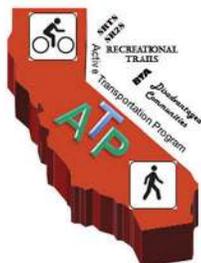




# MARYLAND ELEMENTARY PEDESTRIAN MOBILITY IMPROVEMENTS

## Cycle 1 Active Transportation Program (ATP)



M A Y 2 1 , 2 0 1 4

**Table of Contents**

I. General Information ..... 1

II. Project Information..... 3

III. Screening Criteria..... 4

IV. Narrative Questions Q1 – Q8 ..... 6

    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, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users..... 6

    Q2. 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. .... 10

    Q3. Public participation and planning..... 14

    Q4. Cost effectiveness..... 16

    Q5. Improved public health ..... 19

    Q6. Benefit to disadvantaged communities ..... 22

    Q7. Use of California Conservation Corps (CCC) or a Certified Community Conservation Corps..... 23

    Q8. Applicant’s performance on past grants ..... 24

V. Project Programming Request ..... 25

VI. Additional Information..... 27

VII. Non-Infrastructure Schedule Information ..... 27

VIII. Application Signatures ..... 28

IX. Additional Attachments ..... 29

    A. Vicinity/Location Map..... 29

    B. Photos of Existing Conditions ..... 29

    C. Preliminary Plans ..... 29

    D. Engineer’s Estimate..... 29

    E. Approved Plan..... 29

    F. Documentation of the Public Participation Project ..... 29

    G. Letter of Support..... 29

    H. Additional Documentation..... 29

# I. General Information

<b>Project name:</b> City of Vista - Maryland Elemenetary Pedestrian Mobility Improvements
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(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Vista 200 Civic Center Drive, Vista, CA 92084	2. PROJECT FUNDING ATP funds Requested \$ 712,000.00 Matching Funds \$ 80,000.00 (If Applicable) Other Project funds \$ 0.00 TOTAL PROJECT COST \$ 792,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Husam Hasenin Principal Engineer, Traffic Engineering hasenin@cityofvista.com (760) 728-1340 X-1363	5. PROJECT COUNTY (IES): San Diego
4. APPLICANT CONTACT (Address & zip code) Same as above	7. Application # 1 of 4 (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drcp down menu below District 11	

**Area Description:**

8. Large Metropolitan Planning Organization (MPO)- Select your " MPO" or "Other" from the drop down menu>	SANDAG San Diego Association of Governments
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>	Small Urban (Pop =or<200,000 but > than 5,000)

**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*: n/a	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:**  
City of Vista - Maryland Elementary Pedestrian Mobility Improvements

**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: <small>Maryland Elementary 700 North Avenue Vista, CA 92083-2906</small>
27. SCHOOL DISTRICT NAME & ADDRESS: <small>Vista Unified School District 1234 Arcadia Avenue, Vista, CA 92084</small>

28. County-District-School Code (CDS) 37-68452-0111237	29. Total Student Enrollment 589	30. Percentage of students eligible for free or reduced meal programs ** 94.40%
31. Percentage of students that currently walk or bike to school 35.00%	32. Approximate # of students living along school route proposed for improvement 300	33. Project distance from primary or middle school 1,300.000

\*\*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 proposed project is located in the City of Vista along North Drive between N. Melrose Avenue and El Pico Court, W. Los Angeles Drive between North Drive and California Avenue, and East Drive between North Drive and Cajon Circle. See **Attachment A** for a project vicinity map.

### 2. Project Coordinates

The GPS latitude and longitude coordinates in decimal degrees for the central location of the project are 33.213263, -117.251367.

### 3. Project Description

Parents and school staff at Maryland Elementary have continually complained about motor vehicle speeds, lack of pedestrian facilities and difficulties in crossing streets along the school routes to Maryland Elementary. The City completed its Strategic Safe Routes to School Plan in 2012 for six elementary schools, one of which was Maryland Elementary. As part of the plan, a workshop was held at Maryland Elementary to engage the community and to clearly identify the issues. The City followed up with two additional community workshops and a walk audit in 2013. The community engagement process culminated in the development of the proposed project.

The purpose of the project is to provide pedestrian mobility improvements and create a safe route to school serving the Maryland Elementary community. There is a lack of pedestrian

related infrastructure on several streets providing primary access to Maryland Elementary, creating unsafe walking conditions in the school area. The proposed project will construct sidewalk, curb pop-outs at intersection crossings, and driver speed feedback signs. The new infrastructure will provide a safe route for pedestrians who currently walk to the school and also encourage walking as an option for the overall Maryland Elementary community.

#### *4. Project status*

The community engagement and conceptual design phases of the project have been completed. If grant funds are awarded, the appropriate authorization paperwork will be processed with Caltrans and the design, environmental clearance and construction of the project will proceed in accordance with the project schedule outlined in the Project Programming Request. The project will be entirely constructed within existing right-of-way and no right-of-way acquisition will be required. The proposed project is not dependent on the commencement or the completion of any other projects.

### **III. Screening Criteria**

#### *1. Demonstrated Need of the Applicant*

The purpose of this application is to provide pedestrian walking and crossing infrastructure along the routes that access Maryland Elementary School. The need for the infrastructure improvements was identified through a comprehensive stakeholder engagement process consisting of three community workshops and a walk audit. The community participation process interactively engaged the parents and school staff at Maryland Elementary. The

parents identified key safety issues in the school area and prioritized those issues for improvement. The lack of sidewalks, pedestrian conflicts at intersections, vehicle speeds and lack of curb ramps were the top concerns raised during the meeting. Furthermore, counts showed that 186 pedestrians walk along North Drive just in the peak hour when school releases (see **Attachment H**). Observations showed that the pedestrians walk in the street and routinely have to maneuver around parked cars and trash bins and get within feet of fast moving traffic. See **Attachment B** for photos. Pedestrians also have to contend with high motor vehicle speeds and long distances as they cross streets. Speed studies showed the 85<sup>th</sup> percentile speed on North Drive to be 35 mph eastbound and 38 mph westbound (see **Attachment H**). The goals of this infrastructure project are to:

- Eliminate barriers to walking by providing pedestrian infrastructure to increase mobility and access along the routes to Maryland Elementary.
- Provide safe routes to Maryland Elementary through the construction of sidewalk, intersection pop-outs, and driver feedback signs. This is particularly critical for students as it provides a much improved quality of service for pedestrians.
- Encourage pedestrians who currently walk to school to continue walking and shift vehicular trips by providing walking as a safe and efficient option.

The proposed project will address the Maryland Elementary community's top concerns related to pedestrian access and mobility and support walking as the preferred mode.

## *2. Consistency with Regional Transportation Plan*

The SANDAG 2050 Regional Transportation Plan (RTP), adopted on October 28, 2011, is developed around five primary components: a Sustainable Communities Strategy, Social Equity and Environmental Justice, Systems Development, Systems Management, and Demand Management. Each component has a unique and interdependent role in creating a sustainable transportation system. The proposed project is consistent with the 2050 RTP key strategies pertaining to Active Transportation and Safe Routes to School. Making walking a viable option for everyday travel in the Maryland Elementary neighborhood will increase pedestrian mobility, reduce greenhouse gases, improve public health, and address school safety and accessibility.

#### **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, and other destinations; and including increasing and improving connectivity and mobility of non-motorized users.**

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

The proposed project is located in the immediate proximity (one-half mile) of Maryland Elementary School and will install sidewalk along the primary routes to the school, where none currently exist. The routes include North Drive, W. Los Angeles Drive, and East Drive which serve as access for students that reside in the adjacent residential neighborhoods (see **Attachment A** for the vicinity map and school attendance boundary).

Currently, school children and their parents must walk in the street close to high speed traffic. Pedestrians also have difficulty crossing the streets because of long crossing distances and high

vehicle speeds. This creates an unsafe and unpleasant walking experience along these streets and certainly discourages a significant proportion of the community from using alternative modes of transportation such as walking.

The combination of new accessible sidewalks and traffic calming measures will provide a safe pedestrian oriented travel space and create a friendly and inviting environment for non-motorized modes of transportation. This will directly encourage parents in the neighborhood to allow their children to walk to school, or walk their children to school rather than drive. This will also encourage the current walking students and parent community to continue walking to school. See **Attachment C** for a copy of the preliminary improvement plans developed for Maryland Elementary.

*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.*

A manual pedestrian count was conducted on April 10, 2014 between 2:00 and 3:00 PM along North Drive between Swallow Drive and East Drive when students were released from Maryland Elementary. The counts resulted in 186 pedestrians walking along North Drive during this period (please see count data in **Attachment H**). Field observations were also conducted during the same period and verified the consistency of the number of pedestrians, and the walking route and conditions. Many individuals and groups of students were observed. Parents were also observed walking with their children, some of which were pushing their smaller children in strollers. Several pedestrians crossed North Drive when there was a gap in traffic and continued walking on the north side to access the residential areas adjacent to East

Drive. The majority of the pedestrians continued walking along North Drive past El Pico Court to the residential areas on the south.

As part of the Intergenerational Safe Routes to School Program, an in-class student travel tally questionnaire was performed in May 2014. The tally included 51 to 75 percent of all students and was conducted in 13 classrooms at Maryland Elementary. Results from the student travel tally report indicated an average of 35 percent of students attending Maryland Elementary School currently walk to and from school. **Attachment H** details the student travel tally report and shows other information captured.

As part of the Safe Routes to School Strategic Plan, a workshop was held at Maryland Elementary on November 16, 2011. At the workshop, parents and teachers identified the lack of pedestrian infrastructure in the area as a primary deterrent for pedestrians to walk or bike to and from school. The existing pedestrian counts obtained on North Drive indicate significant pedestrian activity.

Following project construction, a 5% increase in pedestrian traffic is expected (37 pedestrians) during the afternoon school release. The increased activity is based on estimated values provided by the World Health Organization's Health Economic Assessment Tool (HEAT) and from rates summarized in the 2007 California Health Interview Survey (CHIS) for the San Diego County Health North Costal Region. See **Attachment H** for detailed calculations. Post completion use of the project will be monitored for two cycles of the City's traffic monitoring program.

*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 proposed project is located in the immediate proximity (one-half mile) of Maryland Elementary School and will install sidewalks along the primary routes to the school, where none currently exist. The routes include North Drive, W. Los Angeles Drive, and East Drive, which serve as primary access for students that reside in the adjacent residential neighborhoods.

The project will serve elementary school students and the overall neighborhood's walking community. Many of the residents in the area do not have vehicles and rely on alternative modes of transportation such as walking to get their children to school and conduct other activities. Many residents also use public transit. North County Transit District Bus Routes 334 and 335 with a daily ridership of approximately 550 passengers are located along the proposed project route. The SPRINTER Melrose Drive commuter rail station is located approximately three-quarters of a mile from the project site. Approximately 500 riders use the SPRINTER Melrose Station daily. The Inland Rail Trail project is a Class I regional bicycle facility that will connect the Cities of Oceanside and Escondido via Vista and San Marcos. The construction schedule for the Inland Rail Trail project, which will cross North Drive just west of the project site is planned for 2016.

The project will construct sidewalks to connect the community to the destinations described above and close gaps in the overall non-motorized transportation system. The project will also construct intersection pop-outs to facilitate a safer environment for pedestrians crossing streets.

The map shown in **Attachment A** illustrates the school attendance boundary and the various connections and destinations the project will serve.

*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.*

This area of Vista was largely developed prior to incorporation of standards for accessibility and sidewalk construction. Sidewalks have since been constructed as funds become available. As a result, there are many gaps in the non-motorized transportation system and sidewalks end abruptly. The proposed sidewalks will complete gaps along North Drive, East Drive, and W. Los Angeles Drive. The project limits were carefully selected to ensure that pedestrians will have a continuous path of travel on primary routes to and from Maryland Elementary School.

The proposed sidewalks and intersection pop-outs will also create a friendly and safe environment for non-motorized transportation modes in general. The increased mobility and safety for non-motorized users will increase their access to a multitude of destinations including Maryland Elementary, bus stops, a SPINTER train station and the proposed Inland Rail Trail regional bikeway.

The proposed project is contained within the existing public right-of-way and does not require additional right-of-way or access rights. The proposed project will be completed as one segment and does not depend on the completion of another project.

**Q2. 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.**

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

A comprehensive review of collision data was performed using the latest five years (2007 to 2011) of available information obtained from the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) website. There were a total of 3 collisions involving pedestrians that occurred within a ½ mile radius of Maryland Elementary School. Two of these collisions occurred at the intersection of North Melrose Drive/North Avenue and one occurred along Waxwing Drive. All of these locations are along the route to Maryland Elementary school. Two of the collisions resulted in injury and one collision resulted in a fatality. All collision data has been compiled and included in **Attachment H**.

Pedestrians, including children from Maryland Elementary, currently walk in the street along North Drive, W Los Angeles Drive and East Drive. Pedestrians must routinely walk around parked cars and trash cans, which places them within a few feet of fast moving vehicles. Pedestrians must also cross long distances across intersections, which increase their exposure to motor vehicles. These conditions, especially given the larger volumes of pedestrians along these routes, greatly increase the risk and the potential for serious collisions between motor vehicles and pedestrians.

The project will provide sidewalks for pedestrians with their own protected space to walk away from motor vehicles. The presence of sidewalks has been found to be related to significant reductions in the “walking along roadway” pedestrian crash risk compared to locations where no sidewalks or walkways exist. Reductions of 50 to 90 percent of these types of pedestrian crashes can be expected with the addition of a sidewalk.

The intersection pop-outs will greatly reduce the crossing distance for pedestrians and minimize their exposure to motor vehicles, which reduces the potential for conflict and collisions between motor vehicles and pedestrians. The pop-outs will also increase the visibility between motorists and pedestrians as they wait to cross the street.

The proposed driver speed feedback signs are designed to remind motorists of their travel speed and normally result in a reduction of speeds. The speed of a vehicle may be the biggest factor in collision avoidance and in the case of a collision, especially with a pedestrian, speed plays a critical role in the severity of the collision.

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

- a. Reduces speed or volume of motor vehicles*
- b. Improves sight distance and visibility*
- 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*

As described above, pedestrians, including children from Maryland Elementary, currently walk in the street along North Drive, W Los Angeles Drive and East Drive. As they walk in the street, pedestrians must contend with motor vehicles traveling at high rates of speed passing them within feet. Pedestrians must also walk long distances to cross intersections along these routes. The walking rates in the area are high as evidenced by a pedestrian count conducted on April 10, 2014 during the afternoon peak period when students were released from school and resulted in 186 pedestrians using North Drive.

The project will provide sidewalks for pedestrians with their own protected space to walk away from motor vehicles. The new sidewalks will improve the visibility of pedestrians and highlight

their presence from a driver's perspective since they will no longer have to walk in the street, where they are not expected. The new curb pop-outs will also increase visibility, result in a shorter crossing distance for pedestrians, and reduce the turning speed of vehicles. The speed feedback signs are intended to get the drivers attention and reduce speeds, resulting in improved adherence to speed laws.

Furthermore, the current curb-to-curb width along North Drive is 64 feet. On-street parking is available on both sides of the street. North Drive is classified as a 2-lane collector roadway. With the relatively wide travel lanes, speeds along North Drive have become a concern from the adjacent residents and from the parents walking with their children along this section of roadway. A speed study was conducted on December 10, 2013, which showed the 85<sup>th</sup> percentile speeds in the eastbound and westbound direction to be 35 mph and 38 mph, respectively (see **Attachment H**).

As part of the project, the sidewalk will be constructed 10 feet into the existing roadway, resulting in a reduced pavement cross section width to 54 feet. The reduced cross section and installation of driver feedback signs in both directions along North Drive is intended to result in lower travel speeds.

*C. 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.*

Although crashes involving pedestrians have not been reported along the project routes in the past five years, several collisions, including a fatality have been reported on routes nearby. In addition, pedestrians, including children from Maryland Elementary, currently walk in the street

along North Drive, W Los Angeles Drive and East Drive. As they walk in the street, pedestrians must contend with motor vehicles traveling at high rates of speed passing them within feet. Pedestrians must also walk long distances to cross intersections along these routes, which exposes them to motor vehicles for extended periods of time. Pedestrians walking in the roadway in close proximity to motor vehicles and walking long distances to cross streets, combined with substantial walking rates and high vehicle speeds, creates great risk for pedestrians and high potential for collisions between vehicles and pedestrians. Please see photos in **Attachment B** documenting existing hazardous walking conditions.

### **Q3. Public participation and planning**

*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 City of Vista received a Safe Routes to School Planning grant under the ARRA-funded Community Putting Prevention to Work program in early 2011 to develop a Safe Routes to School Strategic Plan for six elementary schools. Maryland Elementary, which opened in 2006, was one of those schools. The planning process directly resulted in the Vista Safe Routes to School Strategic Plan (dated January 2012) for six elementary schools within the City of Vista.

Public workshops and walking audits to engage stakeholders were held at each of the elementary schools. Parents, school staff, City staff and the consultants working on the Plan identified safety issues within the school study area through organized interactive sessions at each workshop. Participants identified key safety issues for their school and prioritized those issues for improvement. The Maryland Elementary workshop took place on November 16, 2011 and was publicized by sending notices home with each student. Specific problem areas

identified by the workshop participants include the lack of sidewalks, pedestrian conflicts at intersections, low visibility of pedestrians, the lack of curb ramps, speeding, minimal signage and overgrown vegetation. At the end of the workshop, projects addressing the identified deficiencies were directly prioritized by the attending parents. The improvements included in this grant application were ranked as a top priority at the Maryland Elementary School workshop.

The City followed up with two additional workshops and a walk audit on April 9 and 10, 2013. The additional workshops were publicized through notices sent home with each student. The issues identified at the additional workshops and improvements requested mirrored those of the first workshop.

The three workshops and walk audit allowed for a comprehensive process to engage the stakeholders to define the issues and culminate in a refined set of comprehensive solutions. The proposed project is a direct result from this process. Relevant materials from the workshops are contained in **Attachment F**.

In addition to the stakeholder's input, the Vista Unified School District is in full support of the proposed project (see letter of support in **Attachment G**).

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

Please see Section 'A' above.

*C. Is this project cost over \$1 Million? Y/N*

No.

#### **Q4. Cost effectiveness**

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

Several alternatives were considered for the new sidewalks in the project study area. Along North Drive, two alternatives were considered. The first alternative consisted of a 5-foot wide sidewalk to be constructed behind the existing curb and gutter. A project site visit confirmed that there are many obstructions behind the existing curb and gutter, including utility poles, fire hydrants, trees, mailboxes, and private encroachments. In addition, new retaining walls would need be constructed with this alternative. The high cost and the complications associated with relocating utilities, removing trees, and eliminating private encroachments resulted in the elimination of this alternative from further consideration.

The second alternative considered consists of constructing a 6-foot wide continuous sidewalk with a 4-foot parkway by extending it into the street. This alternative takes advantage of the extra roadway width along North Drive by constructing the sidewalk within the exiting traveled way. This alternative not only eliminates the complicated and costly procedure of relocating utilities and removing other encroachments required under the first alternative, but it also reduces the roadway width, which is desirable for traffic calming. Therefore, this alternative was selected.

Along W. Los Angeles Drive, two alternatives were considered for the sidewalk alignment. The first alignment considered was constructing the sidewalk on the east side of the roadway. This alternative would require several large retaining walls based on the existing topography and

would also require new curb and gutter. These two items would result in a high cost estimate and as a result, this alternative was eliminated.

The second and preferred alternative considered was constructing the sidewalk on the west side of the roadway. This side of the roadway already has an existing curb and gutter and would only require minor retaining walls.

Along East Drive, two alternatives were considered for the sidewalk alignment. The first alignment considered was constructing the sidewalk on the east side of the roadway. The east side of the roadway is lined with utility poles and would effectively reduce the travel path for pedestrians. In addition, there are many driveways on this side that would require reconstruction with the new sidewalk. As a result, this alternative was eliminated.

The second and preferred alternative considered was constructing the sidewalk on the west side of the roadway. This side of the roadway already has curb and gutter for the majority of the segment and has less driveways and less removal of shrubs, bushes, and trees to construct the sidewalk. **Attachment D** contains a copy of the engineer's estimate for the project.

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

The ATP seeks to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users

- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide broad spectrum of projects to benefit many types of active transportation users

The benefits associated with each of the ATP goals were primarily obtained and referenced from the *Transportation Cost and Benefit Analysis Techniques, Estimates and Implications, Second Edition, January 2009* by Todd Litman. This reference gives unit values for various benefits associated with non-motorized modes of transportation. To obtain the total benefit associated with a specific factor, the unit values for the factor is multiplied by the pedestrian miles traveled or the vehicle miles reduced as part of the project.

The reference requires actual or estimated volumes of pedestrians be used in the cost effectiveness calculations. Actual pedestrian data collected along North Drive is used in the cost effectiveness calculations. There were 186 pedestrians observed during the afternoon peak when school was released. It was assumed that the same amount of pedestrians would walk in the opposite direction in the morning going to school, resulting in 372 pedestrians affected by the project. The total project length is 0.45 miles of new sidewalk. With pedestrians traveling in both directions, the resulting length for calculation purposes is 0.90 miles. The total pedestrian mile traveled with the project is **335**.

To estimate the vehicle reduction with the project, actual traffic volume data collected along North Drive was used for the calculations. The average daily traffic (ADT) along North

Drive was 6,348. With a project length of 0.45 miles and one lane of travel in each direction along North Drive, this resulted in a vehicle mile travelled (VMT) of 5,771. Based on a conservative assumption for the percentage of people driving to walking/biking of 5% (as detailed in Question 1.B above), the total VMT saved by the project is **289**.

The pedestrian-miles-traveled is multiplied by the corresponding unit value for each benefit and totaled for a daily benefit value. This value is then converted into an annual benefit and also converted into a life benefit by taking into account the life expectancy of the proposed project (20 years) and applying a discount rate of 7% to convert the life benefit into present day dollars.

The total estimated project cost is \$792,000, which includes both design fees and construction costs. With a 10 percent local match of \$80,000, the total amount of ATP funds requested for this project is \$712,000. The range of benefit/cost ratio for the total project cost is **5.93** and the benefit/cost ratio for the ATP funds requested is **6.60**. See **Attachment H** for full calculations and reference tables.

## **Q5. Improved public health**

*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.*

The current state of pedestrian infrastructure along the routes to Maryland Elementary School creates a deterrent to walking to and from school. It is expected that the infrastructure components of the proposed project will result in an increase in the number of children who walk to and from school. The 2007 California Health Interview Survey (CHIS) for the San Diego County Health North Coastal Region found that of children aged 5 through 10, 26.5% had

walked, biked, or skated to school in the past week, whereas 73.5% did not. The same survey noted that of those children who did not walk, bike, or skate to school at least once a week, 46.9% of them are actually able to do so within a half hour. The proposed project would address the safety concerns for Maryland Elementary School students walking along the school route and would allow those who do not currently walk to join in a healthier and more active lifestyle.

Public health will be further improved by addressing the health issues that are faced by the children. The following are statistical summaries of high risk populations per CHIS findings for children ages 5 through 10. The 2011-2012 CHIS indicated that 4.5% of children were considered overweight for their age. The same CHIS found that only 33.9% of children had at least one hour of physical activity every day. The Center for Disease Control and Prevention (CDC) recommends children and adolescents should do 1 hour or more of physical activity each day. The 2011-2012 CHIS also indicated 7.4% of children had asthma. Increased physical activity by walking or biking to and from school would aid in the management and prevention of these health issues.

This project would also address the health issues faced by the adults of the project area. The 2009 CHIS found that of adults who are able to walk, 73.1% walked for transportation, fun, and exercise. Of those same adults, 45.3% noted having some physical activity including walking. The proposed project would benefit this active community by ensuring the safety of these pedestrians. Adult health issues that can be addressed include heart disease, high blood pressure, and high blood cholesterol. The 2005 CHIS found that of adults who have had their

cholesterol checked within the past 5 years, 18.9% had high blood pressure. The 2007 CHIS study found that 23.6% of adults have or have had high blood pressure and that 5.9% of adults have or have had heart disease. Promotion of the health benefits associated with increased physical activity from walking and cycling would help in the management as well as prevention of these health issues. Furthermore, it would aid in creating positive role models for children. The 2007 CHIS indicated 82.7% of parents had a lot of influence on their child's exercise and 11.6% had some influence on their child's exercise. The proposed project allows the community to safely participate in active transportation and allows families to lead more health conscious lives.

The World Health Organization's Health Economic Assessment Tool (HEAT) was used to estimate the benefits from increased walking. Actual pedestrian data along North Drive was used for the calculations. The assessment found that there would be reduced mortality from changes in walking behavior to an average of 22.72 minutes per person per day. This level of walking would provide an estimated protective benefit of 18% compared to persons not regularly walking. HEAT estimates that out of the actual pedestrian data used for the calculations, 2.97 would be expected to die if they did not walk regularly and that doing so can prevent 0.53 deaths per year.

The proposed project addresses the safety concerns identified by parents during three Maryland Elementary School workshops and will likely reduce the potential for child injuries and fatalities related to collisions between motor vehicles and school children. See **Attachment H** for calculations on how the project will improve public health.

## **Q6. Benefit to disadvantaged communities**

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

Yes.

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

This project is eligible toward the Disadvantaged Communities funding requirement and meets both the free or reduced price meals National School Lunch Program criterion and the median household income criterion.

Based on the California Department of Education Student Poverty FRMP Data, 94.4% of the students currently attending Maryland Elementary are eligible for the Free or Reduced Price Meals program. This meets the minimum 75% requirement in order to satisfy the criteria.

Based on the 5-year data from the American Community Survey (2008 to 2012), the median household income for the City of Vista is \$48,676 and the median household income for the State of California is \$61,400. Since the median household income for the City of Vista is less than 80% of the statewide median, this criterion is met.

*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.*

Pedestrians, including children from Maryland Elementary, currently walk in the street along North Drive, W Los Angeles Drive and East Drive. As they walk in the street, pedestrians must contend with motor vehicles traveling at high rates of speed passing them within feet. Pedestrians must also walk long distances to cross intersections along these routes. The low income of this disadvantaged community means that a substantial proportion of the population

does not own a personal vehicle and relies on alternative modes of transportation such as transit and non-motorized transportation modes. This is evidenced by the high pedestrian volumes of 186 during the peak hour obtained from the count on North Drive. In addition, City staff regularly observes pedestrians of all ages walking in the area at all times of the day. The project will provide pedestrian infrastructure to increase mobility and access and improve safety for pedestrians in the area.

The proposed project falls entirely within the geographic boundaries of the disadvantaged community. All of the project funding will go towards the project and is targeted to help the disadvantaged community. See **Attachment H** for calculations/references associated with disadvantaged communities.

**Q7. Use of California Conservation Corps (CCC) or a Certified Community Conservation Corps**

*A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner on the project?*

Yes, a letter detailing the project and requesting participation from CCC was mailed to Ms. Virginia Clark at the CCC on May 8, 2014. We received a response on May 15, 2014 indicating that the CCC will not be able to participate on this ATP project.

*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 on the project?*

Yes, a letter detailing the project and requesting participation from CALCC was mailed to Ms. Cynthia Vitale at the CALCC on May 8, 2014. We received a response on May 15, 2014 indicating that the CALCC will not be able to participate on this ATP project.

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

Yes

**Q8. Applicant's performance on past grants**

*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 product.*

The City has not had any failures completing grant projects in the past five years. Currently, one HSIP project, E. Vista Way at Taylor Street, is a few months beyond its construction authorization milestone. However, all necessary paperwork has been submitted and accepted by Caltrans and a construction authorization (E-76) is expected to be issued soon. The project completion milestone is November 2, 2015, and the construction and close out of the project will be completed well before this milestone. The passing of the construction authorization milestone date was simply an oversight and is not indicative of a pattern or inability of the City to complete projects. The City does not have a history of incomplete projects and is capable of completing the proposed project within the time frame allowed.

# V. Project Programming Request

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/12/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
11						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD				City of Vista		
				MPO	Element	
				SANDAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Husam Hasenin		(760) 726-1340		<a href="mailto:hhasenin@cityofvista.com">hhasenin@cityofvista.com</a>		
<b>Project Title</b>						
Maryland Elementary Pedestrian Mobility Improvements						
<b>Location, Project Limits, Description, Scope of Work</b>						<input type="checkbox"/> See page 2
The proposed project is located in the City of Vista along North Drive between N. Melrose Avenue and El Pico Court, W. Los Angeles Drive between North Drive and California Avenue, and East Drive between North Drive and Cajon Circle. The proposed project will construct sidewalk, curb, and gutter for pedestrians who use the area as their route to and from school. The project will also construct curb pop-outs at intersection crossings and install driver speed feedback signs.						
<input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
<b>Component</b>		<b>Implementing Agency</b>				
PA&ED		City of Vista				
PS&E		City of Vista				
Right of Way		n/a				
Construction		City of Vista				
<b>Purpose and Need</b>						<input type="checkbox"/> See page 2
Three workshop was held at Maryland Elementary in 2011 and 2013 where parents identified key safety issues and then prioritized those issues for improvement. The lack of sidewalks, pedestrian conflicts at intersections, no curb ramps, and low visibility of pedestrians were the top concerns raised by the parents. This project would address all issues raised and result in lower vehicular travel speeds and a safer walking environment for pedestrians.						
<b>Project Benefits</b>						<input type="checkbox"/> See page 2
Pedestrians, including children from Maryland Elementary, currently walk in the street along North Drive, W Los Angeles Drive and East Drive. As they walk in the street, pedestrians must contend with motor vehicles traveling at high rates of speed passing them within feet. The project will provide pedestrian infrastructure to increase mobility and access and improve safety for pedestrians in the area.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
<b>Project Milestone</b>						<b>Proposed</b>
Project Study Report Approved						n/a
Begin Environmental (PA&ED) Phase						02/01/15
Circulate Draft Environmental Document				<b>Document Type</b>	CE	03/01/15
Draft Project Report						n/a
End Environmental Phase (PA&ED Milestone)						04/01/15
Begin Design (PS&E) Phase						04/01/15
End Design Phase (Ready to List for Advertisement Milestone)						10/01/15
Begin Right of Way Phase						09/01/15
End Right of Way Phase (Right of Way Certification Milestone)						11/01/15
Begin Construction Phase (Contract Award Milestone)						12/01/15
End Construction Phase (Construction Contract Acceptance Milestone)						05/01/16
Begin Closeout Phase						05/01/16
End Closeout Phase (Closeout Report)						07/01/16

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-8410 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.
11	SD					
<b>Project Title:</b> Maryland Elementary Pedestrian Mobility Improvements						

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		95						95	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			697					697	
<b>TOTAL</b>		<b>95</b>	<b>697</b>					<b>792</b>	

Fund No. 1:	ATP Funds								Program Code
Proposed Funding (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E		85						85	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			627					627	
<b>TOTAL</b>		<b>85</b>	<b>627</b>					<b>712</b>	

Fund No. 2:	Local Development Impad Fees								Program Code
Proposed Funding (\$1,000s)									Local Development Fees
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									City of Vista
PS&E		10						10	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			70					70	
<b>TOTAL</b>		<b>10</b>	<b>70</b>					<b>80</b>	

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									
<b>TOTAL</b>									

## VI. Additional Information

Project name: City of Vista - Maryland Elementary Pedestrian Mobility Improvements
---

### 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)	\$ 85,000
Right-of-Way Phase	\$ 0
Construction Phase-Infrastructure	\$ 627,000
Construction Phase-Non-Infrastructure	\$ 0
<b>Total for ALL Phases</b>	<b>\$ 712,000</b>

All Non-ATP fund types on this project* (to the nearest \$1000)	Amount
Local Development Impact Fee-Match funds	\$ 80,000
	\$
	\$
	\$
	\$

\*Must indicate which funds are matching

Total Project Cost	\$ 792,000
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	\$ 792,000
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	09/17/2014	12/22/2014
Right-of-Way		
Construction	08/01/2015	11/01/2015

## VII. Non-Infrastructure Schedule Information

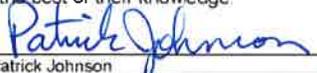
n/a

## VIII. Application Signatures

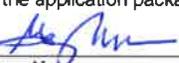
<b>Project name:</b> <b>City of Vista - Maryland Elementary Pedestrian Mobility Improvements</b>
---

### 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: 5/19/14  
 Name: Patrick Johnson Phone: (760) 639-6131  
 Title: City Manager e-mail: patrickj@cityofvista.com

**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: 5/19/14  
 Name: Greg Mayer Phone: (760) 726-1340 x1206  
 Title: City Engineer e-mail: gmayer@cityofvista.com

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

Signature:  Date: 5/19/14  
 Name: Donna Caperton Phone: (760) 726-2170  
 Title: Assistant Superintendent e-mail: donnacaperlon@vistausd.org

**Person to contact for questions:**

Name: Husam Hassenin Phone: (760) 726-1340 X1383  
 Title: Principal Engineer, Traffic Engineering e-mail: hhasenin@cityofvista.com

**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>

## **IX. Additional Attachments**

### **A. Vicinity/Location Map**

- Maryland Elementary School Boundaries

### **B. Photos of Existing Conditions**

### **C. Preliminary Plans**

- Preliminary Improvement Plan
- Typical Cross Sections

### **D. Engineer's Estimate**

### **E. Approved Plan**

### **F. Documentation of the Public Participation Project**

- Second and Third Workshop/Walk Audit Sign In Sheets
- Second and Third Workshop/Walk Audit Photos
- Vista Safe Routes to School Strategic Plan

### **G. Letter of Support**

### **H. Additional Documentation**

- Pedestrian Counts
- Student Travel Tally Report
- Calculations for Percent Shifted to Walking/Biking
- Collision Data
- Speed Study
- Benefit/Cost Calculations
- Improved Public Health Calculations
- Disadvantaged Communities Calculations
- CCC and CALCC Responses

Project name:

## **VIII. ADDITIONAL APPLICATION ATTACHMENTS**

Check all attachments included with this application.

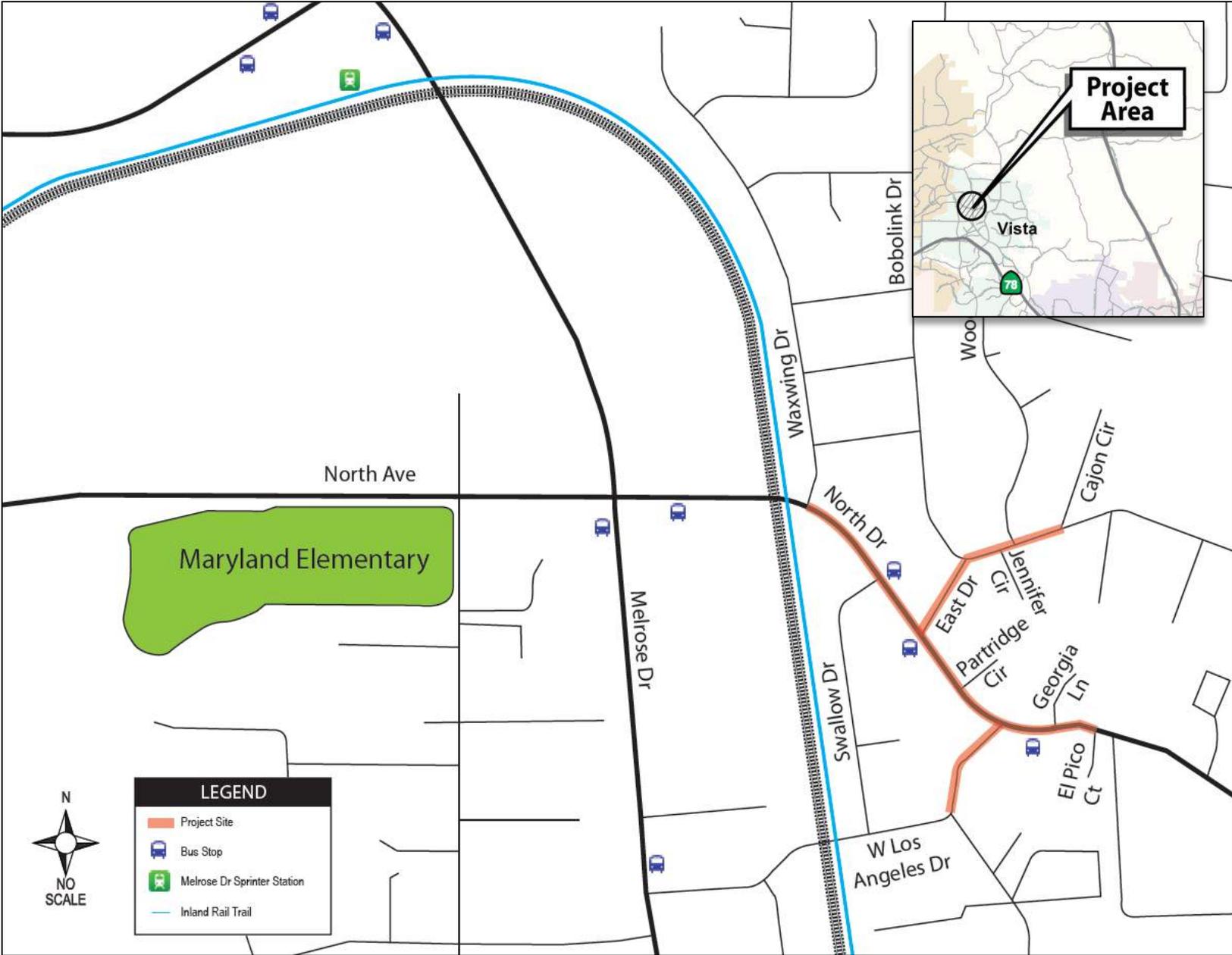
- Vicinity/Location Map- **REQUIRED for all IF Projects**
  - North Arrow
  - Label street names and highway route numbers
  - Scale
  
- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - Minimum of one labeled color photo of the existing project location
  - Minimum photo 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
  - a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.
  
- 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)

# Attachment A

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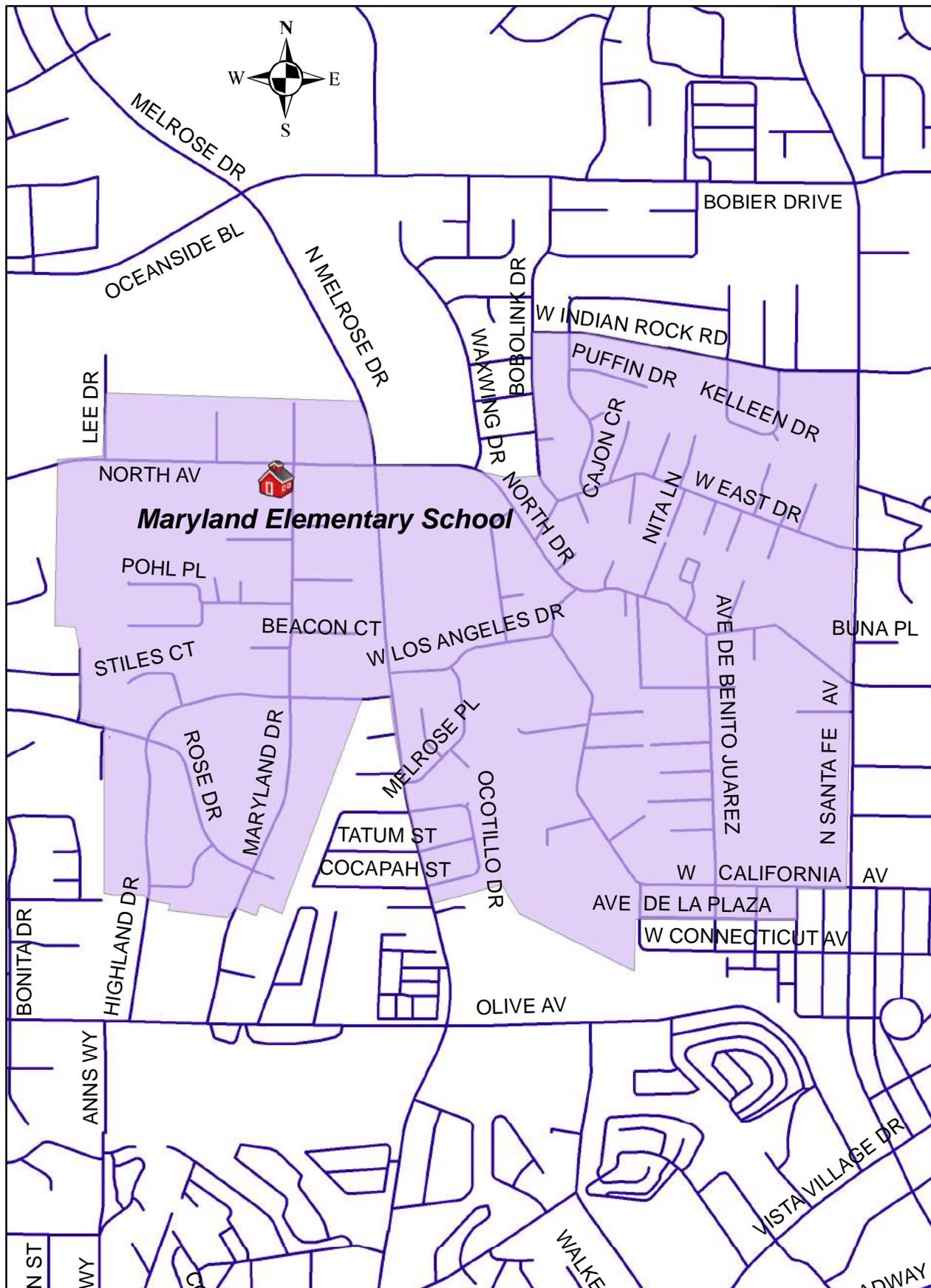
## VICINITY/LOCATION MAP

✓ **MARYLAND ELEMENTARY SCHOOL BOUNDARIES**



\*Note: Project Site is within Maryland Elementary School Boundaries

# MARYLAND ELEMENTARY SCHOOL ATTENDANCE BOUNDARY



# Attachment B

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## **PHOTOS OF EXISTING CONDITIONS**

**Figure 1: Pedestrians walking on the street along North Drive (looking west)**



**Figure 2: Pedestrian walking along North Drive in unmarked crosswalk at East Drive (looking west)**



**Figure 3: Disabled pedestrian maneuvering around parked cars and trash bins along North Drive (looking west)**



**Figure 4: Pedestrians walking on street and uneven dirt surface along North Drive (looking east)**



Figure 5: No shoulders on North Drive near El Pico Ct (looking west)



# Attachment C

---

## **PRELIMINARY PLANS**

✓ **PRELIMINARY IMPROVEMENTS PLAN**

✓ **TYPICAL CROSS SECTIONS**

WAXWING DR



**LEGEND**

-  SPEED FEEDBACK SIGN
-  HIGH VISIBILITY CROSSWALK
-  6' SIDEWALK WITH CURB AND GUTTER
-  5' SIDEWALK WITH CURB AND GUTTER
-  5' SIDEWALK
-  CURB EXTENSIONS
-  RETAINING WALL
-  PEDESTRIAN RAMP
-  DRIVEWAY RECONSTRUCTION
-  EXISTING RAISED MEDIAN



1"=120'



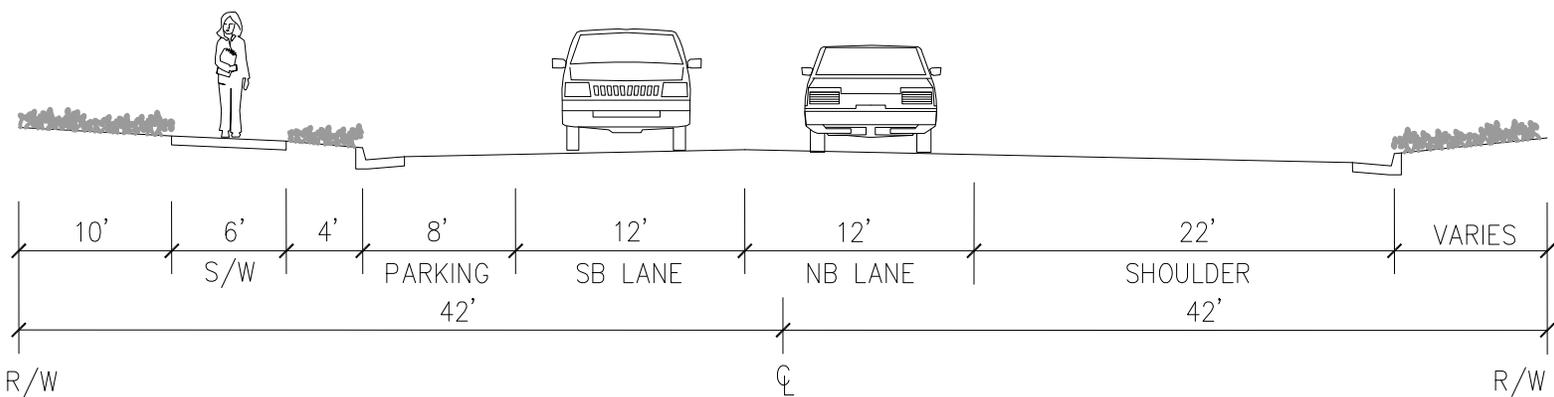
City of Vista  
 200 Civic Center Dr  
 Vista, CA 92084  
 (760) 726-1340  
 info@cityofvista.com

**MARYLAND ELEMENTARY  
 RECOMMENDED CAPITAL IMPROVEMENTS**

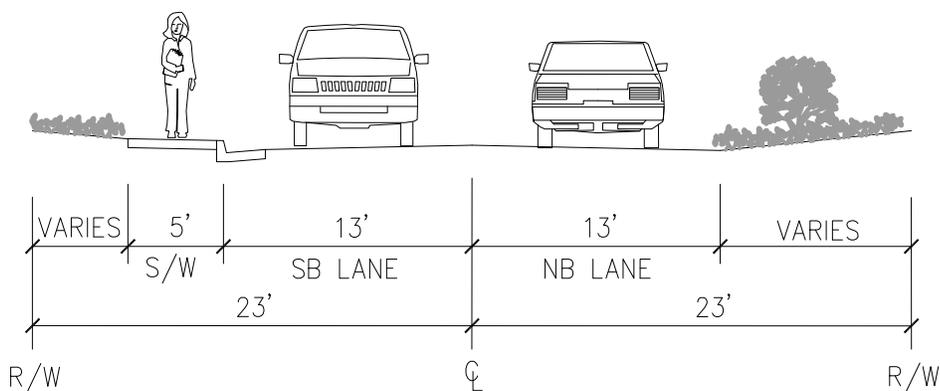
CITY OF VISTA  
 2014 ACTIVE TRANSPORTATION PROGRAM

**ATTACHMENT**

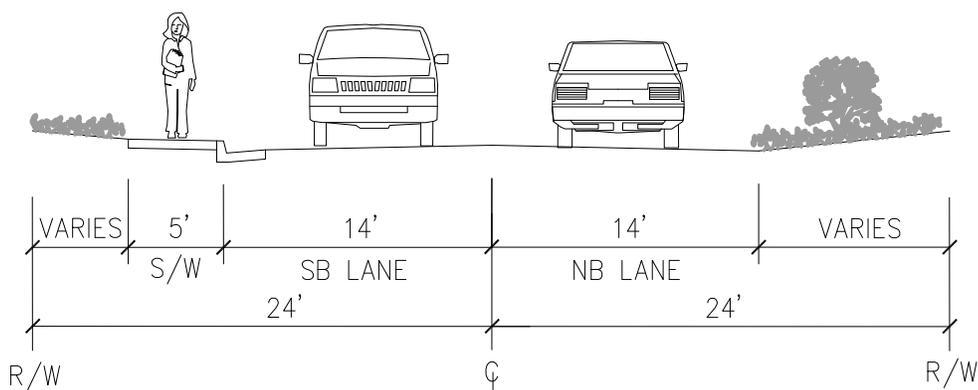
**A-1**



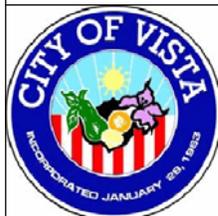
SECTION A-A  
NORTH DR



SECTION B-B  
EAST DR



SECTION C-C  
W LOS ANGELES DR



City of Vista  
200 Civic Center Dr  
Vista, CA 92084  
(760) 726-1340  
info@cityofvista.com

**MARYLAND ELEMENTARY  
CROSS SECTIONS**

CITY OF VISTA  
2014 ACTIVE TRANSPORTATION PROGRAM

**ATTACHMENT**

**A-2**

# Attachment D

---

## **ENGINEER'S ESTIMATE**

## ENGINEER'S COST ESTIMATE

**Project:** Maryland Elementary School  
**Location:** North Drive, W. Los Angeles Drive and East Drive  
**Agency:** City of Vista  
**Prepared By:** Husam Hasenin  
**Date:** 5/15/2014

Item #	Item Description	Quantity	Unit	Unit Price	Amount
1	Remove AC Paving	9,000	SF	\$8.00	\$72,000.00
2	Saw Cut	2,000	LF	\$5.00	\$10,000.00
3	Remove Asphalt/Concrete Driveway	4,500	SF	\$3.00	\$13,500.00
4	Remove Curb and Gutter	1,200	LF	\$4.00	\$4,800.00
5	Remove Concrete Spandrel	700	SF	\$4.00	\$2,800.00
6	Remove Tree	5	EA	\$1,000.00	\$5,000.00
7	Remove Gravity Retaining Wall	1	LS	\$1,500.00	\$1,500.00
8	Remove Striping	1	LS	\$3,000.00	\$3,000.00
9	Misc. Grading	1	LS	\$5,000.00	\$5,000.00
10	2" Grind and Overlay	2,000	SF	\$3.00	\$6,000.00
11	Install 6" Curb and Gutter	1,900	LF	\$37.00	\$70,300.00
12	Install/Reconstruct Concrete Driveway	22	EA	\$2,500.00	\$55,000.00
13	Install 4" AC Pavement	50	TN	\$120.00	\$6,000.00
14	Install 8" CL 2 Base	100	TN	\$45.00	\$4,500.00
15	Install Curb Ramps	15	EA	\$1,500.00	\$22,500.00
16	Install Concrete Spandrel	700	SF	\$14.00	\$9,800.00
17	Install 4" PCC Sidewalk	15,000	SF	\$8.00	\$120,000.00
18	Relocate Fire Hydrant	2	EA	\$11,000.00	\$22,000.00
19	Relocate Mailbox	20	EA	\$250.00	\$5,000.00
20	Install Gravity Retaining Wall	800	SF	\$30.00	\$24,000.00
21	Install Chain Link Fence	140	LF	\$25.00	\$3,500.00
22	Install Wood Fence	80	LF	\$10.00	\$800.00
23	Install Speed Feedback Signs	2	EA	\$7,000.00	\$14,000.00
24	Relocate Traffic Signs	15	EA	\$300.00	\$4,500.00
25	Install Storm Drain Inlet	3	EA	\$6,200.00	\$18,600.00
26	Install Striping	1	LS	\$10,000.00	\$10,000.00
27	SWPPP	1	LS	\$3,000.00	\$3,000.00
28	Record Drawings	1	LS	\$3,000.00	\$3,000.00
29	Erosion Control	1	LS	\$8,500.00	\$8,500.00
30	Misc. Drainage	1	LS	\$20,000.00	\$20,000.00
31	Clearing and Grubbing	1	LS	\$10,000.00	\$10,000.00
32	Landscaping and Irrigation	1	LS	\$20,000.00	\$20,000.00
33	Construction Surveying and Staking	1	LS	\$20,000.00	\$20,000.00
34	Bonds (1% of Improvement Costs)	1	LS	\$5,000.00	\$5,000.00
35	Traffic Control (2% of Improvement Costs)	1	LS	\$10,000.00	\$10,000.00
36	Mobilization (4% of Improvement Costs)	1	LS	\$20,000.00	\$20,000.00
<b>Sub Total:</b>					<b>\$633,600.00</b>
<b>Construction Contingency (10%):</b>					<b>\$63,400.00</b>
<b>Total:</b>					<b>\$697,000.00</b>

# Attachment E

---

## **APPROVED PLAN**

Vista General Plan 2030:

<http://www.cityofvista.com/departments/communitydev/documents/FinalVistaGeneralPlanUpdate.pdf>

This grant application is consistent with Circulation Element Policy 6.13, which states the following:

*Enhance the City's Safe Routes to School Program and support local school district efforts that improve walking and bicycling routes. Seek State and regional funding to construct improvements identified in the program and conduct educational programs for Vista's schools.*

# Attachment F

---

## **DOCUMENTATION OF THE PUBLIC PARTICIPATION PROCESS**

✓ **SECOND AND THIRD WORKSHOP/WALK AUDIT SIGN IN**

**SHEETS**

✓ **SECOND AND THIRD WORKSHOP/WALK AUDIT PHOTOS**

✓ **VISTA SAFE ROUTES TO SCHOOL STRATEGIC PLAN**

**Maryland Elementary  
Walk San Diego**

Name	Telephone Number
Argimira Dominguez	760 532 35 71
Esmeralda Arista	(760) 732-0034
Veronica Valverde	760 9418081
Guadalupe Zaires	760 726 7895
Veronica Castillo	760) 631 80 62
Laura Pedrosa	(760) 212 6795
FABIOLA JARAMILLO	(760) 295 2978
AYME MONICO	760 716 1202
Emilia Aranda	760 201 3296
Ana Vargas	760 453-8918
Lorena Ledezma	760 712-8931
Maria Herrera	760 726 7895
Lidia Ramos	760 295 7518
Maria Moreno	760 806-9215
Veronica Garcia	760 521-0784
Sara Mendoza	760 758 7209
Anselo Carter	(760) 607-8537
JEFF GYER (USID)	760 726 2170 x 2411

**Maryland Elementary  
Walk San Diego**

Name	Telephone Number
LORENA LEDEZMA	712-8931
<del>Det</del> Lidia Ramos	760 478 7358
Guadalupe Zaires	760 726 7893
Maria Irene Herrera	760 726 7893
Laura Pedraza	(760) 212 6795
FABIOLA JARAMILLO	(760) 295 29 78
Esmeralda Acosta	(760) 732-0034
Argimira Dominguez	760 532 35 71
Araceli Benitez P.	
Marica Moreno	(760) 806-9215
Sara Mendozca	760 7587209
Benicia Ayala	760) 6398646
Verónica Garcia	760) 591-0784
Catalina Ambrosio Lopez	760) 936-7955.
Diana V Garcia	(760) 877-7569.

**Figure 1: Public workshop at Maryland Elementary on November 16, 2011**



**Figure 2: Walk audit completed for Maryland Elementary on April 9, 2013**





# VISTA SAFE ROUTES TO SCHOOL STRATEGIC PLAN

*Final Report*

**PREPARED FOR:**  
CITY OF VISTA  
200 Civic Center Drive  
Vista, CA 92084

**PREPARED BY:**



101 West Broadway, Suite 1970  
San Diego, CA 92101  
p (619) 234-3190

**IN ASSOCIATION WITH:**



## CHAPTER 6. MARYLAND ELEMENTARY

### 6.1 SCHOOL OVERVIEW

Maryland Elementary is located on the southwest corner of the intersection of North Avenue and Maryland Drive. Access is provided via North Avenue (inbound) and from Maryland Drive (outbound). **Figure 6-1** displays the Maryland Elementary school site and key points of access.

From 2009-2010, there were 600 students enrolled in the school, with an average class size of 24 students. About 91% of all students were Hispanic or Latino, 5% White and 2% Black or African American.

Twenty-seven (27) teachers were employed last year, along with five (5) support staff members, including a library media services staff person, a psychologist, a nurse, a speech/language/hearing specialist, and another specialist.

On most days, all grades, including kindergarten begin at 7:50AM and end at 1:25PM.

### 6.2 EXISTING INFRASTRUCTURE

**Figure 6-2** displays an inventory of roadways, sidewalks, traffic controls, signage, and crosswalks surrounding Maryland Elementary. There is a 35 mph speed limit on North Avenue. North Melrose Drive has a 45 mph speed limit, with bike lanes on both sides of the road.

There is a noticeable lack of sidewalks within a half-mile-radius of the school. The west side of Maryland Drive and the north side of North Avenue have no sidewalks, similar to many of the local roadways to the south and to the east of the school.

There are signalized intersection controls at the North Melrose Drive / Oceanside Boulevard and North Melrose Drive / North Avenue intersections.

There are few yellow school crosswalks within a half-mile-radius of the school, primarily at the intersections of Maryland Drive and North Avenue and of North Melrose Drive and North Avenue.

### 6.3 PEDESTRIAN AND BICYCLE COLLISION HISTORY

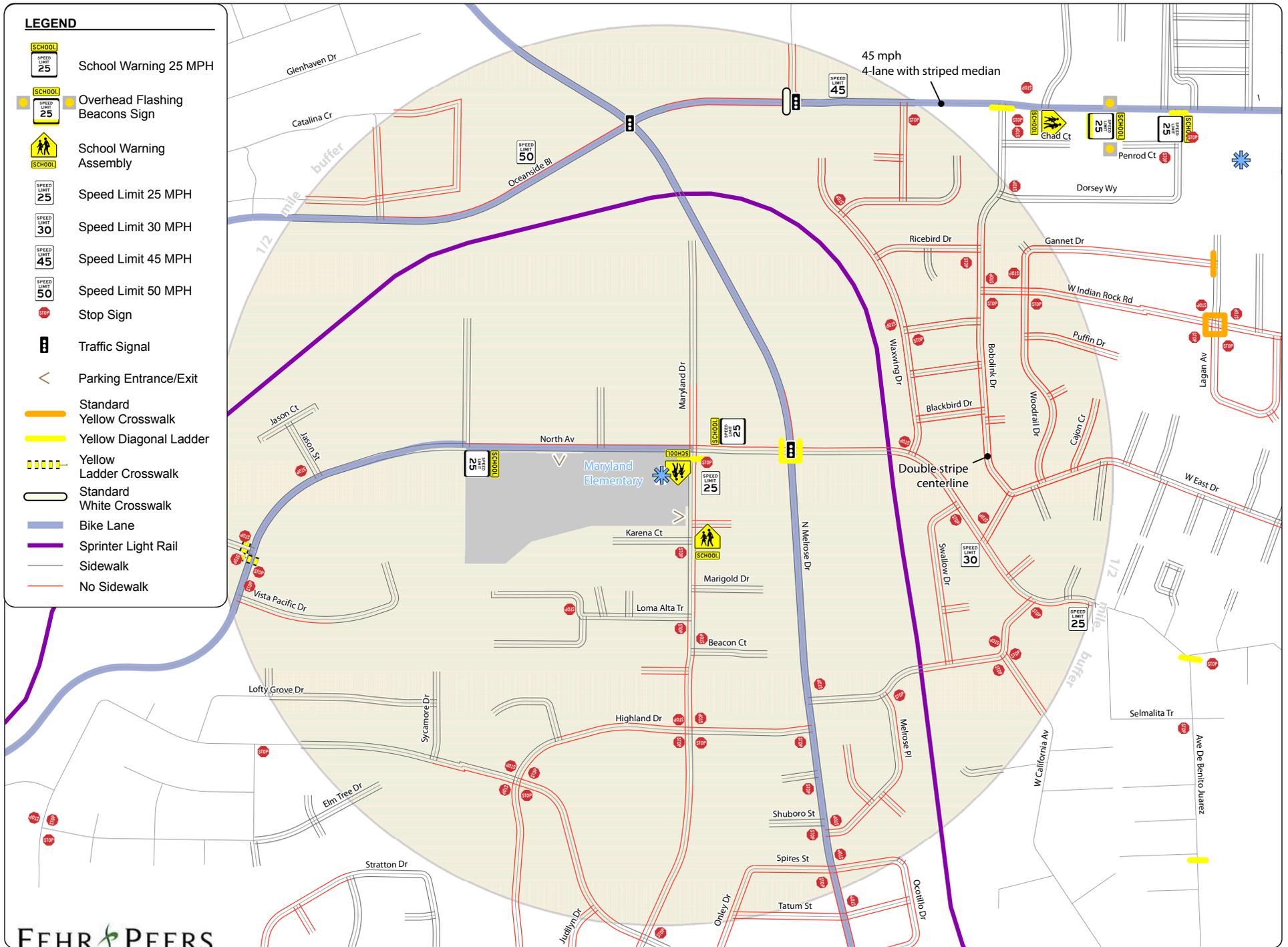
**Figure 6-3** shows pedestrian and bicycle collisions during the period from 2009 to 2010 surrounding Maryland Elementary. There were three collisions reported during this time period, all of which involved pedestrians. No bicycle related collisions were reported. All of the pedestrian related collisions within this school area occurred along North Melrose Drive, with two being reported at the intersection of North Melrose Drive and North Avenue.

**LEGEND**

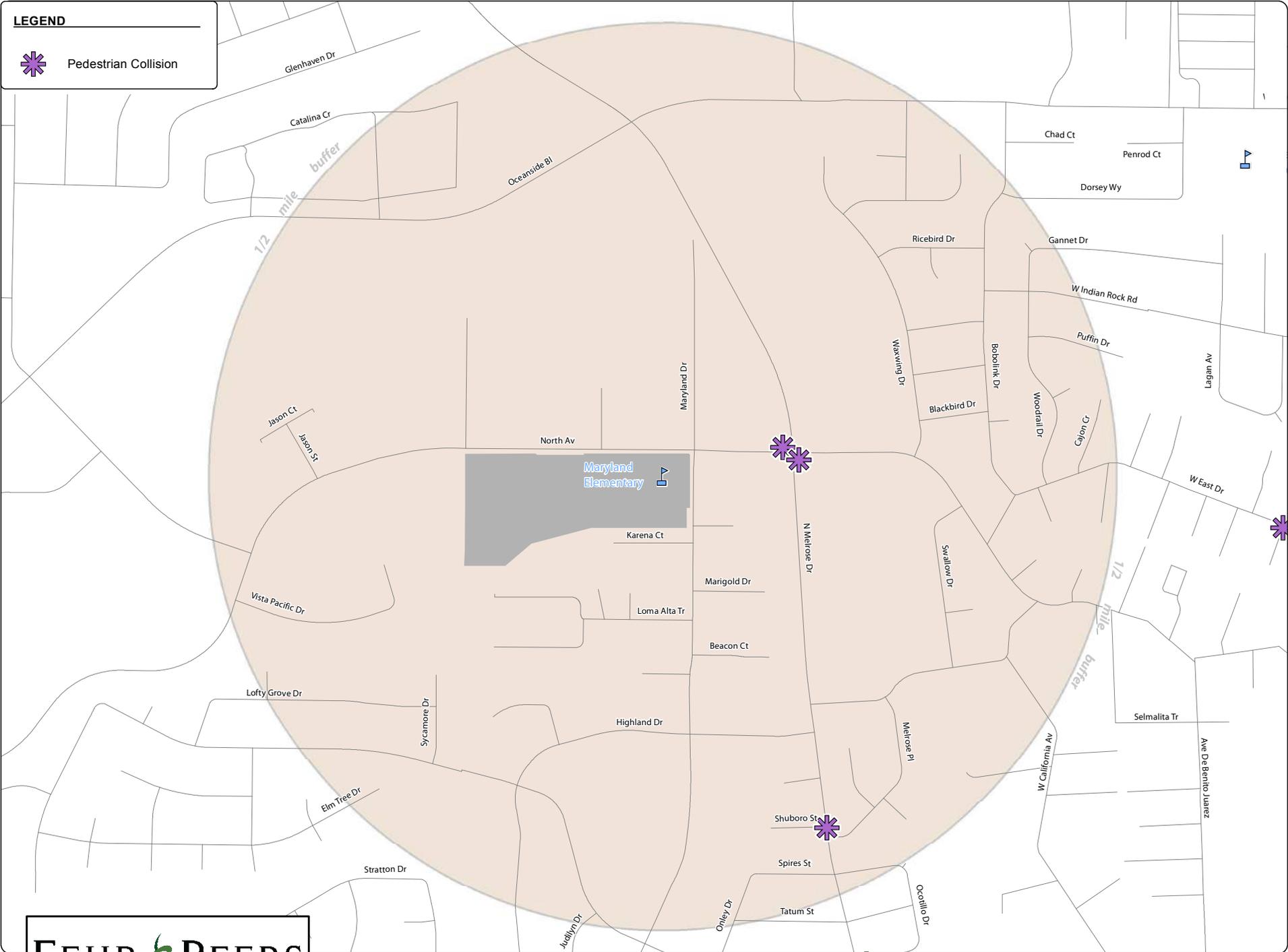
 Maryland Parcel Boundary



**FIGURE 6-1**  
**MARYLAND ELEMENTARY - SCHOOL BOUNDARY**



**FIGURE 6-2**  
**MARYLAND ELEMENTARY - INVENTORY MAP**



**LEGEND**

 Pedestrian Collision

**FIGURE 6-3**  
**MARYLAND ELEMENTARY - COLLISIONS MAP**

## 6.4 SUMMARY OF POTENTIAL ISSUES

This section presents the issues and deficiencies within the vicinity of Maryland Elementary identified in the walking audit. Section 6.5 discusses all identified safety issues around the school, including workshop outcomes, which are summarized and prioritized in detail.

**Figure 6-4** displays locations for the key pedestrian and bicycle access deficiencies identified during the walking audit within the vicinity of Maryland Elementary.

1. The west side of **Maryland Drive**, between Highland Drive and Loma Alta, lacks a sidewalk and curb ramps.



2. The school warning signage on **Maryland Drive** is too close to the school, not giving drivers enough advanced warning of the school.



3. The **Maryland Elementary School driveway** on Maryland Drive does not have a yellow school crossing.



4. Overgrown vegetation hinders visibility on **North Avenue** between Maryland Drive and North Melrose Drive.



5. The intersection of **North Melrose Drive** and **North Avenue** has long pedestrian crossing distances.



6. **North Avenue** lacks pedestrian crossings, such as at its intersection with Waxwing Drive. **North Avenue** has a wide cross-section, which creates long pedestrian crossing distances and increases pedestrian exposure.



7. The eastern side of **Waxwing Drive** does not have sidewalk or curb ramps between North Avenue and Blackbird Drive.
8. The southern side of **North Avenue** does not have sidewalk or curb ramps between Waxwing Drive and East Avenue.



9. The intersection of **North Avenue** and **East Drive** does not have marked pedestrian crossings.



10. The east side of **East Drive** does not have sidewalk or curb ramps between North Avenue and Bobolink Drive.



**LEGEND**

**1** Deficiency: Location and ID



**FIGURE 6-4**  
**MARYLAND ELEMENTARY - SUMMARY OF ISSUES**

## 6.5 COMMUNITY INPUT AND ISSUE REFINEMENT

A workshop at Maryland Elementary School was held with the intention to encourage community input on safety issues of the school area. Twelve (12) parents and school staff members participated in the two-hour-workshop held on November 16, 2011.

The outcome of the workshop is summarized in **Table 6-1**, which also includes the safety issues identified during the walking audit.

### *Voting Process at the Maryland Elementary Workshop*



**Table 6-1 Maryland Elementary – Barriers to Walking and Bicycling to School**

School: **Maryland Elementary**

Workshop Date: **11/16/2011**

# of Participants: **12**

Issues Raised at the Community Workshop				Project Number
Location	Problem(s)/Issue(s)	Solution(s)	Vote	
California Avenue, North Avenue/Drive, Los Angeles Drive	<ul style="list-style-type: none"> <li>No sidewalks</li> <li>Pedestrian conflicts at intersections</li> <li>No curb ramps</li> <li>Low visibility of pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>Sidewalks</li> <li>Crosswalks</li> <li>Curb ramps</li> <li>Curb extensions</li> <li>Driver Feedback Signs</li> </ul>	24	6-1
N. Melrose Drive @ Highland Drive/Los Angeles Drive	<ul style="list-style-type: none"> <li>Dangerous intersection: No signals and a lot of accidents</li> </ul>	<ul style="list-style-type: none"> <li>Traffic signal</li> </ul>	8	--
North Avenue, Maryland Drive, and N. Melrose Drive	<ul style="list-style-type: none"> <li>Speeding</li> <li>School signage/speed signage is too close to school, so drivers aren't warned ahead about 25 mph speed limit</li> </ul>	<ul style="list-style-type: none"> <li>Driver feedback signs</li> <li>Add school speed limit signs ahead of the school</li> <li>High visibility crosswalk @ school entrance</li> </ul>	3	6-2
Maryland Drive near school	<ul style="list-style-type: none"> <li>Narrow sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>Widen sidewalks and add buffer between road and active sidewalk</li> </ul>	2	--
N. Melrose Drive	<ul style="list-style-type: none"> <li>Lack of signs</li> <li>Speeding</li> </ul>	<ul style="list-style-type: none"> <li>Signage</li> <li>Curb extensions or/and refuge island</li> </ul>	1	--

N. Melrose Drive /North Avenue	<ul style="list-style-type: none"> <li>Signal timing: short green for pedestrians</li> <li>Right turn drivers on green do not yield to pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>Lengthen green for pedestrians</li> <li>Additional crossing guards</li> <li>Countdown pedestrian signal</li> <li>Advance limit lines</li> </ul>	1	--
Exit from school parking lot on Maryland Drive	<ul style="list-style-type: none"> <li>Drivers do not obey left turn prohibition</li> </ul>	<ul style="list-style-type: none"> <li>Larger more standard sign</li> <li>Enforcement</li> </ul>	0	--
<b>Issues Identified from Walking Audit</b> (Most issues identified from the walk audit were raised at the workshop and are not repeated below)				
Maryland Drive between Highland Avenue and Loma Alta Terrace	<ul style="list-style-type: none"> <li>Lack of Sidewalk on the west side of Maryland Drive</li> </ul>	<ul style="list-style-type: none"> <li>Sidewalks</li> </ul>	N/A	--
North Avenue between Maryland Drive and N. Melrose Drive	<ul style="list-style-type: none"> <li>Vegetation covering School Warning Assembly "A" westbound on North Avenue</li> </ul>	<ul style="list-style-type: none"> <li>Maintain vegetation clearance</li> </ul>	N/A	--
Waxwing Drive between North Avenue and Blackbird Drive	<ul style="list-style-type: none"> <li>No sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>Construct sidewalks</li> </ul>	N/A	--
North Drive between Waxwing Drive and East Drive	<ul style="list-style-type: none"> <li>No sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>Construct a sidewalks</li> </ul>	N/A	--

East Drive between North Drive and Bobolink Drive	<ul style="list-style-type: none"> <li>No sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>Construct sidewalks</li> </ul>	N/A	--
North Drive @ East Drive	<ul style="list-style-type: none"> <li>Lack of pedestrian crossing at intersection</li> </ul>	<ul style="list-style-type: none"> <li>Install a high visibility crosswalk</li> </ul>	N/A	--

## 6.6 RECOMMENDED INFRASTRUCTURE IMPROVEMENTS

For Maryland Elementary School, two projects were chosen for detailed development and are presented below. Each project is briefly described. Physical recommendations are shown in the following figures with accompanying cost estimates.

### *Project 6-1: California Avenue, East Drive, North Avenue, North Drive, Los Angeles Drive and the Intersection of Los Angeles Drive and California Avenue*

California Avenue, East Drive, North Avenue, North Drive, and Los Angeles Drive all lack sidewalks and curb ramps, have pedestrian conflicts at intersections, and provide low visibility of pedestrians. The general approach for these issues is to construct sidewalks along the southwest side of North Drive, the north side of East Drive, and the east side of Los Angeles Drive between California Avenue and North Drive. Curb ramps are recommended at all intersections along the sidewalks and on either ends of unmarked crosswalks. To improve pedestrian visibility and reduce speeding, the construction of a number of curb extensions is recommended along North Drive and Los Angeles Drive.

### *Project 6-2: North Avenue, Maryland Drive and North Melrose Drive*

At North Avenue, Maryland Drive, and North Melrose Drive, the main issue is speeding in proximity to the school. Three school speed limit signs as well as three driver feedback signs are recommended to be installed. Additionally, a high visibility crosswalk should be installed at the school parking lot exit on Maryland Drive.



**MARYLAND ELEMENTARY SCHOOL RECOMMENDED CAPITAL IMPROVMENTS**  
**PROJECT 6-1**

**FIGURE 6-5**



**Table 6-2 Maryland Elementary – Cost Estimates**

**Project 6-1:** California Avenue, East Drive, North Avenue, North Drive, Los Angeles Drive and California Avenue @ Los Angeles Drive

Item	Unit	Unit Cost	Amount	Cost
Sidewalk	SF	\$ 10	12,600	\$ 126,000
Curb extension (small)	each	\$ 10,000	6	\$ 60,000
Curb ramp	each	\$ 3,000	11	\$ 33,000
Driver feedback sign	each	\$ 10,000	2	\$ 20,000
Advanced stop lines	LF	\$ 8	50	\$ 400
High visibility crosswalk	LF	\$ 4	288	\$ 1,152
Driveway	SF	\$ 12	2,040	\$ 24,480
<b>Construction Cost Total</b>				<b>\$ 265,032</b>
Contingency (15%)				\$ 39,755
Design (15%)				\$ 39,755
<b>Grand Total</b>				<b>\$ 344,542</b>

**Project 6-2:** North Avenue, Maryland Drive, N. Melrose Drive

Item	Unit	Unit Cost	Amount	Cost
New Traffic Sign	each	\$ 500	3	\$ 1,500
Install Traffic Sign (Pole, Mast etc.)	each	\$ 600	3	\$ 1,800
Driver feedback sign	each	\$ 10,000	3	\$ 30,000
High visibility crosswalk	LF	\$ 4	96	\$ 384
<b>Construction Cost Total</b>				<b>\$ 33,300</b>
Contingency (15%)				\$ 4,995
Design (15%)				\$ 4,995
<b>Grand Total</b>				<b>\$ 43,290</b>

# Attachment G

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## **LETTER OF SUPPORT**

**Business Services**



**Board Members**  
Rich Alderson  
Angela D. Chunka  
Jim Gibson  
Carol Weise Herrera  
R. Elizabeth Jaka

1234 Arcadia Ave, Vista, CA  
92084-3404  
(760) 726-2170 Ext. 2222

[www.vistausd.org](http://www.vistausd.org)

**Superintendent**  
Dr. Devin Vodicka

May 9, 2014

Teresa McWilliam  
Program Manager, Active Transportation Program  
California Department of Transportation

Dear Ms. McWilliam:

I would like to express my strong support for the City of Vista's grant applications to the California Department of Transportation's Active Transportation Program for Maryland Elementary and Bobier Elementary schools. The identified project areas of North Drive, Los Angeles Drive, East Drive, Bobier Drive and Indian Rock Road are in urgent need of the improvements outlined in their respective grant applications.

Both Maryland Elementary and Bobier Elementary schools are community schools with students drawn from the surrounding neighborhoods. Many of the students walk to and from the schools and parents as well as the school principals have repeatedly expressed concern with lack of pedestrian facilities and student safety at these locations.

We have seen the benefits of a pro-active education campaign but education and outreach can only help so much. Long lasting change requires investment in infrastructure. The new sidewalk construction and traffic calming measures described in the applications will provide the integral, practical changes our community needs to better protect our children as they travel to and from school.

In conclusion, I wish to reiterate that the Vista Unified School District eagerly supports the City of Vista in this endeavor and strongly hopes that the California Department of Transportation chooses to fund these two worthy and important projects.

Sincerely,

Donna Caperton  
Assistant Superintendent-  
Business Services

# Attachment H

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## **ADDITIONAL DOCUMENTATION**

- ✓ **PEDESTRIAN COUNTS**
- ✓ **STUDENT TRAVEL TALLY REPORT**
- ✓ **CALCULATIONS FOR PERCENT SHIFTED TO WALKING/BIKING**
- ✓ **COLLISION DATA**
- ✓ **SPEED STUDY**
- ✓ **BENEFIT/COST CALCULATIONS**
- ✓ **IMPROVED PUBLIC HEALTH CALCULATIONS**
- ✓ **DISADVANTAGED COMMUNITIES CALCULATIONS**
- ✓ **RESPONSES FROM CCC AND CALCC**

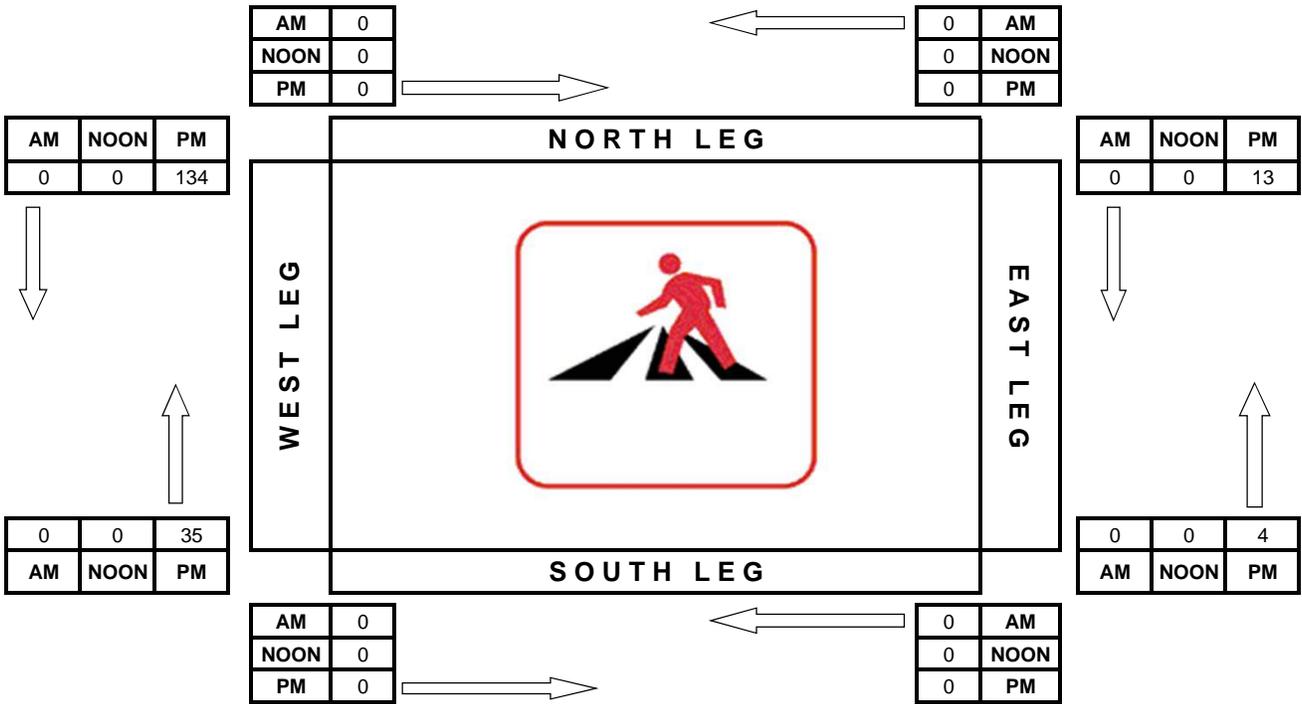
PREPARED BY NATIONAL DATA & SURVEYING SERVICES

Pedestrian Count Peak Hour

PROJECT#: 14-4093-002  
 N/S Street: North Dr  
 E/W Street: Btwn Swallow Dr & East Dr  
 DATE: 4/10/2014  
 CITY: Vista

DAY: Thursday

	Start:	End:
AM		
NOON		
PM	14:00	15:00



**PREPARED BY NATIONAL DATA & SURVEYING SERVICES**

PROJECT#: 14-4093-002  
 N/S Street: North Dr  
 E/W Street: Btwn Swallow Dr & East Dr  
 DATE: 4/10/2014  
 CITY: Vista

DAY: Thursday

**P M**

*PEDESTRIANS*

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
2:00 PM	0	0	0	0	0	1	17	0
2:15 PM	0	0	0	0	0	9	9	2
2:30 PM	0	0	0	0	0	3	4	51
2:45 PM	0	0	0	0	4	0	5	81
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>13</b>	<b>35</b>	<b>134</b>

# Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Maryland

**Set ID:** 14769

**School Group:** Vista Intergenerational SR2S Program

**Month and Year Collected:** May 2014

**School Enrollment:** 0

**Date Report Generated:** 05/13/2014

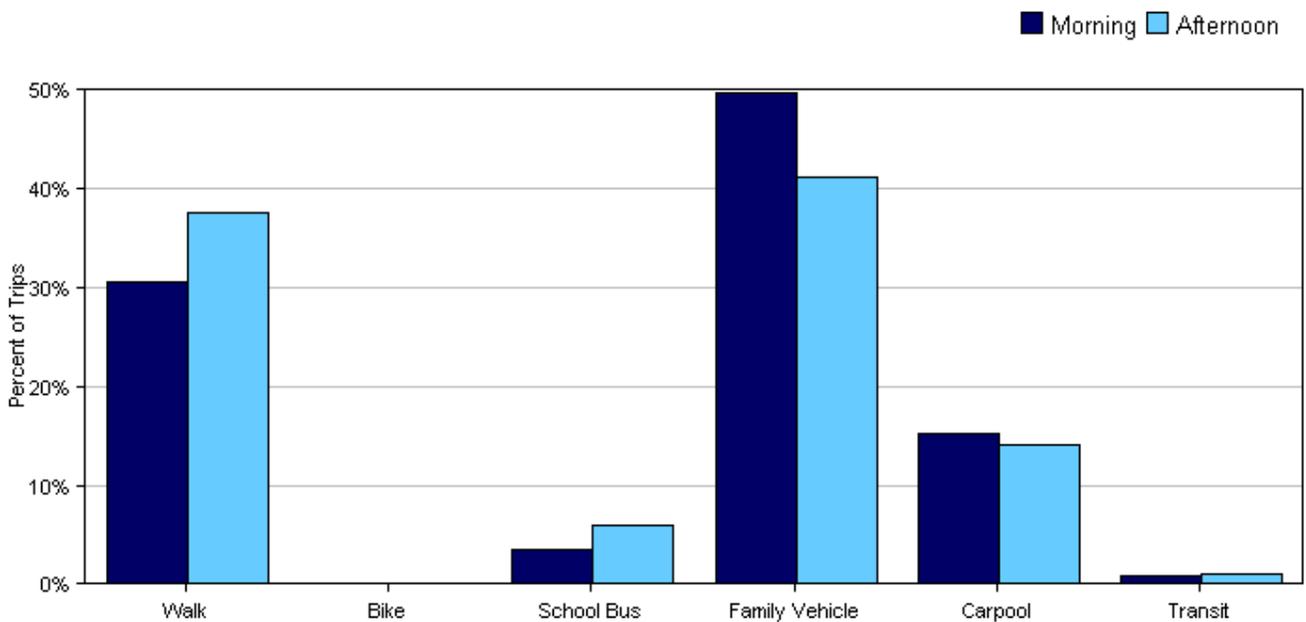
**% of Students reached by SRTS activities:** 51-75%

**Tags:**

**Number of Classrooms  
Included in Report:** 13

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

## Morning and Afternoon Travel Mode Comparison

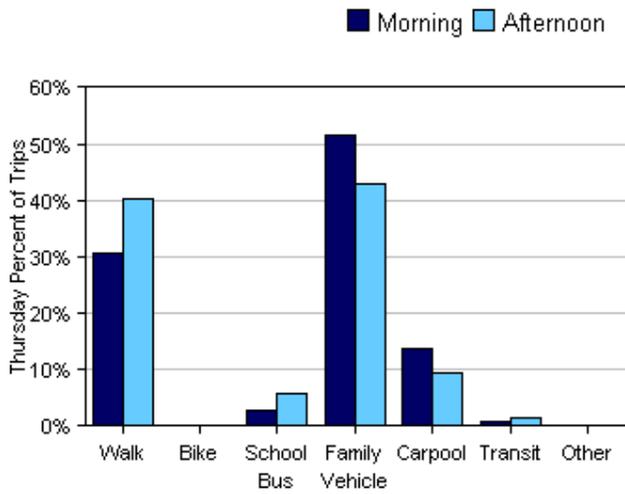
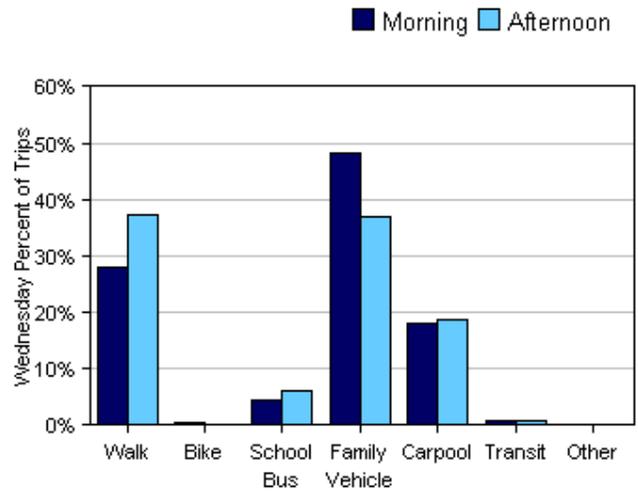
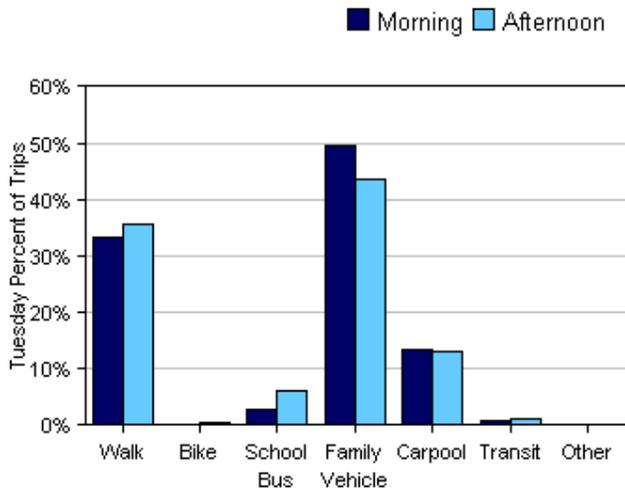


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	699	31%	0.1%	3%	50%	15%	0.9%	0%
Afternoon	708	38%	0.1%	6%	41%	14%	1%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

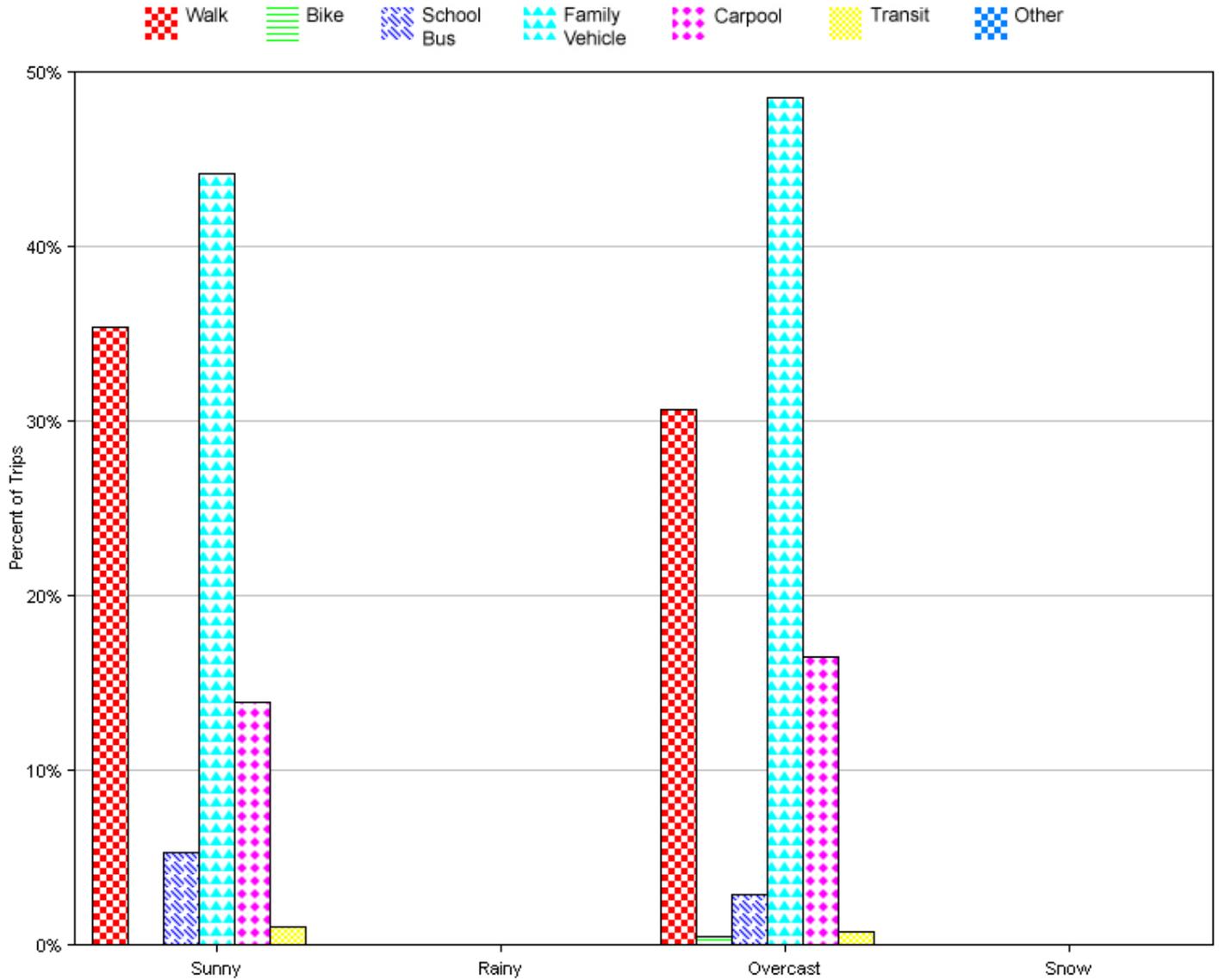


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	246	33%	0%	3%	50%	13%	0.8%	0%
Tuesday PM	250	36%	0.4%	6%	44%	13%	1%	0%
Wednesday AM	244	28%	0.4%	5%	48%	18%	0.8%	0%
Wednesday PM	249	37%	0%	6%	37%	19%	0.8%	0%
Thursday AM	209	31%	0%	3%	52%	14%	1.0%	0%
Thursday PM	209	40%	0%	6%	43%	10%	1%	0%

Percentages may not total 100% due to rounding.

## Travel Mode by Weather Conditions



## Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1026	35%	0%	5%	44%	14%	1%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	381	31%	0.5%	3%	49%	17%	0.8%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

## Calculations for % Shifted to Walking/Biking

$$\text{Shift} = (\text{Enrolled Students})(\% \text{ Don't Walk})(\% \text{ Could Who Don't})(\% \text{ Benefit})$$

$$\text{Shift} = (589)(73.5\%)(46.9\%)(18\%) = 37$$

$$\% \text{ Shift} = \frac{\text{Shift}}{589 \text{ Enrolled Students}} = \frac{37}{589}$$

$$\% \text{ Shift} = 6.28\% \approx 5\% \text{ to be conservative}$$

## HEAT estimate

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

The walking data you have entered corresponds to an average of **22.72** minutes per person per day.

This level of walking provides an **estimated** protective benefit of: **18 %** (compared to persons not walking regularly)

From the data you have entered, the number of individuals who benefit from this level of walking is: **372**

Out of this many individuals, the number who would be expected to die if they were not walking regularly would be: **2.97**

**The number of deaths per year that are prevented by this level of walking is: 0.53**

### Financial savings as a result of walking

*Currency: USD, rounded to 1000*

The value of statistical life in your population is:	<b>9,100,000 USD</b>
The annual benefit of this level of walking, per year, is:	<b>4,786,000 USD</b>
The total benefits accumulated over <b>20</b> years are:	<b>95,727,000 USD</b>
When future benefits are discounted by <b>7.00 %</b> per year:	
<b>the current value of the average annual benefit, averaged across 20 years is:</b>	<b>2,535,000 USD</b>
<b>the current value of the total benefits accumulated over 20 years is:</b>	<b>50,706,000 USD</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.





## Deaths and Mortality

(Data are for the U.S. and are final 2010 data; For the most recent preliminary data see [Deaths: Preliminary Data for 2011](#) [PDF - 1.7 MB] ([/nchs/data/nvsr/nvsr61/nvsr61\\_o6.pdf](#)))

- Number of deaths: 2,468,435
- Death rate: 799.5 deaths per 100,000 population
- Life expectancy: 78.7 years
- Infant Mortality rate: 6.15 deaths per 1,000 live births

Source: Centers for Disease Control and Prevention: FASTSTATS-Death and Mortality



**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

February 28, 2013

1200 New Jersey Avenue, SE  
Washington, DC 20590

**MEMORANDUM TO:** SECRETARIAL OFFICERS  
MODAL ADMINISTRATORS

**From:** Polly Trottenberg  
Under Secretary for Policy  
X6-4540

Robert S. Rivkin  
General Counsel  
x6-4702

**Subject:** Guidance on Treatment of the Economic Value of a Statistical Life (VSL) in  
U.S. Department of Transportation Analyses

Departmental guidance on valuing reduction of fatalities and injuries by regulations or investments has been published periodically by this office since 1993. We issued a thorough revision of our guidance in 2008 and have issued annual updates to adjust for changes in prices and real incomes since then. Our most recent update, dated July 29, 2011, stated that a new review of the technical literature would be conducted to inform the next publication. The conclusions of that review are incorporated in this guidance.

Empirical studies published in recent years indicate a VSL of \$9.1 million in current dollars for analyses using a base year of 2012. We also find that an income elasticity of 1.0 should be used to project VSL to future years. Based on wage forecasts from the Congressional Budget Office, we estimate that there will be an expected 1.07 percent annual growth rate in median real wages over the next 30 years (2013-2043). These estimates imply that VSL in future years should be estimated to grow by 1.07 percent per year before discounting to present value.

Source: United States Department of Transportation Economic Value of Statistical Life Memo

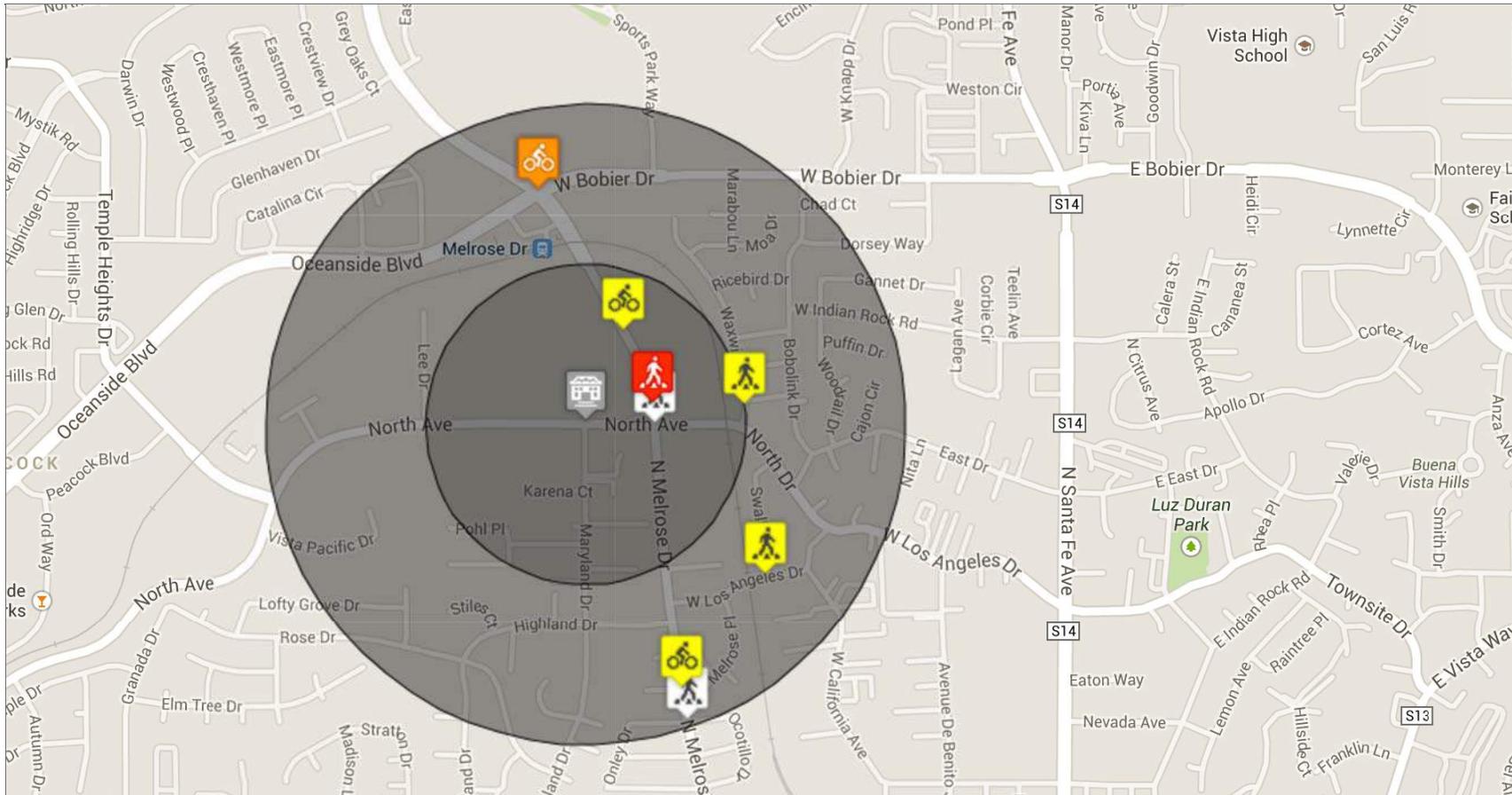
# SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

## Maryland Elementary

700 North Ave. | Vista | San Diego County | CDS: 37684520111237

Types of Collisions:	Bicycle	Pedestrian		
Collision Severity:	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain
Years :	2007 - 2011			



--

Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	<b>Total</b>
<i>&lt;¼ mi.</i>	1	0	2	1	3	1	<b>4</b>
<i>¼ - ½ mi.</i>	0	2	2	1	3	2	<b>5</b>
<i>Total</i>	1	2	4	2	6	3	<b>9</b>

**SPEED**

North Dr w/o East Dr

Day: Tuesday  
Date: 12/10/2013City: Vista  
Project #: CA13\_4394\_001e**East Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	4	9	2	0	0	0	0	0	0	0	16
01:00	0	0	0	4	5	2	1	0	0	0	0	0	0	12
02:00	0	0	0	1	3	2	0	0	0	0	0	0	0	6
03:00	0	0	0	2	4	1	0	0	0	0	0	0	0	7
04:00	0	1	0	3	3	4	0	0	0	0	0	0	0	11
05:00	0	0	3	8	14	8	1	0	0	0	0	0	0	34
06:00	1	0	0	23	44	14	1	0	0	0	0	0	0	83
07:00	1	0	4	72	132	32	3	0	0	0	0	0	0	244
08:00	0	6	8	114	108	15	1	0	0	0	0	0	0	252
09:00	0	0	2	34	56	16	3	0	0	0	0	0	0	111
10:00	0	1	2	23	86	24	4	0	0	0	0	0	0	140
11:00	1	0	6	20	60	27	2	1	0	0	0	0	0	117
12:00 PM	1	0	4	41	88	39	0	0	0	0	0	0	0	173
13:00	0	0	3	29	84	37	1	0	0	0	0	0	0	154
14:00	0	3	6	103	120	21	0	0	0	0	0	0	0	253
15:00	0	1	5	74	153	39	4	0	0	0	0	0	0	276
16:00	0	1	7	85	191	38	3	0	0	0	0	0	0	325
17:00	0	0	6	87	162	43	2	0	0	0	0	0	0	300
18:00	0	0	6	46	122	17	0	0	0	0	0	0	0	191
19:00	0	0	4	52	76	19	2	0	0	0	0	0	0	153
20:00	0	0	2	25	56	13	3	0	0	0	0	0	0	99
21:00	0	0	2	29	39	7	0	0	0	0	0	0	0	77
22:00	0	0	2	18	31	5	2	1	0	0	0	0	0	59
23:00	0	1	0	4	13	3	0	0	0	0	0	0	0	21
<b>Totals</b>	<b>4</b>	<b>14</b>	<b>73</b>	<b>901</b>	<b>1659</b>	<b>428</b>	<b>33</b>	<b>2</b>						<b>3114</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>29%</b>	<b>53%</b>	<b>14%</b>	<b>1%</b>	<b>0%</b>						<b>100%</b>

<b>AM Volumes</b>	3	8	26	308	524	147	16	1	0	0	0	0	0	1033	
<b>% AM</b>	0%	0%	1%	10%	17%	5%	1%	0%						33%	
<b>AM Peak Hour</b>	06:00	08:00	08:00	08:00	07:00	07:00	10:00	11:00						08:00	
<b>Volume</b>	1	6	8	114	132	32	4	1						252	
<b>PM Volumes</b>	1	6	47	593	1135	281	17	1	0	0	0	0	0	2081	
<b>% PM</b>	0%	0%	2%	19%	36%	9%	1%	0%						67%	
<b>PM Peak Hour</b>	12:00	14:00	16:00	14:00	16:00	17:00	15:00	22:00						16:00	
<b>Volume</b>	1	3	7	103	191	43	4	1						325	
<b>Directional Peak Periods All Speeds</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
			Volume		%	Volume		%	Volume		%	Volume		%	
			496	↔	16%	327	↔	11%	625	↔	20%	1666	↔	54%	

Street Name	Direction	Percentiles					ADT
		15th	50th	Average	85th	95th	
North Dr	East Bound	27	32	32	35	39	3114
North Dr	West Bound	27	32	32	38	40	3234

**SPEED**

North Dr w/o East Dr

Day: Tuesday  
Date: 12/10/2013City: Vista  
Project #: CA13\_4394\_001w**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	3	4	1	0	0	0	0	0	0	0	9
01:00	0	0	1	2	1	5	1	0	0	0	0	0	0	10
02:00	0	0	1	4	6	1	1	0	0	0	0	0	0	13
03:00	0	0	0	3	3	1	1	0	0	0	0	0	0	8
04:00	0	1	3	5	24	13	4	1	0	0	0	0	0	51
05:00	1	0	3	33	48	37	14	0	0	0	0	0	0	136
06:00	0	1	12	60	95	41	7	2	0	0	0	0	0	218
07:00	0	1	11	82	129	52	4	0	0	0	0	0	0	279
08:00	1	2	8	71	113	66	6	0	0	0	0	0	0	267
09:00	1	0	2	26	53	36	7	0	0	0	0	0	0	125
10:00	0	2	4	34	60	39	9	0	0	0	0	0	0	148
11:00	0	1	2	16	54	40	9	2	0	0	0	0	0	124
12:00 PM	0	2	5	34	79	39	10	2	0	0	0	0	0	171
13:00	1	0	4	32	68	39	6	1	0	0	0	0	0	151
14:00	2	1	10	48	107	47	14	1	0	0	0	0	0	230
15:00	2	1	7	52	128	56	12	0	1	0	0	0	0	259
16:00	2	0	14	52	102	42	10	0	0	0	0	0	0	222
17:00	0	3	20	75	105	31	7	0	0	0	0	0	0	241
18:00	1	1	13	68	88	29	3	0	0	0	0	0	0	203
19:00	0	1	13	43	53	33	1	1	0	0	0	0	0	145
20:00	0	2	7	28	36	10	3	1	0	0	0	0	0	87
21:00	0	0	5	22	29	14	1	0	0	0	0	0	0	71
22:00	0	0	3	12	19	12	3	0	0	0	0	0	0	49
23:00	0	0	1	2	7	6	1	0	0	0	0	0	0	17
<b>Totals</b>	<b>11</b>	<b>19</b>	<b>150</b>	<b>807</b>	<b>1411</b>	<b>690</b>	<b>134</b>	<b>11</b>	<b>1</b>					<b>3234</b>
<b>% of Totals</b>	<b>0%</b>	<b>1%</b>	<b>5%</b>	<b>25%</b>	<b>44%</b>	<b>21%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	3	8	48	339	590	332	63	5	0	0	0	0	0	1388	
<b>% AM</b>	0%	0%	1%	10%	18%	10%	2%	0%						43%	
<b>AM Peak Hour</b>	05:00	08:00	06:00	07:00	07:00	08:00	05:00	06:00						07:00	
<b>Volume</b>	1	2	12	82	129	66	14	2						279	
<b>PM Volumes</b>	8	11	102	468	821	358	71	6	1	0	0	0	0	1846	
<b>% PM</b>	0%	0%	3%	14%	25%	11%	2%	0%	0%					57%	
<b>PM Peak Hour</b>	14:00	17:00	17:00	17:00	15:00	15:00	14:00	12:00	15:00					15:00	
<b>Volume</b>	2	3	20	75	128	56	14	2	1					259	
<b>Directional Peak Periods All Speeds</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>			<b>Off Peak Volumes</b>	
			Volume		%	Volume		%	Volume		%	Volume		%	
			546	↔	17%	322	↔	10%	463	↔	14%	1903	↔	59%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
North Dr	East Bound	27	32	32	35	39	3114
North Dr	West Bound	27	32	32	38	40	3234

**SPEED**

North Dr w/o East Dr

Day: Tuesday  
Date: 12/10/2013City: Vista  
Project #: CA13\_4394\_001**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	2	7	13	3	0	0	0	0	0	0	0	25
01:00	0	0	1	6	6	7	2	0	0	0	0	0	0	22
02:00	0	0	1	5	9	3	1	0	0	0	0	0	0	19
03:00	0	0	0	5	7	2	1	0	0	0	0	0	0	15
04:00	0	2	3	8	27	17	4	1	0	0	0	0	0	62
05:00	1	0	6	41	62	45	15	0	0	0	0	0	0	170
06:00	1	1	12	83	139	55	8	2	0	0	0	0	0	301
07:00	1	1	15	154	261	84	7	0	0	0	0	0	0	523
08:00	1	8	16	185	221	81	7	0	0	0	0	0	0	519
09:00	1	0	4	60	109	52	10	0	0	0	0	0	0	236
10:00	0	3	6	57	146	63	13	0	0	0	0	0	0	288
11:00	1	1	8	36	114	67	11	3	0	0	0	0	0	241
12:00 PM	1	2	9	75	167	78	10	2	0	0	0	0	0	344
13:00	1	0	7	61	152	76	7	1	0	0	0	0	0	305
14:00	2	4	16	151	227	68	14	1	0	0	0	0	0	483
15:00	2	2	12	126	281	95	16	0	1	0	0	0	0	535
16:00	2	1	21	137	293	80	13	0	0	0	0	0	0	547
17:00	0	3	26	162	267	74	9	0	0	0	0	0	0	541
18:00	1	1	19	114	210	46	3	0	0	0	0	0	0	394
19:00	0	1	17	95	129	52	3	1	0	0	0	0	0	298
20:00	0	2	9	53	92	23	6	1	0	0	0	0	0	186
21:00	0	0	7	51	68	21	1	0	0	0	0	0	0	148
22:00	0	0	5	30	50	17	5	1	0	0	0	0	0	108
23:00	0	1	1	6	20	9	1	0	0	0	0	0	0	38
<b>Totals</b>	<b>15</b>	<b>33</b>	<b>223</b>	<b>1708</b>	<b>3070</b>	<b>1118</b>	<b>167</b>	<b>13</b>	<b>1</b>					<b>6348</b>
<b>% of Totals</b>	<b>0%</b>	<b>1%</b>	<b>4%</b>	<b>27%</b>	<b>48%</b>	<b>18%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	6	16	74	647	1114	479	79	6	0	0	0	0	0	2421
<b>% AM</b>	0%	0%	1%	10%	18%	8%	1%	0%						38%
<b>AM Peak Hour</b>	05:00	08:00	08:00	08:00	07:00	07:00	05:00	11:00						07:00
<b>Volume</b>	1	8	16	185	261	84	15	3						523
<b>PM Volumes</b>	9	17	149	1061	1956	639	88	7	1	0	0	0	0	3927
<b>% PM</b>	0%	0%	2%	17%	31%	10%	1%	0%	0%					62%
<b>PM Peak Hour</b>	14:00	14:00	17:00	17:00	16:00	15:00	15:00	12:00	15:00					16:00
<b>Volume</b>	2	4	26	162	293	95	16	2	1					547
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		%	Volume	%	Volume	%	Volume	%					
	1042	↔	16%	649	↔	10%	1088	↔	17%	3569	↔	56%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
North Dr	Summary	27	32	32	37	39	6348

## Benefit/Cost Calculation

### Calculations for Daily Benefit

$$\text{Daily Benefit} = \sum (\text{Benefit} * \text{Unit Cost})$$

### Calculations for Annual Benefit

$$\text{Annual Benefit} = \text{Daily Benefit} * 365 \text{ Days per Year}$$

### Calculations for Life Benefit Present Value

$$\text{Present Value} = \sum_{n=1}^n \text{Annual Benefit}(1+i)^{-n}$$

Where:

- n = Project Life (Years)
- I = Discount Rate

## ENGINEERING ECONOMICS

Factor Name	Converts	Symbol	Formula
Single Payment Compound Amount	to $F$ given $P$	$(F/P, i\%, n)$	$(1+i)^n$
Single Payment Present Worth	to $P$ given $F$	$(P/F, i\%, n)$	$(1+i)^{-n}$
Uniform Series Sinking Fund	to $A$ given $F$	$(A/F, i\%, n)$	$\frac{i}{(1+i)^n - 1}$
Capital Recovery	to $A$ given $P$	$(A/P, i\%, n)$	$\frac{i(1+i)^n}{(1+i)^n - 1}$
Uniform Series Compound Amount	to $F$ given $A$	$(F/A, i\%, n)$	$\frac{(1+i)^n - 1}{i}$
Uniform Series Present Worth	to $P$ given $A$	$(P/A, i\%, n)$	$\frac{(1+i)^n - 1}{i(1+i)^n}$
Uniform Gradient Present Worth	to $P$ given $G$	$(P/G, i\%, n)$	$\frac{(1+i)^n - 1}{i^2(1+i)^n} - \frac{n}{i(1+i)^n}$
Uniform Gradient † Future Worth	to $F$ given $G$	$(F/G, i\%, n)$	$\frac{(1+i)^n - 1}{i^2} - \frac{n}{i}$
Uniform Gradient Uniform Series	to $A$ given $G$	$(A/G, i\%, n)$	$\frac{1}{i} - \frac{n}{(1+i)^n - 1}$

Source: Fundamentals of Engineering Handbook

**Average Daily Traffic (ADT) = 6348 per Speed Study**

**# of Lanes along North Drive = 2**

**Project Length of Improvements along North Drive = 0.45 mil**

**Calculations for Total Vehicle Mile Travelled**

$$VMT = (ADT)(\# \text{ of Lanes})(Project \text{ Length}) = 5,713$$

**Calculations for % Shifted to Walking/Biking**

$$Shift = (Enrolled \text{ Students})(\% \text{ Don't Walk})(\% \text{ Could Who Don't})(\% \text{ Benefit})$$

$$Shift = (589)(73.5\%)(46.9\%)(18\%) = 37$$

$$\% \text{ Shift} = \frac{Shift}{589 \text{ enroEnrolled Students}} = \frac{37}{589}$$

$$\% \text{ Shift} = 6.28\% \approx 5\% \text{ to be conservative}$$

**Calculations for Total Vehicle Mile Travelled (VMT) Saved with Project**

$$VMT \text{ Saved with Project} = (VMT)(\% \text{ Shifted to Walking/Biking}) = 289$$

**Pedestrians = 372 per Pedestrian Count**

## Calculations for Total Pedestrian Mile Travelled (VMT) with Project

$$VMT \text{ Saved with Project} = (VMT)(\% \text{ Shifted to Walking/Biking})$$

$$PMT \text{ with Project} = (Pedestrians)(Project \text{ Length})(2)$$

\*Note: Assuming pedestrians walk both to and from school, multiply by 2

Project Life of 20 years

Signalized	NonSignalized	Roadway			
CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
R27	Operation / Warning	Install chevron signs on horizontal curves	All	40	10
R28	Operation / Warning	Install curve advance warning signs	All	25	10
R29	Operation / Warning	Install curve advance warning signs (flashing beacon)	All	30	10
R30	Operation / Warning	Install dynamic / variable speed warning signs	All	30	10
R31	Operation / Warning	Install delineators, reflectors and/or object markers	All	15	10
R32	Operation / Warning	Install edge-lines and centerlines	All	25	10
R33	Operation / Warning	Install no-passing line	All	45	10
R34	Operation / Warning	Install centerline rumble strips / stripes	All	20	10
R35	Operation / Warning	Install edgeline rumble strips / stripes	All	15	10
R36	Ped and Bike	Install bike lanes	Ped & Bike	35	20
R37	Ped and Bike	Install sidewalk / pathway (to avoid walking along roadway)	Ped & Bike	80	20
R38	Ped and Bike	Install pedestrian crossing (with enhanced safety features)	Ped & Bike	30	10
R39	Ped and Bike	Install raised pedestrian crossing	Ped & Bike	35	10
R2	Remove / Shield Obstacles	Remove or relocate fixed objects outside of clear recovery zone	All	35	20

Selected Countermeasure					
CM Number	Project Type	Countermeasure	Crash Type	CRF	Life
R37	Ped and Bike	Install sidewalk / pathway (to avoid walking along roadway)	Ped & Bike	80	20

Source: Transportation Injury Mapping System (TIMS)

Discount Rate of 7%

The U.S. Office of Management and Budget (OMB) currently requires U.S. Federal agencies to use a 7 percent real discount rate to evaluate public investments and regulations.<sup>1</sup>

Federal agencies may use lower rates (based on inflation-adjusted Federal borrowing costs) for life-cycle cost analysis. In January 2003, OMB reported a 10-year real discount

Source: US Department of Transportation Economic Analysis Primer

Benefit	Benefit Value (Passenger- Mile)	Source
Increase Walking Activity	\$0.500	Table 17 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Increase Cycling Activity	\$0.200	Table 17 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Net Safety from Automobile Shift to Active Travel	\$0.045	Traffic Safety Impact Evaluation Method "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Increased Accessibility	\$0.070	Table 19 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
User Benefits	\$0.250	Table 16 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Options Value	\$0.035	Table 16 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Pollution Reduction	\$0.075	Table 18 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Energy Conservation Savings	\$0.030	Table 18 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Reduced Chauffeuring	\$0.650	Table 18 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Health Benefits from Walking	\$3.700	Table 6 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Health Benefits from Cycling	\$1.920	Table 6 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Equity Objectives	\$0.035	Table 16 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Vehicle Operating Cost Savings	\$0.238	Table 18 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Equipment (Shoes, Bike, Etc.)	-\$0.075	Table 20 "Evaluating Active Transportation Benefits and Cost" by Todd Litman
Roadway Maintenance	-\$0.040	Roadway Cost Savings Evaluation Method "Evaluating Active Transportation Benefits and Cost" by Todd Litman

\*Benefit values were averaged from Urban Peak and Urban Off-Peak

Average Daily Traffic (ADT)	6348
# Lanes	2
Project Length (mi)	0.45
Total Vehicle Mile Travelled (VMT)	5771
% Shifted to Walking/Biking	5%
Total Vehicle Mile Travelled (VMT) Saved with Project	289
Pedestrians	372
Total Pedestrian Mile Travelled (PMT) with Project	338
Project Life (Years)	20
Discount Rate	7%

Goal Met	Benefits	Unit Cost	Benefit
1	Increased walking activity	\$0.500	\$169.09
2	Increased cycling activity	\$0.200	\$67.64
3, 4, 8	Increased Accessibility	\$0.070	\$23.67
3, 8	Reduced Barrier Effect	\$0.010	\$2.89
3, 4, 8	User Benefits	\$0.250	\$84.55
4, 8	Options Value	\$0.035	\$11.84
5	Pollution Reduction	\$0.075	\$21.64
5	Energy Conservation Savings	\$0.030	\$8.66
5, 7	Reduced Chauffeuring	\$0.650	\$187.55
6	Health Benefits from Walking	\$3.700	\$1,251.27
6	Health Benefits from Cycling	\$1.920	\$649.31
7	Equity Objectives	\$0.035	\$11.84
		<b>DAILY BENEFIT</b>	<b>\$2,490</b>
		<b>ANNUAL BENEFIT</b>	<b>\$908,827</b>
		<b>LIFE BENEFIT</b>	<b>\$4,697,164</b>

ATP Program Goals	
1	Increase trips via walking
2	Increase trips via biking
3	Increase safety for non-motorized users
4	Increase mobility for non-motorized users
5	Greenhouse gas reduction
6	Enhance public health
7	Support disadvantaged communities
8	Aids many types of active transportation users

**Table 6 Active Transportation Health Benefits (NZTA 2010, Vol. 2, p. 8-11)**

	2008 \$ NZ/km	2008 USD/mile
Cycling	\$1.40	\$1.92
Walking	\$2.70	\$3.70

*This table indicates New Zealand's estimated value of increased walking and cycling.*

*Improved Active Travel Conditions*

Table 16 summarizes direct benefits that result from walking and cycling improvements. These values are multiplied times the number of person-miles of travel on the improved facility. These are measured in "mils" (a thousandth of a dollar) per passenger-mile.

**Table 16 Improving Walking and Cycling Conditions (Per Person-Mile)**

Impact Category	Urban Peak	Urban Off-Peak	Rural	Overall Average	Comments
User benefits	\$0.250	\$0.250	\$0.250	\$0.250	The greater the improvement, the greater this value.
Option value	\$0.035	\$0.035	\$0.035	\$0.035	Half of <i>diversity value</i> .
Equity objectives	\$0.035	\$0.035	\$0.035	\$0.035	Half of <i>diversity value</i> . Higher if a project significantly benefits disadvantaged people.

*This table summarizes the estimated value of improved walking and cycling conditions.*

*Increased Active Travel Activity*

Table 17 summarizes typical benefit values, measured in cents per mile of travel of increased walking and cycling activity. Higher values may be justified if an unusually large number of users would otherwise be sedentary.

**Table 17 Increased Walking and Cycling Activity (Per Passenger Mile)**

Impact Category	Urban Peak	Urban Off-Peak	Rural	Overall Average	Comments
Fitness and health – walking	\$0.500	\$0.500	\$0.500	\$0.500	Benefits are larger if pedestrian facilities attract at-risk users.
Fitness and health – cycling	\$0.200	\$0.200	\$0.200	\$0.200	Benefits are larger if cycling facilities attract at-risk users.

*This table summarizes the estimated fitness and health value of increased walking and cycling activity. Impacts are measured in “mils” (a thousandth of a dollar) per passenger-mile.*

*Reduced Automobile Travel*

Table 18 summarizes typical benefit values, in cents per reduced motor vehicle-mile, including automobile travel shifted to active modes, and any additional vehicle travel reductions that result if improved walking and cycling conditions helps create more compact and mixed land use development.

**Table 18 Typical Values – Reduced Motor Vehicle Travel**

Impact Category	Urban Peak	Urban Off-Peak	Rural	Overall Average	Comments
Vehicle cost savings	\$0.250	\$0.225	\$0.20	\$0.225	This reflects vehicle operating cost savings. Larger savings result if some households can reduce vehicle ownership costs.
Avoided chauffeuring driver’s time	\$0.700	\$0.600	\$0.500	\$0.580	Based on \$9.00 per hour driver’s time value.
Congestion reduction	\$0.200	\$0.050	\$0.010	\$0.060	
Reduced barrier effect	\$0.010	\$0.010	\$0.010	\$0.010	
Roadway cost savings	\$0.050	\$0.050	\$0.030	\$0.042	
Parking cost savings	\$0.600	\$0.400	\$0.200	\$0.360	Parking costs are particularly high for commuting and lower for errands which require less parking per trip.
Energy conservation	\$0.030	\$0.030	\$0.030	\$0.030	
Pollution reductions	\$0.100	\$0.050	\$0.010	\$0.044	

*This table summarizes the estimated benefits of reduced motor vehicle travel.*

### Land Use Impacts

Table 19 summarizes various benefits to communities if increased walking and cycling, and associated reductions in automobile ownership and motor vehicle traffic, help create more compact, mixed land use development, which reduces sprawl-related costs.

**Table 19 More Walkable and Bikeable Community**

Impact Category	Urban Peak	Urban Off-Peak	Rural	Total	Comments
Reduced pavement	\$0.010	\$0.005	\$0.001	\$0.002	Specific studies should be used when possible.
Increased accessibility	\$0.080	\$0.060	\$0.030	\$0.051	Specific studies should be used when possible.

*This table summarizes various benefits if walking and cycling improvements reduce impervious surface area and encourage more compact, mixed land use development patterns.*

### Active Transport Costs

Table 20 summarizes typical costs of improving non-motorized conditions and increasing active travel.

**Table 20 Typical Values – Walking and Cycling Costs**

Impact Category	Urban Peak	Urban Off-Peak	Rural	Total	Comments
Facilities and programs					Highly variable.
Vehicle traffic impacts					Highly variable.
Equipment	\$0.080	\$0.070	\$0.060		Depends on assumption, such as whether food consumption is a benefit or cost.
Travel time					Highly variable depending on conditions and user preferences.
Accident risk					

*This table summarizes potential active transport benefits and costs.*

## Improve Public Health Calculations

<b>Walked/Biked/Skated to or from school in past week</b>			
Asked of adolescents and children who attended school last week or the last school year.			
Subset(s): 5 – 10			
San Diego County Health Regions – North Coastal			
	<b>Walked/Biked/Skated to or from school in past week</b>		
	<b>Est. N</b>	<b>%</b>	<b>95% C.I.</b>
<b>Walked/biked/skated to or from school in past week</b>	64,000	26.5	(20.9 - 32.2)
<b>Did not walk/bike/skate to or from school in past week</b>	176,000	73.5	(67.8 - 79.1)
<b>TOTAL</b>	240,000	100.0	n/a

Source: 2007 CA Health Interview Survey

<b>Proximity to school among students who don't walk/bike</b>			
Asked of adolescents age 11-17 years and children 2 years and older who attended school last week or last year AND did not walk/bike/skate from school at least once a week.			
Subset(s): 5 - 10			
San Diego			
	<b>Proximity to school among students who don't walk/bike</b>		
	<b>Est. N</b>	<b>%</b>	<b>95% C.I.</b>
<b>Could walk/bike from school within a half hour</b>	79,000	46.9	(39.9 - 53.9)
<b>Could not walk/bike from school within a half hour</b>	90,000	53.1	(46.1 - 60.1)
<b>TOTAL</b>	170,000	100.0	n/a

Source: 2007 CA Health Interview Survey

<b>Overweight for age (does not factor height)</b>			
Subset(s): 5 - 10			
North Coastal			
* = statistically unstable			
	<b>Overweight for age (does not factor height)</b>		
	<b>Est. N</b>	<b>%</b>	<b>95% C.I.</b>
<b>Overweight for age</b>	2,000	4.5*	(0.7 - 8.3)
<b>Not overweight for age</b>	36,000	95.5*	(91.7 - 99.3)
<b>TOTAL</b>	38,000	100.0	n/a

Number of days physically active at least one hour (past week)			
Asked of children 5-11.			
North Coastal			
* = statistically unstable			
	Number of days physically active at least one hour (past week)		
	Est. N	%	95% C.I.
<b>0 day</b>	5,000	9.4*	(1.6 - 17.2)
<b>1 day</b>	2,000	3.3*	(0.0 - 7.2)
<b>2 days</b>	4,000	8.6*	(0.6 - 16.5)
<b>3 days</b>	6,000	11.8*	(4.3 - 19.3)
<b>4 days</b>	9,000	18.8*	(7.6 - 30.0)
<b>5 days</b>	7,000	13.5*	(3.2 - 23.9)
<b>6 days</b>	-	-	-
<b>7 days</b>	16,000	33.9	(21.1 - 46.7)
<b>TOTAL</b>	49,000	100.0	n/a

Source: 2011-2012 CA Health Interview Survey



## How much physical activity do children need?

Children and adolescents should do 60 minutes (1 hour) or more of physical activity each day.

Source: Centers for Disease Control and Prevention: Physical Activity for Everyone

Ever diagnosed with asthma			
Subset(s): 5-10			
North Coastal			
	Ever diagnosed with asthma		
	Est. N	%	95% C.I.
<b>Has asthma</b>	3,000	7.4	(0.0-15.3)
<b>Does not have asthma</b>	39,000	92.6*	(84.7 – 100.0)
<b>TOTAL</b>	42,000	100.0	n/a

Source: 2011-2012 CA Health Interview Survey

## Walked for transportation, fun, exercise

Asked of adults who are able to walk

North Coastal

	Walked for transportation, fun, exercise		
	Est. N	%	95% C.I.
Walked for transportation, fun, exercise	268,000	73.1	(66.5 - 79.7)
Did not walk for transportation, fun, exercise	99,000	26.9	(20.3 - 33.5)
<b>TOTAL</b>	367,000	100.0	n/a

Source: 2009 CA Health Interview Survey

## Regular, some or no physical activity (includes walking)

Asked of adults who are able to walk

North Coastal

	Regular, some or no physical activity (includes walking)		
	Est. N	%	95% C.I.
Regular physical activity	168,000	45.6	(38.8 - 52.4)
Some physical activity	166,000	45.3	(39.1 - 51.5)
Sedentary/ No physical activity	34,000	9.2	(6.7 - 11.6)
<b>TOTAL</b>	368,000	100.0	n/a

Source: 2009 CA Health Interview Survey

## Ever diagnosed with heart disease

North Coastal

	Ever diagnosed with heart disease		
	Est. N	%	95% C.I.
Has heart disease	22,000	5.9	(4.3 - 7.4)
Doesn't have heart disease	345,000	94.1	(92.6 - 95.7)
<b>TOTAL</b>	367,000	100.0	n/a

Source: 2007 CA Health Interview Survey

Ever diagnosed with high blood pressure			
North Coastal			
	Ever diagnosed with high blood pressure		
	Est. N	%	95% C.I.
Has/had high BP	86,000	23.6	(19.5 - 27.7)
Doesn't have/never had high BP	280,000	76.4	(72.3 - 80.5)
<b>TOTAL</b>	<b>367,000</b>	<b>100.0</b>	<b>n/a</b>

Source: 2007 CA Health Interview Survey

High blood cholesterol identified			
Asked of adults who have had cholesterol checked within past 5 years.			
North Coastal			
	High blood cholesterol identified		
	Est. N	%	95% C.I.
High blood cholesterol found	59,000	18.9	(15.0 - 22.8)
High blood cholesterol not found	251,000	81.1	(77.2 - 85.0)
<b>TOTAL</b>	<b>310,000</b>	<b>100.0</b>	<b>n/a</b>

Source: 2005 CA Health Interview Survey

Parents influence on child's exercise			
Children age 2 and older			
North Coastal			
* = statistically unstable			
	Parents influence on child's exercise		
	Est. N	%	95% C.I.
A lot of influence	58,000	82.7	(75.2 - 90.3)
Some influence	8,000	11.6	(5.7 - 17.5)
Very little	4,000	5.7*	(0.3 - 11.1)
<b>TOTAL</b>	<b>70,000</b>	<b>100.0</b>	<b>n/a</b>

Source: 2007 CA Health Interview Survey



Source: County of San Diego HHSA Regions

## Disadvantaged Communities Calculations

- At least 75% of public school students in the project area are eligible to receive free or reduced price meals under the National School Lunch Program

School	Percent Eligible for Free Meals	Percent Eligible for FRMP
Maryland Elementary	86.25%	94.4%

Source: California Department of Education Student Poverty FRMP Data

Percent Eligible for Free Meals: 86.25% > 75% OK

Percent Eligible for Free Reduced Price Meals: 94.4% > 75% OK

- Median Household Income < 80% Statewide Median based on most current census tract level data from American Community Survey; use 5 year data

Location	Median Income
Vista City	\$48,676
Statewide	\$61,400
80% Statewide	\$49,120

Source: Census 2008-2012 American Community Survey 5-Year Estimates

Vista City: \$48,676 < \$49,120 OK



S1901 INCOME IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS)

2008-2012 American Community Survey 5-Year Estimates

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.

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.

Subject	Vista city, California				
	Households		Families		Married-couple families
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total	30,168	+/-799	21,052	+/-557	14,995
Less than \$10,000	7.8%	+/-1.3	5.9%	+/-1.4	5.1%
\$10,000 to \$14,999	2.6%	+/-0.5	2.1%	+/-0.7	0.8%
\$15,000 to \$24,999	9.2%	+/-1.1	8.3%	+/-1.3	6.7%
\$25,000 to \$34,999	14.3%	+/-1.2	13.4%	+/-1.7	11.2%
\$35,000 to \$49,999	17.8%	+/-1.7	17.5%	+/-2.1	15.5%
\$50,000 to \$74,999	17.8%	+/-1.6	18.3%	+/-1.8	17.8%
\$75,000 to \$99,999	13.2%	+/-1.5	14.4%	+/-1.8	17.3%
\$100,000 to \$149,999	11.7%	+/-1.2	13.0%	+/-1.6	15.8%
\$150,000 to \$199,999	3.9%	+/-0.7	5.0%	+/-0.9	6.8%
\$200,000 or more	1.8%	+/-0.4	2.2%	+/-0.6	2.9%
Median income (dollars)	48,676	+/-1,640	53,143	+/-2,657	62,606
Mean income (dollars)	61,973	+/-1,821	67,227	+/-2,447	75,921
PERCENT IMPUTED					
Household income in the past 12 months	20.8%	(X)	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	21.6%	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	(X)	(X)	(X)

Subject	Vista city, California		
	Married-couple families	Nonfamily households	
	Margin of Error	Estimate	Margin of Error
Total	+/-623	9,116	+/-662
Less than \$10,000	+/-1.5	13.3%	+/-2.6
\$10,000 to \$14,999	+/-0.5	5.2%	+/-1.4
\$15,000 to \$24,999	+/-1.4	13.8%	+/-2.0
\$25,000 to \$34,999	+/-1.8	17.4%	+/-2.6
\$35,000 to \$49,999	+/-2.4	18.5%	+/-3.1
\$50,000 to \$74,999	+/-2.3	16.1%	+/-2.8
\$75,000 to \$99,999	+/-2.3	7.9%	+/-2.2
\$100,000 to \$149,999	+/-2.0	6.7%	+/-1.8
\$150,000 to \$199,999	+/-1.3	0.7%	+/-0.5
\$200,000 or more	+/-0.8	0.4%	+/-0.4
Median income (dollars)	+/-3,686	35,186	+/-2,140
Mean income (dollars)	+/-3,054	43,485	+/-2,789
PERCENT IMPUTED			
Household income in the past 12 months	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	(X)
Nonfamily income in the past 12 months	(X)	16.5%	(X)

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.

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.

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

#### Explanation of Symbols:

1. 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.
2. 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.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. 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.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. 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.
8. An '(X)' means that the estimate is not applicable or not available.



S1901 INCOME IN THE PAST 12 MONTHS (IN 2012 INFLATION-ADJUSTED DOLLARS)

2008-2012 American Community Survey 5-Year Estimates

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Subject	California				
	Households		Families		Married-couple families
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total	12,466,331	+/-22,603	8,550,034	+/-24,211	6,151,533
Less than \$10,000	5.5%	+/-0.1	4.2%	+/-0.1	1.8%
\$10,000 to \$14,999	5.2%	+/-0.1	3.2%	+/-0.1	1.7%
\$15,000 to \$24,999	9.5%	+/-0.1	8.2%	+/-0.1	5.9%
\$25,000 to \$34,999	9.1%	+/-0.1	8.4%	+/-0.1	6.8%
\$35,000 to \$49,999	12.3%	+/-0.1	12.0%	+/-0.1	10.6%
\$50,000 to \$74,999	17.1%	+/-0.1	17.2%	+/-0.1	17.0%
\$75,000 to \$99,999	12.4%	+/-0.1	13.2%	+/-0.1	14.5%
\$100,000 to \$149,999	15.1%	+/-0.1	17.2%	+/-0.1	20.5%
\$150,000 to \$199,999	6.7%	+/-0.1	8.0%	+/-0.1	10.0%
\$200,000 or more	7.1%	+/-0.1	8.6%	+/-0.1	11.2%
Median income (dollars)	61,400	+/-154	69,883	+/-252	84,974
Mean income (dollars)	85,265	+/-198	94,829	+/-299	110,665
PERCENT IMPUTED					
Household income in the past 12 months	28.9%	(X)	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	29.5%	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	(X)	(X)	(X)

Subject	California		
	Married-couple families	Nonfamily households	
	Margin of Error	Estimate	Margin of Error
Total	+/-31,569	3,916,297	+/-10,924
Less than \$10,000	+/-0.1	10.1%	+/-0.1
\$10,000 to \$14,999	+/-0.1	10.3%	+/-0.1
\$15,000 to \$24,999	+/-0.1	13.2%	+/-0.1
\$25,000 to \$34,999	+/-0.1	10.9%	+/-0.1
\$35,000 to \$49,999	+/-0.1	13.2%	+/-0.2
\$50,000 to \$74,999	+/-0.1	16.4%	+/-0.1
\$75,000 to \$99,999	+/-0.1	9.8%	+/-0.1
\$100,000 to \$149,999	+/-0.1	9.4%	+/-0.1
\$150,000 to \$199,999	+/-0.1	3.4%	+/-0.1
\$200,000 or more	+/-0.1	3.3%	+/-0.1
Median income (dollars)	+/-273	40,843	+/-217
Mean income (dollars)	+/-341	59,392	+/-263
PERCENT IMPUTED			
Household income in the past 12 months	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	(X)
Nonfamily income in the past 12 months	(X)	24.9%	(X)

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.

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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.

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

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

LEA Name	School Name	Low Grade	High Grade	CALPADS October 2012 Enrollment (K-12)	October 2012 Percent (%) Eligible Free (K-12)	October 2012 Percent (%) Eligible Free (K-12)	October 2012 FRPM Total Unduplicated Count (K-12)	October 2012 Percent (%) Eligible FRPM (K-12)
Vista Unified	Maryland Elementary	KK	05	589	508	86.25	556	94.4
Vista Unified	North County Trade Tech High	09	12	135	82	60.74	91	67.41
Vista Unified	Vista Magnet Middle School of Technology, Science	06	08	614	202	32.9	270	43.97
Vista Unified	Major General Raymond Murray High	10	12	227	147	64.76	164	72.25
Vista Unified	Mission Vista High	09	12	1196	214	17.89	328	27.42
Vista Unified	Guajome Learning Center	KK	12	104	30	28.85	31	29.81
Vista Unified	Vista Visions Academy	KK	12	137	43	31.39	50	36.5
Vista Unified	Sierra Vista High	07	12	112	42	37.5	52	46.43
Vista Unified	Rancho Buena Vista High	09	12	2599	952	36.63	1216	46.79
Vista Unified	Guajome Park Academy Charter	KK	12	1355	491	36.24	606	44.72
Vista Unified	Alta Vista High (Continuation)	09	12	165	117	70.91	121	73.33
Vista Unified	Vista High	09	12	2546	1140	44.78	1405	55.18
Vista Unified	Beaumont Elementary	KK	05	589	386	65.53	443	75.21
Vista Unified	Bobier Elementary	KK	05	649	514	79.2	589	90.76
Vista Unified	California Avenue Elementary	KK	08	25	8	32	9	36
Vista Unified	Grapevine Elementary	KK	05	646	456	70.59	537	83.13
Vista Unified	Monte Vista Elementary	KK	05	682	350	51.32	432	63.34

Source: California Department of Education Student Poverty – FRPM Data

**From:** [Wallace, Melanie@CCC](mailto:Wallace.Melanie@CCC)  
**To:** [Husam Hasenin](mailto:Husam.Hasenin)  
**Subject:** FW: City of Vista ATP Grant App #1 [heur]  
**Date:** Thursday, May 15, 2014 4:15:13 PM

---

Hi Husam,

I am sorry, but the CCC will not be able to participate in this ATP project.

Regards,

Melanie Wallace  
Region I Analyst  
California Conservation Corps  
(916)341-3153  
1719 24th Street  
Sacramento, CA 95816

-----Original Message-----

From: Kirsch, Steve@CCC  
Sent: Thursday, May 15, 2014 3:11 PM  
To: Wallace, Melanie@CCC  
Cc: Avila, Victor@CCC; Wallace, Melanie@CCC  
Subject: RE: City of Vista ATP Grant App #1

Hello Marlene,

We will not be able to take the project.

-----Original Message-----

From: Wallace, Melanie@CCC  
Sent: Thursday, May 15, 2014 2:10 PM  
To: Kirsch, Steve@CCC  
Cc: Avila, Victor@CCC  
Subject: RE: City of Vista ATP Grant App #1

Hi Steve,

I received your response regarding App #2. Have you had a chance to look over App. #1? The City of Vista engineer is asking.

Thank you,

Melanie Wallace  
(916)341-3153

-----Original Message-----

From: Wallace, Melanie@CCC  
Sent: Wednesday, May 14, 2014 10:36 AM  
To: Kirsch, Steve@CCC

Cc: Avila, Victor@CCC  
Subject: FW: City of Vista ATP Grant App #1

Hi Steve,

I am writing on behalf of Virginia Clark. Will you please review the attached information for this ATP project and let me know if it interests you? I'll be sending one more project after this.

Thank you,

Melanie Wallace  
Region I Analyst  
California Conservation Corps  
(916)341-3153  
1719 24th Street  
Sacramento, CA 95816

-----Original Message-----

From: HQRecep\_DoNotReply@ccc.ca.gov [[mailto:HQRecep\\_DoNotReply@ccc.ca.gov](mailto:HQRecep_DoNotReply@ccc.ca.gov)]  
Sent: Monday, May 12, 2014 1:02 PM  
To: Wallace, Melanie@CCC  
Subject: City of Vista

Please open the attached document. It was scanned and sent to you using a Xerox multifunction device.

Attachment File Type: pdf, Multi-Page

multifunction device Location: machine location not set  
Device Name: XRX\_0000AAFA9033

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**From:** [Calcc Calcc](#)  
**To:** [Husam Hasenin](#); [virginia.clark@ccc.ca.gov](mailto:virginia.clark@ccc.ca.gov)  
**Subject:** Fwd: City of Vista ATP Applications  
**Date:** Thursday, May 15, 2014 9:42:29 AM  
**Attachments:** [City of Vista Bobier Elementary Pedestrian Improvement Project.pdf](#)  
[City of Vista Maryland Elementary Pedestrian Improvement Project.pdf](#)

---

Good morning,

Thank you for contacting CALCC. Unfortunately, no local corps will be able to participate due to the geographic location of this project. This email should serve as confirmation that you have contacted the local corps and that they have declined to participate. Feel free to attach this email to your final application.

Thanks,  
Cynthia

Cynthia Vitale

Conservation Strategy Group

1100 11th Street, Suite 200

Sacramento, CA 95814

(916) 558-1516 ext. 126

###

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