ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 11-City of Encinitas-1

Implementing Agency's Name: City of Encinitas

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions
Detailed Instructions for: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result is the disqualification of the application.

1. **Demonstrated fiscal needs of the applicant:**

The purpose of the El Portal Pedestrian and Bike Underpass project is to create a safe route to school for children attending Paul Ecke Central (PEC) Elementary School while simultaneously providing safe, convenient pedestrian and bike mobility across the heavily utilized LOSSAN rail corridor within the City of Encinitas. The project goal is to generate a non-motorized active transportation option for school children and residents, with an emphasis on health and safety through the creation of a safe, accessible rail underpass. The fiscal need for this project is demonstrated through the following two factors:

1) Lack of funding opportunities: In 2005, the City of Encinitas, in collaboration with the North County Transit District (NCTD) and SANDAG, initiated preliminary plans and completed environmental documentation in conformance with CEQA for three undercrossings, including the El Portal site. While there is a great deal of support for the project from both the community and local stakeholders, the progress to implement such needed improvements has been hindered by the costs of construction and competing capital improvement projects city-wide. Such an endeavor has proven difficult for the relatively small city of Encinitas, with a Capital Improvement Program budget of $6.4 million annually; with competing capital improvement projects citywide, funding of larger projects such as the underpass is difficult and validates the need for supplemental financing to construct a project of this scale. As it stands, lack of funding is the greatest barrier to such collaborative mobility efforts.
2) Expected increases in walking and biking activity along the corridor: Active transportation projects are currently underway that will greatly benefit from the rail underpass, including the City's Highway 101 Streetscape project, scheduled for completion in 2017, as well as the efforts of San Diego's regional MPO, San Diego Association of Governments (SANDAG) to construct rail trails along the rail corridor. With the implementation of these projects, there is a substantial need to provide a safe rail crossing for the anticipated increases in biking and walking activities due to these complementary projects.

2. **Consistency with Regional Plan.**

The project is consistent with the region's 2050 Regional Transportation Plan, adopted on October 28, 2011 by SANDAG Board of Directors. The Plan recognizes that "[m]aking bicycling and walking viable options for everyday

travel can increase mobility, reduce greenhouse gases, and improve public health" (Page 1-10, Attachment K-1). The El Portal Pedestrian and Bike Underpass project will "create a more walkable and bike-friendly community consistent with urban design concepts" (Page 6-51, Attachment K-1). The RTP also includes a "Safe Routes to School Strategy" that "supports communities and schools in implementing programs that promote walking and bicycling to school safely" (Page 6-54, Attachment K-1). Key components of the strategy include providing improved infrastructure and education; consistent with the improvement activities proposed as part of the El Portal Pedestrian and Bike Underpass project. Finally, the project will provide a direct connection for optimal use of the planned Coastal Rail Trail, a segment of the California Coastal Trail, which is a Class I facility for pedestrian and bike use along the entire California Coastline, identified in the 2050 RTP as a key active transportation element (Page 6-55, Attachment K-1).

Part B: Narrative Questions
Detailed Instructions for: Question #1

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. *(0-30 POINTS)*

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Figure 1A: Project Area

The project site is located directly adjacent to Paul Ecke Central (PEC) Elementary School in the active community of Leucadia at a natural mid-point between two existing rail crossings; making it an ideal location for students and residents to cross the track. Additionally, a weekly farmer's market hosted by the Leucadia Main Street Association sees over 1000 visitors at the school site each Sunday. Orpheus Park is located east of the school, providing opportunity for play and exercise, as well as a popular off-leash dog park. West of the track on Coast Highway 101, numerous businesses and restaurants are established, providing venues for locals and visitors alike. Finally, a popular beach access point known as Stone Steps is located at the westerly terminus of El Portal Road; farther south, the City and the region's most popular beach, Moonlight State Beach, can be accessed.

Attachment I-1A provides multi-modal counts conducted in June 2013 and April 2014 within the project area. The June 2013 study on Vulcan Avenue at PEC was performed during school drop-off and pick-up. More recently in April 2014, pedestrian and bicycle counts were conducted manually for the entire project area. Approximately 40 pedestrians per hour and 20 bikes per hour were observed within the vicinity of El Portal, Highway 101, and Leucadia Blvd. An additional 91 pedestrians and bikes were observed in the general vicinity of the intersection within the 2-hour period. These counts include students, walkers, joggers, cyclists, citizens accessing transit stops, and recreational users accessing the beach, shops, and restaurants along the corridor. During the study, an average of 7 users per hour was observed illegally crossing the tracks; it was apparent that this location is much more convenient for pedestrians than the ½-mile walk in either direction to existing at-grade crossings.

Figure 1B: Multi-Modal Average Daily Trips (ADTs)

	Peds	Bikes	Total
Existing ADT	**608**	**42**	**1460**
ADT - 1YR Forecast, No Project (.75% growth rate)	**612**	**43**	**1471**
ADT - 1YR Forecast, with Project (.75% growth rate, 15% estimated usage increase)	**703**	**49**	**1690**
ADT - 5YR Forecast, with Project (2% annual growth rate from 1 year projection)	**760**	**53**	**1825**

Figure 1-B summarizes the existing daily trips for pedestrians and bikes in the project area. It also includes the projected increase in trips generated upon completion of the project. 1-year projections are based on the existing annual growth rate factor for the area of .75%, plus a one-time 15% increase due anticipated mode shift that the project will create through enhanced safety, convenience, and encouragement activities at the schools. 5-year projections were calculated based on an increased 2% annual growth factor due to continued encouragement and promotion activities implemented through city-wide walk/bike to school events and implementation of an Intergenerational Safe Routes to School program that was recently awarded funding through San Diego County Health and Human Services Department for 2-years, with activities proposed well into the future. It is also based on continued promotion at the farmer's market.

Safe Route to School Projections: Of the 560 students enrolled at PEC, it is estimated that 44% of the student population reside west of the school along this essential route, based on the school attendance boundary and census data map below (Figure 1-C), and verification from school officials. Yet the nearest rail crossings are over ½-mile away. According to a survey conducted by the City's Planning Department in 2012 as part of a Safe Routes to School Scorecard (Attachment I-1B), 21% of kids at PEC indicated that they did not walk/roll to school because their parents do not allow it due to safety concerns, yet 66% of students said they would participate in a waling/biking program. With construction of an underpass, parents and students residing west of PEC will benefit from a continuous Safe Route to School through the rail corridor that will be free of conflict from rail operations. The project will also provide opportunity to establish park & walk sites west of the track for parents and patrons in the area who aren't able to utilize active transportation all the way from their home, but would like to do so once in the corridor. Such sites will enable parents to park adjacent to the underpass and walk/bike their kids safely through the rail corridor to/from school.

Figure 1C:

Furthermore, PEC Principal Adriana Chavarin indicated that the underpass would enhance students' opportunities for walking field trips, extracurricular activities, and staff commuting options, which will significantly increase the number of students and adults biking and walking in the area. The recently approved City-wide Pedestrian Travel and Safe Routes to School Plan (March 2015, www.letsmoveencintas.org, Attachment K-3) involved active public engagement in the corridor and the resulting input further demonstrated an explicit need for this multi-modal link. Based on the data collected from the Safe Routes Scorecards, along with the input from the City-wide planning effort, creating a new route and establishing connectivity will increase the proportion of trips accomplished by biking and walking through the rail corridor by an estimated 15%, in general, and will increase active transportation among school children by an additional

30% due to the education and encouragement activities proposed at PEC as part of this project, including an incentive program, pedestrian and bike education events, and walking school bus/bike train events. Projections are based on current demographic data in addition to the referenced documents above.

B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)

a. creation of new routes

Figure 1-D: Proposed New Route

The project site is located approximately 135' west of the school's entrance, and within the vicinity of many community destinations (Attachment E-1). The train tracks currently prevent not only students, but all residents in the area from fully utilizing active modes of transportation through the rail corridor. With the construction of a pedestrian and bike underpass, this project will directly connect to an existing school crosswalk on Vulcan Avenue, at the easterly side of the project site (Figure 1-D). The proposed project will create safe, convenient, and legal access for students across the rail corridor, establishing a new, convenient route to PEC for students living west of the track. The project will also complement a complete streets enhancement currently in design for Coast Highway 101 which includes a traffic calming roundabout at El Portal, in addition to sidewalk, curb, gutter, bike lanes, and a road diet on Highway 101 to enhance active transportation through the entire corridor. Furthermore, SANDAG is in the preliminary planning phase of the Encinitas portion of the Coastal Rail Trail project, a regional Class I facility throughout San Diego County that provides a multi-modal trail along the LOSSAN rail corridor, connecting the City of Encinitas with coastal cities north and south. The project will provide a new Class I link to establish connectivity for trail users between the Coastal Rail Trail and local destinations along Coasty Highway 101.

b. removal of barrier to mobility

The train track currently presents a physical barrier for non-motorized users (as shown on the PEC Suggested Route to School Map, Figure 1-E below, prepared as part of the City-wide pedestrian plan that was recently approved), precluding access to the school, neighborhoods, parks, beaches, and the commercial district along Highway 101 and Vulcan Avenue. Users currently have the following options: 1) cross the tracks illegally, which poses a severe health and safety hazard (Figure 1-F); or, 2) walk/bike/drive up to 1-mile out of their travel path to gain legal access to the nearest rail crossing. Existing crossings emphasize motorized vehicles and experience a high volume of traffic, increasing safety hazards for active transportation users. With the installation of a grade-separated pedestrian and bike underpass, the barrier to mobility created by the rail will be circumvented..

Figure 1-E:

c. closure of gaps

N/A

d. other improvements to routes: *increased connectivity*

The project site is located in the vicinity of PEC School, Orpheus Park, open daily with playground and dog-park activities, beaches, residential neighborhoods, and the popular Leucadia corridor of Coast Highway 101 (Attachment E-1). On the weekend, the school site is utilized for the Leucadia Farmer's Market, open to the public and hosted by the Leucadia Main Street Association. With over 75 vendors weekly, the market is a popular destination not only for neighbors, but for regional visitors. West of the project site, Coast Highway 101 hosts popular destinations and is the City's most heavily utilized transit route for bus riders; Bus Route 309 along Highway 101 has one of the highest ridership rates in the City and the project site will be less than 100' from the El Portal stop on this route. The benefits of this project for active transportation users are multi-faceted: construction of the pedestrian and bike underpass will provide a direct, convenient route from westerly neighborhoods to PEC and to Orpheus Park. This connectivity will link active transportation users to local points of interest on Coast Highway 101 and eventually to the Coastal Rail Trail. Regionally, pedestrians and cyclist will benefit from the Class I underpass project for its vital link to community activities such as the Farmer's Market, Leucadia Main Street 101 events, and the opportunities it provides for exercise and fitness such as cycling, walking, and running along the corridor.

e. educates or encourages use of existing routes

The non-infrastructure component of this project includes a year-long program at PEC involving the following components:

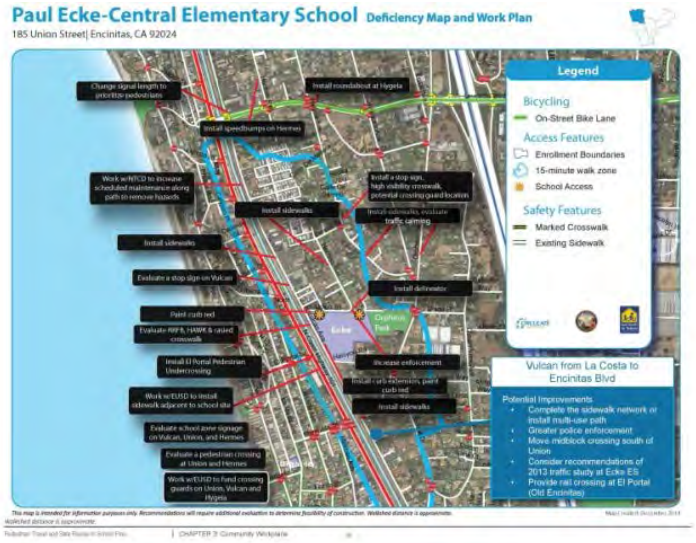
- Educational pedestrian and bike rodeo events for students at PEC
- Development of an incentive program to promote and encourage walking and biking to school
- Outreach activities at both the school and the farmer's market
- Establishment of walking school bus and bike train routes, and incorporation of the routes into the existing Safe Routes to School map that was created as part of the Citywide Pedestrian Travel and Safe Routes to School Plan (Figure 1-E above)
- Installation of bike and skateboard racks at PEC to encourage active movement to school
- Pre- and post-project evaluation (surveys) to determine program successfulness and sustainability

Figure 1:F: Students wait to cross Vulcan Ave, on exiting pathway between the rail and PEC

- Development of a program plan, in coordination with school administration and parents, to ensure sustainability beyond the project funding

C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

Figure 1-G:



The City recently completed a two-year project to create a city-wide pedestrian travel and safe routes to school plan, entitled "***Let's Move, Encinitas!"*** (Attachment K-3). The effort involved extensive public outreach, engagement, and input, with over 15 workshops, and on-line comment forms and surveys that resulted in city-wide documentation of pedestrian network deficiencies, and prioritization of improvements. Over 400 locations were identified throughout the city, and both the Vulcan Avenue and Highway 101 corridors were ranked as some of the City's the highest priorities for active transportation. Specifically, within the Leucadia community and within the school-specific deficiency map and work plan for PEC (Figure 1-G, above), the El Portal Pedestrian and Bike Underpass was identified as one of the City's highest *unfunded* active transportation priorities.

The project is also consistent with the City's Circulation Element of the General Plan to "create a safe and convenient circulation system for pedestrians". The General Plan is supportive of an "integrated transportation program that encourages and provides for mass transit, bicycle transportation, pedestrians…" (Attachment I-1C). In addition to local planning efforts, the project is also consistent with regional multi-modal transportation efforts, including SANDAG's Coastal Rail Trail project, and NCTD's double-tracking project. Both SANDAG and NCTD support the underpass project, as indicated through their letters of support (Attachment J). The project will also be complemented by a recent Intergenration Safe Routes to School grant the City received from the County's Health and Human Services Department, which provides funding over the next 2 years to develop and implement a senior citizen crossing guard program for students in the Encinitas Union School District, including PEC. Such programs will add an increased level of safety and will promote increased use of active transportation options.

Part B: Narrative Questions
Detailed Instructions for: Question #2

QUESTION #2

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

A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

The Transportation Injury Mapping System (TIMS) developed by the Safe Transportation Research and Education Center (SafeTREC), incorporating California Statewide Integrated Traffic Records System (SWITRS) was utilized to generate the collision history for the project area. The project area analyzed for collision history consists of both the Highway 101 and Vulcan Avenue corridors, between Leucadia Boulevard and Encinitas Boulevard, as these are the two primary routes which lead to the existing rail crossing utilized today in absence of the underpass at El Portal. Highway 101 is a primary north-south route connecting the coastal cities of San Diego County and serves as an alternative route to Interstate 5. In the project area, Highway 101 consists of mixed use commercial and residential properties, and is a popular destination for both residents and visitors who are attracted to eclectic atmosphere that the Leuacdia neighborhood provides. The route offers shopping, dining, and beach recreational activities, serving a popular cycling and jogging route in the City. Vulcan Avenue is a local circulation element roadway and provides an alternative route to Highway 101; there are a few commercial areas along the route, but the primary land use is residential, and several disadvantaged areas of the community are located adjacent to this roadway. PEC is also located along Vulcan Avenue. Furthermore, the 6.1-mile reach of coastal railway located between

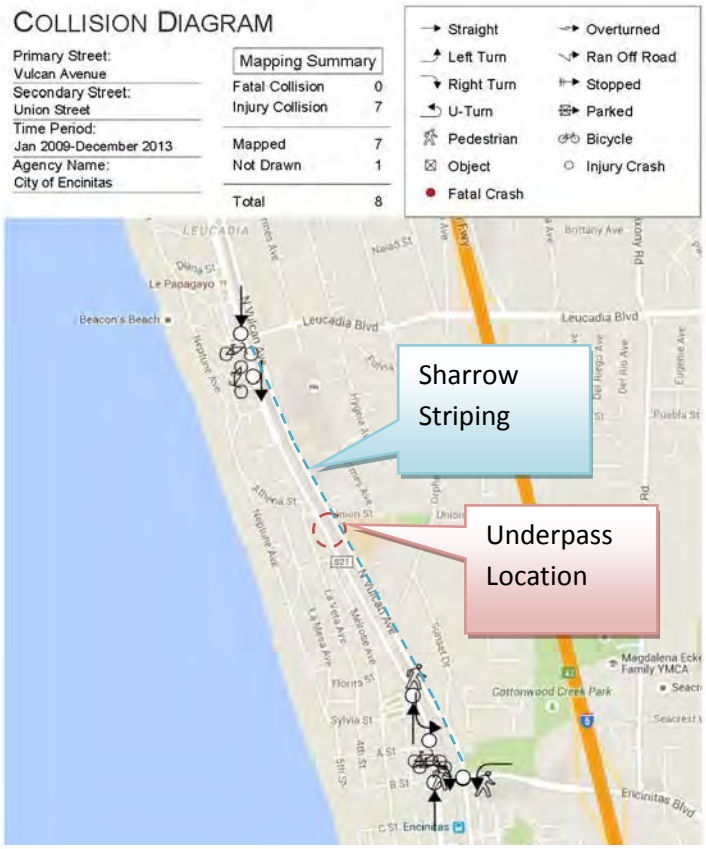


Figure 2-A: TIMS Collision Map

Coast Highway 101 and Vulcan Avenue is heavily utilized by commuter (Coaster), inter-city (Amtrak), and freight trains, often traveling at speeds in excess of 90 MPH. Currently, there are approximately 55 trains through the corridor per day; this volume is expected to rise to over 100 trains per day by 2020 in conjunction with double tracking efforts progressing over the next 10 years.

TIMS documented 4 pedestrian-related and 5 bike- related collisions occurring within the project area between 2009 and 2013 per Figure 2-A above. In addition to vehicular-related accident data, the North Coast Transit District provided collision data for the Encinitas rail corridor between September 2009 and March 2014 There have been 8 documented fatalities within the Encinitas rail corridor**; 2 train-related fatalities occurred within ¼-mile of the proposed underpass**. Figure 2-B summarizes the collision history for the project area between 2009 and 2015:

Figure 2-B:

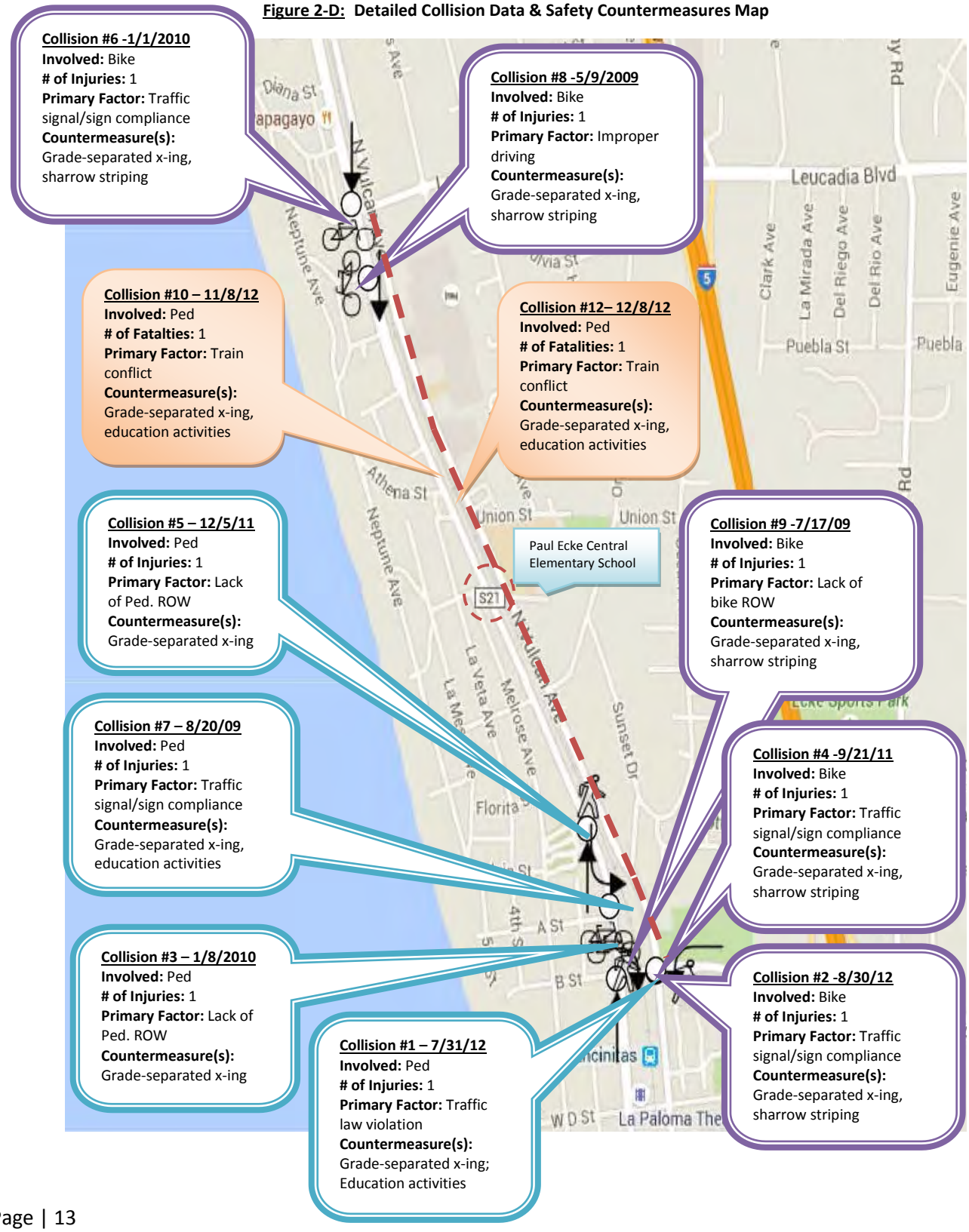
El Portal Pedestrian & Bike Underpass
Summary of Collision Data
January 2010 - April 2015

Date	Case ID	Intersection	Pedestrian	Bike	Fatality	Collision Type	Injury	Total
7/31/2012	5772015	Encinitas Blvd & Vulcan Ave	1	0	0	Vehicle	1	1
8/30/2012	5782847	Encinitas Blvd & Vulcan Ave	0	1	0	Vehicle	1	1
1/8/2010	4616894	Encinitas Blvd & Vulcan Ave	1	0	0	Vehicle	1	1
9/21/2011	5374359	Coast Hwy 101 & Encinitas Blvd	0	1	0	Vehicle	1	1
2/15/2010	4619313	Coast Hwy 101 & El Portal	1	0	0	Vehicle	1	1
1/1/2010	4616922	Coast Hwy 101 & Leucadia Blvd	0	1	0	Vehicle	1	1
8/21/2009	4408968	Coast Hwy 101 & A St	1	0	0	Vehicle	1	1
5/9/2009	4294855	Coast Hwy 101 & Europoa St	0	1	0	Vehicle	1	1
7/17/2009	4364228	Coast Hwy 101 & Encinitas Blvd	0	1	0	Vehicle	1	1
11/8/2012	MP 239.2	Rail Corridor/North of Union St	1	0	1	Train	0	1
12/8/2012	MP 239.8	Rail Corridor/Union St	1	0	1	Train	0	1
Totals			**6**	**5**	**2**		**9**	**11**

A detailed collision summary is provided in Attachment I-2A. There have also been 7 trespassers within the rail right-of-way; countless others have not been formally reported but are visually observed on any given day (Figure 2-D, below). The Federal Rail Authority's Office of Safety Analysis states that risks related to trespassing and at-grade crossings are of particular concern; in 2010 alone, there were 740 total railroad-related fatalities nationwide. Of those, 445 were trespassers and 260 were pedestrians or motorists using at-grade crossings, which means that **trespassing and at-grade crossings** accidents **account for 95% of all rail-related deaths**. California had more grade-crossing deaths than any other state, and led the country in trespasser deaths and nonfatal injuries. These statistics demonstrate that intense traffic volumes coupled with high speed railway operations creates immense safety risks for pedestrian and bicycle related injuries and fatalities within extremely close proximity to PEC.

B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

Figure 2-D: Detailed Collision Data & Safety Countermeasures Map



- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.

Vehicular speeds in excess of 45 MPH have been observed on Coast Highway 101 and on Vulcan Avenue; rail speeds can exceed 90 MPH. According to National Highway Traffic Safety Administration (NHTSA), fatality rates are estimated to jump to 40%, 80%, and nearly 100% for striking speeds of 30, 40, and 50 MPH or more, respectively. These locations currently pose 80-100% risk of fatality/severe injury for children and citizens who utilize these school routes. The improvements will connect to a pedestrian-activated rectangular rapid flashing beacon crossing on Vulcan Avenue (which will be relocated as part of this project to line up with the underpass improvements), and to a roundabout countermeasure (installed as a separate project, Attachment K-2) on El Portal/Coast Highway 101, which will slow cars along the route. Additionally, the sidewalk, curb, gutter, and landscaping improvements that connect the underpass to both Vulcan Avenue and Coast Highway 101 will create a visual and physical narrowing of the roadway, a countermeasure which has been shown to decrease vehicular speeds. The underpass will significantly decrease the volume of vehicles driving along both Vulcan Ave and Highway 101 corridors, as it provides a non-motorized option for accessing PEC school, farmer's market, beaches, commercial districts, parks, and other points of interest in the area. Finally, the project will eliminate the conflict with high speed and high volume rail traffic.

- Improves sight distance and visibility between motorized and non-motorized users.

Figure 2-E: High-speed trains have difficulty spotting pedestrians

The underpass and related improvements will enhance pedestrian and bike visibility by confining roadway crossing activity to a singular point, reducing the potential for random crossings throughout the rail corridor. The project's proposed infrastructure improvements on both Coast Highway 101 at El Portal Avenue and on Vulcan Avenue at the existing crosswalk location to PEC will include curb and gutter, sidewalk, curb ramps, enhanced crosswalk features to illuminate pedestrians and cyclists utilizing the underpass and adjacent roadway crossings, and Sharrow markings and signage for a 1-mile stretch along Vulcan Avenue. The Sharrows are a measure that will enhance motorist awareness and visibility of the presence of bikers in the area, reducing the potential for bike-related collisions documented on Figure 2-D, above.

- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.

The underpass provides a direct countermeasure that will eliminate the conflict points between motorized, high-speed trains and pedestrian and bike users in the corridor. The underpass countermeasure creates a physical grade separation between the rail traffic and active transportation users through construction of a bridge structure beneath the railway. The improvements are a direct countermeasure to the 2 documented pedestrian fatalities as a result of train collisions (Collision #10 & #11, Figure 2-D above). Currently, pedestrians and bikes utilize the Highway 101 and Vulcan Avenue corridors to access existing at-grade rail crossings; however these existing crossings involve high volume of vehicular traffic compounded by frequent high-speed rail traffic, which dramatically increases safety hazards for non-motorized vehicles. As demonstrated in the collision map (Figure 2D, above), the additional 9 pedestrian and bike collisions occurring in the corridor are primarily at intersections of Leucadia Boulevard and Encinitas Boulevard. With the construction of the grade-separated underpass, the improvements not only eliminate conflict with rail traffic, but eliminate the volume of pedestrians and bikes at the Leucadia Boulevard at-grade crossing and the busy Encinitas Boulevard intersection.

- Improves compliance with local traffic laws for both motorized and non-motorized users.

The pedestrian and bike underpass is a safety countermeasure that will discourage and ideally, eliminate illegal rail crossings through this busy corridor. According to the train safety advocacy organization Operation LifeSaver, a person or vehicle is hit by a train in America every 3 hours. Modern trains are faster and quieter than ever before, and it often takes a train up to a mile to stop, which makes surviving a train collision very unlikely. The project will also facilitate safe roadway crossings at the enhanced crosswalk locations on either side of the underpass. To complement the infrastructure improvements, the project will involve a non-infrastructure education and encouragement components, including development of a Safe Route to School map for parents and students that will highlight Park & Ride sites, Walking School Bus meet-ups, and safety tips. The map will be distributed to all parents and students to promote the new infrastructure improvements. Safety workshops

Figure 2-E: Pedestrians illegally crossing the track

will be conducted for students and parents to promote proper compliance with local laws including an emphasis on train safety and Sharrow lane markings. Incentive items will be provided to the school to further encourage use of the new improvements.

- Addresses inadequate traffic control devices.
N/A

- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
The establishment of a grade-separated pedestrian and bike underpass connecting Coast Highway 101 to Vulcan Avenue will provide a safe, convenient access point for non-motorized users to cross the railroad, and will alleviate the need to illegally cross the tracks in this mile-long stretch between Encinitas Boulevard and Leucadia Boulevard, reducing potential for fatalities such as Collision #9, & #10 documented in Figure 2-D above. The crossing will significantly reduce current illegal behaviors because the improvements will be considerably easier, time-saving, and accessible to use than physically maneuvering the rails at-grade. Illegally crossing the tracks is not only dangerous and life-threatening, but is also very harmful to children whom are being encouraged to do so by parents that need to save time in their commute to school. The underpass provides the most safe and efficient method for crossing the tracks, and will be supported by education and outreach efforts at PEC that will reinforce safe behaviors in students and parents to reduce illegal crossing not only at this location, but throughout the entire rail corridor. Once installed, the need for illegal at-grade rail crossing will be eliminated due to rail conflict. Furthermore, the crossing connects to crosswalks on both Highway 101 and Vulcan Avenue that are currently in the process of pedestrian upgrades to improve safety and reduce collisions at these locations. The underpass will seamlessly integrate pedestrians and bikes with this updated safety features, further propagating safe behaviors for non-motorized users.

- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.
With the construction of the underpass and related infrastructure improvements, the project provides ADA-compliant, accessible bike and pedestrian facilities where none currently exist, beneath the rail corridor. Additionally, the project will enhance existing roadway crossings and add additional sidewalks and bike facilities at both the east and west entrances to the underpass. The project also includes the addition of Sharrow lane markings and signage for a 1-mile stretch along the Vulcan Avenue corridor, between Leucadia Blvd and Encinitas Blvd, in order to facilitate bike traffic to and from the entrance of the underpass crossing.

Part B: Narrative Questions
Detailed Instructions for: Question #3

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

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The planning phase of the project was initiated in 2002, as illegal trespassing of the rail corridor became increasingly pervasive due to its proximity to popular destinations in the city. With rail operations projected to rise, the City of Encinitas formalized a Memorandum of Understanding with key stakeholder North Coast Transit District (NCTD) in which NCTD supported the joint application of the City, Caltrans, and San Diego Association of Governments (SANDAG) to the California Transportation Commission (CTC) for funding the design and construction of pedestrian crossings in the area. Between 2005 and 2006, the City hosted project-specific public workshops to solicit input from local residents and business owners (Attachment I-3). Out of these workshops four priority locations for pedestrian underpasses were identified based on their location to schools, recreational facilities, existing infrastructure, constructability, and consistency with regional plans including the Coastal Rail Trail. One such identified location was El Portal/PEC. The need for a safe crossing in the vicinity of PEC was made further evident with the School District's elimination of the school busing service in 2003.

More recently, in 2013, the City initiated a Community-Based Transportation Planning project to create a city-wide pedestrian travel and safe routes to school plan, entitled ***"Let's Move, Encinitas!"***. Over a 2-year period, the project involved creation of a Taskforce consisting of key community stakeholders (Figure 3-A, Attachment K-3) involving School District representation and both local and regional representatives, including Caltrans. The project conducted active citywide public outreach and engagement activities, hosting over 15 public workshops, creating on-line comment forms and surveys, and

Figure 3-A: *Let's Move, Encinitas!* Stakeholders

Contributors

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Joe Tomaiko, Traffic Sergeant, San Diego County Sheriff Dept. Encinitas Station

Kimberly Hayford, North County Transit District

Melissa Roberts, San Diego County Health and Human Services Agency

Michael Murphy, Leucadia Town Council

Mim Michelove, Encinitas Union School District

Olivia Paccione, Downtown Encinitas Main Street Association

Tess Radmill, Cardiff 101 Main Street Association

Vanessa Torres, San Diego County Health and Human Services Agency

Caltrans

Seth Cutter, Caltrans District 11 Planning Division

Mike Kent, Associate Transportation Planner, District 11 - Multi-Modal Branch

This project was funded through Caltrans Community-Based Transportation Grant Funding. The project team would like to thank and acknowledge the citizens of Encinitas, without whom this project would not have been possible.

providing options for residents to interact both in-person and through social media. The project also provided translation services and alternate forms of outreach to target disadvantaged communities within the Spanish-speaking population of the city in order to generate the highest and most diverse level of input for the development of a well-rounded plan. These efforts resulted in approximately 20% of the city's population, or 11,000 citizens participating; residents, business owners, school parents, and local pedestrian and bike groups were involved in the identification of priority locations for pedestrian improvements. As a result of this process, El Portal Underpass was identified in the community of Leucadia as a top priority (Attachment K-3), and was also identified in the Safe Routes to School Workplan for PEC as a necessary facility (Figure 1-F, above).

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

During the initial project development efforts in 2002, stakeholders were engaged through the City's Community Participation Program, which involved more traditional forms of outreach through mail notification and public workshops. The more recent Let's Move, Encinitas! Pedestrian and Safe Routes to School Plan involved a multi-faceted approach to stakeholder engagement, including the following methods (Figure 3-B; Attachment K-3):

- Creation of a Taskforce to facilitate collaboration of City staff, School Districts, NCTD, Caltrans, Main Street Associations, Neighborhood Town Councils, County Health & Human Services, pedestrian & bike advocacy groups, and the Sheriff's Department
- Establishment of social media presence, including creation of Facebook, Twitter, project website to engage all demographics in the City
- Flyers, bookmarks, presence at community events, including Spanish translation options
- Walk audits conducted at all 13 school sites in the City
- 15 public workshops held throughout the City and schools over a 1-year period

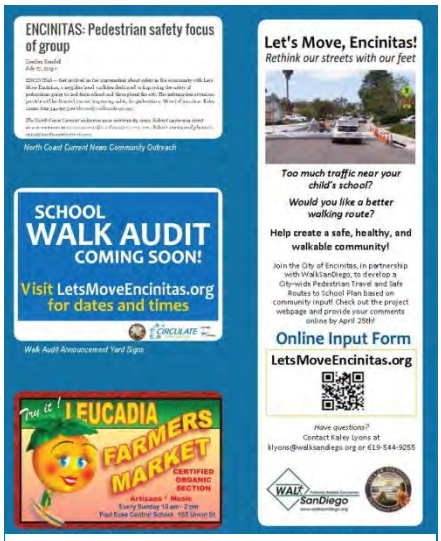


Figure 3-B: *Let's Move, Encinitas!* Outreach

- On-line public input comment forms and surveys which resulted in identification of over 400 project sites, and prioritization of top projects for each community of Encinitas.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

The feedback received during the project's initial stakeholder engagement process which began in 2002, resulted in the identification of project scope and location for the grade-separated underpass at El Portal, adjacent to PEC School. Over 10 years later, the *Let's Move, Encinitas!* planning process reinforced the necessity of the underpass at El Portal, as it continued to be identified as a top priority not only for citizens and stakeholders within the vicinity of the project, but as a city-wide safety priority. With over 11,000 citizens and stakeholders involved in the Let's Move, Encinitas! Plan throughout the City, the identification and prioritization of the El Portal Underpass demonstrates its relevancy and necessity to completing and important link in the pedestrian and bike network that has been desired by the community for over a decade. Prior to the Let's Move, Encinitas! plan adoption, over 30 residents were present to speak to the Traffic and Public Safety Commission on traffic safety hazards that prevent students from walking and biking to school, and the importance of prioritizing PEC. Over 30 parents, teachers, and even the school's principal showed up to an evening meeting on a Monday night, in the small town of Encinitas, where a crowd of 10 is usually status quo, emphasizes the importance of these improvements to the community. Ultimately, the extensive, detailed, and active public engagement process that has ensued over the past 10 years has demonstrated an explicit need for an underpass to navigate the rail corridor, and ensures that the project will be extremely effective at meeting the purpose and goals of the ATP, including increasing daily walking and biking trips, and increasing non-motorized user safety and mobility.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

The tools utilized to engage stakeholders during the ***Let's Move, Encinitas!*** planning process will continue to be implemented in order to interact with citizens through the design and construction of the El Portal Pedestrian and Bike Underpass project. Specifically, the relationship established with PEC school administration will be integral to disseminating project information to parents, students, and staff, and will facilitate the implementation of the proposed non-infrastructure project components. The existing Facebook and Twitter accounts will continue to be utilized to keep citizens engaged in the process, through project updates, schedules, and timing of construction improvements. These outlets can also be employed for on-going education and encouragement efforts. The completion of the Let's Move, Encinitas! plan sets a strong foundation for the successful implementation of the underpass project through continued engagement with the public.

Part B: Narrative Questions
Detailed Instructions for: Question #4

QUESTION #4
IMPROVED PUBLIC HEALTH *(0-10 points*)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. **Describe the health status of the targeted users of the project/program/plan. (3 points max)**

The students at PEC are generally between the ages of 5 – 11, the majority of which do not participate in the recommended one hour per day of physical activity. Anita Walia, the Community Health Promotion Specialist for the County of San Diego, Health and Human Services Agency (HHSA), directed staff to the County of San Diego HHSA Community Health Statistics Unit for statistics on the health status of the targeted users. The Statistics Unit measures and tracks a variety of health issues throughout San Diego County. The San Diego County Health Briefs is prepared by the Statistics Unit for the North Coastal Region of San Diego and includes health data from the 2011-2012 UCLA Center for Health Policy Research, California Health Interview Survey (CHIS). The survey included the statistic that only 33.9% of children ages 5-11 in the North Coastal region of San Diego County participated in more than one hour per day of physical activity in the week they were surveyed.

The Lucille Packard Foundation tracks a variety of children's health data through its kidsdata.org program. In 2010 the Foundation reported that 18.5% of students in the city of Encinitas were either overweight or obese. Overweight or obese children are at a higher risk of health problems such as heart disease, diabetes and asthma. The Foundation also noted that overweight or obese children are also more likely to stay overweight or obese as adults. In fact, the CHIS survey noted that 55.8% of adults indicated that they were overweight or obese.

There is a significant population at PEC that was identified as economically disadvantaged. Specifically, 27% of the 5th grade population at PEC is identified as economically disadvantaged according to the California Department of Education. This economically disadvantaged population generally did not score as well as the overall population on the State's physical fitness test that rates aerobic capacity, body composition, abdominal strength, trunk extension strength, and upper body strength. 84% of all students in the fifth grade were identified as being in the Healthy Fitness Zone for aerobic capacity. The percentage decreased to 65% for fifth graders that were identified as economically disadvantaged.

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

The proposed project will create a safe, attractive and convenient way for PEC students, residents and visitors to walk and cycle to PEC, the Farmer's Market, restaurants, shops, and beaches. Walking and biking are low-impact activities in which a variety of ages and fitness levels may participate. There are many benefits from walking and biking including improved physical fitness, decreased obesity/overweight rates, reduced health care costs, reduced stress, improved mental health, and reduced auto trips which would result in improved air quality. According to a study on obesity relationships with community design, physical activity and time spent in cars reported by the American Journal of Preventive Medicine, each added kilometer walked per day is associated with a nearly 5% reduction in obesity risk. According to the Institute of Medicine, making physical activity an integral and routine part of life was identified as a catalyst to speed progress in obesity prevention. Walking and biking for school, errands and recreation can help improve the overall health of its residents and will help create a lifetime habit that will potentially last beyond a student's tenure at PEC.

The proposed project is consistent with the Live Well San Diego Initiative that was adopted by the County of San Diego Board of Supervisors in 2010. Live Well San Diego includes three components: Building Better Health, Living Safely, and Thriving. The goal of Building Better Health is improving the health of residents and supporting healthy choices. According to Live Well San Diego, three behaviors (poor nutrition, lack of physical activity, and tobacco use) contribute to four diseases (heart disease/stroke, cancer, diabetes, and respiratory disease), which result in more than 50% of deaths. One of the areas of the County's ten-year Health Strategy Agenda is pursuing policy changes for a healthy environment. Safe Routes to School programs are one of the policy change recommendations to increase physical activity. The proposed undercrossing aligns with the initiative by providing a new safe route to school.

The proposed project is also consistent with the San Diego County Childhood Obesity Action Plan goal of improving the health of children and families in San Diego County. Strategies in the Plan to prevent childhood obesity include: incorporating walking and cycling paths into existing communities to safely accommodate pedestrians, cyclists and others using non-motorized transportation and establishing safety corridors and routes to school to encourage walking and bicycling. The proposed project will establish a safe walking and cycling path consistent with the Plan's goals.

Part B: Narrative Questions
Detailed Instructions for: Question #5

QUESTION #5
BENEFIT TO DISADVANTAGED COMMUNITIES *(0-10 points*)

A. **Identification of disadvantaged communities: (0 points – SCREENING ONLY**)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:
$_____

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: _____

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

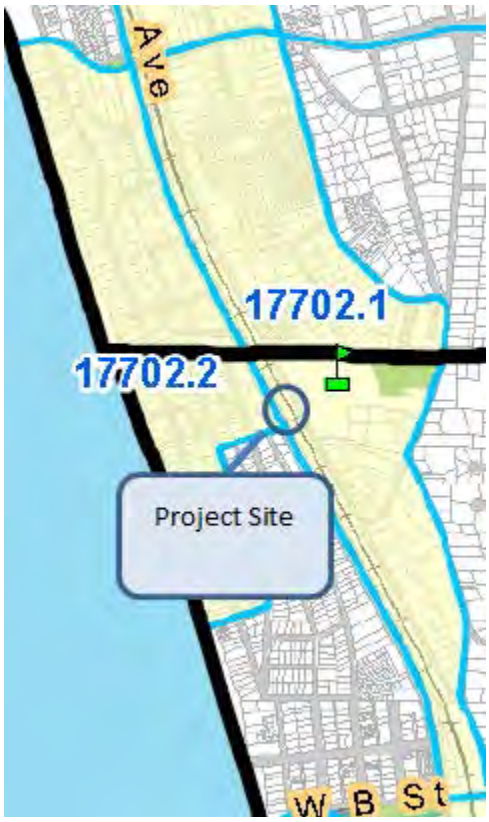
- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

The City of Encinitas does not currently have within its jurisdictional boundaries any schools which meet the definition of "disadvantaged community", described by these application guidelines as Options 1 through 3 above. However, the City of Encinitas has been an entitlement community since 1990 and receives Community Development Block Grant funding directly from HUD each year. Paul Ecke Central is located in a Low-and-Moderate-Income Area Neighborhood which is defined as census tracts or block groups where a minimum of 51 percent of the residents have low to moderate incomes (see Figure 5-A below).

Figure 5-A: CDBG disadvantaged community within project area



In addition, as part of results from the California's Physical Fitness Testing, the California Department of education identified 27% of the 5th graders at PEC as economically disadvantaged and a significant percentage of students (21%) are also eligible for free or reduced price meals.

The score on the California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) for census tract 177.02, which includes PEC within its boundaries, is 10.24. The population in the census track is 2,777. According to United States Census Bureau the median household income for census tract 175.02 is $55,649, compared to the overall median household income in the City of Encinitas of $91,795.

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? 100%
Explain how this percent was calculated.

100% of the grant funds will be utilized for a Safe Routes to School project benefitting PEC. PEC is located in a Low-and-Moderate-Income Area Neighborhood as shown in Figure 5-A.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

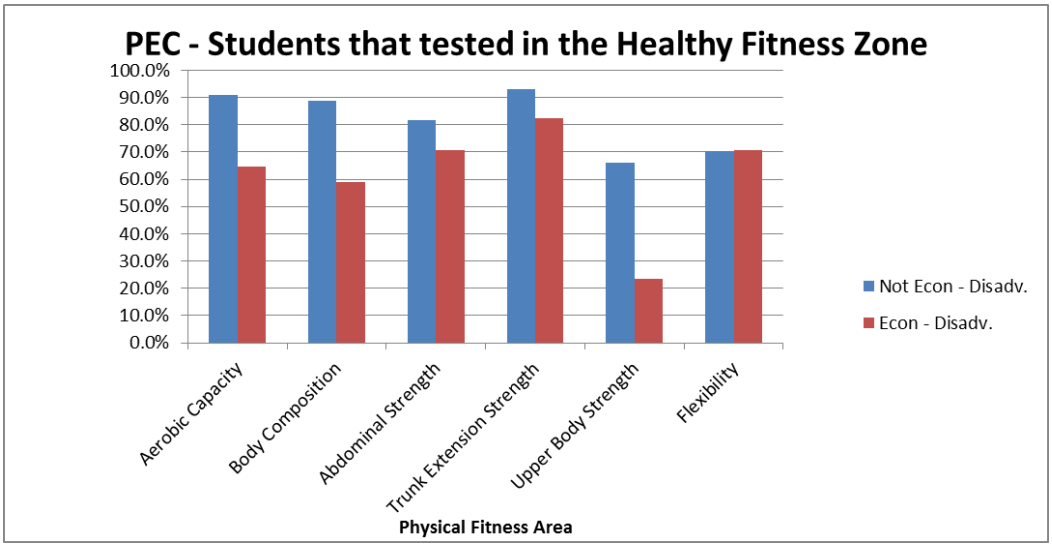
Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

According to the Robert Woods Johnson Foundation, children from low-income families are twice as likely to walk to school as children from higher-income families and have an even higher risk of being injured or killed as pedestrians. Therefore it is anticipated that the economically disadvantaged population will receive a greater benefit than the overall population by having this safe route to school. It is estimated that the disadvantaged community will be able to utilize the proposed improvements to attend school, recreation and daily commute purposes.

According to the California Department of Education, 27% of the 5th grade population at PEC is identified as economically disadvantaged. The economically disadvantaged population generally did not score as well as the overall population on the State's physical fitness test that rates aerobic capacity, body composition, abdominal strength, trunk extension strength, and flexibility (Figure 5-B, below). As an example, the percentage of non-economically disadvantaged students in the fifth grade that were identified as being in the Healthy Fitness Zone for aerobic capacity is 91%. The percentage for economically disadvantaged students was 65%. There are many benefits from walking and biking including improved physical fitness, decreased obesity/overweight rates, reduced health care costs, reduced stress, improved mental health, and reduced auto trips which would result in improved air quality.

Students are not the only economically disadvantaged population that will benefit from this project. Many people in the region may not drive because of financial constraints. The new sidewalk and bike facility will also allow all residents greater access to public transportation. The education and outreach efforts will include a diverse outreach strategy to target all demographics in the target area.

Figure 5-B:



As noted in question #4, the proposed project will create a safe, attractive and convenient way for the entire population, including the economically disadvantaged population to walk and cycle to schools, shops and public transportation. Walking and biking are low-impact activities in which a variety of ages and fitness levels may participate. There are many benefits from walking and biking including improved physical fitness, decreased obesity/overweight rates, reduced health care costs, reduced stress, improved mental health, and reduced auto trips which would result in improved air quality.

Part B: Narrative Questions
Detailed Instructions for: Question #6

QUESTION #6
COST EFFECTIVENESS *(0-5 POINTS)*

A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of "increased use of active modes of transportation". (3 points max.)

An Alternatives Analysis Report ("Report") for Encinitas Grade Separated Pedestrian Crossings was prepared in 2006 (Attachment I-6A) for the City of Encinitas and SANDAG by TY Lin International. The Report evaluated three options for pedestrian crossings at four sites in Encinitas including the El Portal site. The sites were identified due to their locations near public schools, access to recreational facilities, existing pathways and consistencies with potential development of the Coastal Rail Trail system.

While each option would accomplish the goal of providing a safe pedestrian crossing, each option included pros and cons. The Report noted that the overpass option avoids the underground utilities, minimizes the need for drainage mitigation and provides users with a feeling of safety. However, an overpass would include long ramp structures for ADA compliance that would create a greater visual impact compared to the other options. In addition, the overpass was the most expensive option (28% greater than the underpass alternative). While tunneling was the least expensive option it scored the lowest in the user safety and railroad impact categories. The underpass had an average or above average score for all the categories and overall the underpass alternative ranked highest. The Report concluded that the underpass would provide a cost effective solution that satisfies the concerns of stakeholders affected by the project.

B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left(\frac{Benefit}{Total\ Project\ Cost} \text{ and } \frac{Benefit}{Funds\ Requested}\right).$$

The ratio of the benefits of the project relative to both the total project cost and ATP funds requested was calculated using the ATP Benefit/Cost Tool provided by the Caltrans Planning Division. The data used to populate the Tool is consistent with the information provided in the responses to questions 1 and 2. The actual data used in the Tool is included in Attachment I-6B. The Benefit/ Cost ratio based on the ATP funds requested is 9.65 (See 6-A beow). The two fatal crashes contributed significantly to the benefits, without the two fatal crashes the Benefit / Cost ratio would have been 2.19.

Figure 6-A: ATP Benefit/Cost Results

20 Year Invest Summary Analysis	
Total Costs	$5,401,000.00
Net Present Cost	$5,193,269.23
Total Benefits	$64,329,301.66
Net Present Benefit	$43,587,559.88
Benefit-Cost Ratio	8.39

20 Year Itemized Savings	
Mobility	$2,860,049.70
Health	$297,206.96
Recreational	$1,442,471.06
Gas & Emissions	$94,640.45
Safety	$59,634,933.48

Funds Requested	$4,697,419.0
Net Present Cost of Funds Requested	$4,516,749.0
Benefit Cost Ratio	9.65

Feedback on the ATP B/C tool

The ATP B/C tool is definitely an improvement over last year and will hopefully level the playing field going forward by having everyone using the same tool to quantify the benefits and costs of active transportation projects. Following are areas that would benefit from additional clarification:

1. Bike Projects: There is a note on the instructions page that if no data is available regarding the existing number of daily bike trips that are commuters vs. recreational that 11% and 33% respectively should be used. It would be helpful to understand why 11% and 33% were recommended. It's not clear who the other 66% of riders are and how they should be counted.
2. Bike Projects: The instructions for New Daily Trips states that "if data is available, insert actual new daily trips for commuters and recreational after 1 year of project completion." The use of the term "actual" on the instructions tab and on the inputs sheets is a little confusing since you can't have "actual" data for events in the future. The Inputs sheet is also confusing since it appears that data is needed for New Daily Trips (estimate) and for (1 YR after completion) (actual) when data is only needed for one or the other.
3. Pedestrian Projects: The instructions for either entering trips, step counts or miles walked are clear, however, the inputs sheet would benefit by simply adding "choose one" or something similar next to Pedestrian Projects and changing "Existing" to "Existing Trips" in the first line under "Pedestrian Projects".
4. It would be helpful to have examples of completed tools for different types of projects.

Part B: Narrative Questions
Detailed Instructions for: Question #7

QUESTION #7
LEVERAGING OF NON-ATP FUNDS *(0-5 points)*

A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)
The City is committed to providing an **11.5%** funding match to the total project cost, in the amount of **$621,000**. These funds will be leveraged through the City's locally established Safe Routes to School program, Project CS01E, which City Council has authorized funding annually in the amount of $200,000 for the next 6 years, through Fiscal year 2021. Additionally, the city will provide funding to implement the non-participating components of the project, estimated in the amount of $83,000. These funds will also be provided through the local Safe Routes to School project fund. Therefore, the **total amount provided by the City** to construct the El Portal Pedestrian and Bike Underpass improvements in their entirety is **$704,000**. With over half-million dollars dedicated to this project, the leveraging funds described herein demonstrate the City's commitment to investing in the project.

Part B: Narrative Questions
Detailed Instructions for: Question #8

QUESTION #8

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

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

- ☐ Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- ✓ No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:
Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps representative:
Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- ✓ Neither corps can participate in the project (0 points)
- ☐ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

_____
_____
_____

- ☐ Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- ☐ Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

Correspondence provided as Attachment I-8.

Part B: Narrative Questions
Detailed Instructions for: Question #9

QUESTION #9
APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS
(0 to-10 points OR disqualification)

A. ***Applicant*: Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.**

The City of Encinitas has had a successful delivery history for all grant funds received through Caltrans Local Assistance administered programs, including HSIP, Safe Routes to School (both Federal and State), ER, and Permanent Restoration. The City has never had funds de-obligated and does not have any projects on the de-active list.

B. ***Caltrans response only*:**
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page **Attachment A**

Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) **Attachment B**

Required for all applications

Engineer's Checklist **Attachment C**

Required for Infrastructure Projects

Project Location Map **Attachment D**

Required for all applications

Project Map/Plans showing existing and proposed conditions **Attachment E**

Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions **Attachment F**

Required for all applications

Project Estimate **Attachment G**

Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) **Attachment H**

Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information **Attachment I**

Required for all applications

Label attachments separately with "H-#" based on the # of the Narrative Question

Letters of Support **Attachment J**

Required or Recommended for all projects (as designated in the instructions)

Additional Attachments **Attachment K**

Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:		Date:	5/22/15
Name:	Glenn Pruim	Phone:	760-633-2763
Title:	Director of Public Works	e-mail:	gpruim@encinitasca.gov

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:		Date:	5/5/15
Name:	Adriana Chavarin	Phone:	760-944-4323
Title:	Principal	e-mail:	Adriana.Chavarin@eusd.net

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)
If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? _____ If yes, no signature is required. If no, the following signature is required.

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

ATTACHMENT B

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/22/2015

Project Information:

Project Title:	City of Encinitas - El Portal Pedestrian & Bike Underpass				
District	County	Route	EA	Project ID	PPNO
11	San Diego	VAR			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				35				35
PS&E				867				867
R/W				60				60
CON					4,439			4,439
TOTAL				962	4,439			5,401

Notes:

ATP Funds Infrastructure Cycle 2

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				31				31
PS&E				767				767
R/W				53				53
CON					3,802			3,802
TOTAL				851	3,802			4,653

Funding Agency: Caltrans

Notes:

ATP Funds Non-infrastructure Cycle 2

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON					44			44
TOTAL					44			44

Funding Agency: Caltrans

Notes:

ATP Funds Plan Cycle 2

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

ATP Funds Previous Cycle

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

ATP Funds Future Cycles

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATTACHMENT B

ATP PROJECT PROGRAMMING REQUEST

Date:	5/22/2015

Project Information:

Project Title:	City of Encinitas - El Portal Pedestrian & Bike Underpass				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
11	San Diego	VAR			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
	Proposed Funding Allocation ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				4				4	City of Encinitas
PS&E				100				100	Notes:
R/W				7				7	
CON					510			510	
TOTAL				111	510			621	

Fund No. 3:	Future Source for Non-Participating								Program Code
	Proposed Funding Allocation ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									City of Encinitas
PS&E									Notes:
R/W									
CON					83			83	
TOTAL					83			83	

Fund No. 4:									Program Code
	Proposed Funding Allocation ($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									Notes:
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
	Proposed Funding Allocation ($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									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
	Proposed Funding Allocation ($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									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
	Proposed Funding Allocation ($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									Notes:
R/W									
CON									
TOTAL									

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP ***Infrastructure****-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** **Engineer's Initials:** CV
   a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must: **Engineer's Initials:** CV
   a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
   b. Show the full scope of the proposed project, including any non-participating construction items
   c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
   d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions. **Engineer's Initials:** CV
   (Include cross-section for each controlling configuration that varies significantly from the typical)
   a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** **Engineer's Initials:** CV
   a. Estimate is reasonable and complete.
   b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
   c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
   d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
   e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:** **Engineer's Initials:** CV
   a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding** **Engineer's Initials:** CV
   a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
   b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
   c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
   d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)** **Engineer's Initials:** N/A
   ☑ N/A
   a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:** **Engineer's Initials:** CV
   a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
   b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name *(Last, First)*: VILLA, CHRISTINE

Title: ASSOCIATE CIVIL ENGINEER

Engineer License Number 70971

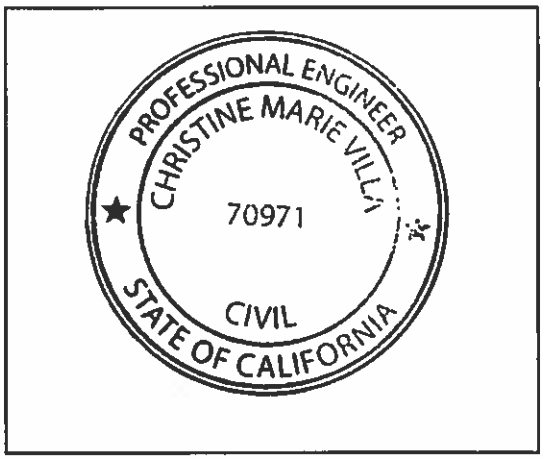
Signature: C Villa

Date: 5/29/15

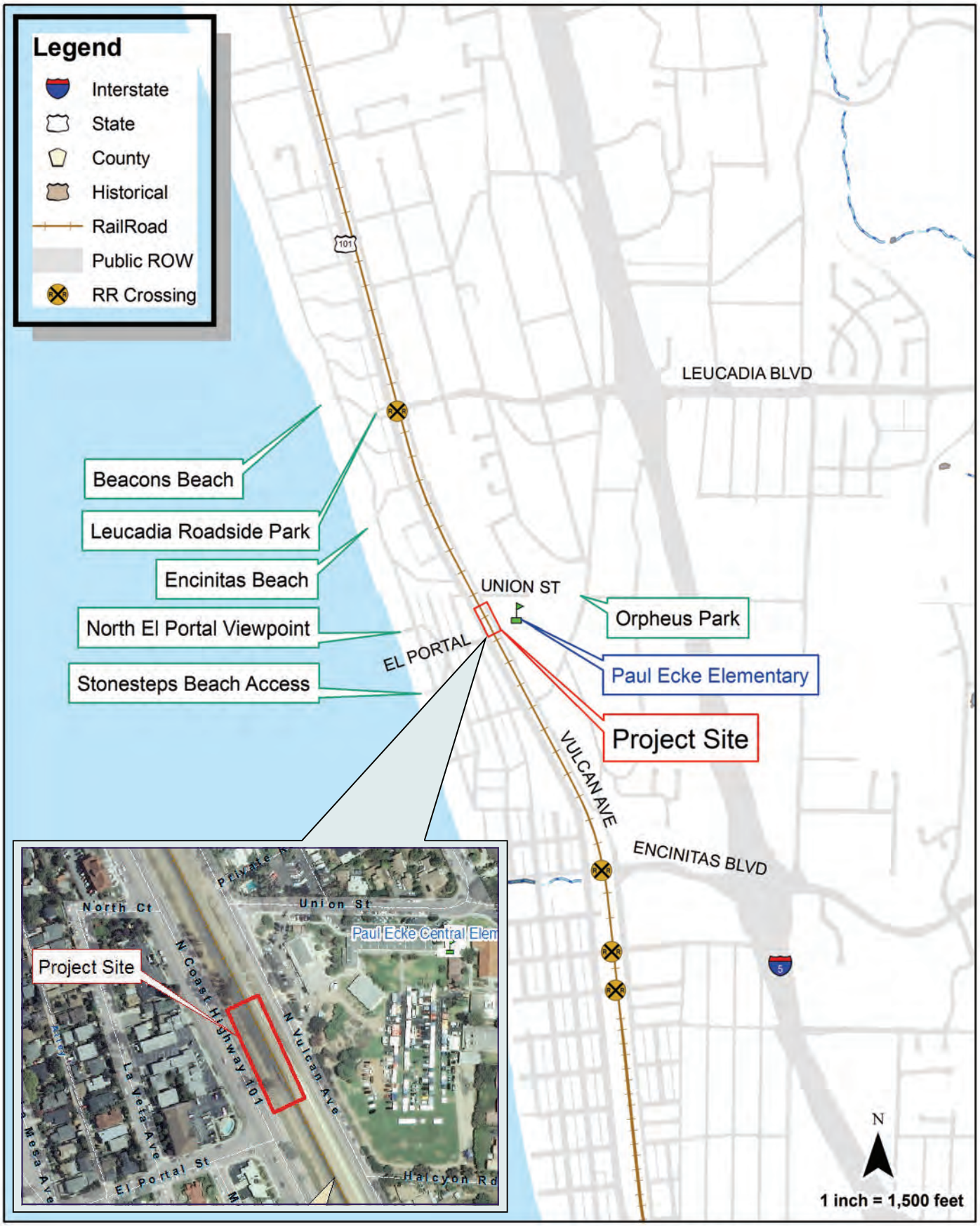
Email: cvilla@encinitasca.gov

Phone: 760-633-2862

Engineer's Stamp:



CITY OF ENCINITAS
EL PORTAL PEDESTRIAN & BIKE UNDERPASS
ATTACHMENT D
VICINITY MAP

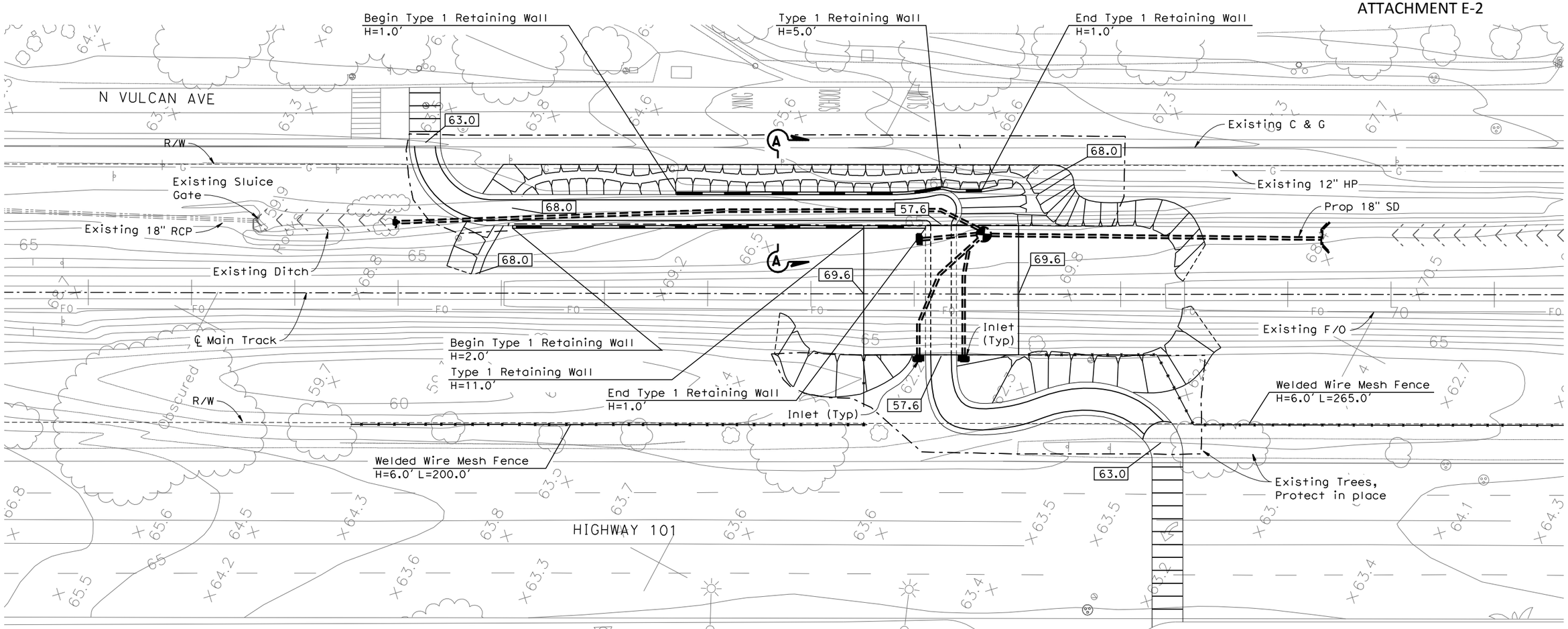


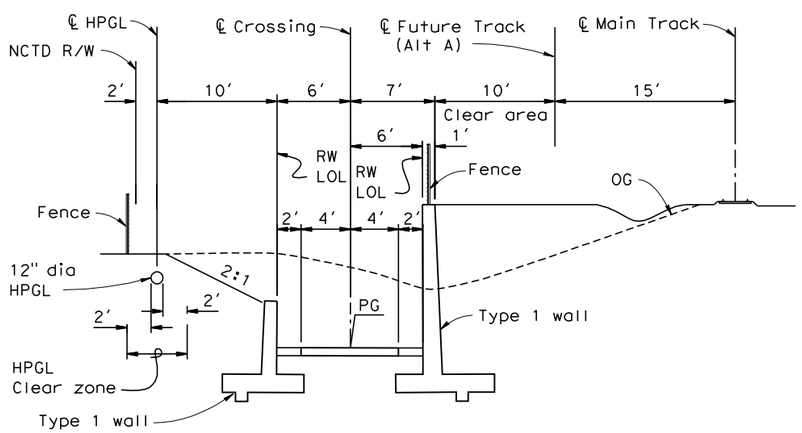
EL PORTAL PEDESTRIAN & BIKE UNDERPASS
ATTACHMENT E1 - EXISTING & PROPOSED VICINITY MAP

0 1,500 Feet

1 inch = 1,000 feet

ATTACHMENT E-2





SECTION A-A

No Scale

PLAN

1"=20'

0 20 40 60

SCALE 1"=20'

NOTES

1. Maximum slope = 2:1
2. All dimensions in feet unless otherwise noted
3. Total Landscape = 14,906 sq ft

LEGEND

- Indicates finished grade spot elevation
- Indicates direction of flow
- Indicates proposed pump station
- Indicates limits of landscaping

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REVISIONS	APPROVED	DATE	REFERENCES	DATE	BENCHMARK	SCALE	SPECIAL DISTRICT		APPROVALS	CITY OF ENCINITAS ENGINEERING DEPARTMENT	DRAWING NO.
						HORIZONTAL AS SHOWN VERTICAL AS SHOWN		PLANS PREPARED UNDER SUPERVISION OF JOSEPH TOGNOLI ENGINEER	DATE: R.C.E. NO. 52862 EXP. 12/31/06	RECOMMENDED BY: LEROY BODAS DATE: APPROVED BY: PETER COSTA-ROBLES DATE:	PUBLIC IMPROVEMENT PLANS FOR: LAYOUT ENCINITAS GRADE SEPARATED PEDESTRIAN CROSSINGS EL PORTAL STREET UNDERPASS WORK PROJECT NO.	0050-SI SHEET X OF XX

Filename:q:\projects\970\971\dgn\El portal-GP-Plan.dgn Date:1/16/2007 Time:2:14:10 PM

PRELIMINARY PLANTING LEGEND

SYMBOL	BOTANICAL NAME/COMMON NAME	CONTAINER SIZE	MATURE SIZE (HTxSPREAD)	FORM & FUNCTION	QUANTITY
SHRUBS & GROUNDCOVERS such as:		25% 5 GALLON 75% 1 GALLON			
	Baccharis pilularis 'Pigeon Point' / Prostrate Coyote Bush Ceanothus gloriosus / Point Reyes Ceanothus Ceanothus griseus horizontalis / Carmel Creeper Gazania spp. / Gazania Juniperus conferta / Shore Juniper Lampranthus productus / Purple Iceplant Vinca rosea / Madagascar Periwinkle Zoysia tenuifolia/ Korean Grass		6-12" x SPREADING	GROUNDCOVER	395
	Agave americana / Century Plant Dracaena spp. / Dracaena Phormium tenax / New Zealand Flax		5' x 5'	TEXTURE/ACCENT SHRUB	36
	Aloe vera / Aloe		2' x 2'	TEXTURE/ACCENT SHRUB	18

IRRIGATION SYSTEM

ALL PLANTING AREAS ARE TO BE IRRIGATED ACCORDING TO PLANT TYPE AND ENVIRONMENTAL EXPOSURE, AND SHALL RECEIVE UNIFORM IRRIGATION COVERAGE BY MEANS OF AN AUTOMATICALLY CONTROLLED, ELECTRICALLY ACTIVATED UNDERGROUND IRRIGATION SYSTEM DESIGNED FOR WATER CONSERVATION AND TO MINIMIZE EROSION. A STATE OF THE ART AUTOMATIC CONTROLLER BY CALSENSE WITH MASTER VALVE CAPABILITIES AND LOW PRECIPITATION RATE EQUIPMENT SHALL BE USED. A REDUCED PRESSURE BACKFLOW PREVENTER WILL BE USED TO PROTECT THE SOURCE OF THE WATER FROM POSSIBLE BACKFLOW CONTAMINATION. ALL PRESSURIZED MAINLINE AND LATERAL LINES WILL BE PVC INSTALLED BELOW GRADE. ALL IRRIGATION SYSTEMS SHALL BE INSTALLED PER CITY OF ENCINITAS STANDARDS. ALL IRRIGATION VALVES AND HEADS ARE TO BE MANUFACTURED BY RAIN BIRD AND HUNTER. ALL VALVES AND IRRIGATION EQUIPMENT SHALL BE LOCATED OUTSIDE THE N.C.T.D. RIGHT OF WAY WHERE POSSIBLE. THE LANDSCAPE AND IRRIGATION SYSTEMS SHALL BE DESIGNED UTILIZING ALL SEVEN OF THE PRINCIPALS OF 'XERISCAPE'. GOOD DESIGN SHALL BE ACHIEVED BY SEPARATING IRRIGATION SYSTEMS PER MICRO CLIMATIC AND PLANT ZONES.

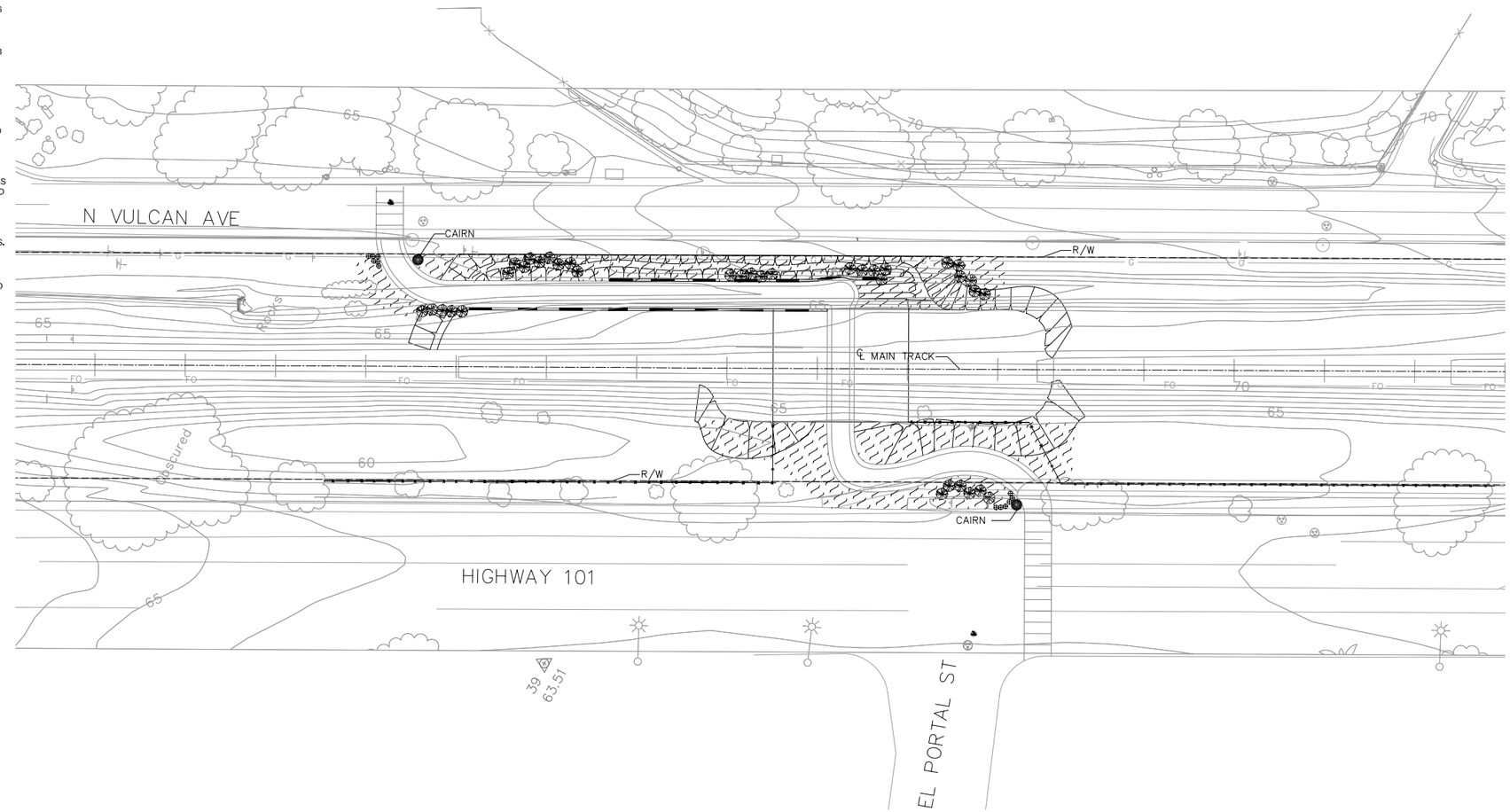
THE SOIL SHALL BE AMENDED UTILIZING AN AGRONOMIC SOILS REPORT. DROUGHT TOLERANT AND LOW WATER DEMANDING PLANT MATERIAL SHALL BE USED AS MUCH AS POSSIBLE. MULCH SHALL BE USED IN ALL FLOWER AND SHRUB BEDS. THE PROJECT SHALL BE MAINTAINED UTILIZING PROPER MAINTENANCE AND MANAGEMENT PRACTICES.

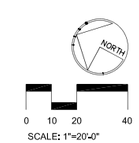
MAINTENANCE

ALL REQUIRED LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER. ALL PLANTS SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. ALL DISEASED OR DEAD PLANTS SHALL BE TREATED OR REPLACED PER CONDITIONS OF THE PERMIT.

NOTES:

1. Plant palette taken from the City of Encinitas "North 101 Corridor Specific Plan."
2. All landscape shall conform to the Landscape Guidelines of the City of Encinitas Design Guidelines (April 2005).





THEME:

History. Art, design and plantings for this crossing will be themed around historical references in Encinitas' development which have shaped the city.

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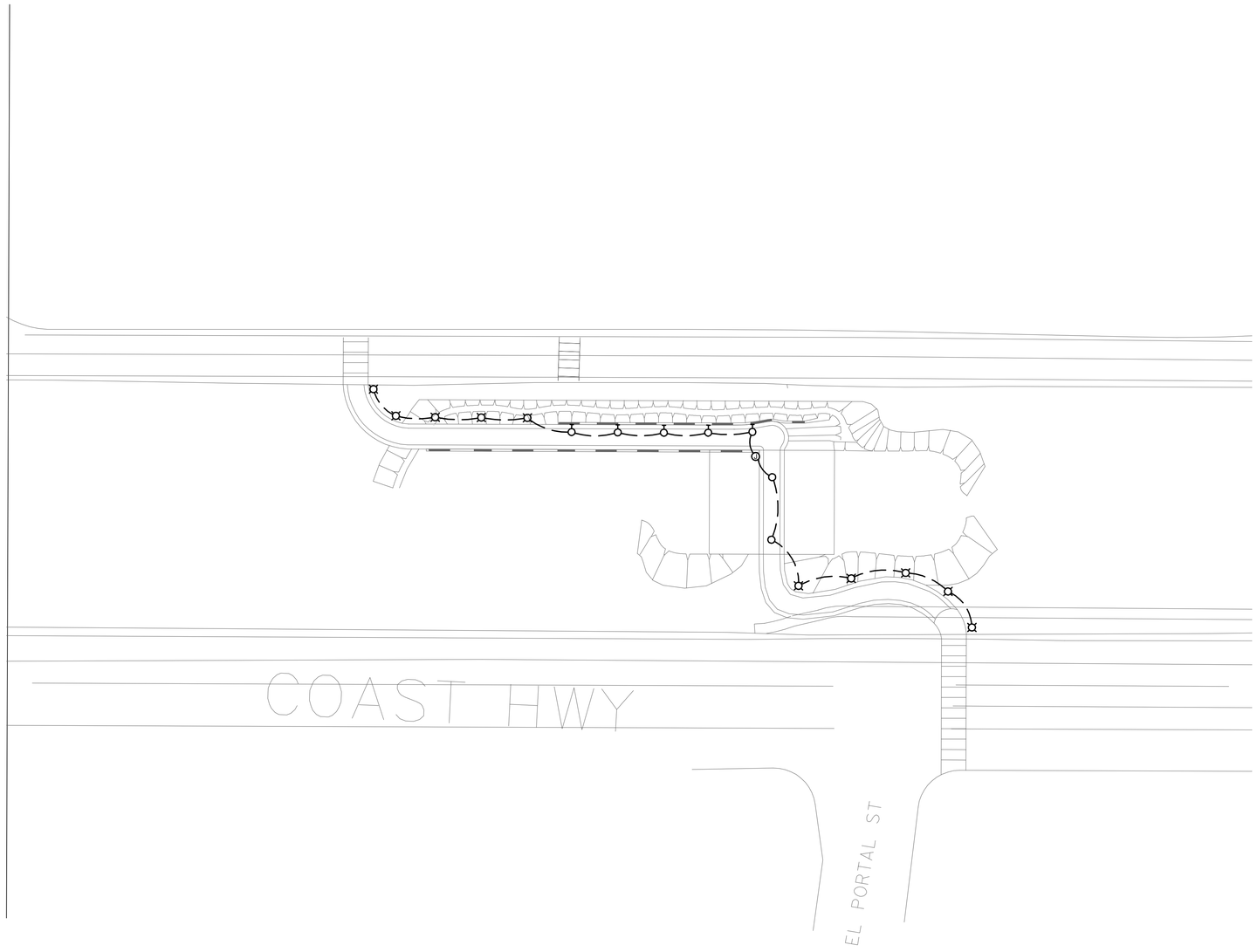
EL PORTAL STREET UNDERPASS

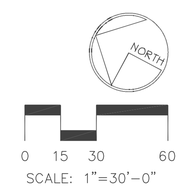
REVISIONS	APPROVED	DATE	REFERENCES	DATE	BENCHMARK	SCALE	SPECIAL DISTRICT		APPROVALS	CITY OF ENCINITAS ENGINEERING DEPARTMENT	DRAWING NO.
						HORIZONTAL AS SHOWN VERTICAL AS SHOWN		PLANS PREPARED UNDER SUPERVISION OF JOSEPH TOGNOLI ENGINEER DATE: R.C.E. NO. 52862 EXP. –	RECOMMENDED BY: LEROY BODAS DATE: APPROVED BY: PETER COSTA-ROBLES DATE:	PUBLIC IMPROVEMENT PLANS FOR: ENCINITAS GRADE SEPARATED PEDESTRIAN CROSSINGS LANDSCAPE CONCEPT PLAN WORK PROJECT NO. XXXXXXXXXXXXXXX	0050-SI SHEET X OF 14

Date: 8/5/05 Time: $TIME$
Filename: ELPORTAL_LP.dwg

LEGEND

- 70 WATT 42" HPS BOLLARD
- 26 WATT FLUORESCENT STEP LIGHT MOUNTED TO RAILING.
- 100 WATT HIGH PRESSURE SODIUM FIXTURE MOUNTED BELOW BRIDGE.





REGISTERED PROFESSIONAL ENGINEER
NEAL ALAGIA
NO. 13829
Exp: 6/30/08
ELECTRICAL
STATE OF CALIFORNIA

LIGHTING PLAN - EL PORTAL

PEDESTRIAN UNDERPASS

LSW Engineers
CALIFORNIA, INCORPORATED
5560 Ruffin Road, Suite 1
San Diego, CA 92123
www.lswsd.com
Telephone 858.268.3224
Facsimile 858.268.1739
Project No. 2005743
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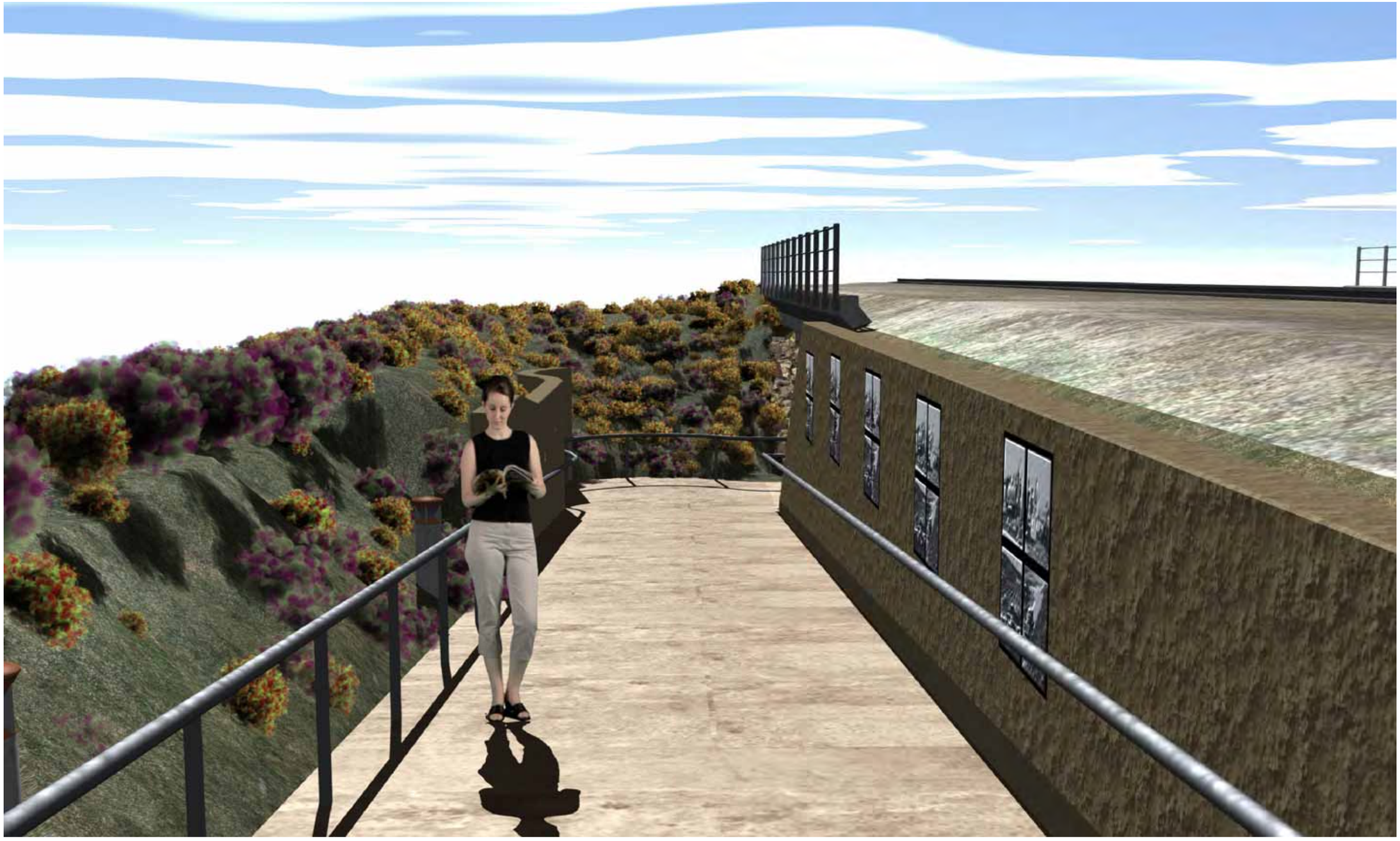
REVISIONS	APPROVED	DATE	REFERENCES	DATE	BENCHMARK	SCALE	SPECIAL DISTRICT		APPROVALS	CITY OF ENCINITAS ENGINEERING DEPARTMENT	DRAWING NO.
						HORIZONTAL AS SHOWN VERTICAL AS SHOWN		PLANS PREPARED UNDER SUPERVISION OF JOSEPH TOGNOLI ENGINEER	DATE: R.C.E. NO. 52862 EXP. 12/31/06	RECOMMENDED BY: LEROY BODAS DATE:	APPROVED BY: PETER COSTA-ROBLES DATE:	PUBLIC IMPROVEMENT PLANS FOR: ENCINITAS GRADE SEPARATED PEDESTRIAN CROSSINGS LIGHTING PLAN WORK PROJECT NO. XXXXXXXXXXXXXXX	E-2 SHEET 1 OF 14

PDF created with pdfFactory trial version www.pdffactory.com

ATTACHMENT E-2



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REVISIONS	APPROVED	DATE	REFERENCES	DATE	BENCHMARK	SCALE	SPECIAL DISTRICT		APPROVALS	CITY OF ENCINITAS ENGINEERING DEPARTMENT	DRAWING NO.
						HORIZONTAL AS SHOWN VERTICAL AS SHOWN		PLANS PREPARED UNDER SUPERVISION OF JOSEPH TOGNOLI ENGINEER _____ DATE: _____ R.C.E. NO. 52862 EXP. –	RECOMMENDED BY: _____ LEROY BODAS DATE: _____ APPROVED BY: _____ PETER COSTA-ROBLES DATE: _____	PUBLIC IMPROVEMENT PLANS FOR: ENCINITAS GRADE SEPARATED PEDESTRIAN CROSSINGS PHOTO SIMULATION BOARD WORK PROJECT NO. XXXXXXXXXXXXXXX	0050-SI SHEET X OF 14

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REVISIONS	APPROVED	DATE	REFERENCES	DATE	BENCHMARK	SCALE	SPECIAL DISTRICT		APPROVALS	CITY OF ENCINITAS ENGINEERING DEPARTMENT	DRAWING NO.
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CITY OF ENCINTAS
EL PORTAL PEDESTRIAN & BIKE UNDERPASS
ATTACHMENT F—SITE PHOTOS

Vulcan Avenue @ Union Street - Facing west towards rail

Vulcan Avenue south of Union Street

EL PORTAL DRIVE

Facing west from Union Street

Facing north from railroad tracks

Facing south from railroad tracks

Facing north at Highway 101 and El Portal Street

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of Encinitas				
Application ID:	11-City of Encinitas-1	**Prepared by:**	Christy Villa	**Date:**	**5/20/2015**
Project Description:	Install grade-separated pedestrian and bike crossing and adjacent sidewalk and bikeway street improvements				
Project Location:	Between Highway 101 & El Portal and Vulcan Ave & Union St				

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	**Item**	**Quantity**	**Units**	**Unit Cost**	**Total Item Cost**	**%**	**$**	**%**	**$**	**%**	**$**	**%**	**$**
1	Mobilization	1	LS	$150,000.00	$150,000	100	$150,000						
2	Traffic Control	1	LS	$45,000.00	$45,000	100	$45,000						
3	Stormwater BMPs	1	LS	$25,000.00	$25,000	100	$25,000						
4	NCTD Flagging Operations	240	DAYS	$1,000.00	$240,000	100	$240,000						
5	Clearing & Grubbing	1	LS	$15,000.00	$15,000	100	$15,000						
6	Unclassified Excavation	3300	CY	$45.00	$148,500	100	$148,500						
7	Structure Excavation	500	CY	$150.00	$75,000	100	$75,000						
8	Utility Adjustments to Grade	1	LS	$75,000.00	$75,000					100	$75,000		
9	Class II Aggregate Base	650	CY	$65.00	$42,250	100	$42,250						
10	5' Sidewalk per SDRSD G-7	2500	SF	$6.00	$15,000	100	$15,000						
11	12' Sidewalk, per modified SDRSD G-7	12000	SF	$25.00	$300,000	100	$300,000						
12	Curb Ramp	2	EA	3,000	$6,000	100	$6,000						
13	4" AC Paving	25	TON	$250.00	$6,250	100	$6,250						
14	2" Slurry Seal	435	TON	$100.00	$43,500	100	$43,500						
15	Retaining Wall - Std Design	350	SF	$100.00	$35,000	100	$35,000						
16	Retaining Wall - Specialized Design	1,150	SF	$150.00	$172,500	100	$172,500						
17	NCTD Bridge Structure (50' Wide)	3000	SF	$465.00	$1,395,000	100	$1,395,000						
18	Steel Grate Pathway	660	SF	$100.00	$66,000	100	$66,000						
19	Cobble Rip Rap (12")	1980	SF	$55.00	$108,900	100	$108,900	50	$54,450				
20	18" Storm Drain	475	LF	$125.00	$59,375	100	$59,375						
21	Curb Inlet	4	EA	$5,000.00	$20,000	100	$20,000						
22	Bioretention Soil Media	400	CY	$25.00	$10,000	100	$10,000	100	$10,000				
23	Bioretention Landscaping	6,000	SF	$15.00	$90,000	100	$90,000	100	$90,000				
24	Plant Establishment (3 mo.)	3	MO	$2,000.00	$6,000	100	$6,000	100	$6,000				
25	Pedestrian-scale Lighting	18	EA	$2,000.00	$36,000	100	$36,000						
26	Reclaimed Water Irrigation	500	LF	$135.00	$67,500	100	$67,500	100	$67,500				
27	Rail Safety Fencing	1500	LF	$150.00	$225,000	100	$225,000						
28	Sharrow Pavement Markings & Signage	70	EA	$300.00	$21,000	100	$21,000						
29	Thermoplastic Crosswalk	300	LF	$20.00	$6,000	100	$6,000						
30	Install New Traffic Sign	10	EA	$300.00	$3,000	100	$3,000						
31	Relocate Pedestrian RRFB	1	EA	$5,000.00	$5,000	100	$5,000						
				Subtotal of Construction Items:	**$3,512,775**		**$3,068,275**		**$154,450**		**$75,000**		
	Construction Item Contingencies (% of Construction Items): **Enter in the cell to the right**			**10.00%**	**$351,278**								
				Total (Construction Items & Contingencies) cost:	**$3,864,053**								

Project Cost Estimate:

Type of Project Delivery Cost	Cost $		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	$ 35,300		
Plans, Specifications and Estimates (PS&E):	$ 866,647		
Total PE:	**$ 901,947**	**23.34%**	25% Max

Right of Way (RW)	
Right of Way Engineering:	$ 35,000

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	$	%	$	%	$	%	$
	Acquisitions and Utilities:			$	25,000								
	Total RW:			**$**	**60,000**								
	Construction (CON)												
	Construction Engineering (CE):			$	575,000	**12.95%**	15% Max						
	Total Construction Items & Contingencies:			$3,864,053									
	Total CON:			**$**	**4,439,053**								
	Total Project Cost Estimate:			**$**	**5,401,000**								

INSTRUCTIONS

Do NOT input values in gray cells. These cells are formula-driven and will automatically update.

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

1. **Date:** Insert Today's Date
2. **Project Number:** Leave blank for ATP Cycle 2 solicitation

3a. **Project location(s):** Insert project location **(Exp: City of Santa Ana - Mt Vernon Elementary School)**

3b. Provide other project location; if applicable

3c. Provide other project location; if applicable

4. **Project Description:** Provide brief project description.
(**Exp: Conduct bicycle and pedestrian safety education, encouragement and traffic safety enforcement near schools.)**

Task Details

Tasks are primary elements of a project.
Provide a "Task Detail" table for each. (Task A, Task B, Task C, etc.)

5a. **Task Name:** Provide name of Task

5b. **Task Summary:** Provide a brief Task description for the various components to be completed in your project.

5c. **Schedule: Start Date** and **End Date:** Provide a start and end date for each Task. (Month - Year)

Activities and Deliverables

List all associated Activities for each task and all corresponding deliverables for each activity.

6a. **Activities:** List all activities that will be completed in each Task.

6b. **Deliverables:** List all of the corresponding deliverables for each activity listed.

Staff Costs

7a. **Staff Title:** List the staff title/position that will work on this task. **(Example: Party 1 - Program Manager)**

7b. **Staff Hours:** Provide the total number of estimated hours for each party listed in 6a.

7c. **Rate Per Hour:** Provide the rate per hour of each party listed in 6a.
If using a Consultant to perform the work, list the estimated Consultant cost.

7d. **Subtotal Party Costs**: Leave Blank - The total Party Cost is automatically calculated.

7e. **Indirect Cost:** Provide Indirect Cost.
Agencies should have an approved Indirect Cost Allocation Plan (ICAP) agreement with Caltrans.
Local agencies without an approved ICAP may request the approval of a “provisional ICAP rate” from the Caltrans Audits and Investigations (A&I) unit. Upon receiving an Acceptance Letter from Caltrans A&I, the local agencies will be allowed to invoice for their indirect costs using this “provisional rate” until A&I has completed the review of the local agencies ICAP proposal.

7f. **Total Staff Cost:** Leave Blank - This is automatically calculated from information entered in 6d. and 6e.

Task Notes

8. **Task Notes:** Provide any additional information that will clarify the work to be conducted under this task.
Describe the who, what, when and where of your project. Attach an additional sheet if needed.

Other Costs

You must click the link provided to direct you to the Itemized Other Costs section.
Note: An itemized cost estimate for each of the following categories, in which applies, must be provided.

The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

9a. **Travel:** Total cost of Travel; if applicable

9b. **Equipment:** Total cost of Equipment(s); if applicable

9c. **Supplies/Materials:** Total cost of Supplies/Materials; if applicable

9d. **Incentives:** Total cost of Incentives; if applicable.

9e. **Other Direct Costs**: Additional other direct costs; if applicable

9f. Provide any additional Other Direct Costs; if applicable

9g. **Total Direct Costs:** Leave Blank - This is automatically calculated from information entered in 8a. - 8f.

Task Grand Total

10. **Task Grand Total:** Leave Blank - This is automatically calculated from information entered in 6g. and 8g.

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	22-May-15
Project Number: (2)	
Project Location(s): (3a)	City of Encinitas - Paul Ecke Central (PEC) Elementary School
" " (3b)	
" " (3c)	
Project Description: (4)	Conduct pedestrian and bike safety education, encouragement activities, incentive program, and pre- and post-project evaluation at Paul Ecke Central (PEC) Elementary School.

Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)

For Department use only

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

Task Summary:

Click the links below to navigate to "Task Details" tabs:

Task	Task Name	Start Date	End Date	Cost
Task "A"	Administration & Program Management	Apr-2019	Aug-2020	$ 24,800.00
Task "B"	Pedestrian & Bike Education Event	Sep-2019	May-2020	$ 9,770.00
Task "C"	Incentives	Sep-2019	Jun-2020	$ 7,830.00
Task "D"	Install Bike and Skateboard Racks	Jul-2019	Aug-2019	$ 7,600.00
Task "E"				$ -
Task "F"				$ -
Task "G"				$ -
Task "H"				$ -
Task "I"				$ -
Task "J"				$ -
			GRAND TOTAL	**$ 50,000.00**

TASK "A" DETAIL

Task Name (5a):	**Administration & Program Management**		
Task Summary (5b):	Oversight and Management of the Safe Routes to School Program for Paul Ecke Central (PEC) Elementary School		
Task Schedule (5c):	**Start Date :** Apr-2019	**End Date:**	Aug-2020

	Activities (6a):	**Deliverables** (6b):
1.	Organize & coordinate pedestrian and bike education events at PEC (6 events)	Announcement, photos
2.	Conduct Incentive Program Workshop at PEC (2 meetings)	Announcement, agenda, presentation, sign-in sheet
3.	Organize & participate in encouragement events at PEC (6 events)	Flyers, photos, press release
4.	Conduct outreach at PEC and Leucadia Farmer's Market (6 events)	Flyers, bookmarks, photos
5.	Conduct pre- and post-project evaluation surveys (Teacher Tally and Parent Survey)	Completed surveys, summary report
6.	Coordinate with PEC staff and parents to create a program plan for the school so that PEC can sustain the program in future years (2 meetings)	Program Plan
7.	Prepare monthly invoices and progress summaries for submittal to the City's ATP Project Manager	Monthly Progress Report
8.	Provide updated Safe Routes to School Map for PEC, including walking school bus and bike train locations	Updated SRTS Map
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Consultant School Coordinator	100	$100.00	$ 10,000.00
Party 2 -	Consultant Project Coordinator	80	$100.00	$ 8,000.00
Party 3 -	Consultant Adminstrative Assistant	60	$50.00	$ 3,000.00
Party 4 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 21,000.00
			Indirect Costs (6e):	
			Total Staff Costs (6f):	$ 21,000.00

Task Notes (8):

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ 798.00
Equipment (9b):	$ -
Supplies/Materials (9c):	$ 3,002.00
Incentives (9d):	$ -
Other Direct Costs (9e):	$ -
" " (9f):	$ -
Total Other Costs (9g):	$ 3,800.00
TASK GRAND TOTAL (10g):	**$ 24,800.00**

Task "A" Other Costs: ATTACHMENT H

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.	Mileage Reimbursement for attending meetings	1100 miles	$ 627
2.	Mileage Reimbursement for pre- and post-project surveys	300 miles	$ 171
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total	0	$ 798
		Total Travel Cost:	$ 798.00

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Equipment Cost:	$ -

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Print services	2000	pages	$1	$ 2,000.00
2.	Banners	2	each	$501	$ 1,002.00
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	2002		$502	$ 3,002.00
				Total Supplies/Materials Cost:	$ 3,002.00

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Incentives Cost:	$ -

Task "A" Other Costs: ATTACHMENT H

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

TASK "B" DETAIL

Task Name (5a):	**Pedestrian & Bike Education Event**		
Task Summary (5b):	Conduct 6 education events that focus on bike and pedestrian safety at PEC		
Task Schedule (5c):	**Start Date :** Sep-2019	**End Date:**	May-2020

Activities and Deliverables:

	Activities (6a):	**Deliverables** (6b):
1.	Conduct pedestrian walk courses and bike rodeos (6 total) at PEC	Sign-in, photos
2.	Provide incentives to student participants	Photos
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Consultant School Coordinator	24	$100.00	$ 2,400.00
Party 2 -	Consultant Project Coordinator	40	$100.00	$ 4,000.00
Party 3 -				$ -
Party 4 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 6,400.00
			Indirect Costs (6e):	
			Total Staff Costs (6f):	$ 6,400.00

Task Notes (8):

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ 1,470.00
Supplies/Materials (9c):	$ -
Incentives (9d):	$ 1,900.00
Other Direct Costs (9e):	$ -
" " (9f):	$ -
Total Other Costs (9g):	$ 3,370.00
TASK GRAND TOTAL (10g):	**$ 9,770.00**

Task "B" Other Costs: ATTACHMENT H

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.			$ -
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total	0	$ -
		Total Travel Cost:	$ -

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.	Bicycles	2	each	$250	$ 500.00
2.	Helmets	10	each	$25	$ 250.00
3.	Bike Locks	2	each	$10	$ 20.00
4.	Stop Sign Paddles	10	each	$50	$ 500.00
5.	Safety Vest	10	each	$20	$ 200.00
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	34		$355	$ 1,470.00
				Total Equipment Cost:	$ 1,470.00

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Supplies/Materials Cost:	$ -

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.	Bikes for raffle prize	7	each	$100	$ 700.00
2.	Healthy snacks	600	each	$2	$ 1,200.00
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	607		$102	$ 1,900.00
				Total Incentives Cost:	$ 1,900.00

Task "B" Other Costs:

ATTACHMENT H

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

TASK "C" DETAIL

Task Name (5a):	**Incentives**		
Task Summary (5b):	Provide incentives at scheduled encouragement and outreach events at PEC throughout the school year to promote walking & biking to sch		
Task Schedule (5c):	**Start Date :** Sep-2019	**End Date:**	Jun-2020

Activities and Deliverables:

	Activities (6a):	**Deliverables** (6b):
1.	Purchase incentives for implementation of program in conjunction with education and outreach activities at PEC	Receipts of items purchased, event documentation, photos
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Staff Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	Consultant School Coordinator	6	$100.00	$ 600.00
Party 2 -				$ -
Party 3 -				$ -
Party 4 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 600.00
			Indirect Costs (6e):	
			Total Staff Costs (6f):	$ 600.00

Task Notes (8):

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ -
Supplies/Materials (9c):	$ -
Incentives (9d):	$ 7,230.00
Other Direct Costs (9e):	$ -
" " (9f):	$ -
Total Other Costs (9g):	$ 7,230.00
TASK GRAND TOTAL (10g):	**$ 7,830.00**

Task "C" Other Costs: ATTACHMENT H

Itemized Travel Cost (9a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (9a)

	Type of Travel	Expense/Quantity	Total $
1.			$ -
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total	0	$ -
		Total Travel Cost:	$ -

Itemized Equipment Cost (9b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (9b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Equipment Cost:	$ -

Itemized Supplies/Materials Cost (9c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (9c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Supplies/Materials Cost:	$ -

Itemized Incentives Cost (9d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (9d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.	Promotional Buttons	600	each	$0.50	$ 300.00
2.	Water Bottles	600	each	$1.95	$ 1,170.00
3.	Bracelets	600	each	$1.50	$ 900.00
4.	Charms	7200	each	$0.05	$ 360.00
5.	Walking School Bus/Bike Train T-shirts	450	each	$10	$ 4,500.00
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	9450		$14	$ 7,230.00
				Total Incentives Cost:	$ 7,230.00

Task "C" Other Costs:

ATTACHMENT H

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

ATTACHMENT I-1A

City of Encinitas
El Portal Pedestrian & Bike Underpass
Pedestrian and Bike Counts

Coast Hwy 101 & El Portal St/Underpass Ped/Bike Counts
DATE: Tuesday 4/22/2014 1:00PM - 3:00PM

Ped/Bikes crossing El Portal St @ Coast Hwy 101

Time (PM)	Adults	Children	Bikes	Total
1:00-1:15	2		9	11
1:15-1:30	1		2	3
1:30-1:45	4		5	9
1:45-2:00	2		2	4
2:00-2:15	4		6	10
2:15-2:30	2		3	5
2:30-2:45	3		5	8
2:45-3:00	2		5	7
TOTAL	20	0	37	57

Ped/Bikes along Coast Hwy 101 & Bike Path

Time (PM)	Adults	Children	Bikes	Total
1:00-1:15			8	8
1:15-1:30			2	2
1:30-1:45			1	1
1:45-2:00			5	5
2:00-2:15			1	1
2:15-2:30			1	1
2:30-2:45			7	7
2:45-3:00			4	4
TOTAL	0	0	29	29

Ped/Bikes crossing Coast Hwy 101 @ El Portal St

Time (PM)	Adults	Children	Bikes	Total
1:00-1:15				0
1:15-1:30				0
1:30-1:45				0
1:45-2:00				0
2:00-2:15				0
2:15-2:30	3	2		5
2:30-2:45	1	1		2
2:45-3:00				0
TOTAL	4	3	0	7

Ped/Bikes crossing Rail Road Tracks

Time (PM)	Adults	Children	Bikes	Total
1:00-1:15				0
1:15-1:30				0
1:30-1:45				0
1:45-2:00				0
2:00-2:15				0
2:15-2:30	3	2		5
2:30-2:45	2	4		6
2:45-3:00		2		2
TOTAL	5	8	0	13

Coast Hwy 101 & El Portal St/Underpass Ped/Bike Counts
DATE: Friday 4/25/2014 11:00AM - 1:00PM

Ped/Bikes crossing El Portal St @ Coast Hwy 101

Time (AM-PM)	Adults	Children	Bikes	Total
11:00-11:15	2		6	8
11:15-11:30	3		7	10
11:30-11:45	2		3	5
11:45-12:00	2		6	8
12:00-12:15	4		11	15
12:15-12:30	2		3	5
12:30-12:45	6	2	3	11
12:45-1:00			2	2
TOTAL	21	2	41	64

Ped/Bikes along Coast Hwy 101 & Bike Path

Time (AM-PM)	Adults	Children	Bikes	Total
11:00-11:15			5	5
11:15-11:30			3	3
11:30-11:45			11	11
11:45-12:00			11	11
12:00-12:15			12	12
12:15-12:30			2	2
12:30-12:45			4	4
12:45-1:00			4	4
TOTAL	0	0	52	52

Ped/Bikes crossing Coast Hwy 101 @ El Portal St

Time (AM-PM)	Adults	Children	Bikes	Total
11:00-11:15				0
11:15-11:30				0
11:30-11:45				0
11:45-12:00				0
12:00-12:15				0
12:15-12:30				0
12:30-12:45	1			1
12:45-1:00				0
TOTAL	1	0	0	1

Ped/Bikes crossing Rail Road Tracks

Time (AM-PM)	Adults	Children	Bikes	Total
11:00-11:15				0
11:15-11:30	1			1
11:30-11:45				0
11:45-12:00	2			2
12:00-12:15				0
12:15-12:30				0
12:30-12:45	3			3
12:45-1:00	7	1		8
TOTAL	13	1	0	14

Accumulative Totals

*Time (PM)	Adults	Children	Bikes	Total
11:00-11:15	2	0	11	13
11:15-11:30	4	0	10	14
11:30-11:45	2	0	14	16
11:45-12:00	4	0	17	21
12:00-12:15	4	0	23	27
12:15-12:30	2	0	5	7
12:30-12:45	10	2	7	19
12:45-1:00	7	1	6	14
1:00-1:15	2	0	17	19
1:15-1:30	1	0	4	5
1:30-1:45	4	0	6	10
1:45-2:00	2	0	7	9
2:00-2:15	8	0	7	15
2:15-2:30	33	4	4	41
2:30-2:45	14	5	12	31
2:45-3:00	2	2	9	13
Additional	81	0	10	91
TOTAL	147	11	76	234
Total Peds	158			
*% Daily vloume	26%			

ADT Totals	Peds	Bikes	Total
ADT	**608**	**42**	**1460**
ADT - 1YR Forecast, No Project (.75% growth rate)	**612**	**43**	**1471**
ADT - 1YR Forecast, with Project (.75% growth rate, 15% estimated usage increase)	**703**	**49**	**1690**
ADT - 5YR Forecast, with Project (2% annual growth rate from 1 year projection)	**760**	**53**	**1825**

Pedestrians crossing Vulcan Ave @ P.E.C. crosswalk
DATE: Monday 6/17/2013 2:00PM - 3:00PM

Time (PM)	Pedestrians
2:00-2:15	4
2:15-2:30	25
2:30-2:45	8
2:45-3:00	0
TOTAL	37

	Adults	Children	Bikes	Total
Peds In Vicinity	81	0	10	91

Pedestrians crossing Vulcan Ave @ P.E.C. crosswalk
DATE: Tuesday 6/18/2013 7:30AM - 8:30AM

Time (AM)	Pedestrians
7:30-7:45	6
7:45-8:00	18
8:00-8:15	15
8:15-8:30	2
TOTAL	24

Safe Routes To School Scorecard

Paul Ecke Central Elementary School
185 Union Street, Encinitas, CA 92024
Grades K - 6th
2010-2011 Enrollment: 506 students

Current Programs:
No biking or walking programs currently exist; however, the school currently participates in the iCommute School Pool Program. Crosswalk volunteers are also utilized.

Survey Results:

42 participants from the 2nd and 3rd grades (8% of Paul Ecke Central students)

Students that walk/bike/skateboard from school: 36%
Students that walk/bike/skateboard to or from school in past three days: 26%
Students that do not walk/bike/skateboard to school because:
- Parents do not allow it: 21%
- Missing sidewalks/paths: 0%
- Too much traffic/cars drive too fast: 0%
- It is not safe: 0%
- It is not cool: 0%
- Do not own bike/skateboard: 0%
- It is too far: 12%

Students that would walk/bike if streets had better sidewalks/more bike lanes: 66%
Students that think walking/biking to school is fun: 55%
Students that participate in a walking bus or bicycling program: 7%
Students that would participate in walking bus or bicycling program: 26%

Surrounding Roads/Average Daily Trips:

- Vulcan Ave: 4,000
- Leucadia Blvd: 12,000
- Highway 101: 14,000

Data collected and compiled by City staff, June 2011

Site Photos

Key Findings:
Although Paul Ecke Central does not currently participate in any walking or bicycling programs, survey participating teachers expressed interest in learning about several programs including a Walking School Bus, Pollution Card Club, I-Drive25 Club, and a Walk-This-Way Club. Several features of the built environment function as pedestrian barriers, such as gaps in sidewalks that cause pedestrians to walk in travel lanes. Vulcan Avenue presents safety challenges for students, as there is just one crosswalk (without stop signs) and motorists appear to drive faster than the posted speed limit. Nearby Leucadia Blvd. and Highway 101 have over 10,000 average daily trips each per day. Connections within the neighborhood have little to no sidewalks. Nearly 70 percent of students indicated that they would walk/bike to school if the sidewalks were better, and/or there were more bike lanes. Just over 25 percent of students would be interested in joining a walking or bicycling club. It is estimated that there are 113 youth (0 - 17 years old) living within 1/4 mile of the school.

Photos taken by City staff, September 2011

CIRCULATION ELEMENT

CITY OF ENCINITAS GENERAL PLAN

As Amended 8/25/93, 1/12/94 9/21/94, 5/11/95, and 1/22/03

A link to this document can be found at: http://www.cityofencinitas.org/index.aspx?page=76

Parks and Recreation, the State Department of Fish and Game, the Coastal Commission and others will be notified and given the opportunity to participate in the design and environmental review process.

Policy 2.23
Amended 9/21/94

POLICY 2.23: No roadway link established by this Plan shall be re-classified to a greater capacity category and no new link shall be added without the affirmative vote of a majority of those voting in an election to approve such change.

Alternate Modes of Transit

The private automobile will continue to be the dominant form of transportation in the Planning Area in coming years. A primary focus of the following policies is to encourage people to utilize other forms of transportation and to accommodate those households that rely on public transit.

GOAL 3: The City of Encinitas will promote the use of other modes of transport to reduce the dependence on the personal automobile. (Coastal Act/30252)

POLICY 3.1: The needs of the handicapped will be considered in new development plans including handicapped parking, loading, etc.

POLICY 3.2: Continue to assist in expanding public transportation and emphasize public transportation in future development with preference given to cost-effective alternatives. (Coastal Act/30252)

POLICY 3.3: Create a safe and convenient circulation system for pedestrians. (Coastal Act/30252)

POLICY 3.4: Cooperate with San Diego County, SANDAG, and other jurisdictions to help plan and implement a regional multi-modal transportation system that is accessible to residents in the City. (Coastal Act/30252)

POLICY 3.5: Encourage development of mass transit and transit access points along the existing I-5 freeway corridor or along the railroad right-of-way. (Coastal Act/30252)

POLICY 3.6: The City should provide and encourage efficient links between possible rail transit service and other transportation modes, including rerouting of bus service to interface with transit stops.

POLICY 3.7: The City will carefully review plans for transit service, while encouraging such service, so as to identify and minimize any adverse visual, noise, land use, or other development and operation impacts on the City's communities.

POLICY 3.8: A program shall be developed to install sidewalks or paths, where appropriate, around schools, churches, active parks, commercial and other areas of pedestrian activity where public safety or welfare is at issue (Coastal Act/30252)

POLICY 3.9: A program to install handicapped access ramps at all corners with sidewalks shall be developed.

POLICY 3.10: Standards shall be established for the location and design of newsracks, signs, walls and other improvements which encroach into the public right-of-way. (Coastal Act/30251)

POLICY 3.11: The City will strive to implement a safe, direct, and convenient circulation system for commuting and recreational bicycle traffic. The City will support the development of additional bicycle facilities in the Coastal Zone, including the following:

- all Circulation Element roads will include provisions for bicycle lanes unless precluded by design and safety considerations in which cases, alternative routes shall be provided to form a continuous network.

- the provision of secure bicycle storage facilities at all beaches designated for high and moderate levels of use; and

- the installation of bicycle and surfboard racks on all buses serving the Coastal Zone. (Coastal Act/30252)

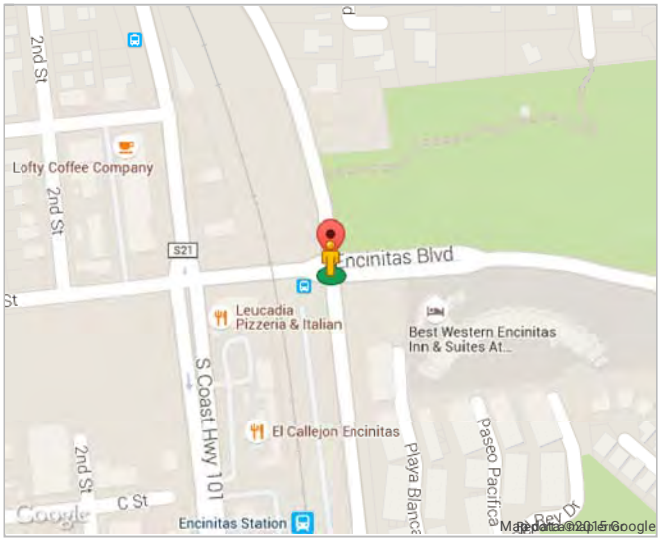
Scenic Highways

The preservation and maintenance of scenic highways is emphasized in the following policies as well as policies included in the Resource Management Element. In addition, future road improvements should include design features that enhance the communities through which they pass.

GOAL 4: The City should make every effort to develop a circulation system that highlights the environmental and scenic amenities of the area. (Coastal Act/30251)

ATTACHMENT I-2A

Collision Details: Case ID **5772015**



County	SAN DIEGO	**City**	ENCINITAS
Date (Y-M-D)	2012-07-31	**Time**	18:27
Nearby Intersection	ENCINITAS BL & NORTH VULCAN AV		
Coordinate Location	33.04885, -117.29298		

State Highway	N	**Route**	-	**Postmile**	-

Injured Victims	1	**Fatalities**	0
Alcohol	YES	**Weather**	Clear
Primary Collision Factor	Pedestrian Violation	**Involved with**	Pedestrian

Street View

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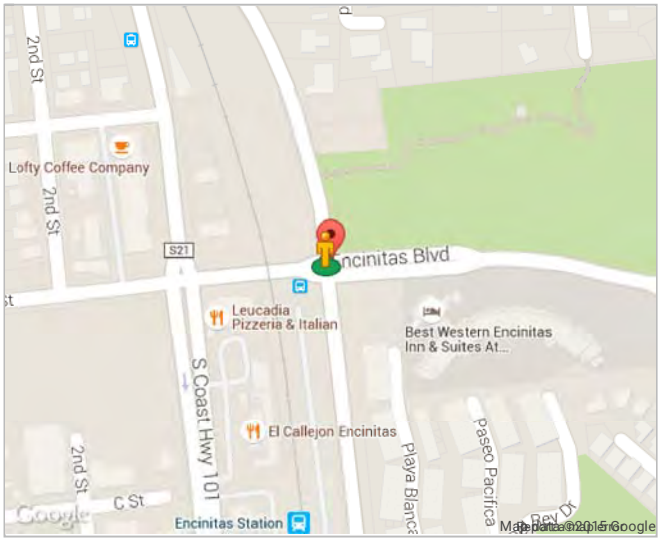
ATTACHMENT I-2A

Collision Details: Case ID **5782847**



County	SAN DIEGO	**City**	ENCINITAS
Date (Y-M-D)	2012-08-30	**Time**	19:24
Nearby Intersection	ENCINITAS BL & VULCAN AV		
Coordinate Location	33.0488576602, -117.292943209		

State Highway	N	**Route**	-	**Postmile**	-

Injured Victims	1	**Fatalities**	0
Alcohol	NO	**Weather**	Clear
Primary Collision Factor	Improper Turning	**Involved with**	Bicycle

Street View

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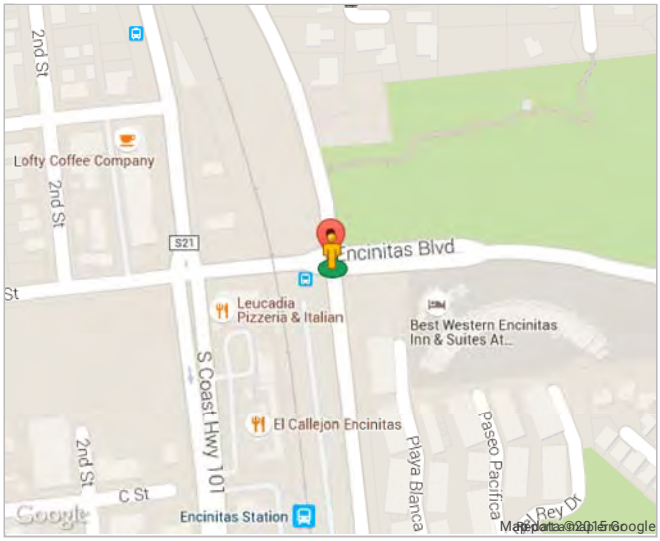
ATTACHMENT I-2A

Collision Details: Case ID **4616894**



County	SAN DIEGO	**City**	ENCINITAS
Date (Y-M-D)	2010-01-08	**Time**	08:30
Nearby Intersection	SOUTH VULCAN AV & ENCINITAS BL		
Coordinate Location	33.048805766, -117.292985908		

State Highway	N	**Route**	-	**Postmile**	-

Injured Victims	1	**Fatalities**	0
Alcohol	NO	**Weather**	Clear
Primary Collision Factor	Pedestrian Right of Way	**Involved with**	Pedestrian

Street View

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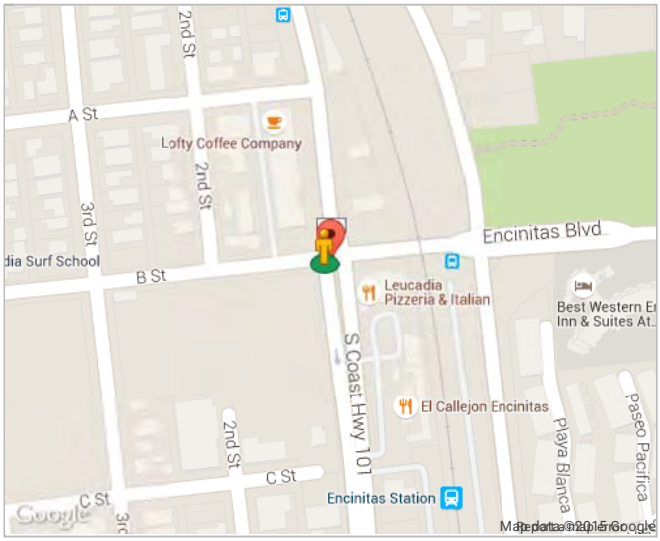
ATTACHMENT I-2A

Collision Details: Case ID **5374359**



County	SAN DIEGO	City	ENCINITAS
Date (Y-M-D)	2011-09-21	Time	12:43
Nearby Intersection	S COAST HWY 101 & ENCINITAS BL		
Coordinate Location	33.0486831792, -117.29420063		

State Highway	N	Route	-	Postmile	-

Injured Victims	1	Fatalities	0
Alcohol	NO	Weather	Cloudy
Primary Collision Factor	Improper Turning	Involved with	Bicycle

Street View

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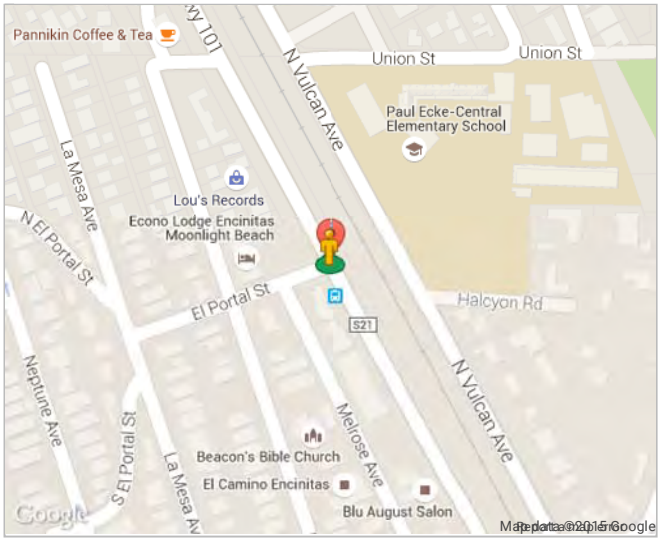
ATTACHMENT I-2A

Collision Details: Case ID **4619313**



County	SAN DIEGO	**City**	ENCINITAS
Date (Y-M-D)	2010-02-15	**Time**	11:17
Nearby Intersection	COAST HIGHWAY 101 & EL PORTAL ST		
Coordinate Location	33.056639639, -117.298275001		

State Highway	N	**Route**	-	**Postmile**	-

Injured Victims	1	**Fatalities**	0
Alcohol	NO	**Weather**	Clear
Primary Collision Factor	Unknown	**Involved with**	Other Object

Street View

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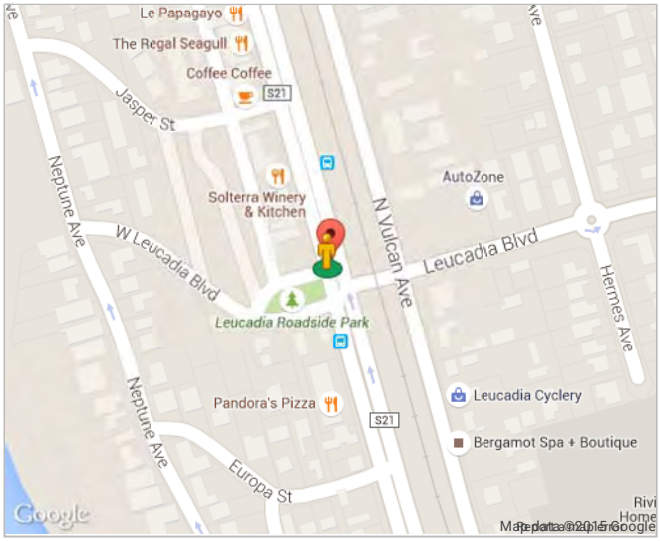
ATTACHMENT I-2A

Collision Details: Case ID **4616922**



County	SAN DIEGO	**City**	ENCINITAS
Date (Y-M-D)	2010-01-01	**Time**	11:38
Nearby Intersection	COAST HWY 101 & LEUCADIA BL		
Coordinate Location	33.064454826, -117.302291894		

State Highway	N	**Route**	-	**Postmile**	-

Injured Victims	1	**Fatalities**	0
Alcohol	NO	**Weather**	Clear
Primary Collision Factor	Traffic Signals and Signs	**Involved with**	Bicycle

Street View

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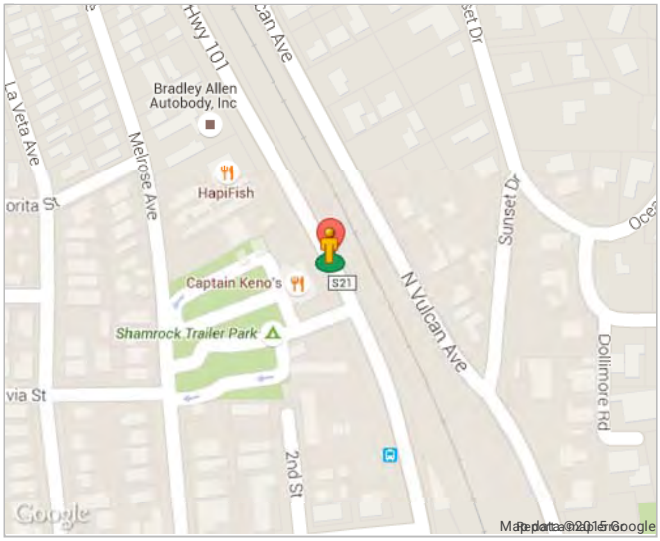
COLLISION DETAILS: CASE ID **4408968**

ATTACHMENT I-2A



County	SAN DIEGO	**City**	ENCINITAS
Date (Y-M-D)	2009-08-21	**Time**	21:00
Nearby Intersection	COAST HWY 101 & A ST		
Coordinate Location	33.0517249, -117.295085		

State Highway	N	**Route**	-	**Postmile**	-

Injured Victims	1	**Fatalities**	0
Alcohol	NO	**Weather**	Cloudy
Primary Collision Factor	Pedestrian Violation	**Involved with**	Pedestrian

STREET VIEW

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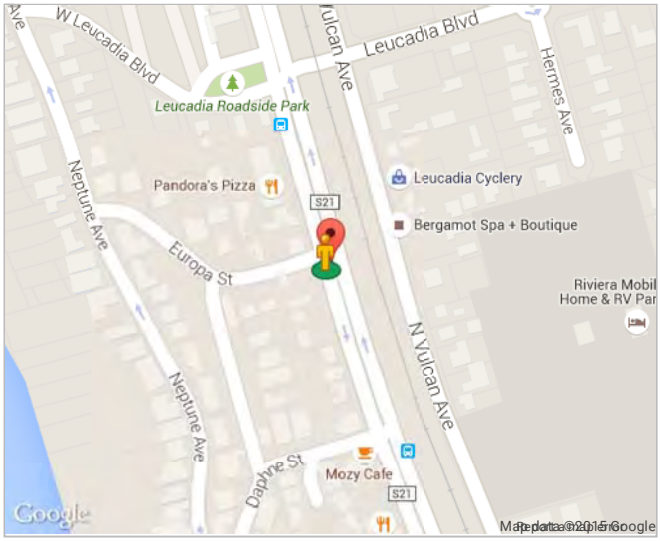
ATTACHMENT I-2A

COLLISION DETAILS: CASE ID **4294855**



County	SAN DIEGO	**City**	ENCINITAS
Date (Y-M-D)	2009-05-09	**Time**	09:45
Nearby Intersection	NORTH COAST HWY & EUROPA ST		
Coordinate Location	33.06295592, -117.3017932		

State Highway	N	**Route**	-	**Postmile**	-

Injured Victims	1	**Fatalities**	0
Alcohol	NO	**Weather**	Cloudy
Primary Collision Factor	Other Improper Driving	**Involved with**	Other Motor Vehicle

STREET VIEW

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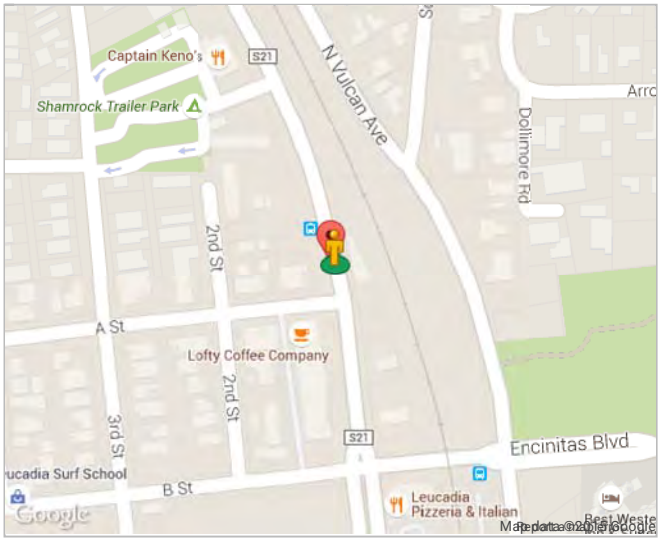
ATTACHMENT I-2A

Collision Details: Case ID **4364228**



County	SAN DIEGO	**City**	ENCINITAS
Date (Y-M-D)	2009-07-17	**Time**	16:50
Nearby Intersection	COAST HWY 101 & ENCINITAS BL		
Coordinate Location	33.05014729, -117.2944277		

State Highway	N	**Route**	-	**Postmile**	-

Injured Victims	1	**Fatalities**	0
Alcohol	NO	**Weather**	Clear
Primary Collision Factor	Automobile Right of Way	**Involved with**	Bicycle

Street View

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City of Encinitas- Recorded Stats 9/09-3/14

9/9/2009	Not Available	MP 239.7	Suicide-A784
4/15/2010	Not Available	MP 238.0	Suicide-C-635
1/18/2012	5:08 PM	MP 244.2	C653 Reported that it had been hit by two BB pellets near MP 244.2, sdso responded but did not locate any suspects
2/7/2012	Not Available	MP 237.9	BNSF-Non-injury. Train hit vehicle on the tracks. Alcohol related.
2/23/2012	6:27PM	MP 237.0	Sam 52 Requested SDSO for a dump truck parked on the ROW near MP 237.0 SDSO was notified, unknown disposition.
3/18/2012	Not Available	MP 240.4	Amtrak-Fatal incident-Suicide confirmed.
4/17/2012	9:34 PM	MP 237.7	SD Sub requested SDSO at Encinitas Station for unknown persons who pointed a laser at A595 as it went through the station. SDSO checked the area, GOA.
5/4/2012	Not Available	MP 236.5	Amtrak-Fatal incident-Accidental confirmed.
9/18/2012	11:05 AM	MP 235 - MP 240	2 Vehicles parked on the ROW, 20P61 responded and towed vehicles.
11/8/2012	6:03 PM	MP 239 .2	C639 Struck and killed a trespasser near MP 239.2. 20P61 handled the investigation.
12/8/2012	Not Available	MP 239.8	Amtrak-Fatal Incident. Accidental.
1/4/2013	10:37 PM	MP239.8	SD Sub reported three trespassers placing items on the tracks near MP 239.8
1/16/2013	2:35 AM	MP 237.1	Carlsbad PD contacted Control Center to advise that their Officers were involved in a vehicle pursuit and the vehicle went on to the tracks and stopped. MP 237.1 near HWY 101 at Marcheta in Encinitas. SD Sub advised and SDNR Maintainer enroute
3/5/2013	8:22 AM	MP 238.1	SD Sub reported that A-562 struck and killed a trespasser near MP 238.1, Est. Encinitas FD and 20P63 responded.
3/13/2013	12:22AM	MP 239.8	SD Sub reported that A-796 ran over cinder blocks taped to the tracks near MP 239.8 20P63 responded and conducted an investigation A-796 proceeded to Solana Beach and repaired a damaged hose.
3/20/2013	2:50 PM	MP 237.9	C654- Unidentified Juveniles placing debris on the Railroad tracks.
3/26/2013	6:49 PM	MP 237.5	VIA CCTV, a vehicle was parked near the tracks, MP 237.5 and posed a safety hazard. A train went through without a problem, SDSO call was cancelled.
3/28/2013	12:34PM	MP 239.0	Amtrak reported stricking debris on the track, possibly a bicycle. Security Dispatched.
3/28/2013	8:24 PM	MP 236.3	Sam 52 reported a POV parked close to the tracks near MP 236.3. SDSO responded, contacted the owner and directed the owner to move the vehicle. The owner complied.
4/18/2013	8:35 PM	MP 236.5	Sam 52 requested SDSO NEAR mp 236.5 for illegally parked vehicles on the ROW. SDSO responded and cited nine vehicles.
5/3/2013	5:18 PM	MP 237.7	C665 Tow truck on the tracks.
5/21/2013	2:47 PM	MP 237.7	C654 stopped at Encinitas Station due to suicidal passenger. SDSO Macken removed from train for observation.
8/7/2013	11:24 PM	MP 237.5	C645 Westbound Pedestrian crossed in front of the train. Emergency Brake applied.
8/10/2013	12:30 AM	MP 236.5	SD Sub advised a work crew had noticed a white truck parked 3 feet from the rail near Leucadia crossing. SDSO called. Deputies were going to have the vehicle towed, but the owner returned and complied to move the truck. No further action was taken.
8/22/2013	9:54 AM	MP 237.7	SD Sub reported a motor home parked on the ROW. Sam 53 checked and determined the vehicle was not on the ROW. 20P63 was cancelled.
8/23/2013	9:03 PM	MP 236.5	Sam 53 reported two vehicles parked on the ROW. SDSO responded and cited the vehicles.
10/13/2013	2:40PM	MP 236.5	Railroad maintenance reported a vehicle parked close to the tracks about .5 miles North of the Leucadia crossing. Mobile security checked out the vehicle and attempted to locate the owner. Unable to do so, SDSO requested. A deputy arrived and cited the vehicle for parking ti close to the tracks. CVC Section 22521 vehicle was NOT towed.
10/19/2013	6:52 AM	MP 236.1	At approximately 0652, A-763 struck a trespasser at MP 236.1 in the City of Encinitas. Encinitas Sheriffs and FD responded and confirmed it a fatality. A-763 had 116 passengers with 1 ADA. W Dispatched ready to coordinate bus bridge if necessary Eric contreras and EIC at the scene. The strike did not happen at a grade crossing or block any crossings.
10/21/2013	9:51 PM	MP 239.7	VRICSDG-20 operating at approximately 5 MPH experienced an undesired emergency brake application at MP 239.7. No restrictions. All notified.
11/26/2013	3:05 PM	MP 238.0	Northbound C651 near miss due to trespasser MP 238.3. Emergency brake application 10MPH in effect. Track Inspector en route.
12/6/2013	12:23 PM	MP 239.7	Code Enforcement Officer radioed reporting C-645 was close to being hit by a rock thrown by a trespasser at CP 239.7. sdsp was called and responded, outcome was to be determined.
1/14/2014	7:32 AM	MP 237.7	C638 Trespasser crossed in front of the train, whistle was utilized.
1/23/2014	11:28 AM	MP 238.5	C648 Trespasser crossed in front of the train. Coaster almost hit longboarder.
1/29/2014	12:55 AM	MP 237.7	At approximately 0055 hours, San Diego Sheriff's Deputies were seen via CCTV at the Encinitas Coaster Station checking the track area. Upon further inquiry, it was determined that they were searching for an adult female who was reported attempting to commit suicide by train. Sheriffs Deputy's found the female and took her into custody. No delay to the southbound A-796 SD Sub notified.
2/22/2014	8:45 AM	MP 237.7	C680 2 Trespassers crossed in front of the train.
2/24/2014	8:27 AM	MP 238.0	At MP 238.2 An employee of the Lumber Yard is located on Briggs St. in Encinitas. 20P61 Deputy Macken was notified and stated he would check it out and in the morning chck it again. No dispositon at this time.
2/26/2014	5:14 PM	MP 236.0	C660, 2 Kid trespassers playing chicken with the train. They crossed in front of train.
3/13/2014	7:09 PM	MP 239.7	C-663 at MP 239.8, individual/object fouling the tracks. The train whistle was utilized.

RED	Fatalities	8
BLUE	Vehicle parked on the ROW	11
GREEN	Trespassers	7
YELLOW	Sucidal Person	2
PURPLE	Debris on Track	4
ORANGE	Security Concern	5
TAN	Vehicle Hit	1
		38

ATTACHMENT I-2A

City of Encinitas

"COMMUNITY WORKSHOP"

Grade Separated Pedestrian Crossings for the Railroad Corridor

Thursday, June 30, 2005
6:30 p.m. – 8:30 p.m.

You are invited to participate in a "kick off" community workshop to review proposed sites and establish project goals for separating pedestrian crossings from the rail corridor. Proposed crossing locations to be discussed are in the vicinity of Montgomery Avenue, Santa Fe Avenue, & El Portal Street.

Encinitas City Hall, Council Chambers
505 South Vulcan Ave.
Encinitas, CA 92024

For further information contact the Encinitas City Manager's Office (760) 633-2610
www.ci.encinitas.ca.us

SANDAG

T·Y·LIN INTERNATIONAL

Encinitas Rail Corridor

Stateplane NAD83 feet, CA Zone 6
Plot Date: April 20, 2005
...Requests05/cm/at grade crossing.mxd

DISCLAIMER:
Every reasonable effort has been made to assure the accuracy of the data provided, nevertheless, some information may not be accurate. The City of Encinitas assumes no responsibility arising from the use of this information

N

1 inch equals 2,150 feet

0 1,000 2,000 4,000 Feet

El Portal

- Great deal of pedestrian traffic in north
- Why not Marchetta vs. El Portal?
- Need to evaluate sites closer
- Rail trail issues
    - Fencing, where will it be located?
    - Which project will go first, Coastal Rail Trail or Crossings?
- Marchetta (preferred) south of El Portal
- Elevated walkway over 101? Must comply with ADA. Safety across 101
- Concern about added traffic to El Portal
- Consider diagonal overcrossing
- NCTD's input is important
- Glavcas/Jason – most of the crossing currently located there
  Not consistent with study
- Not desired to have anymore stop lights
- Involve the kids with theme (ownership from community)
- Study by NCTD needs to be incorporated with this design
- Incorporate "Specific North Coast Highway 101 Plan" for landscape and design/ plant palette (ask city for a copy).
- Incorporate Leucadia 101 Main Street Association "Adopt-a-Median Program" for landscape medians. Phone number: 436-2320
- Curved or arched fence/barrier on bridge not straight-line edge (that prevents people from jumping off) - like Solana Beach.
- Cost estimates for bridge vs. tunnel
- Want to see pictures of sample bridge and tunnels (undercrossing and overcrossing)
- Community likes trees and heavy landscape
- Cost at El Portal for cost to go over tracks and additional to go over 101

Montgomery

- Shift crossing closer to Verdi. It is in the middle of three feeder streets. Put AC walkway along westside of San Elijo from Montgomery north. Try to get an agreement with NCTD to extend parking from where it is allowed now (S/O Cardiff Elementary) and extend it north towards Montgomery.
- Need north of Leucadia Hermes a lot crossing
- Verify state law about pedestrian at-grade crossing of tracks
- Seems Montgomery is lighter pedestrian crossing
- Want 4th crossing
- Want to know cost for all
- Photos of bridge undercrossing

- Believe Cardiff residents would prefer undercrossing than bridge over railroad tracks
- Don't want to take out parking that exists in the area
- They like the undercrossing alternative (open underneath bridge) that was presented tonight. Don't want a "tunnel" crossing.
- Crossing should have an attractive and appealing design to it. Don't want a bland looking crossing. Aesthetically pleasing.
- Concern about crossing highway 101. Pedestrian safety.
- Shift location a little to the north or south to beach access points. Putting to north or south would make it easier for a bridge. However, many Cardiff residents would oppose an overpass.
- Concerns about graffiti after it is built. Try to design to discourage graffiti.
- Like the idea of alternative path materials such as decomposed granite instead of PCC
- Want to maintain rural and undeveloped feel. Don't want sidewalks added.
- Toned down feel. Style similar to Miracles Coffee Shop.
- Blend into the landscape
- No beds for bums

Santa Fe Crossing Area

- Follow the tracks
- ½ to Swami's ½ to downtown – The point of daylight on the west side of the tracks, should be between Swami's and K Street. Users from the area go both into town and to the beach on a regular basis.
- 101 streetscape under final design – includes low wall on east side of 101. Be aware so the path leading toward town is not stunted by the wall.
- Can incorporate with streetscape
- Coordinate where crossings of 101 will be
- No sidewalks on Vulcan It is felt that the underpass entrance should be straight off of Santa Fe. Users should not walk down Vulcan to get to the entrance of the underpass.
- Some dump out points to allow north/south on 101 similar to 2nd comment
- Santa Fe is high elevation noted as issue for design
- High pressure gas line noted as issue for design
- Like openness undercrossing
- Consideration for small wheels (strollers/skateboards)
- Elevator? Expensive/Maintenance
- Appear to be concerns of an undercrossing (safety/homeless camps)
- Coastal Theme
    - Surfing/Flowers/Plants – link to SRF?
    - Open space/agricultural
    - Spiritual (maybe controversial)

1st Step – Functional

- Artwork/ mosaics Consider leaving space for future implementation.
- Involve the schools – in artwork
- Community involvement
- Make it look as “disappear”
- Simple
- Blend into landscape view
- Create opportunity for both able-body as well as ADA access (Stairs as well as ramps)

Stage implementation of artwork

- Concrete has the ability to accommodate a relief
- Design to address / discourage vagrancy
- Flashing lights in crosswalk (similar to Del Mar) Enhanced pedestrian crosswalk

General Consensus

- Like concept of project
- Like general location area (Santa Fe Drive)
- Westside daylight between Swamis – K Street
- Undercrossing preferred rather than overcrossing
- Openness
- Low profile

Workshop #1 June 30, 2005
Public Comments

El Portal

- Great deal of pedestrian traffic at Marcheta, Glaucus and Jason, but not at El Portal.
- Why not Marcheta instead of El Portal?
- Need to evaluate sites closer (related to pedestrian traffic not as great as at the above mentioned locations)
- Rail trail issues
    - Fencing, where will it be located?
    - Which project will go first, Coastal Rail Trail or Crossings?
- Marcheta (preferred) located south of El Portal
- Is an Elevated walkway over 101 being considered? If so, it Must comply with ADA. Safety across 101
- Concern about added traffic to El Portal
- Consider diagonal overcrossing (more aesthetically pleasing)
- NCTD's input is important
- Glaucus/Jason – has the most pedestrian crossing according to residents of the area. This is therefore not consistent with study
- Not desired to have anymore stop lights
- Involve the kids with selecting the theme (ownership from community)
- Study by NCTD needs to be incorporated with this design
- Incorporate "Specific North Coast Highway 101 Plan" for landscape and design/ plant palette (ask city for a copy). *
- Incorporate Leucadia 101 Main Street Association "Adopt-a-Median Program" for landscape medians. Phone number: 436-2320 *
- Curved or arched fence/barrier on bridge not straight-line edge (that prevents people from jumping off) - like Solana Beach. *
- Cost estimates for bridge vs. tunnel to be presented during next public workshop
- Want to see pictures of sample bridge and tunnels (undercrossing and overcrossing)
- Community likes trees and heavy landscape
- Construction costs for different alternatives; bridge, tunnel - (crossing the tracks only and also bridge over tracks and 101).

* these were actually written down by the audience

Montgomery

- Shift crossing closer to Verdi. It is in the middle of three feeder streets. Put AC walkway along westside of San Elijo from Montgomery north. Try to get an

agreement with NCTD to extend parking from where it is allowed now (S/O Cardiff Elementary) and extend it north towards Montgomery.

- Need north of Leucadia Hermes a lot crossing
- Verify state law about pedestrian at-grade crossing of tracks
- Seems Montgomery is lighter pedestrian crossing
- Want 4th crossing
- Want to know cost for all
- Photos of bridge undercrossing
- Believe Cardiff residents would prefer undercrossing than bridge over railroad tracks
- Don't want to take out parking that exists in the area
- They like the undercrossing alternative (open underneath bridge) that was presented tonight. Don't want a "tunnel" crossing.
- Crossing should have an attractive and appealing design to it. Don't want a bland looking crossing. Aesthetically pleasing.
- Concern about crossing highway 101. Pedestrian safety.
- Shift location a little to the north or south to beach access points. Putting to north or south would make it easier for a bridge. However, many Cardiff residents would oppose an overpass.
- Concerns about graffiti after it is built. Try to design to discourage graffiti.
- Like the idea of alternative path materials such as decomposed granite instead of PCC
- Want to maintain rural and undeveloped feel. Don't want sidewalks added.
- Toned down feel. Style similar to Miracles Coffee Shop.
- Blend into the landscape
- No beds for bums

Santa Fe Crossing Area

- Follow the tracks
- ½ to Swami's ½ to downtown – The point of daylight on the west side of the tracks, should be between Swami's and K Street. Users from the area go both into town and to the beach on a regular basis.
- 101 streetscape under final design – includes low wall on east side of 101. Be aware so the path leading toward town is not stunted by the wall.
- Can incorporate with streetscape
- Coordinate where crossings of 101 will be
- No sidewalks on Vulcan. It is felt that the underpass entrance should be straight off of Santa Fe. Users should not walk down Vulcan to get to the entrance of the underpass.
- Some dump out points to allow north/south on 101 similar to 2nd comment
- Santa Fe is high elevation noted as issue for design
- High pressure gas line noted as issue for design

- Like openness of undercrossing
- Consideration for small wheels (strollers/skateboards)
- Elevator? Expensive/Maintenance
- Appear to be concerns of an undercrossing (safety/homeless camps)
- Coastal Theme
  - Surfing/Flowers/Plants – link to SRF?
  - Open space/agricultural
  - Spiritual (maybe controversial)

1st Step – Functional
- Artwork/ mosaics. Consider leaving space for future implementation.
- Involve the schools – in artwork
- Community involvement
- Make it look as "disappear"
- Simple
- Blend into landscape view
- Create opportunity for both able-body as well as ADA access (Stairs as well as ramps)

Stage implementation of artwork
- Concrete has the ability to accommodate a relief
- Design to address / discourage vagrancy
- Flashing lights in crosswalk (similar to Del Mar) Enhanced pedestrian crosswalk

General Consensus
- Like concept of project
- Like general location area (Santa Fe Drive)
- Westside daylight between Swamis – K Street
- Undercrossing preferred rather than overcrossing
- Openness
- Low profile

Encinitas Grade Separated Pedestrian Crossings
Public Workshop / Alternative Comments

Consensus Items
(Comments from 6/30/05 Workshop Group Discussion)

Montgomery		
	Comment	Response
	Like the idea of alternative path materials such as decomposed granite instead of PCC	
	They like the undercrossing alternative (open underneath bridge) that was presented tonight. Don't want a "tunnel" crossing.	
	Shift crossing closer to Verdi. It is in the middle of three feeder streets. Put AC walkway along westside of San Elijo from Montgomery north. Try to get an agreement with NCTD to extend parking from where it is allowed now (S/O Cardiff Elementary) and extend it north towards Montgomery.	Crossing cannot be moved further north due to right-of-way narrowing between 101 and NCTD tracks
	Need north of Leucadia Hermesa lot of crossing	
	Verify state law about pedestrian at-grade crossing of tracks	
	Seems Montgomery is lighter pedestrian crossing	
	Want 4th crossing	
	Want to know cost for all	Cost estimates have been prepared

	Photos of bridge undercrossing	
	Believe Cardiff residents would prefer undercrossing than bridge over railroad tracks	
	Don't want to take out parking that exists in the area	
	Crossing should have an attractive and appealing design to it. Don't want a bland looking crossing. Aesthetically pleasing.	
	Concern about crossing highway 101. Pedestrian safety.	
	Shift location a little to the north or south to beach access points. Putting to north or south would make it easier for a bridge. However, many Cardiff residents would oppose an overpass	
	Concern about graffiti after it is built. Try to design to discourage graffiti.	
	Want to maintain rural and undeveloped feel. Don't want sidewalks added.	
	Toned down feel. Style similar to Miracles Coffee Shop.	
	Blend into the landscape	
	No beds for bums	

Santa Fe Crossing Area		
	Comment	Response
	Like openness of undercrossing	
	Coastal Theme - Surfing/Flowers/Plants – link to SRF? - Open space/agricultural Spiritual (maybe controversial)	
	1st Step – Functional - Artwork/ mosaics. Consider leaving space for future implementation. - Involve the schools – in artwork - Community involvement - Make it look as "disappear" - Simple - Blend into landscape view - Create opportunity for both able-body as well as ADA access (Stairs as well as ramps)	
	Stage implementation of artwork - Concrete has the ability to accommodate a relief - Design to address / discourage vagrancy - Flashing lights in crosswalk (similar to Del Mar) Enhanced pedestrian crosswalk	
	General Consensus - Like concept of project - Like general location area (Santa Fe Drive) - Westside daylight between Swamis – K Street - Undercrossing preferred rather than overcrossing - Openness - Low profile	

	Follow the tracks	
	½ to Swami's ½ to downtown – The point of daylight on the west side of the tracks, should be between Swami's and K Street. Users from the area go both into town and to the beach on a regular basis.	
	101 streetscape under final design – includes low wall on east side of 101. Be aware so the path leading toward town is not stunted by the wall.	
	Can incorporate with streetscape	
	No sidewalks on Vulcan. It is felt that the underpass entrance should be straight off of Santa Fe. Users should not walk down Vulcan to get to the entrance of the underpass.	
	Some dump out points to allow north/south on 101 similar to 2nd comment	
	Santa Fe is high elevation noted as issue for design	
	High pressure gas line noted as issue for design	
	Consideration for small wheels (strollers/skateboards)	
	Elevator? Expensive/Maintenance	
	Appear to be concerns of an undercrossing (safety/homeless camps)	

El Portal		
	Comment	Response
	Community likes trees and heavy landscape	
	Why not Marcheta instead of El Portal?	
	Need to evaluate sites closer (related to pedestrian traffic not as great as at the above mentioned locations)	
	Rail trail issues - Fencing, where will it be located? - Which project will go first, Coastal Rail Trail or Crossings?	
	Marcheta (preferred) located south of El Portal	
	Is an elevated walkway over 101 being considered? If so, it Must comply with ADA. Safety across 101	
	Concern about added traffic to El Portal	
	Consider diagonal overcrossing (more aesthetically pleasing)	
	NCTD's input is important Great deal of pedestrian traffic at Marcheta, Glaucus and	

	Jason, but not at El Portal	
	Glaucus/Jason – has the most pedestrian crossings according to residents of the area. This is therefore not consistent with study	
	Not desired to have anymore stop lights	
	Involve the kids with selecting the theme (ownership from community)	
	Study by NCTD needs to be incorporated with this design	
	Incorporate "Specific North Coast Highway 101 Plan" for landscape and design/ plant palette (ask city for a copy).	
	Incorporate Leucadia 101 Main Street Association "Adopt-a-Median Program" for landscape medians. Phone number: 436-2320	
	Curved or arched fence/barrier on bridge not straight-line edge (that prevents people from jumping off) - like Solana Beach.	
	Cost estimates for bridge vs. tunnel to be presented during next public workshop	
	Want to see pictures of sample bridge and tunnels (undercrossing and overcrossing)	
	Construction costs for different alternatives; bridge, tunnel - (crossing the tracks only and also bridge over tracks and 101).	

Individual Comments

(Received from 6/30/05 Public Workshop Comment Sheets & Email)

Montgomery		
	Comment	Response
1.	Use solar lights with batteries for lighting. Keep light reach within project. Avoid light pollution.	
2.	Greater need between La Costa and Leucadia	
3.	We definitely need Santa Fe and Montgomery – Montgomery crossing should be at Montgomery not further north at Verdi, etc.	
4.	Same comment as Santa Fe, although now I see that there is a cost differential to providing the most direct access to the undercrossing. (Mario Oropeza)	

Santa Fe		
	Comment	Response
1.	Bridge undercrossing if possible, or overcrossing. Cal Train San Carlos overcrossing has vine-covered bridge.	
2.	Go over tracks and highway 101	
3.	Make sure the cross walks across 101 are consistent with the	

	planned downtown streetscape project and Santa Fe Drive Improvements under construction (Richard Phillips)	
4.	Option #1 provided the quickest route to/from the undercrossing. Whereas Option #2 provides a wider spacing of access points across Pacific Highway, I think once people cross the highway they can easily walk the ultimate destinations. (Mario Oropeza)	

El Portal		
	Comment	Response
1.	Bridge undercrossing design looks great. Just do it. It's a win-win project.	
2.	Please put at Marchetta – traffic flow is already a nightmare on Melrose. You need to put a "No Turn 7-9 am" at El Portal. Melrose is a freeway in the morning. I don't care if you do a tunnel or a bridge. If you put at El Portal, you need to protect our street a little.	
3.	Lighting that shines down (no overhead lighting). No higher than waist high	
4.	Make a diagonal crossing overpass with no stairs	
5.	Make it wheelchair and walk-your-bike accessible	
6.	No palm trees. Lush tall trees.	
7.	Crossing at Hwy 101 – should have pop-outs and lots of plants and trees	

8.	Put stop sign, not stop light where pedestrian crossing meets Hwy 101	
9.	We assume there is no crossing between Leucadia Blvd. and La Costa because the railroad will trench train there. That is what we want. What happened to all info from last meeting? None of this correlates with that workshop.	
10.	Please no stop lights on Hwy 101, however stop signs and lighted crosswalks like in Del Mar would be great.	
11.	What about just pedestrian crossings with crossing guards and lights, not over or under, but right over the track so it's not so obtrusive.	
12.	Please no bridge over Hwy 101 – better to have lighted crosswalks.	
13.	Strong support for undercrossing at El Portal. Over at Marchetta acceptable. Go over PCH as well.	
14.	Already have crossing at Marchetta – natural crossing already exists	
15.	Need more recent study than 10 years old	
16.	Study high use areas.	
17.	List future tracks as "Option A" and "Option B" since triple tracking is not planned for this area (Richard Phillips)	
18.	Direct assess to the undercrossing does not seem to be as	

	much an issue as with the other options. Either option seems to work ok; obviously the less costly one is my preference. (Mario Oropeza)	

General		
	Comment	Response
1.	Ultimately the legend should identify the crossing location by general name, i.e., Santa Fe Crossing, and provide information on whether it is an undercrossing or overcrossing and the alternative number. (Mario Oropeza)	
2.	The NCTD ROW should be more clearly highlighted. I could not tell the potential encroachments onto NCTD ROW. (Mario Oropeza)	
3.	Is the assumption that we would use part of the rail trail for access to the crossings? (Mario Oropeza)	
4.	The Coastal Rail Trail will most likely be constructed on the east side of the tracks. While the exact alignment is not know at this time, the ped crossings should take into account the fact that there will need to be a space for the north-south trail. (Stephan Vance)	
5.	Inevitably, bicyclists will use the undercrossing. To make that safer and more functional, ramps with hairpin	

	turns should be avoided. (Stephan Vance)	
6.	Undercrossings are more inviting the more open they are. In particular, the entrances should be as wide as is practical. Users should be able to see through to the other side of the tunnel before entering. Opening up the entrances also can improve sight lines for bicyclists, which are never very good in situations like this. I realize this becomes a cost issue, but you don't want to build something that becomes a problem for the community because it is perceived as being uninviting or worse, unsafe. (Stephan Vance)	
7.	Are traffic controls being considered for the crossings of Hwy 101. A crosswalk seems like the bare minimum in providing a ped crossing. Options to consider include: traffic signal, in-pavement flashing crosswalk, median refuges or staggered crosswalk. While you are considering this, also consider that some southbound cyclists may want to make a left turn onto the undercrossing ramp. (Stephan Vance)	

ENCINITAS GRADE SEPARATED PEDESTRIAN CROSSINGS

ALTERNATIVES ANALYSIS REPORT

for the locations of
Montgomery Avenue, Santa Fe Drive, El Portal Street, and Hillcrest Drive

March 20, 2006

Prepared for:
The City of Encinitas
The San Diego Association of Governments

Prepared by:
TY Lin International
with
Wilson Co.
Jacobs Associates
Schmidt Design Group

Proposal

Four locations were reviewed for construction of a grade separated crossing of the North County Transit District (NCTD) railroad tracks in the City of Encinitas. The four proposed locations are in the proximity of Montgomery Avenue, Santa Fe Drive, El Portal Street, and Hillcrest Drive. At Montgomery Avenue, Santa Fe Drive, and El Portal Street three alternatives were analyzed: overpass, underpass, and tunnel. At Hillcrest Drive only an overpass and underpass were analyzed. Layout and Advanced Planning Study drawings for the alternatives at each location are included as Attachment 'A'. The alternatives selected were analyzed based on project studies performed and selection criteria developed by the project development team (PDT). The preferred alternative selected at each location will be reviewed in the PSR/PR.

Background

In a Memorandum of Understanding reached between the City of Encinitas (City) and NCTD in November 2002, the City agreed to not oppose state funding for the development of the Encinitas Passing Track. In exchange, NCTD would support the joint application of the City, Caltrans, and the San Diego Association of Governments (SANDAG) to the California Transportation Commission (CTC) for funding the design and engineering of three pedestrian crossings to address impacts in the double tracking area.

In April 2005 preliminary studies began on three sites selected by the City: Montgomery Avenue, Santa Fe Drive, and El Portal Street. Through the public workshop process the City identified the need to add a fourth crossing north of Leucadia Boulevard. The locations of Glaucus Street, Jason Street, Sanford Street, and Hillcrest Avenue were reviewed. With criteria developed by the PDT the Hillcrest Avenue location was selected as the fourth crossing location. Preliminary studies on the Hillcrest Avenue location began in January 2006.

The four priority sites were identified due to their locations near public schools, access to recreational facilities, existing pathways and consistencies with potential development of the Coastal Rail Trail system. Crossing alignments were developed to enable future integration into the Coastal Rail Trail.

The need for a safe crossing in the vicinity of the Ecke Central School was further evident with the Encinitas Union School District's dropping of school busing service in 2003. There are approximately 530 pupils at Paul Ecke Central, which serves a large diversity of households in the northern portion of the city.

Existing Facility

There are six vehicular rail crossings in Encinitas. Four are at-grade rail crossings, one is a rail overpass, and one a rail line underpass along the 6.1 mile rail corridor that runs through the city. Existing pedestrian crossings over the rail corridor are limited to sidewalks or road shoulders adjacent to vehicle crossings and at-grade pedestrian

organic identifiers ("cairns") marking the entrances to each crossing. Preliminary landscape and lighting plans are included as Attachment 'C'.

Hillcrest

In addition to great surf and beautiful beaches, Encinitas is also known for its significant contribution to the flower industry. Dating back to 1922 when water arrived on the coast, the Ecke family put Encinitas on the map with the Poinsettia. In 1923 the first Encinitas Flower Show was held and since then the success of the Ecke family and the flower industry in Encinitas eventually earned the area the title, "Flower Capital of the World". Today there is a significant flower growing industry in the city which has helped to shape the identity of the city.

To celebrate the flower industry, we will look to represent the flowers in relieve on the walls or structures as well as in the plantings around the crossings. Demonstration flower gardens could be implemented on either side of the crossing cared for by local garden clubs or sponsored by local growers.

El Portal

The crossing at El Portal is adjacent to a school and located between both commercial and residential portions of Encinitas. The land around this site has been disturbed at some time and there are no views to the ocean. This inward view inspired the theme of "People" for the El Portal crossing. To create the theme, citizens of Encinitas will be interviewed and children from the local school will be given the opportunity to get involved in the project.

To figuratively represent the people of Encinitas in this crossing, patterns or images may be incorporated into the retaining walls, the walking surfaces may have words and phrases embossed into them. Plant material representative of the various periods in the City's development may be incorporated in the surrounding landscape treatment.

In addition to the theme of the crossing, the plan will conform to the City of Encinitas, North 101 Corridor Specific Plan regarding plant material suitable for this site. Irrigation will be designed which follows the City of Encinitas guidelines for irrigation in the public Right of Way as well as on City property. Finally, all planting and artistic improvements will have to follow the North County Transit District's guidelines for development within and adjacent to railroad right of way.

Santa Fe

The Santa Fe crossing would provide pedestrian access from Santa Fe Drive to Swami's Beach as well as portions of Encinitas near K Street. With the famous Swami's surfing beach adjacent to the west side of this crossing a theme celebrating the Sea has been adopted. Some ideas that will be used as inspiration for the theme of the sea are sand, tides, fluidity, cobble, shells, surfing, and waves.

cost comparison of the alternatives at each location. Alternative costs were escalated by 3.6% to the projected construction year of 2008.

Construction Year 2008		
Location	Alternative	ESTIMATED COST
Montgomery	Overpass	$4,208,000
	Underpass	$5,025,000
	Tunnel	$4,943,000
Santa Fe	Overpass	$5,182,000
	Underpass	$4,125,000
	Tunnel	$3,988,000
El Portal	Overpass	$6,410,000
	Underpass	$5,003,000
	Tunnel	$4,186,000
Hillcrest	Overpass	$5,085,000
	Underpass	$5,003,000
	Tunnel	N/A

Remarks

Screening Process

In order to determine the optimal alternative for each location, each alternative was evaluated based on screening criteria. The screening criteria included visual impact, user safety, railroad impact, cost, and user convenience/accessibility. Each of these criteria had different levels of importance in the screening process. With this in mind, the following format for evaluation was adopted by the PDT.

A two-level evaluation system was utilized. First, the PDT decided the screening criteria, then the weight each criterion should have was assigned. Second, at each location a 1-5 ranking was given to an alternative for each criterion. Alternatives were then ranked with a high score superior to a low score. The complete evaluation is included as Attachment 'G'.

Conclusion

Four alternatives were reviewed in this alternatives analysis; overpass, underpass, and tunnel. These alternatives were reviewed for each location to determine the preferred alternative for PSR/PR development and design. Two public information meetings provided input from the community for alternative selection and landscaping concepts. Screening criteria were developed and selected by the PDT.

Based on the screening system, the underpass alternative ranked highest at the four locations studied. Utilizing the NCTD standard 20" slab girder bridge, this alternative provides a cost effective solution that satisfies the concerns of the stakeholders affected by the project. It is our recommendation to proceed with PSR/PR development with this design alternative.

Project Name: City of Encinitas - El Portal Bike and Pedestrian Underpass Project

Project Location: Between Highway 101 & El Portal and Vulcan & Union

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box1A)	Without Project	With Project
Existing	42	
Forecast (1 Yr after completion)	43	49
	Commuters	Recreational Users
Existing Trips	11	31
New Daily Trips (estimate)	5.5	15.5
(1 YR aftercompletion) (actual)		

Project Information- Non SR2S Infrastructure	
Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	19,750

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)	Without Project	With Project
Existing	608	
Forecast (1 YR after project completion)	612	703
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)	Total
Number of student enrollment	560
Approximate no. of students living along school route proposed for improvement	185
Percentage of students that currently walk or bike to school	30.00%
Projected percentage of students that will walk or bike to school after the project	45.00%

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	$5,351,000

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	
SR2S Infrastructure	$4,653,169

CRASH DATA (Box 1F)	Last 5 Yrs	Annual Average
Fatal Crashes	2	0.4
Injury Crashes	9	1.8
PDO	0	0

SAFETY COUNTERMEASURES (improvements) (Box 1G)		**Y or N** (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	Y
	Advance stop bar before crosswalk	Y
	Install overpass/underpass	Y
Unsignalized Intersection	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	N
	Pedestrian crossing (safety features/curb extensions)	Y
	Pedestrian signals	N
Roadways	Bike lanes	N
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	N
	Pedestrian crossing	N
	Other reduction factor countermeasures	

ATTACHMENT I-6B

Project Name:	City of Encinitas - El Portal Bike and Pedestrian Underpass Project
Project Location:	Between Highway 101 & El Portal and Vulcan & Union

NON-INFRASTRUCTURE

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	560
Current Active Trans Walker/Bicyclist Users	168
Percentage of Current Active Trans Walkers/Bicyclists	30%
Project Cost	$50,000
ATP Requested Funds	$44,250
Duration of Outreach (months)	12
Outreach to new users	392

Outreach (Non SR2S)- (Box 2B)	
Participants	
Current Active Trans Walker/Bicyclist Users	
Percentage of Current Active Trans Walkers/Bicyclists	
Project Cost	
ATP Requested Funds	
Duration of Outreach (months)	
Outreach to new users	0

Perception (must be marked with an "x")- **(Box 2C)**	
Outreach is Hands-on (self-efficacy)	x
Overcome Barriers (e.g., dist, time, etc.)	x
Eliminates Hazards/Threats (speed, crime, etc.)	x
Connected or Addresses Connectivity Challenges	x
Creating Value in Using Active Transportation	x

Promotional Effort *(must be marked with an "x")-* **(Box 2D)**	
Effort Targets 5 E's or 5 P's	
Knowledgable Staff/Educator	
Partnership/Volunteers	
Creates Community Ownership/Relationship	
Part of Bigger Effort (e.g., political support)	

Age *(must be marked with an "x")-* **(Box 2E)**	
Younger than 10	x
10-12	
13-24	
25-55	
55+	

Duration *(must be marked with an "x")-* **(Box 2F)**	
One Day	
One Month	
One Year	
Multiple Years	
Continuous Effort	

Projected New Active Trans Riders	
Longitudinal New Users	34

Projected New Active Trans Riders	
Longitudinal New Users	0

CRASH DATA - (Box 2G)	Last 5 Yrs	Annual
Fatal Crashes	2	0.4
Injury Crashes	9	1.8
PDO	0	0

Assumption:

Benefits only accrue for five years, unless the project is ongoing.

ATTACHMENT I-6B

Christy Villa

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Friday, May 22, 2015 12:00 PM
To: Christy Villa
Cc: Hsieh, Wei@CCC; Soria, Rhody@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Weaver, Sara@CCC
Subject: RE: ATP Cycle 2 - City of Encinitas - El Portal Pedestrian & Bike Underpass

Hi Christy,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Christy Villa [mailto:CVilla@encinitasca.gov]
Sent: Friday, May 15, 2015 4:03 PM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Subject: ATP Cycle 2 - City of Encinitas - El Portal Pedestrian & Bike Underpass

To Whom it May Concern:

The City of Encinitas respectfully submits, for your review, the El Portal Pedestrian & Bike Underpass Project scope of work. The City is currently in the process of applying for a Cycle 2 ATP grant for the project, and in conformance with the grant requirements, is sending you the following items for your review:

- Project Title: El Portal Pedestrian & Bike Underpass
- Project Description: Scope of Work (attached)
- Detailed Estimate: Scope of Work (attached)
- Project Schedule: Scope of Work (attached)

- Project Map: Scope of Work (attached)
- Preliminary Plan: Scope of Work (attached)

Should you require any additional information to complete the review, please contact me.

Kind regards,

Christy Villa, PE
Associate Civil Engineer
City of Encinitas
505 South Vulcan Ave
Encinitas, CA 92024
Office: 760.633.2862
Fax: 760.633.2818
Email: cvilla@encinitasca.gov

ATTACHMENT J

SANDAG

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San Diego County Water Authority
Southern California Tribal Chairmen's Association
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May 19, 2015

File Number 3300200

Mr. Malcolm Dougherty, Director
Caltrans
1120 N Street, Mail Station 1
PO Box 942874
Sacramento, CA 94274-0001

Dear Mr. Dougherty:

SUBJECT: Support for Cycle 2 Active Transportation Program Grant Funds – El Portal Bike and Pedestrian Rail Underpass Project

On behalf of the San Diego Association of Governments, I would like to express my support for the City of Encinitas grant application for Cycle 2 of the Active Transportation Grant Program for the proposed El Portal Bike and Pedestrian Rail Underpass Project (Project), adjacent to Paul Ecke Central Elementary.

The underpass improvements proposed at the El Portal Rail Crossing between Coast Highway 101 and Vulcan Avenue will create an important link for all non-motorized users in this busy corridor. Increased connectivity will enhance the mobility and safety for all users, and will significantly reduce the illegal trespassing which can result in serious injuries and fatalities. Additionally, the improvements will especially benefit school children who traverse this busy corridor on a regular basis going to and from school.

The safety of children who walk and bike to school is a priority in our region. This Project will reduce the potential for pedestrian- and bike-related accidents due to conflicts with both rail traffic and vehicles. Ultimately, the underpass will provide children and residents with safe and convenient means for walking and biking not only to and from school but throughout our community, and will complement our regional active transportation Coastal Rail Trail Project planned for the area.

Thank you for your leadership on the Active Transportation Program and consideration for this Project. We look forward to our continued partnership for active transportation improvements.

Sincerely,

JACK DALE, JR.
Chairman, Board of Directors

LCU/asa

NORTH COUNTY TRANSIT DISTRICT

810 Mission Avenue
Oceanside, CA 92054

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Leslie Valencia

May 26, 2015

California Department of Transportation (Caltrans)
Division of Local Assistance, HQ
1120 N Street, MS 1
PO Box 942874
Sacramento, CA 94274-0001

RE: Letter of Support for Cycle 2 Active Transportation Program Grant Funds – El Portal Bike and Pedestrian Rail Underpass Project

To Whom It May Concern:

The North County Transit District (NCTD) writes to express support for the City of Encinitas (City) grant application to the Cycle 2 Active Transportation Grant program for the proposed pedestrian and bike underpass project under the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, within the City of Encinitas.

The safety of pedestrians and cyclists is a priority in our region. The underpass improvements proposed at the El Portal rail crossing between Coast Highway 101 and Vulcan Avenue will create an important link for non-motorized users in the area to neighborhoods, retail, dining, beaches, schools, and bus transit. The project will effectively encourage and promote walking, biking, and transit access along the entire Coast Highway 101 corridor.

By establishing a safe, convenient crossing for bikes and pedestrians, this project will reduce illegal crossing of the tracks. It will also significantly decrease the potential for pedestrian- and bike-related conflicts with both rail traffic and vehicles.

Finally, the project will enhance connectivity for students at Paul Ecke Central Elementary, who live west of the tracks. Ultimately, the underpass will provide children and residents with safe, legal, and convenient means for walking and biking not only to and from school, but throughout the community.

Furthermore, the City and NCTD have recent experience in this type of project delivery; a comparable underpass project was recently constructed at the south end of the City at Santa Fe Drive. The Santa Fe Underpass project has proven to be extremely successful at promoting safe, convenient

crossing of the tracks for non-motorized users. Consequently, it is anticipated that the El Portal Underpass project will prove just as beneficial for the community.

Again, we are in full support of the City's efforts, in collaboration with Paul Ecke Central Elementary School, to secure funding through the Active Transportation Grant Program.

Sincerely,

Matthew O. Tucker
Executive Director

cc: Glen Pruim, Director of Public Works, City of Encinitas

ATTACHMENT J

CIRCULATE SAN DIEGO

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Deanna Spehn
Policy Advisor
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May 6, 2015

Caltrans, Division of Local Assistance, HQ
1120 N Street, MS 1
PO Box 942874
Sacramento, CA 94274-0001

Subject: Letter of Support for Cycle 2 Active Transportation Program Grant Funds – El Portal Bike and Pedestrian Rail Underpass Project

To Whom It May Concern:

On behalf of Circulate San Diego, I would like to express my support of the City of Encinitas grant application to the Cycle 2 Active Transportation Grant program for the proposed pedestrian and bike underpass project adjacent to North Coast Highway 101.

The safety of pedestrians and cyclists is a priority in our region, which is evident through the planning efforts of the citizens and City staff, in partnership with Circulate San Diego, to develop a Pedestrian Travel and Safe Routes to School plan, recently adopted by City Council. The underpass improvements proposed at the El Portal rail crossing between Coast Highway 101 and Vulcan Avenue were identified as a top priority by residents in the Leucadia community. This project will create an important link for non-motorized users to the Leucadia Mainstreet corridor, where residents can shop, dine, bike, and walk. The proposed project will also complement the North Coast Highway 101 Streetscape project currently in design. Together, both projects will effectively encourage and promote walking and biking along the North Coast Highway 101 corridor.

By establishing a safe, convenient crossing for bikes and pedestrians, this project will reduce the need for illegal crossing of the tracks. It will also significantly decrease the potential for pedestrian- and bike-related crashes due to conflicts with both rail traffic and vehicles. Finally, the project will enhance connectivity for students at Paul Ecke Central Elementary, who live west of the tracks. Ultimately, the underpass will provide children and residents with safe, legal, and convenient means for walking and biking not only to and from school, but throughout our community.

Again, we are in full support of the City's efforts, in collaboration with Paul Ecke Central Elementary School, to secure funding through the Active Transportation Grant Program.

Sincerely,

James D. Stone
Executive Director

LEUCADIA 101
THE *Art and Soul* of ENCINITAS

May 14, 2015

Caltrans
Division of Local Assistance, HQ
1120 N Street, MS 1
PO Box 942874
Sacramento, CA 94274-0001

Subject: Letter of Support for Cycle 2 Active Transportation Program Grant Funds – El Portal Bike and Pedestrian Rail Underpass Project

To Whom It May Concern:

On behalf of ***Leucadia 101 Main Street Association***, I would like to express our organizations support of the City of Encinitas grant application for the Cycle 2 Active Transportation Grant program for the proposed pedestrian and bike underpass project adjacent to North Coast Highway 101 at El Portal and Union Street.

The safety of pedestrians and cyclists is a priority in our community, which is evident through the planning efforts of the citizens, City staff, and Leucadia 101 Main Street Association, to develop the North Coast Highway 101 Streetscape "Complete Streets" project that is currently in design for the area. The underpass improvements proposed at the El Portal rail crossing between Coast Highway 101 and Vulcan Avenue will create an important link for non-motorized users to the Leucadia Main Street corridor, where residents can shop, dine, bike, and walk. The proposed project will complement the North Coast Highway 101 Streetscape project, and together, both projects will effectively encourage and promote walking and biking along the North Coast Highway 101 corridor.

By establishing a safe, convenient railroad crossing for bikes and pedestrians, this project will reduce the need for illegal crossing of the tracks. It will also significantly decrease the potential for pedestrian- and bike-related accidents due to conflicts with both rail traffic and vehicles. Finally, the project will enhance connectivity for students at Paul Ecke Central Elementary, who live west of the tracks in the neighborhood adjacent to our Main Street. Ultimately, the underpass will provide children and residents with safe, legal, and convenient means for walking and biking not only to and from school, but throughout our community. We are in full support of the City's efforts, in collaboration with Paul Ecke Central Elementary School, to secure funding through the Active Transportation Grant Program.

Sincerely,

Nick Winfrey
Leucadia 101 Main Street, Board President

Paul Ecke Central School
185 Union Street, Encinitas, CA 92024
Phone: 760-944-4323 Fax: 760-944-4370
www.eusd.net/pe

May 5, 2015

Caltrans
Division of Local Assistance, HQ
1120 N Street, MS 1
PO Box 942874
Sacramento, CA 94274-0001

Subject: Letter of Support for Cycle 2 Active Transportation Program Grant Funds – El Portal Bike and Pedestrian Rail Underpass Project

To Whom It May Concern:

On behalf of Paul Ecke Central Elementary School, I would like to express my support for the City's grant application to the second cycle of the Active Transportation Grant program for the proposed pedestrian and bike underpass, adjacent to our school. We look forward to partnering with the City on these improvements that will greatly benefit not only our students, but the residents of Encinitas.

The safety of children who walk and bike to school is a priority in our community. The underpass improvements proposed at the El Portal rail crossing between Coast Highway 101 and Vulcan Avenue will create an important link for our school children who traverse this busy corridor on a regular basis going to and from school. This project will reduce the potential for pedestrian- and bike-related accidents due to conflicts with both rail traffic and vehicles. Ultimately, the underpass will provide children and residents with safe, legal, and convenient means for walking and biking not only to and from school, but throughout our community. Additionally the project will provide our students with unimpeded access to the neighborhoods and beaches west of the school.

Again, I am in full support of the City's efforts, in collaboration with Paul Ecke Central Elementary School, to secure funding through the Active Transportation Grant Program.

Sincerely,

Adriana Chavarin
Principal
Adriana.Chavarin@eusd.net

ATTACHMENT J

Encinitas
UNION SCHOOL DISTRICT

101 S. Rancho Santa Fe Road
Encinitas, CA 92024-4349
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May 12, 2015

Caltrans
Division of Local Assistance, HQ
1120 N Street, MS 1
PO Box 942874
Sacramento, CA 94274-0001

Subject: Letter of Support for Cycle 2 Active Transportation Program Grant Funds – El Portal Bike and Pedestrian Rail Underpass Project

To Whom It May Concern:

On behalf of Encinitas Union School District, I would like to express my support for the City's grant application to the second cycle of the Active Transportation Grant program for the proposed pedestrian and bike underpass, adjacent to Paul Ecke Central Elementary School. These improvements will greatly benefit not only our students, but the residents of Encinitas.

The safety of children who walk and bike to school is a priority in our community. The School District was an active stakeholder in the City's recently approved Pedestrian Travel and Safe Routes to School Plan, which identified this project as a top priority in the Leucadia community. With the development of a Spanish Immersion program at Paul Ecke Central Elementary, the number of parents driving children to school in recent years has dramatically increased. Additionally, the rail creates a physical barrier for students residing west of the school, and prevents a large population of students from safely walking to school.

The underpass improvements proposed at the El Portal rail crossing between Coast Highway 101 and Vulcan Avenue will create an important link for our school children who traverse this busy corridor on a regular basis going to and from school. This project will reduce the potential for pedestrian- and bike-related accidents due to conflicts with both rail traffic and vehicles. Ultimately, the underpass will provide children and residents with safe, legal, and convenient means for walking and biking not only to and from school, but throughout our community. Additionally the project will provide our students with unimpeded access to the neighborhoods and beaches west of the school.

Again, I am in full support of the City's efforts, in collaboration with Paul Ecke Central Elementary School, to secure funding through the Active Transportation Grant Program.

Sincerely,

Timothy B. Baird, Ed.D.
Superintendent

The Plan also includes a multimodal strategy to improve airport access for cars, shuttles, trucks, and other surface transportation. The goal is to maximize the efficiency and effectiveness of existing and planned aviation facilities by using all the transportation infrastructure available.

Making bicycling and walking viable options for everyday travel can increase mobility, reduce greenhouse gases, and improve public health. Implementing the Regional Bicycle Plan (Riding to 2050, The San Diego Regional Bicycle Plan) and the bicycle and pedestrian master plans of local jurisdictions will help in this effort. The 2050 RTP also includes the Safe Routes to School Strategy, which supports communities and schools that promote walking and bicycling to school (see Chapter 6, Systems Development).

Making bicycling and walking viable options for everyday travel can increase mobility, reduce greenhouse gases, and improve public health.

Planning in the San Diego region has traditionally been considered as bounded by San Diego County. However, over the years, our perceived borders have expanded. San Diego County has increasingly close ties to its neighboring counties, and to the Republic of Mexico. This challenges us to think of our region as extending beyond our borders. We also are home to 17 tribal governments, each of which is a sovereign nation within our region. Our region's distinct characteristics present a variety of opportunities and challenges for coordinating transportation planning along our interregional and binational borders.

Making Better Use of What We Have

Reducing traffic congestion, travel times, and air pollution depend on effectively managing the region's transportation system. Known as Transportation Systems Management, or TSM, the effort is a core component of the 2050 RTP and its SCS. Its goal is to smooth the flow of traffic on streets and highways, eliminate bottlenecks, and enhance public transit. TSM investments in the 2050 RTP enhance today's transportation network and ensure that future improvements realize their full potential.

Successful management of the transportation system depends on implementing several techniques and incorporating advanced technologies. On-ramp lights that meter the flow of traffic onto freeways, timing traffic signals on key arterial and local streets, tracking public transit vehicles, and keeping travelers informed with message signs on roadways and updates on the Web and telephone all help keep traffic flowing. Transportation planners also are exploring new strategies that employ cutting-edge technology, such as wireless sensors and detection.

Incentives for the Path Less Traveled

The transportation system in the San Diego region faces many challenges. In the past, steady population growth; the dispersion of homes, jobs, schools, and services; increased interregional commuting; and the expanded

Active Transportation

Our region can increase mobility, reduce greenhouse gases, and improve public health by making bicycling and walking viable options for everyday travel.

Offering More Choices Will Make Our Transportation System More Efficient

As noted at the beginning of this Chapter, the 2050 RTP 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 yet interdependent role in creating a sustainable transportation system that improves mobility, reduces greenhouse gases, and increases travel choices for everyone in the San Diego region through 2050.

In addition, the Regional Comprehensive Plan (RCP), adopted in 2004, also calls for more transportation options, and a balanced regional transportation system to support smart growth and a more sustainable region. Toward that end, the RCP established a regional objective to "create more walkable and bicycle-friendly communities consistent with good urban design concepts." A well-designed and thoughtfully integrated multimodal transportation system will give people choices, allowing them to select the transportation mode that is best suited for a particular trip. In an area as large and diverse as the San Diego region, this approach is necessary to make the best use of our limited transportation resources.

Active Transportation, Transit, and Smart Growth

Well-planned bicycling and walking facilities support compact, mixed-use communities. They also improve safe routes to rail and bus transit stops/stations. Compact communities with a rich mix of homes and businesses place more destinations within the range of bicycling and walking trips. Studies show that people living in smart growth communities typically drive about 20 percent to 40 percent less than those in suburbs that are highly dependent on driving. Communities conducive to bicycling and walking can support more intensive development because they require fewer auto trips. Even those who choose to drive benefit because mixed-use smart growth neighborhoods are more compact and therefore the distances between destinations are reduced. If properly designed and convenient, bicycling and walking infrastructure will lead to more people choosing bicycling or walking for short trips in smart growth areas.

Well-planned bicycling and walking facilities support compact, mixed-use communities.

Combined with public transportation, walking and bicycling can be a part of longer trips as well. Ninety percent of all public transportation trips begin with walking. Seventy-five percent of people who walk to transit stops walk for less than nine minutes, and 42 percent walk for less than four minutes. Improvements that make the walk to public transit stops more pleasant and safe also will encourage more people to ride public transit. Bicycling in particular has great potential to allow more people to access public transportation conveniently.

Accessing public transit stops by bicycle can shorten travel times significantly. Because bicyclists travel about four times as fast as

pedestrians, convenient access by bicycle can increase the geographic area served by one transit station by 16-fold.

Universal Access to Mobility

Good mobility is fundamental to thriving economically, socially, and physically. However, many people in the region do not drive because they are too young or too old. Many more do not drive because of financial constraints, a disability, personal choice, and other reasons. The transportation needs of these people can be met with a mix of options for bicycling, walking, and public transit. Transportation in our region must be accessible for everybody. Support for bicycling and walking is crucial to providing universal mobility.

The 2050 RTP fully funds the identified needs for bicycling and walking over the next 40 years.

This goal is supported by federal, state, regional, and local statutes and policies that require a "complete streets" approach to developing the transportation system. With the adoption of Assembly Bill 1358 – The Complete Streets Act in 2008, California became the first state to require city and county legislative bodies, when revising circulation elements, to identify how they will accommodate all roadway users regardless of their mode of travel. Bicyclists, public transportation vehicles, and pedestrians of all ages and abilities are to be recognized as legitimate roadway users. Streets should be designed to be safer and accessible for all roadway users to promote and enable the creation of livable streets and more livable communities.

Complete Streets policies and practices complement and help to enable Active Transportation projects and programs supported by SANDAG. The benefits of Complete Streets are many and should be a part of improving access and safety in all communities regardless of size or location. Complete Streets encourage improved safety which leads to more walking and bicycling. Shifting some trips to walking, bicycle, and public transit fosters a more balanced transportation system and provides opportunities for people to be more active and thus improve the health of the people in our communities.

Implementation of Complete Streets that provide room for safe bicycling and walking help children get physical activity and opportunities to gain independence. Children who have safe walking and bicycling routes have a more positive view of their neighborhood and are more connected to their community. Safe Routes to School programs will also benefit from Complete Streets policies that can help turn all routes into safe routes.

At the regional level, Section 4(E)(3) of the *TransNet* Extension Ordinance requires all *TransNet* funded projects to support active transportation where it is reasonable to do so.

The benefits of walking and bicycling are many, while the costs of supporting active transportation are relatively minor. The 2050 RTP fully funds the identified needs for bicycling and walking over the next 40 years. Chief among the benefits is the opportunity

to improve public health. Using active transportation options such as walking, biking, and public transit reduces vehicle miles traveled; cuts vehicle emissions; reduces respiratory disease due to exposure to environmental contamination from fuel and oil spills; and reduces hypertension due to exposure to high decibels of noise. Switching to an active mode of transportation also incorporates exercise into an activity done by most people everyday. Just a five-mile bicycle trip or a two-mile walk to work provides most people with the minimum 30 minutes of moderate to vigorous physical activity recommended by the Surgeon General.

Riding to 2050: The San Diego Regional Bicycle Plan

The RTP calls for a multimodal regional transportation network that includes a regional bicycle network. Toward that end, Riding to 2050: The San Diego Regional Bicycle Plan (Bicycle Plan) sets forth a vision for a distinctive regional bicycle system composed of interconnected bicycle corridors, support facilities, and programs. The goal is to make bicycling more practical and desirable to a larger number of the region's residents and visitors. The Bicycle Plan is located in Technical Appendix 13 and can be found at www.sandag.org/bicycle. Implementing the plan is critical for the development of a robust active transportation system in the region. The Bicycle Plan is a guide for the future development of the regional bicycle system, through the year 2050.

The Bicycle Plan outlines a range of recommendations to accomplish the regional goals of increasing the number of people who bike, as well as the frequency of bicycle trips for all purposes. It encourages the development of Complete Streets, improving safety for bicyclists and increasing public awareness and support for bicycling in the San Diego region. The recommendations include bicycle infrastructure improvements, programs to encourage cycling and safe cycling behavior, implementation strategies, and policy and design guidelines.

Bicycle Infrastructure Improvements

The Bicycle Plan presents an interconnected network of 40 bicycle corridors (Figure 6.11, 2050 Regional Bicycle Network) that will enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations. It was developed in coordination with local agencies, in order to connect to and complement local bike networks. The regional bicycle network consists of a combination of standard bicycle facilities, including about 228 miles of Class I bike paths, 213 miles of Class II bike lanes, and 33 miles of Class III bike routes. These facilities and the Regional Bicycle Corridor Classification System are described and depicted in greater detail in Figure 6.12. The Bicycle Plan also proposes two new types of facilities: eight miles of bicycle boulevards and 34 miles of cycle tracks. While they are not defined in the California Highway Design Manual, they are emerging as promising innovative treatments. The plan proposes to develop these two types of facilities as demonstration projects, in order to study their potential for providing greater safety and comfort to bicyclists (see Figure 6.12). Figure 6.13 depicts the adopted corridor alignments and facility classifications of the Regional Bicycle Network. To enhance the regional bicycle network, the Bicycle Plan also includes provisions for secure and convenient bicycle parking, and support facilities that encourage transportation-based bicycle trips and enhanced access to transit.

In April 2011, the SANDAG Board of Directors approved $6.5 million to fund the initial implementation of the Bicycle Plan.

The San Diego Regional Bicycle Plan sets forth a vision for a distinctive regional bicycle system composed of interconnected bicycle corridors, support facilities, and programs.

The Bicycle Plan acknowledges the importance of completing the regional network of Class I bike paths, which includes the Inland Rail Trail, Coastal Rail Trail, San Diego River Trail, and Bayshore Bikeway. Although many sections of the regional network have been completed, together they fall short of creating a continuous regional network. Completing these segments will make an important contribution in moving toward an interconnected Class I network and provide additional facilities that bicyclists and pedestrians can use now. The initial implementation of the Bicycle Plan includes final design and construction for two portions of the Coastal Rail Trail in the cities of Oceanside and Encinitas as well as preliminary engineering and environmental work to advance portions of the Inland Rail Trail, Coastal Rail Trail, and San Diego River Trail in the cities of San Marcos, Vista, Encinitas, San Diego, Santee, and the County of San Diego.

The Regional Safe Routes to School Strategy supports communities and schools in implementing programs that promote walking and bicycling to school safely and routinely.

In addition to the established Class I network, the Bicycle Plan proposes a number of additional projects to provide a comprehensive bicycle network for the San Diego region. Also in April 2011, the Transportation Committee was presented with the prioritized list of these additional projects resulting from applying the Transportation Committee approved project prioritization criteria. Proposed initial implementation of the Bike Plan includes preliminary planning for eight projects from the prioritized list that would serve some of the highest density development in the region.

Safe Routes to School Strategy

The Regional Safe Routes to School Strategy supports communities and schools in implementing programs that promote walking and bicycling to school safely and routinely. In addition to increasing the number of students walking and bicycling to school, Safe Routes to School programs improve health; address traffic safety and personal security issues; mitigate transportation costs; heighten awareness about the benefits of active transportation; and decrease school-related vehicle trips. The result is improved air quality and reduced traffic congestion in school zones.

The Safe Routes to School Strategy is gaining prominence as an effective tool for managing demands on the transportation system, improving air quality, and reducing greenhouse gas emissions.

To achieve these benefits, Safe Routes to School programs encourage children to walk and bicycle to school by planning and evaluating initiatives, improving infrastructure, making sure traffic laws are enforced, education, and other activities. Comprehensive Safe Routes to School programs encompass all of these components. They are commonly referred to as the "Five E's" (engineering, education, enforcement, encouragement, and evaluation).

While funding for local Safe Routes to School programs primarily comes from the state and federal programs, the planning and implementation of Safe Routes to School programs is inherently local. These efforts rely on collaboration among local jurisdictions, school districts, schools, and community

based and nonprofit organizations. Several of these local programs exist throughout the San Diego region.

The Regional Safe Routes to School Strategy seeks to build upon the region's existing Safe Routes to School programs and related efforts. The strategy consists of the following elements:

- Integrating Safe Routes to School into regional planning efforts
- Providing technical assistance to help ensure that local Safe Routes to School programs will be effective and comprehensive
- Establishing partnerships and fostering collaboration among agencies and organizations
- Offering education and encouragement programs that are valuable tools for communities. For example, SchoolPool might otherwise be too costly or onerous to administer locally. SchoolPool is included as part of the iCommute Program (see Chapter 8).

SANDAG is now developing the San Diego Regional Safe Routes to School Strategic Plan. It will detail actions, identify responsible agencies, and estimate the cost of implementing the strategy. The anticipated benefits of this Safe Routes to School Strategy are substantial, and they would help the region meet state targets for reducing greenhouse gas emissions.

California Coastal Trail

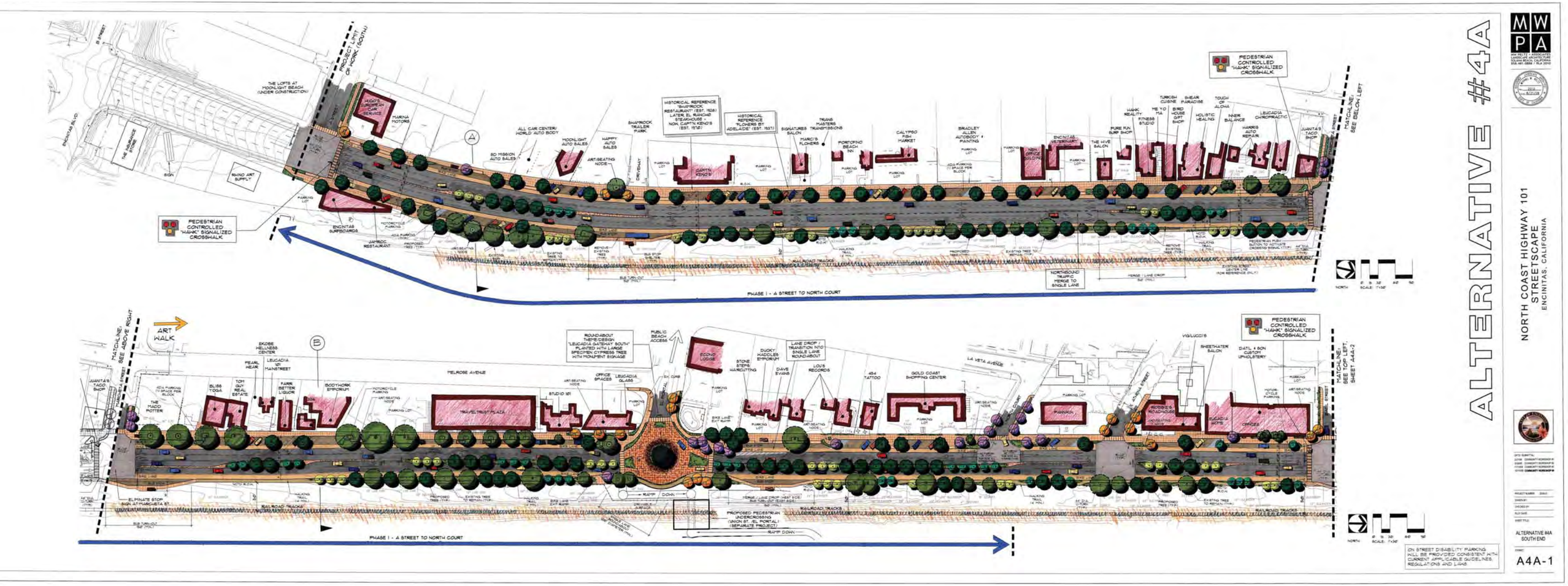
The California Coastal Trail (CCT) is made up of a series of trails stretching 1,300 miles up and down the California coastline, as shown in Figure 6.14. Its development is a collaborative effort among the Coastal Conservancy, State Parks, the Coastal Commission, and the nonprofit agency Coastwalk. Designated in 1999 as California's Millennium Legacy Trail, it is defined as "a continuous public right of way along the California coastline; a trail designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking and other complementary modes of nonmotorized transportation."

The CCT is intended as a continuous public right of way that extends from the northern border of California to the southern border, all within sight, sound, or at least smell of the ocean. It is the CCT's proximity to the ocean that makes it distinctive among other trails.

The California Coastal Trail is intended as a continuous public right of way that extends from the northern border of California to the southern border, all within sight, sound, or at least smell of the ocean.

SANDAG has developed Technical Memoranda entitled "Feasibility Study for the San Diego Portion of the California Coastal Trail" to inform the scoping of a comprehensive feasibility study for the region. The Memoranda lay the groundwork and gathers preliminary material to help to identify existing and potential network segments, linkages, gaps, and coastal access routes. These Technical Memoranda are located in Technical Appendix 14 and can be found at www.sandag.org/CACoastalTrail.

ATTACHMENT K-2



ATTACHMENT K-3

Let's Move, Encinitas!

Pedestrian Travel and Safe Routes to School Plan

Submitted to the City of Encinitas
By Circulate San Diego
February 2015

City of Encinitas Incorporated 1986

CIRCULATE SAN DIEGO

Caltrans

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chapter 1 - introduction

"As people are walking all the time, in the same spot, a path appears."

–John Locke

INTRODUCTION

BACKGROUND

In August 2012, the California Department of Transportation awarded the City of Encinitas a Community Based Transportation Planning (CBTP) grant to conduct active public engagement that would culminate in a plan for safe pedestrian routes throughout the city.

The goal of the project was to develop the *Let's Move, Encinitas!* (LME) Pedestrian Travel and Safe Routes to School Plan. The effort focused on stakeholder collaboration and active public engagement to encourage community involvement and partnership, promote community identity and enhance the quality of life for citizens in Encinitas.

PROJECT OVERVIEW

The project workplan utilized community input to assess and identify barriers to walkability in order to expand modal choices and connectivity and create a safe walking environment for pedestrians in the City.

In an effort to capitalize on the City's strong community character, the plan establishes a community workplan for each of the five communities within Encinitas: Cardiff, Leucadia, New Encinitas, Old Encinitas, and Olivenahain. Each community benefited from extensive community outreach to identify pedestrian deficiencies while preserving the unique elements of each individual neighborhood.

Consecutively, the project assessed and developed Safe Routes to School plans for twelve schools within the City's jurisdiction.

- Capri Elementary School
- Ada Harris Elementary School
- Cardiff Elementary School
- Diegueno Middle School
- Flora Vista Elementary School
- Oak Crest Middle School
- Ocean Knoll Elementary School
- Olivenhain Pioneer Elementary School (located in Carlsbad)
- Park Dale Lane Elementary School
- Paul Ecke Central Elementary School
- San Dieguito Academy
- Sunset High School

PROJECT SETTING

The City of Encinitas is a coastal community located in the northern region of San Diego County. Interstate 5 bisects the city and serves as the main thoroughfare for travel to and from San Diego County. Coast Highway 101 is another highly travelled north-south route that runs through the western edge of the City. Encinitas is approximately 20 square miles in area, situated along six miles of Pacific coastline, and is characterized by coastal bluffs, beaches, flat-topped coastal areas, rolling hills, and steep mesa bluffs. It is encompassed by two coastal lagoons: Batiquitos Lagoon to the north and San Elijo Lagoon to the south.

Public infrastructure and land use patterns in neighborhoods throughout the City of Encinitas have typically favored vehicular modes of transportation that often negatively influence not only traffic circulation and speeds, but the health and safety of pedestrians, bicyclist safety, public transit, multi-modal choices, as well as community character and pride. Currently there are many areas within the City lacking pedestrian

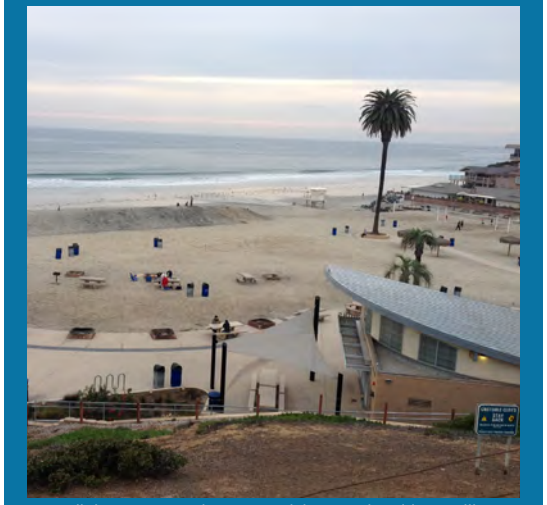
community-based transportation planning grant objectives

Community and key stakeholder input, collaboration, and consensus building through an active public engagement process.

Supports livable and sustainable community concepts with a transportation or mobility objective to promote community identity and quality of life.

Displays transportation and/or land use benefits.

Innovative opportunities for public participation.



Moonlight State Beach attracts visitors and residents alike.

infrastructure, the majority of areas are also within walking routes to schools. Yet the cost to provide these needed improvements exceeds available funding resources. This leaves many neighborhoods, new and old, deficient of a safe environment for walking residents.

The City is predominantly zoned as urban residential, with approximately 75% of its total acreage devoted to residential use. The incorporation of the City in 1986 merged five unique existing communities together: New Encinitas, located in the northern central half of the City limits; Old Encinitas, located centrally; Cardiff-by-the-Sea, located in the south western portion of the City; Leucadia, located in the north western portion of the City; and Olivenhain, located along the eastern City limits. Each community prides themselves on their unique and distinguishable identity, including location, atmosphere, and style.

Each of these communities presents current barriers and obstacles in pedestrian routes to schools, community centers, retail, and the many popular beaches in the City. The older neighborhoods of Leucadia, Cardiff, and Olivenhain were originally established with a rural feel and lack sidewalk, curb ramps, and contiguous walking routes. In the newer developed New Encinitas, roadways were designed for maximum traffic capacity and pedestrians must face high travel speeds, wide roadways, and multiple lane crossings. Old Encinitas is a mixture of long-established retail and residential frontage that often fails to meet current pedestrian-related ADA requirements and connectivity.

KEY ELEMENTS OF THE WORKPLAN

- Taskforce Formation and Ongoing Meetings
- Community Outreach
- Neighborhood Coalitions
- Innovative Outreach and Digital Media
- Community Assessment Workshops
- Community Walk Audits
- Deficiency Mapping
- Community Work Plan Development
- Final Community Open House Workshops
- Presentation to City Council for Adoption

who is this plan for?

City Staff: The LME plan will help shape policies and practices within the organization and help facilitate pedestrian-focused collaboration among departments. Furthermore, the plan will help Staff assess and prioritize future pedestrian improvement projects and will aid in the solicitation of grant funds..

School Officials: The LME plan will provide school officials with options for serving the access needs of students and parents.

Community Groups: The LME plan provides information about potential improvements throughout Encinitas,to help inspire and equip local groups to advocate for and organize projects that will increase active transportation in their communities.

Decorative tiles on the sidewalk along Coast Highway 101

PLANNING CONTEXT

The City of Encinitas has several adopted policies governing the placement, development, and maintenance of pedestrian and school access facilities throughout the City. The following documents were consulted to provide background and guidance on citywide goals, objectives, policies, and specific recommendations for pedestrian travel throughout the City:

- Circulation Element of City of Encinitas General Plan
- Recreation Element of City of Encinitas General Plan
- North 101 Corridor Specific Plan
- Downtown Encinitas Specific Plan
- Encinitas Ranch Specific Plan
- Home Depot Specific Plan
- Bikeway Master Plan
- Recreational Trails Master Plan

As pedestrian projects are planned for implementation, City staff will ensure that the most recently approved documents, design standards, and guidelines are utilized in the design and construction of improvements.

This *Pedestrian Travel and Safe Routes to School Plan* is intended to be included as a component of an overall Active Transportation Plan (ATP) for the City of Encinitas. The ATP is currently planned to kick-off in 2015.

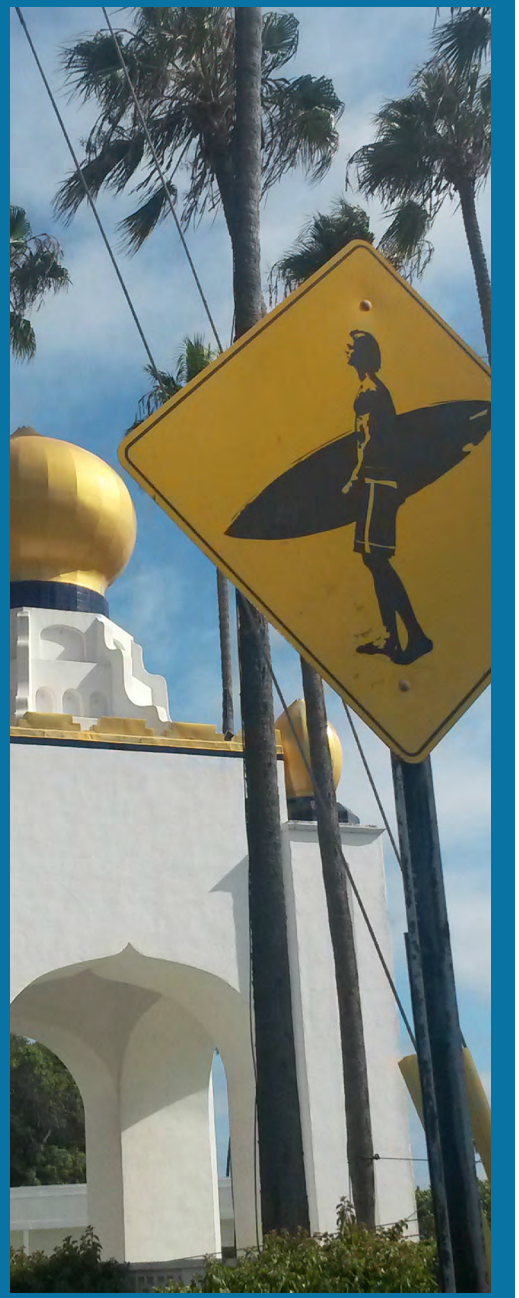
DOCUMENT LAYOUT

Following this introduction, Chapter 2 provides additional insights into the public outreach conducted over the two years of the project.

Chapter 3 provides Community Workplans for each of the five communities, as well as the school-specific workplans and suggested routes to school for each of the schools in the respective communities.

Chapter 4 provides examples of pedestrian improvements and guidance on how to develop and implement the recommendations.

Chapter 5 illustrates examples of pedestrian encouragement, enforcement, and awareness programs designed to supplement and complement the infrastructure improvements identified in the plan.



South Coast Highway 101 signage near Swami's Beach

chapter 2 - public input

"All truly great thoughts are conceived by walking."

–Friedrich Nietzsche

PUBLIC INPUT

OUTREACH APPROACH

A key goal of the outreach effort was to utilize tech-savvy, green ways was to relay information about the project, encourage collaboration, and consensus building.

In addtion to the traditional outreach methods described below, several innovative digital outreach methods were implemented, which allowed the Project Team to solicit feedback quickly, and in a more environmentally-friendly way.

PROJECT TASKFORCE

Key community stakeholders were identified at the onset of the project and invited to become a member of the Project Taskforce to ensure that the multi-faceted population in Encinitas would be effectively engaged in the planning process.

The taskforce consisted of representatives from the City of Encinitas Planning and Building, Public Works and Engineering, Parks and Recreation and Fire Department, and San Diego County Sheriff's Department - Encinitas substation. Other organizations invloved include the Leucadia 101 Main Street Association,Cardiff 101 Main Street Association, Caltrans District 11, Cardiff Town Council, Olivenhain Town Council, San Diego County Health and Human Services Agency, Encinitas Union School District, Cardiff School District, San Dieguito Union School District, North County Transit District, Encinitas Bicycle and Pedestrian Committee, the Downtown Encinitas Main Street Association, Leucadia Town Council, and Circulate San Diego.

The role of the taskforce was to provide direction and guidance on the project tasks, including outreach methods, workshop scheduling, and notification of project events to their respective constituents.

The taskforce also provided review and direction for essential project documents, as well as review and comment on the Draft Plan.

Neighborhood Coalition Outreach Flyer

NEIGHBORHOOD COALITIONS

Neighborhood Coalitions were assembled in each of the five community areas to promote the project. The goals of the coalition were to have members encourage other residents to attend meetings and provide comment on the workplan.

TRADITIONAL OUTREACH

The following methods were carried out extensively and reflect the commitment toward engaging the public in the *LME* Plan. See Appendix B for examples of the traditional outreach materials utilized.

Press Release

ATTACHMENT K-3

guide to the planning process

Local experts, key stakeholders and the general public were critical participants in shaping this plan. These groups identified key challenges regarding access to pedestrian and student safety, physical activity, shared information about existing plans and projects, and provided suggestions for potential strategies.

Input was solicited through stakeholder meetings and focus groups, and a survey at *letsmoveencinitas.org* and several public meetings. Through this process, the following themes emerged:

- Sidewalks and road crossings should be designed to make it easier to walk and bike to school.
- School access should be thought of in the broadest terms, encompassing people of all ages, abilities and communities.
- Encinitas has strengths in the area of active transportation and strong community support to build upon.
- Significant barriers to direct travel exist throughout the five communities, and the City should actively look to develop safer connections whenever possible.

Over the life of the project, several press releases were released to promote participation at Community Assessment Workshops, Walk Audits and in the Online Input Forms.

Flyers/Bookmarks

Flyers written in both English and Spanish were distributed electronically on the project webpage, on social media accounts,and through school e-newsletters. Bookmarks were distributed as hard copies to civic buildings and the Community and Senior Center and at outreach events. See the Appendix B for examples of the flyers and bookmarks.

Neighborhood Yard Sign

A yard sign was created to announce walk audits to neighbors of schools who do not have children in the Encinitas school system. The yard sign rotated to different school sites as needed.

Local Newspapers

Articles about the project were featured in the San Diego Union Tribune, Coast News, Encinitas Advocate, and North Coast Current.

Outreach at local events

The project team outreached at local events such as Oktoberfest and the Leucadia and Downtown Farmer's Market, Cardiff Dog Days, the Taste of Downtown, Surf Classic, the Encinitas NOW Newsletter , and various presentations at meetings with School Staff, PTAs, and take-home materials.

COMMUNITY MEETINGS

The project featured three series of five unique community meetings at key milestons in the project.

Initial workshops were held in fall 2013 and were designed to help the project team identify pedestrian issues thoughout the project.

The second round of workshops focused on school zones and were conducted in Spring 2014.

ENCINITAS: Pedestrian safety focus of group

Heather Randall
July 27, 2013 •

ENCINITAS — Get involved in the conversation about safety in the community with Let's Move Encinitas, a neighborhood coalition dedicated to improving the safety of pedestrians going to and from school and throughout the city. The information attendees provide will be directed toward improving safety for pedestrians. More information: Kaley Lyons, 619-544-9255 or klwons@walksandiego.org.

The North Coast Current welcomes your community news. Submit upcoming event announcements to currentevents@northcoastcurrent.com. Submit stories and photos to news@northcoastcurrent.com.

North Coast Current News Community Outreach

Walk Audit Announcement Yard Signs

Paul Ecke Central School Farmers Market Flyer

Online Community Input Form Bookmark

The third round of workshops was conducted in Fall 2014 and allowed each of the five communities to react to the initial project rankings and recommended improvements and provide feedback. Overall, roughly 500 people in total attended the community meetings over the life of the project.

WALK AUDITS

Over the life of the project, the project team visited each school in the study area to conduct a walk audit with community members, parents, school staff, and City representatives. This "on the ground" outreach helped verify the issues identified during online and traditional workshop outreach.

The walk audits helped to supplement additional staff field observations conducted as part of the project, and informed the school workplans.

INNOVATIVE OUTREACH

In addition to building Neighborhood Coalitions and other forms of traditional community outreach (e.g. flyers, posters, handouts) this project conducted innovative forms of outreach to promote the project online through various avenues. See the Appendix B for examples of innovative outreach materials.

Project Webpage

The project webpage is the main avenue for outreach in order to communicate project announcements and maximize attendance at neighborhood meetings. The website also allowed project staff to collect input from community members who were unable to attend community meetings through surveys and electronic commenting. Visit the project webpage at www.letsmoveencinitas.org.

The details of the project scope and work effort was also highlighted on www.encinitasenvironment.org.

Social Networking

Facebook

A project Facebook page was used extensively to post project announcements, photos of events, and event invitations. Outreach through Facebook allowed a wide range of community members to be involved with the project. Postings were seen by 9,072 people.

Twitter

A Twitter account for the project was established to communicate announcements to community followers regarding workshops and other activities. The Twitter account was used to remind residents about upcoming events, promote the online community input forms, and provide pedestrian safety messages.

SurveyMonkey

In addition to participant input collected during workshops and walk audits, similar online input forms were developed utilizing Survey Monkey. This tool allowed community members to provide their input even if they were unable to attend a workshop in person. The tool also enabled workshop participants to make additional comments after the fact. The input forms were designed to facilitate identification of deficiencies and potential solutions.

School and Community Electronic-Newsletters

Let's Move Encinitas! Taskforce and Neighborhood Coalition members distributed announcements and flyers with information regarding online surveys, workshops and walk audits in school e-packets emailed to 5,500 families.

LME Taskforce members connected with PTA groups to post on their calendars and website.

ATTACHMENT K-3

outreach methods

ATTACHMENT K-3

SUMMARY OF RESULTS

Prior to the Final Community Open Houses, 230 people were engaged in the project. The total attendance for the five Community Open Houses was 57 people, and combined, the traditional strategy outreached to 287 people in total.

The innovative outreach process was successful in engaging a significant portion of the community. Online surveys, administered through Survey Monkey, resulted in the following totals.

Citywide Comment Form #1: 329 responses

Citywide Comment Form #2: 684 responses

Project Location Ranking Survey (Fall 2014):

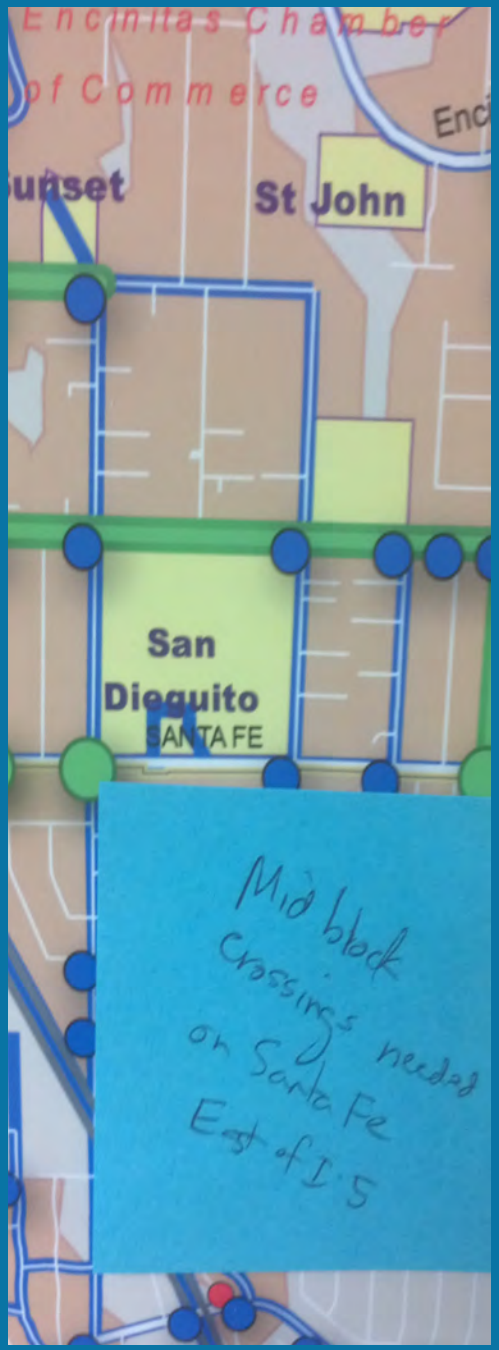
- Cardiff: 208 responses
- New Encinitas: 125 responses
- Old Encinitas: 174 responses
- Leucadia: 106 responses
- Olivenhain: 21 responses

Together, the survey effort resulted in 1,647 unique responses.

The Let's Move Encinitas Twitter account has 54 followers. The online component that reached the most people, by far, was the Facebook page. Seventy-five people "liked" the Facebook page and over the life of the Let's Move, Encinitas! Project, and a total of 9,072 people were reached through Facebook posts.

The innovative and traditional outreach methods combined engaged 11,135 people, who provided over 2,000 comments on the project's key components.

The public input gathered through the outreach process was utilized in conjunction with the collective input of the Taskforce to set the foundation for the Let's Move, Encinitas! Pedestrian Travel and Safe Routes to School. This effort guided the infrastructure, programmatic, and Suggested Route to School recommendations found in subsequent chapters of this report.



Old Encinitas Community Workshop comment

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chapter 3 - community workplans

"A city that outdistances man's walking powers is a trap for man."

–Arnold J. Toynbee

COMMUNITY WORKPLANS

PROCESS

Circulate San Diego worked with City staff to develop a methodology to prioritize project locations identified during the public outreach efforts in order to establish top priority locations for future project implementation. The methodology drew from national and regional best practices to develop a methodology for the process.

Prioritization efforts evaluated point/intersection locations identified by the community as possessing pedestrian safety concerns based on a number of factors. In addition to the amount of public comment received, locations were evaluated using safety, land use, health and equity statistics.

This analysis provided objective, data-driven processes to identify geographic areas of high need for SRTS and general pedestrian infrastructure improvements. A conceptual graphic of the process can be seen on the following page.

Following the first round of public outreach, Circulate San Diego completed the following initial steps of the prioritization process:

- Input data - mapped and geocoded all locations of concern received via public input using GIS to analyze the distribution of locations throughout Encinitas and by individual neighborhood. Data was treated as either point files (intersections) or line files (corridors or street segments) as appropriate.

- Data coding – All data (locations of concern and deficiencies) were coded based on issue type- driver behavior issues, connectivity issues, infrastructure deficiency issues, safety issues, or other issues for summary reporting in the final report.

Key variables used in the next stage of the analysis include the following:

- Public Comment Analysis - Following one month of survey input, the locations were ranked according to number of comments received, then tiered into 3 tiers (most commonly cited improvements, commonly-cited improvements, and other improvements), and scored accordingly.

- Collision Analysis - Measured by mapping all collisions involving pedestrians in the City of Encinitas from 2007-2011. Project locations were scored based on their proximity to these collisions, with closer locations scoring better.

- Land Use and Walkability Analysis- Measured by assigning a half-mile radial buffer and a half-mile street network “walk shed” buffer to reflect physical activity barriers or inhibitors (freeway crossings, high-speed roadways). It is important to include both types of buffers to capture as large a number of potential improvement locations as possible, yet still reflect the realities of the street network and any resulting barriers. In addition to the walkability/proximity score, project locations were also scored by their proximity to key points of interest and roadway types as identified by the City of Encinitas’ GIS data.

- Health and Equity Analysis - Based on feedback from the Taskforce, two additional school-specific criteria were evaluated as part of the analysis. Reported percentage of students meeting free and reduced price meals (FRPM) eligibility criteria by school site was used as a proxy for household income, while the percentage of students falling outside of the 2011 Fitnessgram “Healthy Fitness Zone” definition was used as a proxy for health equity. HFZ is a combined measure of students’ aerobic capacity and body mass index (BMI).

For the Health and Equity Analysis, school sites were

Locally grown fruits provides opportunities for community pride.

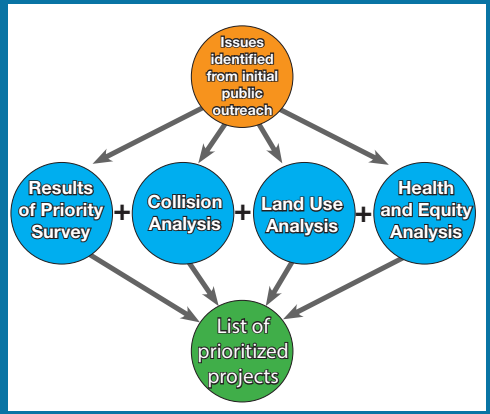
Pedestrians walking under the railroad along South Coast Highway 101

tiered into two tiers based on their reported scores in each respective category. The “top” tier, representing the poorer-performing schools in each category, the recommended improvements within their half-mile radial buffer received an additional weighting point used in the composite analysis.

In order to assign priority to the improvements identified by the public in the context of the above analyses, each category was weighted based on a number of factors designed to help identify improvements with the greatest potential to provide positive outcomes for residents- the most-cited locations in need of improvement, most dangerous locations based on proximity to pedestrian collisions, most walkable locations based on street connectivity, and locations designed to serve lower-income and less-healthy populations.

table 3.1 - city-wide prioritization criteria

Input	Proposed Criteria Weight
Public Comment Analysis	
Intersection or Segment is ranked in the top third of all prioritized comments	4
Intersection or Segment is noted in the middle third of all prioritized comments	3
Intersection or Segment is noted in the bottom third of all prioritized comments	2
Collision Analysis	
Intersection or Segment is within 100’ of 2 or more pedestrian collisions	4
Intersection or Segment is within 100’ of 1 or more pedestrian collisions	3
Intersection or Segment is within 500’ of 1 or more pedestrian collisions	2
Land Use and Walkability Analysis	
Intersection or segment is all or partially within ½ mile walking shed distance of school site	3
Intersection or segment is all or partially within ½ mile radial distance of school site	2
Intersection or segment is all or partially within ½ mile walking shed distance of point of interest (non-school)	3
Intersection or segment is all or partially within ½ mile radial distance of point of interest (non-school)	2
Intersection or segment occurs along or is within 200’ of the intersection of 2 or more arterials (major and/or prime arterials)	3
Intersection or segment occurs along or is within 200’ of the intersection of 1 arterial (major and/or prime arterial)	2
Health and Equity Analysis	
Intersection or segment is all or partially within ½ mile radial distance of top-tier school site for HFZ "areas of need"- those that fall outside of the HFZ designation	2
Intersection or segment is all or partially within ½ mile radial distance of top-tier school sites with greatest free and reduced meal participation	2



Conceptual graphic of prioritization process

Cardiff Mural contributes to a sense of community.

figure 3.1 - city-wide priority corridors map

The analysis provided a score for each unique improvement that was normalized on a scale of 0-100 for comparison purposes. Higher scores indicated higher-need areas for greater pedestrian investments. These scores were presented to the public for review and comment as part of the Fall 2014 public workshops, and can be found in Appendix C.

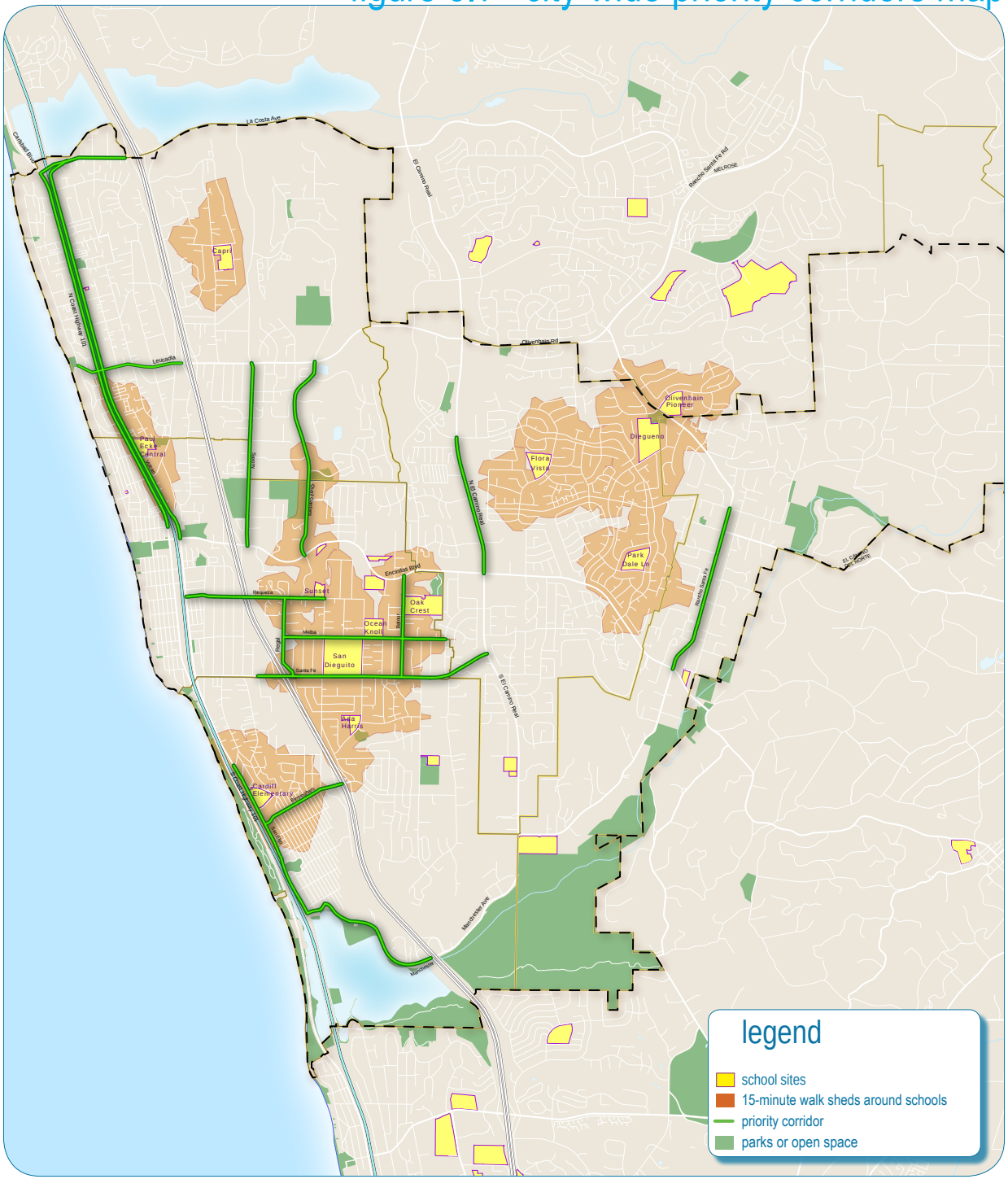
PRIORITY CORRIDORS

Based on input from the Project Taskforce, locations with several issues in close proximity to one another were grouped along logical routes, typically Circulation Element Roadways. These clusters of improvements are called "Priority Corridors," and represent the top pedestrian priorities in each community.

The areas and corridors identified reflect a need to study the roadway segment comprehensively in a manner that includes the entire streetscape.

The corridors are seen at right and are identified as follows:

- Leucadia Blvd from I-5 to Neptune St
- Manchester Ave to from I-5 to San Elijo Ave
- E F St/Requeza St from S Vulcan Ave to Nardo Rd
- Melba Rd from Regal Rd to Crest Dr
- Balour Dr from Santa Fe Dr to Encinitas Blvd
- Santa Fe Dr from I-5 to S El Camino Real
- Birmingham Dr from San Elijo Ave to I-5
- San Elijo Ave from Verdi Ave to Chesterfield Dr
- N Vulcan Ave from La Costa Ave to Encinitas Blvd
- Hwy 101 from La Costa Ave to Encinitas Blvd
- Saxony Rd from Leucadia Blvd to Encinitas Blvd
- El Camino Real from Gardenview to Encinitas Blvd
- Rancho Santa Fe Rd from 11th to Encinitas Blvd
- La Costa from 101 to I-5
- Regal Rd from Requeza to Santa Fe



OTHER EXHIBITS

In addition to Priority Corridors for each community, the disaggregated pedestrian issues identified in closest proximity to each respective school are shown on a series of school-specific Deficiency Maps for use in the City's subsequent efforts to apply for SRTS monies to design and implement pedestrian improvements, and represent the desires of the community as identified through the public outreach process.

Following the deficiency map for each school, a companion Suggested Route to School Map is presented. These exhibits are illustrative in nature, and represent ways for students to access each school in the safest way possible using existing infrastructure (sidewalks, stop signs, crosswalks, etc.) and programmatic elements (crossing guards, future park and walk lots, etc.). A 15-minute "walkshed" is shown, illustrating the amount of distance a child can expect to cover in 15 minutes using the existing street network. This walkshed was also used in the prioritization exercise outlined above.

In addition to directing children and parents on ways to get to school, the maps serve an important purpose in the City's ongoing efforts to fund pedestrian improvements around each school. By defining routes as part of this plan, the City is better-positioned when applying for funding to close gaps in the sidewalk network, improve existing crosswalks, or implement new curb extensions, among other elements.

table 3.2 - citywide general priority pedestrian improvements

Location	Issues
El Camino Real and Mountain Vista Dr	Uninviting area, missing or narrow sidewalks, poor driver behavior, unsafe crossings, no designated bicycle facility
Requeza St and Regal Rd	Sidewalks missing and in poor condition, poor driver behavior, blocked sight lines, no designated bicycle facility, and pavement in poor condition.
Saxony Rd and Seacrest Way	Cracked sidewalk, unsafe crossing, blocked sight lines, poor driver behavior, inadequate pedestrian scale lighting
El Camino Real and Garden View Rd	Cracked sidewalk, unsafe crossings
N Coast Hwy 101 and Phoebe St	Dangerous left turns, poor driver behavior, no access to cross the railroad tracks
I-5 and Encinitas Blvd	Poor driver behavior, missing curb ramps, unsafe bicycle lanes, missing and infrequent crosswalks, blocked sight lines, signals allow insufficient time to cross on busy intersection with wide street, feels unsafe
Montgomery Ave and San Elijo Ave	No pedestrian crossing on railroad tracks, infrequent crossings and crosswalks, making it difficult for pedestrians to access beach
Requeza St and Westlake	Sidewalks narrow, obstructed, or missing sidewalks, poor driver behavior, no designated bicycle lane facility
Encinitas Blvd and Balour Dr	Unsafe crossing, missing or narrow sidewalks, poor driver behavior
San Elijo Ave and Verdi Ave	No ped crossing across railroad tracks, sidewalk obstructed by a fixed item

table 3.3 - citywide safe routes to school priority pedestrian improvements

Location	Issues
MacKinnon Ave/Nardo Rd and Santa Fe Dr	Poor visibility, poor driver behavior, inadequate, missing and obstructed sidewalks, missing curb ramps, unsafe crossings and inadequate crosswalks.
Encinitas Blvd and Balour Dr	Unsafe crossing, missing and narrow sidewalks, poor driver behavior
Requeza St from Nardo Rd to Regal Rd	Poor driver behavior, narrow, missing, in poor condition and obstructed sidewalks, missing curb ramp, conflict with school parking lot, obstructed sight lines, no designated bicycle facility, and pavement in poor condition.
Melba Rd between Regal Road and Crest Drive	Poor driver behavior, narrow street, blocked line of sight, infrequent, low visibility crosswalks, missing curbs, sidewalk obstructed, narrow or missing, and overgrown vegetation.
Montgomery Ave and San Elijo Ave	No pedestrian crossing on railroad tracks, infrequent crossings and crosswalks, making it difficult for pedestrians to access beach
Union St and Paul Ecke-Central Parking Lot	Cars exiting lot create conflict with pedestrians on sidewalk, drivers do not yield to pedestrians and missing crosswalk
Balour Dr between Encinitas Blvd and Santa Fe	Poor driver behavior, blocked sight lines, missing sidewalks, unsafe crossings, lack of school zone signage, difficult to make left turn onto Santa Fe Drive from Balour
N Coast Hwy 101 and El Portal St	Poor driver behavior, blocked sight lines, missing and obstructed sidewalks, missing crosswalks, missing curb ramp, no designated bicycle facility, not enough time for peds to cross the street.
Normandy Rd and Urania Ave	Poor driver behavior, poor visibility for motorists and pedestrians

Citywide Improvements*

Length of New Sidewalks

up to 32 miles

Existing Crosswalks Improved

up to 46

New Crosswalks Installed

up to 120

See Community Plans for additional detail

COMMUNITY WORKPLANS - LEUCADIA

COMMUNITY SETTING

Leucadia is a beachfront community, home to approximately 13,600 residents encompassing the northern portion of the City of Encinitas. Pedestrian and bicycle commutes in this community rate high in the City of Encinitas with bicycle commutes at an estimated 2.1% and pedestrian commutes at 2.8% of total commutes based on Census data. This is influenced by Coast Highway 101 connections and destinations located on N Vulcan Avenue. Fortunately, only 6 pedestrian collisions occurred within the last five years despite the higher rates of active transportation activity.

Commercial uses are located along North Coast Highway 101 in the midst of the beach town shopping district with restaurants, shopping, and services. Beaches, parks, recreation and open space span across the community's coastal area as well as its eastern neighborhoods. Agricultural uses that remain are located in residential areas just east of Interstate 5.

The City's North 101 Corridor Specific Plan seeks to revitalize the North Coast Highway 101 commercial corridor while retaining the existing development character, scale, and identity. Key destinations include a variety of unique shops, cafes and services located along Vulcan Avenue and North Coast Highway 101.

STREET NETWORK

Leucadia's development pattern is influenced by north and south connections, North Coast Highway 101, the railroad tracks, and Interstate 5, which divides the community into three sections. Coast Highway is a major connector to surrounding communities and serves as Leucadia's primary retail and commercial corridor. The west side of North Coast Highway 101 offers a variety of diverse commercial services oriented toward pedestrians and drivers, while the east side has a variety of both commercial and residential uses. The eastern portion also includes most of the community's lower income multi-family dwelling units.

Leucadia has diverse block patterns that span across the community into three sections which are influenced by the major roadways that divide it. West of North Coast Highway 101, the grid street network is parallel and perpendicular to the railroad and North Coast Highway 101, with a few exceptions of curvilinear streets because of existing coastal topography. Due to the varying block patterns in this portion of the community, parallel north-south streets tend to not be through streets and east-west streets tend to dead-end at Neptune Avenue or the coastal boundary.

Pedestrian facilities in the older residential neighborhoods tend to be limited, with narrow streets and inconsistent sidewalk networks. In the newer suburban areas sidewalk networks are continuous. North Coast Highway 101 offers very few pedestrian facilities; the existing condition of infrastructure and land uses directly reflects its development period.

LEUCADIA | SAFE ROUTES TO SCHOOLS

As part of the *Let's Move, Encinitas!* planning process, schools studied were Capri Elementary and Paul Ecke-Central Elementary. Pedestrian and bicycle infrastructure evaluations for schools located in Leucadia are provided in the following section.

Community Characteristics

Estimated Population

13,600

Number of Pedestrian Collisions in the last 5 years

6

Commute by Bike

2.1%

Commute on Foot

2.8%

Schools Studied in the Community:

- Capri Elementary
- Paul Ecke-Central Elementary

COMMUNITY PRIORITIES

Based on community input, collision analyses, walking analyses, and professional judgement, the following locations were identified as high-priority locations within the community.

table 3.6 - leucadia general priority pedestrian improvements

Location	Issues
N Coast Hwy 101 and Phoebe St, Jason St, Leucadia Blvd and La Costa Ave	At Leucadia Blvd pedestrians have to wait too long to cross, unsafe crossing, missing sidewalk, missing crosswalk, poor driver behavior, narrow sidewalk
Normandy Rd and Urania Ave	Poor visibility and poor driver behavior
Union St and Vulcan Ave at Paul Ecke-Central Parking Lot	No at grade crossing across railroad tracks, lack of school zone signage, flooding issues, missing and narrow sidewalks, parking in inappropriate locations, parked cars block sight lines, overgrown vegetation, no buffer zone, pedestrians jay-walking, poor driver behavior
Hillcrest Dr and Vulcan Ave	Missing crosswalk, unsafe crossing
Hygeia Ave and Leucadia Blvd	Crosswalk missing, no pedestrian scale lighting, no safe bike path for children, Hermes Ave disconnected South of Leucadia Blvd and North of Paul Ecke-Central Elementary
Vulcan Ave and La Costa Ave	Missing sidewalk, poor visibility, difficult to cross, no sharrows for bicyclists, feels unsafe and poor driver behavior
Vulcan Ave and Leucadia Blvd	Unsafe crossing, narrow sidewalk, lights not timed well for pedestrians
Various railroad crossings	Lack of at-grade railroad crossings, feels unsafe for pedestrians, infrequent crossings
Quail Gardens Dr/Quail Hollow Dr and Swallowtail Rd	Speeding, feels unsafe for pedestrians and children

table 3.7 - leucadia safe routes to school priority pedestrian improvements

Location	Issues
Union St and Vulcan Ave at the Paul Ecke-Central school parking lot exit	No at grade crossing across railroad tracks, lack of school zone signage, flooding issues, missing and narrow sidewalks, parking in inappropriate locations, parked cars block sight lines, overgrown vegetation, no buffer zone, pedestrians jay-walking, poor driver behavior
Normandy Rd and Urania Ave	Poor visibility and poor driver behavior
Capri Rd between Burgundy Rd and Caudor St, and Caudor St between Capri Rd and Wood Dr	Difficult to cross the street, no crosswalks, no stop sign on Capri or Caudor, sidewalk missing, blind corners and blind curves, no curb or paint between asphalt sidewalk and asphalt street, no visual barrier between vehicles and pedestrians,
Hygeia Ave and Cereus St	Inadequate pedestrian scale lighting, cars park in inappropriate locations, poor driver behavior, sidewalks missing/inconsistent, parked cards pulling into traffic do not see bicycles or pedestrians, poor driver behavior
N Coast Hwy 101 and Phoebe St, Jason St, Leucadia Blvd and La Costa Ave	Pedestrians have to wait too long to cross, unsafe crossing, missing sidewalk and missing crosswalk,poor driver behavior drivers not looking for pedestrians when turning, crosswalk is missing and narrow sidewalk
Quail Gardens Dr/Quail Hollow Dr and Swallowtail Rd	Speeding, feels unsafe for pedestrians and children
Vulcan Ave and Hillcrest Dr, E Glaucus St	Missing crosswalk, unsafe crossing
Hygeia Ave and Leucadia Blvd	Crosswalk missing, no pedestrian scale lighting, no safe bike path for children, Hermes Ave disconnected South of Leucadia Blvd and North of Paul Ecke-Central Elementary
North Coast Hwy 101 and Diana St	Drivers not looking for pedestrians when turning

Leucadia Improvements*

Potential Length of New Sidewalks
up to 10 miles

Existing Crosswalks Improved
up to 4

New Crosswalks Installed
up to 33

Miles of High-Priority Improvement Corridors
up to 4.9

- Vulcan
- El Portal Rail Crossing
- Leucadia Blvd/ Beacons Access
- Quail Gardens Dr.
- Coast Hwy
- La Costa
- Saxony

** These amounts are based on planning-level estimating only, and will likely be refined during the design phase to reflect crosswalk or stop-sign warrant policies, public right-of-way constraints, or other engineering concerns.*

figure 3.7 - leucadia community improvement map

Coast Highway from Encinitas Blvd to La Costa Ave

Potential Improvements
- Widen sidewalks
- Adjust signal timing at intersections
- Improve crosswalks
- Improve transit environment
- Improve rail crossings

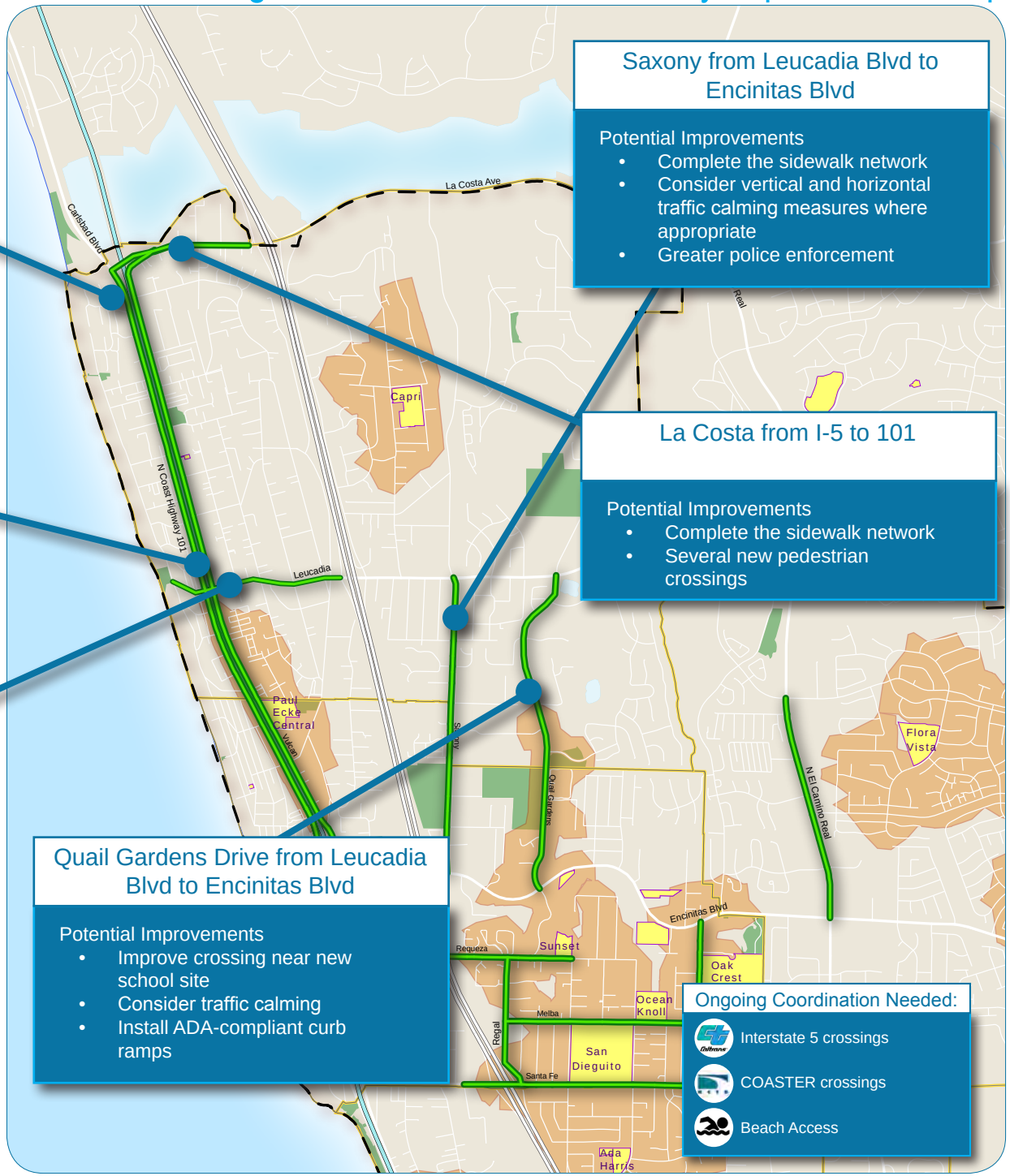
Vulcan from La Costa to Encinitas Blvd

Potential Improvements
- Complete the sidewalk network or install multi-use path
- Greater police enforcement
- Move midblock crossing south of Union
- Consider recommendations of 2013 traffic study at Ecke ES
- Provide rail crossing at El Portal (Old Encinitas)

Leucadia Blvd from I-5 to Neptune

Potential Improvements
- Implement Phase II of Leucadia Blvd Improvements, including roundabout at Hygeia
- Complete the sidewalk network, install and improve crossings, including curb ramps
- Improve beach access at Beacons
- Signal timing improvements to increase pedestrian crossing times

See school-specific recommendations on the following pages



Saxony from Leucadia Blvd to Encinitas Blvd

Potential Improvements
- Complete the sidewalk network
- Consider vertical and horizontal traffic calming measures where appropriate
- Greater police enforcement

La Costa from I-5 to 101

Potential Improvements
- Complete the sidewalk network
- Several new pedestrian crossings

Quail Gardens Drive from Leucadia Blvd to Encinitas Blvd

Potential Improvements
- Improve crossing near new school site
- Consider traffic calming
- Install ADA-compliant curb ramps

Ongoing Coordination Needed:

- Interstate 5 crossings
- COASTER crossings
- Beach Access

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SCHOOL WORKPLANS - PAUL ECKE CENTRAL ELEMENTARY

SCHOOL SETTING

Paul Ecke-Central Elementary is located in the Leucadia community at 185 Union Street and is one of four of the project schools that serve the Encinitas Union School District. Enrollment is open to Kindergarten through 6th grade students; approximately 560 students are enrolled. Daily arrival time is 8:00 am; campus opens at 7:45 am to accommodate early arrival. Daily departure time is 2:20 pm except for Fridays when early dismissal is at 12:45 pm.

Paul Ecke serves several neighborhoods in Old Encinitas and Leucadia located west of the Interstate 5 freeway and shares attendance boundaries with Capri Elementary School and Ocean Knoll Elementary School. The attendance area is bounded by the coastline to the west, Stanford Street and Batiquitos Lagoon to the north, Interstate 5 to the east, and Santa Fe Drive to the south.

Paul Ecke Central Elementary School is located in a residential neighborhood surrounded by single family homes, apartments, manufactured home parks and Orpheus Park. The streets near the school are low-volume, low-speed roadways and high-volume, high-speed roadways. Paul Ecke-Central is bordered to the north by Union Street, which is classified as a two lane residential collector and contains the main vehicle access point to the school's front entrance. The posted speed limit is 25mph. The school is bordered to the West by North Vulcan Avenue, which is a significant roadway due to the high vehicle speed of 35mph and high traffic volumes.

To promote walking and biking to school on a regular basis, Paul-Ecke participates in the i-Commute School Pool program and Walk|Bike to School Week. A paid crossing guard is also utilized to promote safe crossing at the mid-block crossing in front of the school on Vulcan Avenue.

The percentage of students who benefit from free and reduced lunches is 21.3%.

School Characteristics

Student Population

560

Number of nearby Pedestrian Collisions in the last 5 years

9

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

36%

Free and Reduced Meals Percentage

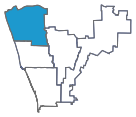
21%

Summary of Recommendations for Paul Ecke-Central Elementary

- Complete sidewalk network segments along Vulcan Avenue Hygeia Avenue, and Hermes Avenue
- Enhance pedestrian crossings at key intersections along Vulcan Avenue
- Implement traffic calming measures along Hygeia Avenue
- Increase enforcement to promote safe pedestrian, cyclist and driver behavior
- Improve traffic circulation for school pick-up and drop off, emphasizing intersection of Vulcan Avenue and Union Street

figure 3.10 - Paul Ecke-Central Elementary School Deficiency Map and Work Plan

185 Union Street| Encinitas, CA 92024



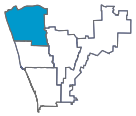
This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction. Walkshed distance is approximate.

Map Created: December 2014

Walkshed distance is approximate.

figure 3.11 - Paul Ecke-Central Elementary School Suggested Route to School Map

185 Union Street| Encinitas, CA 92024



This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.
Walkshed distance is approximate.

Map Created: October 2014

ATTACHMENT K-3

Let's Move, Encinitas!

Pedestrian Travel and Safe Routes to School Plan

Technical Appendix

CIRCULATE SAN DIEGO

CITY OF ENCINITAS

appendix a - public input

February | 2015

Let's Move, Encinitas!

FINAL COMMENTS PAUL ECKE-CENTRAL ELEMENTARY

Pedestrian & Bicyclist Issues

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

Issues Identified by Residents	Request	City Comments
Intersection of Union Street and Hermes Avenue		
Illegal U-Turns, park in red curb zone on Hermes Ave, southbound lane on Hermes is narrow--conflict with left turn from Union Street.	Install delineator.	Install delineator
Vulcan Avenue between Union St and Leucadia Boulevard		
Sidewalk missing on east side of Vulcan Ave.	Complete the sidewalk network.	Install sidewalk
Hermes Avenue between Hygeia Avenue and Union Street		
No sidewalk on west side of street; many students walking and biking, feels unsafe for pedestrians and cyclists.	Complete the sidewalk network.	Install sidewalk
Hygeia Avenue		
Missing sidewalk segments on east side, speeding vehicles.	Complete sidewalk network, install traffic calming.	Install sidewalk, evaluate traffic calming

Issues Identified by Residents	Request	City Comments
Vulcan Avenue between Leucadia Boulevard and Encinitas Boulevard		
Sidewalk/pathway on west side of Vulcan feels unsafe. Curb could be higher, cars often swerve over curb, Parents pick up students in traffic lane, no benches.	Install a curb/barrier/cement median.	Install a barrier to separate ped & moving traffic
School Parking Spaces Along Union Street		
Residents park in school spots over night; do not observe signage.	Provide Police enforcement to prevent poor driver behavior.	Increase enforcement
Paul Ecke-Central to Highway 101		
Underpass needed	Study the plausibility of an underpass	Study the plausibility of an underpass

Number	Comment received	Intersection/Corridor	Comment
1	10-11-14 Old Encinitas Community Open House	Vulcan Ave between Leucadia and La Costa	an accident or tragedy waiting to happen. In the winter when it is dark early and large puddles for days after a rain, kids on bikes or walking to Ecke school are hard to see as the dodge puddles into traffic. Please put in sidewalks to save these kids and families from tragedy.
2	10-11-14 Old Encinitas Community Open House	Saxony needs to be a corridor	The foot and bike traffic to YMCA from the north at 600 North Saxony the new painted lane lines prohibit bike traffic and new law 3 Ft safe distance when a vehicle passes a bike. (Pedestrians too!) A scenario: A bike going north from the "Y" must ride in the narrow lane with cars traveling 40 mph +. It is also uphill. This YMCA corridor services many children who will only be safe with bike lanes and sidewalks.
3	10-11-14 Old Encinitas Community Open House	Quail Gardens Dr	Traffic calming on Quail Gardens Dr is the first and highest priority to improve public safety on this corridor
4	10-11-14 Old Encinitas Community Open House	Orpheus-Sunset Dr and Sunset to Ocean View	This intersection is over paved and too wide (130') encouraging cars to speed between the two streets and encouraging drivers to use Sunset as a short cut. The City traffic engineering 20 years ago recommended narrowing this intersection to reduce speeds, thereby making Sunset safer for pedestrians and residents. Sunset residents have presented traffic calming petitions to the City council and the Traffic Engineers for decades with no results. Narrowing the Sunset/Vulcan intersection, or introducing chicanes at this intersection at the Sunset/Oceanview intersection could slow traffic, making Sunset safety for the may pedestrians who use Sunset to walk to and from downtown.
5	10-11-14 Old Encinitas Community Open House	Paul Ecke-Central to 101	Underpass needed
6	10-11-14 Old Encinitas Community Open House	I-5 and Encinitas Blvd	Schedule improvements with I-5 widening and Encinitas Blvd. widening similar to what Solana Beach did

Number	Comment received	Intersection/Corridor	Comment
24	10-11-14 Old Encinitas Community Open House	Santa Fe Drive	Bike lanes under freeway
25	10-11-14 Old Encinitas Community Open House	Santa Fe Drive East of I-5	need bike lanes at the very least on Santa Fe (east of I-5) sidewalks throughout too
26	10-11-14 Old Encinitas Community Open House	Vulcan N of Encinitas Blvd	unlighted dirt path West side of Vulcan to Sunset. No Sidewalk East Side of Vulcan
27	10-11-14 Old Encinitas Community Open House	N Vulcan Dr	Sidewalk and safety crossing to Park (Cottonwood) better access along N Vulcan Dr.
28	10-13-14 Olivenhain Community Open House	South of Rancho Santa Fe, close to Diegueno middle school, by Springwood lane and morning sun drive is called Morning Sun Ranch neighborhood	Morning sun ranch sidewalks are not safe for kids to walk on (safe routes to school) the sidewalks are lifted by roots! City of Encinitas came out years ago and drew arrows with pain but never did anything. Finally the paint wore off.