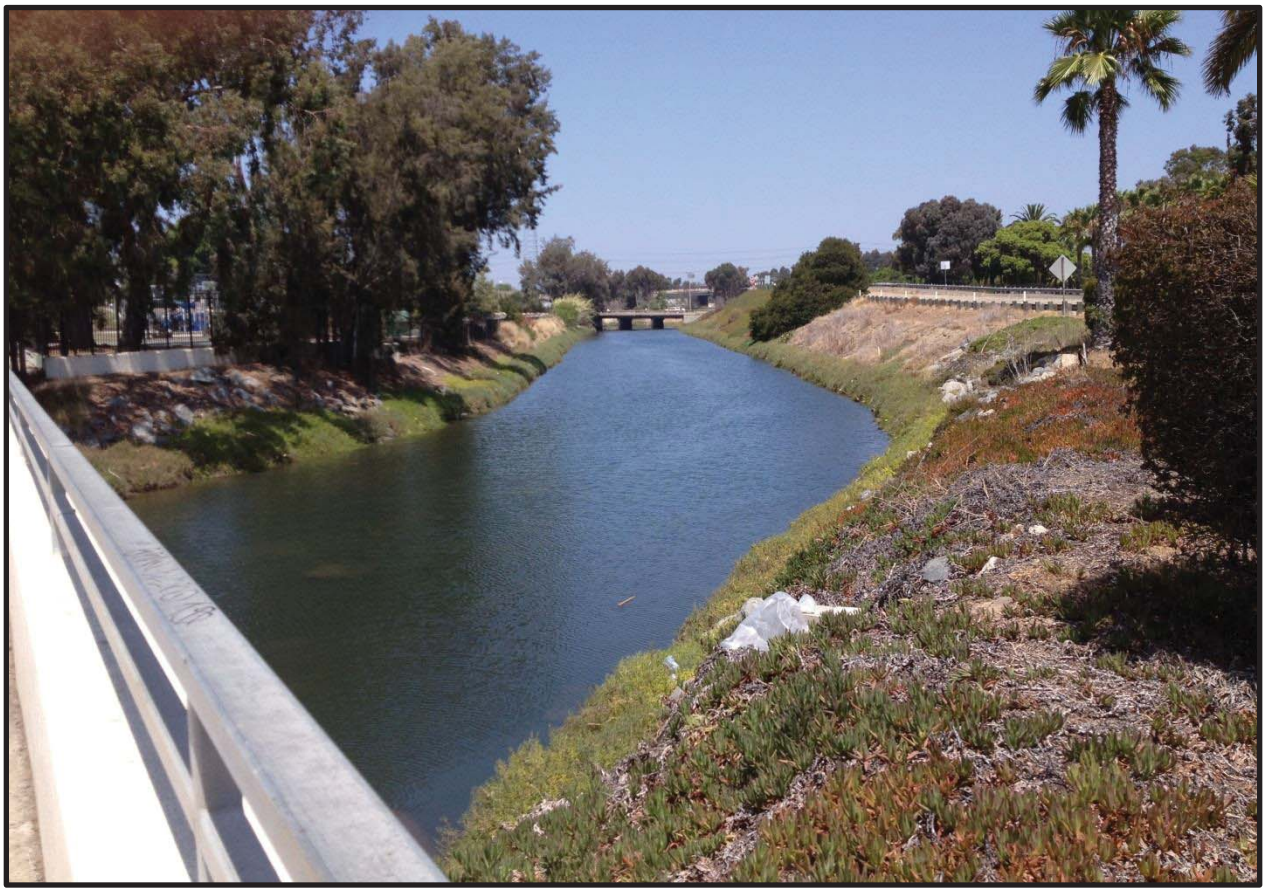
Chollas Creek-to-Bayshore Bikeway

Multi-Use Path Final Design



City of San Diego

Active Transportation Grant Application

May 2014

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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 #)	
4. APPLICANT CONTACT (Address & zip code)	5. PROJECT COUNTY(IES):
6. CALTRANS DISTRICT #- Click Drop down menu below	7. Application # ____ of ____ (in order of agency priority)

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

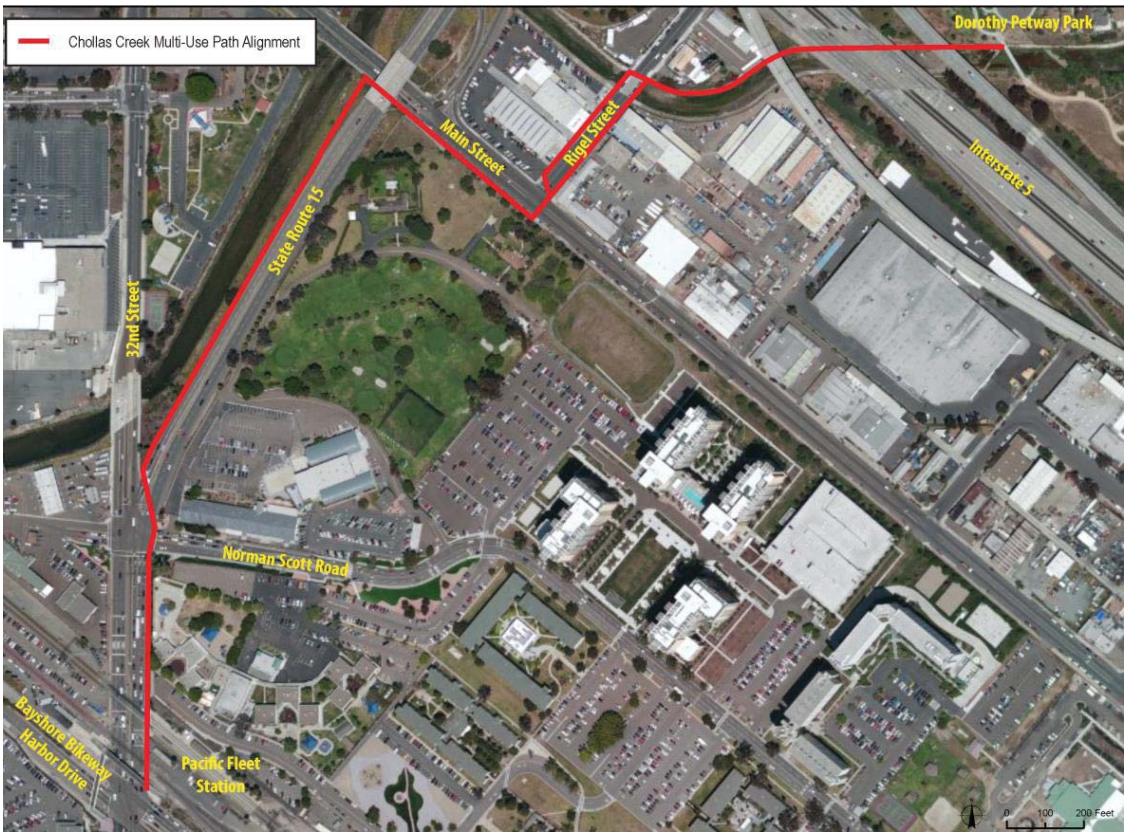
**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☐ 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:** The focus of this grant application is final design and construction plans for a multi-use path (the Chollas Creek-to-Bayshore Bikeway Multi-Use Path), located in the southwestern area of the City of San Diego. The proposed multi-use path would traverse portions of two City of San Diego communities, Southeastern San Diego and Barrio Logan. The project runs from the Dorothy Petway Neighborhood Park at its eastern terminus in Southeastern San Diego to the Bayshore Bikeway at its western terminus in Barrio Logan. The specific proposed alignment for the multi-use path would begin at Dorothy Petway Neighborhood Park and continue southwest along Chollas Creek to Rigel Street, then follow Rigel Street to Main Street. The path would head north on the west side of Main Street until it meets Chollas Creek on the northwest side of the Interstate 15 freeway ramp. The path would then follow Chollas Creek south to 32nd Street, at which point the path would follow the 32nd Street right-of-way to its terminus at E. Harbor Drive and connect to the Bayshore Bikeway. **Figure 1** shows the proposed project alignment.

Figure 1: Proposed Chollas Creek-to-Bayshore Bikeway Multi-Use Path Alignment



2. **Project Coordinates:** **Latitude 32.41.27.77 N** **Longitude 117.07.14.13 W**

3. **Project Description:** The purpose of this project is to complete final designs and construction plans and specifications for a proposed 4,000-foot-long (approximately 0.75-mile) extension of the Chollas Creek multi-use path. In 2012, the City of San Diego was successful in competing for grant funding from SANDAG to support preliminary design and CEQA/NEPA authorization of the extension of the Chollas Creek-to-Bayshore Bikeway Multi-Use Path. The City successfully hired a consultant team who is on schedule to complete preliminary design and the environmental documents by November 2014. The City would greatly benefit from securing additional funding to finalize engineering designs and construction plans for this much needed facility. Barrio Logan and Southeastern San Diego are two of the highest-need communities in the City of San Diego in terms of median household income, youth, ethnicity, and disproportionate impacts from major, high-emissions transportation infrastructure. This project represents a legitimate attempt on the part of the City to rectify this confluence of poverty and negative environmental conditions through investment in an active transportation facility that will provide access to parks, open space, natural resources, large and small bodies of water, physical activity, jobs, commercial-retail opportunities, employment opportunities, and schools.

   The proposed project consists of a 10 to 14 feet wide Class I Multi-Use Path, with some portions being on-street Cycle Track (protected facility), and a very short segment of Class III Bike Route along Rigel Street. Signalized crossings would be installed at various locations to allow cyclists and pedestrian to cross safely. Two community outreach events are planned as part of this grant proposal, as well as preliminary negotiations for right-of-way acquisition. Final authorizations from Caltrans, CPUC, BSNF, and MTS will also be procured as part of the work envisioned under this grant funding.

4. **Project Status:** The project will be ready to begin final engineering design at the time funding is allocated by the Caltrans Active Transportation Program. Preliminary design and final environmental clearance (CEQA/NEPA) will be finalized in November 2014.

III. SCREENING CRITERIA

1. **Demonstrated Need of the Applicant:** The City of San Diego is seeking funding for the final design of a critical segment of the Chollas Creek multi-use path. This project will serve two of the lowest income neighborhoods in the San Diego region, and make a connection where two interstate freeways (I-5 and I-15) currently inhibit community members' access to key resources such as the San Diego Bay, Downtown San Diego, Chollas Creek, the Bayshore Bikeway, and the Blue Line Trolley. The project will improve active transportation mobility for disadvantaged community members, and provide a safe means of non-motorized travel to important destinations. The Chollas Creek multi-use path currently terminates on the east side of the I-15 / I-5 interchange. There is no safe way for nearby community members to traverse the I-15 / I-5 interchange. Construction of this important linkage will improve community members' access to public transportation, since the Blue Line Trolley (which connects south to the international border with Mexico as well as into Downtown San Diego) is on the west side of the I-15 / I-5 interchange and not currently accessible to Southeastern San Diego residents. The project offers significant opportunity to improve active travel conditions, provide desperately needed access to open space and recreation for low income households, access to public transportation, and the potential to increase physical activity and improve public health. Only 9% of roadways in Southeastern San Diego and about 11% of roadways in Barrio Logan provide bike facilities, while citywide, about 12% of roadways have bike facilities. There is a well-documented need for enhanced active travel infrastructure in this community.

   Table 1 shows key socio-economic conditions for the Barrio Logan and Southeastern San Diego communities relative to citywide characteristics. As shown, both Barrio Logan and Southeastern San Diego have higher than citywide average household sizes, much lower than citywide average household incomes, higher rates of youth and much higher rates of ethnic minorities. Each of these factors underscores the fact that this project is located in a disadvantaged neighborhood that is in need of positive opportunities for healthy living and active travel.

Table 1: Socio-Economic Summary Statistics for Barrio Logan, Southeastern San Diego and the City of San Diego

	Average Household Size (Persons/HH)	2013 Median Household Income	Percent Youth (under 18 years)	Percent Hispanic
Barrio Logan	3.80	$23,808	27.2%	74.2%
Southeastern San Diego	3.94	$33,660	32.8%	84.9%
City of San Diego	2.60	$67,193	21.6%	29.9%

Source: SANDAG, City of San Diego, Census Bureau, 2013

Table 2 shows various active travel characteristics related to cycling, walking and park availability. Barrio Logan and Southeastern San Diego both have higher than citywide average walking commute rates and much higher than citywide average pedestrian collisions rates (see **Figure 2** and **Figure 3**). In relation to cycling, Barrio Logan has higher than citywide average bicycle commute rates and collisions rates, but Southeastern San Diego is below the citywide average for both factors. Overall, these summaries underscore the high-need status of the project area communities, which will ultimately be addressed by implementation of the proposed project.

Table 2: Active Travel Summary Statistics for Barrio Logan, Southeastern San Diego and the City of San Diego

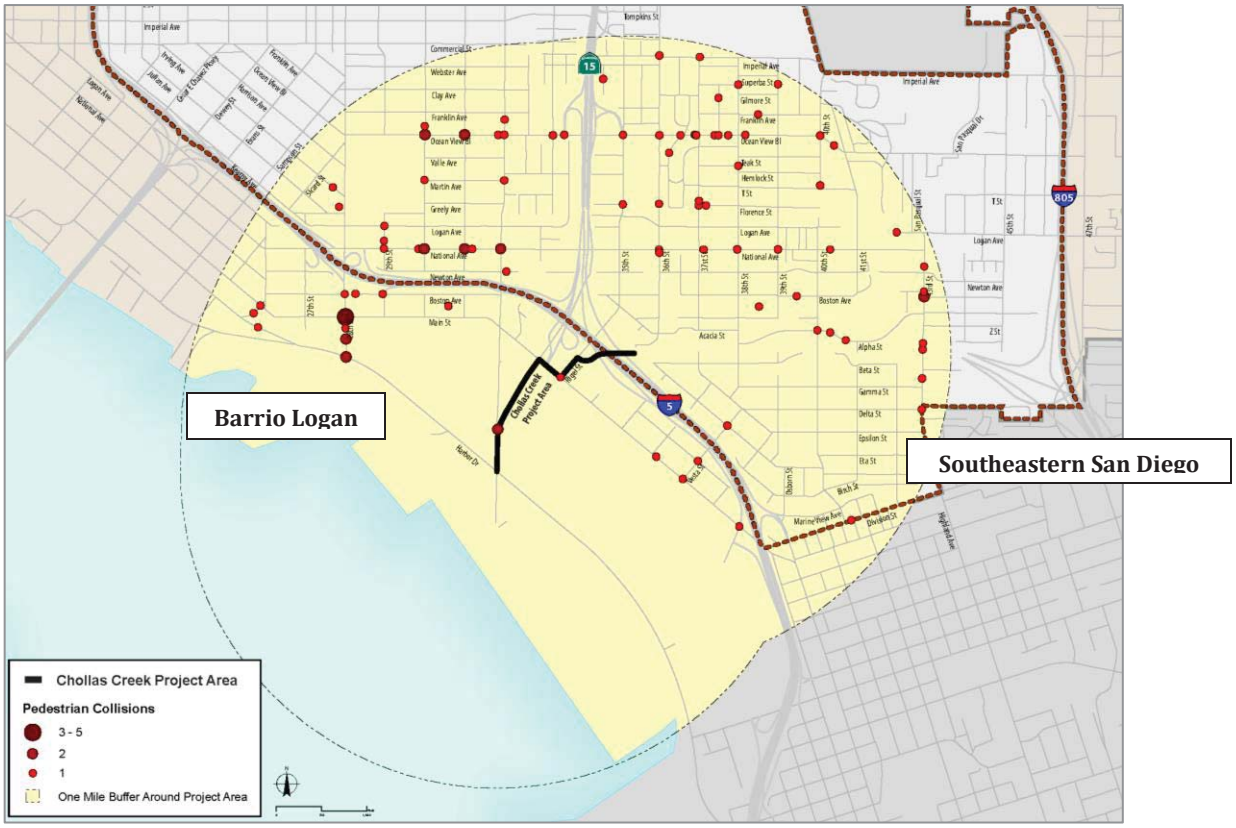
	Percent Walking Commute	Percent Bicycle Commute	Pedestrian Collisions per 1,000 Persons (2008-2012)	Bicycle Collisions per 1,000 Persons (2008-2012)	Park Deficiency (acres per 1,000 population)
Barrio Logan	9.2%	2.31%	10.2	5.2	1.2
Southeastern San Diego	3.1%	0.9%	2.6	1.4	1.3
City of San Diego	2.9%	0.9%	1.7	1.6	2.4

Source: SANDAG, City of San Diego, Census Bureau, 2013

2. Consistency with Regional Transportation Plan (100 words or less):

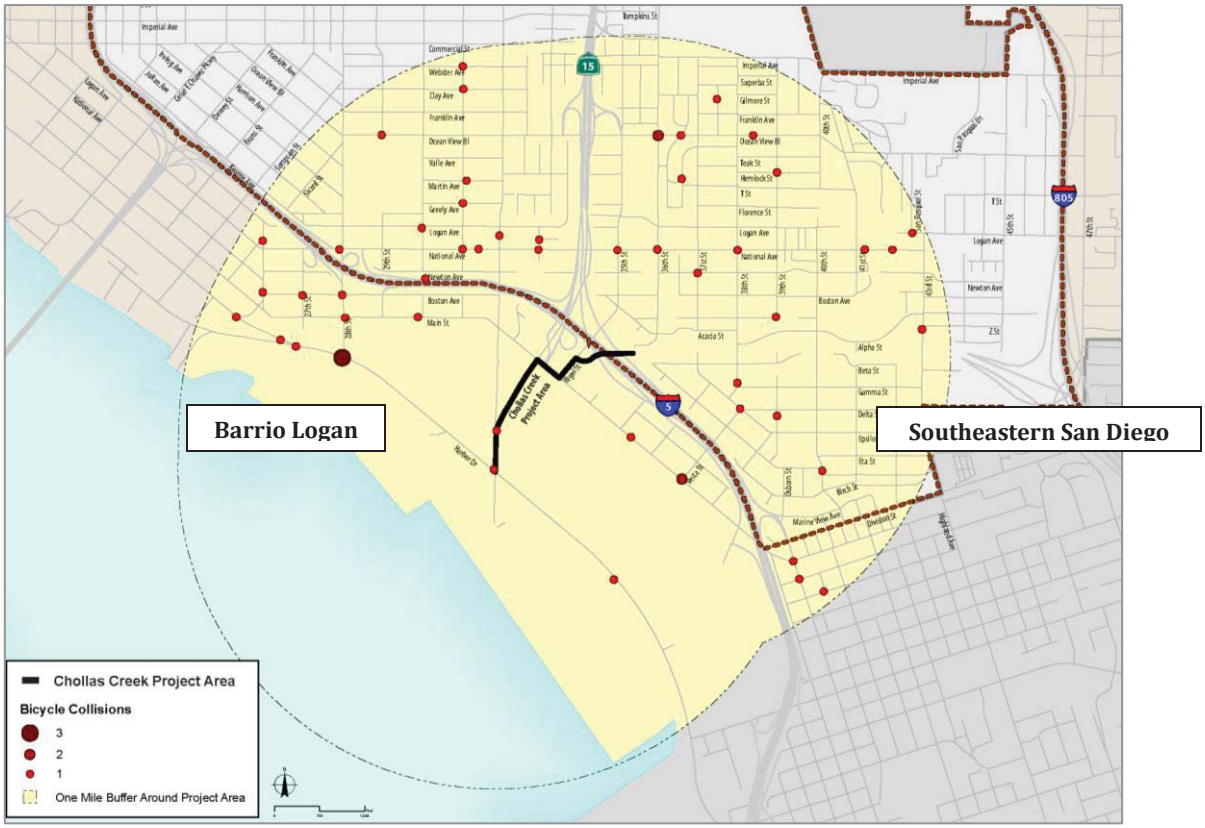
The proposed project is consistent with the City of San Diego Chollas Creek Enhancement Program, the City of San Diego Chollas Creek South Branch Implementation Program (May 2002), the City of San Diego's General Plan (March 2008), the City's Bicycle Master Plan Update (July 2013), the draft.

Figure 2: Pedestrian Collisions within One Mile of Project Area (2008 – 2012)



Source: City of San Diego, 2008-2012

Figure 3: Bicycle Collisions within One Mile of Project Area (2008 – 2012)



Source: SWIRTS,2008-2012

Southeastern San Diego Community Plan Update, *SANDAG's Regional Bicycle Plan* (2010), and the currently adopted *Regional Transportation Plan*. Each of these plans shows a Class I multi-use path traversing Southeastern San Diego and Barrio Logan, and connecting to the San Diego Bay along an east-west alignment that is either adjacent to Chollas Creek or very nearby.

IV. NARRATIVE QUESTIONS: Q1-Q8

Q1. 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 & other destinations; and including increasing and improving connectivity and mobility of non-motorized users. *(0-30 POINTS)*

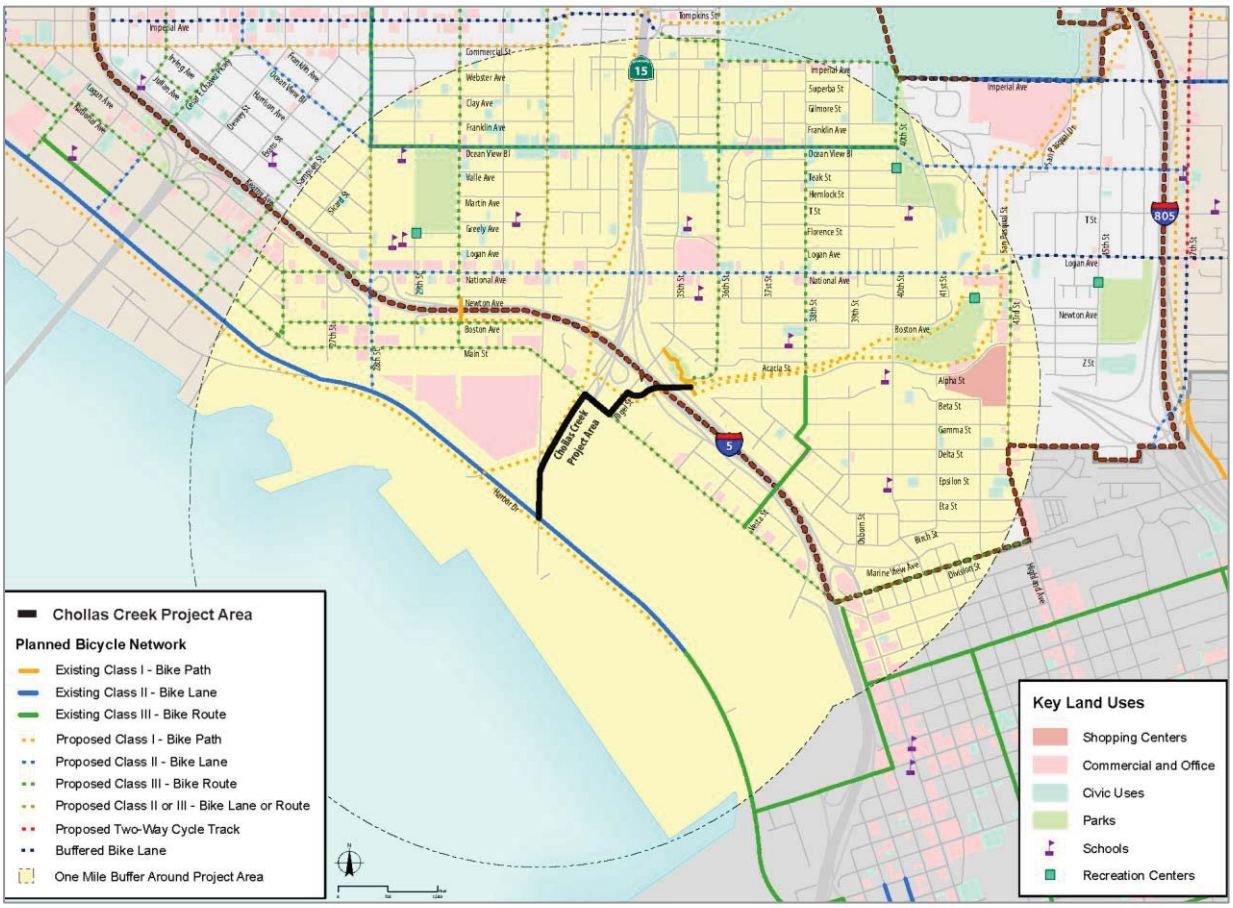
1A. Describe how your project encourages increased walking and bicycling, especially among students.

The area within a mile of the project has approximately ten schools, three parks, three recreation centers, and various neighborhood commercial land uses (see **Figure 4**). Each of these locations attracts trips by students. In addition, the western portion of Southeastern San Diego and the southern portion of Barrio Logan have relatively high residential density, including families with children. The average household size in Southeastern San Diego and Barrio Logan is 3.9 and 3.8, respectively, which is well over the citywide average of 2.6 persons per household. Furthermore, the communities are situated adjacent to Downtown San Diego which offers many of the types of job opportunities sought out by these community members. The multi-use path will provide a needed community asset connecting to these key land uses, in a location that is high density and currently lacking in bicycle and walking facilities.

Screenline bicycle counts were collected along four east-west roadways in Southeastern San Diego in 2011, and showed about 82 PM peak period (4PM-6PM) cyclists traveling in the east-west direction (north of the current project area along roadways that make a similar through-connection as the project will make). San Diego State University (SDSU) is currently collecting 24-hour continuous bicycle counts at 37 sites across the region, which show that the PM peak period is consistently about 16% of total daily travel for cycling. These 82 cyclists therefore translate into roughly 512 cyclists per day traveling in

an east-west direction along the same alignment that will be served by the proposed project. These cyclists are most likely low-income community members who do not own a car and are using their bikes for utilitarian travel, and forced to ride along roadways with no bicycle facilities. The PM peak period screenline counts further showed that about 55% of cyclists are riding along the sidewalk, and 95% percent are male. The high sidewalk cycling rates and male cycling rates are indicative of environments that do not feel comfortable or safe for the average person. The proposed protected multi-use path will greatly enhance the comfort and safety of cyclists in this community and will very likely attract additional cyclists.

Figure 4: Key Land Uses and Bicycle Facility within One Mile



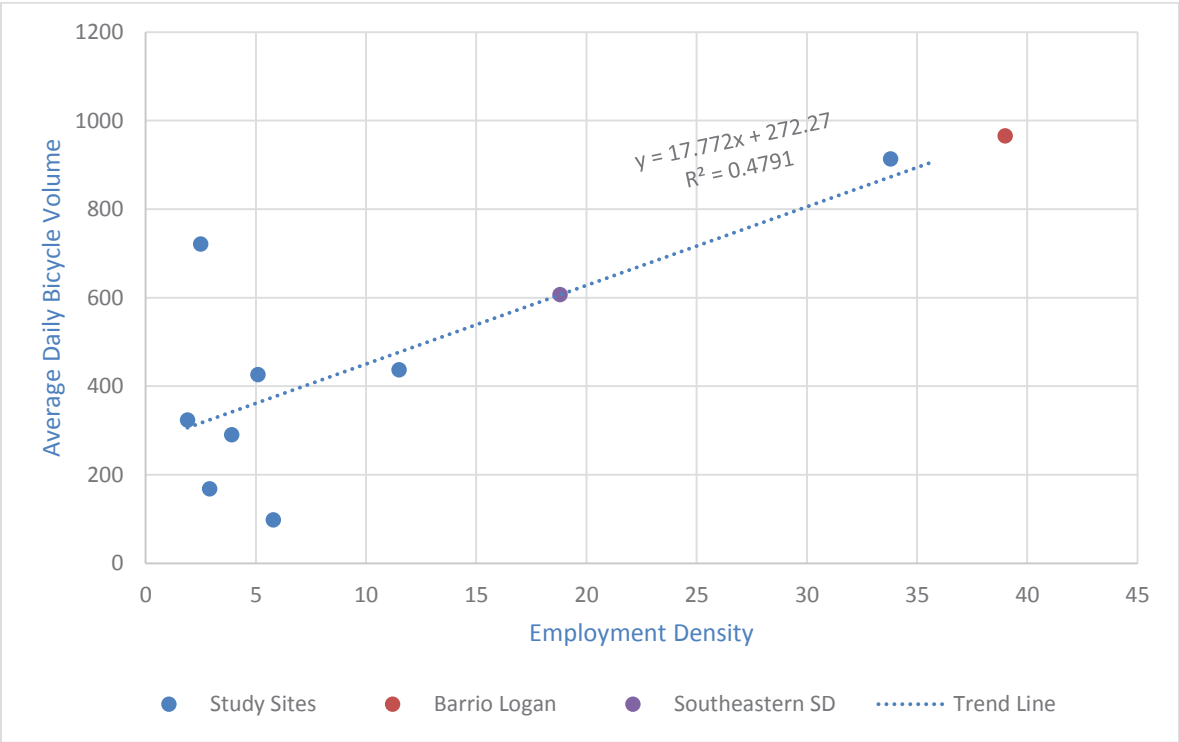
1B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

SDSU has been collecting continuous bicycle count data at eight Class I multi-use path locations across the San Diego region for the past 8 to 12 months. SDSU researchers assessed the relationship

between current average daily bicycle volumes at these eight locations and community employment density, population density and median household income. Employment density showed the strongest explanatory power (R^2=0.48). A regression line was estimated so that employment densities in Barrio Logan and Southeastern San Diego could be used to estimate daily bicycle volumes in these communities, if a Class I multi-Use path were to be constructed. Although this analysis is based upon a small sample, it provides good information in the absence of widespread bicycle count data and forecasting techniques.

Chart 1 shows the regression line relating employment density and average daily bicycle volumes along Class I multi-use paths in the San Diego region. Study site sample data points are shown in blue, while the estimated average daily volume associated with a future Class I multi-use facility in Southeastern San Diego is shown in purple and would be about 600 daily cyclists. The estimated average daily cycling along a Class I facility in Barrio Logan is shown in red and is estimated to be about 950 daily cyclists. Given this assessment, it is safe to assume that about 600 to 900 daily cyclists would use a new Class I multi-use path facility in the Southeastern San Diego and Barrio Logan communities.

Chart 1: Estimating Average Daily Cycling Volumes along Class I Facilities in San Diego



Preliminary design, environment clearance, and community outreach has already been funded for this project through an Active Transportation Grant from SANDAG. As part of the grant requirements, a pre-and post-project data collection plan was developed by Chen Ryan Associates, a local transportation planning consultancy, and the pre-data has been collected. The data collection plan consists of collecting two east-west and two north-south PM peak period screenline counts using all corridors that provide access along a similar connection as will be made by the proposed project. A total of approximately 22 PM peak period counts were collected simultaneously. In addition, the project team is in the process of collecting one week of continuous automated bicycle counts at eight key locations in the vicinity of the proposed project. About 30 bicycle and 70 pedestrian intercept surveys were also collected along adjacent corridors. The same data collection effort will be repeated once the project is constructed. The data collection design was developed in order to allow for extrapolation of the PM peak period counts into average daily volumes. Intercept surveys are being used to estimate average bicycle trip length, trip purpose, incidence of auto trip replacement, and socio-economic characteristics of users. This information will support estimation of minutes of daily physical activity and emissions reduction. Both indicators are critical components for measuring and understanding the benefits of cycling infrastructure investments. The following bullets show some of the preliminary findings from the intercept surveys (N=30 for cyclists and N=70 for pedestrians):

- The two most common trip purposes for cyclists and pedestrians are work and recreation/exercise.
- Trips to school are the least common trip purpose; perhaps because of the lack of good facilities for young children (no bicyclists or pedestrians under the age of 13 were intercepted).
- 24% of bike trips and 31% of walking trips replaced trips that would otherwise have been made by car.
- Less than 50% of users are comfortable riding along roadways without bike lanes.
- 22% of bike trips and 28% of walking trips were being made to access public transit (bus or trolley).
- More than 90% of cyclists were males, indicating a pronounced gender bias in level of comfort associated with the currently poor or non-existent bicycle facility. 65% of pedestrians were men.
- 75% of cyclists and 80% of pedestrians were minorities (Hispanic, Black, Asian, or Other).
- 73% of bicyclists and 76% of pedestrians have household incomes less than $45,000 per year.

1C. 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 proposed project will improve walking and cycling routes across major barriers posed by two interstate freeways. Making this connection will allow for active travel between residential neighborhoods in Southeastern San Diego and major employment centers in Barrio Logan such as the US Navy Base, NASCO and Downtown San Diego. In addition, the proposed project will connect Southeastern San Diego residents to the Blue Line Trolley on the west side of the interstates. The proposed project is one of the most challenging connections along the XX mile Chollas Creek multi-use path that is envisioned to run from the San Diego Bay, east to the eastern border of the City of San Diego.

1D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

Table 3 displays origins and destinations that will be served by this project, including employment locations, public transportation connections and recreational opportunities. Details are provided in the table below.

Table 3: Origins/Destinations Served by the Proposed Project

Destinations	Number of Employees, Transit Routes/Riders & Other Users
MTS Blue Line Trolley Stop - Pacific Fleet Station	Access to downtown/international border for employment & recreation. Average daily ridership of 266/day (source: SANDAG 2010)
MTS Bus Route 929	Main Street/Vesta Street stop - Average daily ridership of 28/day (source: SANDAG 2010). Downtown and border access.
Bayshore Bikeway	Approximately 150 users/day (Estimated City Counts 2010). Access to downtown.
Southcrest Recreation Center	Serves the community of approximately 55,206 (source: 92113 census data). Direct access from existing bikepath. Added connector project provides improved access from areas to the west of Recreational Center.
Southcrest Park	Serves the immediate community for recreational purposes.
Emerson Bandini, Balboa, Cesar Chavez & Baker Elementary Schools	2,264 kids enrolled. Children could access this bikepath as part of the SRTS or for recreational use (source: SDiego Unified School District website data)
US Naval Base San Diego	Employs approx. 1,200 military and civilian personnel (source: Navy website)
NASCO	1,000 employees
Businesses in 92113	491 business are in 92113 zip code the primary zip code in project (source: US Census Bureau 2011 data).

The Chollas Creek multi-use path currently terminates at the west end of Dorothy Petway Neighborhood Park, just east of the I-15 / I-5 interchange. Currently there is no non-motorized safe routes to cross under these freeways to access areas to the west, including accessing the Blue Line Trolley, MTS Route 929, and the Bayshore Bikeway. Conversely communities to the west of the I-15 / I-5 interchange cannot access parks, schools, commercial uses, or the existing Chollas Creek multi-use path safely via non-motorized transportation. This project would significantly increase the potential for mobility between the Southeastern San Diego and Barrio Logan communities on both sides of the freeway. The project will be constructed in the public right-of-way, with the exception of a stretch between Main Street and 32nd Street, which is on US Navy property. An easement from the US Navy will be required. Based upon ongoing discussions with the US Navy, there is no objection by the US Navy to granting the City an easement. The completion of this project is not dependent upon another project. Final design and construction plans for this proposed project will be completed in its entirety under this grant and not completed in segments.

Q2: Potential for reducing the number and/or rate of pedestrian & bicyclist fatalities and injuries, including the identification of safety hazards for pedestrian & bicyclists *(0-25 POINTS)*

2A. Describe the Potential of the Project to Reduce Pedestrian and Bicycle Injuries or Fatalities.

The construction of this multi-use path has significant potential to reduce the number of injuries by providing a safer route to key destinations within the vicinity of the proposed project. The Southeastern San Diego and Barrio Logan communities were developed with motorized traffic in mind. As a result, the majority of bicycle and pedestrian collisions occur along busy urban roadways and side streets that have no bicycle facilities. The construction of a combination of Class I, III and Cycle Track bike facilities will separate bicycle users and pedestrians from motorized vehicle traffic, reducing injuries known to occur within the vicinity.

Figures 2 and **3** in the previous section show bicycle and pedestrian collisions between 2008 and 2012 within one mile of the proposed project. There were no bicycle fatalities during this period, but a

majority of the reported collisions resulted in an injury. As shown, there are relatively strong east-west patterns of bike and pedestrian related collisions along Ocean View Boulevard (about 5 bike collisions and 20 pedestrian collisions) and National Avenue (9 bike collisions and 15 pedestrian collisions). In addition, there are notable patterns of bicycle and pedestrian collisions along 28th Street (6 bike collisions) and along 32nd Street (5 bike collisions). Each of these four roadways provides connectivity between similar origins/destinations as the proposed project would accomplish. In 2009 there was a bike collision at the intersection of Norman Scott Road and 32nd Street, which is along the proposed alignment. The proposed project directly addresses and corrects safety issues at this busy intersection. Countermeasures at this intersection include a bicycle refuge island and the installation of a signalized crosswalk across 32nd Street to connect with Walbash Street. Identified safety hazards for pedestrians and bicyclists within this area are based upon traffic modeling studies prepared in association with planning for this alignment (Psomas 2013-14), direct knowledge of the area, and knowledge of the safety options for urban areas based upon bicycle and pedestrian collision types. **Table 4** displays safety hazards along the proposed alignment and proposed countermeasures identified during the preliminary design phase.

Table 4: Summary of Safety Hazards and Countermeasures

Safety Hazard	Countermeasures to Prevent Crashes and Injuries the Proposed Project
• Riding on busy urban streets	• Construction of Class I bike facilities where possible (2 segment locations)
• Riding on busy urban streets	• Construction of Cycle Tracks and flexible vertical delineators to separate motorized vehicles from non-motorized vehicles (2 segment locations)
• Lack of sightline at intersection • Busy road, crossing multiple lanes • Vehicles right-turning onto busy street	• Improve all points of crossing, including installation of refuge islands, flashing signalized beacons, signage and striping (3 points of crossing)
• Non-delineated shoulder for bicycle traffic	• Striping of Class III facilities along Rigel Street (1 segment location)

2B. Describe How Your project Will Achieve Any or All of the Following: a) Reduces speed of motor vehicles; b) Improves sight distance; c) Improves compliance with local traffic laws; d) Eliminates behaviors that lead to collisions; e) Addresses inadequate traffic control devices; f) Addresses inadequate bicycle facilities, crosswalks or sidewalks

The project has been designed to address safety hazards by providing key elements and features along the proposed multi-use path alignment that would alleviate safety hazards. **Table 5** summarizes proposed project features and design elements to address safety, traffic control, and injury prevention. **Table 6** provides the alternative measures that were considered to address the safety hazards and provides the reasoning why the preferred alternative was chosen.

2C. Describe the Location's History of Events and the Source(s) of Data Used

The proposed project will be alleviating hazardous conditions and providing access through areas that were previously impenetrable by pedestrians or cyclists. The location's history of events and data collection included primary data of counts and surveys, field reviews to prepare preliminary designs, and SWITRS data. A description of the safety hazards are provided above. See Section IX for photos.

Table 5: Design Elements for Addressing Safety Issues

Proposed Device/ Multi-use Path Feature	Safety Improvement
1. Construct Class I facility from existing Chollas Path, under I-15/5 to Rigel St.	• Removes bicycles from roadway • Reduces number/rate of pedestrian/bicycle fatalities & injuries
2. Install Class III bike route on Rigel Street to Main Street	• Improves sight distance & visibility of bicycles • Provides identified lane for bicycles - which eliminates behavior that lead to collisions • Addresses inadequate bike facilities
3. Construct refuge island and flashing Beacon to cross Main Street at Rigel Street	• Addresses inadequate crosswalks • Addresses inadequate traffic control devices • Reduces number/rate of pedestrian/bicycle fatalities & injuries • Improves sight distance & visibility of bicycles;Reduces speed or volume of motor vehicles
4. Construct cycle track on west side of Main Street	• Reduces number/rate of pedestrian/bicycle fatalities & injuries • Improves sight distance & visibility of bicycles • Eliminates behaviors that lead to collisions • Addresses inadequate bike facilities
5. Construct Class I facility along Chollas Creek from Main Street to 32nd Street	• Removes bicycles from roadway • Reduces number/rate of pedestrian/bicycle fatalities & injuries
6. Construct signalized crosswalk across I-15 on-ramp	• Same as #3 • Elminates behaviors that lead to collisions
4. Construct bicycle refuge island at I-15 onramp and Norman Scott Road	• Same as #6 • Reduces speed or volume of motor vehicles
5. Add Crosswalk at Walbash Street	• Same as #7
6. Construct cycle track on the east side of 32nd Street. Shift all other lanes to the west	• Reduces number/rate of pedestrian/bicycle fatalities & injuries • Improves sight distance & visibility of bicycles • Eliminates behaviors that lead to collisions • Addresses inadequate bike facilities

Table 6: Alternative Design Elements for Addressing Safety Issues

Preferred Device/ Multi-use Path Feature	Alternative Device/ Bicycle Feature Considered	Why Preferred Alternative (PA) Chosen
Construct Class I facility from existing Chollas Creek Path, under I-15/5 to Rigel Street	Class II or III along major nearby road	PA connects with an existing bikepath & removes pedestrians & bicyclists from roadway
Install Class III bike route on Rigel Street to Main St.	Install Class II bike lane	Because of cars accessing businesses along Rigel, a Class III lane is preferred. Class III lanes requires cyclists to have a higher level of alertness for cars entering and existing business driveways.
Construct refuge Island and flashing beacon to cross Main Street at Rigel Street	Install crosswalk only	Refuge island allows pedestrians & bicyclists to cross in two parts, improving safety. Flashing beacon alerts oncoming vehicles.
Construct cycle track on west side of Main Street	Construct cycle track on east side of Main Street	Taking the cycle track on the west side avoids the I-15 on-ramp where there could be potential conflicts.
Construct Class I facility along Chollas Creek from Main Street to 32nd Street	Continue cycle track to 32nd Street along Main Street	PA removes pedestrians & bicyclists from roadway
Construct signalized crosswalk across I-15 on-ramp	No crosswalk	PA adds additional safety element for pedestrians and bicyclists
Construct right turn island at I-15 onramp and Norman Scott Road	No island	PA allows users to cross segments one at a time, reducing risk of accidents or injury
Add crosswalk at Walbash Street	No cross walk	PA add additional safety element for pedestrians and bicyclists
Construct cycle track on the east side of 32nd Street. Shift all other lanes to the west	Add bike lane on west side of 32nd Street	PA allows direct access to trolley stop, which is on the east side of 32nd Street.

Q3. PUBLIC PARTICIPATION AND PLANNING *(0-15 POINTS)*

3A. Describe the Community Based Public Participation Process that Culminated in the Project Proposal

This proposed project is the culmination of two decades of planning, with the prioritization of potential projects beginning in 2002. Determining the preliminary design and specific alignment of the proposed multi-use path along this particular segment of the Chollas Creek has been a unique focus since September 2013. The proposed project (final design) in this application builds upon this process. To determine the best possible alignment and design, public agencies, private land owners, and community input was solicited beginning in October 2013. Multiple public meetings, bicycle and pedestrian user surveys, community events and coordination with public and private stakeholders have occurred throughout this process, as presented in **Table 7**. These entities/individuals were first introduced to the potential alignment via email communications and then in-person meetings were conducted to seek input and comments. Follow-up meetings were held to show how initial comments were addressed. Two high-attendance community outreach events will have been held, including a first-ever "Cycle

Southcrest" Family pedestrian/cycling event scheduled for June 7 2014. This event is expected to attract over 300 residents, and will feature cultural cycling icons Major Taylor and Roberto Haro to generate interest amongst the ethnic populations of Southeastern San Diego. In addition, 93 surveys were collected by intercepting community members on the street. Following project implementation, two additional community events will be planned to introduce the community to the new path.

Table 7: Summary of Public and Private Outreach and Coordination in Support of Chollas Creek-to-Bayshore Bikeway Multi-Use Path Project

• Southeastern Community Planning Group	• Caltrans
• Bayshore Bikeway Planning Committee	• US Navy
• City of San Diego - Traffic, Environmental, Stormwater, Real Estate, Planning Departments	• SANDAG
• Major Taylor Bicycling Club of San Diego	• MTS
• Bayside Harbor Properties, North Richmond Properties, Inc., Bill Leongs Import-Exports LTD, Pacific Shipware (private property owners adjacent to alignment)	• BNSF
• Barrio Logan Reinvestment (non-profit group)	• NASSCO
• Barrio Logan Community Planning Group	• Groundwork San Diego
• San Diego County Supervisor/County Public Health	• Community outreach events
• Bicycle and pedestrian surveys (93 surveys total)	

3B. Describe the Local Participation Process that Resulted in the Identification and Prioritization of the Project:

The Chollas Creek Enhancement Program (CCEP) was the result of two decades of increasing awareness on the part of inner-city community members that restoring Chollas Creek and uplands into natural areas, linked by an urban park and trail system, would bring about positive change in these neighborhoods. In 1998, in a workshop attended by scores of residents and agency stakeholders, the vision solidified, through the CCEP, into a recommendation for a "riverwalk-type development all the way to the Bay" (CCEP 2002). The following stakeholders were involved in the development of the CCEP planning process: Southeastern San Diego Planning Committee, Encanto Neighborhoods Community Planning Group, City Heights Planning Group, the Eastern Area Planning Group, former State Assemblywoman Denise Ducheny, current and former City Council members George Stevens, Juan

Vargas, Christine Kehoe, Ralph Inzunza, Toni Atkins, Judy McCarty, Jim Madaffer, Mayor Dick Murphy, Southeastern Economic Development Corporation (SEDC), the Jacobs Foundation, and members of the community. The CCEP was subsequently adopted by the City of San Diego in 2002. The CCEP identifies the South Branch of the Chollas Creek for phase I implementation. The proposed project would cover a segment of the Chollas Creek identified as the focus for phase I implementation.

Out of the CCEP process, the Chollas Creek South Branch Implementation Program (SBIP) was developed and adopted by the City in 2002. A similar solicitation for input was conducted to community members and stakeholders to prioritize projects. In addition to identifying watershed-based restoration programs, the objectives were to improve recreational opportunities and create linkages between the creek and the surrounding communities.

Groundwork San Diego-Chollas Creek, a community-based non-profit watershed organization, is leading the implementation of the CCEP and SBIP. Groundwork facilitates a semi-annual briefing with elected officials within the Chollas Creek jurisdiction to set priorities, including for the proposed project. The City of San Diego, Groundwork, SANDAG and elected officials have joined a broad spectrum of community organizations in support of the proposed multi-path connection to the Bayshore Bikeway as a regional active transportation priority. In September 2012 the City of San Diego was awarded a SANDAG Active Transportation to fund the preliminary design of this segment.

Q4. Is the Project Cost Over $1 Million? **NO**

COST EFFECTIVENESS *(0-10 POINTS)*

4A. Describe the Alternatives that were Considered. Discuss the Relative Costs and Benefits of all the Alternatives and Explain Why the Nominated One was Chosen.

Table 8 displays a summary of some of the likely benefits associated with improving cycling and walking connections as proposed by the Chollas Creek-to-Bayshore Bikeway Multi-Use Path. Three alternatives are presented in Table 8, including Existing Conditions, a Bike Lane alternative, and a Class I

alternative. A combination of data from the SDSU Bicycle Counting Program, intercept survey of users, and information from SANDAG Active Transportation staff was employed in this assessment.

As shown in Table 8, the preferred alternative would be expected to generate an additional 300 bicycle trips per day over existing conditions (800 versus 512 daily bicycle trips). This increase in bicycle trip-making is associated with an estimated increase in minutes of daily cycling of about 4,320 minutes relative to current conditions (12,000 versus 7,680 minutes per day), which would have significant health benefits for community members. The preferred project is also estimated to avoid about 180 miles per day of vehicle travel over and above the current condition (480 versus 307 miles of avoided auto travel per day), which will bring significant emission reduction benefits to the community relative to currently conditions.

Table 8: Cost-Benefits Assessment
Chollas Creek-to-Bayshore Bikeway Multi-Use Path Project

	Existing Conditions	Bike Lane Alternative	Class I Alternative
A. Estimated Average Daily Bicycle Trips	512 bike trips[1]	600 bike trips[2]	800 bike trips[3]
B. Average Bike Trip Length in Miles	2.5 miles/trip	2.5 miles/trip	2.5 miles/trip
C. Estimated Miles of Daily Cycling *(A x B)*	1,280 miles of daily cycling	1,500 miles of daily cycling	2,000 miles of daily cycling
D. Average Cycling Speed	10 mph	10 mph	10 mph
E. Estimated Minutes of Daily Cycling [*(C/D) x 60 minutes per hour]*	7,680 minutes of daily cycling	9,000 minutes of daily cycling	12,000 minutes of daily cycling
F. Percentage of Bike Trips Replacing Auto Trips[4]	24%	24%	24%
G. Estimated Avoided Auto Miles Traveled per Day *(C x F)*	307 miles of avoided car travel per day	360 miles of avoided car travel per day	480 miles of avoided daily car travel per day
H. Cost	$0	$650,000/mile[5]	$3.2 million/mile[5]

Notes:
1. Screenline bicycle count data collected in vicinity of proposed study area. See page 10 of this document for further explanation of source of data.
2. An approximate 25% increase in number of daily cycling trips assumed if bike lanes were constructed in location where no existing bike facility exists.
3. See pages 10 – 12 of this document. Continuous bike count data along 8 Class I facilities in San Diego region was used to estimate that between 600-900 daily cyclists would use a Class I facility in this neighborhood.
4. Percentage calculated from bicycle intercept survey question collected in vicinity of project area, which asked "If you were not cycling for this trip, how would you be traveling?" Responses indicating "By Car" were tallied and used to calculate rate of auto trip replacement by bike.
5. Cost values were obtained from SANDAG's recent construction costing efforts for their Active Transportation Early Action Projects.

4B. Calculate the Ratio of the Benefits of the Project Relative to both the Total Project Cost and Funds Requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).

Table 9 displays estimated proposed project cost-benefit ratios associated with mode shift, physical activity and emission reductions relative to existing conditions and assuming a project life of 20 years.

Table 9: Cost-Benefit Calculations Associated with Cycling[1]

Mode Shift	300 additional bike trips per day = 109,500 additional bike trips per year relative to existing conditions
	(109,500 additional annual bike trips x 20 year project life) / $3.2 million total project cost = **0.684 cost-benefit related to increase share of cyclists**
Physical Activity	4,320 additional minutes of cycling per day = 1,563,840 additional minutes of cycling per year relative to existing conditions
	(1,563,840 additional minutes of cycling per year x 20 year project life) / $3.2 million total project cost = **9.774 cost-benefit related to increasing minutes of physical activity**
Emissions Reduction	180 miles per day of avoided car travel relative to existing conditions = 65,700 miles per year of avoided car travel
	(65,700 miles per year of avoided car travel x 20 years project life) / $3.2 million total project cost = **0.411 cost-benefit related to emission reductions**

Notes:
1) The cost-benefit assessments are underestimating benefits since additional walking trips are not included.

Q5. IMPROVED PUBLIC HEALTH *(0-10 points)*

5A. 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.

The communities of Southeastern San Diego and Barrio Logan have high risk factors for obesity, diabetes, high cholesterol, asthma and high blood pressure, according to local and state health officials. The California Health Interview Survey (CHIS) 2011-12 data for Southern San Diego County reports approximately 16% of this population between the ages of 18 and 55 surveyed to be overweight. However, surveys of teens (ages 13-18) revealed that over 59% were overweight in this community. Of those teens, over 38% ate fast food at least two times or more per week. In the same geographic region a 2009 CHIS survey indicated that 9.5% of the population surveyed had diabetes and an additional 9.3% were borderline candidates for diabetes.

According to the International Diabetes Foundation (IDF), national average of Americans with diabetes is only 6% of the population. In a CHIS 2005 survey for this community, results showed that almost 20% of adults had high cholesterol and over 30% had high blood pressure. Asthma rates are also high, with over 10% of children and adults in this community being asthmatic. According to the report "A Strategy for Combating Childhood Obesity and Physical Inactivity in British Columbia," with disturbing increases in diseases and ailments related to lack of exercise, active commuting is an effective way to combat the diseases that relate to inactivity. This community could greatly benefit from active transportation projects which promise to provide important recreational and utilitarian transportation opportunities that could help counteract these health risk factors.

Scientific studies show there are health benefits to increasing walking and cycling, including reduction in cardiovascular risks, breast cancer, diabetes, obesity rates, as well as improved mental health and life expectancy. Studies also show there is a reduction in health care costs as a result of the implementation of active transportation projects. **Table 10** lists citations in Section VI.

Table 10: Summary of Public and Private Outreach and Coordination in Support of Chollas Creek-to-Bayshore Bikeway Multi-Use Path Project

Health Issue	Health Benefits of Cycling and Walking and Citations
Cardiovascular Risk	Active commuting incorporating cycling and walking is associated with an overall 11% reduction in cardiovascular risk. (Hamer, M., and Y. Chida, 2007)
Cardiovascular Risk & Diabetes	A San Francisco Bay Area study found that increasing cycling and walking from 4 to 24 minutes a day on average would reduce cardiovascular disease and diabetes by 14% and decrease GHGE by 14%. (Maizlish, N. et al 2012)
Breast Cancer	Women who walk or cycle 30 minutes a day have a lower risk of breast cancer. (Luoto, R., et al., 2000)
Obesity	A study of nearly 2,400 adults found that those who cycled to work were fitter, leaner, less likely to be obese, and had better triglyceride levels, blood pressure, and insulin levels than those who didn't active commute to work. (Gordon-Larsen, P., et al., 2009)
Obesity	Countries with the highest levels of cycling and walking generally have the lowest obesity rates. (Bassett, Jr., et al., 2008)
Obesity in Children	Cycling to school is associated with lower rates of being overweight or obese for adolescents. (Ostergaard, A.G. et al, 2012)
Life Expectancy	An adult cyclist typically has a level of fitness equivalent to someone 10 years younger and a life expectancy two years above the average. (Paffenbarger, R., et al., 1986., and Department for Transport, 2007 - in "Safety in numbers in England," CTC)
Life Expectancy & Health	Cyclists on average live two years longer than non-cyclists and take 15% fewer days off work through

Health Issue	Health Benefits of Cycling and Walking and Citations
	illness. (CTC - *Safety in numbers: Halving the risks of cycling)*
Mental Health	Commuting by active modes, in particular by bicycling, walking and transit correlates with higher levels of "commute well-being" in Portland, Oregon. (Smith, O. 2013)
Health Savings Costs	A report estimated that Portland, Oregon's regional trail network saves the city approximately $115 million per year in healthcare costs. (Beil, K., 2011)
Health Savings Costs	Each kilometer cycled in Denmark produces an estimated benefit of 22 cents for all of society. Each kilometer driven, meanwhile, costs society about 20 cents. The positive health benefits of all cycling in Copenhagen are worth an estimated $306 million per year. (Copenhagen City of Cyclists: Bicycle Account 2012)
Health Savings Costs	Investment in bicycle infrastructure in Portland, Oregon will result in a health care savings costs of between $388 and $594 million by 2040 from an investment of $138 to $608 million in active transportation projects. (Gotshi, T., 2011)

Q6. BENEFIT TO DISADVANTAGED COMMUNITIES *(0-10 points)*

6A. I. Is the project located in a disadvantaged community? Y

II. Does the project significantly benefit a disadvantaged community? Y

a. Which criteria does the project meet? (Answer all that apply)
- Median household income for the community benefited by the project: $27,500.
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: 50.51
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 60.7 %

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines?

Community meets the disadvantage criteria.

6B. 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 How the School Students and Community will Benefit.

All of the funding for this important multi-use path will benefit this disadvantaged community. The alignment falls 100% within the Southeastern and Barrio Logan communities, which are low income/high minority communities. These neighborhoods are at high risk for health related illness due in part to lack of access to recreational opportunities, and are limited by lack of safe access to non-motorized travel and recreation. The funding of this important multi-use path connector from west of the I-15/5 to east of the I-15/5 will eliminate a major barrier. A greater percentage of these community

members, including more children, will have improved access to one of the region's greatest recreational assets, the 26-mile Bayshore Bikeway. The project will foster bicycle education and outreach to the ten schools within one mile of the project area, as well as outreach to families featuring the health benefits of active transportation. The 2014 pedestrian and bicycle surveys showed that a majority of cyclists and pedestrians are minorities (Hispanic, Black, Asian) with household incomes less than $45,000/year. Over 20% of those on bikes and on foot are traveling to access public transportation. The CHIS health surveys show that this community is also at high risk of health related illnesses due to lack of physical inactivity. The project construction will provide improved opportunities for physical exercise, safe travel, and will eliminate a major barrier between east-west non-motorized travel through the I-15/5 interchange for those living in Southeastern San Diego and Barrio Logan.

Q7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS *(0 to -5 points)*

7A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y **Name, e-mail, and phone # of the person contacted and the date the information was submitted.** Virginia Clark. Virginia.Clark@ccc.ca.gov; Skirsch@ccc.ca.gov Steve Kirsch; (619) 409-4382. Submitted 5-9-2014.

7B. 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. Y **Name, e-mail, and phone # of the person contacted and the date the information was submitted.** Cynthia Vitale. calocalcorps@gmail.com. (916) 558-1516. Submitted 5-9-2014.

7C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y

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

CCC does not provide engineering plans and Specifications, ROW acquisition.

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

CALCC does not provide engineering plans and Specifications, ROW acquisition.

Q8. APPLICANT'S PERFORMANCE ON PAST GRANTS *(0 to -10 points)*

8A. 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.

The City of San Diego has not had an ATP type grant failure in the past 5 years.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/8/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**	
11						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SD	Chollas Creek	N/A	N/A	City of San Diego	
				MPO	**Element**
				SANDAG	Capital Outlay

Project Manager/Contact	Phone	E-mail Address
Lara Gates	619-236-6006	lgates@sandiego.gov

Project Title

Chollas Creek-to-Bayshore Bikeway Multi-Use Path Final Design

Location, Project Limits, Description, Scope of Work ☐ See page 2

Final design and construction plans for 0.75 mile segment of multi-use path connecting from Southeastern San Diego along the Chollas Creek to the Bayshore Bikeway in Barrio Logan. Project also includes non-infrastructure outreach and educational components.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	City of San Diego
PS&E	City of San Diego
Right of Way	City of San Diego
Construction	City of San Diego

Purpose and Need ☐ See page 2

Project will serve low income/high minority communities with long history of disporportionate environmental impacts from high-emission transportation facilities, in particular I-5 and I-15. Project connects across two interstate freeways where non-motorized travel was previously not possible. Project connects Southeastern San Diego residents to San Diego Bay, Bayshore Bikeway, the trolley system and employment opportunities along the waterfront and in Downtown San Diego. Project provides opportunity for physical activity and access to open space in communities that are park deficient.

Project Benefits ☐ See page 2

Project will increase rates of cycling and walking; increase physical activity in communities with history of chronic health disparities; reduce emissions from automobile travel; and improve safety by providing active travel facility protected from automobile travel.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			**12/31/13**
Begin Environmental (PA&ED) Phase			01/01/14
Circulate Draft Environmental Document	**Document Type**	ND/FONSI	07/31/14
Draft Project Report			07/31/14
End Environmental Phase (PA&ED Milestone)			12/31/14
Begin Design (PS&E) Phase			07/01/15
End Design Phase (Ready to List for Advertisement Milestone)			06/30/16
Begin Right of Way Phase			09/01/15
End Right of Way Phase (Right of Way Certification Milestone)			06/30/16
Begin Construction Phase (Contract Award Milestone)			10/01/16
End Construction Phase (Construction Contract Acceptance Milestone)			03/31/17
Begin Closeout Phase			04/01/17
End Closeout Phase (Closeout Report)			05/31/17

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.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/8/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	SD	Chollas Ck				
Project Title:	Chollas Creek-to-Bayshore Bikeway Multi-Use Path					

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			695					695	
R/W SUP (CT)			20					20	
CON SUP (CT)									
R/W									
CON			20					20	
TOTAL			735					735	

Fund No. 1:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E			695					695	
R/W SUP (CT)			20					20	
CON SUP (CT)									
R/W									
CON			20					20	
TOTAL			735					735	

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

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

Project name:	Chollas Creek-to-Bayshore Bikeway Multi-Use Path Final Design

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)	$ 695
Right-of-Way Phase	$ 20
Construction Phase-Infrastructure	$
Construction Phase-Non-infrastructure	$
Total for ALL Phases	**$** 715

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
Community Outreach and Educational Events	$ 20
	$
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 735
Project is Fully Funded	Yes

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

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P		
PS&E	07/01/2015	10/01/2016
Right-of-Way	09/01/2015	01/01/2017
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: Chollas Creek-to-Bayshore Bikeway Multi-Use Path Final Design

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables
06/30/2015	06/30/2016	Community Outreach - 2 workshops
07/15/2015	08/15/2015	Ciclovias Event
09/15/2015	10/15/2015	School-Based Event
05/15/2016	06/15/2016	Intercept Surveying

Project name:

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: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

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: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

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

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

Person to contact for questions:

Name: Phone: _____
Title: e-mail: _____

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: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

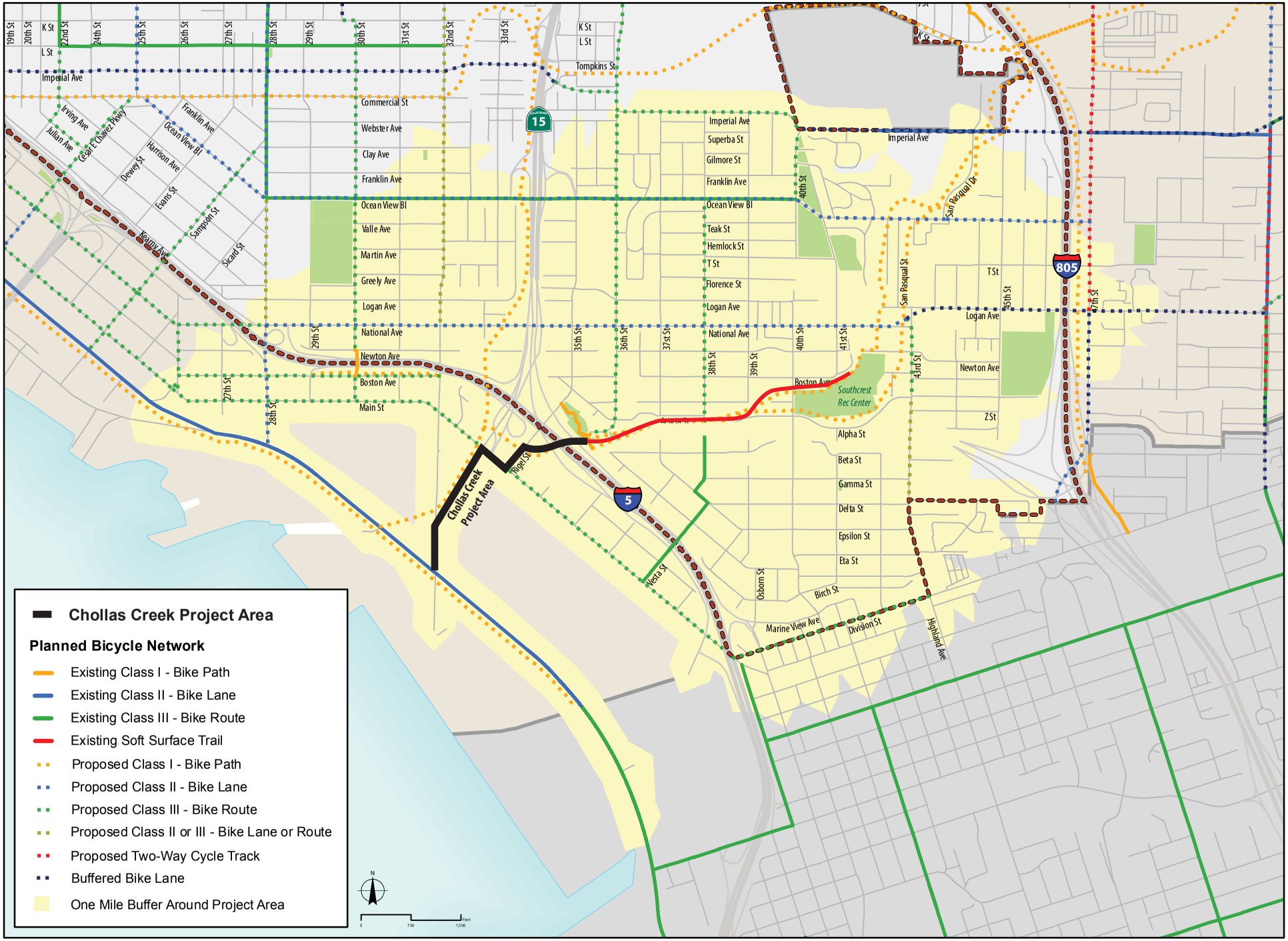
*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name:

IX. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

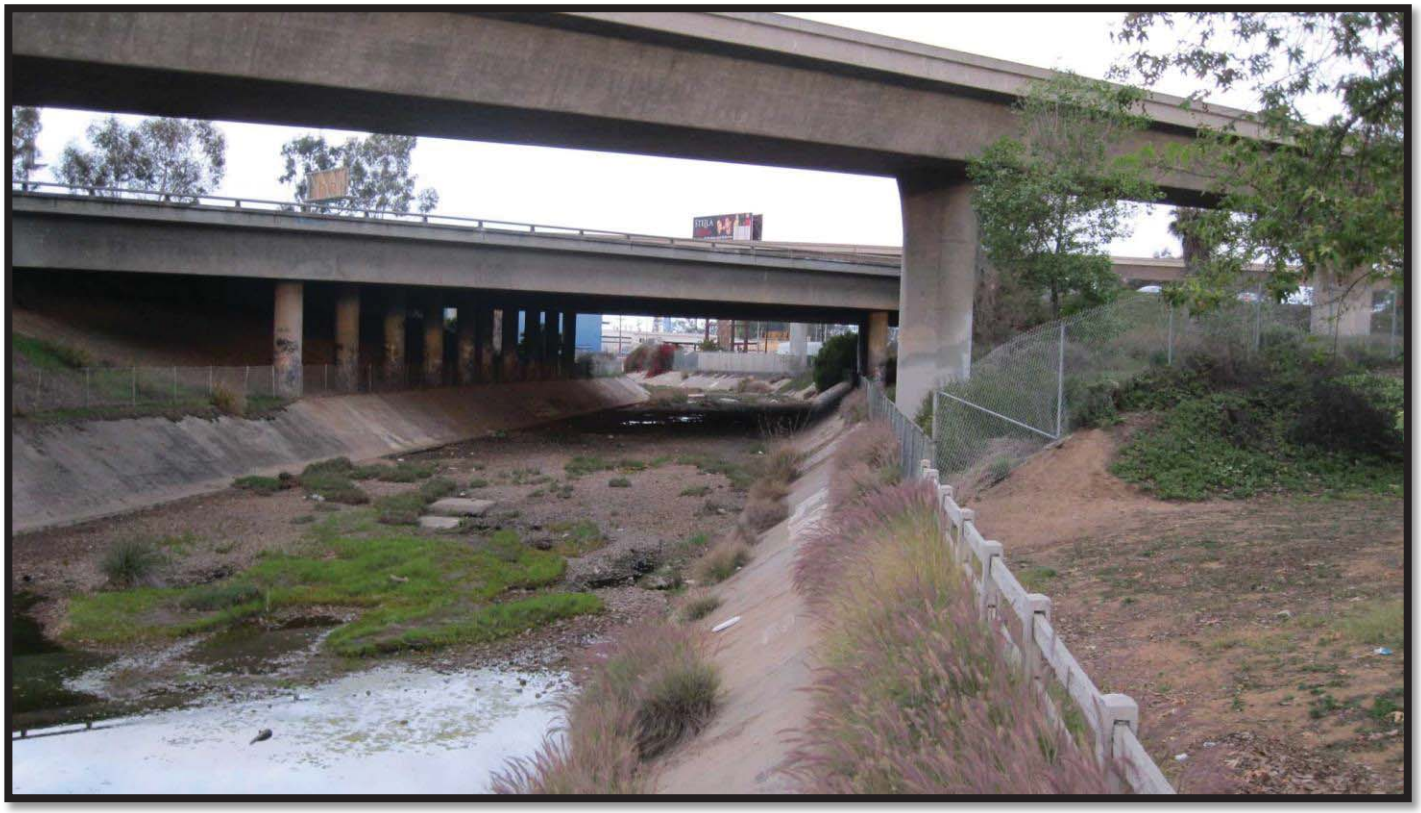
- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☒ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum 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)



Existing and Proposed Bicycle Facilities in the Vicinity of Chollas Creek

Source: SANDAG (2012); City of San Diego BMP (Adopted 2014); Southeastern and Encanto Community Plan Update (2014)

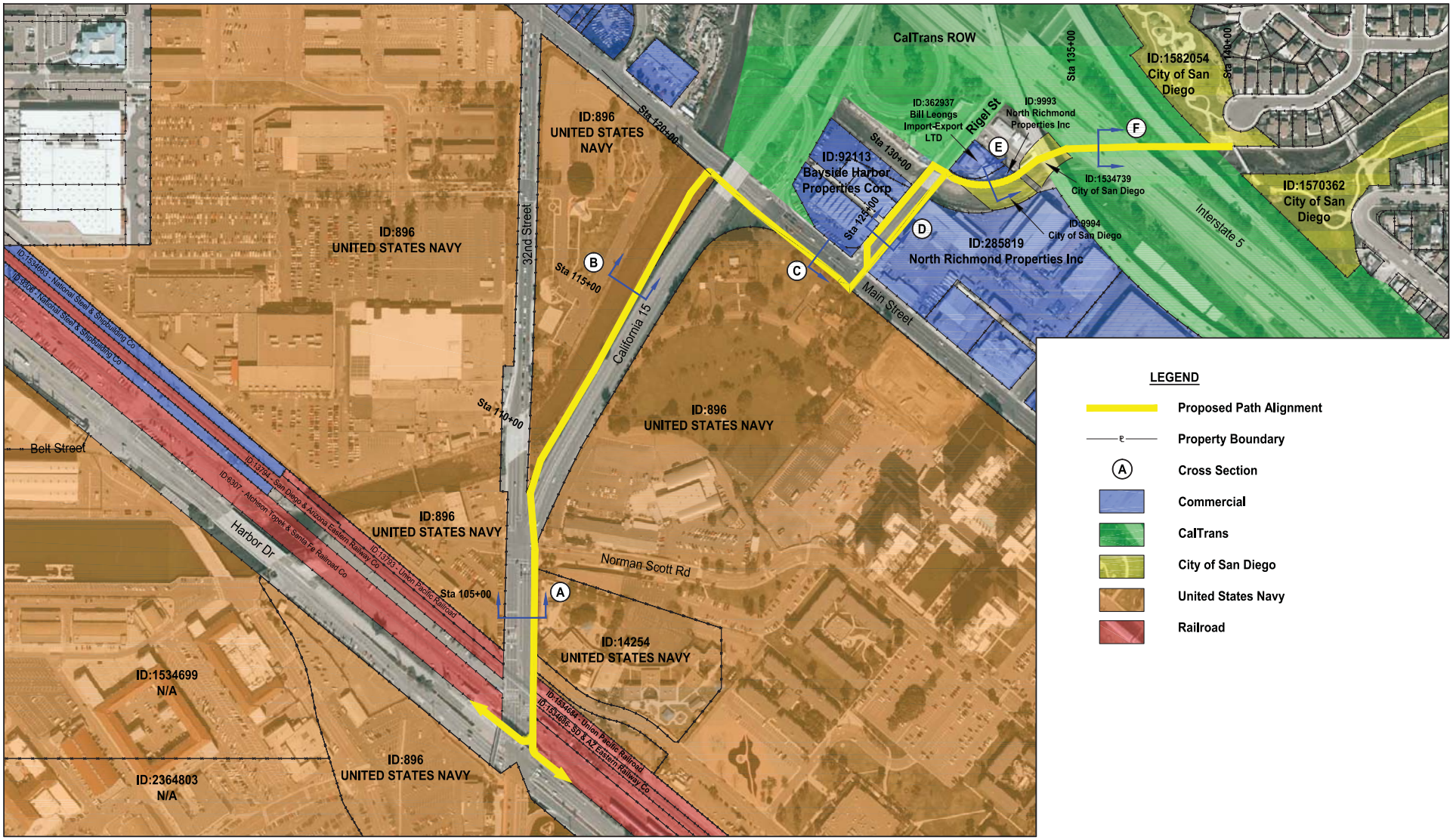
Site Photos



Looking west from western terminus of existing Chollas Creek path. Proposed bike path connector will run under I-15/5 overpass on the north side (right side), as seen in this photo.

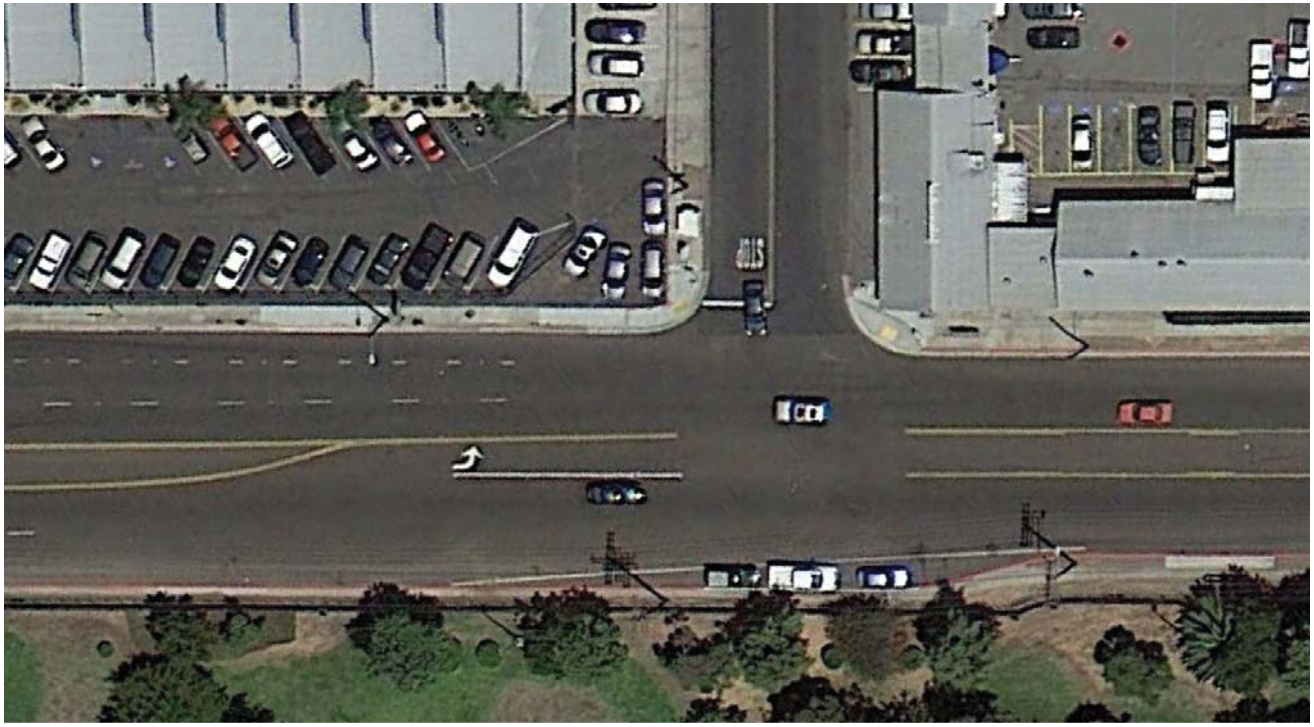
Multi-use path would be on inside curve of Chollas Creek, and will not interfere with flood capacity.

CHOLLAS CREEK PATH ALIGNMENT

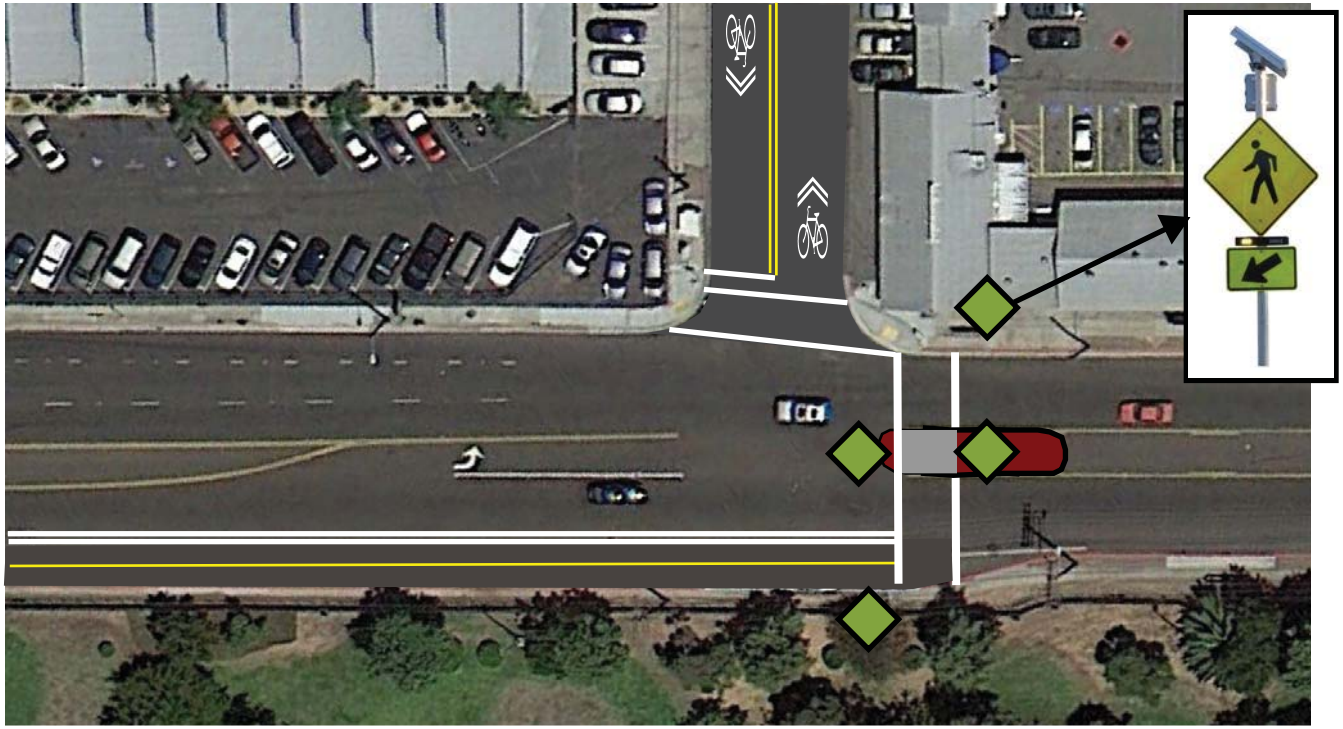


RIGEL STREET - EXISTING

RIGEL STREET WITH CLASS III BIKE LANES



RIGEL AT MAIN STREET - EXISTING



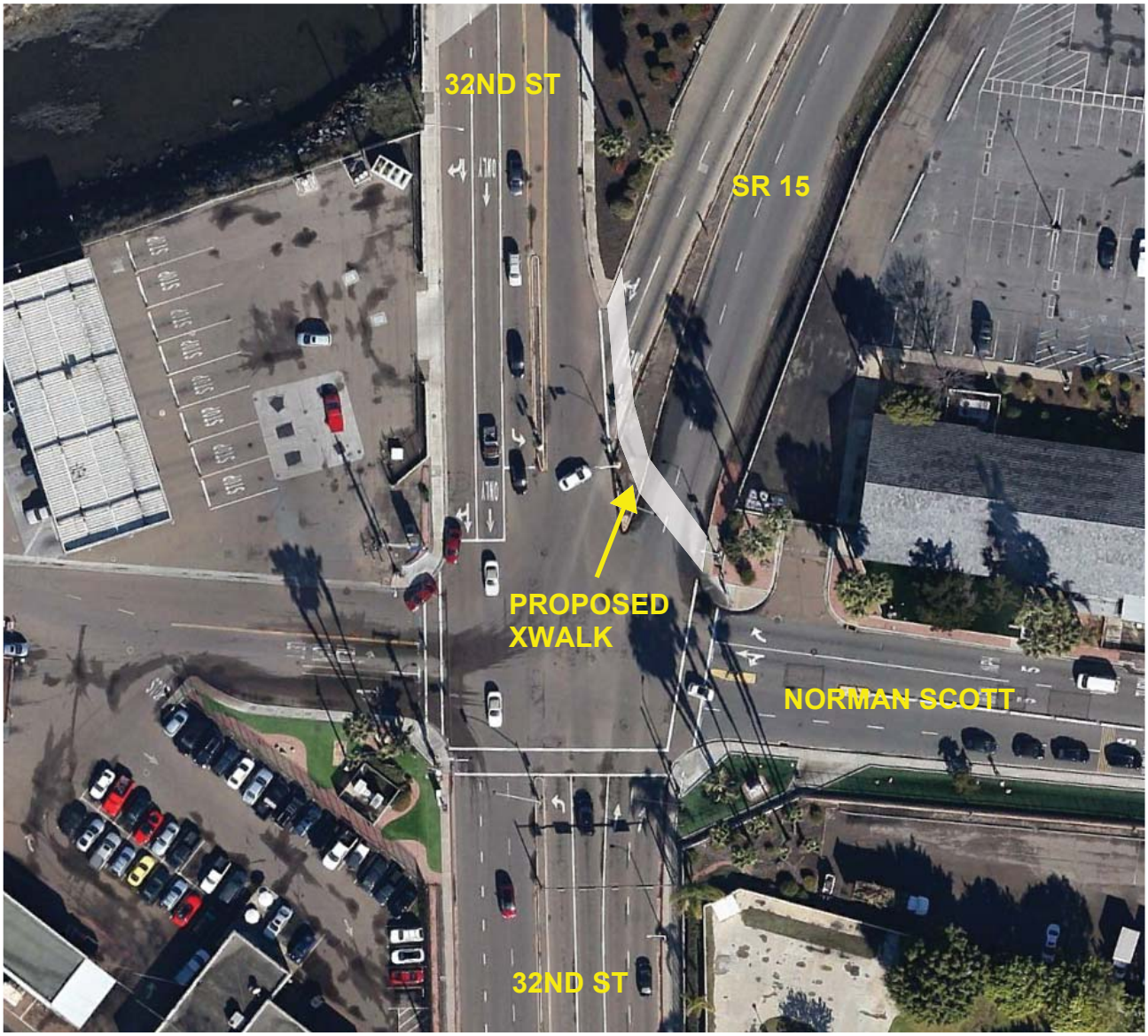
RIGEL AT MAIN STREET - PROPOSED CROSSING WITH REFUGE ISLAND AND RRFB

MAIN STREET LOOKING WEST - EXISTING

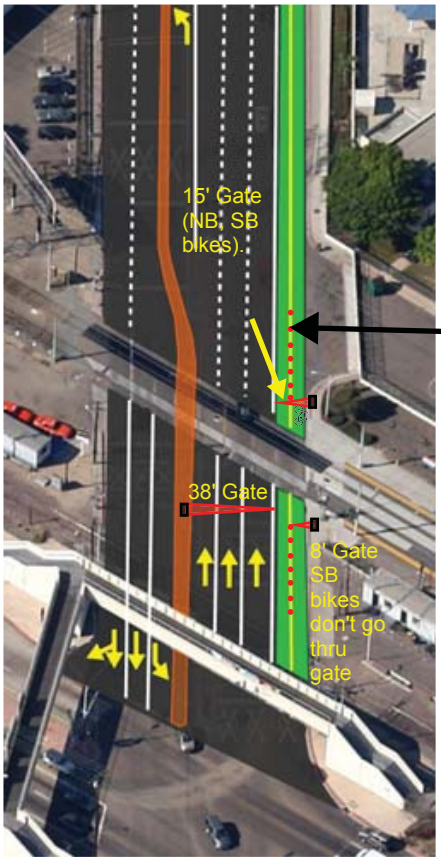
MAIN STREET LOOKING WEST WITH CYCLE TRACK

CHOLLAS CREEK LOOKING SOUTH FROM MAIN STREET - EXISTING

CHOLLAS CREEK LOOKING SOUTH FROM MAIN STREET - WITH MULTI-USE PATH


32ND ST
SR 15
PROPOSED
XWALK
NORMAN SCOTT
32ND ST

New Right Turn Island
32nd St at CA15/Norman Scott Rd



Flexible
vertical
delineators

All gates are 15ft from center of nearest track to nearest point on gate.
the gate on the north side of the road allows approximately 22 ft in the northbound direction between center of track and gate. A typical bike is 6 ft in length (a tandem bike is 8 ft), so if a northbound bicycle crosses the tracks they have sufficient room to stop beyond the tracks

CHOLLAS CREEK BIKE TRAIL

200 0 100 200 300 400

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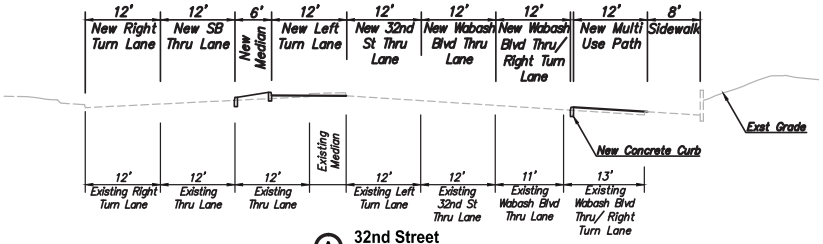
Concept Plans for the
Chollas Creek Corridor Bike Trail

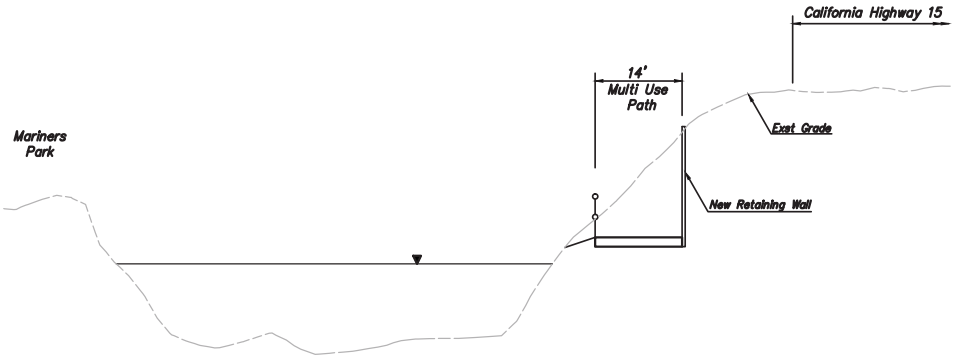
SHEET TITLE: CHOLLAS CREEK ALIGNMENT

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS – ENGINEERING AND CAPITOL PROJECTS

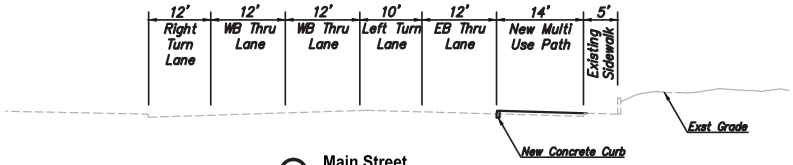
WBS



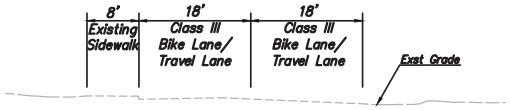
A 32nd Street
Sta 100+00 to 108+00



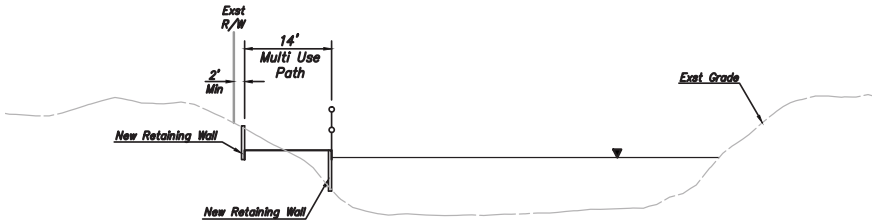
B Chollas Creek
Sta 110+00 to 120+00



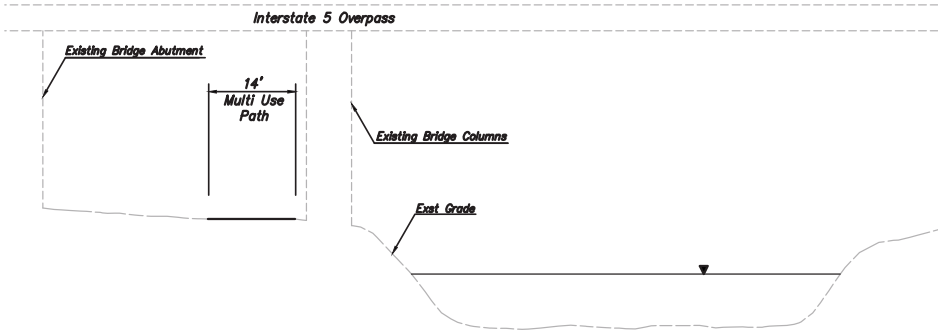
C Main Street
Sta 120+00 to 125+00



D Rigel Street
Sta 125+00 to 130+00



E Rigel St to I-5 Underpass
Sta 130+00 to 135+00



F Interstate 5 Overpass
Sta 135+00 to 139+00

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Concept Plans for the
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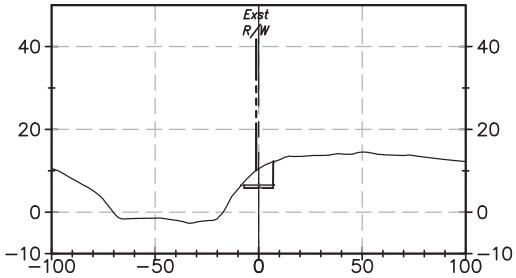
SHEET TITLE:
TYPICAL SECTIONS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS – ENGINEERING AND CAPITOL PROJECTS

WBS

112+00.00



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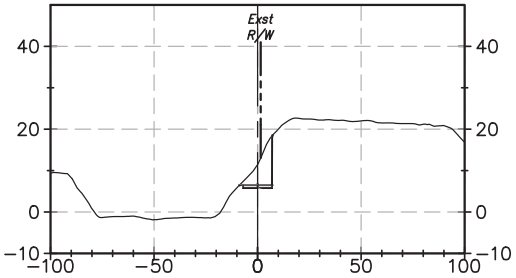

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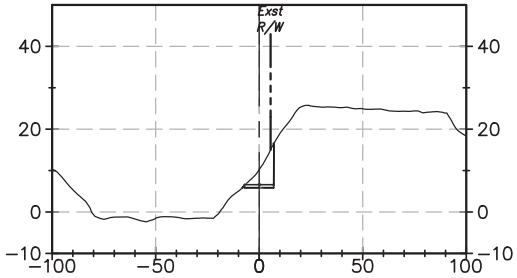

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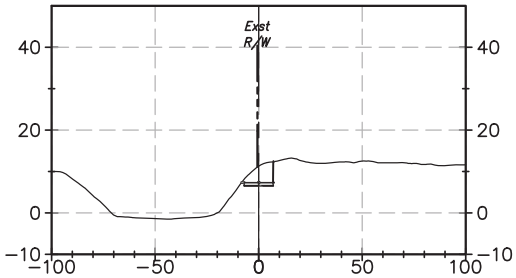

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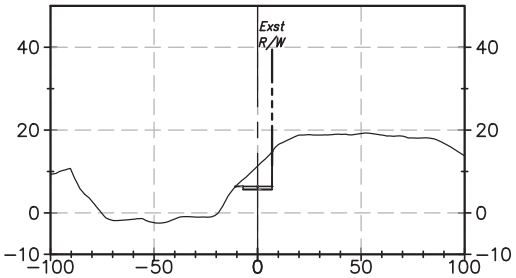

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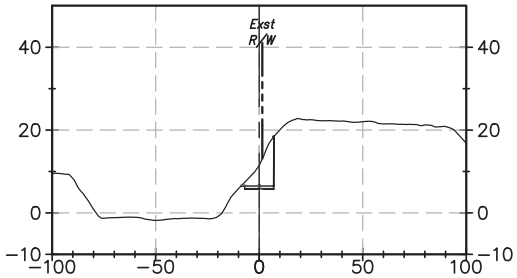

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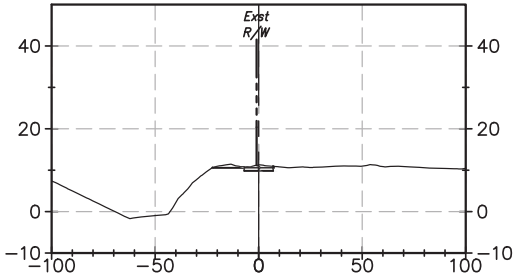

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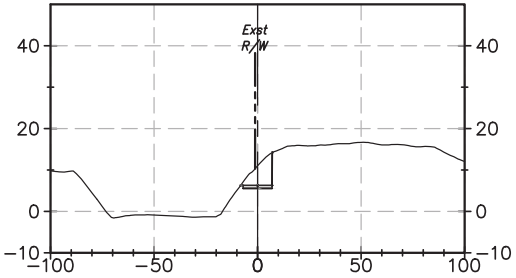

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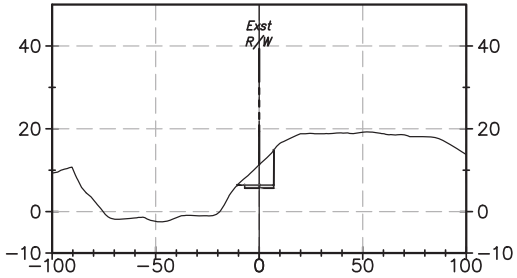

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Concept Plans for the
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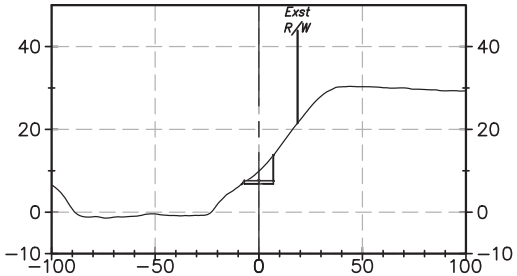
SHEET TITLE:
CROSS SECTIONS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS – ENGINEERING AND CAPITOL PROJECTS

WBS

118+00.00



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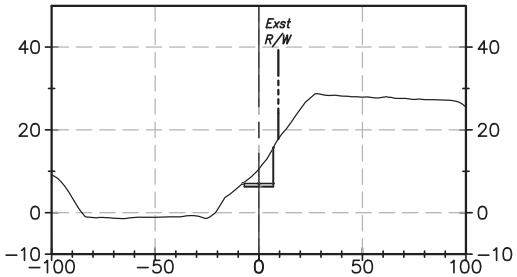

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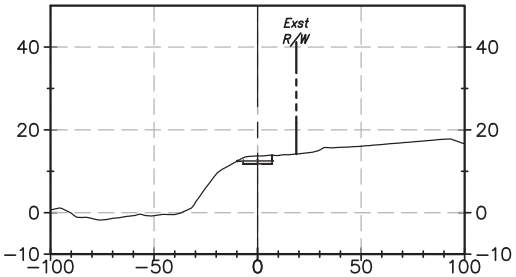

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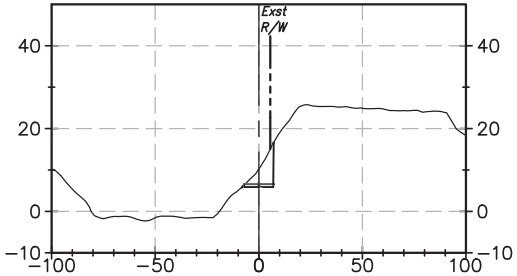

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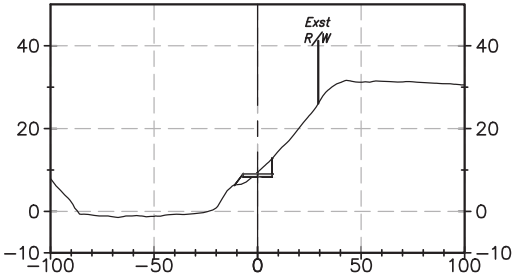

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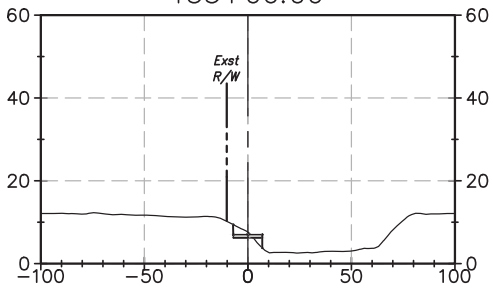
SHEET TITLE:
CROSS SECTIONS

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS – ENGINEERING AND CAPITOL PROJECTS

WBS

133+00.00



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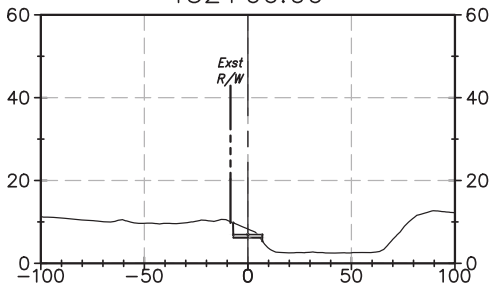

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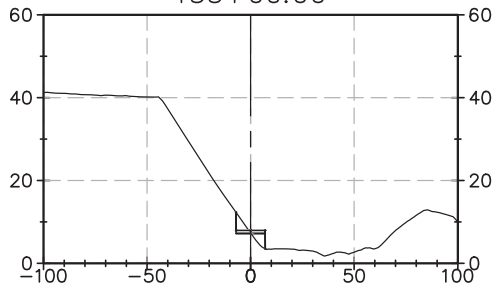

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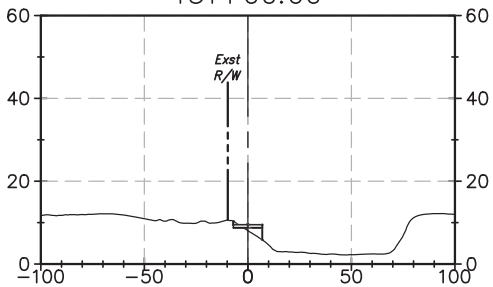

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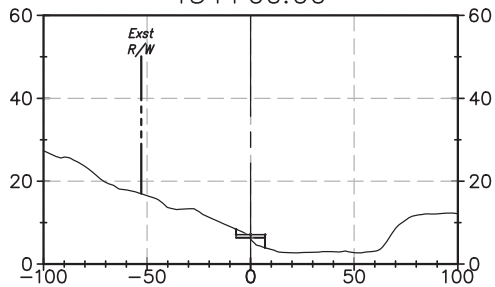

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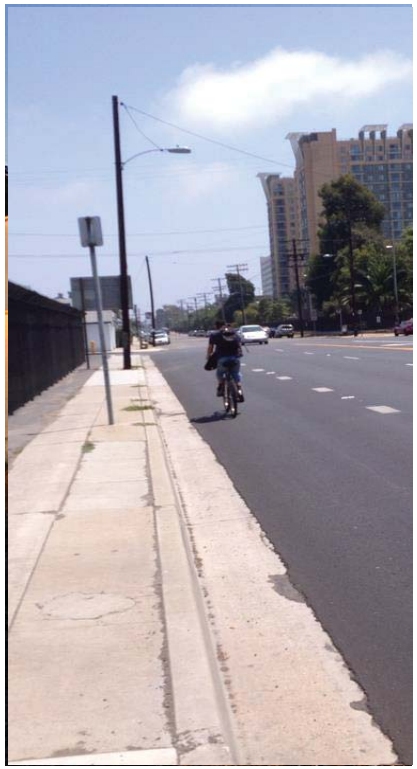
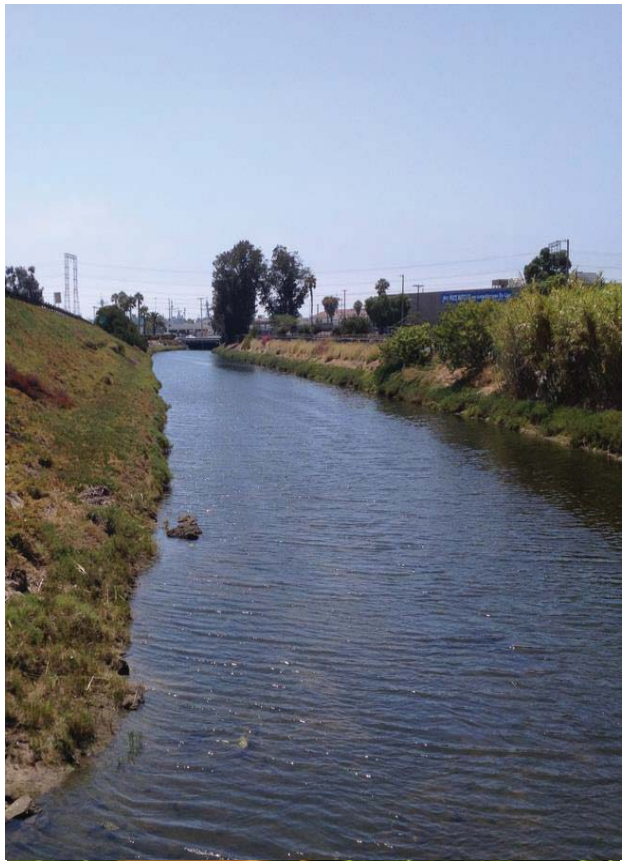




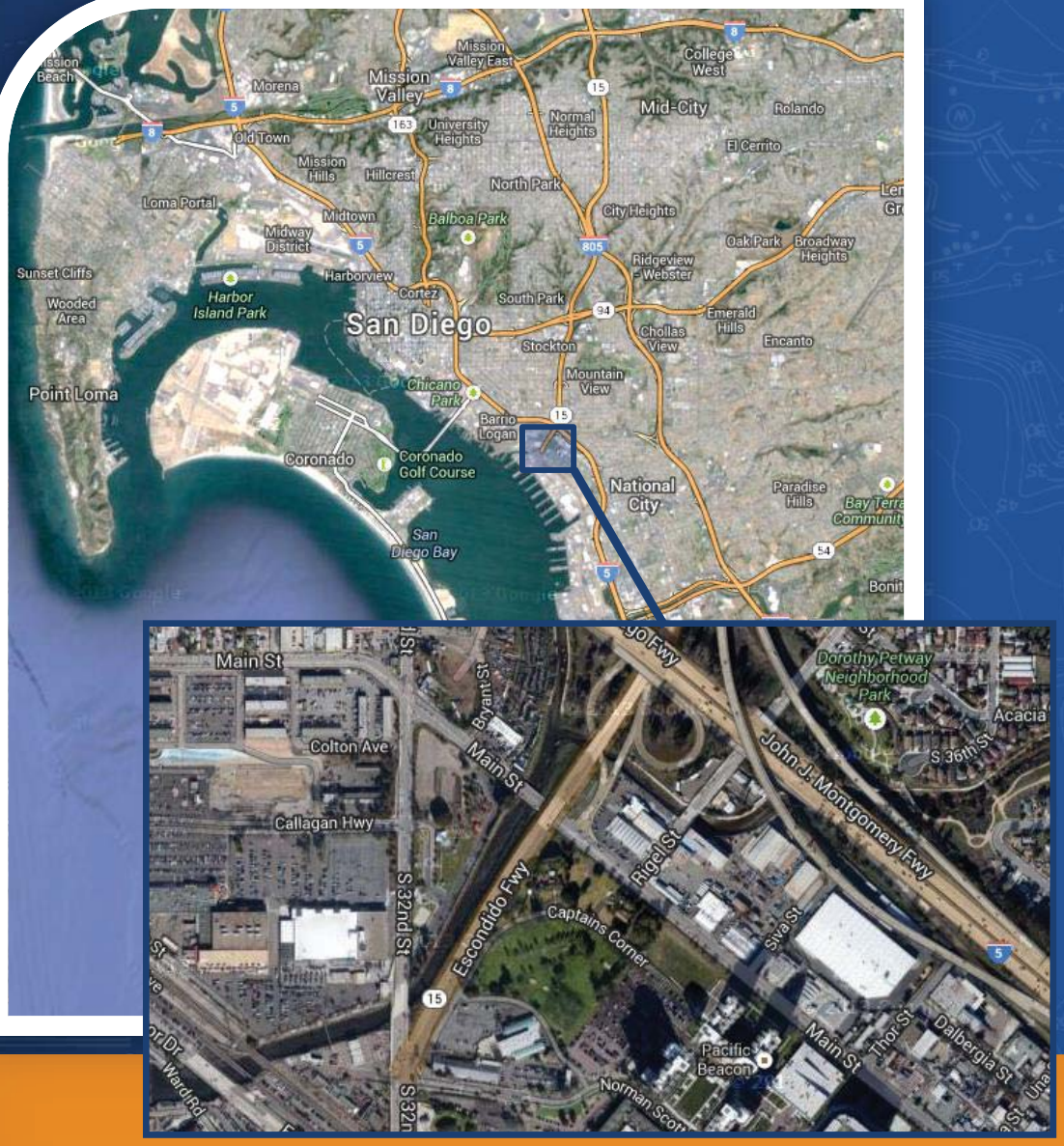
Preliminary Traffic & Environmental Studies
Bike Trail Along the Chollas Creek Corridor

SANDAG

Groundwork SAN DIEGO Chollas Creek

PSOMAS

PROJECT LOCATION AND GOALS



GOALS

- Develop an attractive, regional bike/ pedestrian corridor
  - Connect to Bayshore bikeway, trolley station
  - Part of larger “Chollas Trail”
  - Maximize length along creek
- Community development / beautification
- Creek restoration

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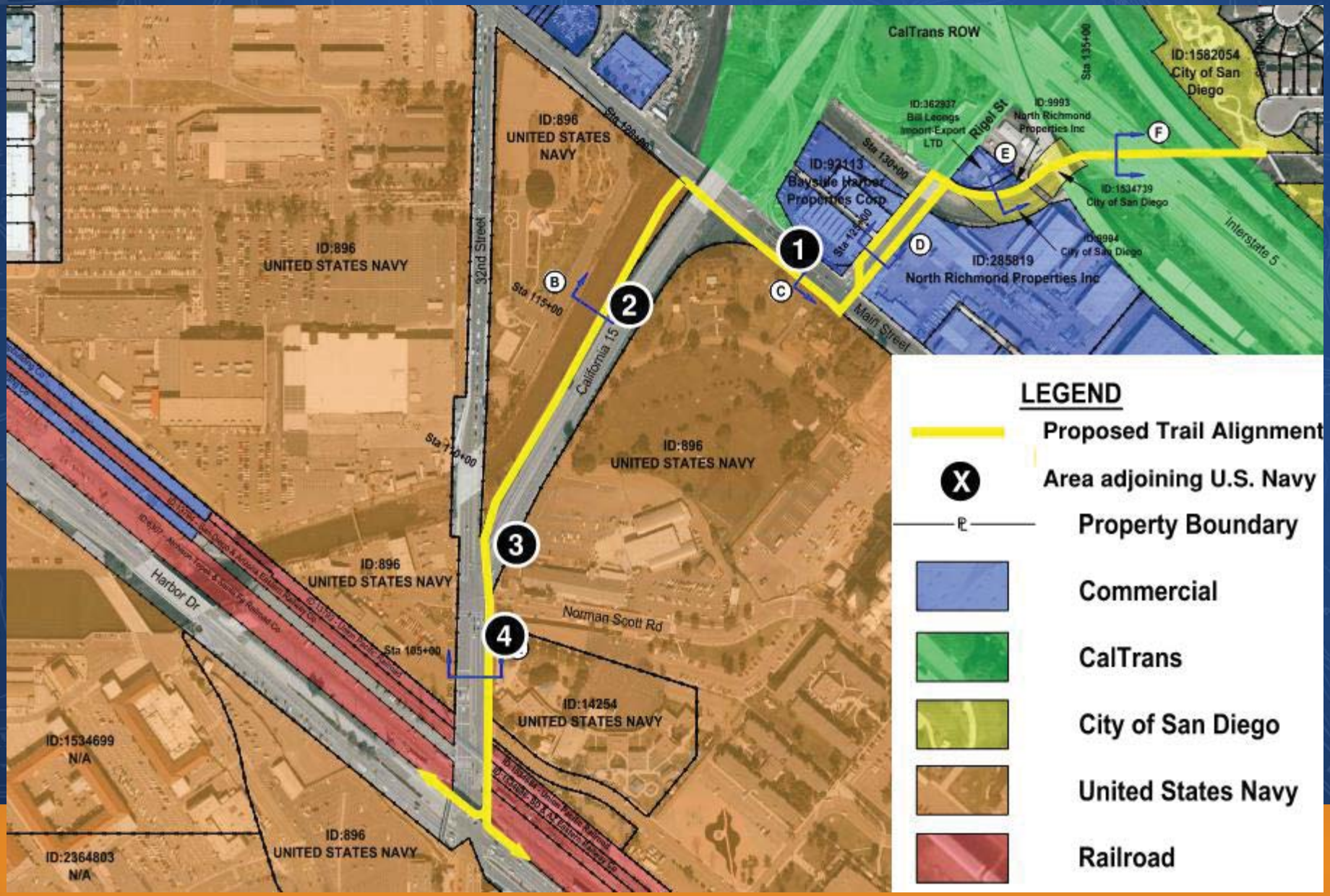
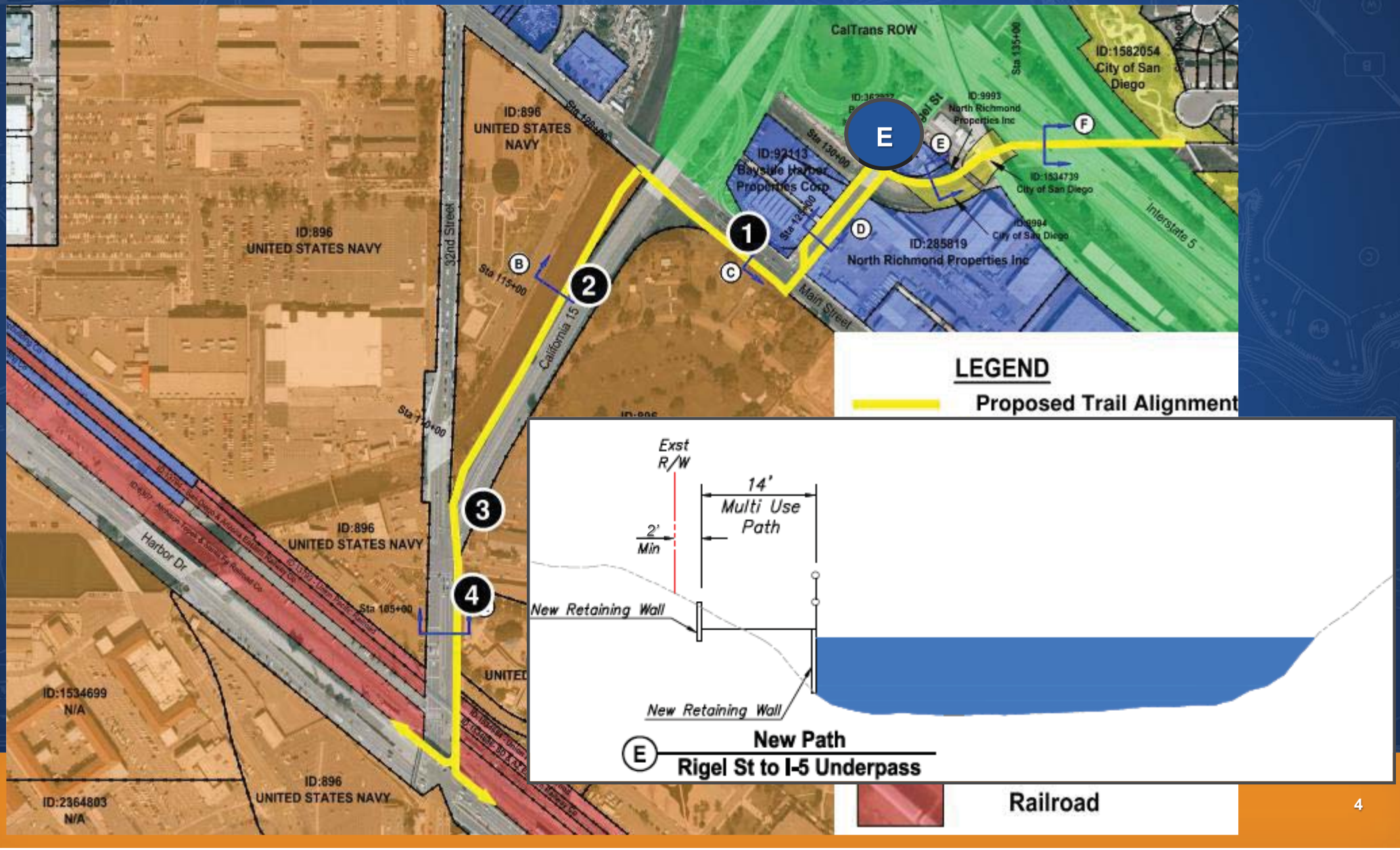
PROPERTY OWNERSHIP AND PREFERRED ALIGNMENT



PSOMAS

PREFERRED ALIGNMENT



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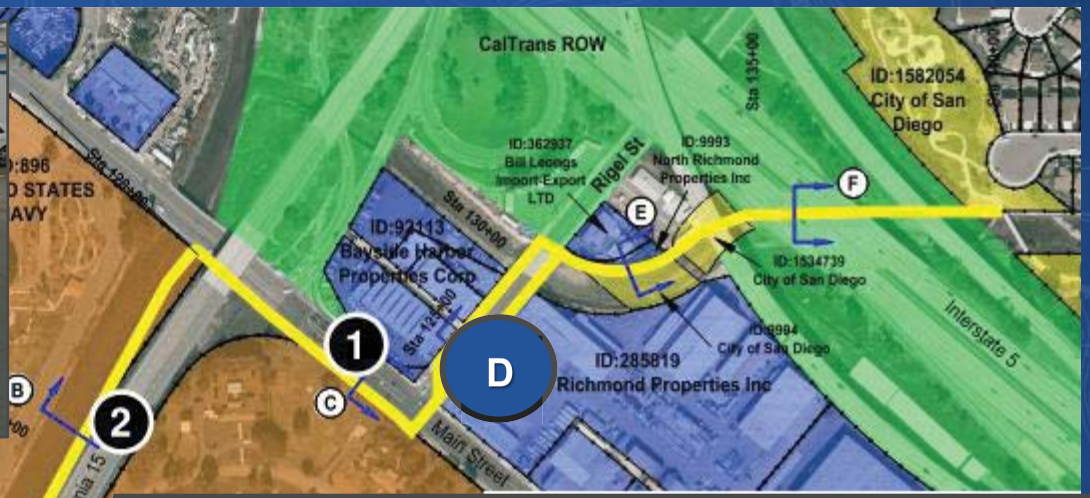
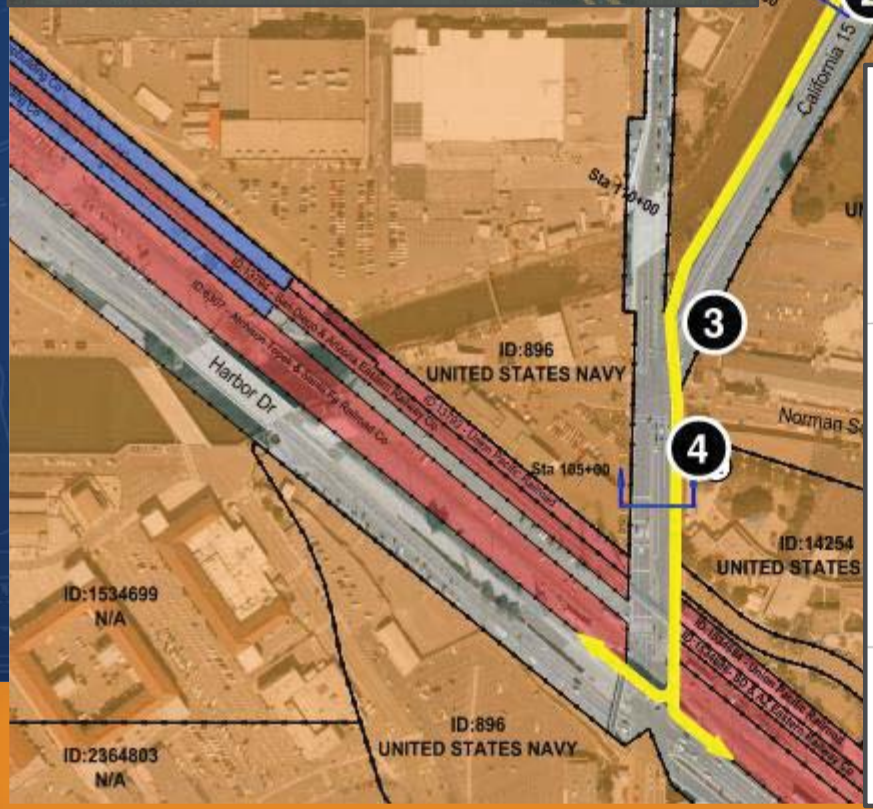
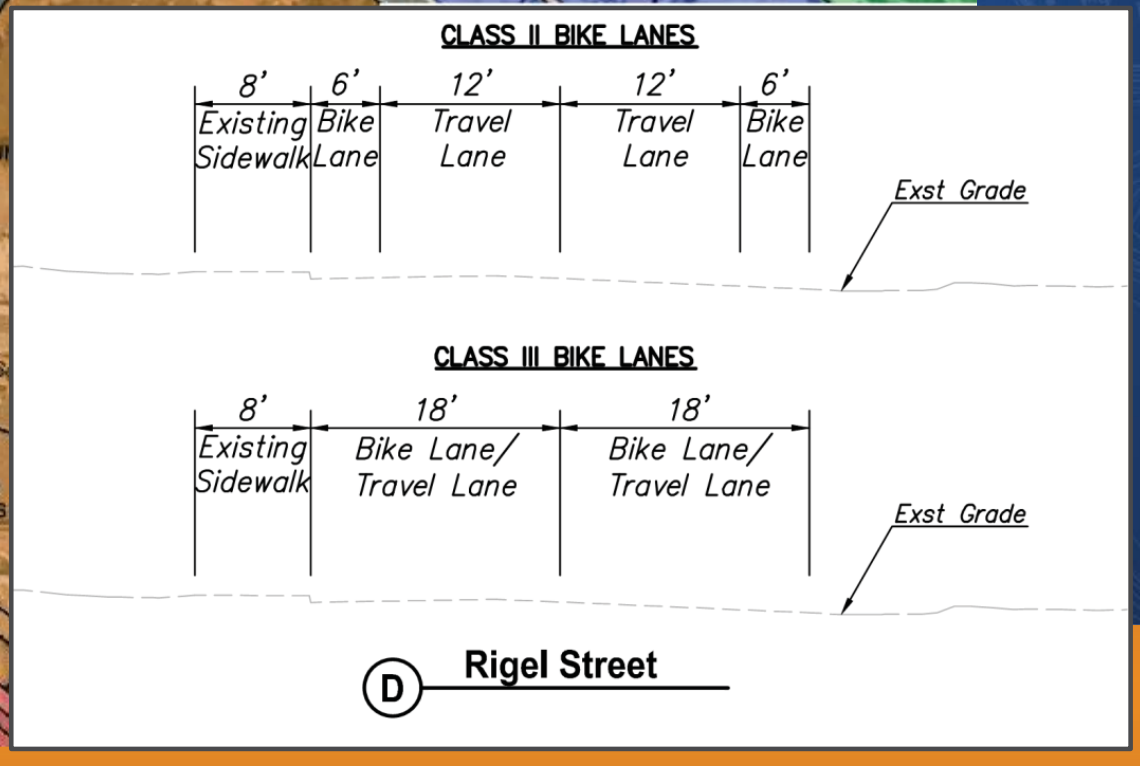


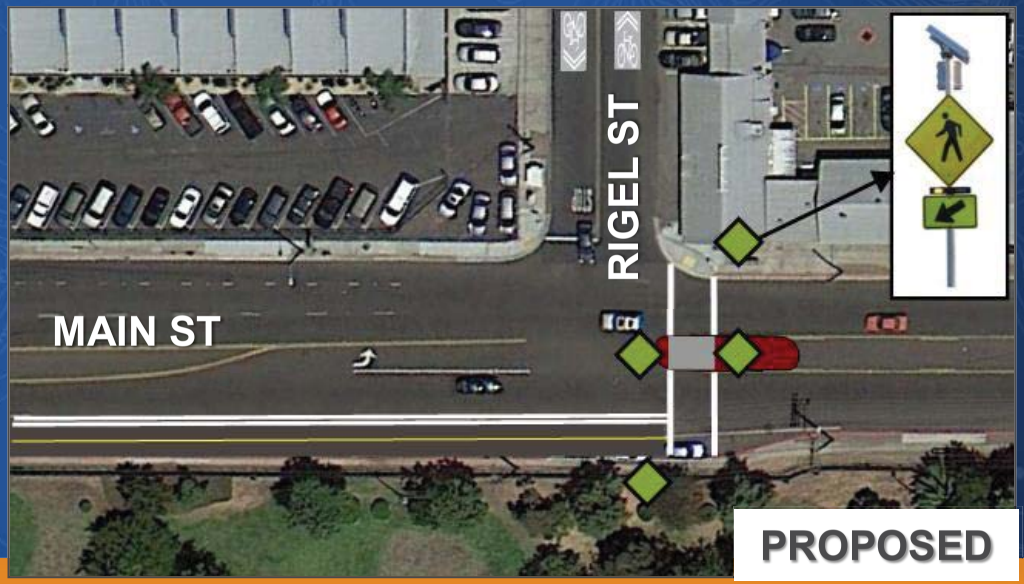




PREFERRED ALIGNMENT
MAIN STREET CROSSING

Add crossing on E side of Rigel St

- Median island to shorten crossing
- RRFB for enhanced safety
- Road diet on EB Main St (Wabash to Rigel) to add multi-use path



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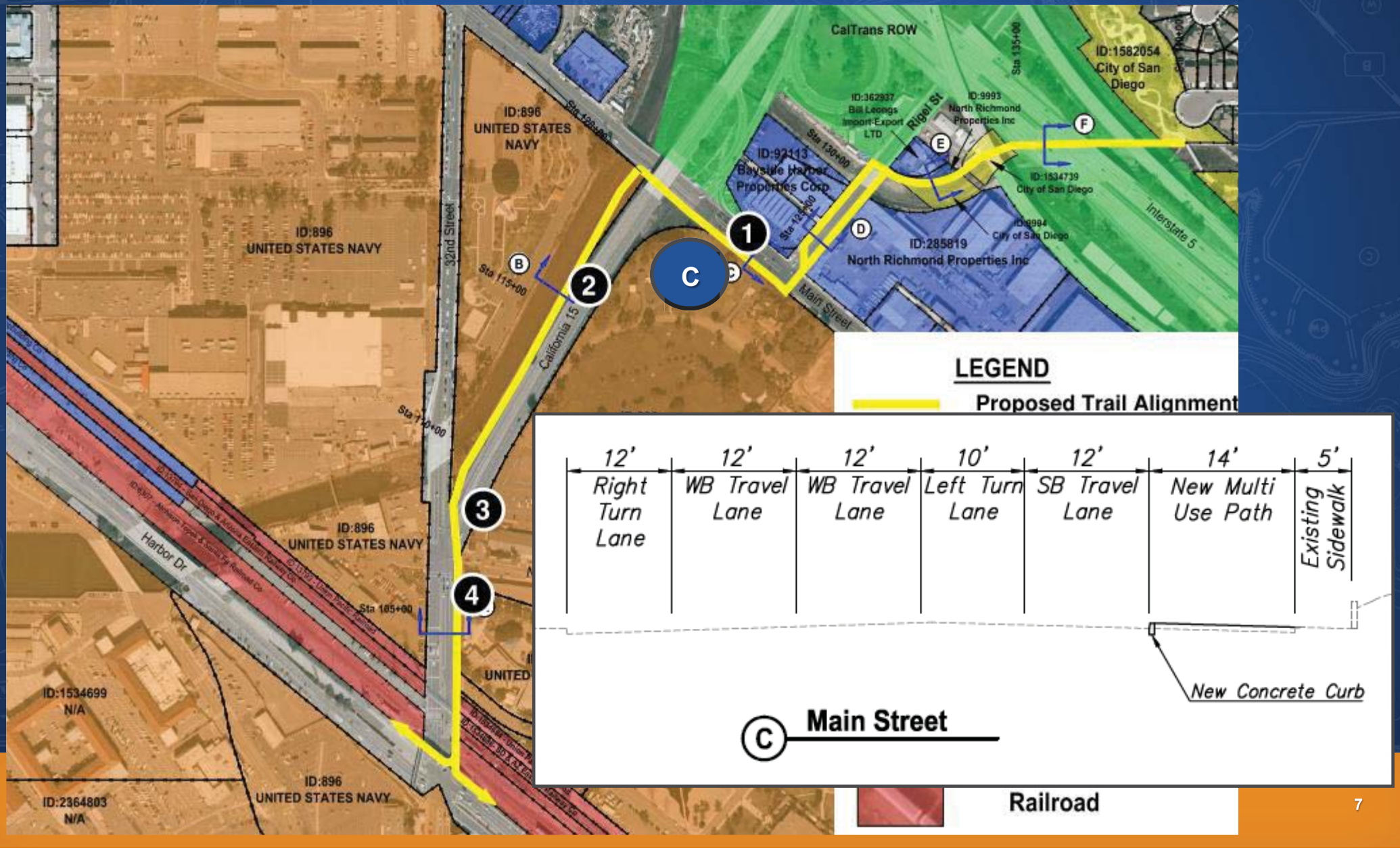

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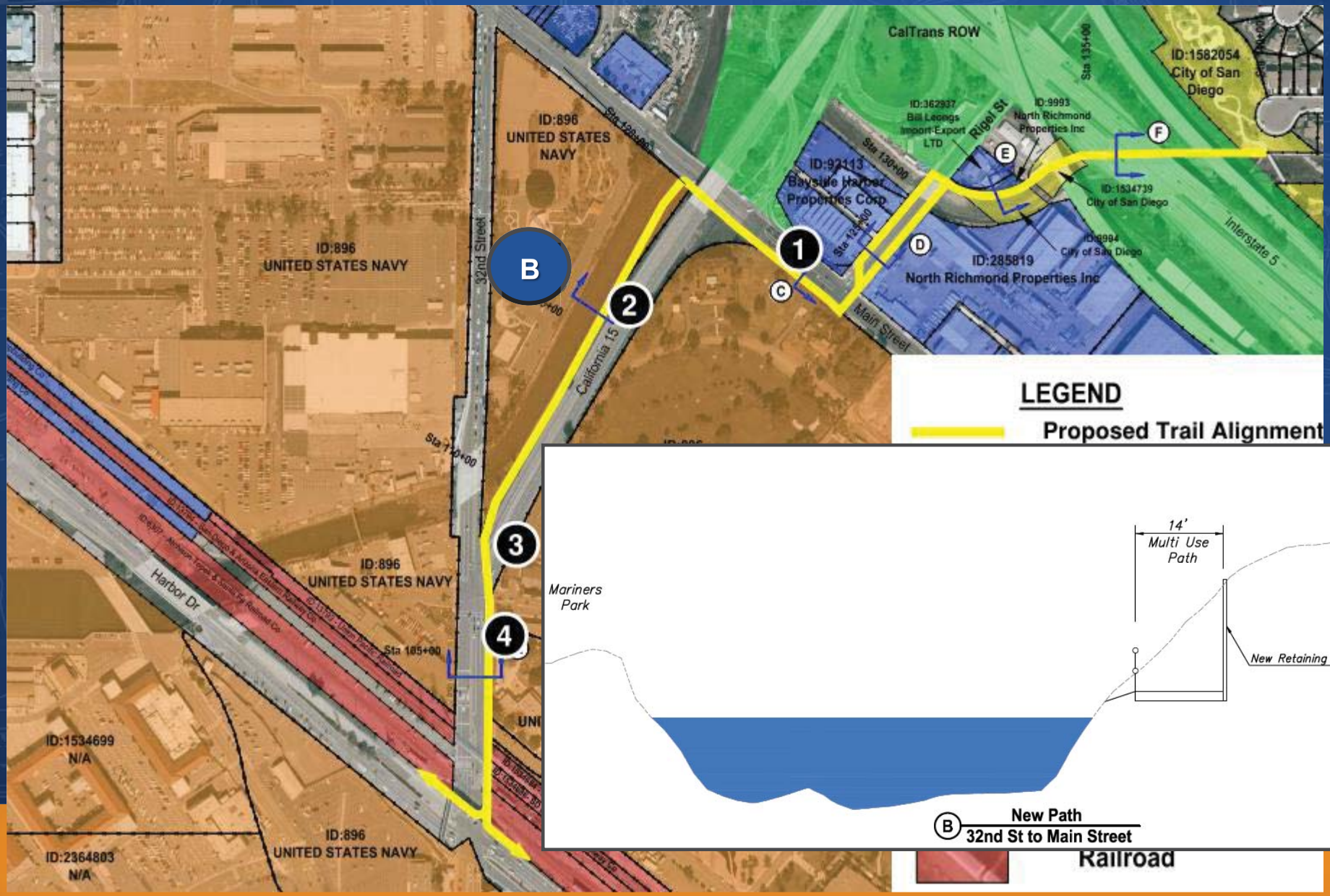

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PREFERRED ALIGNMENT VISUALIZATION SOUTH OF MAIN ST

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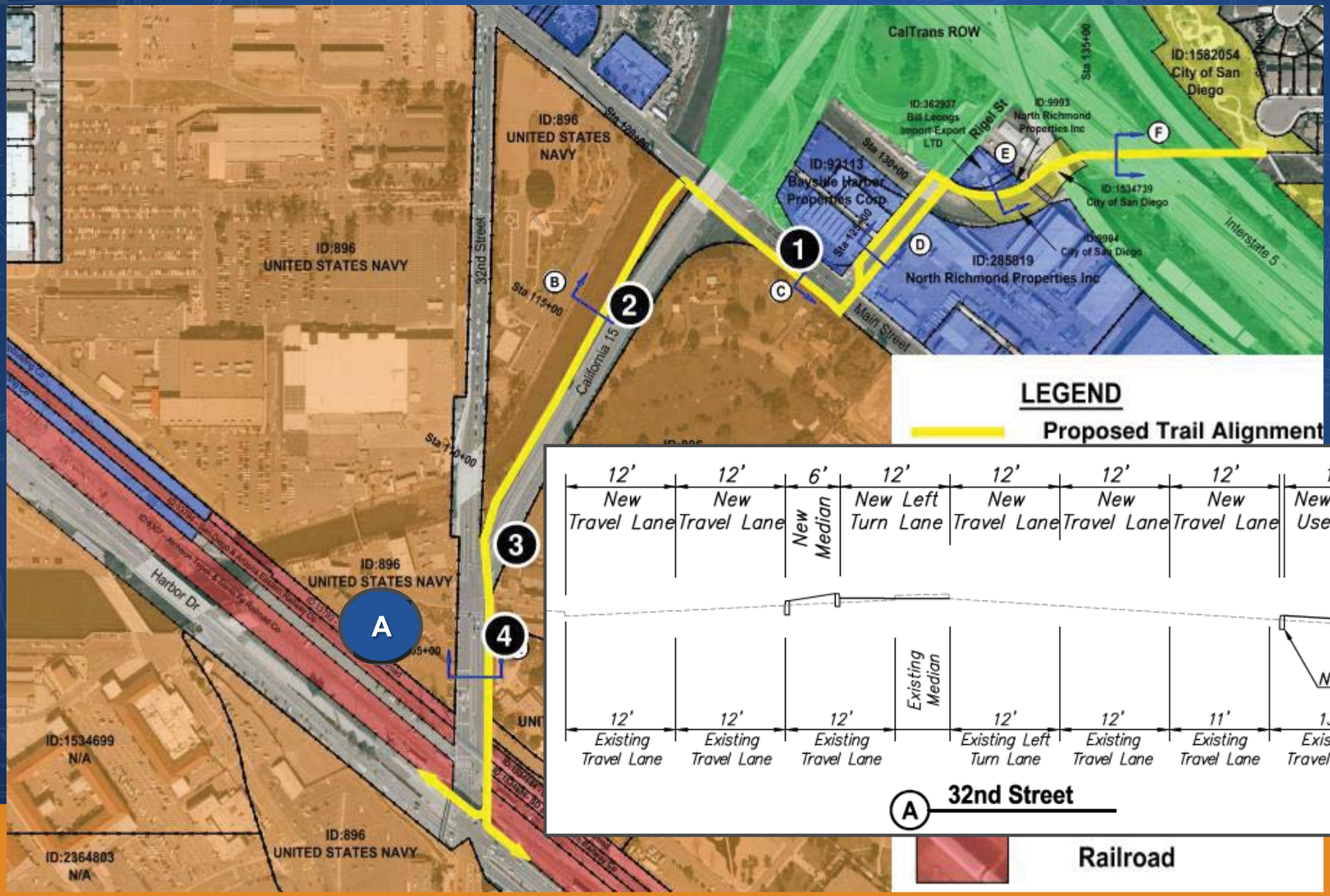
PREFERRED ALIGNMENT

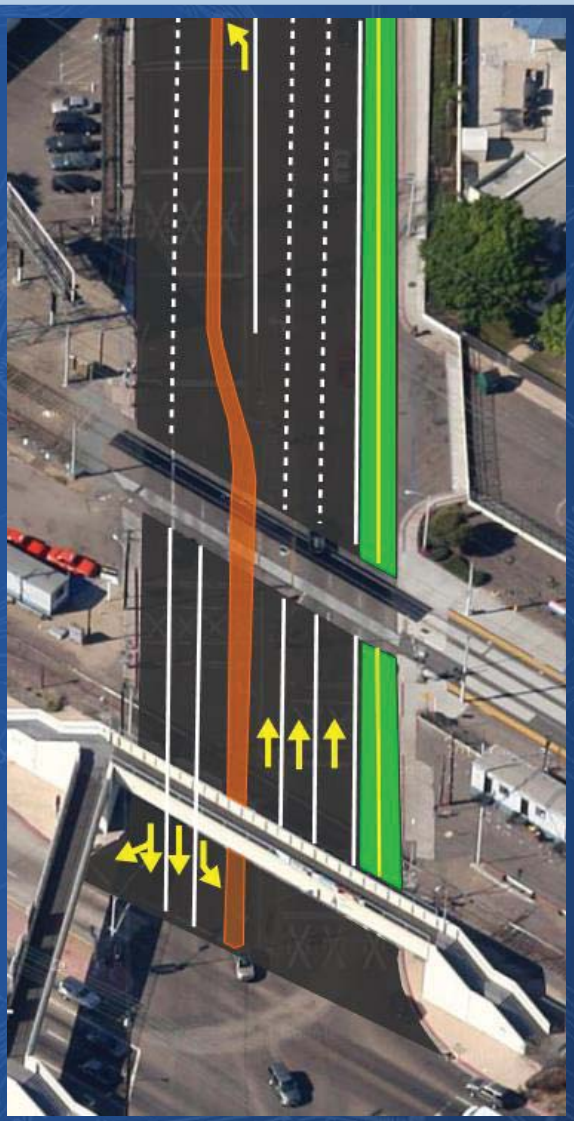


PREFERRED ALIGNMENT
32ND ST AT HARBOR

Southbound right turn lane converted into thru/right lane

- Right turn volume is <80 in peak hr
- No change in Level of Service

Existing



Proposed with Multi-use path, shared southbound thru/right lane

PREFERRED ALIGNMENT NORMAN SCOTT INTERSECTION

- Add Crossing of Wabash
- Use existing crossing of Norman Scott
- Same as typical intersections – Right turns yield to pedestrians
- Add Flashing Yellow Arrow for exiting Navy right-turning traffic - increased awareness of conflicts

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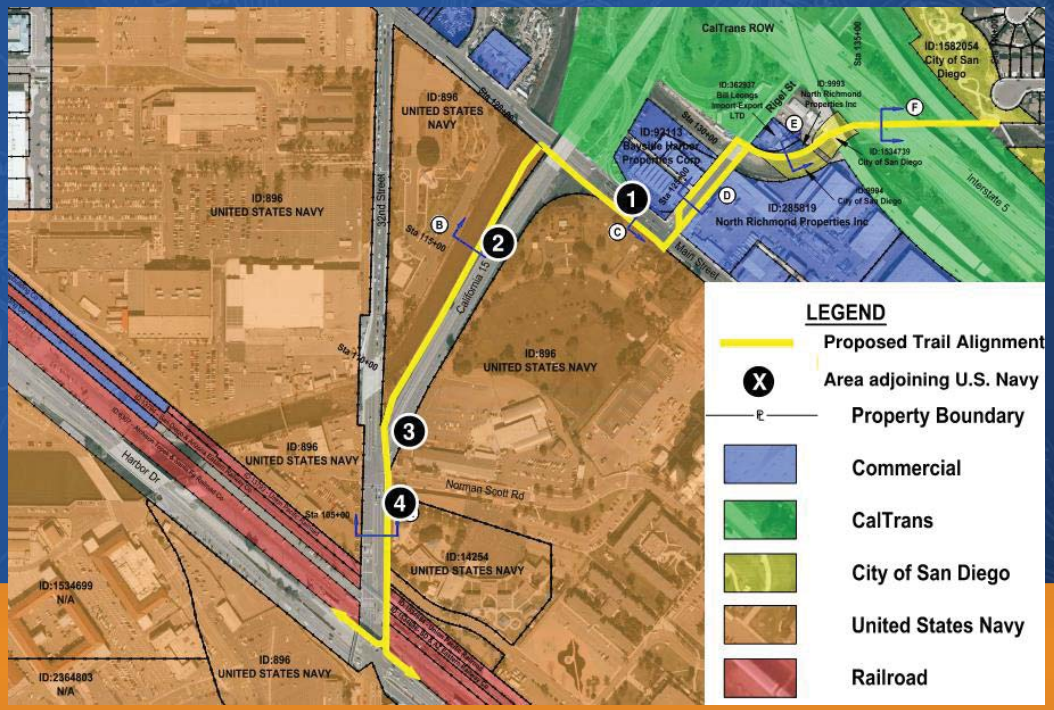
PREFERRED ALIGNMENT

- Minimizes property impacts to Navy
  - Path in Navy property between Main and 32nd
  - No impact to Mariner's Park
  - No impact to fenced/secure facilities

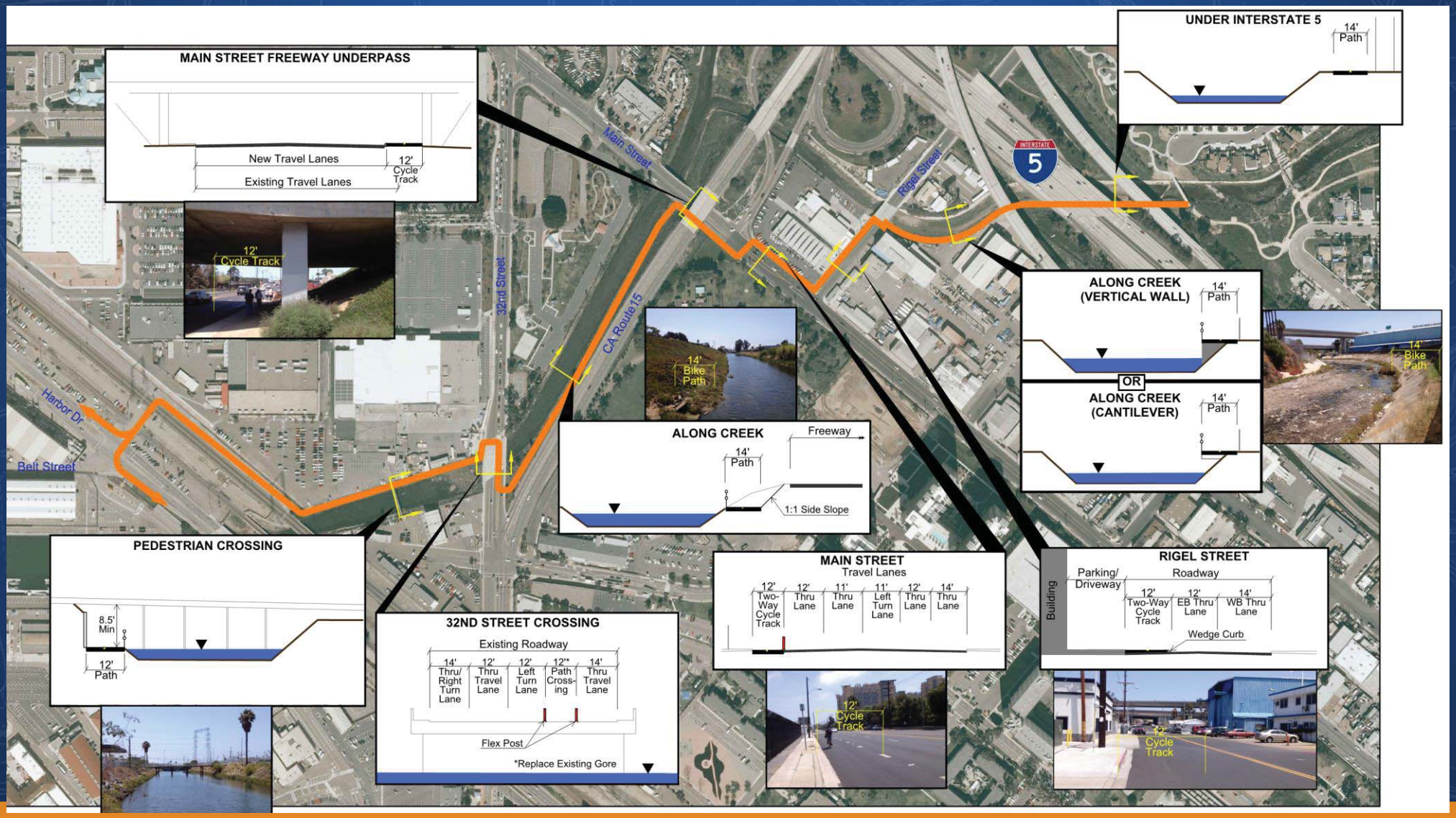


PSOMAS

PREFERRED ALIGNMENT

- Minimizes traffic impacts
  - No traffic impacts at Norman Scott – only a crosswalk added
  - No change in Level of Service at Harbor/32nd
  - Does not preclude improvements at Harbor/32nd (EB to NB flyover), Norman Scott
- Facilitates bike access for Navy personnel

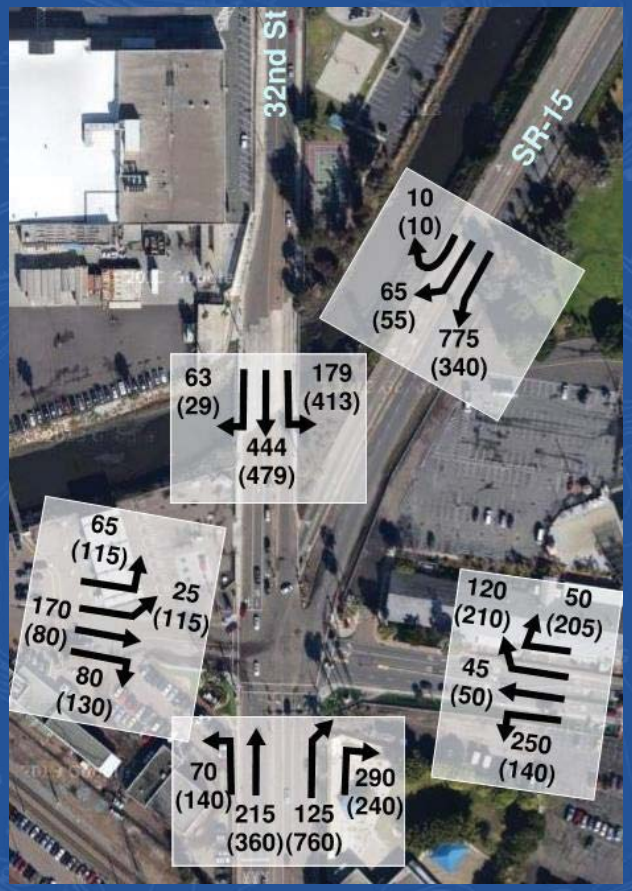
OTHER ALTERNATIVES CONSIDERED



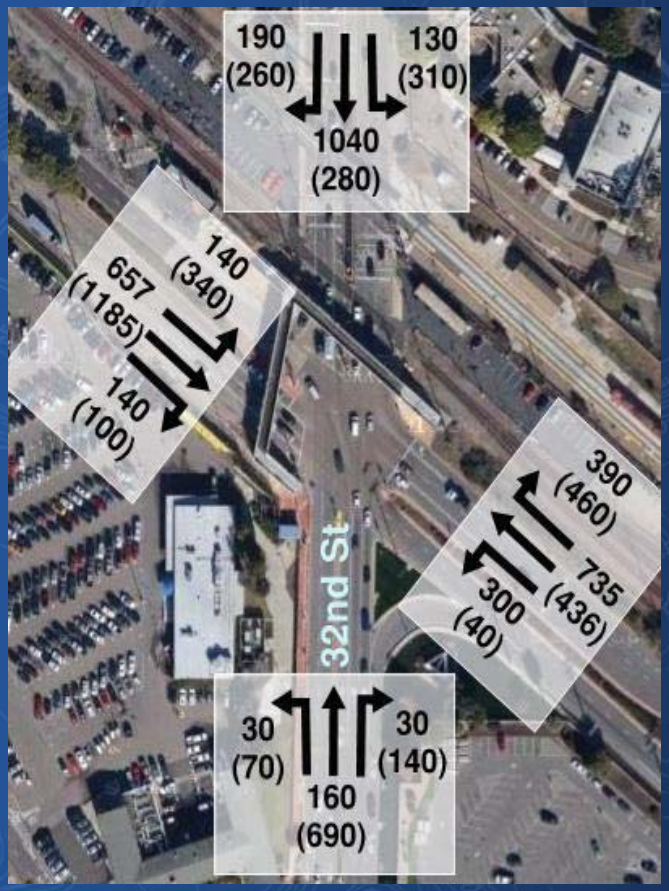
PSOMAS

2030 TRAFFIC VOLUMES

MAIN AT SR-15



32ND/NORMAN SCOTT



32ND/HARBOR

LEGEND

xx AM Peak Hour Volumes

(xx) PM Peak Hour Volumes

Links to Approved Plans

Chollas Creek Enhancement Program:
http://www.sandiego.gov/planning/community/pdf/chollasmaster.pdf

Chollas Creek South Branch Implementation Program:
http://www.sandiego.gov/planning/community/pdf/chollassouthmaster.pdf

City of San Diego's General Plan - Mobility Element:
http://www.sandiego.gov/planning/genplan/pdf/generalplan/adoptedmobilityelemfv.pdf

City of San Diego's bicycle plan:
http://www.sandiego.gov/planning/programs/transportation/mobility/pdf/sdbicyclemasterplanfinal2011.pdf

Ongoing Preliminary Design & Plan Updates

Chollas Creek Preliminary Design of Multi-Use Bike Path:
http://groundworksandiego.org/component/content/article/14/158

Draft SE Community Plan Update:
http://www.sandiego.gov/planning/community/cpu/southeastern/index.shtml

Documentation of Public Participation Process

Extensive public outreach has occurred as a component of the current SANDAG Active Transportation-funded Chollas Creek-to-Bayshore Bikeway Multi-Use Path Design/Preferred Alignment project. This outreach has been designed as a sustainable, multi-pronged effort to include bicycle safety, active transportation public health education, community development, and a larger Safe-Routes-to-School effort. Specifically, with the support of San Diego Unified School District Trustee Marne Foster representing the project area, four elementary schools and one middle school have been surveyed around bicycle interests, concerns, and usage (results pending). This information will be used to engage educators, students, and parents in an upcoming community-wide cycling/walking event on June 7, 2014. Expected to draw 200 residents, "Cycle Southcrest" will host 20+ displays featuring active transportation and related health themes and giveaways. All elected officials representing the project area have signed on as honorary committee members (see Event Flyer on next page), and neighborhood churches, businesses, and social service organizations are promoting the event. It has already been featured on the front page of Times of San Diego (http://timesofsandiego.com/life/2014/05/02/bikeway-linking-se-san-diego-bayshore-advances-grant-manager-named). Both the Major Taylor Cycle Club of San Diego and the San Diego Bicycle Coalition have agreed to take on Cycle Southcrest as an annual event, with periodic neighborhood rides to promote cycling interest. Finally, a presentation has been made to the SANDAG Bayshore Bikeway Task Force, representing elected officials of all the coastal/bay cities, in support of the Chollas Creek-to-Bayshore Bikeway Multi-Use Path Project to spearhead similar construction, education, and outreach efforts to underrepresented communities along the San Diego Bay. These communities, long suffering the disconnection and environmental justice issues resulting from freeway projects and waterfront industry growth, could be re-connected to the Bay, to public transportation, and to each other. A second such synergistic effort is the "Barrio to Barrio Bikeway," where officials are advocating for connecting the community of San Ysidro, a low income/high minority community of the City of San Diego

situated adjacent to the international border with Mexico, to the Bayshore Bikeway via a high quality multi-use path.

From Section IV. 5. IMPROVED PUBLIC HEALTH - scientific citations

Health Issue	Scientific Studies: Benefits of Active Transportation - Bicycling and Walking
Cardiovascular Risk	Active commuting that incorporates cycling and walking is associated with an overall 11% reduction in cardiovascular risk. Hamer, M., and Y. Chida, 2007 - *Active commuting and cardiovascular risk: A meta-analytic review*, Preventive Medicine, 46, 9-13
Cardiovascular Risk & Diabetes	A San Francisco Bay Area study found that increasing biking and walking from 4 to 24 minutes a day on average would reduce cardiovascular disease and diabetes by 14% and decrease GHGE by 14%. Maizlish, N. et al 2012 - *Health Cobenefits and Transportation-Related Reduction in Greenhouse Gas Emissions in the San Francisco Bay Area*
Breast Cancer	Women who walk or bike 30 minutes a day have a lower risk of breast cancer. Luoto, R., et al., 2000 - *The effect of physical activity on breast cancer risk: A cohort study of 30,548 women*, European Journal of Epidemiology, 16, 973-80
Obesity	A study of nearly 2,400 adults found that those who biked to work were fitter, leaner, less likely to be obese, and had better triglyceride levels, blood pressure, and insulin levels than those who didn't active commute to work. Gordon-Larsen, P., et al., 2009 - *Active commuting and cardiovascular disease risk*, Archives of Internal Medicine, 169, 1216-1223
Obesity	Countries with the highest levels of cycling and walking generally have the lowest obesity rates. Bassett, Jr., et al., 2008 - *Walking, cycling, and obesity rates in Europe, North America, and Australia*, Journal of Physical Activity and Health, 5, 795-814
Obesity in children	Cycling to school is associated with lower odds of being overweight or obese for adolescents. Ostergaard, A.G. et al, 2012 - *Cycle to school is associated with lower BMI and lower odds of being overweight or obese in a large population-based study of Danish adolescents*
Life expectancy	An adult cyclist typically has a level of fitness equivalent to someone 10 years younger and a life expectancy two years above the average. Paffenbarger, R., et al., 1986., and Department for Transport, 2007 - in "Safety in numbers in England," CTC
Life expectancy & Health	Cyclists on average live two years longer than non-cyclists and take 15% fewer days off work through illness. CTC - *Safety in numbers: Halving the risks of cycling*
Mental Health	Commuting by active modes – in particular, by bicycling, walking and transit correlates with higher levels of "commute well-being" in Portland, Oregon. Smith, O. 2013 - *Commute well-being among bicycle, car and transit commuters in Portland, Oregon* (Transportation Research Board Poster Presentation).
Health Savings Costs	A report estimated that Portland, Oregon's regional trail network saves the city approximately $115 million per year in healthcare costs. Beil, K., 2011 *Physical Activity and the Intertwine: A Public Health Method of Reducing Obesity and Healthcare Costs*
Health Savings Costs	Each kilometer cycled in Denmark produces an estimated benefit of 22 cents for all of society. Each kilometer driven, meanwhile, costs society about 20 cents. The positive health benefits of all the cycling in Copenhagen are worth an estimated $306 million per year. Copenhagen City of Cyclists: Bicycle Account 2012
Health Savings Costs	Investment in the bicycle infrastructure in Portland Oregon will result in a health care savings costs of between $388 and $594 million by 2040 from an investment of $138 to $608 million in active transportation projects. Gotshi, T., 2011. *Cost and Benefits of Bicycling Investments in Portland, OR*. Journal of Physical Activity in Health, 8(Suppl 1), S49-S58.

SOUTHEASTERN SAN DIEGO PLANNING GROUP

P.O. Box 740903

San Diego CA 92174-0903

March 3, 2014

RE: The Southcrest Trails Connection to the Bayshore Bikeway Trail Project

To Whom It May Concern:

We, the Members of the Southeastern San Diego Planning Group Board voted unanimously today to support the above captioned Project

Groundwork has been working with all the appropriate stakeholders in this Project and we will continue to work with them.

A contiguous connection from our neighborhoods all the way to the San Diego Harbor would be a tremendous enhancement to our revered Chollas Creek. Facilitating mobilization and communication among our residents of all ages who are avid cyclists and Community Members who do regular walking exercise, this multi-use path will be a welcomed boon. Chollas Creek has always been an attraction in the area, but is not readily accessible for either cyclists or pedestrians. This enhancement to the diversity of our Community is most welcomed.

We are appreciative of the efforts of Groundwork and their Consultants for the development of this venture. We look forward to it becoming a reality. We see our children being able to ride to school and other places of interest in a safer environment.

We firmly support Groundwork in their efforts in the Community's behalf.

Sincerely,

Maria Riveroll, EA, Chair

Southeastern San Diego Planning Group

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