



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

11-San Diego-1

Auto populated

**Total ATP Funds Requested:**

\$ 4,016

(in 1000s)

Auto populated

**Important:** Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

**Part A: General Project Information**

**Part B: Narrative Questions**

**Part C: Application Attachments**

### Application Part A: General Project Information

**Implementing Agency:** This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

**IMPLEMENTING AGENCY'S NAME:**

San Diego

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

1010 2nd Avenue Suite 1060, MS 610

San Diego

CA

92101

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Katherine Crow

**CONTACT PERSON'S TITLE:**

Citywide Grants Administrator

**CONTACT PERSON'S PHONE NUMBER:**

(619) 533-3837

**CONTACT PERSON'S EMAIL ADDRESS :**

Kcrow@sandiego.gov



**Project Partnering Agency:** Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

*(The Grant Writer's or Preparer's information should not be provided)*

**PROJECT PARTNERING AGENCY'S NAME:**

Jacobs Center for Neighborhood Innovation (JCNI)

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

404 Euclid Avenue

San Diego

CA

92114

**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

Reginald Jones

**CONTACT PERSON'S TITLE:**

President & CEO

**CONTACT PERSON'S PHONE NUMBER:**

(619) 527-6161

**CONTACT PERSON'S EMAIL ADDRESS :**

rjones@jacobscenter.org

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MS number

11-5004R

Implementing Agency's State Caltrans MS number

00253S

\* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

**PROJECT NAME:** (To be used in the CTC project list)

City of San Diego - Euclid + Market Complete Streets project (pedestrian and bicycle components)

**Application Number:**  out of  **Applications**

**PROJECT DESCRIPTION:** (Max of 250 Characters)

Final design and construction of new and expanded sidewalks, new bike facilities, and added crosswalks, medians, and curb extensions to slow and calm traffic.

**PROJECT LOCATION:** (Max of 250 Characters)

Euclid Avenue between Naranja Street and Guymon Street; Market Street, between 47th Street to east of Euclid Avenue; and Guymon Street, in front of Horton Elementary - all in the City of San Diego's Encanto Neighborhoods Community Plan Area.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way?  Yes  No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 32.710290 /long. -117.085225

Congressional District(s):

State Senate District(s):    State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

**ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)**

**ESTIMATION OF ACTIVE TRANSPORTATION USERS**

Existing Counts:	Pedestrians	<u>1,625</u>	Bicyclists	<u>107</u>
One Year Projection:	Pedestrians	<u>2,920</u>	Bicyclists	<u>193</u>
Five Year Projection:	Pedestrians	<u>3,273</u>	Bicyclists	<u>216</u>

**BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)**

Bicycle: Class I  Class II  Class III  Other \_\_\_\_\_

Pedestrian: Sidewalk  Crossing  Other \_\_\_\_\_

Multiuse Trails/Paths: Meets "Class I" Design Standards  Other \_\_\_\_\_

**DISADVANTAGED COMMUNITIES**

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria:  Yes  No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income  Yes  No CalEnvioScreen  Yes  No

Student Meals  Yes  No Local Criteria  Yes  No

Is the majority of the project physically located within the limits of a Disadvantaged Community:  Yes  No

**CORPS**

Does the agency intend to utilize the Corps:  Yes  No



**PROJECT TYPE** (Check only one: I, NI or I/NI)

**Infrastructure (I)**       **OR Non-Infrastructure (NI)**       **OR Combination (N/NI)**

“Plan” applications to show as NI only

**Development of a Plan in a Disadvantaged Community:**       Yes       No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

**Indicate any of the following plans that your agency currently has:** (Check all that apply)

Bicycle Plan       Pedestrian Plan       Safe Routes to School Plan       Active Transportation Plan

**PROJECT SUB-TYPE** (check all Project Sub-Types that apply):

- Bicycle Transportation**      % of Project 30.0 % (ped + bike must = 100%)
- Pedestrian Transportation**      % of Project 70.0 %
- Safe Routes to School**      *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

**How many schools does the project impact/serve:**      1

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Horton Elementary School  
 School address: 5050 Guymon Street, San Diego, CA 92102  
 District name: San Diego Unified School District  
 District address: 4100 Normal Street, San Diego, CA 92103  
 Co.-Dist.-School Code: 37-68338-6039754

School type (K-8 or 9-12 or Both)      K-8 Project improvements maximum distance from school      0.1 mile

Total student enrollment: 517  
 % of students that currently walk or bike to school%      30.0 %  
 Approx. # of students living along route proposed for improvement: 259  
 Percentage of students eligible for free or reduced meal programs \*\*      97.7 %

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

*A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.*



**Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

**For all trails projects:**

Do you feel a portion of your project is eligible for federal Recreational Trail funding?  Yes  No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: \_\_\_\_\_

If yes, estimate the % of the total project costs that serve “transportation” uses? \_\_\_\_\_ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

**PROJECT STATUS and EXPECTED DELIVERY SCHEDULE**

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “ \* ” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
<b>CTC - PA&amp;ED Allocation:</b>	_____		08/16
* CEQA Environmental Clearance:	_____		09/16
* NEPA Environmental Clearance:	_____		12/16
<b>CTC - PS&amp;E Allocation:</b>	_____		10/16
<b>CTC - Right of Way Allocation:</b>	_____		10/16
* Right of Way Clearance & Permits:	_____		6/17
Final/Stamped PS&E package:	_____		6/17
* <b>CTC - Construction Allocation:</b>			8/17
* Construction Complete:			06/19
* Submittal of “Final Report”			06/19



**PROJECT FUNDING** (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**ATP funds being requested for this application/project by project delivery phase:**

ATP funds for PA&D:	\$369	
ATP funds for PS&E:	\$480	
ATP funds for Right of Way:	\$420	
ATP funds for Construction:	\$2,747	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
<b>Total ATP funds being requested for this application/project:</b>	<b>\$4,016</b>	

**Local funds leveraging or matching the ATP funds:** \$586

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**Additional Local funds that are 'non-participating' for ATP:** \$1,388

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

**TOTAL PROJECT FUNDS:** \$5,990

**ATP - FUNDING TYPE REQUESTED:**

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

**Do you believe your project warrants receiving state-only funding?**  Yes  No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

**ATP PROJECT PROGRAMMING REQUEST (PPR):** In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



# **ACTIVE TRANSPORTATION PROGRAM - CYCLE 2**

## **Part B: Narrative Questions**

(Application Screening/Scoring)

**Project unique application No.:** 11-San Diego-1

**Implementing Agency's Name:** City of San Diego

**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 in the disqualification of the application.**

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

The "Euclid + Market Complete Streets" project (pedestrian and bicycle components) is located within the City of San Diego's Encanto Neighborhoods Community Planning Area, a disadvantaged community in Southeastern San Diego with aged pedestrian and bicycle infrastructure. In addition to the age of the community, the insufficient infrastructure is also in part due to large parcels of vacant land in the project area previously occupied by industrial manufacturers that left the area decades ago as part of a larger deindustrialization trend. The project area is marked by numerous safety deficiencies – missing sidewalks; lack of bicycle facilities; inadequate lighting; busy wide streets without medians, which place pedestrians at risk from traffic; and, overall poor walkability.

The proposed Active Transportation Program (ATP) project is centered around the Village at Market Creek, a Transit Oriented Development that is LEED-ND certified. The Village is also a California Catalyst-Gold designated community. The Jacobs Center for Neighborhood Innovation (JCNI), the City of San Diego's partner in this application, is a place-based, community-oriented 501 (c)(3) nonprofit operating foundation that is working in partnership with the Jacobs Family Foundation (JFF) and neighborhood residents to revitalize this severely disadvantaged community. This project is of extremely high importance to the City of San Diego, JCNI, area residents, and other community stakeholders who have been planning pedestrian and bicycle infrastructure improvements for more than a decade.

The purpose of the Euclid + Market Complete Streets project (pedestrian and bicycle components) is to encourage active modes of transportation through the final design and construction of new and expanded sidewalks, new bike facilities, and added crosswalks, medians, and curb extensions to slow and calm traffic. ATP funding is needed to bring the project to 100% design completion, cover the cost of permits, and make pedestrian- and bicycle-focused



infrastructure improvements to portions of three auto-oriented streets, including: Euclid Avenue, between Naranja Street and Guymon Street; Market Street, from 47th Street to east of Euclid; and, Guymon Street, in front of Horton Elementary School. The project is intended to increase the number of children who walk and/or bike to school at Horton Elementary and Millennial Tech Middle School and make it more likely that community residents and visitors will choose walking or cycling as their mode of transportation to other community destinations.

**Figure 1: Aerial Overview of the Euclid + Market Complete Streets Project Area**



There are no elements of the project that are directly or indirectly related to past or future environmental mitigation or permit conditions resulting from a separate development or capital improvement project.



## 2. Consistency with Regional Plan.

The Euclid + Market Complete Streets project is consistent with the 2050 Regional Transportation Plan (**RTP**) adopted by The San Diego Association of Governments (**SANDAG**) in October 2011, which states: “making bicycling and walking viable options for everyday travel can increase mobility, reduce greenhouse gases, and improve public health.” The 2050 RTP endorses a “Complete Streets” approach that includes regional a bicycle network (also incorporated in the San Diego Regional Bicycle Plan and approved by the SANDAG Board on May 28, 2010) that contains interconnected bicycle corridors and support facilities. The Complete Streets approach also means streets need to provide interconnected sidewalks with adequate room for pedestrians to walk safely.

As part of the regional transportation planning process, SANDAG is currently combining and updating the region’s two big picture planning documents – the Regional Comprehensive Plan (**RCP**) and the Regional Transportation Plan/Sustainable Communities Strategy (**RTP/SCS**) – into one document, San Diego Forward: The Regional Plan (**RP**). (See Attachment I for evidence of project consistency with the RTP and Attachment J for SANDAG Letter of Support (**LOS**).

In addition to the RTP and the RP, the project will be consistent with the Final Draft Encanto Neighborhoods Community Plan and Mobility Element (2015), the Euclid Avenue Corridor Master Plan (2013), the Market + Euclid Land Use and Mobility Plan (2013), the City of San Diego Pedestrian Master Plan, Volumes 1 and 2 (2015), the City’s Bicycle and Pedestrian Master Plan (2013), the Regional Bicycle Plan (2013), and the San Diego General Plan Mobility Element (2008). The project is also consistent with the Regional SRTS Strategic Plan, adopted in 2012. (See Attachment I for plan links and Attachment K for relevant highlighted sections of select plans).



## **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.)**

Currently, pedestrians and bicyclists represent a total of 1,733 daily active trips compared to the 22,353 vehicle trips through the same areas as indicated by the 2014 Average Daily Traffic (ADT) figure provided by SANDAG.<sup>1</sup> Existing conditions indicate that roughly 7.2% of total trips through the intersection of Market and Euclid are made using active modes of transportation.

Active daily trip estimates were calculated using two-hour field observation periods during the AM and PM peak hours on two weekdays: Friday, May 22, 2015 and Tuesday, May 26, 2015. The estimate of current daily active trips was calculated using the National Bicycle & Pedestrian Documentation Project Extrapolation Model, with the peak hour average counts from the field study observations.

Daily totals for pedestrians were 1,625 trips and daily totals for bicyclists were 107 trips. Pedestrian peak hour rates for 2015 show a morning peak hour of 163 pedestrian trips and an evening peak hour of 119.5 pedestrian trips. Bicycle rates were significantly lower with a morning peak hour rate of 5.5 trips and an evening peak hour rate of 9 trips. It is noteworthy that 51.2% of the morning peak hour and 38.9% of the evening peak hour trips were made by school-aged youth, and 2.8% of the morning peak hour and 2.5% of the evening peak hour trips were made by seniors.

Field observation notes indicate that almost none of the trips appeared to be made for purely recreational purposes. Looking at commuting data for the project's four census tracts, 0% of the residents indicated that they walk or bike to work. However, this figure is misleading because 13.2% of residents commute to work using public transportation compared to the overall City

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<sup>1</sup> SANDAG, Public Information Request. Retrieved 5/27/15.



figure of 4.0%. One can infer that most of the commuters who use public transportation have to either walk or bike to their bus or transit station. It is also worth noting that area households are two times more likely than other city households to not have a vehicle available (7.4% compared to 3.4%).<sup>2</sup>

By 2020, 3,113 daily active trips are estimated. This accounts for both increased number of trips with projected population growth and a 5% switch from vehicular to active trips. Please note that this standard methodology and does not account for the planned development within the Encanto Neighborhoods. A total of 1,118 of the projected 3,113 daily active trips will be generated as a direct outcome of the project’s street improvements. Of the projected 3,113 daily active users of the project area, roughly 2,920 trips will be made by pedestrians and 193 trips will be by bicyclists. By 2024, 3,489 daily active trips are estimated the project area; roughly 3,273 trips will be made by pedestrians and 216 trips will be by bicyclists.

**Table 1: Current and Projected Daily Active Trips by Users**

2015-2020 Build vs No Build							
	Current	No Build		Build		Δ of Build vs No Build	
Year	2015	2020	2024	2020	2024	2020	2024
<b>DAILY ACTIVE TRIPS</b>	1,733	1,996	2,235	3,113	3,489	1,118	1,254
Pedestrian (93.8% active trips)	1,625	1,872	2,096	2,920	3,273	1,048	1,177
Bike (6.2% active trips)	107	124	139	193	216	69	77
<b>ANNUAL ACTIVE TRIPS</b>	<b>632,545</b>	<b>728,540</b>	<b>815,775</b>	<b>1,136,245</b>	<b>1,273,485</b>	<b>407,942</b>	<b>457,710</b>

Using the regional forecasting data from SANDAG, the area is projected to see a 15.2% population increase by 2020. Future use numbers were derived by generating future total trip numbers for vehicles and active transportation modes and then assuming a 5% mode switch between future vehicle trips to active transportation modes. Similar projects in Orlando and San

<sup>2</sup> Census, American Community Survey (ACS), 2013 Commuting Data: <http://factfinder.census.gov>.



Francisco saw a comparable modality shift from vehicular to active trips, but varied greatly in growth rates of pedestrians compared to bicyclists. For this model, the ratio of pedestrians to bikers was held constant, carried over from the existing user modality breakdown.

### Safe Routes to School (SRTS)

The Euclid + Market Complete Streets project (pedestrian and bicycle components) will affect children at nearby Horton Elementary, a K-5 school located at 5050 Guymon Street, San Diego, CA 92102. In the 2014-2015 school year, Horton Elementary had an enrollment of 517, 97.7% of whom qualify for a reduced or free lunch. According to a SRTS survey, 30% of Horton students report walking to school. This is especially significant since there is no bus service to this school (meaning approximately 70% of children are driven to school each day). The proposed project would impact approximately 50% of the students enrolled at Horton Elementary who live along the route proposed for improvement. Following project completion, an estimated 37% of students will walk or bike to school. This figure represents a 10% modality shift from arrival and departure by vehicle to an active mode of transit. According to the Horton SRTS Parent Survey, the three biggest issues reported by parents who do not allow their kids to walk or bike to and from school are the: 1) safety of intersections and crossings (68%); 2) speed of traffic along route (61%); and, 3) amount of traffic along route (54%).

- 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
  - b. removal of barrier to mobility
  - c. closure of gaps
  - d. other improvements to routes
  - e. educates or encourages use of existing routes

The City of San Diego is California's second largest city in terms of population. The Encanto Neighborhoods are located east of Downtown San Diego, and are bounded by Mid-City to the north, Southeastern San Diego Community Planning Area to the west, and the City of Lemon Grove



to the east, Skyline-Paradise Hills to the southeast, and National City to the South (See Attachment D). State Route 94 runs north of, and Interstate 805 runs west of, the project area.

The Euclid + Market Complete Streets project (pedestrian and bicycle components) focuses on the portions of Euclid Avenue and Market Street that bisect the neighborhoods of Lincoln Park, Chollas View, Valencia Park, and Emerald Hills (census tracts 30.01, 31.11, 33.04, and 34.04), which have a combined population of 19,570 residents.

JCNI commissioned an “Infrastructure Conditions and Infrastructure Adequacy Assessment” for the Market Creek Village area that was completed in December 2013.<sup>3</sup> (See Attachment K). The study found deficiencies in the pedestrian network, including narrow and sometimes absent sidewalks and lengthy walking distances between crosswalks that are characteristic of the area. Further, within the project area, both Euclid Avenue and Market Street are heavily trafficked by automobiles and buses. Euclid Avenue carries over 20,000 vehicles per day and features four travel lanes with a raised median/center turn-lane. On-street parking is allowed in some segments. Signal-controlled pedestrian crossings are provided on Euclid approximately every 600 feet between Guymon and Naranja Streets. No bicycle lanes are provided. Market Street carries over 10,000 vehicles per day and features four travel lanes (west of 51st, which is just east of Euclid) and two lanes (east of 51st). Center-turn lanes are provided at signalized intersections, and on-street parking is allowed on most segments. Continuous sidewalks are provided on segments west of 51st. Only an unpaved pedestrian path exists east of 51st. Signal-controlled pedestrian crossings are provided at four intersections, with an average distance of 1,300 feet (1/4 mile) between signalized crossings. Only portions of Market Street between 47th and Market Creek Drive are marked as a bike route (Class III).<sup>4</sup>

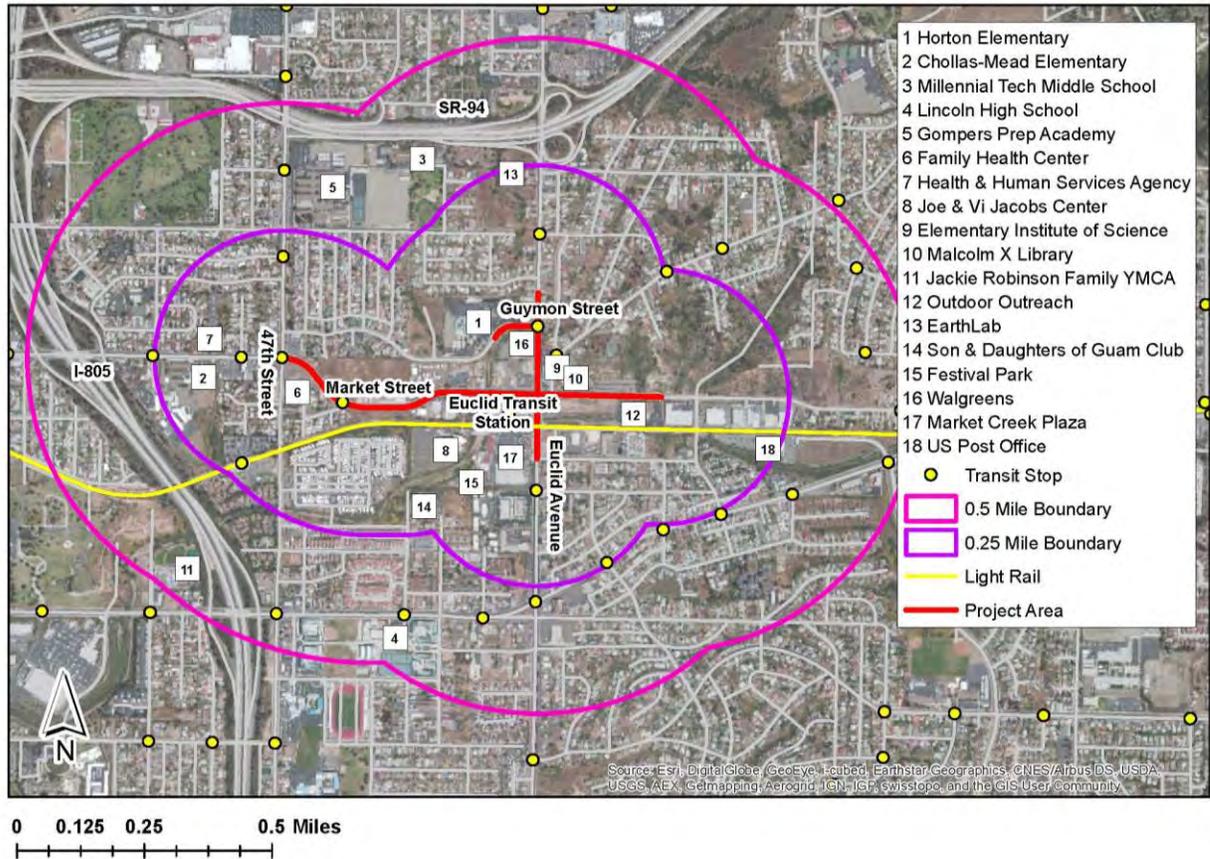
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<sup>3</sup> Rick Engineering. Infrastructure Conditions & Infrastructure Adequacy Assessment: Market Creek Village Plan Area. December 4, 2013.

<sup>4</sup> *Ibid.*



**Figure 2: Community Destinations within the Project Area**



The project will connect routes to community destinations such as an elementary school, a middle school, a multimodal transit station, a shopping center, a public library, a community clinic, a pharmacy, and multiple nonprofit organizations. The area also has a number of vacant parcels of land in various stages of development – for example, a 52-unit affordable housing complex is entitled and will begin construction in 2016. The project area will benefit from 300 linear feet of new multi-use trails that will be constructed in 2016 using Proposition 84 funding secured by JCNi via a \$1,084,614 Urban Greening grant. These trails will be located northwest of the Euclid and Market intersection and will include a pedestrian footbridge across Chollas Creek, connecting the trails to Guymon Street and Horton Elementary School.

**Table 2: Community Identified Destinations**

<b>DESTINATION</b>	<b>ADDRESS</b>	<b>TARGET POPULATION</b>	<b>SERVICE/SIZE</b>
Horton Elementary	5050 Guymon Street San Diego, CA 92102	Children	Grade K-5 Public School (517 students)
Millennial Tech Middle School	1110 Carolina Ln, San Diego, CA 92102	Children/Youth	Grade 6-8 Public School (467 students)
Elementary Institute of Science	608 51st St, San Diego, CA 92114	Children/Youth	After school and summer science classes for youth, aged 7-17
Euclid Transit Station	Corner of Euclid Avenue and Market Street	Residents, commuters, visitors	Orange Line Trolley Service (light rail transit between Downtown San Diego and El Cajon); hub for bus routes; Park N Ride location
Market Creek Plaza (a JCNI-developed property)	310 Euclid Avenue, San Diego, CA 92114	Residents, commuters, visitors	104,000 square feet ( <b>sf</b> ) shopping center containing the area's only grocery store (JCNI-developed property)
Family Health Centers of San Diego ( <b>FHCSD</b> ) Diamond Neighborhoods Family Health Center	4725 Market Street, San Diego, CA 92102	Low-income individuals in need of healthcare	23,000 sf clinic that provides 7,000+ low-income individuals with primary healthcare services annually
Malcolm X Library	5148 Market St, San Diego, CA 92114	Youth, residents	Public Library
Joe & Vi Jacobs Community Center (a JCNI property)	404 Euclid Avenue, San Diego, CA 92114	Residents, youth, community organizations, area visitors	78,000 sf community center-houses JCNI and other neighborhood nonprofits; hosts events attended by 100,000+ annually; serves as a community cultural/arts center.
Outdoor Outreach	5275 Market St San Diego, CA 92114	Youth	Nonprofit that connects youth to the transformative power of the outdoors
Sons and Daughters of Guam	334 Willie James Jones Ave, San Diego, CA 92102	Chamorro population	Chamorro Cultural Center



Walgreen’s Pharmacy	602 Euclid Ave, San Diego, CA 92102	Residents, commuters, visitors	Area’s only pharmacy (JCNI-developed property)
COMING SOON: 50 acres of vacant/formerly blighted parcels of land slated for future development	Parcels are along Market and Euclid	Residents, visitors	e.g., a 52-unit affordable housing complex is entitled; construction to begin in 2016 (JCNI property)

**Figure 3: Students walking across the intersection of Euclid and Market<sup>5</sup>**

The existing conditions along Euclid Avenue and Market Street pose significant hazards and safety risks to school children walking or biking to school, including those at nearby Horton Elementary, which has an enrollment of 517 K-5th grade students. (See Attachments J & K for Horton LOS and verification of enrollment data).<sup>6</sup>



Photo taken from the northwest corner of Euclid Avenue and Market Street, facing the Tubman Chavez Multicultural Community Center.

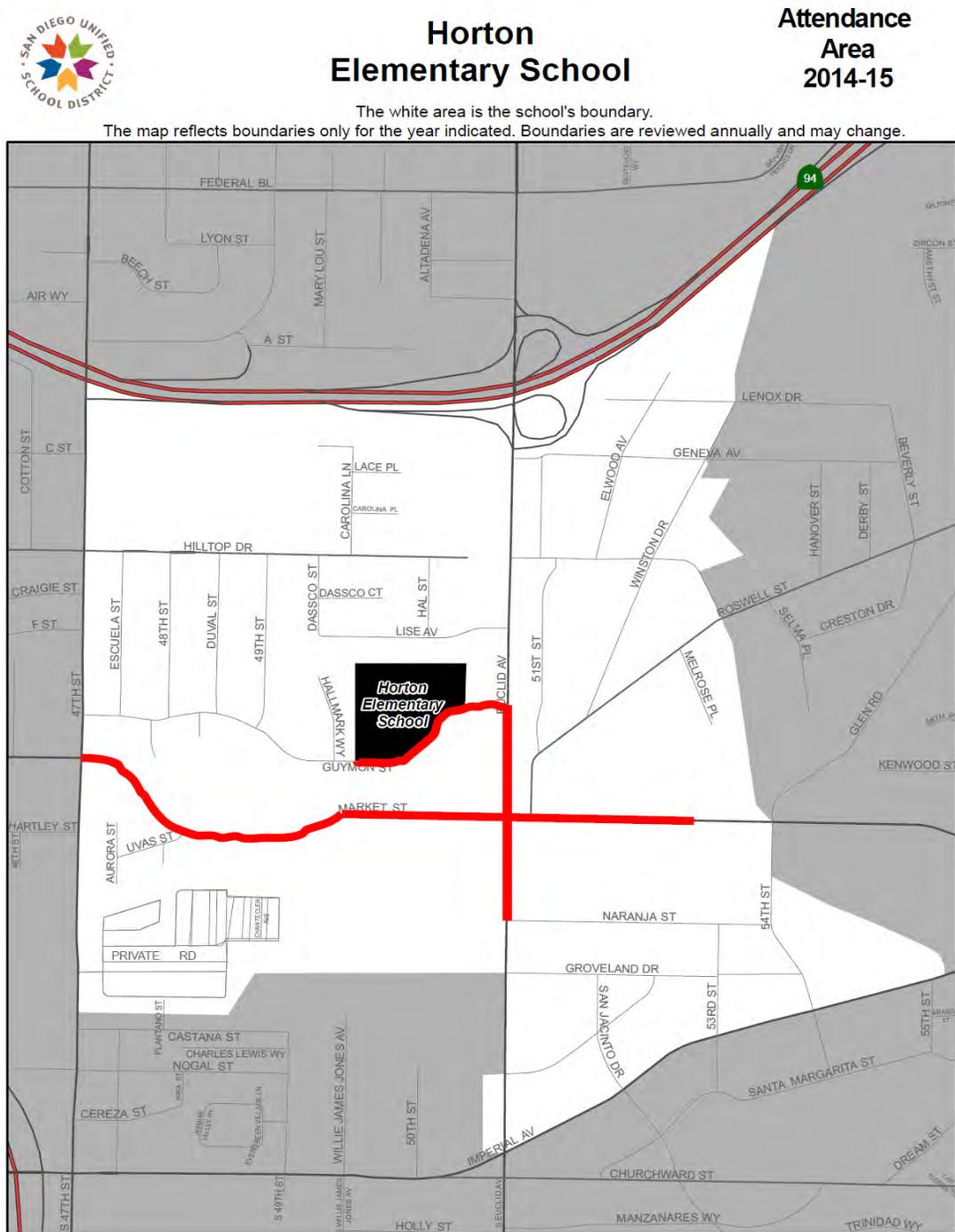
<sup>5</sup> EMLUMP (2013):

[http://www.sandiego.gov/planning/community/profiles/encanto/euclidmarket/pdf/emplump\\_full\\_march2013.pdf](http://www.sandiego.gov/planning/community/profiles/encanto/euclidmarket/pdf/emplump_full_march2013.pdf)

<sup>6</sup> California Department of Education (CDE), Dataquest (Horton): <http://dq.cde.ca.gov/dataquest>



Figure 4: Horton Elementary Attendance Area<sup>7</sup>



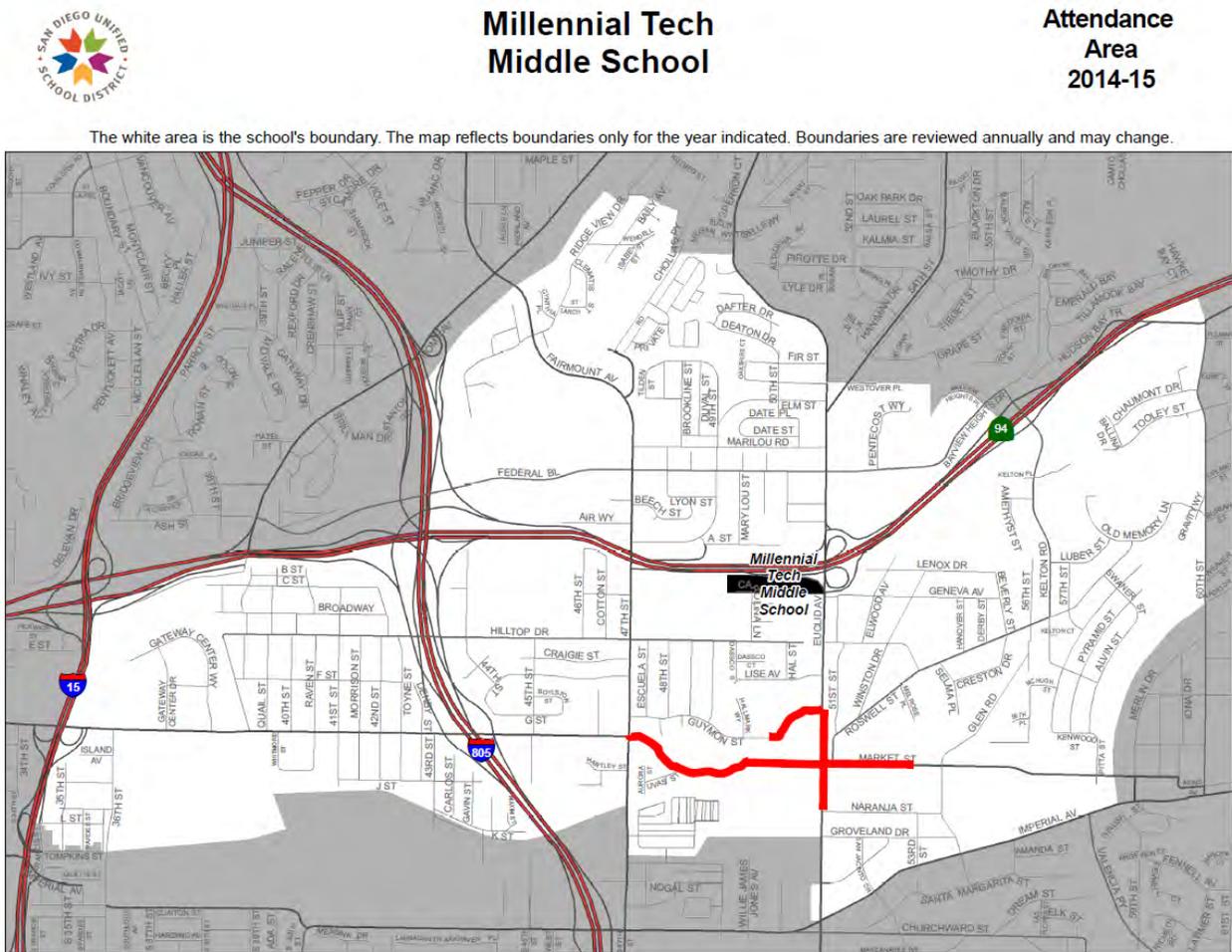
Project location marked in red.

<sup>7</sup>San Diego Unified School District, School Boundary Map (Horton):  
<http://www.sandi.net/cms/lib/CA01001235/Centricity/Domain/97/pdfs/boundary/Elementary/Horton.pdf>



467 6th – 8th grade students attending Millennial Tech Middle School, which is .6 miles away from Horton Elementary and .5 miles away from proposed improvements, will also benefit from the project.<sup>8</sup>

Figure 5: Millennial Tech Attendance Area<sup>9</sup>



Project location marked in red.

The project also has the potential to impact youth attending other area schools, including 1,052 6th -12th grade students who attend Gompers Preparatory Academy, which is a charter school

<sup>8</sup> CDE, Dataquest (Horton): <http://dg.cde.ca.gov/dataquest>

<sup>9</sup> San Diego Unified School District, School Boundary Map (Millennial Tech): <http://www.sandi.net/cms/lib/CA01001235/Centricity/Domain/97/pdfs/boundary/middle/MillennialTech.pdf>



located at 1005 47th Street, .7 miles away from Horton Elementary and .4 miles away from the intersection of Market and 47th Streets.

- 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.)**

In 2013, using SANDAG TransNet funding, the City of San Diego prepared the Euclid + Market Land Use and Mobility Plan (**EMLUMP**) to guide future land use and mobility decisions in the vicinity of Euclid Avenue and Market Street. The EMLUMP Mobility Plan advises enhanced crosswalks, widening existing sidewalks, adding buffers and medians, a few roadway widening and restriping to accommodate high future traffic demands, and a number of proposed road diets and other traffic calming measures to provide a balance between vehicular, bicycle and pedestrian travel across the community.<sup>10</sup> This project is also line with the City's General Plan, which includes a policy to "collaborate with appropriate community groups, and other interested private and public sector groups or individuals to design and implement safe pedestrian routes to schools, transit, and other highly frequented destinations."<sup>11</sup>

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<sup>10</sup> EMLUMP (2013):

[http://www.sandiego.gov/planning/community/profiles/encanto/euclidmarket/pdf/emplump\\_full\\_march2013.pdf](http://www.sandiego.gov/planning/community/profiles/encanto/euclidmarket/pdf/emplump_full_march2013.pdf)

<sup>11</sup> City of San Diego General Plan Mobility Element:

<http://www.sandiego.gov/planning/genplan/pdf/generalplan/adoptedmobilityelem1ab.pdf>



## Part B: Narrative Questions

### Detailed Instructions for: Question #2

#### QUESTION #2

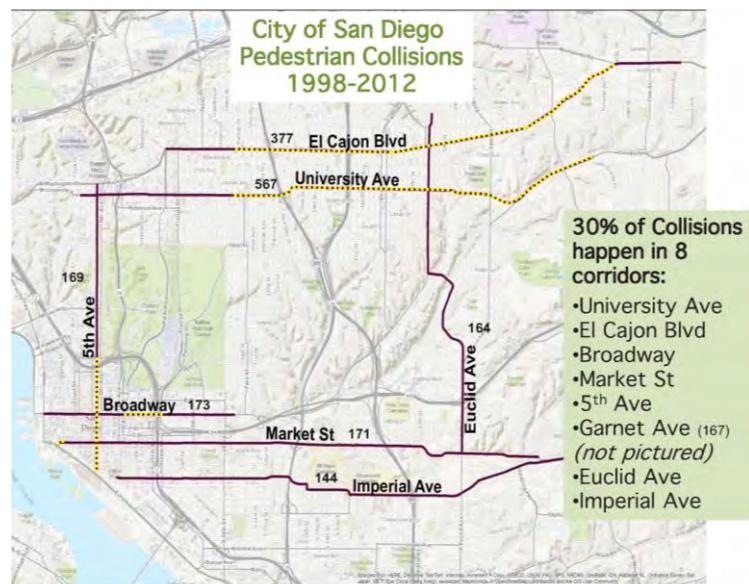
**POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)**

- 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 Encanto Neighborhoods, with 96 pedestrian collisions between 2008 and 2012, ranked 8th citywide in number of pedestrian collisions among planning areas.<sup>12</sup> According to Circulate San

Diego, locations within the Encanto Neighborhoods with relatively high numbers of pedestrian and bicycle collisions (7 to 9 collisions over a five-year period) include the 47th Street and Market Street intersection (4 incidents) and 3 locations near the Euclid Trolley Station.<sup>13</sup> Approximately 70% (16 out of 23) of all pedestrian and bicycle involved collisions in the last five years within Encanto occurred within 500 feet of a transit stop.<sup>14</sup> Further,

**Figure 6: City of San Diego Pedestrian Collisions 1998-2012<sup>1</sup>**



“residents living in neighborhoods where more people walk – Downtown, Southeastern, and City Heights are hardest hit. They are 10x more likely to be hit by a car.”<sup>15</sup>

<sup>12</sup> City of San Diego Transportation and Stormwater Division, Comprehensive Pedestrian Collision Analysis (April 2014): <http://www.sandiego.gov/tsw/pdf/pedestriansafetystudy/pedcollisionanalysis.pdf>

<sup>13</sup> Circulate San Diego LOS, 5/21/15.

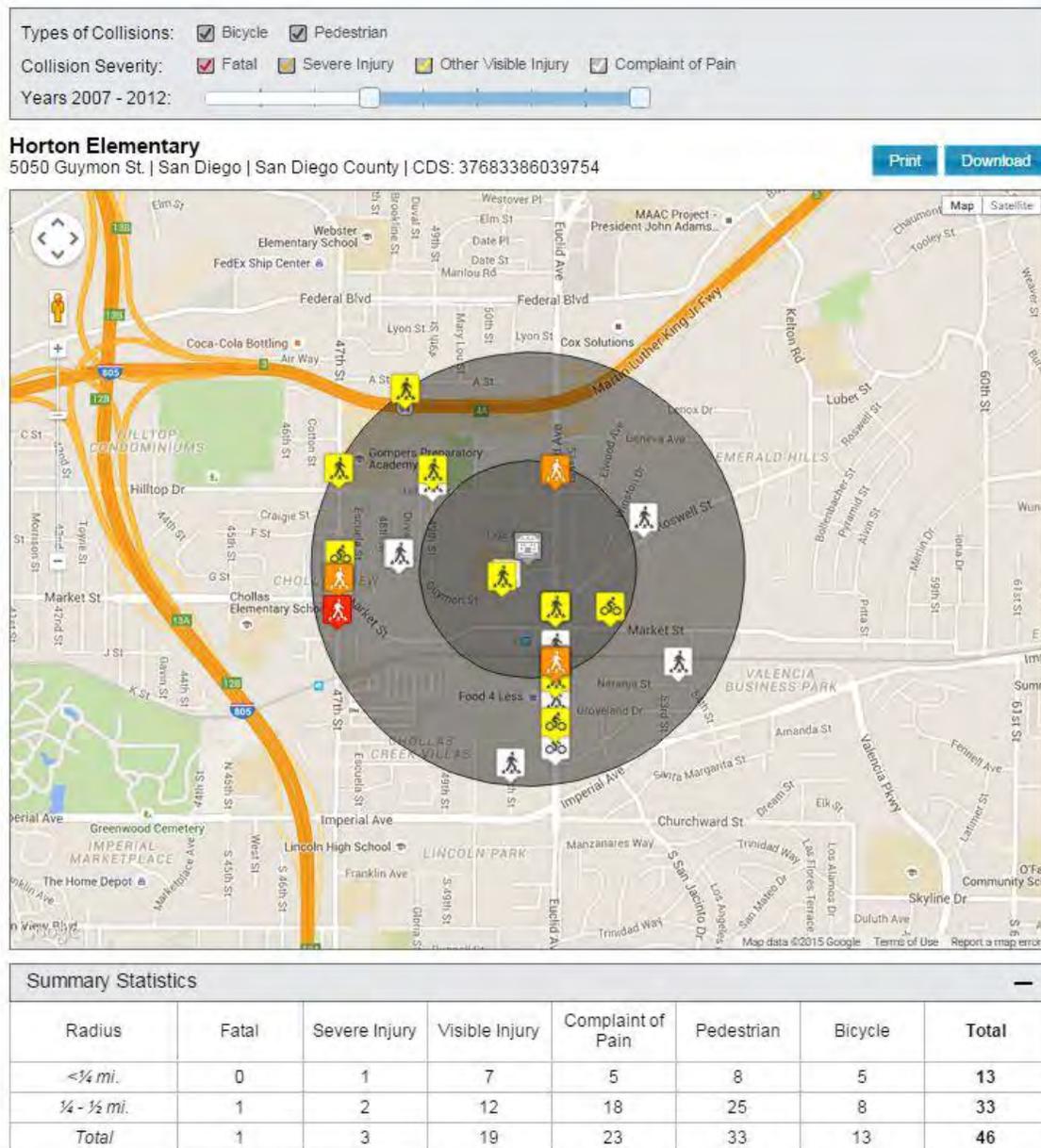
<sup>14</sup> *Ibid.*

<sup>15</sup> Circulate San Diego, Vision Zero. Presentation to the City: <http://www.sandiego.gov/tsw/pdf/bac/vzpresentation141105.pdf>



Data from The SRTS Collision Map Viewer shows that in the five year period between 2007 and 2012, there were 46 bicycle and/or pedestrian collisions (including 1 fatality) within .5 mile of Horton Elementary. Two of the pedestrian-involved collisions were directly in front of the school.<sup>16</sup>

**Figure 7: SRTS Collision Map Viewer (Horton Elementary, 2007-2012)<sup>17</sup>**



<sup>16</sup> TIMS—Transportation Injury Mapping System: <http://tims.berkeley.edu/tools/srts/main.php>

<sup>17</sup> *Ibid.*



**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.)**

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The project will improve bicycle facilities and sidewalks by creating infrastructure connections that provides safe, convenient, and attractive routes for pedestrians and bicyclists to move between their homes and community destinations. There are numerous breaks in the connectivity of pedestrian and bicycle infrastructure in the project area. In addition to missing sidewalks on Market Street, east of Euclid Avenue, there are 478 missing curb ramps within the community and 492 non-compliant curb ramps. The bicycle network in Encanto is extremely sparse, with many gaps in the north-south and east-west directions. Only 7.3% of roadways in Encanto have bicycle facilities versus 12.6% of City of San Diego Roadways, as a whole.<sup>18</sup>

Using ATP funds to take the project to 100% design completion, the details of infrastructure improvements will be finalized during FY 2016-2017. The project proposes to improve walkability. For example, widening sidewalks along busy stretches and adding planter buffers will provide pedestrians with protection. Additional medians will provide pedestrians safe-harbor in the middle of busy streets, allowing them to identify a safe gap and cross one direction at a time. The project proposes to add bicycle facilities to reduce points of conflict between motorized and non-motorized users. Additional lighting will increase the likelihood that pedestrians and cyclists will choose modes of active transport at night. The project incorporate traffic calming measures, such as a road hump on Guymon Street in front of Horton Elementary. The project also proposes to add curb ramps to improve accessibility.

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<sup>18</sup> EMLUMP. Existing Conditions Analysis Assessments:

[http://www.sandiego.gov/planning/community/profiles/encanto/euclidmarket/pdf/appendix\\_b\\_existing\\_conditions\\_rpt.pdf](http://www.sandiego.gov/planning/community/profiles/encanto/euclidmarket/pdf/appendix_b_existing_conditions_rpt.pdf)



**Figure 8: Existing Conditions – Market Street (between Euclid Avenue and 54th Street)**

On Market Street a commercial block between Euclid and 54th Street connects surrounding residential areas to the Village at Market Creek. 80% of the sidewalks along this stretch are missing, forcing pedestrians to walk along a rocky, unpaved dirt shoulder and cyclists to bike in the street. The proposed project will close gaps in the sidewalk network.



Market Street, between Euclid Avenue and 54th Street (facing west toward the Euclid and Market intersection).

**Figure 9: Existing Conditions – Market Street (between Market Creek Drive and 47th)**

Along Market Street, crosswalks are generally widely spaced due to the long block lengths. Obstructions such as fire hydrants and light poles on narrow sidewalks may require pedestrians to leave the sidewalk. The widths of major roadways can be reduced to minimize distance when crossing the street.



Facing west on Market Street between Market Creek Drive and 47th Street



Bicycle lanes are currently provided on segments of Market Street immediately west of the I-805 freeway. Installation of bicycle facilities on Market Street supports the longer-term goal of a regional bicycle network that can connect the Village at Market Creek to Downtown San Diego, allowing for commuters to bike to work more safely. There are no bicycle lanes on Euclid Avenue, between Market and Naranja Streets, which forces bicyclists to ride in traffic or on the sidewalk.

**Figure 10: Existing Conditions – Euclid Avenue (between Market and Naranja Streets)**



Facing south on Euclid Avenue, showing no bicycle lanes between Market and Naranja Streets.



## **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 City and JCNI have worked with stakeholders for more than a decade to demonstrate the San Diego “City of Villages” General Plan and incorporate its goals in the Euclid + Market area—connecting housing, retail, jobs, & schools with local transit. JCNI owns 50 acres of land in Encanto, and has already leveraged tens of millions in JFF dollars to develop the Market Creek Plaza and the Joe and Vi Jacobs Community Center. Stakeholders have included the public, nonprofits, institutions and community associations, and government representatives. (See Attachment I for stakeholder listing and Attachment J for LOS.)

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

In 2008, when the recession hit, planned development in Encanto stalled. But as the economy recovered, planning has recommenced. In 2013, The City of San Diego prepared EMLUMP to guide future land use and mobility decisions in the vicinity of Euclid + Market. This plan was prepared by a team of consultants working with the City, SANDAG, JCNI and the community. Planning occurred April 2011-March 2013. During this time, residents and stakeholders participated in community workshops to set priorities. Recently, a series of Town Hall meetings and a JCNI-led Redevelopment Working Group have re-engaged stakeholders. In February 2015, 280+ people attended the first JCNI-hosted Town Hall and were updated on JCNI-involved redevelopment plans projected over the next decade. In May 2015, the City of San Diego Planning Department issued the Final Draft Encanto Neighborhoods Community Plan, which provides goals and specific policies for additional future bicycle facilities, improved pedestrian facilities, and traffic calming.



- 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)

**Figure 11: EMLUMP Community Participation**



EMLUMP Community Workshops gave the community opportunities to comment on plan alternatives.

Through EMLUMP, the Encanto Neighborhoods Community Planning meetings, and the JCNI Redevelopment Working Group, stakeholders have advocated for better sidewalks, new bike facilities, and increased street lighting (See Attachment I).

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

JCNI will continue its Town Hall series and conduct charrettes to encourage stakeholder participation and input regarding of design options for streetscapes, sidewalks, bicycle facilities, crosswalks, medians, lighting, and other enhancements. Spanish and ASL interpreters will be in attendance to support facilitator-audience communications (See Attachment I).



## **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)**

Encanto is a severely disadvantaged community and displays all of the negative public health outcomes expected when people have to choose between eating, paying the rent, having electricity, etc.. This community has high rates of obesity, diabetes, coronary disease and hypertension, asthma, and behavioral health issues.<sup>19</sup> During 2014, FHCS D's Diamond Neighborhoods Family Health Center (the community clinic within the project area) served 7,304 patients, of whom more than 2,400 were aged 0-19 years.<sup>20</sup> In San Diego County, 33% of adults are overweight and 26% are obese. Nearly 30% of children in grades five, seven, and nine are overweight or obese.<sup>21</sup> In contrast, 63.9% of students at Horton Elementary school are overweight, and 36.1% have body composition that puts them at immediate health risk.<sup>22</sup> Shockingly, 69.4% of Horton students are deficient in aerobic capacity—reflecting the region's very high rate of asthma.

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

This ATP project will connect to new trails along Chollas Creek at multiple locations - including Market Street, Euclid Avenue, and Guymon Street (across from Horton Elementary) - creating a welcoming walking, running, and bicycling creek-side recreation zone. It will create a safer passage to the local community garden just north of the zone. Other intended benefits are reducing children's obesity and asthma rates and adults' rates of cardiovascular disease and diabetes.<sup>23</sup>

<sup>19</sup> County of San Diego:

[http://www.sandiegocounty.gov/hhsa/programs/phs/documents/CHSChronicDiseaseAtlas\\_Diabetes\\_2012.pdf](http://www.sandiegocounty.gov/hhsa/programs/phs/documents/CHSChronicDiseaseAtlas_Diabetes_2012.pdf)

<sup>20</sup> FHCS D LOS signed by clinic's CEO, 5/19/15.

<sup>21</sup> CDC: [http://www.cdc.gov/nccdphp/dch/programs/communitiesputtingpreventiontowork/communities/profiles/pdf/ppw\\_communityprofile\\_b2\\_sandiegocounty\\_ca\\_508.pdf](http://www.cdc.gov/nccdphp/dch/programs/communitiesputtingpreventiontowork/communities/profiles/pdf/ppw_communityprofile_b2_sandiegocounty_ca_508.pdf)

<sup>22</sup> CDE: <http://data1.cde.ca.gov/dataquest/PhysFitness/PFTDN/Summary2011.aspx?r=0&t=1&y=2013-14&c=37683386039754&n=0000>

<sup>23</sup> *Effect of lifestyle interventions on reduction of cardiovascular disease events and its mortality in pre-diabetic patients: long-term follow-up*, [Zhonghua Nei Ke Za Zhi](#). 2015 Jan;54(1):13-7.



## **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)**

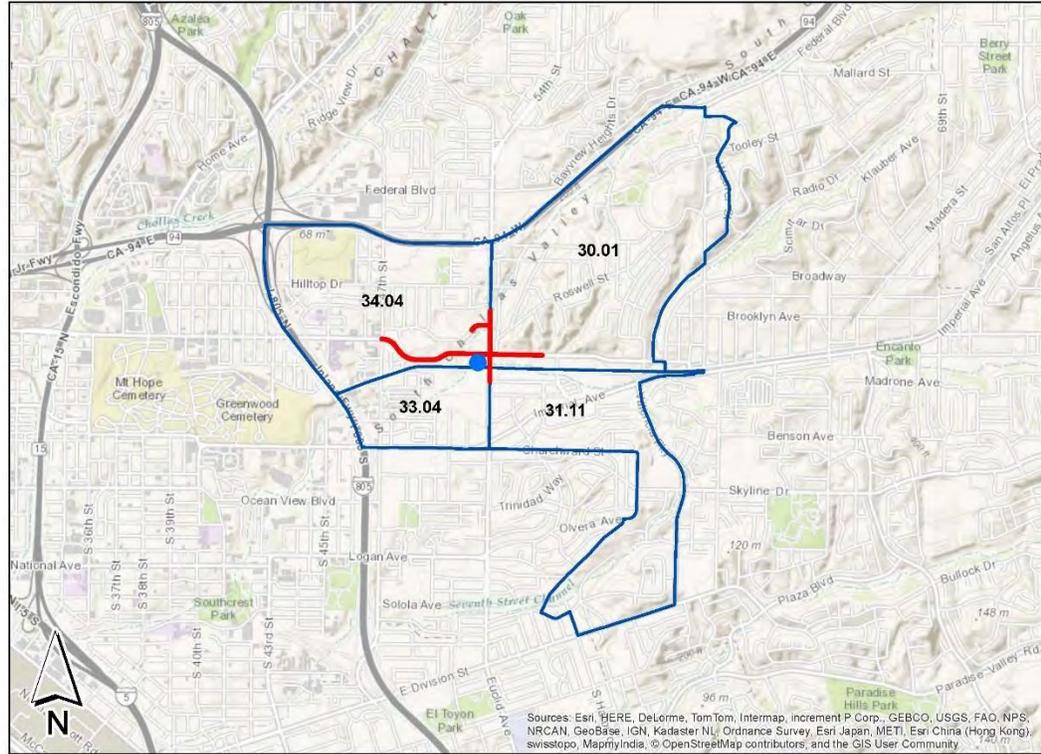
To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

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.



**Figure 12: Project Area Boundaries**



**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

**Median household income, by Census Tract for the Communities Benefited by the Project<sup>24</sup>**

Census Tract	Population	Median Income	Percent of Statewide Median Household Income (\$61,094) <sup>25</sup>
30.01(06073003001)	3,865	\$43,378	71%
31.11(06073003111)	6,945	\$45,025	74%
33.04(06073003304)	3,945	\$35,409	58%
34.04(06073003404)	4,815	\$38,705	63%

<sup>24</sup> Census, 2009-2013 ACS 5-Year Estimates: <http://factfinder.census.gov>

<sup>25</sup> Census, 2009-2013 ACS 5-Year Estimates: <http://factfinder.census.gov>



**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 tract listed
- Provide the population for each census tract listed

CalEnviroScreen Score, by Census Tract for the Communities Benefited by the Project<sup>26</sup>

Census Tract	Population (CES Population Data)	CalEnviroScreen 2.0 Score	CES 2.0 Percentile Range
30.01(06073003001)	4,226	32.54	66-70%
31.11(06073003111)	6,183	25.06	51-55%
33.04(06073003304)	3,563	33.16	66-70%
34.04(6073003404)	4,635	41.47	81-85%

**Option 3:** Percentage of students eligible for the Free or Reduced Price Meals Programs: 97.7% and 85.9%

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

Percentage of students eligible for the Free or Reduced Price Meals Programs<sup>27</sup>

School	Percentage of students eligible for the Free or Reduced Price Meals Programs
Horton Elementary	97.7%
Millennial Tech Middle School	85.9%

**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

**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.**

The entirety of the proposed infrastructure project is located within four census tracts and 100% of the requested ATP funds will be expended within these census tracts. As demonstrated

<sup>26</sup> SB 535 Disadvantaged Communities:

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=dae2fb1e42674c12a04a2b302a080598>

<sup>27</sup> CDE, Dataquest (Horton and Millennial Tech): <http://dq.cde.ca.gov/dataquest>



above, all of these census tracts meet at least one disadvantaged community criteria and several meet multiple criteria.

**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.**

Funding this project will create not just complete streets, but a complete, connected neighborhood. The project provides an assured benefit by responding to the growing demand for walkability between essential community transportation, retail, and educational services. Direct benefits to students and residents in these disadvantaged communities include increased health and safety. Roughly 29% of Horton Elementary students walk to school, according to a December 2014 Parent Survey Report. This project will benefit the children, who since the school lacks a bus system – are either driven to school by their parents or who opt to use informal, sometimes unsafe paths, rather than walk along auto-oriented streets. This project is intended not only to benefit the 13.2% of this community’s residents who already use public transit, but also to increase the number who choose to walk or bike to the Euclid Transit Station to commute to work or travel to destinations outside of the project area.<sup>28</sup> The project will benefit residents living east of Euclid Avenue, where sidewalks are missing, because they will be more connected to the Village Center.

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<sup>28</sup> 2009-2013 ACS 5-Year Estimates, Community Characteristics: <http://factfinder.census.gov>



## **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.)**

This complete streets project improves circulation and creates greater connectivity for residents and visitors alike. It has the highest Benefit/Cost ratio because it improves walkability and bikeability and increases the ability of the area’s nearly 20,000 residents, including school children, to use active modes of transport to reach the Village Center, schools, and other community destinations. This project’s scope will be further refined during year 1.

Example of discarded alternatives include: 1) a plan that included ROW acquisitions that would, for their cost, not provide justifiable benefit; and, 2) a financially unviable plan for either an underground walkway or overpass for pedestrians to cross Market Street.



- 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.)

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

Figure 13: Euclid + Market B/C Analysis

<b>20 Year Invest Summary Analysis</b>	
Total Costs	\$5,991,000.00
Net Present Cost	\$5,760,576.92
Total Benefits	\$30,048,343.22
Net Present Benefit	\$19,900,402.17
Benefit-Cost Ratio	3.45
<i>20 Year Itemized Savings</i>	
Mobility	\$7,933,661.55
Health	\$2,045,526.69
Recreational	\$5,616,264.14
Gas & Emissions	\$213,854.62
Safety	\$14,239,036.22
Funds Requested	\$4,016,000.00
Net Present Cost of Funds Requested	\$3,861,538.46
Benefit Cost Ratio	5.15

Feedback on the ATP Benefit/Cost Tool: Safety countermeasures aren't sufficient to estimate the project's benefits. The inclusion of property-damage-only (PDO) crash data isn't very applicable to crashes involving pedestrians or bicyclists. The tool would benefit from the inclusion of a section calculating the benefit of increased access to transit opportunities (See Attachment I).



## 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 project overlays a planned Community Facilities District (CFD) within the City of San Diego’s Encanto Neighborhoods Community Plan Area. The CFD is expected to be formed by the end of 2015, with bond issuance in early 2016. The City anticipates being able to leverage CFD proceeds to fund non-ATP funded improvements to the area. Additionally, JCNi has agreed to provide land valued at \$586,365 to enable sidewalks to be widened within the project area.

**Figure 14: CFD Map**





## **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](mailto:atp@ccc.ca.gov)  
 Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch  
 Email: [inquiry@atpcommunitycorps.org](mailto: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).  


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  - 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.

**\*\*\*See Attachment I for CCC Email**



## 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 San Diego has a successfully met projected timelines and project costs for all Caltrans Local Assistance projects funded during the past 5 years. Funded projects include:

- \$735,000 in Cycle 1 ATP funding for the Chollas Creek-Bayshore Bikeway Final Design project, being used for final design and construction plans for a Class I multiuse path located in the southwestern area of the city.
- \$441,250 through SANDAG's Transnet-funded Active Transportation Grant Program Cycle 2 competition, to construct the Chollas Creek-to-Bayshore Bikeway Multi-Use Path.
- \$500,000 awarded during Cycle 1 ATP the for the Linda Vista SRTS project, being implemented in partnership with Rady Children's Hospital-San Diego (**RCH-SD**), which funds programming at six Linda Vista/Bayside neighborhood schools identified as having some of the highest pedestrian injury rate and/or lowest walking rates in the City. In FY 11-12, the City in partnership with RCH-SD received \$500,000 in SRTS funding from Caltrans to enabling comprehensive SRTS programming at six middle schools in Southeastern San Diego. The City also utilized \$340,800 in FY12-13 SRTS funding to construct curb ramps and bulb-outs and install signs at Hamilton Elementary School.
- \$803,700 in FY 12-13 HSIP funding to install median barrier and striping and construct sidewalks on Ulric Street, between David Street and Fashion Hills Boulevard.
- \$577,350 in FY 10-11 HSIP funds to construct Type 60 concrete median barriers on both sides of the new center median, install safety lighting and warning signs, and restripe roadway for wider bike lanes on Florida Drive between Pershing Drive and Bob Wilson Drive.



- A Comprehensive Active Transportation Strategy Grant from SANDAG to promote increased connectivity between parks, places of business and schools and encourage active transportation.
- 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

<b>Application Signature Page</b> Required for all applications	<b>Attachment A</b>
<b>ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)</b> Required for all applications	<b>Attachment B</b>
<b>Engineer's Checklist</b> Required for Infrastructure Projects	<b>Attachment C</b>
<b>Project Location Map</b> Required for all applications	<b>Attachment D</b>
<b>Project Map/Plans showing existing and proposed conditions</b> Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	<b>Attachment E</b>
<b>Photos of Existing Conditions</b> Required for all applications	<b>Attachment F</b>
<b>Project Estimate</b> Required for Infrastructure Projects	<b>Attachment G</b>
<b>Non-Infrastructure Work Plan (Form 22-R)</b> Required for all projects with Non-Infrastructure Elements	<b>Attachment H</b>
<b>Narrative Questions backup information</b> Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	<b>Attachment I</b>
<b>Letters of Support</b> Required or Recommended for all projects (as designated in the instructions)	<b>Attachment J</b>
<b>Additional Attachments</b> Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	<b>Attachment K</b>



# 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: May 28, 2015  
Name: Kevin L. Faulconer Phone: 619-236-6330  
Title: Mayor e-mail: KL Faulconer@sanidiego.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: 6-1-15  
Name: Nikki Mitchell Phone: 619-264-0171  
Title: Principal e-mail: nmitchell@sandi.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>

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/29/2015

Project Information:					
<b>Project Title:</b> Euclid + Market Complete Streets					
District	County	Route	EA	Project ID	PPNO
11	San Diego	VAR		11-San Diego-1	

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	Notes:
E&P (PA&ED)				369				369	
PS&E				480				480	
R/W				420	260	326		1,006	
CON					2,470	1,665		4,135	
<b>TOTAL</b>				<b>1,269</b>	<b>2,730</b>	<b>1,991</b>		<b>5,990</b>	

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	Funding Agency	Notes:
E&P (PA&ED)				369				369		
PS&E				480				480		
R/W				420				420		
CON					1,542	1,205		2,747		
<b>TOTAL</b>				<b>1,269</b>	<b>1,542</b>	<b>1,205</b>		<b>4,016</b>		

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	Funding Agency	Notes:
E&P (PA&ED)										
PS&E										
R/W										
CON										
<b>TOTAL</b>										

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	Funding Agency	Notes:
E&P (PA&ED)										
PS&E										
R/W										
CON										
<b>TOTAL</b>										

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	Funding Agency	Notes:
E&P (PA&ED)										
PS&E										
R/W										
CON										
<b>TOTAL</b>										

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	Funding Agency	Notes:
E&P (PA&ED)										
PS&E										
R/W										
CON										
<b>TOTAL</b>										

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/29/2015

Project Information:					
<b>Project Title:</b> Euclid + Market Complete Streets					
District	County	Route	EA	Project ID	PPNO
11	San Diego	VAR		11-San Diego-1	

**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)									
PS&E									
R/W					260	326		586	
CON					928	460		1,388	
<b>TOTAL</b>					<b>1,188</b>	<b>786</b>		<b>1,974</b>	
									Notes: JCNI contribution for ROW. Leverage CFD for non-participating items.

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

Fund No. 4:	Proposed Funding Allocation (\$1,000s)								Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									
									Notes:

Fund No. 5:	Proposed Funding Allocation (\$1,000s)								Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									
									Notes:

Fund No. 6:	Proposed Funding Allocation (\$1,000s)								Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									
									Notes:

Fund No. 7:	Proposed Funding Allocation (\$1,000s)								Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									
									Notes:

## 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.*

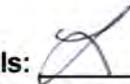
The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the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

#### 1. Vicinity map /Location map

Engineer's Initials: 

- 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: 

- 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: 

*(Include cross-section for each controlling configuration that varies significantly from the typical)*

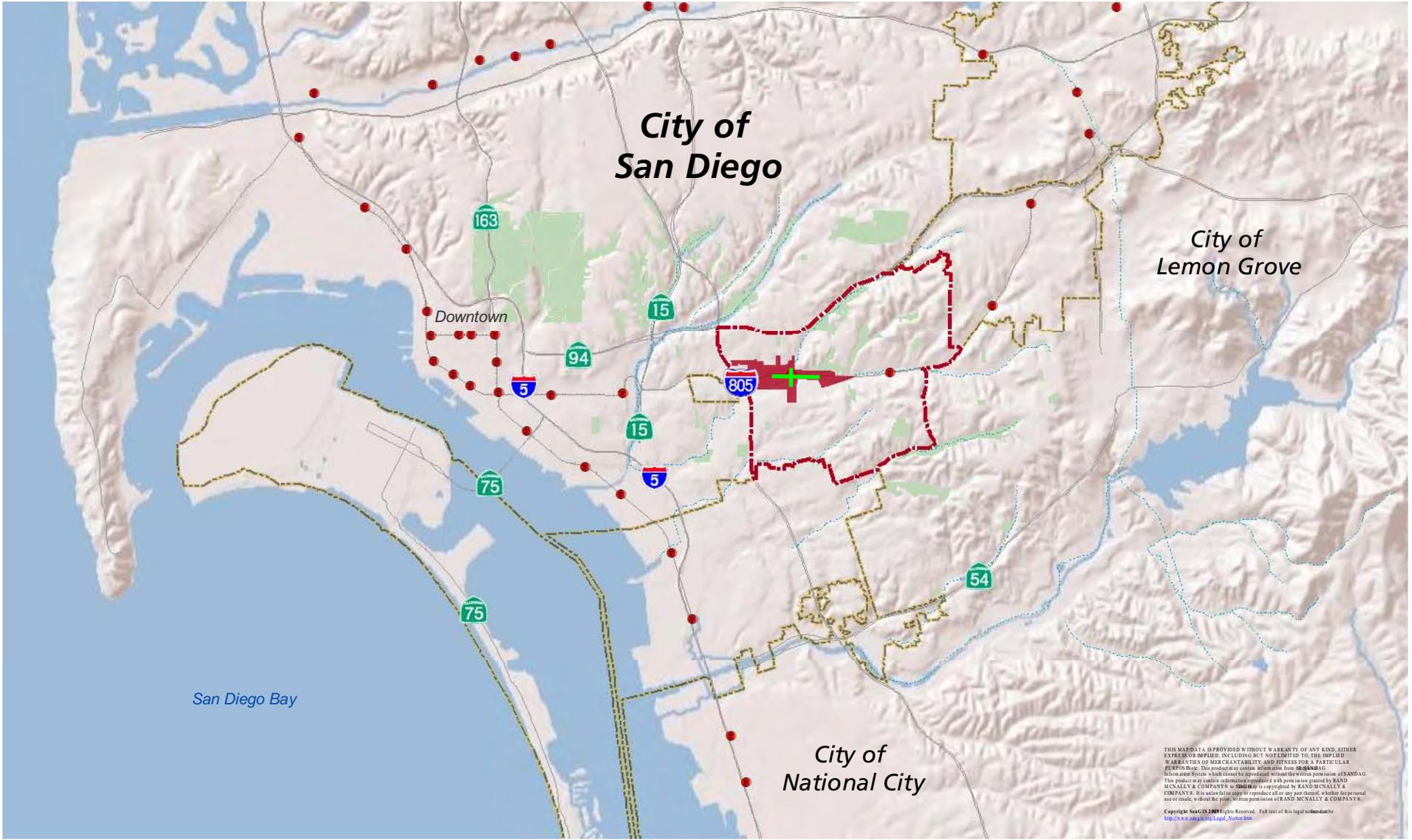
- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

#### 4. Detailed Engineer's Estimate

Engineer's Initials: 

- 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





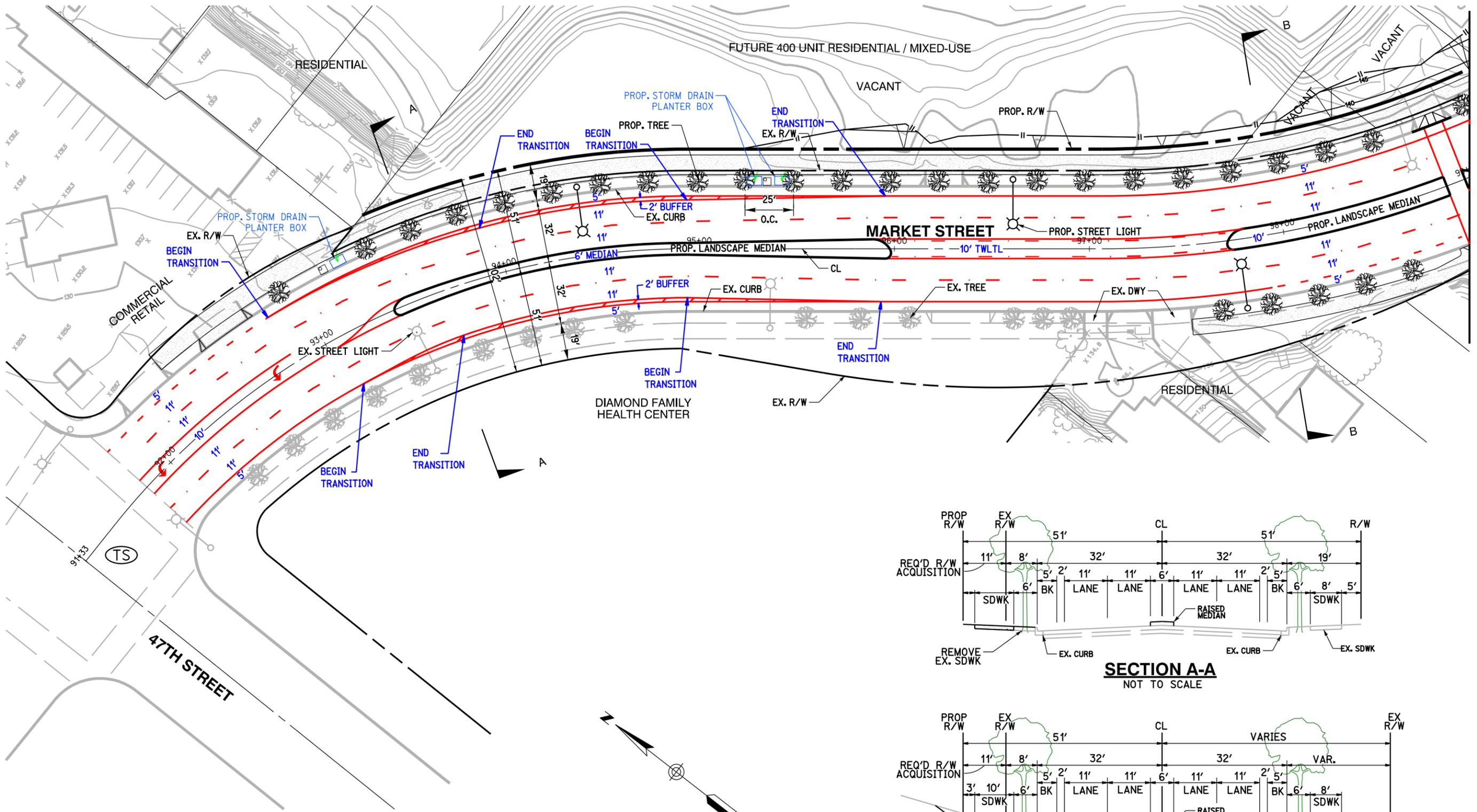
THIS MAP/DATA IS PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. This product may contain information from HERE/NAVTEQ Information Systems, which cannot be reproduced without the written permission of HERE/NAVTEQ. This product may contain information reproduced with a permission granted by RAND McNALLY & COMPANY. It is unlawful to copy or reproduce all or any part thereof, whether for personal use or resale, without the prior, written permission of RAND McNALLY & COMPANY. Copyright © 2015. All rights reserved. Full text of this legal disclaimer: [http://www.randm.com/legal\\_notices.htm](http://www.randm.com/legal_notices.htm)

**LEGEND**

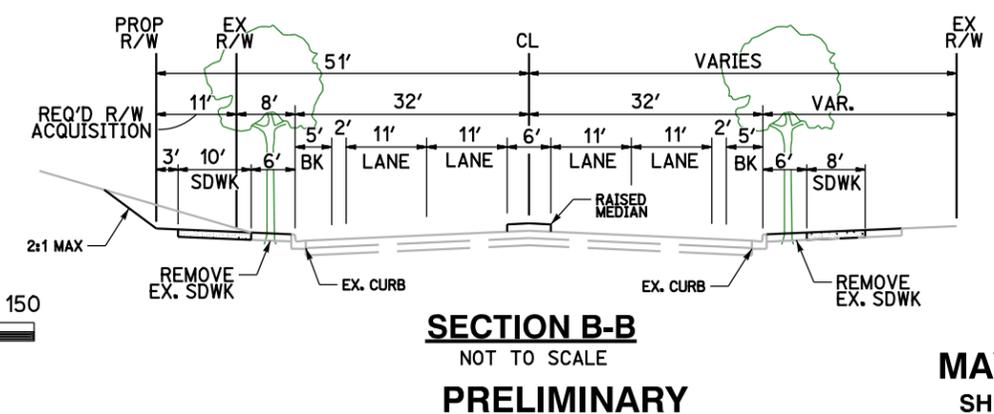
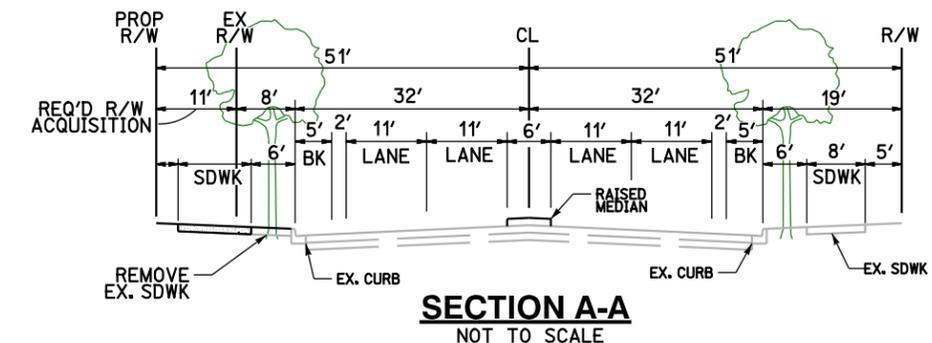
- ◆ Euclid & Market Village Master Plan Project Area Boundary
- Community Plan Boundary
- City of San Diego Boundary
- Project Area
- River/Stream
- Light Rail
- Freeways
- ◆ Parks and Open Spaces

Attachment D: Project Location Map



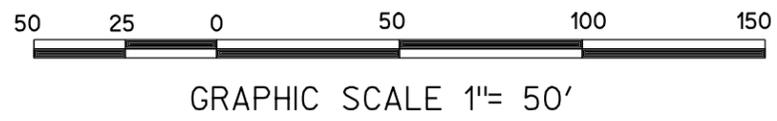


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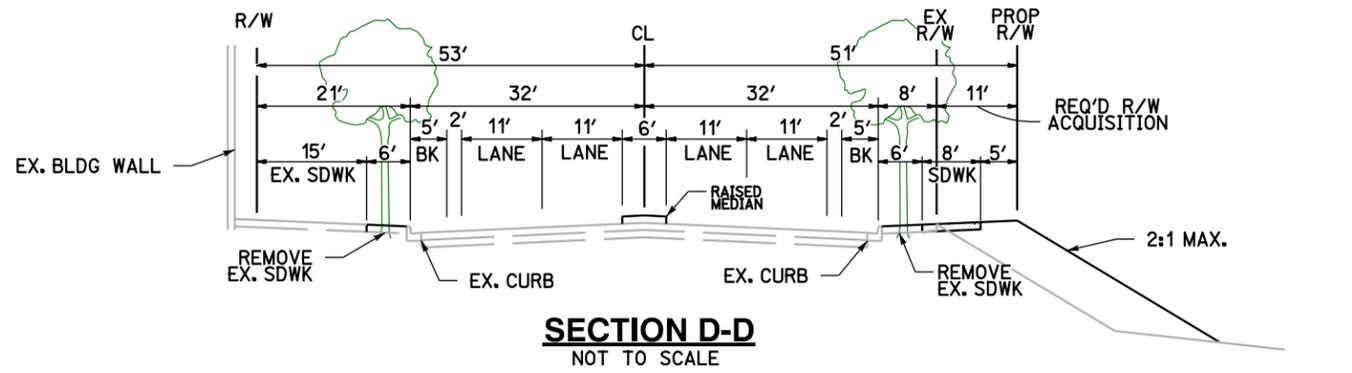
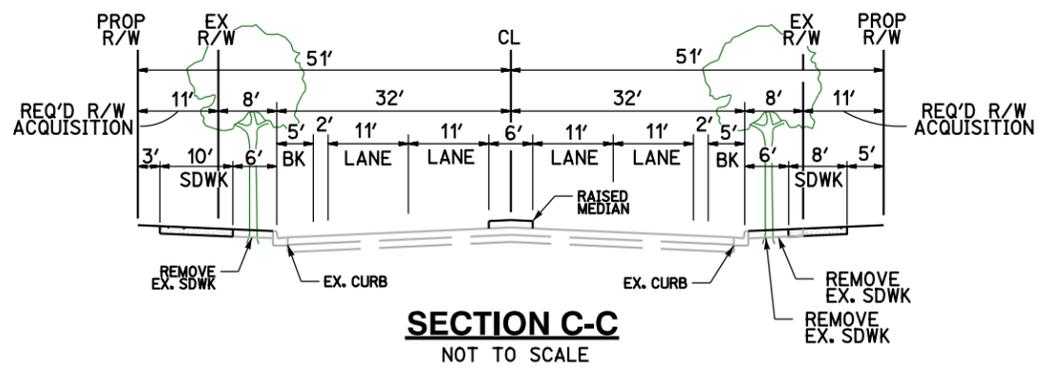
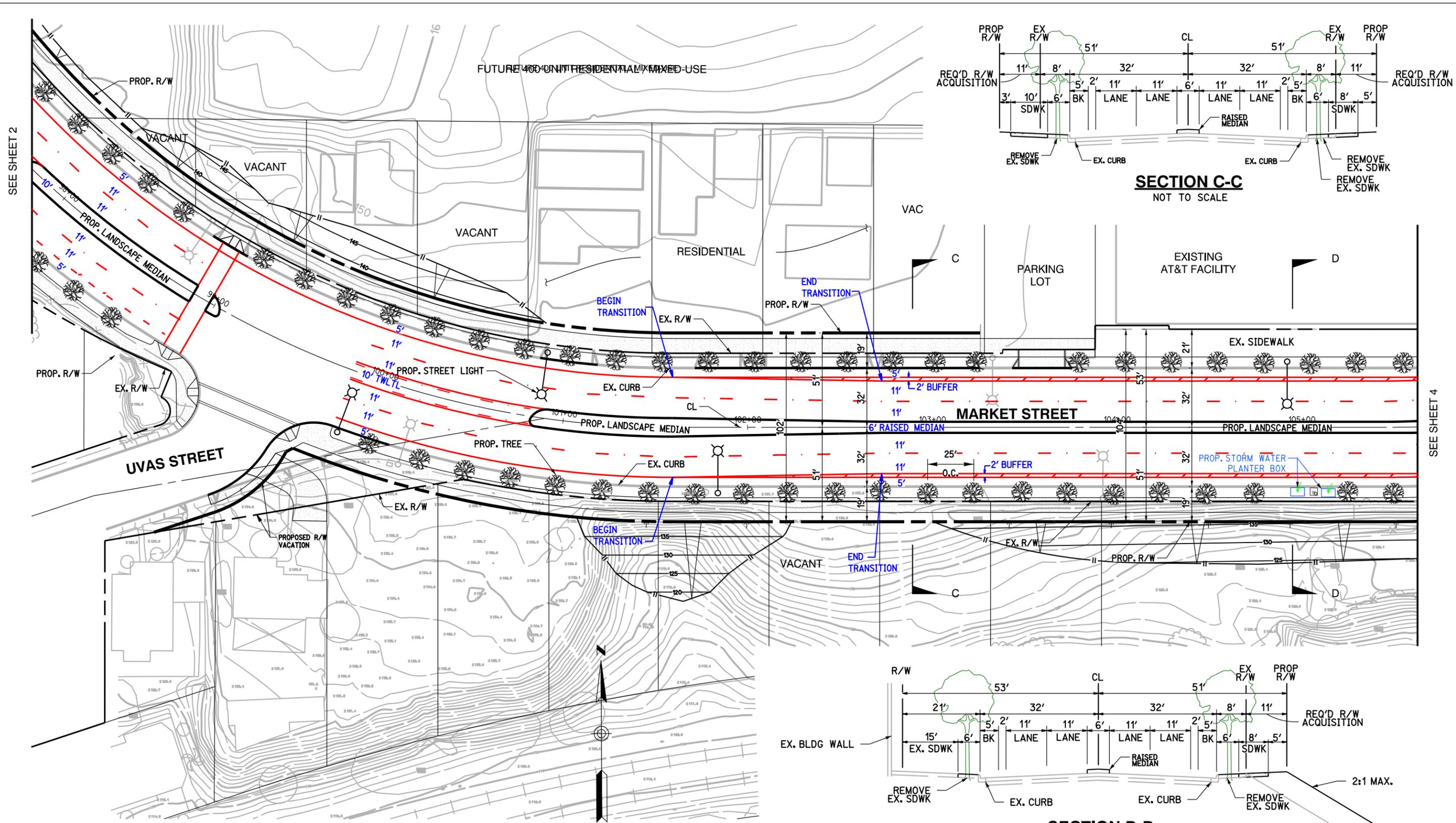
**RICK**  
ENGINEERING COMPANY

JN-13284aaa  
5620 FRIARS ROAD  
SAN DIEGO, CA 92 10  
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(FAX)619.29 .4 65



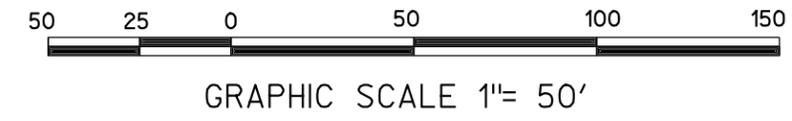
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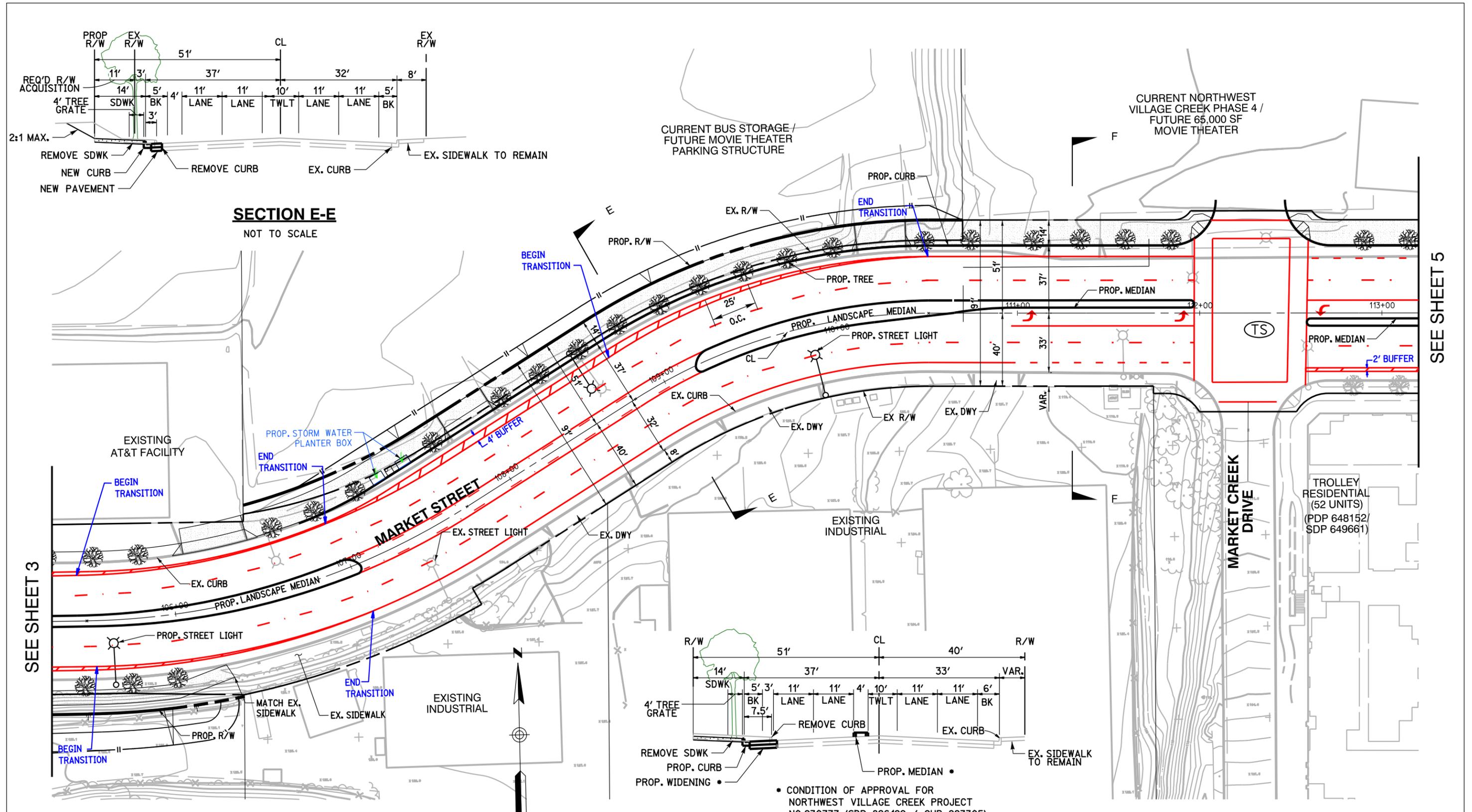
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ENGINEERING COMPANY

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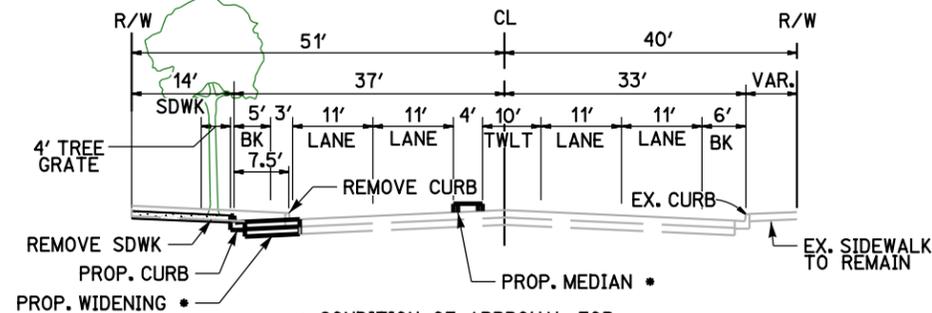


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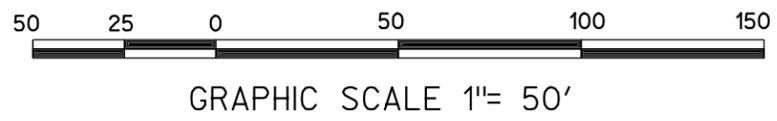
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• CONDITION OF APPROVAL FOR  
NORTHWEST VILLAGE CREEK PROJECT  
NO.230777 (SDP 826122 / CUP 923305)



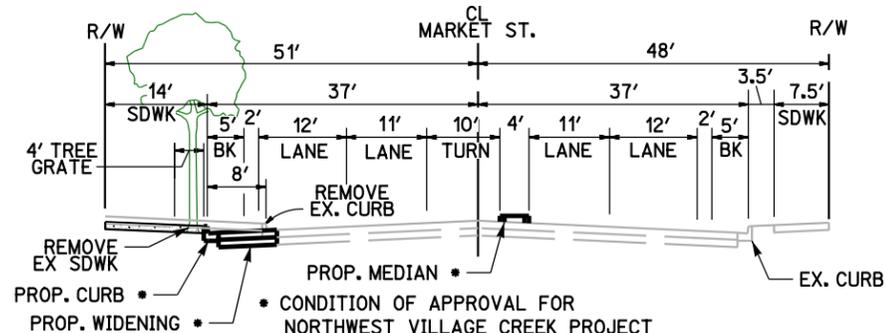
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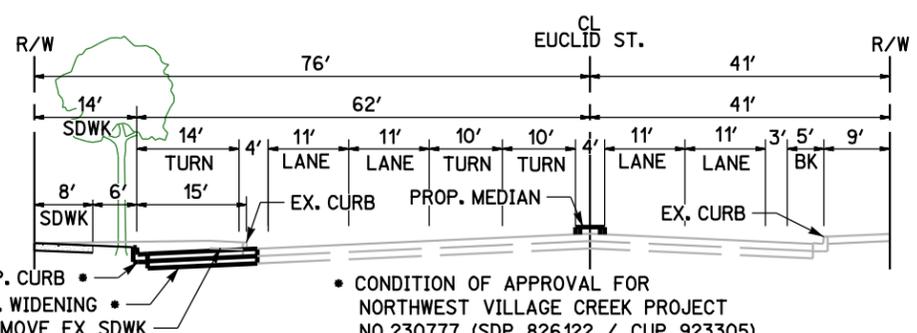
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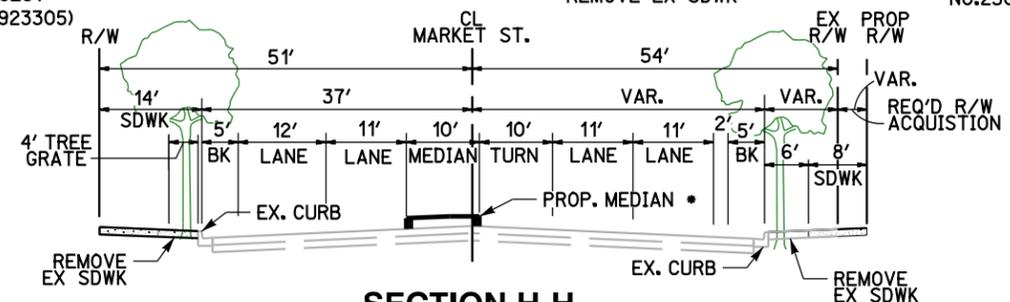
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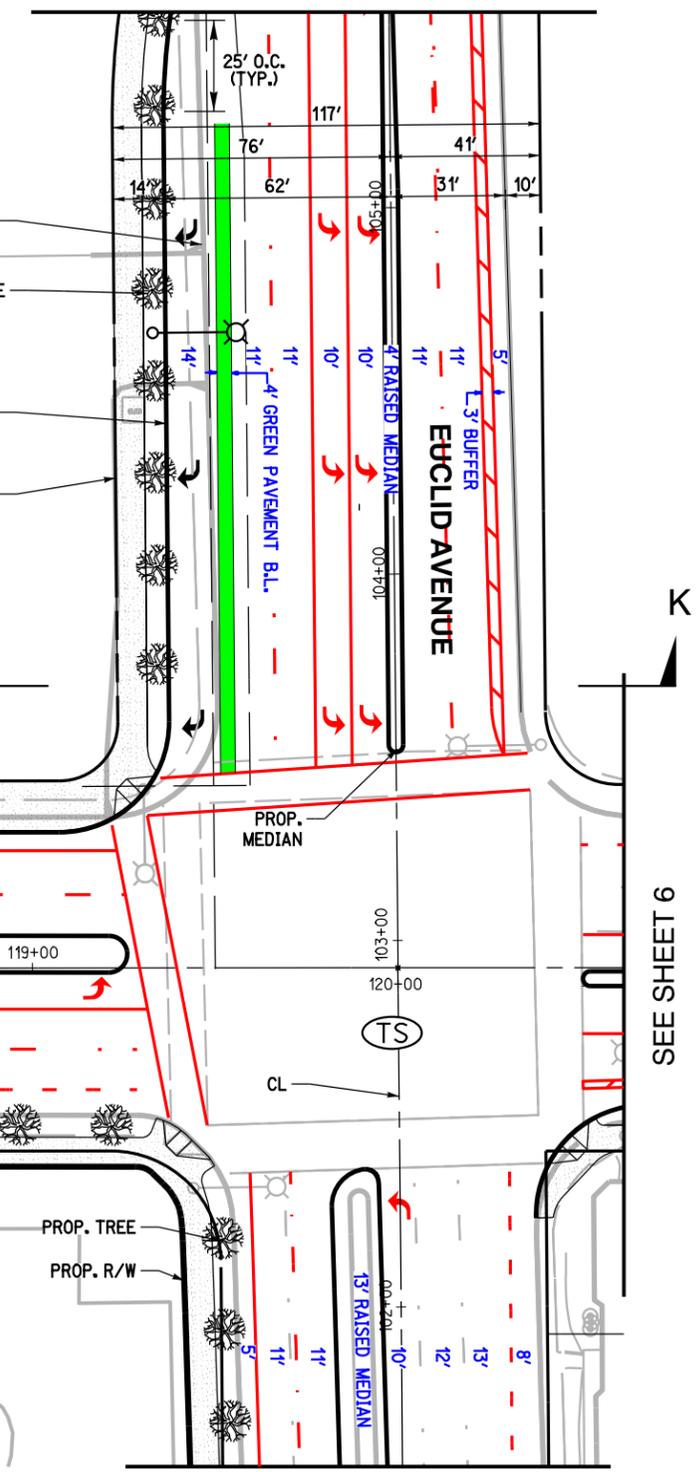
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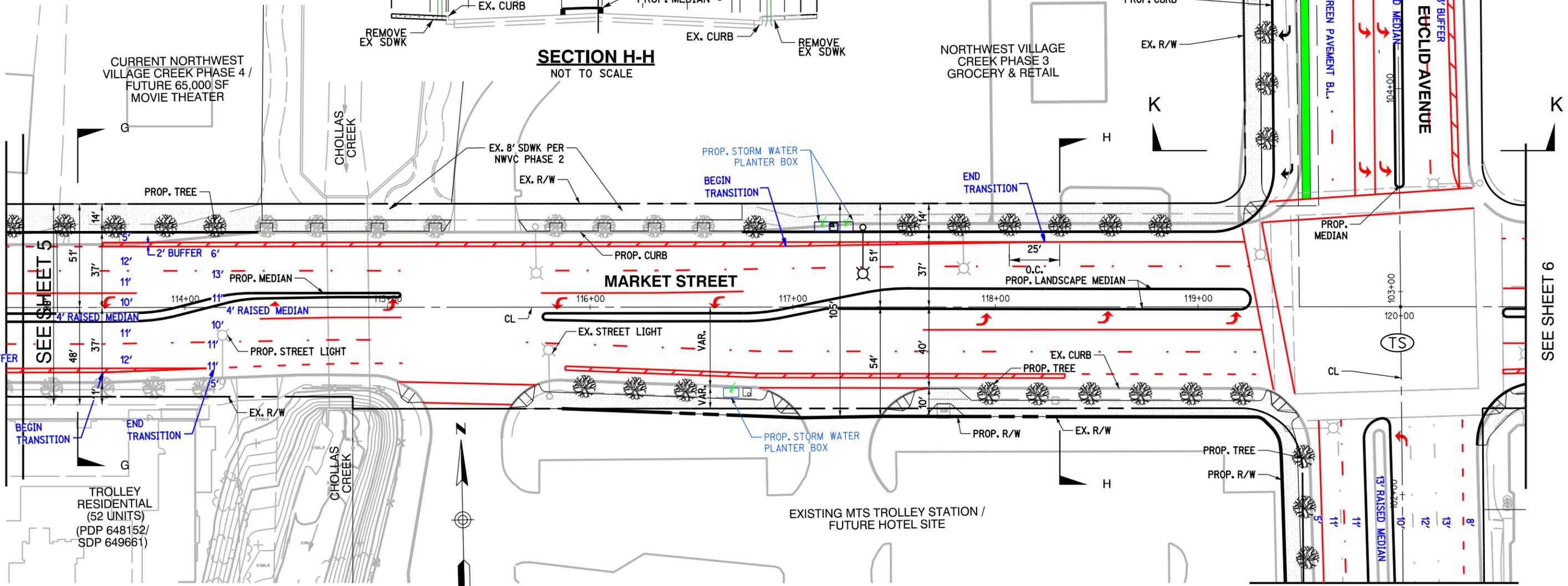
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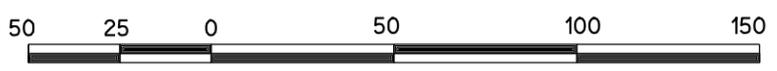


CURRENT NORTHWEST VILLAGE CREEK PHASE 4 / FUTURE 65,000 SF MOVIE THEATER

NORTHWEST VILLAGE CREEK PHASE 3 GROCERY & RETAIL

TROLLEY RESIDENTIAL (52 UNITS) (PDP 648152/SDP 649661)

EXISTING MTS TROLLEY STATION / FUTURE HOTEL SITE



GRAPHIC SCALE 1"= 50'

**RICK**  
ENGINEERING COMPANY

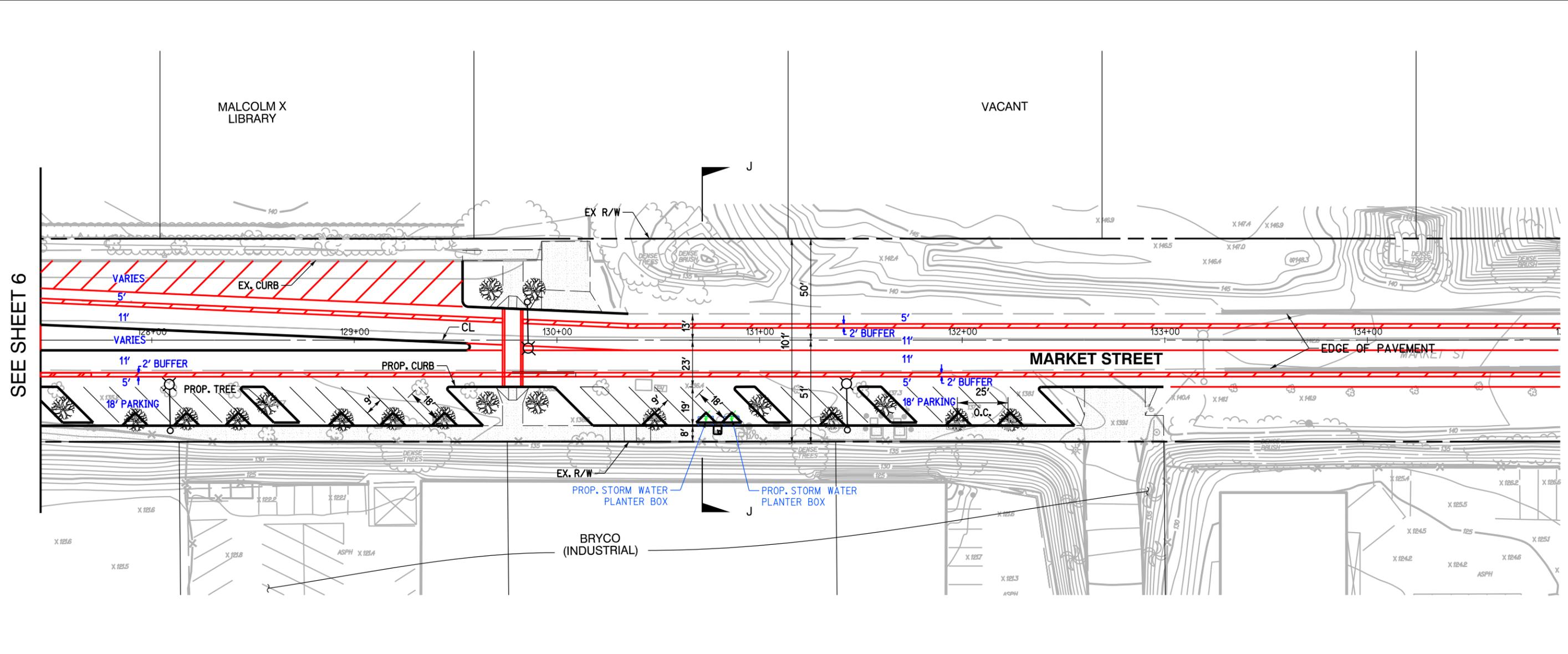
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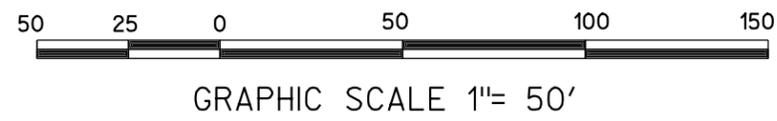
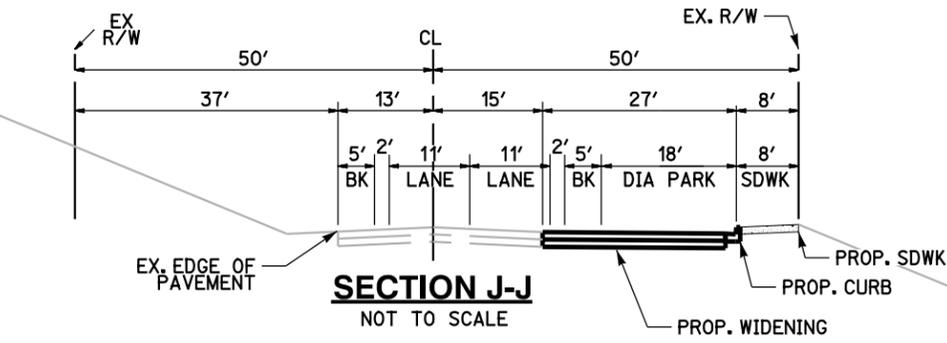
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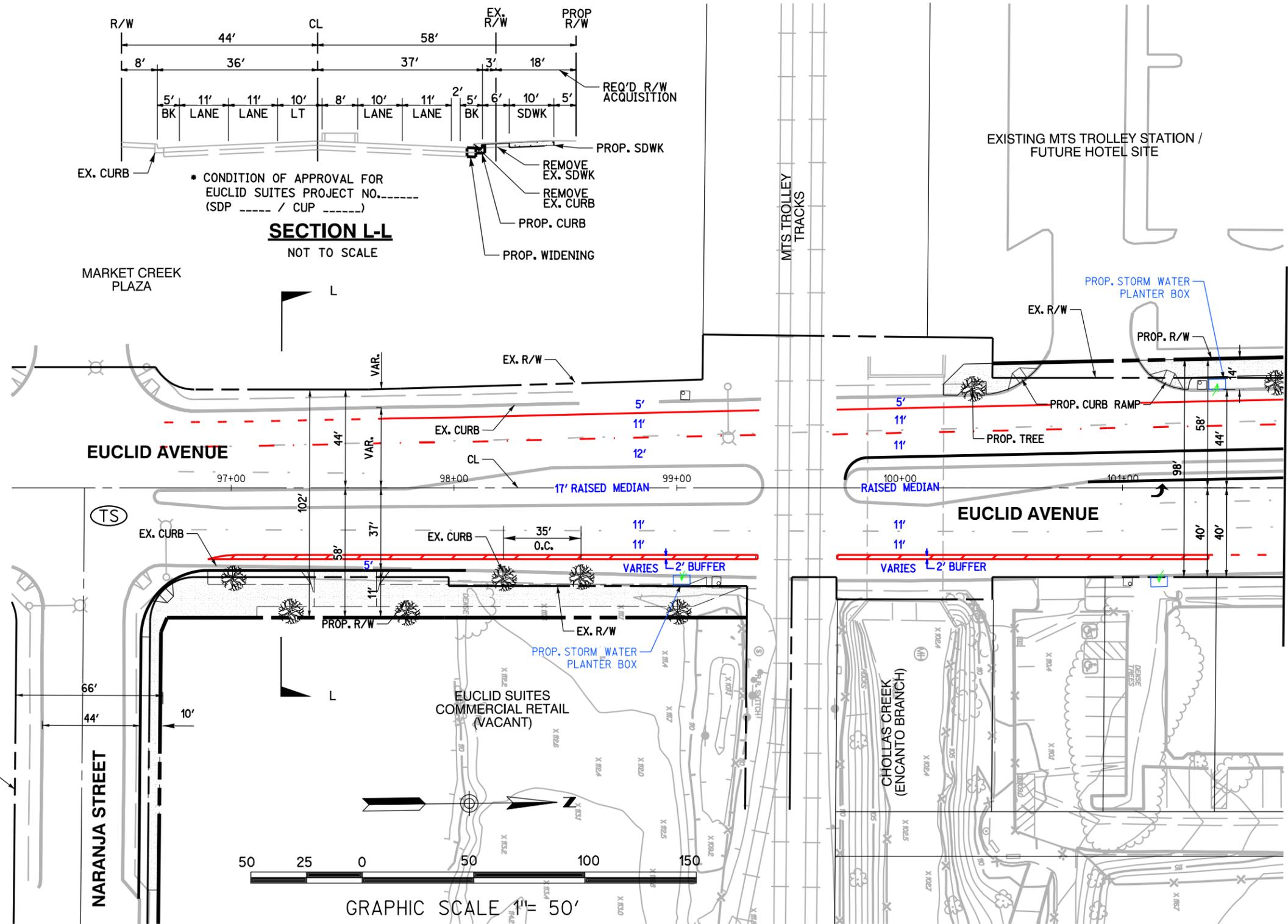


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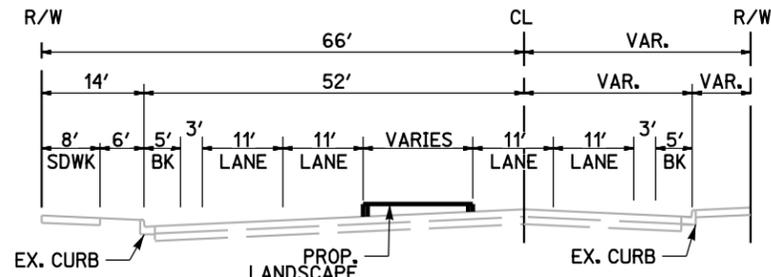
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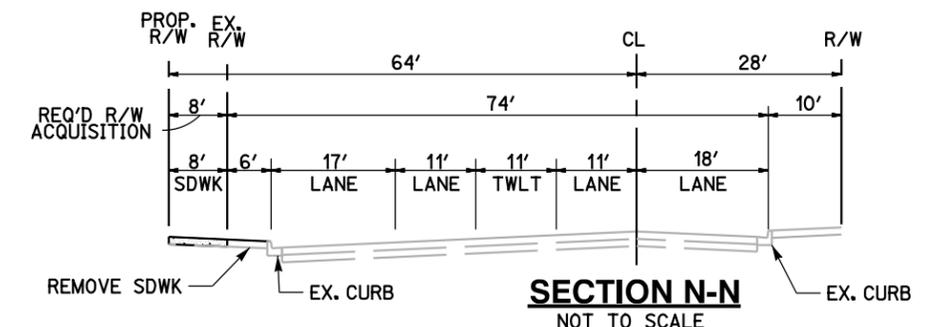
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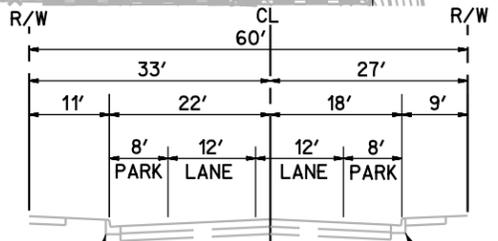


• CONDITION OF APPROVAL FOR  
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NO.230777 (SDP 826122 / CUP 923305)

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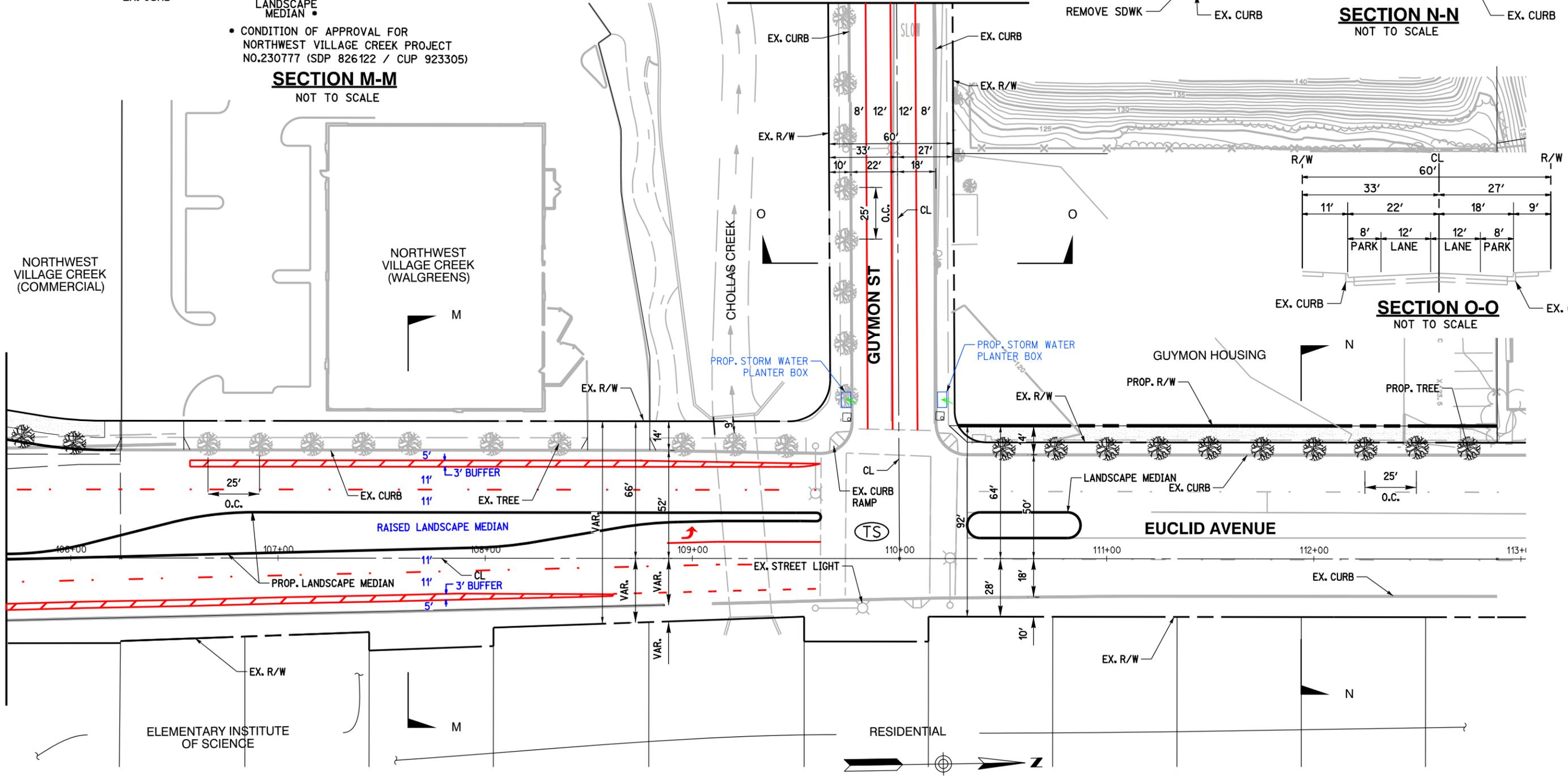
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**SECTION O-O**  
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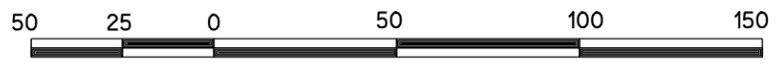
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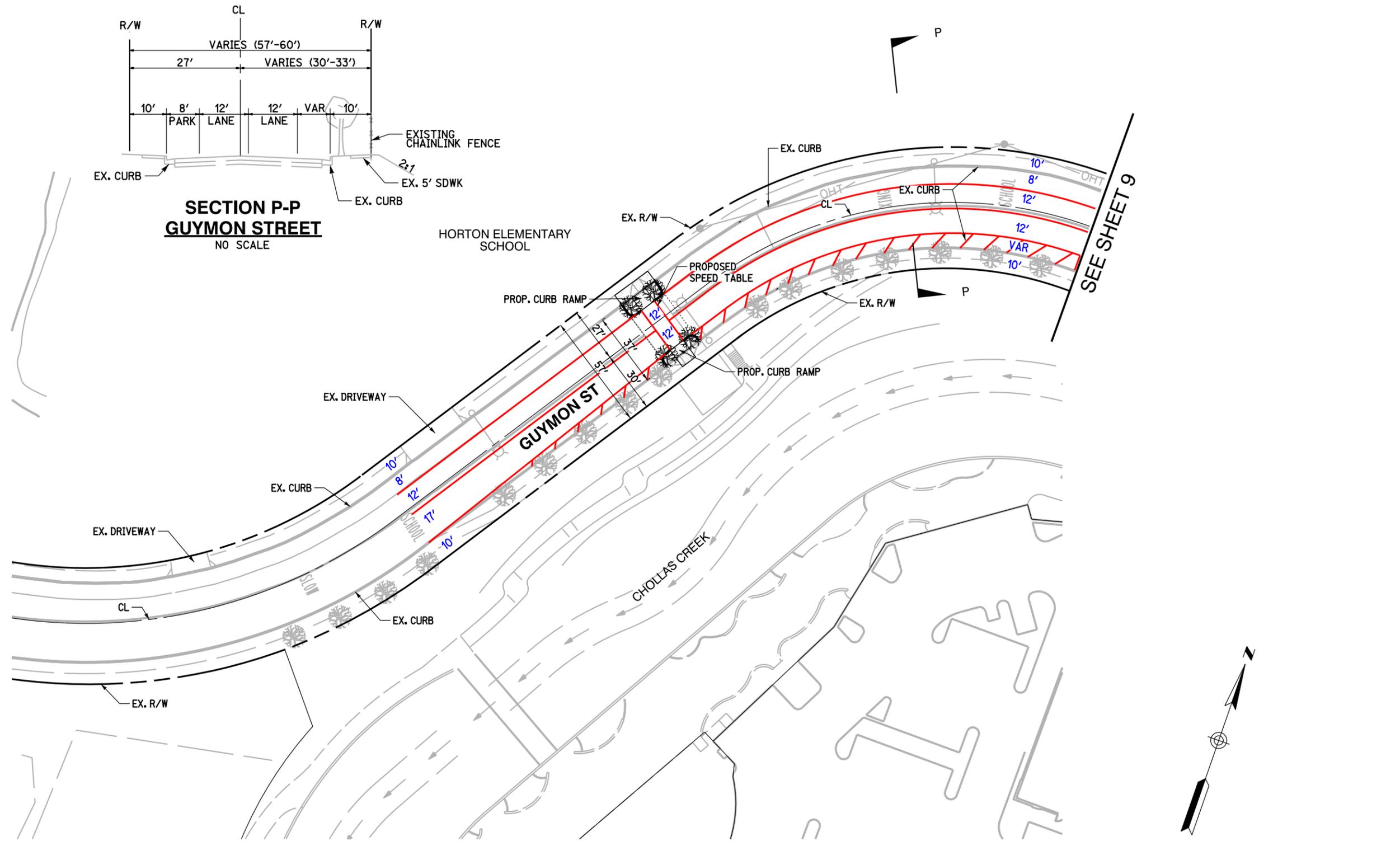
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5620 FRIARS ROAD  
SAN DIEGO, CA 92 10  
619.29 .0707  
(FAX)619.29 .4 65



GRAPHIC SCALE 1"= 50'

**PRELIMINARY**

**MAY 14, 2015**  
SHEET 10 OF 10



Facing north on Euclid Avenue from intersection of Euclid and Market, showing narrow sidewalks and lack of bicycle facilities. Next block north is Guymon Street, where Horton Elementary is located.



Facing west on Market Street showing missing sidewalks and bicycle facilities.



Facing south on Euclid Avenue toward the intersection of Euclid Avenue and Market Street, showing lack of bicycle facilities. Euclid Transit Center on southwest corner.



Facing west on Market Street, between Market Creek Drive and 47th Street, showing wide lengthy wide streets without crosswalks.



Facing west on Guymon Street, showing crosswalk to Horton Elementary at top of hill.



Facing north on Euclid Avenue from northeast corner of Euclid and Market intersection, showing narrow sidewalks and lack of bicycle facilities.



Intersection of Market Street and Market Creek Drive, showing partial crosswalk leading to Joe and Vi Jacobs Community Center and Market Creek Plaza Shopping Center.

Detailed Engineer's Estimate and Total Project Cost														
Summary of All Construction Phases														
<b>Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).</b>														
Project Information:														
Agency:	City of San Diego													
Application ID:	11-San Diego-1				Prepared by:	Leppert Engineering Corporation				Date:	5/26/2015			
Project Description:	Euclid + Market Complete Streets; Street Parkway Improvements for Improved Pedestrian and Bicycle Circulation													
Project Location:	VAR - Encanto													
Engineer's Estimate and Cost Breakdown:														
Engineer's Estimate (for Construction Items Only)						Cost Breakdown								
						<i>Note: Cost can apply to more than one category. Therefore may be over 100%.</i>								
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CC		
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$	
1	Demolition of Existing Sidewalk	31,860.56	SF	\$3,000	\$95,582	100%	\$95,582							
2	Demolition of Ex. Curb & Gutter	2,798.53	LF	\$5,000	\$13,993	100%	\$13,993							
3	Demolition of Ex. Median Curb	423.24	LF	\$5,000	\$2,116					100%	\$2,116			
4	Proposed Curb & Gutter	3,305.09	LF	\$20,625	\$68,167	100%	\$68,167							
5	Proposed Curb	693.54	LF	\$15,000	\$10,403					100%	\$10,403			
6	Proposed Median Curb	7,225.86	LF	\$20,000	\$144,517	2%	\$2,625			98%	\$141,892			
7	Proposed Sidewalk PCC 4" Thick	57,016.73	SF	\$5,625	\$320,719	100%	\$320,719							
8	Proposed AC - Street Widening	27,696.76	SF	\$6,720	\$186,122	53%	\$97,952			47%	\$88,170			
9	Proposed Street Lights	19.00	EA	\$7,000.000	\$133,000	50%	\$66,500			50%	\$66,500			
10	Proposed Striping	24,420.81	LF	\$1,000	\$24,421	46%	\$11,260			54%	\$13,161			
11	Proposed 4' Green Pavement Bike Lane	712.00	SF	\$1,000	\$712	100%	\$712							
12	Proposed Crosswalk Striping	1,314.20	LF	\$5,000	\$6,571	100%	\$6,571							
13	Proposed Parkway Landscaping Area	26,695.91	SF	\$14,500	\$387,091	100%	\$387,091	100%	\$387,090.70					
14	Proposed Street Trees - 24" Box	190.00	EA	\$460,000	\$87,400	100%	\$87,400	100%	\$87,400.00					
15	Proposed 4' Tree Grate	32.00	EA	\$800,000	\$25,600	100%	\$25,600	100%	\$25,600.00					
16	Proposed Median Landscape Area	18,481.59	SF	\$14,500	\$267,983	2%	\$4,036	100%	\$267,983.06	98%	\$263,947			
19	Proposed Conc. Median Maintenance Access Section	10,838.79	SF	\$5,625	\$60,968					100%	\$60,968			
18	Proposed Parking Island Landscape Area	1,172.11	SF	\$14,500	\$16,996			100%	\$16,995.60	100%	\$16,996			
19	Proposed Parking Island Trees	5.00	EA	\$460,000	\$2,300			100%	\$2,300.00	100%	\$2,300			
20	Proposed Storm Drain Planter Box	17.00	EA	\$20,000.000	\$340,000	100%	\$340,000							
21	Proposed Pedestrian Curb Ramp	20.00	EA	\$3,000.000	\$60,000	100%	\$60,000							
22	Proposed Grading - IMPORT	3,087.56	CY	\$10,000	\$30,876	100%	\$30,876							
23	Proposed Grading - CUT/FILL	833.44	CY	\$8,000	\$6,668	100%	\$6,668							
24	Proposed Grading - EXPORT	287.20	CY	\$20,000	\$5,744	100%	\$5,744							
26	Proposed Driveway	2,776.41	SF	\$7,000	\$19,435					100%	\$19,435			
26	Proposed Speed Table	192.00	SF	\$20,000	\$3,840	100%	\$3,840							
27	Modify Existing Traffic Signal	2.00	EA	\$75,000.000	\$150,000	10%	\$15,000			90%	\$135,000			
28	Relocating Traffic Signal Loop Detectors	28.00	EA	\$450,000	\$12,600					100%	\$12,600			
<b>Subtotal of Primary Construction Tasks:</b>					<b>\$2,483,823</b>	<b>66%</b>	<b>\$1,650,335</b>	<b>32%</b>	<b>\$787,369</b>	<b>34%</b>	<b>\$833,488</b>			
29	Allowance for Mobilization		%	2.50%	\$62,096	66%	\$41,261	32%	\$19,584	34%	\$20,835			
30	Allowance for Traffic Control		%	10.00%	\$248,382	66%	\$165,044	32%	\$78,335	34%	\$83,339			
31	Allowance for Construction BMPs		%	5.00%	\$124,191	66%	\$82,522	32%	\$39,167	34%	\$41,669			
32	Allowance for a Landscape Establishment Period (Land. Items Only)		%	10.00%	\$35,538	65%	\$23,244	34%	\$12,255	35%	\$12,294			
<b>Subtotal of Allowances:</b>					<b>\$470,207</b>	<b>66%</b>	<b>\$312,071</b>	<b>32%</b>	<b>\$149,341</b>	<b>34%</b>	<b>\$158,136</b>			
<b>Subtotal of All Construction Items:</b>					<b>\$2,954,030</b>	<b>66%</b>	<b>\$1,962,406</b>	<b>32%</b>	<b>\$936,710</b>	<b>34%</b>	<b>\$991,625</b>			
<b>Construction Item Contingencies (% of Construction Items):</b>														
<b>Enter in the cell to the right</b>					<b>25.00%</b>	<b>\$738,508</b>	<b>66%</b>	<b>\$490,602</b>	<b>32%</b>	<b>\$236,322.42</b>	<b>34%</b>	<b>\$247,906</b>		
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$3,692,539</b>		<b>\$2,453,008</b>		<b>\$1,173,033</b>		<b>\$1,239,531</b>			
Project Cost Estimate:														
Type of Project Delivery Cost										Cost \$				
<b>Preliminary Engineering (PE)</b>														
Environmental Studies and Permits(PA&ED) (5%):										\$	184,627			
Plans, Specifications and Estimates (PS&E) (13%):										\$	480,030			
City Administration Fees (5%):										\$	184,627			
<b>Total PE:</b>										<b>\$</b>	<b>849,284</b>	<b>23.00%</b>	<b>25% Max</b>	
<b>Right of Way (RW)</b>														
Right of Way Engineering:										\$	40,000			
Acquisitions and Utilities:										\$	965,859			
<b>Total RW:</b>										<b>\$</b>	<b>1,005,859</b>			
<b>Construction (CON)</b>														
Construction Engineering (CE) (12%):										\$	443,105			
Total Construction Items & Contingencies:										\$	3,692,539			
<b>Total CON:</b>										<b>\$</b>	<b>4,135,644</b>	<b>10.71%</b>	<b>15% Max</b>	
<b>Total Project Cost Estimate:</b>										<b>\$</b>	<b>5,990,787</b>			

**Market Street - East of Market Creek Drive (Includes Euclid intersection)**

**Construction Phase 1 - Part 1 of 3**

**Project Information:**

<b>Application ID:</b>	11-San Diego-1	<b>Prepared by:</b>	Leppert Engineering Corporation	<b>Date:</b>	5/26/2015
<b>Project Description:</b>	Euclid + Market Complete Streets; Street Parkway Improvements for Improved Pedestrian and Bicycle Circulation				
<b>Project Location:</b>	VAR - Encanto				

**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	Demolition of Existing Sidewalk	7,445.66	SF	\$3,000	\$22,337	100%	\$22,337						
2	Demolition of Ex. Curb & Gutter	1,599.17	LF	\$5,000	\$7,996	100%	\$7,996						
3	Demolition of Ex. Median Curb		LF	\$5,000									
4	Proposed Curb & Gutter	1,868.70	LF	\$20,625	\$38,542	100%	\$38,542						
5	Proposed Curb	693.54	LF	\$15,000	\$10,403					100%	\$10,403		
6	Proposed Median Curb	2,820.10	LF	\$20,000	\$56,402					100%	\$56,402		
7	Proposed Sidewalk PCC 4" Thick	21,005.32	SF	\$5,625	\$118,155	100%	\$118,155						
8	Proposed AC - Street Widening	20,252.08	SF	\$6,720	\$136,094	40%	\$54,438			60%	\$81,656		
9	Proposed Street Lights	8.00	EA	\$7,000,000	\$56,000	50%	\$28,000			50%	\$28,000		
10	Proposed Striping	6,757.00	LF	\$1,000	\$6,757	50%	\$3,379			50%	\$3,379		
11	Proposed 4' Green Pavement Bike Lane		SF	\$1,000									
12	Proposed Crosswalk Striping	560.98	LF	\$5,000	\$2,805	100%	\$2,805						
13	Proposed Parkway Landscaping Area	7,927.20	SF	\$14,500	\$114,944	100%	\$114,944	100%	\$114,944.40				
14	Proposed Street Trees - 24" Box	59.00	EA	\$460,000	\$27,140	100%	\$27,140	100%	\$27,140.00				
15	Proposed 4" Tree Grate	13.00	EA	\$800,000	\$10,400	100%	\$10,400	100%	\$10,400.00				
16	Proposed Median Landscape Area	5,523.62	SF	\$14,500	\$80,092			100%	\$80,092.49	100%	\$80,092		
19	Proposed Conc. Median Maintenance Access Section	4,230.15	SF	\$5,625	\$23,795					100%	\$23,795		
18	Proposed Parking Island Landscape Area	1,172.11	SF	\$14,500	\$16,996			100%	\$16,995.60	100%	\$16,996		
19	Proposed Parking Island Trees	5.00	EA	\$460,000	\$2,300			100%	\$2,300.00	100%	\$2,300		
20	Proposed Storm Drain Planter Box	5.00	EA	\$20,000,000	\$100,000	100%	\$100,000						
21	Proposed Pedestrian Curb Ramp	9.00	EA	\$3,000,000	\$27,000	100%	\$27,000						
22	Proposed Grading - IMPORT	2,047.96	CY	\$10,000	\$20,480	100%	\$20,480						
23	Proposed Grading - CUT/FILL		CY	\$8,000									
24	Proposed Grading - EXPORT		CY	\$20,000									
26	Proposed Driveway	765.57	SF	\$7,000	\$5,359					100%	\$5,359		
26	Proposed Speed Table		SF	\$20,000									
27	Modify Existing Traffic Signal	1.00	EA	\$75,000,000	\$75,000	10%	\$7,500			90%	\$67,500		
28	Relocating Traffic Signal Loop Detectors	4.00	EA	\$450,000	\$1,800					100%	\$1,800		
<b>Subtotal of Primary Construction Tasks:</b>					<b>\$960,796</b>	<b>61%</b>	<b>\$583,115</b>	<b>26%</b>	<b>\$251,872</b>	<b>39%</b>	<b>\$377,682</b>		
29	Allowance for Mobilization		%	2.50%	\$24,020	61%	\$14,652	26%	\$6,245	39%	\$9,368		
30	Allowance for Traffic Control		%	10.00%	\$96,080	61%	\$58,609	26%	\$24,981	39%	\$37,471		
31	Allowance for Construction BMPs		%	5.00%	\$48,040	61%	\$29,304	26%	\$12,490	39%	\$18,736		
32	Allowance for a Landscape Establishment Period (Land. Items Only)		%	10.00%	\$10,723	61%	\$6,541	26%	\$2,788	39%	\$4,182		
<b>Subtotal of Allowances:</b>					<b>\$178,863</b>	<b>61%</b>	<b>\$109,106</b>	<b>26%</b>	<b>\$46,504</b>	<b>39%</b>	<b>\$69,756</b>		
<b>Subtotal of All Construction Items:</b>					<b>\$1,139,659</b>	<b>61%</b>	<b>\$692,221</b>	<b>26%</b>	<b>\$298,377</b>	<b>39%</b>	<b>\$447,438</b>		
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>25.00%</b>	<b>\$284,915</b>	<b>61%</b>	<b>\$173,798</b>	<b>26%</b>	<b>\$74,078</b>	<b>39%</b>	<b>\$111,117</b>		
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$1,424,574</b>		<b>\$866,019</b>		<b>\$372,455</b>		<b>\$558,555</b>		

**Project Cost Estimate:**

Type of Project Delivery Cost	Cost \$		
<b>Preliminary Engineering (PE)</b>			
Environmental Studies and Permits(PA&ED) (5%):	\$	71,229	
Plans, Specifications and Estimates (PS&E) (13%):	\$	185,195	
City Administration Fees (5%):	\$	71,229	
<b>Total PE:</b>	<b>\$</b>	<b>327,652</b>	<b>23.00%</b> 25% Max
<b>Right of Way (RW)</b>			
Right of Way Engineering:	\$	10,000	
Acquisitions and Utilities:	\$	24,295	
<b>Total RW:</b>	<b>\$</b>	<b>34,295</b>	
<b>Construction (CON)</b>			
Construction Engineering (CE) (12%):	\$	170,949	<b>10.71%</b> 15% Max
Total Construction Items & Contingencies:		\$1,424,574	
<b>Total CON:</b>	<b>\$</b>	<b>1,595,523</b>	
<b>Total Project Cost Estimate:</b>		<b>\$</b>	<b>1,957,470</b>

## Euclid Avenue (including Naranja Street)

### Construction Phase 1 - Part 2 of 3

#### Project Information:

<b>Application ID:</b>	11-San Diego-1	<b>Prepared by:</b>	Leppert Engineering Corporation	<b>Date:</b>	5/26/2015
<b>Project Description:</b>	Euclid + Market Complete Streets; Street Parkway Improvements for Improved Pedestrian and Bicycle Circulation				
<b>Project Location:</b>	VAR - Encanto				

#### 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	Demolition of Existing Sidewalk	6,445.56	SF	\$3,000	\$19,337	100%	\$19,337						
2	Demolition of Ex. Curb & Gutter	596.08	LF	\$5,000	\$2,980	100%	\$2,980						
3	Demolition of Ex. Median Curb	423.24	LF	\$5,000	\$2,116					100%	\$2,116		
4	Proposed Curb & Gutter	541.85	LF	\$20,625	\$11,176	100%	\$11,176						
5	Proposed Curb		LF	\$15,000									
6	Proposed Median Curb	1,780.76	LF	\$20,000	\$35,615					100%	\$35,615		
7	Proposed Sidewalk PCC 4" Thick	8,817.58	SF	\$5,625	\$49,599	100%	\$49,599						
8	Proposed AC - Street Widening	3,877.18	SF	\$6,720	\$26,055	75%	\$19,541			25%	\$6,514		
9	Proposed Street Lights	1.00	EA	\$7,000,000	\$7,000	50%	\$3,500			50%	\$3,500		
10	Proposed Striping	5,778.00	LF	\$1,000	\$5,778	50%	\$2,889			50%	\$2,889		
11	Proposed 4' Green Pavement Bike Lane	712.00	SF	\$1,000	\$712	100%	\$712						
12	Proposed Crosswalk Striping		LF	\$5,000									
13	Proposed Parkway Landscaping Area	6,092.33	SF	\$14,500	\$88,339	100%	\$88,339	100%	\$88,338.79				
14	Proposed Street Trees - 24" Box	30.00	EA	\$460,000	\$13,800	100%	\$13,800	100%	\$13,800.00				
15	Proposed 4" Tree Grate		EA	\$800,000									
16	Proposed Median Landscape Area	7,390.57	SF	\$14,500	\$107,163			100%	\$107,163.27	100%	\$107,163		
19	Proposed Conc. Median Maintenance Access Section	2,671.14	SF	\$5,625	\$15,025					100%	\$15,025		
18	Proposed Parking Island Landscape Area		SF	\$14,500									
19	Proposed Parking Island Trees		EA	\$460,000									
20	Proposed Storm Drain Planter Box	3.00	EA	\$20,000,000	\$60,000	100%	\$60,000						
21	Proposed Pedestrian Curb Ramp	3.00	EA	\$3,000,000	\$9,000	100%	\$9,000						
22	Proposed Grading - IMPORT		CY	\$10,000									
23	Proposed Grading - CUT/FILL		CY	\$8,000									
24	Proposed Grading - EXPORT	287.20	CY	\$20,000	\$5,744	100%	\$5,744						
26	Proposed Driveway	503.82	SF	\$7,000	\$3,527					100%	\$3,527		
26	Proposed Speed Table		SF	\$20,000									
27	Modify Existing Traffic Signal		EA	\$75,000,000									
28	Relocating Traffic Signal Loop Detectors	4.00	EA	\$450,000	\$1,800					100%	\$1,800		
<b>Subtotal of Primary Construction Tasks:</b>					<b>\$464,766</b>	<b>62%</b>	<b>\$286,616</b>	<b>45%</b>	<b>\$209,302</b>	<b>38%</b>	<b>\$178,149</b>		
29	Allowance for Mobilization		%	2.50%	\$11,619	62%	\$7,204	45%	\$5,229	38%	\$4,415		
30	Allowance for Traffic Control		%	10.00%	\$46,477	62%	\$28,815	45%	\$20,914	38%	\$17,661		
31	Allowance for Construction BMPs		%	5.00%	\$23,238	62%	\$14,408	45%	\$10,457	38%	\$8,831		
32	Allowance for a Landscape Establishment Period (Land. Items Only)		%	10.00%	\$12,096	62%	\$7,500	45%	\$5,443	38%	\$4,597		
<b>Subtotal of Allowances:</b>					<b>\$93,430</b>	<b>62%</b>	<b>\$57,927</b>	<b>45%</b>	<b>\$42,044</b>	<b>38%</b>	<b>\$35,504</b>		
<b>Subtotal of All Construction Items:</b>					<b>\$558,196</b>	<b>62%</b>	<b>\$344,543</b>	<b>45%</b>	<b>\$251,346</b>	<b>38%</b>	<b>\$213,653</b>		
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>25.00%</b>	<b>\$139,549</b>	<b>62%</b>	<b>\$86,520</b>	<b>45%</b>	<b>\$62,797</b>	<b>38%</b>	<b>\$53,029</b>		
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$697,745</b>		<b>\$431,064</b>		<b>\$314,143</b>		<b>\$266,681</b>		

#### Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
<b>Preliminary Engineering (PE)</b>			
Environmental Studies and Permits(PA&ED) (5%):	\$ 34,887		
Plans, Specifications and Estimates (PS&E) (13%):	\$ 90,707		
City Administration Fees (5%):	\$ 34,887		
<b>Total PE:</b>	<b>\$ 160,481</b>	<b>23.00%</b>	25% Max
<b>Right of Way (RW)</b>			
Right of Way Engineering:	\$ -		
Acquisitions and Utilities:	\$ 260,280		
<b>Total RW:</b>	<b>\$ 260,280</b>		
<b>Construction (CON)</b>			
Construction Engineering (CE) (12%):	\$ 83,729	<b>10.71%</b>	15% Max
Total Construction Items & Contingencies:	\$ 697,745		
<b>Total CON:</b>	<b>\$ 781,474</b>		
<b>Total Project Cost Estimate:</b>		<b>\$ 1,202,236</b>	

## Guymon Street

### Construction Phase 1 - Part 3 of 3

#### Project Information:

<b>Application ID:</b>	11-San Diego-1	<b>Prepared by:</b>	Leppert Engineering Corporation	<b>Date:</b>	5/26/2015
<b>Project Description:</b>	Euclid + Market Complete Streets; Street Parkway Improvements for Improved Pedestrian and Bicycle Circulation				
<b>Project Location:</b>	VAR - Encanto				

#### 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	Demolition of Existing Sidewalk		SF	\$3,000									
2	Demolition of Ex. Curb & Gutter		LF	\$5,000									
3	Demolition of Ex. Median Curb		LF	\$5,000									
4	Proposed Curb & Gutter		LF	\$20,625									
5	Proposed Curb		LF	\$15,000									
6	Proposed Median Curb		LF	\$20,000									
7	Proposed Sidewalk PCC 4" Thick	200.00	SF	\$5,625	\$1,125	100%	\$1,125						
8	Proposed AC - Street Widening		SF	\$6,720									
9	Proposed Street Lights		EA	\$7,000,000									
10	Proposed Striping	1,901.81	LF	\$1,000	\$1,902					100%	\$1,902		
11	Proposed 4' Green Pavement Bike Lane		SF	\$1,000									
12	Proposed Crosswalk Striping	48.00	LF	\$5,000	\$240	100%	\$240	100%	\$240.00				
13	Proposed Parkway Landscaping Area	141.35	SF	\$14,500	\$2,050	100%	\$2,050	100%	\$2,049.58				
14	Proposed Street Trees - 24" Box	4.00	EA	\$460,000	\$1,840	100%	\$1,840	100%	\$1,840.00				
15	Proposed 4' Tree Grate		EA	\$800,000									
16	Proposed Median Landscape Area		SF	\$14,500									
19	Proposed Conc. Median Maintenance Access Section		SF	\$5,625									
18	Proposed Parking Island Landscape Area		SF	\$14,500									
19	Proposed Parking Island Trees		EA	\$460,000									
20	Proposed Storm Drain Planter Box	2.00	EA	\$20,000,000	\$40,000	100%	\$40,000						
21	Proposed Pedestrian Curb Ramp	2.00	EA	\$3,000,000	\$6,000	100%	\$6,000						
22	Proposed Grading - IMPORT		CY	\$10,000									
23	Proposed Grading - CUT/FILL		CY	\$8,000									
24	Proposed Grading - EXPORT		CY	\$20,000									
26	Proposed Driveway		SF	\$7,000									
26	Proposed Speed Table	192.00	SF	\$20,000	\$3,840	100%	\$3,840						
27	Modify Existing Traffic Signal		EA	\$75,000,000									
28	Relocating Traffic Signal Loop Detectors		EA	\$450,000									
<b>Subtotal of Primary Construction Tasks:</b>					<b>\$56,996</b>	<b>97%</b>	<b>\$55,095</b>	<b>7%</b>	<b>\$4,130</b>	<b>3%</b>	<b>\$1,902</b>		
29	Allowance for Mobilization		%	2.50%	\$1,425	97%	\$1,382	7%	\$100	3%	\$43		
30	Allowance for Traffic Control		%	10.00%	\$5,700	97%	\$5,529	7%	\$399	3%	\$171		
31	Allowance for Construction BMPs		%	5.00%	\$2,850	97%	\$2,764	7%	\$199	3%	\$85		
32	Allowance for a Landscape Establishment Period (Land. Items Only)		%	10.00%	\$184	97%	\$178	7%	\$13	3%	\$6		
<b>Subtotal of Allowances:</b>					<b>\$10,158</b>	<b>97%</b>	<b>\$9,854</b>	<b>7%</b>	<b>\$711</b>	<b>3%</b>	<b>\$305</b>		
<b>Subtotal of All Construction Items:</b>					<b>\$67,155</b>	<b>97%</b>	<b>\$64,948</b>	<b>7%</b>	<b>\$4,841</b>	<b>3%</b>	<b>\$2,207</b>		
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>25.00%</b>	<b>\$16,789</b>	<b>97%</b>	<b>\$16,285</b>	<b>7%</b>	<b>\$1,175</b>	<b>3%</b>	<b>\$504</b>		
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$83,943</b>		<b>\$81,233</b>		<b>\$6,016</b>		<b>\$2,710</b>		

Project Cost Estimate:			
Type of Project Delivery Cost	Cost \$		
<b>Preliminary Engineering (PE)</b>			
Environmental Studies and Permits(PA&ED) (5%):	\$	4,197	
Plans, Specifications and Estimates (PS&E) (13%):	\$	10,913	
City Administration Fees (5%):	\$	4,197	
<b>Total PE:</b>	<b>\$</b>	<b>19,307</b>	<b>23.00%</b> 25% Max
<b>Right of Way (RW)</b>			
Right of Way Engineering:	\$	-	
Acquisitions and Utilities:	\$	-	
<b>Total RW:</b>	<b>\$</b>	<b>-</b>	
<b>Construction (CON)</b>			
Construction Engineering (CE) (12%):	\$	10,073	<b>10.71%</b> 15% Max
Total Construction Items & Contingencies:	\$	83,943	
<b>Total CON:</b>	<b>\$</b>	<b>94,017</b>	
<b>Total Project Cost Estimate:</b>		<b>\$</b>	<b>113,324</b>

Market Street - West of Market Creek Drive (includes Market Creek Drive intersection)															
Construction Phase 2															
Project Information:															
Application ID:		11-San Diego-1				Prepared by:				Leppert Engineering Corporation		Date:		5/26/2015	
Project Description:		Euclid - Market Complete Streets; Street Parkway Improvements for Improved Pedestrian and Bicycle Circulation													
Project Location:		VAR - Encanto													
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	Demolition of Existing Sidewalk	17,969.34	SF	\$3,000	\$53,908	100%	\$53,908								
2	Demolition of Ex. Curb & Gutter	603.28	LF	\$5,000	\$3,016	100%	\$3,016								
3	Demolition of Ex. Median Curb		LF	\$5,000											
4	Proposed Curb & Gutter	894.54	LF	\$20,625	\$18,450	100%	\$18,450								
5	Proposed Curb		LF	\$15,000											
6	Proposed Median Curb	2,625.00	LF	\$20,000	\$52,500	5%	\$2,625			95%	\$49,875				
7	Proposed Sidewalk PCC 4" Thick	26,993.83	SF	\$5,625	\$151,840	100%	\$151,840								
8	Proposed AC - Street Widening	3,567.50	SF	\$6,720	\$23,974	100%	\$23,974								
9	Proposed Street Lights	10.00	EA	\$7,000,000	\$70,000	50%	\$35,000			50%	\$35,000				
10	Proposed Striping	9,984.00	LF	\$1,000	\$9,984	50%	\$4,992			50%	\$4,992				
11	Proposed 4' Green Pavement Bike Lane		SF	\$1,000											
12	Proposed Crosswalk Striping	705.22	LF	\$5,000	\$3,526	100%	\$3,526								
13	Proposed Parkway Landscaping Area	12,535.03	SF	\$14,500	\$181,758	100%	\$181,758	100%	\$181,757.94						
14	Proposed Street Trees - 24" Box	97.00	EA	\$460,000	\$44,620	100%	\$44,620	100%	\$44,620.00						
15	Proposed 4' Tree Grate	19.00	EA	\$800,000	\$15,200	100%	\$15,200	100%	\$15,200.00						
16	Proposed Median Landscape Area	5,567.40	SF	\$14,500	\$80,727	5%	\$4,036	100%	\$80,727.30	95%	\$76,691				
19	Proposed Conc. Median Maintenance Access Section	3,937.50	SF	\$5,625	\$22,148					100%	\$22,148				
18	Proposed Parking Island Landscape Area		SF	\$14,500											
19	Proposed Parking Island Trees		EA	\$460,000											
20	Proposed Storm Drain Planter Box	7.00	EA	\$20,000,000	\$140,000	100%	\$140,000								
21	Proposed Pedestrian Curb Ramp	6.00	EA	\$3,000,000	\$18,000	100%	\$18,000								
22	Proposed Grading - IMPORT	1,039.59	CY	\$10,000	\$10,396	100%	\$10,396								
23	Proposed Grading - CUT/FILL	833.44	CY	\$8,000	\$6,668	100%	\$6,668								
24	Proposed Grading - EXPORT		CY	\$20,000											
26	Proposed Driveway	1,507.02	SF	\$7,000	\$10,549					100%	\$10,549				
26	Proposed Speed Table		SF	\$20,000											
27	Modify Existing Traffic Signal	1.00	EA	\$75,000,000	\$75,000	10%	\$7,500			90%	\$67,500				
28	Relocating Traffic Signal Loop Detectors	20.00	EA	\$450,000	\$9,000					100%	\$9,000				
<b>Subtotal of Primary Construction Tasks:</b>					<b>\$1,001,265</b>	<b>72%</b>	<b>\$725,509</b>	<b>32%</b>	<b>\$322,305</b>	<b>28%</b>	<b>\$275,756</b>				
29	Allowance for Mobilization		%	2.50%	\$25,032	72%	\$18,023	32%	\$8,010	28%	\$7,009				
30	Allowance for Traffic Control		%	10.00%	\$100,126	72%	\$72,091	32%	\$32,040	28%	\$28,035				
31	Allowance for Construction BMPs		%	5.00%	\$50,063	72%	\$36,046	32%	\$16,020	28%	\$14,018				
32	Allowance for a Landscape Establishment Period (Land. Items Only)		%	10.00%	\$12,535	72%	\$9,025	32%	\$4,011	28%	\$3,510				
<b>Subtotal of Allowances:</b>					<b>\$187,756</b>	<b>72%</b>	<b>\$135,184</b>	<b>32%</b>	<b>\$60,082</b>	<b>28%</b>	<b>\$52,572</b>				
<b>Subtotal of All Construction Items:</b>					<b>\$1,189,021</b>	<b>72%</b>	<b>\$860,693</b>	<b>32%</b>	<b>\$382,387</b>	<b>28%</b>	<b>\$328,327</b>				
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>25.00%</b>	<b>\$297,255</b>	<b>72%</b>	<b>\$214,024</b>	<b>32%</b>	<b>\$95,122</b>	<b>28%</b>	<b>\$83,231</b>				
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$1,486,276</b>		<b>\$1,074,717</b>		<b>\$477,509</b>		<b>\$411,559</b>				
Project Cost Estimate:															
Type of Project Delivery Cost						Cost \$									
<b>Preliminary Engineering (PE)</b>															
Environmental Studies and Permits(PA&ED) (5%):						\$	74,314								
Plans, Specifications and Estimates (PS&E) (13%):						\$	193,216								
City Administration Fees (5%):						\$	74,314								
<b>Total PE:</b>						<b>\$</b>	<b>341,843</b>	<b>23.00%</b>	<b>25%</b>	<b>Max</b>					
<b>Right of Way (RW)</b>															
Right of Way Engineering:						\$	30,000								
Acquisitions and Utilities:						\$	681,284								
<b>Total RW:</b>						<b>\$</b>	<b>711,284</b>								
<b>Construction (CON)</b>															
Construction Engineering (CE) (12%):						\$	178,353								
<b>Total Construction Items &amp; Contingencies:</b>						<b>\$</b>	<b>1,486,276</b>	<b>10.71%</b>	<b>15%</b>	<b>Max</b>					
<b>Total CON:</b>						<b>\$</b>	<b>1,664,629</b>								
<b>Total Project Cost Estimate:</b>						<b>\$</b>	<b>2,717,756</b>								

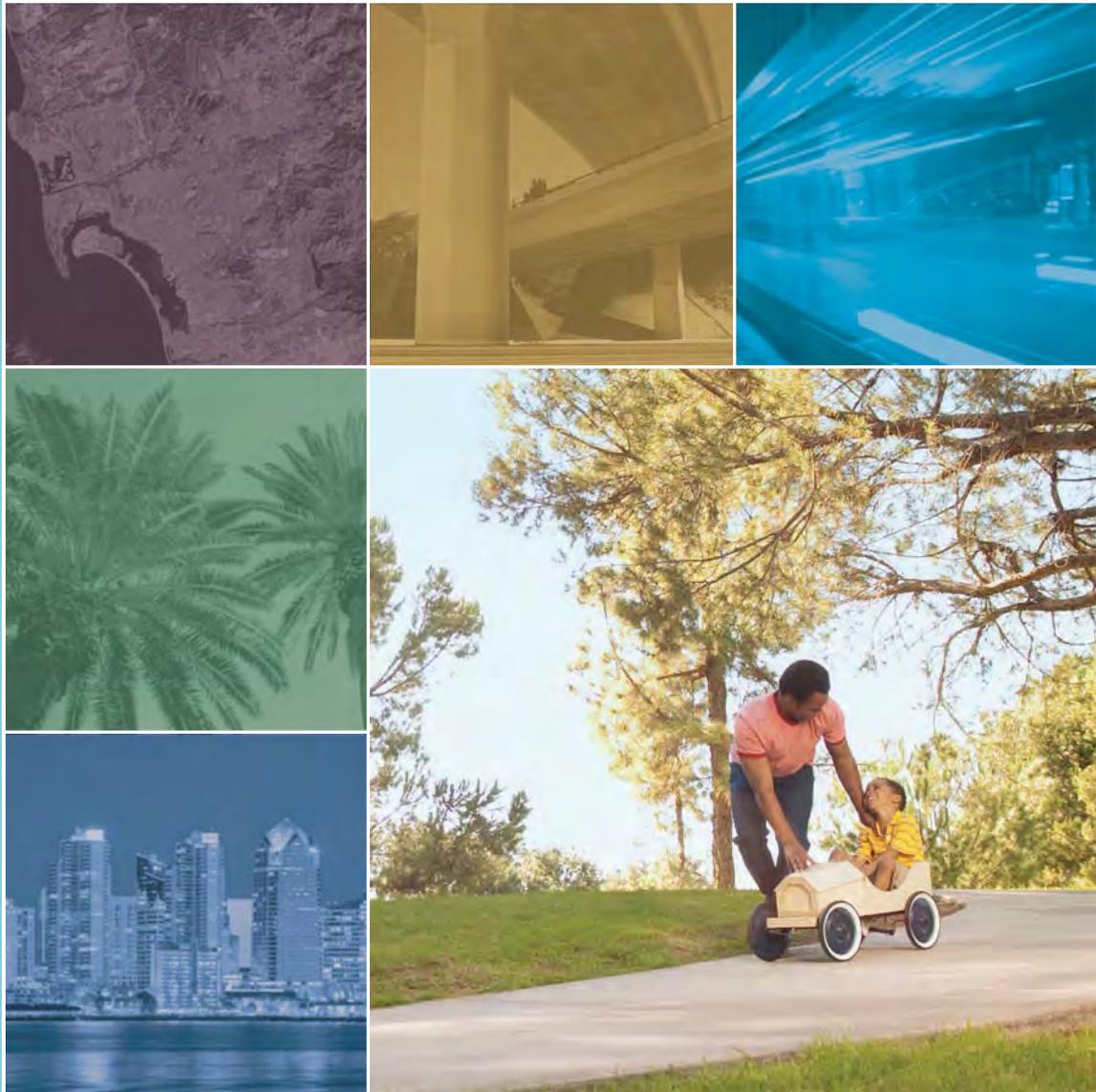
11-San Diego-1

ATP - Cycle 2 - Part C - 2015

**Not Applicable**

I-Screening Criteria: Evidence of project consistency with the RTP  
[http://www.sandag.org/uploads/2050RTP/F2050rtp\\_all.pdf](http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf)

# Our Region. Our Future.



## 2050 Regional Transportation Plan



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

The 2050 RTP includes a network that integrates many modes of transportation, with a mix of projects and a wide variety of transportation choices distributed across the region. This is expected to promote a substantial increase in carpooling, demands for public transit, and bicycling and walking for work trips both during peak hours and at other times.

Carpooling, expressed as a percentage of all modes of transportation used to get to work, would increase by 48 percent. The percentage of work trips made by walking, bicycling, and taking public transit would slightly more than double. Nearly one out of three commutes would be made using modes of transportation other than driving alone. By contrast, fewer than one out of five trips in the No Build alternative would turn away from driving alone. Vehicle miles per capita also would be reduced by 5 percent, while daily travel by transit would double.

The Plan's transportation investments will create an estimated 35,600 jobs each year over the course of the Plan, compared with 17,100 annual jobs under the No Build alternative. These jobs are projected to generate an additional gross regional product of \$4.4 billion annually, and increase payroll regionwide by \$1.8 billion annually. The Plan's transportation infrastructure also will help reduce congestion for autos, trucks, and public transit. The percentage of peak period auto travel occurring during congested periods is projected to drop from 27.7 percent under the No Build alternative to 17.2 percent under the Plan. Similarly, congested conditions for peak period transit travel are projected to drop by nearly half, from 9.1 percent in the No Build alternative to 5.1 percent under the Plan. The number of hours of delay per day for trucks also would cut in half, from 32,300 hours under the No

Build alternative to 16,000 hours with the implementation of the 2050 RTP.

Regional air quality also is expected to improve in the future. Cleaner fuels and new vehicle technologies will help reduce the majority of smog-forming pollutants.

The 2050 RTP contains the largest investment in bicycle and pedestrian infrastructure of any San Diego RTP to date. These investments would result in significant increases in bicycle and walking trips (a 120 percent increase, compared with the No Build scenario).

system for the San Diego region by 2050 that connects our homes to the region's major employment centers and other destinations. Achieving this vision means making public transit a more appealing option for many trips and reducing the impact of vehicle travel on the environment and on public health. Specific goals include:

- Making public transit more time-competitive with automobile travel
- Maximizing the role of public transit within the broader transportation system
- Reducing vehicle miles traveled and lowering greenhouse gas emissions throughout our region

*Investments that promote bicycling and walking also are an important part of the Revenue Constrained Transportation Network.*

Investments that promote bicycling and walking also are an important part of the Revenue Constrained Transportation Network. A regional bicycle network, estimated to cost about \$419 million (in 2010 dollars) is part of the San Diego Regional Bicycle Plan, approved by the SANDAG Board on May 28, 2010. It is included in the 2050 RTP. The Plan can be found in Technical Appendix 13 and at [www.sandag.org/bicycle](http://www.sandag.org/bicycle). This Plan provides a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a wider cross-section of people in our region. This vision is intended to guide the development of the regional bicycle system through the year 2050. In addition, funding estimated at \$1.789 billion is included in the 2050 RTP for local bicycle and local and regional pedestrian projects. An additional \$700 million is included for a Safe Routes to Transit program to ensure safe pedestrian and bicycle access to transit stations. The Active Transportation Program and the nearly \$600-million Smart Growth Incentive Program, total nearly \$3.1 billion (in 2010 dollars) in the 2050 RTP.

Providing for a range of transportation options in the region's transportation network will be greatly facilitated by adopting a "Complete Streets" approach to the project development. The complete streets approach affords policy makers, planners and engineers with the opportunity to carefully evaluate and accommodate the needs motorists, pedestrians, cyclists, transit vehicles and transit users, the young and old, and the able-bodied and physically challenged through the entire project development process. This ensures that the needs of all users of the public right of way are properly accommodated based on informed decisions about existing and future demand, and that proper accommodations are designed into the project from the outset.

The Complete Streets Act of 2008 requires local jurisdictions in California to plan for the needs of all transportation system users with every major revision to general plan local circulation elements, and the region's *TransNet* Extension Ordinance requires accommodation of bicyclists and pedestrians in most *TransNet* funded projects. Changes to local policies and project development procedures will be necessary to comply with these requirements, and SANDAG can support this process through incentives and technical assistance. In combination with the smart growth development and urban design practices supported by the RTP and RCP, this will make it easier for the public to choose a means of travel that reduces vehicle miles traveled and greenhouse gas emissions.

### Considering *TransNet* Projects in the SCS

"Nothing in this section requires projects programmed for funding on or before December 31, 2011, to be subject to the provisions of this paragraph if they (iii) were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax

It should also be noted that proponents of these types of projects are still required to pay development fees or in-lieu fees, as specified in SB 375. However, another new provision of SB 375/SB 575 enables a local jurisdiction to adopt a uniform set of traffic mitigation measures for transit priority projects (Public Resources Code Section 21155.3). These are detailed in Appendix D.

## Conclusion

Achieving sustainability will require living and working in ways that protect and sustain the region's vital social, environmental, and economic resources. The 2050 RTP and its SCS will guide the San Diego region toward a more sustainable future by focusing housing and job growth in urbanized areas, protecting sensitive habitat and open space, and investing in a transportation network that provides residents and workers with transportation options that will help reduce greenhouse gas emissions. Implementing this plan will require close collaboration among and between SANDAG, local jurisdictions, member agencies and regional stakeholders. It is anticipated that with each RTP (every four years) there will be new opportunities to help reduce GHG emissions.

Key achievements of the 2050 RTP/SCS are summarized below:

- Meets state greenhouse gas reduction targets
- \$214 billion in transportation investments planned
- \$4.4 billion annually in projected regional output
- Creates 35,600 jobs per year in the San Diego region
- Accommodates projected population growth in San Diego County

- Preserves more than half of our land as open space, parkland and habitat
- Provides 156 new miles of trolley service
- New trolley tunnel in downtown San Diego
- Expands and speeds up COASTER service in the North Coast Corridor
- More than double transit service miles, increased transit frequency in key corridors
- 130 miles of managed lanes to facilitate carpools, vanpools, and premium bus service
- \$2.7 billion for regional and local bicycle and pedestrian projects and programs
- Creates new carpool and telework incentive programs to reduce solo driving
- Provides housing to meet projected population growth in San Diego County
- 84 percent of new housing units built in San Diego County will be multifamily
- Nearly three-quarters of multifamily housing will be built on redevelopment or infill sites
- Homes and jobs within one-half of a mile of transit nearly doubles
- Calls for equitable distribution of investment throughout the region

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.

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

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

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



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

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.

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

**I-Screening Criteria: Links to Approved Plans****2050 Regional Transportation Plan**

[http://www.sandag.org/uploads/2050RTP/F2050rtp\\_all.pdf](http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf)

**San Diego Forward: The Regional Plan**

<http://www.sdforward.com/>

**Market + Euclid Land Use and Mobility Plan (2013)**

[http://www.sandiego.gov/planning/community/profiles/encanto/euclidmarket/pdf/emplump\\_full\\_march2013.pdf](http://www.sandiego.gov/planning/community/profiles/encanto/euclidmarket/pdf/emplump_full_march2013.pdf)

**Final Draft Encanto Neighborhoods Community Plan**

<http://www.sandiego.gov/planning/community/cpu/encanto/pdf/EncantoCommPlanUpdate.pdf>

**Euclid Avenue Corridor Master Plan: Existing Conditions Study**

[http://www.sandiego.gov/planning/community/cpu/encanto/pdf/euclid\\_ex\\_condns\\_final\\_v02.pdf](http://www.sandiego.gov/planning/community/cpu/encanto/pdf/euclid_ex_condns_final_v02.pdf)

**City of San Diego Bicycle Master Plan**

[http://www.sandiego.gov/planning/programs/transportation/mobility/pdf/bicycle\\_master\\_plan\\_final\\_dec\\_2013.pdf](http://www.sandiego.gov/planning/programs/transportation/mobility/pdf/bicycle_master_plan_final_dec_2013.pdf)

**Riding to 2050: San Diego Regional Bicycle Plan**

[http://www.sandag.org/uploads/projectid/projectid\\_353\\_10862.pdf](http://www.sandag.org/uploads/projectid/projectid_353_10862.pdf)

**City of San Diego Pedestrian Master Plan, Volumes 1 and 2**

[http://www.sandiego.gov/planning/programs/transportation/mobility/pdf/sdpmp\\_volume\\_1\\_april\\_2015.pdf](http://www.sandiego.gov/planning/programs/transportation/mobility/pdf/sdpmp_volume_1_april_2015.pdf)

**San Diego Safe Routes to School Strategic Plan**

[http://www.sandag.org/uploads/publicationid/publicationid\\_1665\\_14448.pdf](http://www.sandag.org/uploads/publicationid/publicationid_1665_14448.pdf)

**San Diego General Plan Mobility Element**

<http://www.sandiego.gov/planning/genplan/pdf/generalplan/adoptedmobilityelemfv.pdf>

**I-3 a:****List of Stakeholders participating in planning:**

- City of San Diego Planning Department
- Jacobs Center for Neighborhood Innovation (**JCNI**)\*
- Residents (see Redevelopment Working Group roster below)
- Caltrans
- San Diego Association of Governments (**SANDAG**)\*
- Encanto Neighborhoods Community Planning Group\*
- Horton Elementary School\*
- Elementary Institute of Science
- Project New Village
- San Diego County Bicycle Coalition\*
- Platicando con Mi Gente\*
- Family Health Centers of San Diego\*
- District 4 Senior Resource Center
- Urban Collaborative
- Black American Political Association of California San Diego Chapter
- Rady Children's Hospital - San Diego\*
- San Diego Police Department

\*Indicates Letter of Support in Attachment J

**I-3c: Redevelopment Working Group Roster**

First Initial	Last Name	Zip Code	Organization/Affiliation	Attended February Meeting	Attended March Meeting
Johnathan	A		Diamond Legacy Group	x	
Francisco	A		Platicando con mi Gente		
Ana Laura	A				
Ron	B				
Danny	B	92104		x	
Sarah	C	92114		x	
Emilia	C	92102	Platicando con mi Gente		
Rachel	E			x	
Letitia	F	92105		x	x
Tiffany	H	92102	Urban League	x	
Eric	H	92139	Urban Collab/Project New Village	x	x
Keryna	J	92114		x	x
Ken	M	92114		x	x
Maria	M	92114	Platicando con mi Gente	x	
Yasmin	M	92113	Latinos y Latinas en Accion	x	x
Ellen	N		BAPAC		
Alyce	P	92105	BAPAC		
Sylvia	T	92114	AAUW	x	
Ricky	V	92114		x	
Bruce	W	92114	UAAMAC	x	x

**I-3c: Redevelopment Working Group Agenda May 21**

**JCNI Redevelopment Community Working Group  
Thursday, May 21, 2015  
6:00pm – 7:30pm  
Salon A @ the Jacobs Center**

**AGENDA**

- |        |  |
|--------|--|
| 6:00pm | Dinner & Welcome   |
| 6:10pm | Updates <ul style="list-style-type: none"> <li>▪ Community Facilities District update</li> <li>▪ JCNI Community Benefits Policy</li> <li>▪ Walgreens Grand Opening a success! Local hire success!</li> <li>▪ Trolley Residential Groundbreaking on Wednesday, July 15 at 3:30pm</li> <li>▪ JCNI Town Hall on Thursday, June 25 at 5:30pm at St. Rita's School Auditorium</li> <li>▪ SANDAG SD Forward Community Forum on Thursday, May 27 at 6pm, JCNI</li> <li>▪ Other announcements</li> </ul> |
| 6:20pm | Brainstorm – Name for Trolley Residential Apartments <ul style="list-style-type: none"> <li>• We'll select a name to put on the list that the community will vote on</li> </ul>  |
| 6:35pm | SANDAG SD Forward – Beatriz  |
| 6:45pm | Community Facilities District – Market & Euclid <ul style="list-style-type: none"> <li>• Walk the Corridor</li> </ul>  |
| 7:20pm | Return & Report findings   |
| 7:30pm | Close  |

**I-3c: Redevelopment Working Group Agenda March 19**

**JCNI Redevelopment Community Working Group  
Thursday, March 19, 2015  
6pm – 8pm  
3<sup>rd</sup> Floor Lobby, JCNI**

**Agenda**

- |        |  |
|--------|--|
| 6:00pm | Welcome                                      |
| 6:10pm | Update from the last meeting                 |
|        | Community Facilities District                |
|        | Other Highlights - Kelly Moden               |
| 6:20pm | Recreation Needs in the Diamond - Beatriz    |
| 6:30pm | Community Benefits Agreement – Kelly Henwood |
| 6:50pm | Outreach Strategy – Input                    |
| 7:00pm | Close  |

**I-3c: Redevelopment Working Group Agenda February 12****Redevelopment Community Working Group****Thursday, February 12, 2015****6:00pm – 8:00pm****JCNI Board Room #347****Draft Agenda**

- 5:45pm Dinner & Registration
- 6:00pm Welcome & Introductions (Beatriz Garcia)
- 6:15pm Icebreaker – Our Collective Vision for the Diamond (Kelly Henwood)
- 6:30pm Purpose & Role of the Community Working Group (Beatriz)
- 6:40pm Jacobs Strategic Land Development (Kelly Moden)
- Development Values Discussion
- 7:25pm Challenges & Strategies to Success – Community Facilities District (Jess Yuen)
- a. Encanto Community Planning Group – Monday 2/23 at 6:30pm at JCNI Community Room
- 7:50pm Opportunities for Action
- b. Jacobs Community Benefits Agreement Community Focus Group - Tuesday, February 17 6pm – 8pm at JCNI Community Room (must RSVP with Beatriz)
- 7:55pm Schedule Monthly Team Meetings
- Closing & Evaluation

**I-3 d:****How stakeholders will continue to be engaged in the project**

JCNI has begun preparing for the next Town Hall in June 25, 2015. E-mail lists and social media blasts will ensure ongoing information sharing and dialogue. Town Halls are hosted at the Joe and Vi Jacobs Community Center, adjacent to the Euclid Transit Station. Meetings are held in the evenings and language interpreters are always available. See <https://vimeo.com/122176225> for video of the February 26, 2015 Town Hall meeting. In addition to leading the JCNI Redevelopment Working Group, JCNI also actively participates in the Diamond Business Improvement District, the Diamond Leadership Group, and the Encanto Neighborhoods Community Planning Group, all of which inform and engage community residents.

**I-6 b: Feedback on Cost Benefit Analysis Tool**

Future iterations of the model could be improved by further breaking down changes brought about by the project. At present, users simply indicate whether or not the project includes the listed safety countermeasures, but doesn't account for the extent of the improvements. Our proposed project includes sidewalk widening along most of the project area and the installation of a new section of sidewalk, but all of this is lumped into the broad category of sidewalk/pathway countermeasures. Each of these safety countermeasures is likely to grossly overestimate or underestimate the benefits based on the scope of the project. Also, the tool includes property-damage-only (**PDO**) crash data, which isn't the most applicable to crashes involving pedestrians or bicyclists since those will mostly involve injuries. Property damage would be miniscule by comparison; property damage such as a couple broken bike frames over several years are not worth capturing in the model. Also, it might be good to include a section on access to transit opportunities as part of the calculations. Projects that provide better connections to transit facilities such as light rail stations or bus stops will provide greater benefits than under the current model.

**I-8: CCC Response regarding project participation****Alisha Pena**

---

**From:** Active Transportation Program <inquiry@atpcommunitycorps.org>  
**Sent:** Tuesday, May 26, 2015 6:09 PM  
**To:** ATP@CCC  
**Cc:** Alisha Pena  
**Subject:** Re: Euclid + Market Complete Streets (ATP Cycle 2)

Hello,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate on either of these projects. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

On Fri, May 22, 2015 at 2:39 PM, ATP@CCC <[ATP@ccc.ca.gov](mailto:ATP@ccc.ca.gov)> wrote:

Hi Alisha,

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 24<sup>th</sup> Street

Sacramento, CA 95816

(916) 341-3154

[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

**From:** Alisha Pena [<mailto:apena@jacobscenter.org>]  
**Sent:** Wednesday, May 20, 2015 12:13 PM  
**To:** ATP@CCC; [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)  
**Cc:** Janelle Devera; Jess Yuen  
**Subject:** Euclid + Market Complete Streets (ATP Cycle 2)

Please see the attached documents and feel free to pass any questions on to me. As I stated in our attached letter, we will have more complete details for the schedule, estimates, and plans from our engineer later in the week and I'd be more than happy to pass those on.

## **Alisha Peña**

Redevelopment Coordinator

AmeriCorps Service Member

Jacobs Center for Neighborhood Innovation

(619) 527-6161 x380 | [apena@jacobscenter.org](mailto:apena@jacobscenter.org)

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



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Organizing an event? Try our Catering with a Cause: [TrueRootsCatering.com](http://TrueRootsCatering.com)

--

**Monica Davalos** | Legislative Policy Intern  
Active Transportation Program  
California Association of Local Conservation Corps  
1121 L Street, Suite 400  
Sacramento, CA 95814  
[916.426.9170](tel:916.426.9170) | [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)



404 Euclid Avenue, San Diego, CA 92114  
Tel: (619) 527-6161 Fax: (619) 527-6162  
Web: www.JacobsCenter.org

27 May 2015

Katherine Crow, Citywide Grants Administrator  
San Diego City Hall  
1010 2nd Avenue  
Suite 1060, MS 610  
San Diego, CA 92101

Dear Ms. Crow:

On behalf of The Jacobs Center for Neighborhood Innovation (JCNI), we are pleased to be the city's close partner on the **Euclid + Market Complete Streets Project (pedestrian and bicycle components)**, for which the city is seeking ATP funding. As you know, JCNI has worked for two decades to improve the life of San Diegans living in southeastern San Diego, and in the Encanto Neighborhoods Planning Area in particular. We have a history of collaborating with others to promote real and lasting change in one of our city's most diverse, economically disadvantaged regions. In an area that has long suffered from urban blight and the legacy of industrial brownfields—our neighborhood has slowly evolved into a place where low income families live and work—but possess few opportunities to recreate and enjoy healthy pursuits outdoors. *The proposed ATP project would be transformative for school children, residents, employers, and commuters, alike.*

The project will enable the development of neighborhood-level bicycle and pedestrian networks. It will enable the “last mile” surrounding the Market and Euclid transit hub to become *genuinely walkable*—and integrally connected with a neighborhood that includes three schools, two community clinics, the Tubman-Chavez Community Center, a pharmacy, a supermarket, and a JCNI-constructed retail plaza—which serves as one of the neighborhood's key employers. In coming months, with the support of several grants, JCNI will be creating creek-side trails and gathering places that enhance the recreation opportunities nearby.

Completed sidewalks, bicycle lanes, safe pedestrian crossings, and traffic calming features will transform the accident-ridden roadways at Market Street and Euclid Avenue into a healthy, enjoyable, walkable and bikeable neighborhood. A cost benefit analysis shows that for every one dollar spent on this project, the community benefit will exceed \$2.66.

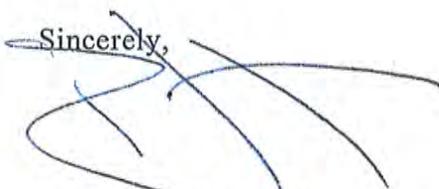
Through past public-private partnerships (while working under a strategic plan that was articulated by the communities we serve) JCNI has been successful at: 1) eliminating a food desert that persisted for three decades in the neighborhood of Encanto; 2) eliminating a toxic Brownfield at the intersection of Market and Euclid left by an abandoned aerospace manufacturing site, and creating a three-story community center serving multiple nonprofit partners; 3) enabling the cleanup Chollas Creek, and the creation of new pedestrian trails and Creek-side gathering places; 4) enabling the

construction of and contributing toward the endowment for the new facility housing San Diego's Elementary Institute of Science at the heart of the Market + Euclid ATP project zone (EIS is the oldest STEM enrichment program serving economically disadvantaged students in the United States); 5) enabling the construction of San Diego's third-largest Federally Qualified Health Center, on land at the western end of the Market + Euclid project area; 6) constructing the first neighborhood pharmacy within the Encanto region in many decades (this full-service Walgreens is located on Euclid Avenue within walking distance of two community clinics); 7) enabling the creation of an improved MTS trolley and bus transit hub adjoining Market Creek Plaza; and 8) constructing an outdoor amphitheater adjoining Market Creek Plaza to create a transit-oriented cultural venue serving both Encanto and greater San Diego.

Because JCNI has been a key driver of improvements along the Market + Euclid corridors, we commit to doing *whatever it takes to ensure the success of this undertaking*. This could include the contribution of JCNI-owned property frontage to the project footprint, in areas where this might be needed to effect sidewalk improvements—or create sidewalks and bicycle lanes where none now exist. We look forward to working with the city to realize the project goals. Working together, we can increase regional safety for active transportation users, while promoting cleaner air through the reduction of greenhouse gas emissions. In a neighborhood that suffers from a high rate of childhood asthma and childhood obesity, we are confident that the benefits of this project will be mutually-reinforcing.

We look forward to partnering closely with you as we work together to build a better, healthier, cleaner, walkable, bikeable community.

Sincerely,



Reginald Jones, CEO



Horton Elementary  
 5050 Guymon Street  
 San Diego, CA, 92102  
 T: (619) 204-0171  
 F: (619) 262-8023

May 21, 2015

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

**RE: Support for the Euclid + Market Complete Streets Active Transportation Program (ATP) Application**

Dear ATP Application Review Committee:

On behalf of Horton Elementary School, I wish to convey our strong support for The City of San Diego's "Euclid + Market Complete Streets" project (pedestrian and bicycle components) application for funding under the Active Transportation Program (ATP), which will be implemented in partnership with the Jacobs Center for Neighborhood Innovation (JCNI).

Horton Elementary School is located at 5050 Guymon Street, San Diego, CA 92102. We have an enrollment of 478 students for the 2014-2015 school year, of whom 87.4% are Hispanic or Latino, 3.6% are African American, .8% are white, .6% are Pacific Islander, .2% are Filipino; 1.7% are 2 or more races, and 5.4% are other/unknown. More than 67% of our students are English Language Learners, and 97.7% qualify for free or reduced price meals.

The proposed project will make improvements that will result in a safer route to school for many of our students by creating sidewalks where they are missing and widening existing sidewalks, adding new bike lanes and buffer zones, and adding a speed bump directly in front of the school. This project is critically needed because data from The Safe Routes to School Collision Map Viewer shows that between 2010 and 2012 (most recent years available), there were 25 bicycle and/or pedestrian collisions (including 1 fatality) within ½ mile of Horton Elementary. And, in the five year period between 2007 and 2012, there were 46 bicycle and/or pedestrian collisions (including 1 fatality) within ½ mile of Horton Elementary – two of which were directly in front of our school.

This project is a high-priority for our community, which is an underserved, high-traffic area. Many parents have told me that they feel it is unsafe for their children to walk or bike to school because of the speed at which cars travel down Guymon and, more specifically, the adjoining Euclid Avenue corridor.

I strongly believe that the work described in this proposal will directly benefit our students and their families and will contribute to the reduction of childhood obesity in our community by encouraging active transportation.

Sincerely,

A handwritten signature in blue ink that reads "Nikki Mitchell". The signature is written in a cursive, flowing style.

Nikki S. Mitchell  
 Principal  
 Horton Elementary



401 B Street, Suite 800  
San Diego, CA 92101-4231  
(619) 699-1900  
Fax (619) 699-1905  
sandag.org

May 21, 2015

File Number 3300200

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

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- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

Dear Mr. Dougherty:

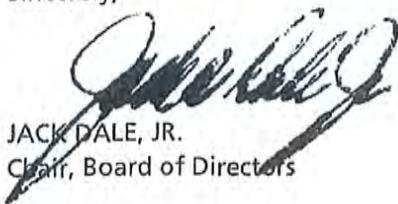
SUBJECT: Support for City of San Diego and Jacobs Center for Neighborhood Innovation Active Transportation Program Cycle 2 Grant Application Euclid + Market Complete Streets Project

On behalf of San Diego Association of Governments (SANDAG), I would like to express my support for the City of San Diego and Jacobs Center for Neighborhood Innovation grant application to the second cycle of the Active Transportation Program (ATP) Grant Program for the Community Corridors Plan.

This project is located in an economically disadvantaged, underserved community with aged pedestrian and bicycle infrastructure and high traffic volumes. The "Euclid + Market Complete Streets" project is consistent with *San Diego Forward: The Regional Plan* because it creates safe pedestrian and bicycle routes that connect residents to local schools, parks, regional public transportation, and commercial/retail centers. The project is worthy of ATP funding because it will make bicycling and walking viable options for everyday travel by residents and visitors in the Encanto Neighborhoods of Southeastern San Diego, thereby increasing mobility, reducing greenhouse gases, and improving public health.

Thank you for your leadership on the ATP and consideration for this project. We look forward to our continued partnership for active transportation improvements.

Sincerely,



JACK DALE, JR.  
Chair, Board of Directors

JDA/lcu/hob

## *Encanto Neighborhood Community Planning Group*



May 19, 2015

CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Special Programs  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear Active Transportation Program (ATP) Application Review Committee:

The Encanto Neighborhoods Community Planning Group wishes to convey our strong support for the City of San Diego's application for ATP funding, submitted in partnership with the Jacobs Center for Neighborhood Innovation (JCNI), for the "Euclid + Market Complete Streets" project (bicycle and pedestrian components).

Within the Encanto Neighborhoods Planning Area, the busy Euclid Avenue and Market Street corridors provide direct access to multiple schools, public transit, retail, two community clinics, and connect the eight communities that comprise the Encanto Neighborhoods.

The proposed Euclid + Market Complete Streets project supports the creation of bicycle and pedestrian infrastructure outlined in the Mobility Element of the Final Draft Encanto Neighborhoods Community Plan (May 2015), which is designed to expand the existing retail, commercial and light industrial areas along these main transportation corridors. In particular the project is consistent with the following Community Plan Mobility goals:

1. A complete and balanced multi-modal transportation system that provides safe and attractive travel choices.
2. A well-integrated system of trolley and bus services, and pedestrian and bicycle facilities including off-street trails that connect neighborhoods, community destinations, and commercial areas.
3. Pedestrian-friendly neighborhoods, streets and intersections, including well-lit sidewalks with parkways, and safe street crossings.
4. A bicycle network that connects community destinations, links to surrounding communities and the regional bicycle network, and makes cycling a convenient and enjoyable mode choice for all.

The Euclid + Market Complete Streets project will result in pedestrian and bicycle infrastructure improvements to Euclid Avenue and Market Street, both of which are prioritized in the Final Draft Encanto Neighborhoods Community Plan. The proposed project will make it so walking and cycling are not modes of last resort; but rather, convenient, pleasant, safe and desirable modes

## ***Encanto Neighborhood Community Planning Group***



of travel. We appreciate the City of San Diego and JCNI for working to secure ATP funding that will make Euclid Avenue and Market Street safer for our children, community members, and visitors to bike and ride.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Malbrough". The signature is fluid and cursive, written in a professional style.

Kenneth Malbrough  
Chair  
Encanto Neighborhoods Community Planning Group



# County of San Diego

**NICK MACCHIONE, FACHE**  
AGENCY DIRECTOR

**HEALTH AND HUMAN SERVICES AGENCY**  
1600 PACIFIC HIGHWAY, ROOM 206, MAIL STOP P-501  
SAN DIEGO, CA 92101-2417  
(619) 515-6555 • FAX (619) 515-6556

**DEAN ARABATZIS**  
CHIEF OPERATIONS OFFICER

May 26, 2015

CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Special Programs  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear ATP Review Committee:

As Director of the County of San Diego's Health and Human Services Agency (HHS), I wish to express support for the City of San Diego's application for Active Transportation Program (ATP) funding for the "Euclid + Market Complete Streets" project (pedestrian and bicycle components), submitted in partnership with the Jacobs Center for Neighborhood Innovation (JCNI). The proposed infrastructure improvements include: new sidewalks where sidewalks are missing, widening existing sidewalks, new bike lanes and buffer zones, and added crosswalks, curb ramps, and curb extensions to slow and calm traffic. These improvements will make it safer for pedestrians and bicyclists to travel along several blocks of two very busy streets in Southeastern San Diego - Euclid Avenue and Market Street.

This project has regional impact through the multi-modal Euclid Transit Station, which includes a San Diego Trolley stop and serves as a hub for several area bus routes and is located on the southwestern corner of the intersection of Euclid Avenue and Market Street. By adding sidewalks where sections are missing and widening existing sidewalks, it will likely encourage parents to walk with their children to nearby Horton Elementary, which helps to address childhood obesity. Additionally, the project will provide more access to low-income health services by improving the routes leading to busy community clinics.

The key goals of this project align with the County of San Diego's *Live Well San Diego* vision of a region that is building better health, living safely, and thriving. The County of San Diego is committed to working with local partners to create opportunities for walking and biking and improving public health by preventing and reducing chronic health conditions such as asthma, obesity, and diabetes.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nick Macchione".

**NICK MACCHIONE, FACHE**  
Director


**FAMILY HEALTH CENTERS OF SAN DIEGO**

 823 Gateway Center Way, San Diego, CA 92102  
 P: 619-515-2300 | F: 619-237-1856 | W: FHCSO.org

Beach Area  
 Family Health Center  
  
 Black Infant  
 Health Program  
  
 Chase Avenue  
 Family Health Center  
  
 Chula Vista  
 Family Health Center  
  
 Ciaocio  
 Memorial Clinic  
  
 City Heights  
 Family Health Center  
  
 Community Circle East  
 Counseling Center  
  
 Diamond Neighborhoods  
 Family Health Center  
  
 Downtown  
 Family Health Center  
 at Connections  
  
 Elm Street  
 Family Health Center  
  
 Grossmont Spring Valley  
 Family Health Center  
  
 Healthy Development Services  
 Central & East Regions  
  
 HIV Services  
  
 Kid Care Express  
 I, II & III  
  
 Lemon Grove  
 Family Health Center  
  
 Logan Heights  
 Family Counseling Center  
  
 Logan Heights  
 Family Health Center  
  
 Monarch School  
  
 North Park  
 Family Health Center  
  
 North Park  
 Pediatric Clinic  
 & Development Center  
  
 Pediatric  
 Developmental  
 Services  
  
 Postpartum Education  
 Service Center  
  
 Prenatal Services  
  
 Rhee Family  
 Health Center  
  
 Sherman Heights  
 Family Health Center  
  
 Teen Health Center  
  
 Toddler Enrichment  
 Program (Laura's Place)

May 19, 2015

**CALTRANS**

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Active Transportation Program (ATP) Application Review Committee:

Family Health Centers of San Diego (FHCSO) offers its enthusiastic support for the City of San Diego's application for ATP funding, submitted in partnership with the Jacobs Center for Neighborhood Innovation (JCNI), for the "Euclid + Market Complete Streets" project (bicycle and pedestrian components). The proposed project will increase the safety of pedestrians and bicyclists along busy portions of Euclid Avenue and Market Street through improvements such as new sidewalks where sidewalks are missing, new bicycle lanes and buffer zones, and added crosswalks.

FHCSO is a Federally Qualified Health Center (FQHC). Our mission is to provide caring, affordable, high quality healthcare and supportive services to everyone, with a special commitment to uninsured, low income and medically underserved persons. As an FQHC, the health of our patients is our foremost concern.

FHCSO's Diamond Neighborhoods Family Health Center is located on the corner of 47<sup>th</sup> Street and Market Street at 4725 Market Street, San Diego, CA 92102. During 2014, this clinic served 7,304 patients through 21,263 encounters. More than 2,400 of these patients were aged 0-19 years. Almost 98% of this clinic's patients reported living below 200% of the Federal Poverty Level (FPL).

The Euclid + Market Complete Streets project will improve portions of the sidewalk and bicycle lanes along Market Street between the Euclid Transit Center and our clinic, thereby making accessing health services safer for the thousands of low-income residents who walk or bike this route to our clinic. Further, by encouraging residents in this diverse, urban community to choose walking and biking as their mode of transportation, the project will improve residents' cardiovascular fitness and lower greenhouse gases, thereby reducing chronic health conditions such as diabetes, asthma, and obesity.

Sincerely,

Fran Butler-Cohen  
 CEO



Accredited by the Joint Commission



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May 21, 2015

## CALTRANS

Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Special Programs  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear Active Transportation Program (ATP) Application Review Committee:

On behalf of Circulate San Diego, I am pleased to send this letter of endorsement for the "Euclid + Market Complete Streets" project (pedestrian and bicycle components) submitted for ATP funding by the City of San Diego, in partnership with the Jacobs Center for Neighborhood Innovation (JCNI).

Circulate San Diego is a regional grassroots organization formed through the merger of Move San Diego and Walk San Diego, the region's leading organizations dedicated to advancing mobility and making the region a better place to live, work, and play. Our mission is "to create excellent mobility choices and vibrant, healthy neighborhoods."

The proposed project for the Euclid and Market smart growth corridor aligns with our *Vision Zero* initiative, which has the goal of reducing all traffic deaths in the City of San Diego by 2025 to zero.

A key component of achieving Vision Zero is to make the infrastructure improvements necessary to render our streets and sidewalks safe. The target area is marked by numerous safety deficiencies—sidewalks that are missing, too narrow, or in extreme disrepair; lack of bicycle lanes; inadequate lighting; wide streets without medians that place pedestrians at risk from traffic; poor walkability; and, inadequate access to bus stops and the transit station.

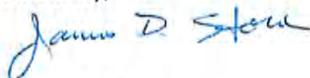
Within the Encanto Neighborhoods, locations with relatively high numbers of pedestrian and bicycle collisions (7 to 9 collisions over a five-year period) include the 47th Street and Market Street intersection (4 incidents) and 3 locations near the Euclid Trolley Station. Approximately 70% (16 out of 23) of all pedestrian and bicycle involved collisions in the last five years within Encanto occurred within 500 feet of a transit stop.

Circulate San Diego and our partners envision reducing the number of pedestrian and bicyclist fatalities and serious injuries in Encanto to zero within 10 years by improving the condition and safety of Euclid Avenue and Market Street, which are among the city's most dangerous streets, and promoting comprehensive strategies that support equitable transportation choices.

The Euclid + Market Complete Streets project (pedestrian and bicycle components) is a high priority for the Encanto Neighborhoods. The pace and scale of new mixed-use development in this Transit-Oriented Development (TOD) area will bring much-needed economic development for the community and by 2030, potentially over 1,000 additional residents who will require safe access to the bus and trolley stations and to local amenities and housing. We are committed to work with the community and ATP project partners to design more attractive, greener, and safer streetscapes and bicycle and pedestrian lanes that support healthy lifestyles and equitable access to public transit.

We respectfully urge Caltrans to favorably consider the proposed Euclid + Market Complete Streets (pedestrian and bicycle components) project for funding.

Sincerely,



James D. Stone  
Executive Director



May 19, 2015

CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Special Programs  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear Active Transportation Program (ATP) Application Review Committee:

The San Diego County Bicycle Coalition (SDCBC) strongly supports the “Euclid + Market Complete Streets” project (bicycle and pedestrian components) proposed for ATP funding by the City of San Diego, in partnership with the Jacobs Center for Neighborhood Innovation (JCNI).

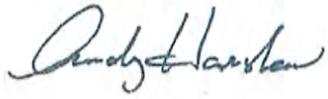
SDCBC advocates for and protects the rights of all people who ride bicycles. We promote bicycling as a mainstream, safe, and enjoyable form of transportation and recreation. We believe bicycling is a healthy, affordable, and environmentally friendly form of transportation and recreation that should be safe and attractive to everyone who wants to ride, wherever their destination and whatever their purpose. Bicycling is good for our communities and for the people who ride, and so we work to increase the number of people who ride bikes as a regular part of their lives.

Since 1987, we have acted as voice for bicyclists in the region and have advocated for safer streets and hundreds of miles of bike paths, lanes and trails all across the San Diego region. We conduct educational programs, promote awareness of bicyclists and bicycling issues, review infrastructure improvements, and act as a voice for bicyclists to elected officials and decision makers all over San Diego County.

By creating and connecting bicycle facilities and adding buffer zones, this project will make this community more bikeable. It will support this community’s Mobility goal related to bicycling, as stated in the Final Draft of the Encanto Neighborhoods Community Plan (May 2015), helping to create: “A bicycle network that connects community destinations, links to surrounding communities and the regional bicycle network, and makes cycling a convenient and enjoyable mode choice for all.”

SDCBC encourages you to fund this application to design and construct needed bicycle infrastructure improvements that will support the creation of “key bicycling corridors along both Euclid Avenue and Market Street,” as prioritized in the Final Draft Encanto Neighborhoods Community Plan. We believe this project will increase the proportion of biking trips and increase safety for non-motorized users in this historically underserved area that is being transformed into a Transit Oriented Development (TOD).

Sincerely,

A handwritten signature in black ink that reads "Andy Hanshaw". The signature is written in a cursive style with a large initial 'A'.

Andy Hanshaw, MPA  
Executive Director

5/20/15

## **Platicando con mi Gente**

Building Latino Leadership in San Diego's Diamond Neighborhoods

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Active Transportation Program (ATP) Application Review Committee:

Platicando con mi Gente strongly supports the ATP application for the "Euclid + Market Complete Streets" project (pedestrian and bicycle components), which is being submitted by the City of San Diego in partnership with the Jacobs Center for Neighborhood Innovation (JCNI).

Platicando con mi Gente is a grassroots organization of Spanish-speaking residents from the Diamond Neighborhoods (part of the City of San Diego's Encanto Community Plan Area). We work together to develop Latino leadership, engage Spanish-speaking residents in their children's education, and take on local issues to make our neighborhoods safer and better places to live for our families. We understand that in order to build better and safer neighborhoods, we must build communities where we know our neighbors and work together with area organizations and local government.

We have worked closely with JCNI on various initiatives and projects and look forward to participating in the design of the proposed "Euclid + Market Complete Streets" project to improve residents' safety as they walk or bike along sections of the busy Market Street and Euclid Avenue corridors, surrounding the Euclid Transit Station. The proposed project will make sidewalk and bike lane improvements that will make walking and biking safer for our children and families as travel to school, to shop at Market Creek Plaza, to access public transportation at the Euclid Transit Station, or visit the Malcolm X Library or other neighborhood destinations.

Platicando con mi Gente believes that we can contribute to the project by offering input into project design and by promoting walking and biking among Spanish-speaking residents. To accomplish this, we are committed to providing a liaison from our office to participate in planning meetings, share our ideas, and report back to our staff.

Sincerely,



Eduardo Velazco

Chair

Platicando con mi Gente



Center for Healthier Communities  
 3020 Children's Way, MC 5073  
 San Diego, CA 92123-4282

Phone: (858) 966-7748  
 Fax: (858) 966-7563

May 20, 2015

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Active Transportation Program (ATP) Review Committee:

I am writing this letter of behalf of Rady Children's Hospital-San Diego in support of the "Euclid + Market Complete Streets" project (pedestrian and bicycle components) proposed for ATP funding by The City of San Diego, in partnership with the Jacobs Center for Neighborhood Innovation (JCNI). The proposed project will build on many years of open community discussion involving resident stakeholders, schools, community organizations, and public agencies to address the severe problems in the outdated design and condition of this community's main streets (Euclid Avenue and Market Street), which have resulted in numerous injuries to pedestrians and bicyclists and pose a daily risk to children and older persons, in particular.

Rady Children's Hospital-San Diego is a nonprofit, pediatric-care facility dedicated to excellence in care, research and teaching and is the sole Level One Trauma Center in the region. In addition to providing state of the art care, we believe equally in keeping children well. Through the hospital's Center for Healthier Communities we are able to promote healthy lifestyles and injury prevention for children and families. One vehicle to promote healthy living is the Safe Routes to School (SRTS) program. Rady Children's Hospital has been providing SRTS programs in elementary and middle schools in this region for the last 6 years.

According to recent student arrival and departure tallies for Horton Elementary, whose students will be directly impacted by the proposed project, roughly 30% of student trips to and from school involved an active means of transport, compared to the 13% national average.

Rady Children's Hospital-San Diego supports the creation of a thriving, sustainable community that is safe for walking and biking, reduces the impact of traffic on air quality and safety, and makes the Encanto Neighborhoods an attractive and healthy place for children to walk to school and play. For this reason, we recognize the Euclid + Market Complete Streets project is vital to making this shared goal a reality.

This project will build on the Encanto Neighborhoods Community Plan (Final Draft, May 2015), which supports the creation of a sustainable, pedestrian friendly town center. We support this project, which will assure that the sidewalks and bicycle lanes near the intersection of Euclid Avenue and Market Street allow for easy, safe access to schools, and create a safer environment for pedestrians and bicyclists.

Sincerely,

A handwritten signature in blue ink that reads "Mary Beth Moran".

Mary Beth Moran, M.S., M.Ed.  
 Program Manager, Injury Prevention  
 Rady Children's Hospital-San Diego  
 (858) 576-1700 ext. 3547

*... because children are the future*



Horton Elementary  
5050 Guymon Street  
San Diego, CA. 92102  
T: (619) 264-0171  
F: (619) 262-8033

May 20, 2015

CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Special Programs  
P.O. Box 942874  
Sacramento, CA 94274-0001

**RE: Horton Elementary School Information for Euclid + Market Complete Streets project**

Dear Active Transportation Program Application Reviewers:

On behalf of Horton Elementary, I wish to confirm the following information:

**Horton Elementary Address:** 5050 Guymon Street, San Diego, CA 92102.  
**School District:** San Diego Unified School District (**SDUSD**)  
**District Address:** 4100 Normal Street, San Diego, CA 92103  
**Horton Elementary Co.-Dist.-School Code:** 37-68338-6039754  
**School type:** Pre-K-5

**Project improvements maximum distance from school:** .1 mile

**Total student enrollment:** 517  
**% of students that currently walk or bike to school:** 30.0%  
**Approximate # of students living along route proposed for improvement:** 50%  
**Percentage of students eligible for free or reduced meal programs:** 97.7%

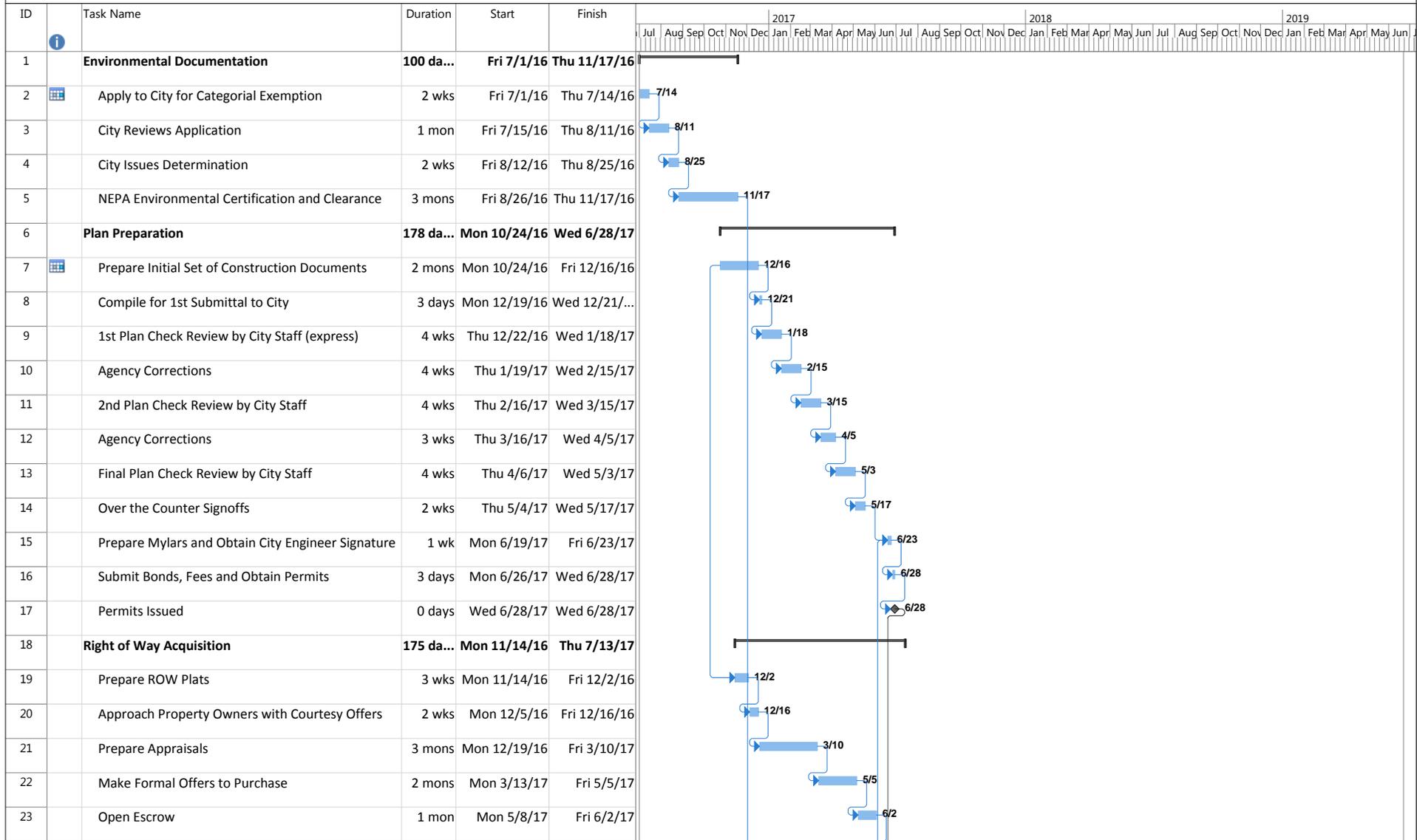
Please feel free to contact me with any questions.

Sincerely,

A handwritten signature in blue ink that reads "Nikki S. Mitchell".

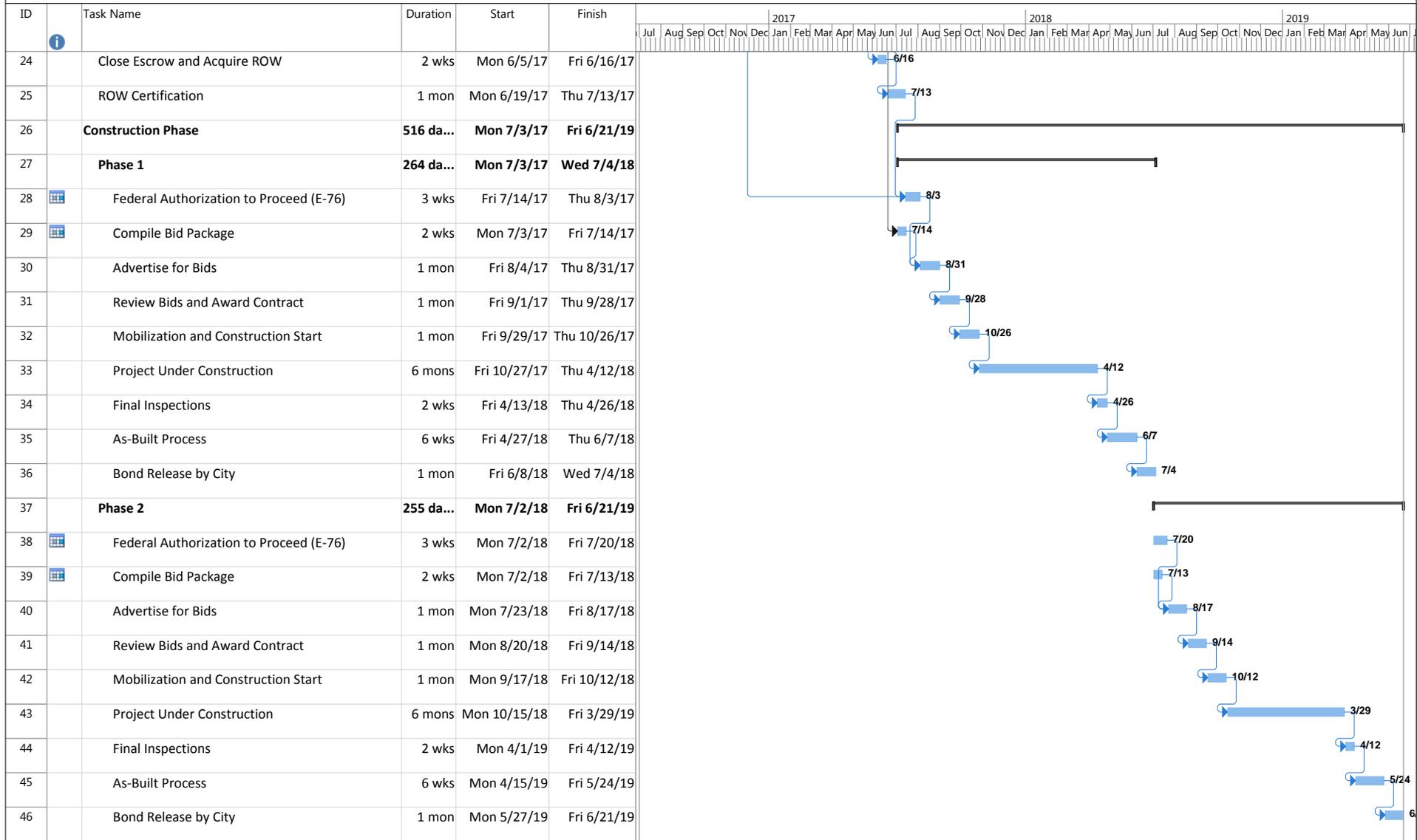
Nikki S. Mitchell  
Principal  
Horton Elementary  
(619) 264-0171

Euclid + Market Complete Streets  
11 - San Diego -1



Project: SSD1201 Timeline r1 Date: Mon 6/1/15	Task		Inactive Task		Manual Summary Rollup		External Milestone	
	Split		Inactive Milestone		Manual Summary		Deadline	
	Milestone		Inactive Summary		Start-only		Progress	
	Summary		Manual Task		Finish-only		Manual Progress	
	Project Summary		Duration-only		External Tasks			

Euclid + Market Complete Streets  
11 - San Diego -1



Project: SSD1201 Timeline r1  
Date: Mon 6/1/15

Task		Inactive Task		Manual Summary Rollup		External Milestone	
Split		Inactive Milestone		Manual Summary		Deadline	
Milestone		Inactive Summary		Start-only		Progress	
Summary		Manual Task		Finish-only		Manual Progress	
Project Summary		Duration-only		External Tasks			

Excerpted portions of this plan support Euclid + Market Complete Streets (pedestrian and bicycle components) project  
Available: [http://www.sandiego.gov/planning/community/profiles/encanto/euclidmarket/pdf/emplump\\_full\\_march2013.pdf](http://www.sandiego.gov/planning/community/profiles/encanto/euclidmarket/pdf/emplump_full_march2013.pdf)



# Euclid + Market

LAND USE AND MOBILITY PLAN



Submitted to:  
**The City of San Diego**



## Land Use Concept

The land use strategy for the EMLUMP represents an integrated approach that achieves the appropriate mix, balance and distribution of uses to support a “complete” community.

The following goals, policies and guidelines were developed using the integration of past plans, the expertise of a range of professionals, and thorough community input. Community surveys, and feedback from community workshops informed the development of these policies. A summary of the survey and community outreach efforts is contained in Appendix A: Outreach Summary. The land uses are consistent with the City of San Diego’s General Plan Land Uses and “City of Villages” vision development.

## Integration of Relevant Plans

Key inputs were taken from the plans listed below. These are summarized in Appendix B: Euclid & Market Land Use and Mobility Plan Existing Conditions Report (2011). The most relevant studies included those prepared by the Jacobs Center, SEDC, the City of San Diego, and studies pertaining to Chollas Creek.

- City of San Diego General Plan
- Southeastern San Diego Community Plan
- City of San Diego Land Development Code
- Southeastern San Diego Planned Development Ordinance
- Southeastern San Diego Public Facilities Financing Plan
- City of San Diego Bicycle Master Plan
- Central Imperial Redevelopment Implementation Plan
- Fifth Element to the Central Imperial Redevelopment Project Area
- Valencia Business Park
- SEDC Commercial Corridor Urban Design Guide
- SEDC Imperial Avenue Corridor Master Plan
- SEDC Multi-family Development Guidelines
- Chollas Creek Enhancement Community Workshop
- Chollas Creek Enhancement Plan
- Chollas Creek South Branch Implementation Plan
- The Village at Market Creek and Market Creek Plaza
- Jacobs’ Diamond Neighborhoods Conceptual Planning Series
- Jacobs’ Cultural Village Planning Series
- Voices of Community at All Levels (VOCAL)
- Encanto Neighborhoods Urban Design Guidelines
- Encanto Neighborhoods Pedestrian and Bicycle Network Plan
- Project First Class
- Euclid-Market Action Team (EMAT)
- Community Street Tree Master Plan, Southeastern San Diego
- Urban Ecosystem Analysis: San Diego, California
- EarthLAB
- SANDAG Smart Growth Guidelines
- SANDAG Regional Transportation Plan and Bus Rapid Transit (BRT) Planning



The Jacobs Center for Neighborhood Innovation (JCNi) works within the Euclid and Market community on improvement initiatives.



Land use concepts were presented to the community for their consideration and comment.



Land Use “Bookmarks” were created to illustrate the land use designations and intensities for community consideration.



Eight MTS bus lines share the Euclid Avenue Intermodal transit station as a hub.



Pedestrians cross wide streets like Euclid Avenue without the aid of marked crosswalks or safety refuges.



The study area is known for its ethnically-diverse population

as light poles, transit amenities, and trolley gate arms block portions of the sidewalk, making two-way pedestrian circulation difficult.

Several pedestrian-only paths are located within the study area, but do not provide continuous trail connections. A trail along the north side of Chollas Creek east of Euclid Avenue was built in 2008 in conjunction with the restoration of the adjacent creek channel. The trail is incomplete, however, and the pedestrian connection across Euclid Avenue to the west is cumbersome and uncomfortable. Another Chollas Creek recreational trail extends westward from Stevens Way to 54th Street, but does not provide further connections to local destinations. These trails, though attractive and accessible, currently serve only as a recreational option rather than a functional means of interconnection within the study area.

Crosswalks are located within the planning area to facilitate pedestrian circulation, yet are generally widely spaced due to the long block lengths. The only mid-block crosswalk adjacent to the study area is a school crosswalk on Guymon Street at Horton Elementary School and it is unsignalized. Also, due to the widths of the major roadways, crossing distances at intersections also tend to be much longer than pedestrians usually feel comfortable crossing.

Currently bicycle infrastructure within the study area includes Class III bike routes on portions of Market Street, Imperial Avenue, Valencia Parkway and Euclid Avenue. "Other Suggested" routes are located on portions of San Jacinto Drive and 47th Street, which are not official bike routes, but are designated by SANDAG and their San Diego Region Bike Map as alternate connecting routes. San Diego's 511 online and telephone service

also lists these streets as routes. There are limited Class II bike lanes and no Class I bicycle paths within the study area. The EMLUMP offers many opportunities to further enhance bicycling, mainly in the generous rights-of-way within the existing street network and at transit nodes.

A summary of the mobility context as well as issues and opportunities are contained in the Euclid + Market Land Use and Mobility Plan Existing Conditions Report (2011), contained in Appendix B.

### Market and Demographics

As a primarily urban residential neighborhood with commercial uses concentrated along the main corridors, the study area presents an excellent opportunity for new mixed-use development. Demographically, the study area is home to an ethnically diverse community. At least nine ethnic communities have significant populations that reside in the area, over half of which are of Hispanic origin. The study area community is also generally younger, resides in larger households, and has a lower median household income than the City and County of San Diego. These demographic trends were important considerations in the identification of key recommendations.

The Jacobs Center for Neighborhood Innovation (JCNI) is the largest property owner in the study area and has developed the Village at Market Creek, with several phases ongoing. Their conceptual plan may serve as a catalyst for future development. The largest employment sector in the area is the retail trade industry, followed by professional and business services and educational services.

©2011, Jacobs Center for Neighborhood Innovation



Parks, trails, and “healthy” development patterns will enhance community identity, improve connectivity and promote healthy life styles.

community, and meet the overall urban design and mobility goals of this plan.

**Policy LU-2.2.4:** Retain and enhance existing neighborhood-serving commercial uses that are valued by the community.

### **GOAL 2.3: INCREASED PARKS, TRAILS & ACTIVE USES**

The community's desire for more parks, recreational trails, and “active” spaces for recreation was apparent throughout the planning process for the study area. The EMLUMP designates eight acres of park land in response to this demand. The plan also includes the *Chollas Creek Creekside Pathway and Open Space Concept Plan (Chapter 4)* which plans for new creekside recreational pathways for bicycles and pedestrians and active and passive recreational areas. It is important to note that all of the proposed designations, except Community Commercial, allow for on-site, or privately maintained, open space and recreational uses by right.

**Policy LU-2.3.1:** Provide parks, trails, and open space amenities at designated locations in the study area that address the passive and active recreation needs of the community.

**Policy LU-2.3.2:** Use the *Chollas Creek Creekside Pathway and Open Space Concept Plan (Chapter 4)* as a guide for future development of the creekside recreational pathways for bicycles and pedestrians.

**Policy LU-2.3.3:** Ensure that future development within the Community Village designation will include the implementation of proposed creekside improvements as part of the development agreement.

**Policy LU-2.3.4:** Include the opportunity for on-site open space within private development that will link designated parks and open spaces together as a network, and provide greater opportunities for enjoying the outdoors and community interaction.

**Policy LU-2.3.5:** Use parks and on-site, or privately maintained, open spaces to showcase strategies for sustainable design such as bioswales, rain gardens, and plantings with native and drought-tolerant palettes suitable to Southeastern San Diego.

### **GOAL 2.4: A SAFE, HEALTHY, AND ILLUMINATED ENVIRONMENT**

Safety, cleanliness, and overall health have long been a concern within the Euclid and Market area and should be central to all future development. The design guidelines for both the public and private realm encourage design that puts “eyes on the street,” and is well illuminated and maintained in order to provide safe public spaces, community surveillance, and a feeling of safety and security. Furthermore, higher density

housing located in a mixed-use format with retail and commercial uses will encourage walking and bicycling to promote public health. The range of parks, open space, and recreational areas and trails further encourage healthy, active uses within the study area, as well as the potential for community gardens and urban agriculture. Finally, sustainable building design that contributes to a healthy environment and improved quality of life is encouraged in all new development.



Doors and windows oriented towards the public realm and adequate lighting help promote safety through design.



Land use policies establish that the upkeep of the public realm is a top priority in future development areas.

**ADAPTATION TO TOPOGRAPHY & LANDSCAPE**

**Policy: UD-2.1 Adapt development to the hillsides and landscapes that characterize the community and contribute to its distinct sense of place.**

**Guideline UD-2.1.1**

Design buildings and development to complement their natural landscape and follow the slope of hillsides, canyons and creeks with terraces, steps and multi-level landscapes and structures, rather than with expansive retaining walls and large flat areas.

**Guideline UD-2.1.2**

Consider views into and from sloping areas. The treatment of rooftops should be varied on sloping sites, rather than consisting of extended



The Encanto neighborhood is characterized by recognizable topography.

horizontal lines. Rooflines should be used to emphasize the variety in shape and flowing character of the hillside instead of masking it.

**Guideline UD-2.1.3**

Minimize the requirement for tall retaining walls and/or extensive cut and fill. Structures should minimize the use of continuous footings and follow the natural slope of the land.

**PEDESTRIAN ENVIRONMENT PARKING & MOBILITY**

**Policy: UD-2.2 Integrate convenient, secure and accessible parking areas for bicycles and cars within the development in a way that does not overwhelm or conflict with pedestrian circulation and residential areas.**

**Guideline UD-2.2.1**

Require all developments exceeding 3 acres in size to provide a comprehensive, internal circulation system of walkways, access ways and drives that are designed as “complete streets” and take into account all modes of travel, including bicycles. Discourage the use of the parking

area as the primary pedestrian circulation area within and around the property.

**Guideline UD-2.2.2**

Minimize the visual impact of parking areas on the surrounding neighborhood. Locate parking areas in the development’s interior and not along street frontages.

**Guideline UD-2.2.3**

Minimize cross circulation between vehicles and pedestrians to reduce potential conflicts or provide paths of travel that are convenient for pedestrians while minimizing conflicts with vehicles.

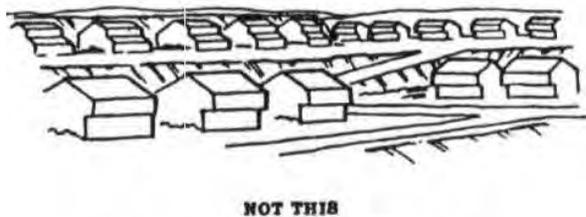
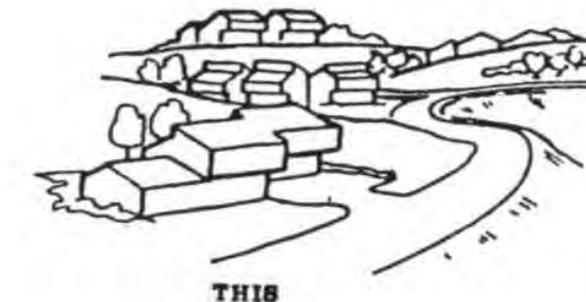
**Guideline UD-2.2.4**

Minimize driveway openings and curb-cuts along street frontages so as not to disrupt pedestrian movement.

**Policy: UD-2.3 Reduce automobile dependency and support alternative modes of transportation by providing adequate and convenient bicycle parking and storage, orienting development toward transit services, and making the pedestrian environment comfortable and inviting.**



Design buildings to be fully integrated with transit stops and provide pedestrian seating areas with furnishings, bike parking, landscape and art.



Design structures to fit existing slopes.

## Implementing the Complete Streets Vision

### Complete Streets Strategy

The overarching mobility and complete streets strategy encompasses three key themes:

**Resize.** Several low-cost/high-benefit projects, including simply restriping and/or reclassifying Market Street, Euclid Avenue, and 47th Street to match existing San Diego street design guidelines, may be completed in the short-term to increase mobility and safety for all modes of travel. In the mid- to long-term, rebuilding Market Street to include street enhancements such as bulbouts and additional pedestrian crossings may be completed in concurrence with the development of land use opportunity sites.

**Reconnect.** In conjunction with “resizing” key thoroughfares, targeted improvements at key intersections will serve to make walking within and through the study area safer and more convenient. To accommodate walkable development in land use opportunity sites and facilitate transit access, Market Street and Euclid Avenue should have additional pedestrian crossings. Additional proposed local street connections will formalize “desire paths” and make travel within the study area simpler and more direct.

**Revitalize.** Improved mobility, especially safe and attractive streetscapes, satisfies key urban design goals by facilitating walkable, mixed-use development and active sidewalks.

The three mobility themes are supported by three key policy strategies, which will be discussed

- Sidewalk widths will in most cases be determined by future development, so are conceptually shown to be up to 20' wide in locations, which allows for the greatest emphasis on pedestrian circulation and streetscape improvements such as street trees, tree grates, benches and other amenities.
  - Incorporate sidewalk and transit stop improvements into new development projects in the study area.
  - Improve pedestrian and bicycle access to the intermodal transit stations by adding sidewalks, paths, and bike lanes that close gaps in the system.
  - Provide bicycle storage lockers for commuters at the 47th Street intermodal transit station, and expand the number of bike lockers at the Euclid intermodal transit station.
  - In areas that will not be contingent on formalizing existing “desire paths” on vacant parcels of land.
- Study the feasibility of a bicycle route between the study area and downtown San Diego via the Market Street corridor.
  - Ideally, a commuter bicycle corridor could be provided between Downtown and the study area. Bicycle lanes are currently provided on segments of Market Street immediately west of the I-805 freeway (just outside the plan area). Based on a review of street conditions and land use patterns along key corridors, Market Street would be the recommended corridor for bicycle commuters traveling to and from the west. Installation of uninterrupted bicycle lanes on Market Street between Euclid Avenue and downtown San Diego (if feasible) could allow for regular commute trips to and from the study area by bicycle.
- Implement interim “road diet” improvements (potentially reducing the amount of space allocated to motor vehicle travel) along some key streets. This would provide dedicated bike lanes, and reduce motor vehicle traffic speeds near residences, schools and other sensitive uses.
- Work with SANDAG to maintain and enhance regional access to the study area through planning for a joint BRT/intermodal transit station at 47th Street.
  - Explore future relocation of some bus routes from the Euclid to the 47th Street station to enhance regional connections.
  - Balance such considerations with an evaluation of the ramifications on the Euclid Avenue station.
- Require local street connections to be installed (where feasible) concurrent with new development. Such connections would allow travel to occur without requiring travel on Euclid or Imperial Avenues for trips to neighborhood destinations, including schools and the two intermodal transit stations.
- Implement development standards to encourage true “transit-oriented” (not just “transit-adjacent”) development near the two intermodal transit stations serving the study area.
- Consider implementing reduced parking requirements for transit-oriented development (TOD) projects by including a Transit Area Overlay Zone in the study area per §132.1001 of the San Diego Municipal Code.

- Maintaining the current configuration of 47th Street (south of Market Street) as a 2-Lane Collector with center turn lane in the “interim,” with the potential to add striping for bike lanes.

Figure 3.4 illustrates the proposed long-term street network (to be implemented concurrent with development of key opportunity sites in the area), including reclassification of Market Street (east of 47th) and 47th Street (between Market and Imperial) as 4-Lane Collectors, as well as potential new local street connections in the study area.

### Bikeway Network

Figure 3.5a illustrates the recommended short-term bicycle network improvements identified by the EMLUMP:

- Installation of Class II bicycle lanes on Market Street (between 47th and Euclid) concurrent with the recommended “interim” restriping of that segment of Market Street (currently two lanes in each direction with no center-turn lane) to one lane in each direction with a continuous two-way center-turn lane. No on-street parking would be removed.
- Installation of Class II bicycle lanes on 47th Street (between Market and Imperial). This could be accomplished within the existing curb-to-curb width by prohibiting on-street parking on one side of the street.
- Installation of Class II bicycle lanes on Euclid Avenue (between Market and Naranja). This could be accommodated within the existing right-of-way with no removal of on-street parking. (
  - Installation of Class II bicycle lanes on Euclid Avenue (north of Market Street) may also be feasible, pending completion of separate studies focusing on potential redesign of the Euclid/

SR-94 Eastbound Ramp intersections and potential reconfiguration of Euclid Avenue travel lanes (to be considered as part of the Euclid Gateway Study and confirmation of final design related to the proposed Northwest Village project at the northwest corner of Euclid & Market).

- Installation of Class II bicycle lanes on Euclid Avenue (between Castaña and Imperial) could also be accommodated in the northbound direction by prohibiting on-street parking on that segment of Euclid. Bicyclists traveling southbound on that segment would need to share a travel lane with motor vehicles given the available curb-to-curb width, and motor vehicle turn-lane requirements, southbound approaching Imperial.
- On the segment of Euclid Avenue between Naranja and Castaña, the available curb-to-curb width is not adequate to accommodate bicycle lanes, given the required lane and median width for 4-Lane Major Streets. Therefore, on that segment, bicyclists must share the travel lanes with motor vehicles (known as a “Class III Bicycle Route”). Installation of bicycle stencils on the pavement (known as “sharrows”) is recommended on Class III segments of Euclid and Imperial within the plan area.

Figure 3.5b illustrates the long-term bicycle network in the study area based on the San Diego Bicycle Master Plan. As part of the phased Complete Streets strategy, bicycle improvements proposed by the City’s Bicycle Master Plan should be implemented on an expedited schedule, especially along Market Street and Euclid Avenue where interim restriping will create these lanes by resizing the existing traffic lanes to match the San Diego Street Design Manual guidelines. In fact, interim restriping of Market Street east of Euclid Avenue to a 2-Lane Connector will provide additional bike lanes in the study area not envisioned in the Bicycle Master Plan.



Where there is not adequate right-of-way for bike lanes, “sharrows” or Class III bike routes can enhance bicycle use.

### Pedestrian Network

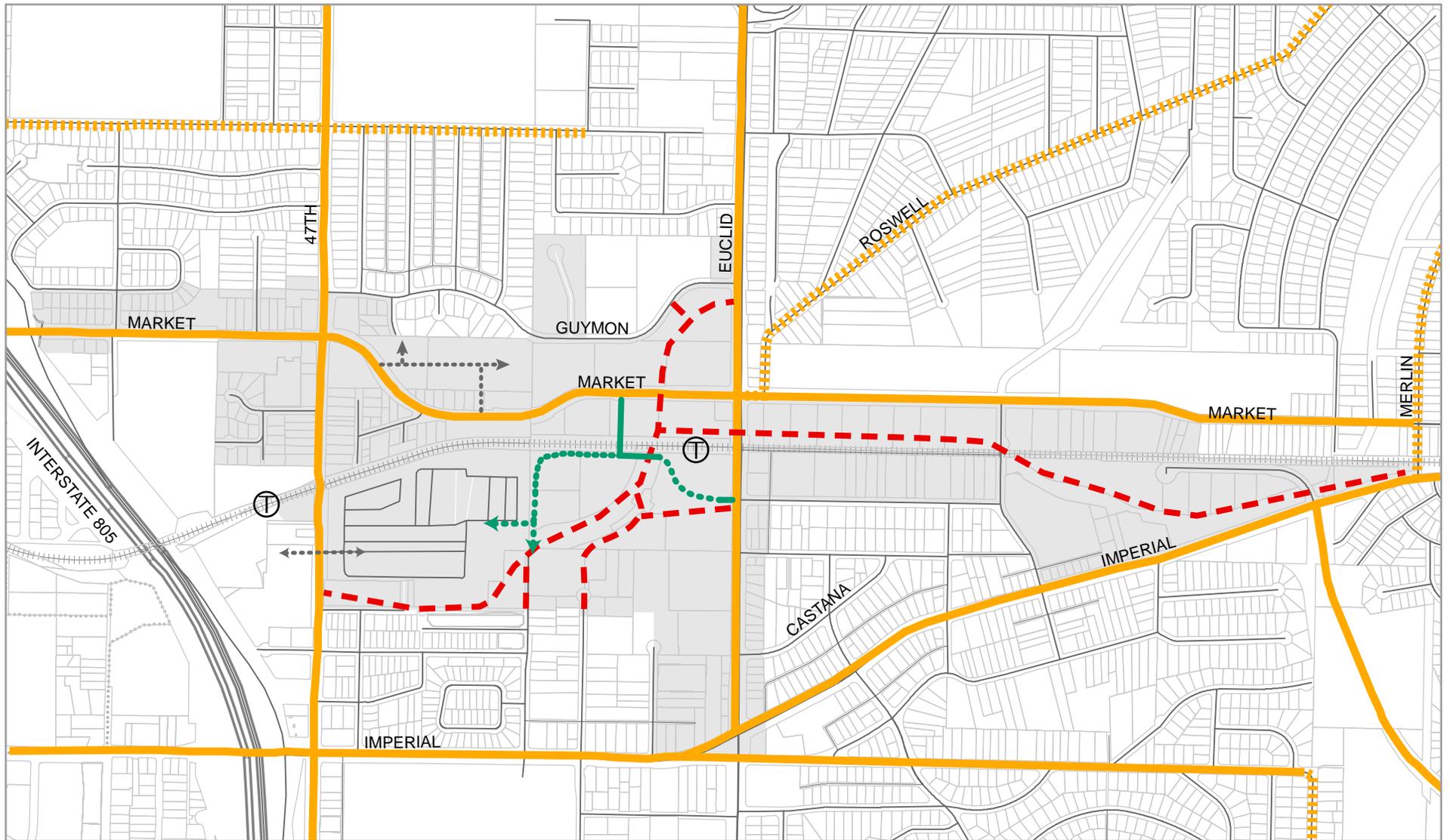
#### Proposed Intersection Improvements and Local Street / Path Connections

The projects listed in Table 3.1 are designed to increase accessibility and make intersections throughout the study area safer for pedestrians.

These improvements are designed to support new development in the area by increasing mobility and access throughout the study area, especially in areas that are currently difficult to traverse. In particular, these projects would facilitate access to the two intermodal transit stations from residential areas to the south of Chollas Creek, which currently acts as a barrier to mobility in the area.

#### Proposed Long-term Pedestrian Network

The proposed pedestrian improvements listed in Table 3.1 as well as the Cross-Site Connectivity strategies in Table 3.5 above are illustrated in Figure 3.6 below, “Future Study Area Pedestrian & Cross-Site Connectivity Improvements.” The proposed local streets, and to an extent the



**LEGEND**

- EMLUMP Study Area
- Parcels

**EXISTING**

- Private Street
- Other Streets
- Trolley Tracks
- T Intermodal Transit Station

**FUTURE**

**Bike Routes**

From San Diego Bicycle Master Plan, 2011

- Class II - Lane
- Class III - Route

- Proposed Multi-Use Path
- Proposed Local Street (Conceptual)
- Potential Private Street Connections (Conceptual)



**Figure 3.5b: Proposed Bikeway Network (Long-Term)**

Excerpted portions of this study support Euclid + Market Complete Streets  
(pedestrian and bicycle components) project

# **INFRASTRUCTURE CONDITIONS & INFRASTRUCTURE ADEQUACY ASSESSMENT**

## **Market Creek Village Plan Area**

**December 4, 2013**

**EXECUTIVE SUMMARY****INFRASTRUCTURE CONDITIONS & ADEQUACY ASSESSMENT*****Market Creek Village Plan Area*****SYNOPSIS**

This report evaluates the adequacy of existing infrastructure to accommodate approximately 780 dwelling units and 800,000 square feet of proposed new development in the Market Creek Village Plan Area (see Figure #1). In carrying out the evaluation, the report:

- Describes existing infrastructure within the Market Creek Village Plan Area;
- Summarizes the proposed Market Creek Village development plan; and
- Evaluates the ability of existing infrastructure to meet the requirements of the proposed Market Creek Village development.

The report concludes that, overall, most existing infrastructure is inadequate to meet the demand of the proposed new development and/or the impact and cost was unknown at this time. Of the known costs, improvements were estimated at over \$10.3 million.

**A. EXISTING INFRASTRUCTURE**

The existing conditions portion of the report identifies

**1. Circulation –**

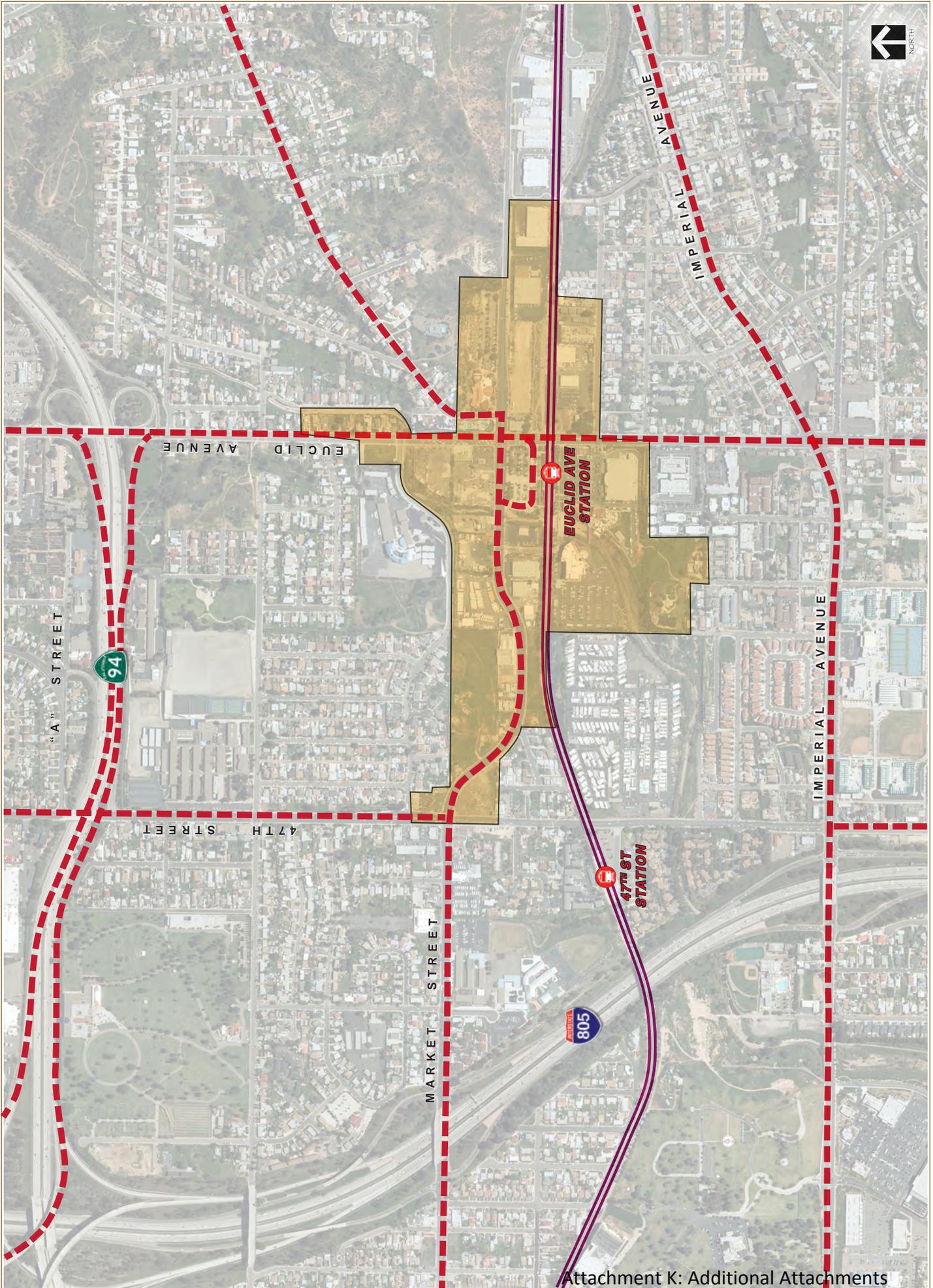
- a. *Freeways* - State Route 94 runs north of, and Interstate 805 runs west of, the Project Area;
- b. *Major Streets* - Euclid Avenue, Market Street, and 47th Street are heavily trafficked, with Level of Service at local intersections compromised particularly during evening peak hours;
- c. *Local Streets* - Local streets primarily serve housing and lack adequate interconnections
- d. *Transit* - The area generally is well-served by the San Diego Trolley and local and express bus service;
- e. *Pedestrian Network* - Narrow and sometimes absent sidewalks and lengthy walking distances are characteristics of the area;
- f. *Bicycle* – Only one bikeway exists and it's a Class III (shared travel lanes between bicycles and motor vehicles).

**2. Utilities –**

- a. *Wastewater* – Sewer lines exist throughout the area and two sewer upgrades are planned;
- b. *Water* – A network of water lines exists within the area and several improvements are anticipated; and
- c. *Dry Utilities* – Gas, electric, telephone, and cable services exist throughout the area.

**3. Community Facilities and Resources**

- a. *Parks and Recreation* – Eight public parks with a total of almost 77 acres exist within the area.
- b. *Schools* – Public schools include five Elementary schools, one Middle school, one High school, and one Middle/High School. A private Catholic school serves preschool through eighth grade.
- c. *Libraries* – There are three libraries: Malcolm X, Beckwourth, and San Pasqual.
- d. *Fire Protection* – The area is served by City of San Diego Fire-Rescue Department Station 12
- e. *Police Services* – The area is served by the Southeastern Division Police Substation of the SDPD.
- f. *Other Community Facilities* include the Elementary Institute of Science, the Jacobs Center, and the Tubman/Chavez Multicultural Center.



 BUS ROUTES  
 ORANGE LINE TROLLEY

 STUDY AREA

MARKET CREEK VILLAGE INFRASTRUCTURE ANALYSIS  
**FIGURE #2: PROJECT AREA CIRCULATION**

The City of San Diego Street Design Manual requires that Major Streets be designed to accommodate a minimum of four travel lanes and a raised median at full build-out. The following three streets are designated as Major Streets by the Community Plan within the Plan Area (although some segments do not yet conform to Major Street standards). These streets provide access to the Plan Area (including direct access to adjacent land uses and local streets) for automobile, bicycle, bus, and pedestrian travel:

- Euclid Avenue carries over 20,000 vehicles per day and features four travel lanes with a raised median/center turn-lane. On-street parking is allowed in some segments and continuous sidewalks are provided in most locations. Signal-controlled pedestrian crossings are provided approximately every 600 feet (between Guymon and Naranja Street), but no signal-controlled pedestrian crossings are provided between Naranja Street and Imperial Avenue (a distance of approximately 1,375 feet, or just over one-fourth of a mile). No bicycle lanes are provided.
- Market Street carries over 10,000 vehicles per day and features four travel lanes (west of 51st Street) and two lanes (east of 51st Street). Center-turn lanes are provided at signalized intersections, and on-street parking is allowed on most segments (except at signalized intersections). Continuous sidewalks are provided on segments west of 51st Street. An unpaved pedestrian path currently accommodates pedestrian circulation east of 51st Street. Signal-controlled pedestrian crossings are provided at four intersections within the Plan Area, with an average distance of 1,300 feet (one-fourth of a mile) between signalized crossings. No bicycle lanes are provided.
- 47th Street carries over 10,000 vehicles per day and features four travel lanes (north of Market Street) and two travel lanes (south of Market Street), plus a center-turn lane. Continuous sidewalks are provided, directly bordering the curb lane. On-street parking is provided on segments north of Market Street and south of Imperial Avenue. No bicycle lanes are provided.

**TABLE 1: Level of Service (LOS) Summary Description for Signalized Intersections<sup>5</sup>**

LOS	Description
A	Very Low Delay
B	Minimal Delays
C	Acceptable Delay
D	Approaching Unstable/Tolerable Delays
E	Unstable Operation/Significant Delay
F	Excessive Delays

<sup>5</sup> Source: Transportation Research Board, Highway Capacity Manual, 2000, Washington, DC

and Imperial Avenue, adjacent to significant trip generators such as the Market Village shopping center and the Euclid Health Center.

With the exception of the weekday-only route 960, which connects the Euclid Avenue Trolley station and University Towne Center during AM and PM peak periods, all bus lines operating within the Plan Area operate on schedule more than 80 percent of the time. The 917 line, which operates in a counterclockwise direction between the Euclid Avenue Trolley station and College Grove, is the most reliable of all area routes; it operates on time nearly 96 percent of the time.

### Access to Transit

#### *Bicycle Access to Transit*

Providing convenient bicycle access to transit facilities (as well as secure bicycle storage facilities at transit stations and key stops) can substantially increase transit accessibility, expanding the transit ridership market from the extent of walking distance to/from a transit stop (approximately one-fourth to one-third of a mile) to a much larger radius accessible to bicyclists (two to five miles from the transit station or stop).

The Euclid Avenue Trolley station is relatively accessible by bicycle, as Class III bicycle infrastructure provide limited safe access from the south and west. The station features two mechanical bike locker spaces that may be reserved online on a first-come, first-serve basis using SANDAG's online 511 iCommute service. Cyclists must pay a \$25 bike locker key deposit fee to reserve a locker.

By contrast, there are no official bike routes to 47th Street station, and no bike lockers are provided at that station.

#### *Motor Vehicle Access to Transit*

Motor vehicle access to transit is provided to both transit stations, including passengers that are dropped-off and those that park in one of the two Park & Ride lots. A total of 244 parking spaces are provided (129 spaces at the 47th Street station, and 115 spaces at the Euclid Avenue station). Parking occupancy counts conducted on May 24, 2011 found that less than 60 percent of the parking spaces at the Euclid Avenue were occupied, and just 50 percent of the spaces at the 47th Street station were occupied.<sup>8</sup>

### Planned Transit Improvements

#### *Trolley Station Renovations (planned for 2012)*

During 2012, SANDAG will complete renovations of Euclid Avenue and 47th Street stations to prepare them for low floor trolley service. These improvements are part of the Trolley Renewal Project, which includes raising Trolley platform levels to a height of eight inches, installing new shelters at some stations (including Euclid Avenue and 47th Street), and upgrading electrical and communications systems. Additionally, the trackway at Euclid Avenue will also be reconstructed.

The Orange Line improvements are scheduled to be completed by 2012, and the total budget for the project's set of systemwide upgrades is \$620 million.<sup>8</sup>

<sup>8</sup> Euclid + Market Land Use and Mobility Plan - Existing Condition Analysis p.4-28

Route 680: 355  
 Route 688: 19  
 Route 689: 38

The planning process will also focus on the physical design of the joint BRT-Trolley station, which would be more costly to construct than other proposed I-805 BRT stations. Caltrans has developed a preliminary design concept for an "in-line" BRT station that could include a relocated Trolley station on the overpass above I-805. However, there are several constraints that limit the appeal of that option: first, the bridge is located on a curve, which would affect sightlines at the station, and second, a station located away from local destinations and the street may have additional security problems. Further, an in-line BRT station would require reconstruction of the I-805 overpasses to the north (at Market Street) and south (Imperial Avenue) in order to accommodate the wider right-of-way needed at in-line station locations. As a result of the complexity of an in-line BRT station at 47th Street, SANDAG has estimated a budget for this project at over \$100 million.

There are already several potential alternatives to the proposed in-line station. One is to construct side direct access ramps that would cross the Orange Line Trolley at grade; another alternative is to construct flyover ramps to connect the BRT line to the existing 47th Street Trolley station. SANDAG expects that a full set of alternatives and a more concrete budget will be developed in 2012. The I-805 BRT line (with a station at 47th Street) is proposed to be in service by 2020, subject to funding and necessary approvals.

#### 4. Pedestrian System

##### Existing Pedestrian Network

Narrow, deteriorated sidewalks and lengthy walking distances characterize the pedestrian circulation network serving the Plan Area, providing a stark contrast to the high quality of transit service that is available.

Although it would be easy to assume that the incomplete nature of the pedestrian network is a result of the area's geographical constraints, particularly the steep hill grades and Chollas Creek, such geographic obstacles have been overcome elsewhere (for example: some of the world's most walkable cities have had their share of hills and waterways to overcome). Ultimately, a key factor is the era in which the Plan Area developed. Street design standards adopted during the middle of the 20th Century (a period of enthusiasm for automobile travel) typically mandated as many as four 11 to 12 foot travel lanes on arterial streets (even on relatively low-volume arterials such as Market Street, which carries less than 11,000 daily vehicles). By contrast, sidewalks were an afterthought with permissible widths as narrow as four to six feet in width on those same arterial streets, even in locations where arterial streets provide the primary access to pedestrian trip generators such as schools and transit centers.

As a result of the limited sidewalk space along the Plan Area's north-south and east-west arterials, convenient and desirable walking routes within the Plan Area are extremely hard to find. Market Street between 47th Street and Euclid Avenue is essentially a closed network: for one-half mile, one hilly parcel separates it from Guymon Street residential neighborhoods to the north, and another hill, the Trolley line, and Chollas Creek separate it from the El Rey Trailer Park and other residential developments to the south. Despite these constraints, pedestrian volumes are surprisingly high within the Plan Area.

Pedestrians looking to travel from local streets to shops, community centers, or transit stations are left to travel on the major arterials (Market Street, 47th Street, Euclid Avenue, or Imperial Avenue), which are primarily designed for motor vehicle travel and are inhospitable to pedestrians. Sidewalks within the Plan Area are, on average, only four to six feet wide (and some times narrower, where sidewalk obstructions such as light poles, utility boxes, and trolley gates further reduce the “clear space” for pedestrians).

Although there are a few pedestrian-only paths within the Plan Area, they do not provide useful connections. One trail is located beside the Encanto Branch of Chollas Creek between the Tubman-Chavez Community Center and the office park at 5275 Market Street. The trail, completed in 2008, is approximately 800 feet long, about seven feet wide, and was completed in conjunction with the restoration/rehabilitation project of the adjacent creek channel. It features interpretive signage and benches. Unfortunately, the trail is incomplete, and ends just before the office park parking lot. Furthermore, while the trailhead is directly across Euclid Avenue from the entrance to the Orange Line Trolley station, pedestrians must cross the street elsewhere, either at Market Street to the north or Naranja Street to the south. Another stretch of trail along the Encanto Branch of Chollas Creek was built by the Southeastern Economic Development Corporation (SEDC) as part of site preparation for the incomplete Valencia Business Park. The trail extends westward from Stevens Way alongside the creek nearly to 54th Street but does not provide any formal connections to local destinations. The trail itself is a racetrack and relatively accessible, but currently serves as a recreational option rather than a functional means of interconnection within the study area.

See *Figure 4: Pedestrian Circulation*.

#### *Sidewalk Design and Use*

Sidewalks along arterials within the Plan Area are on the whole very narrow and deteriorated, thus are not optimized for accessible pedestrian mobility. Further, the lack of a dedicated zone for street furniture (such as signal boxes, fire hydrants, or other mechanical equipment), street trees, and amenities such as benches at bus stops often forces these items into the pedestrian path of travel, creating significant barriers to access for all.

#### *ADA Standards*

The Americans with Disabilities Act (ADA) requires the continuous clear width of pedestrian sidewalk shall be 4.0 feet minimum. Where the clear width of pedestrian sidewalk is less than 5.0 feet passing spaces shall be provided at intervals of 200 feet maximum. Passing spaces shall be 5.0 feet minimum by 5.0 minimum. Passing spaces are permitted to overlap pedestrian access routes. The average sidewalk within the Plan Area is roughly 4.0 feet; however in many locations passing areas are not available. In general the sidewalks do not provide adequate space to accommodate the two-way flow of pedestrian traffic to major destinations. Planting strips or street tree planting provides a desirable buffer for walkers on busy streets, for example on Euclid Avenue. Tree planting or planting strips adjacent to the curb should be accommodated by wider sidewalks that allows for heavy pedestrian traffic especially within one-quarter mile of the trolley station or any major destination.

### Parkway Zones

The City of San Diego Street Design Manual has requirements for streets and parkways (sidewalk zones) that divides the parkways pedestrian corridors into different zones. Each zone corresponds to the different uses of the sidewalk realm. Due to the urban nature of the streets, land use constraints and expense of acquiring additional right-of-way, alterations of the City Standard Parkway Zones may be necessary and are subject to the City of San Diego Engineer review and approval.

### Crosswalks

Under California law, pedestrians may cross the street at any intersection (regardless of whether or not the crosswalk is marked). Marked crosswalks within the Plan Area are few and far between, and occur principally at signalized roadway intersections.

Ideally, pedestrians should not have to walk more than 300 feet to the nearest street crossing. However, the average distances between signalized crosswalks on the major streets within the Plan Area results in potentially lengthy travel distances for those pedestrians that do not wish to cross at unsignalized locations:

- Market Street: 1,325 feet between signalized pedestrian crossings;
- Euclid Avenue: 855 feet between signalized pedestrian crossings; and
- 47th Street: 2,600 feet between signalized pedestrian crossings.

### Existing Pedestrian Volumes

Pedestrian volumes during AM and PM peak periods were collected at the ten study intersections on Tuesday, May 24th, 2011. A summary of the findings follows.

**Table 5: Pedestrian Volumes at AM and PM Peak Hours**

	Location	AM Peak Hour	PM Peak Hour
1	Euclid Avenue & SR-94 WB Ramps	14	22
2	Euclid Avenue & SR-94 EB Ramps	16	25
3	Euclid Avenue & Market Street	130	95
4	Euclid Avenue & Imperial Avenue	127	83
5	47th Street & Imperial Avenue	81	50
6	54th Street & Imperial Avenue	20	20
7	I-805 SB Ramps & Market Street	135	39
8	I-805 NB Ramps & Market Street	84	28
9	47th Street & Market Street	123	122
10	47th Street & A Street	16	29

At most of the study intersections, AM peak period pedestrian counts were higher than PM peak period figures. This may be explained by the fact that students counted as they traveled to school in the morning were not counted during the evening observations, as most schools let out in the mid-to-late afternoon.

Relatively few pedestrians were found to travel through locations such as the Euclid Avenue & SR-94 ramp intersections and the 47th Street & A Street intersection to the north of the Plan Area during AM and PM peak periods. Rather, higher volumes of pedestrians traveled through intersections located closer to a variety of commercial and institutional destinations within the Plan Area, including Euclid & Imperial Avenue, Euclid Avenue and Market Street, and 47th & Market Streets, counts exceeded 100 pedestrians per AM peak hour.

## 5. Bicycle System

The State of California Department of Transportation *Highway Design Manual*, Section 1001.4, defines three types of bikeways:

- Class I Bikeway (Bike Path) - Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.
- Class II Bikeway (Bike Lane) - Provides a striped lane for one-way bike travel on a street or highway.
- Class III Bikeway (Bike Route) - Provides for shared use with pedestrian or motor vehicle traffic.

There are no Class I bicycle paths nor Class II bicycle lanes within the Plan Area. See *Figure 5: Bikeway Network*.

The existing street network is designed for automobiles, and the bicycle infrastructure network is primarily limited to “bicycle route” signs placed along arterial streets that have specific accommodations to accommodate bicycle travel. Moreover, the lack of local street connections and the Plan Area’s natural topography restricts both north-south and east-west connectivity where streets slope up hills and down to Chollas Creek.

For the most part, the lane requirement allocated for motor vehicle use, and the nature of the existing street network that includes a lack of cross-neighborhood connectivity, are significant constraints to encouraging increased safe bicycle use. However, the planned expansion of bicycle facilities will enhance the comfort and safety for cyclists traveling through and within the Plan Area.

See *Figure 5: Bikeway Network*.

### Existing Bicycle Facilities

Bicyclists, like pedestrians, are affected by the natural topography, variable land development patterns, and inhospitable street infrastructure within the Plan Area. Natural barriers occur at hill contours, such as along Euclid Avenue south from Market Street to Imperial Avenue, and west along Guymon Street between Euclid Avenue and Horton Elementary School. Bicyclists are also limited in their ability to travel between neighborhoods and trip generators because of the lack of continuous north-south and east-west bikeways in Southeastern San Diego.

Moreover, official bicycle infrastructure within the Plan Area is disconnected and incomplete, as some major streets have striped bike lanes, others bicycle route signs, and yet others no bicycle infrastructure at all. However, as part of their respective local and regional bicycle plans, both the City of San Diego and SANDAG are preparing to implement improved cycling connectivity within and outside of the Plan Area.

Bicycle infrastructure within the Plan Area is currently limited to the following:

- Class III bike routes (“signed” bicycle routes, that designate shared travel lanes between bicycles and motor vehicles, often without physical improvements to accompany the route designation) are designated on:
  - Market Street between I-805 and Euclid Avenue;
- Euclid Avenue between Market Street and SR-94 (and further north) is designated as a bicycle route.
- “Other suggested routes” (not official bike routes; designated by SANDAG & San Diego’s 511 service in their San Diego Region bike map as alternate connecting routes) on:
  - San Jacinto Drive between Imperial Avenue and Churchward Street
  - 47th Street between Market Street and Logan Avenue

#### Existing Bicycle Volumes

Bicycle volumes during AM and PM peak periods were collected at the ten study intersections on Tuesday, May 24th, 2011.

Bicycle volumes were higher during the PM peak rather than the AM peak period. While the intersection of Euclid Avenue and Market Street exhibited consistent AM and PM peak period bicycle volumes, the highest share of peak period bicyclists was observed during the PM peak at the 47th & A Street intersection. This last figure is likely due to the fact that 47th Street represents a safer north-south cycling route crossing SR-94 than Euclid Avenue, given the sizable SR-94/Euclid Avenue interchange.

The observations indicate that bicycle usage in the Plan Area during peak hours is relatively low, even compared with pedestrian volumes. These findings confirm that the natural topography and lack of a cohesive cycling network are real impediments to bicycling in the Plan Area.

#### Planned & Proposed Bicycle Improvements

##### *City of San Diego Bicycle Master Plan*

The City of San Diego adopted its first *Bicycle Master Plan* in 2002, and updated the document in April 2011. The goals and policies of this update were derived from the 2008 *San Diego General*

Excerpted portions of this plan support Euclid + Market Complete Streets (pedestrian and bicycle components) project Available: [http://www.sandiego.gov/planning/community/cpu/encanto/pdf/euclid\\_ex\\_condns\\_final\\_v02.pdf](http://www.sandiego.gov/planning/community/cpu/encanto/pdf/euclid_ex_condns_final_v02.pdf)

# Euclid Avenue Corridor Master Plan



CITY OF SAN DIEGO

## EXISTING CONDITIONS REPORT

April 15, 2013

PREPARED BY



Moore Iacofano Goltsman, Inc.

WITH

*Fehr & Peers*

*A.D. Hinshaw Associates*

*Hon Consulting, Inc.*

III. appendix 4: mobility

BOARDINGS AND ALIGHTINGS

Transit passenger load information was obtained from SANDAG for the latest year available (Year 2010). Table 4-2 summarizes the daily boardings/alightings at all bus and trolley stops within the Project Area.

As Table 4-2 shows, 2,917 boardings and 3,057 alightings occurred in 2010, for a total of 5,974 boardings/alightings at all transit stops in the Project Area. The trolley stop at Euclid Avenue & Market Street has the highest boarding and alighting activity, with 5,308 total boardings & alightings. The Euclid Avenue & Federal Boulevard bus stop has the highest passenger activity at 451 daily.

**BICYCLE FACILITIES**

Bicycling is considered an environmentally-friendly mode of transportation that enhances both personal and social well-being. Bicycling is recognized as an integral component of the Encanto Neighborhood Community's transportation system, currently and in the future. It is an important travel mode and a key component of a seamless multi-modal transportation system. In addition to transportation, this mode of travel provides many public access, health and economic benefits.

Safe, convenient, attractive, and well-designed bicycle facilities are essential if this mode is to be properly accommodated and encouraged. Well-designed bicycle facilities are safe, attractive, convenient, and easy to use. Inadequate facilities discourage users and unnecessary facilities waste money and resources.

**TABLE 4-2: EXISTING TRANSIT DAILY BOARDINGS AND ALIGHTINGS SUMMARY**

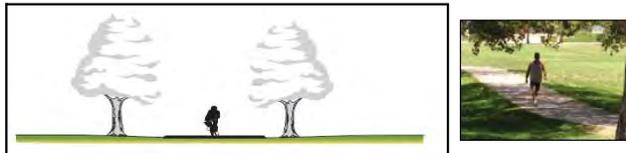
Transit Stop	Route	Boardings	Alightings	Total
Euclid Avenue & Guymon Street	916/917	6	7	69
	955	28	28	
Euclid Avenue & Hilltop Drive	916/917	12	8	146
	955	59	67	
Euclid Avenue & Federal Boulevard	916/917	57	35	451
	955	179	180	
Euclid Trolley Station	Orange Line Trolley	2,576	2,732	5,308
<b>Total</b>		<b>2,917</b>	<b>3,057</b>	<b>5,974</b>

Source: SANDAG 2010

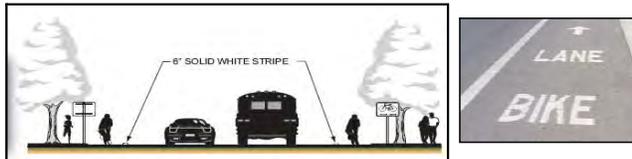
**STANDARD BICYCLING TYPOLOGY**

Bicycle facilities are classified based on a standard typology, which is described as follows:

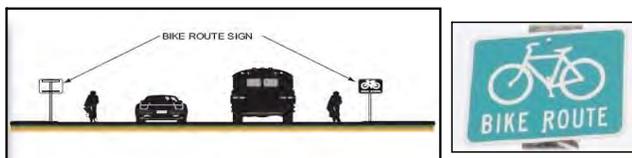
Class I Bikeway (Bike Path) provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.



Class II Bikeway (Bike Lane) provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally five feet wide. Vehicle parking and vehicle/pedestrian cross-flow are permitted.



Class III Bikeway (Bike Route) provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles.



**BICYCLE FACILITIES AND VOLUMES**

Based upon the City of San Diego’s Bicycle Master Plan Update (City of San Diego, 2011), no existing bicycle facilities were identified on Euclid Avenue. However, recent fieldwork revealed bike route signage and “Share the Road” signage along Euclid Avenue between Federal Avenue and Market Street. In addition, there is a Class III bicycle route along Market Street west of Euclid Avenue. Figure 4-5 displays the locations of various existing bicycle facilities.

Existing bicycle data was collected at all of the Project Area intersections during the am/pm peak periods, and are displayed in Figure 4-6. As shown in Figure 4-6, bicycle usage along Euclid Avenue is very low, with fewer than ten bicyclists traveling along the corridor during the peak hour.

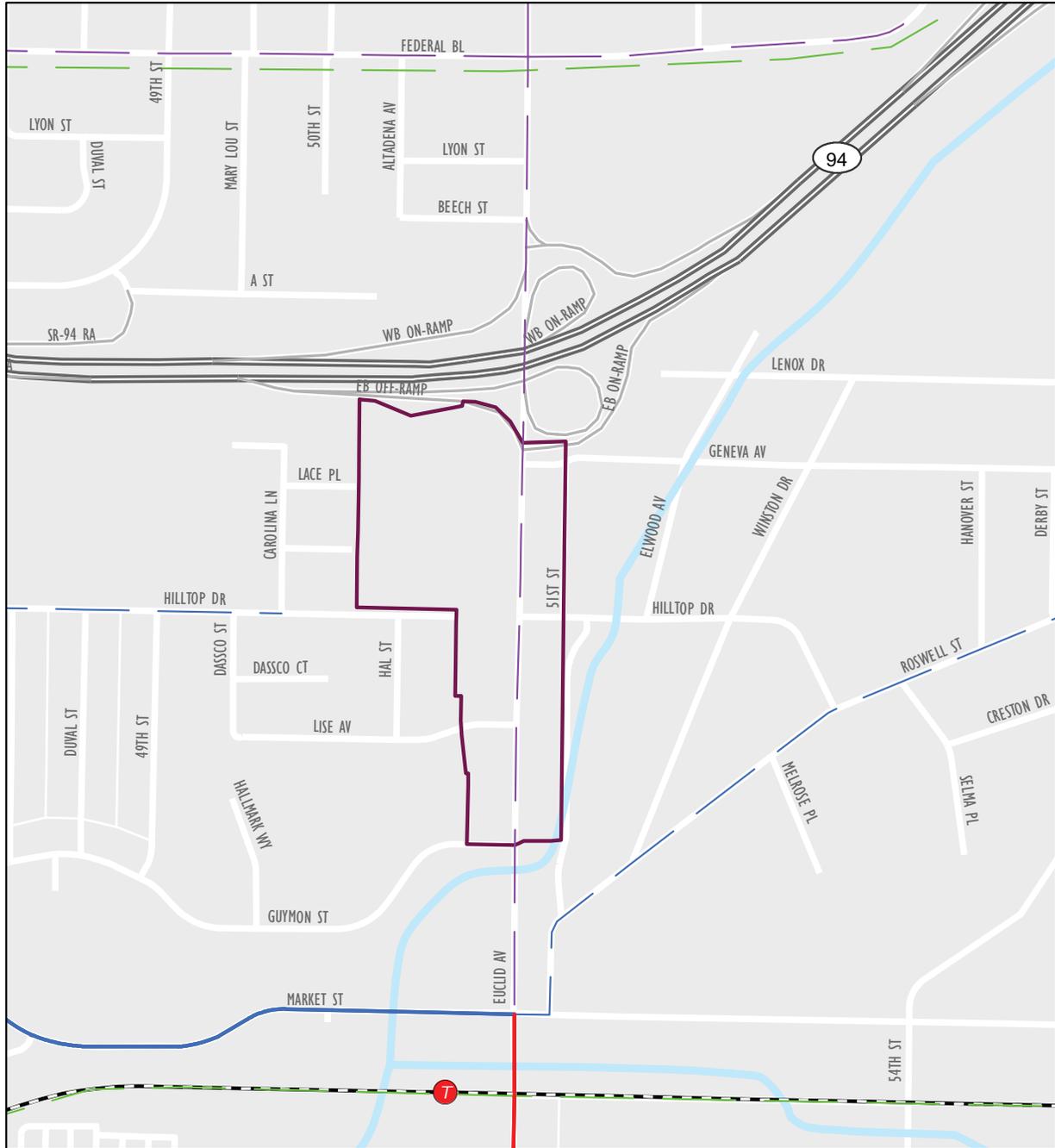
**SAFETY**

Bicycle-related collision data was obtained from the City of San Diego for the Project Area. The reports provide collision data over a period of five years (2008 – 2012), which indicates a total of four collisions. Figure 4-7 shows the distribution of the bicycle related collisions. Of the four recorded collisions, all four resulted in injuries, and no fatalities occurred. Seventy-five percent of the collisions occurred at intersections while the remaining 25percent occurred at mid-block locations. Approximately 75 percent occurred during daylight, while the other 25 percent occurred at night (dark/dusk/dawn).

III. appendix 4: mobility

**Figure 4-5: Existing & Planned Bicycle Facilities  
Euclid Ave**

April 2013



- |   |   |
|---|---|
| <b>Existing Bicycle Facilities</b>                            | <b>Planned Bicycle Facilities</b>                             |
| <span style="color: green;">—</span> Class I - Bicycle Path   | <span style="color: green;">—</span> Class I - Bicycle Path   |
| <span style="color: red;">—</span> Class II - Bicycle Lane    | <span style="color: red;">—</span> Class II - Bicycle Lane    |
| <span style="color: blue;">—</span> Class III - Bicycle Route | <span style="color: blue;">—</span> Class III - Bicycle Route |
|   | <span style="color: purple;">—</span> Class II or III         |

- Project Area
- Trolley
- T Trolley Station

FEHR PEERS

N

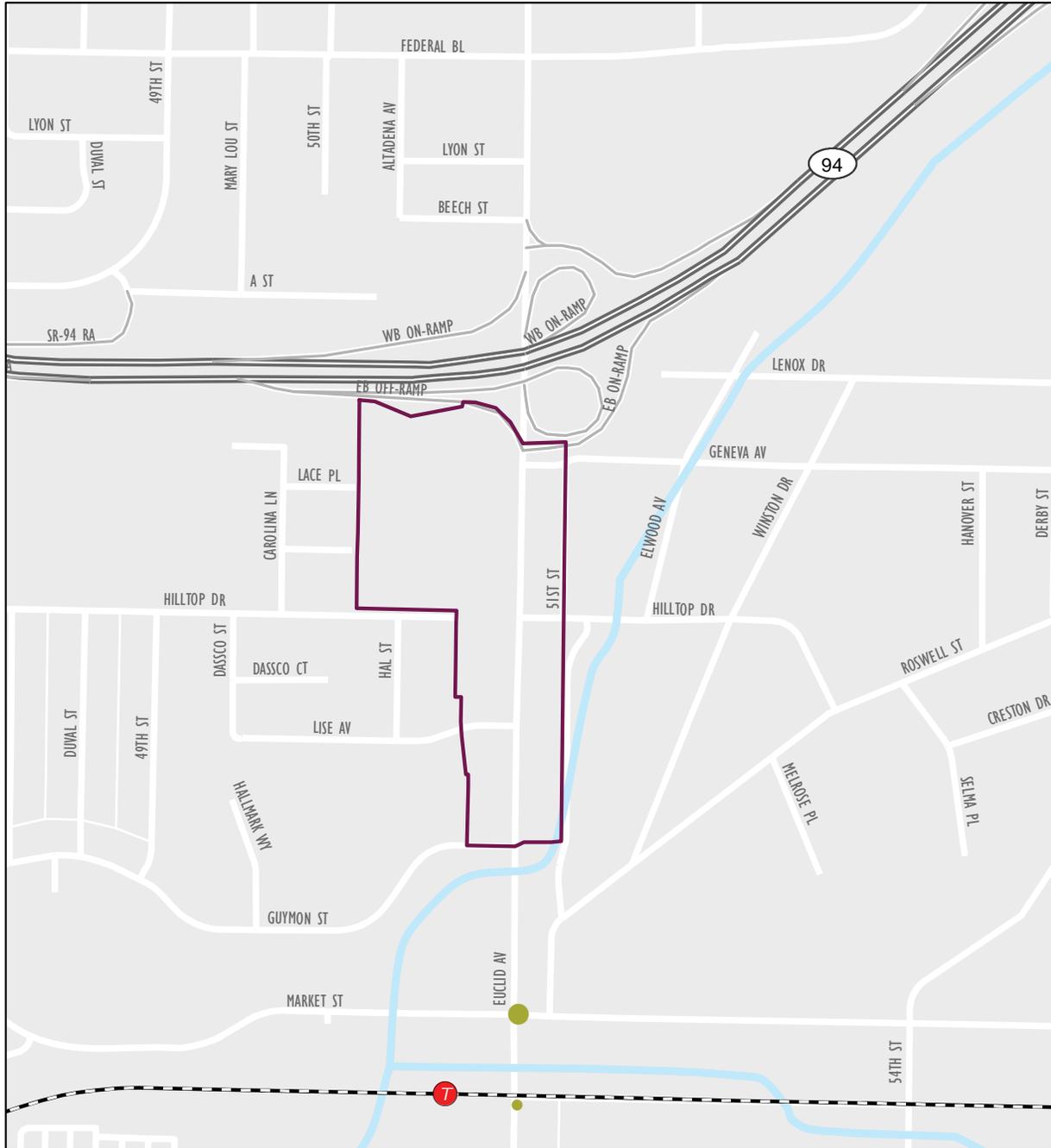
0 0.03 0.06 0.12 Miles

Source:  
SANDAG (2011)

III. appendix 4: mobility

Figure 4-7: Bicycle-Related Collisions  
Euclid Ave

April 2013



- 2
- 1
- ▭ Project Area
- Trolley
- T Trolley Station

FEHR PEERS  
 N  
 0 0.03 0.06 0.12 Miles  
 Source:  
 City of San Diego (2012)

### PEDESTRIAN FACILITIES

Walking is another environmentally friendly mode of transportation that enhances both personal and social well-being. In addition to transportation, this mode of travel provides many public access, health and economic benefits. Safe, convenient, attractive, and well-designed pedestrian facilities are essential if this mode is to be properly accommodated and encouraged.

The land uses, neighborhood density and scale, as well as the street configuration along the southern portion of Euclid Avenue are conducive to pedestrian activity. This segment is near a transit hub, storefronts, and public uses, including a school. These land uses typically generate pedestrian traffic.

North of Guymon Street, Euclid Avenue has predominantly residential land uses and vacant parcels, and pedestrians must also cross a freeway to connect to Federal Boulevard, which has additional transit and commercial activity.

### PEDESTRIAN FACILITIES AND VOLUMES

Figure 4-8 displays the existing pedestrian facilities map with identifications of missing sidewalks and curb ramps. Euclid Avenue south of Guymon Street generally provides an inviting streetscape with sidewalks and several amenities for pedestrians and transit patrons. Frontages along both sides of Euclid Avenue generally include active commercial and public uses with a sidewalk approximately five feet wide. North of Guymon Street, Euclid Avenue has sidewalks that are five feet wide on both sides of the street and on-street parking, providing an additional buffer. North of Hilltop Drive, there is an informal path

that students use as a shortcut to access Gompers High School. Along this segment of Euclid Avenue, land uses are predominantly residential or vacant, with lower pedestrian activity.

A number of the intersections along Euclid Avenue are controlled by traffic signals or side-street stop signs. At some of these intersections, marked crosswalks are provided across all four legs. Examples include the intersection of Euclid Avenue at:

- Market Street (signalized with marked crosswalks at all approaches)
- Guymon Street (signalized with marked crosswalks at all approaches)
- Hilltop Drive (signalized with marked crosswalks at all approaches)
- Federal Boulevard (signalized with no marked crosswalks)

All of the remaining intersections on Euclid Avenue in the Project Area are side-street stop controlled, with vehicular traffic on Euclid Avenue uncontrolled, and marked crosswalks not provided across Euclid, including:

- Lise Avenue
- SR-94 Eastbound Ramps
- SR-94 Westbound Ramps

Existing pedestrian data were collected at all of the Project Area intersections during the AM/PM peak periods, and are displayed in Figure 4-9.

In the Project Area, pedestrian intersection counts are the highest at Euclid Avenue and Market Street, which is surrounded by institutional and commercial uses and is located on the northeast corner of the Euclid Trolley Station.

III. appendix 4: mobility

**SAFETY**

Pedestrian related collision data was obtained from the City of San Diego for the Project Area. The reports provide collision data over a period of five years (2008 – 2012), which indicates a total of six collisions. Figure 4-10 shows the distribution of the pedestrian related collisions. Of the six recorded collisions, all six resulted in injuries, and no fatalities were reported. Approximately 83 percent of the collisions occurred at intersections, while the other 17 percent occurred at mid-block locations. Approximately 67 percent occurred during daylight while the other 33 percent occurred at night (dark/dusk/dawn).

**PARKING**

An inventory of all on-street parking spaces within the Project Area was conducted in April 2013. The area consisted of Euclid Avenue between Market Street and Federal Boulevard. On-street parallel parking with no time restrictions and free of charge are provided north of Market Street. There are roughly 125 on-street parking spaces in the Project Area.

On-street parking demand data was collected on April 3, 2013 during the AM and PM peak commute periods. Data was collected over the course of the day. Table 4-3 summarizes the findings of the on-street parking demand survey. As shown in the table, the percentage of on-street parking occupied during both the AM and PM peak periods is relatively low (0% to 15%), where most segments had no cars parked or at most two cars.

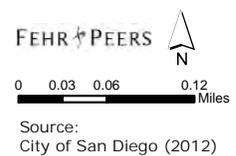
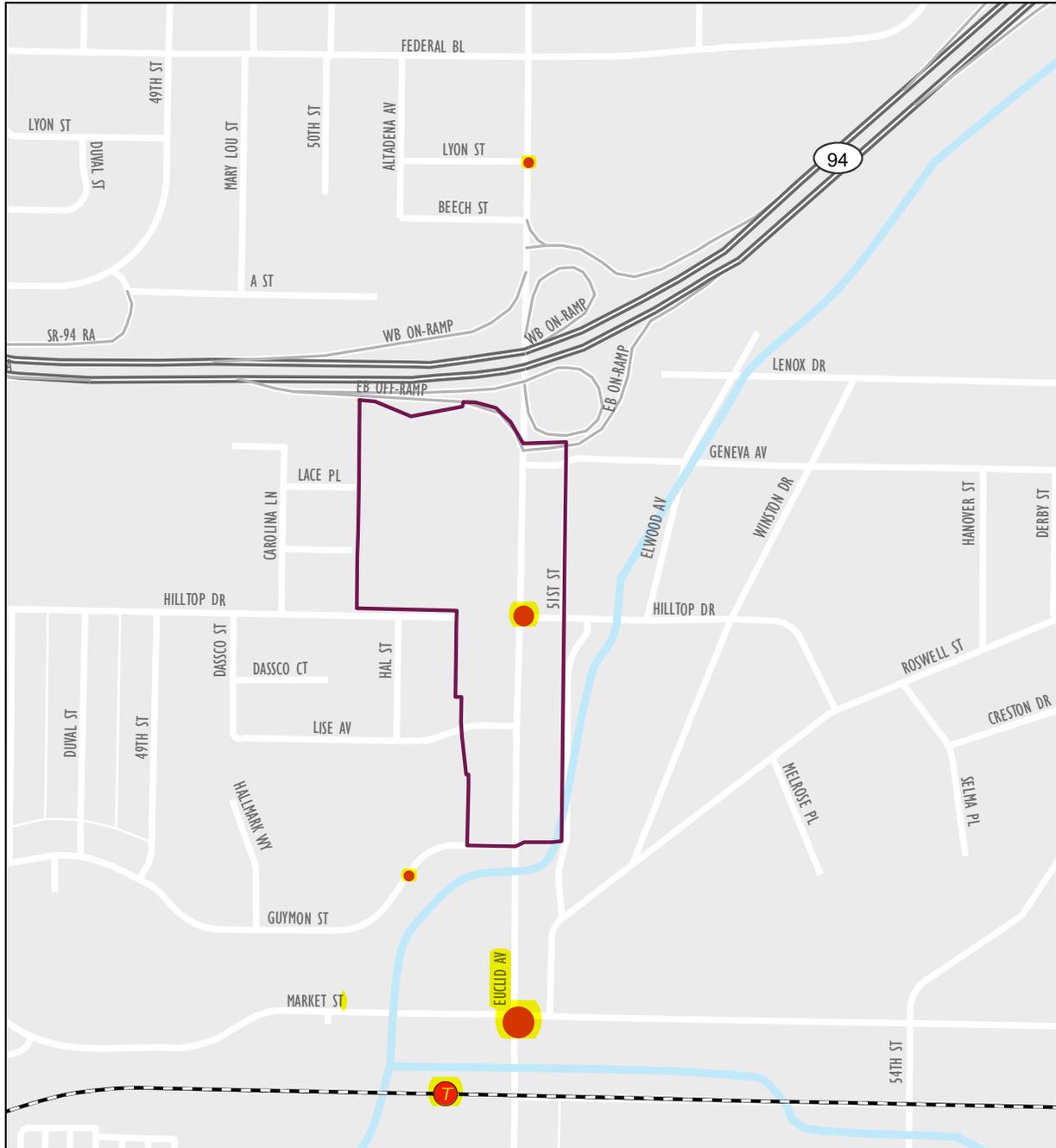
**TABLE 4-3: EXISTING ON-STREET PARKING DEMAND SUMMARY**

<i><b>Euclid Avenue Roadway Segment</b></i>	<i><b>Northbound</b></i>		<i><b>Southbound</b></i>	
	<i><b>AM Peak</b></i>	<i><b>PM Peak</b></i>	<i><b>AM Peak</b></i>	<i><b>PM Peak</b></i>
Federal Avenue to SR-94 WB Ramps	0%	0%	0%	0%
SR-94 WB Ramps to SR-94 EB Ramps	0%	0%	0%	0%
SR-94 EB Ramps to Hilltop Drive	5%	10%	0%	0%
Hilltop Drive to Lise Avenue	10%	10%	0%	0%
Lise Avenue to Guymon Street	0%	5%	0%	15%
Guymon Street to Market Street	0%	0%	0%	0%

Source: Fehr & Peers, April 2013.

**Figure 4-10: Pedestrian-Related Collisions  
Euclid Ave**

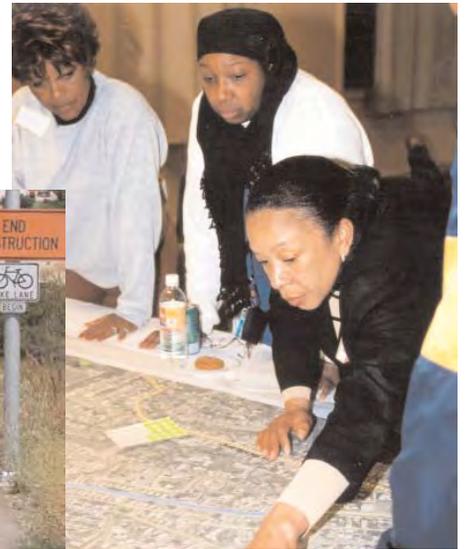
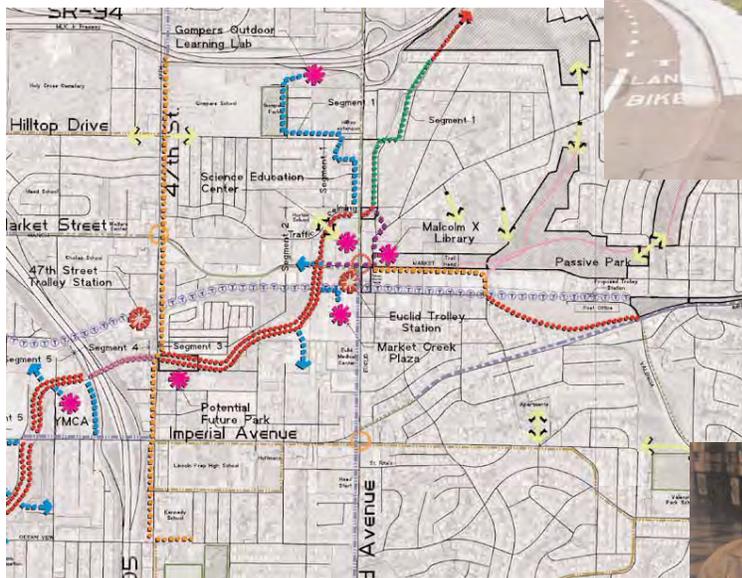
April 2013



Excerpted portions of this plan support Euclid + Market Complete Streets (pedestrian and bicycle components) project

Available: <http://www.sandiego.gov/planning/community/profiles/southeasternsd/pdf/encantoneighborhoodspedestrianbikennetworkplan.pdf>

# Neighborhoods Pedestrian and Bicycle Network Plan



**June 2003**

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# 1. Introduction & Background

According to the San Diego Association of Governments (SANDAG), the Encanto Neighborhoods area will grow faster than the rest of the City of San Diego during the next few decades. Future growth presents both risks and opportunities. If growth continues unchecked, does not pay for itself, and is not guided and controlled by the residents, the quality of life in the Encanto Neighborhoods area will deteriorate. On the other hand, if new development is shaped to benefit the Encanto Neighborhoods, growth could be the spur for an improved quality of life for the people in the area.

This report and its companion, the *Encanto Neighborhoods Urban Design Guidelines*, provide the basis for a process that enables neighborhood residents to shape new growth to benefit them. They are the final touches of a planning process that has extended over a period of a few years that, through intense public involvement, has created new plans that are environmentally-sound, socially and economically equitable.

The *Urban Design Guidelines* provide the community members of the Encanto Neighborhoods area with specific guidelines that will help ensure the quality of development on individual sites.

This report introduces concepts and principles behind pedestrian and bicycle network planning, presents a specific plan that enhances opportunities for walking and bicycling, and outlines specific projects that could be implemented in the next few years to create momentum in implementing the pedestrian and bicycle network plan.

The two reports complement each other. The pedestrian and bicycle environment is greatly influenced by the way land uses are arranged, buildings are shaped and located in relation to the street and other buildings, and the public realm is landscaped and furnished. Creating opportunities for bicycling and walking, on the other hand, enhances the success of commercial and mixed-use development by providing greater accessibility and fostering social encounters and safer environments. Sections of the *Urban Design Guidelines* especially relevant for the enhancement of the pedestrian and bicycling experience include the chapters "Mixed-Use Guidelines," "Site Planning & Visual Guidelines," and "Landscape & Streetscape Guidelines."

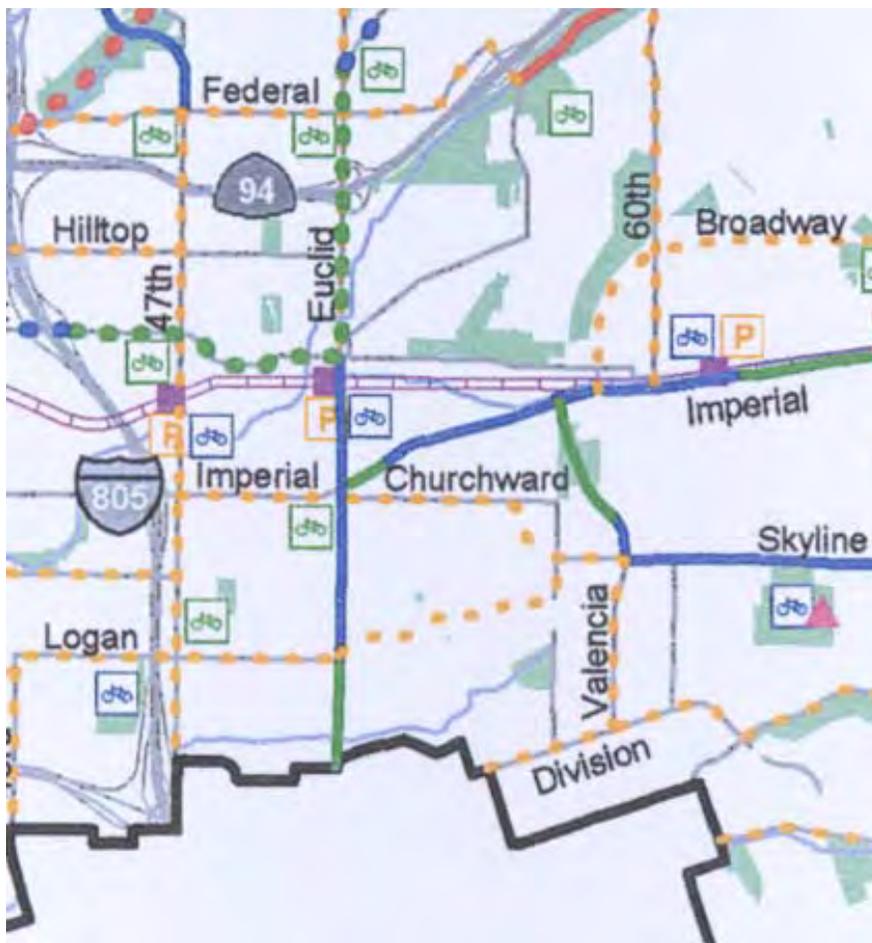
Both reports were based on an intensive citizen participation process that included six community workshops, during which participants expressed their preferences about various alternatives presented to them. Our role as consultants was that of educators, students and facilitators. As part of this participatory process, we introduced participants to site planning, landscaping, parking, pedestrian and bicycle planning principles; the participants taught us about various features of their community, the viability of particular concepts and ideas and their preferences for various alternatives. We thank them for their participation and their important contribution.

**Euclid PLACE<sup>3</sup>S Revitalization Program**

PLACE<sup>3</sup>S proposed the Chollas Creek Corridor as a Class I path, Euclid as a Class II bikeway, and Market, Imperial, Churchward and 47<sup>th</sup> as Class III bikeways.

**City of San Diego Bicycle Master Plan**

Bike routes included in the Encanto Neighborhoods area as existing Class II were Euclid south of Market and Imperial east of Euclid; and as existing Class III was Valencia from Imperial to Skyline. "Top Priority" proposed Class III bikeways were Market from I-805 to Euclid and Euclid from Market to 94. Imperial from I-805 to Euclid is shown as a Proposed Class II or III bikeway. It should be mentioned that an existing Class I bike path is indicated parallel to the Martin Luther King, Jr. Freeway (SR-94) from 60<sup>th</sup> to Kelton Road.



LEGEND	
	Existing Class 1 Bikeway
	Existing Class 2 Bikeway
	Existing Class 3 Bikeway
	Top Priority Proposed Class 1 Bikeway
	Top Priority Proposed Class 2 Bikeway
	Top Priority Proposed Class 3 Bikeway
	Top Priority Proposed Class 2 or 3 Bikeway
	Other Proposed Class 1 Bikeway
	Other Proposed Class 2 or 3 Bikeway
	Existing Bicycle Parking Facility
	Proposed Bicycle Parking Facility
	Existing Amenity Facility
	San Diego Trolley and Station
	Coaster Commuter Rail and Station
	Proposed Transit Station
	Park-and-Ride
	Colleges/Universities
	Stadiums/Arenas
	Airports
	Activity Centers
	Parks

City of San Diego Bicycle Master Plan, detail

## 2. Pedestrian/Bicycle Network Planning Process

Providing more transportation choices for people living in the Encanto Neighborhoods would contribute to the creation of a community that is environmentally sound, socially and economically equitable.

The benefits would include:

- 1) Increased accessibility to places people might not have access to, thus providing opportunities for a more active and economically vibrant community.
- 2) Reduced need for the automobile in an area of the City where car ownership is limited by lower incomes.
- 3) Reduced pollution and noise.
- 4) Safer neighborhoods by increasing the chances for informal surveillance and "eyes on the street."
- 5) Increased walking and bicycling, thus promoting exercise and good health.
- 6) Greater social interaction in public places.

The *Encanto Neighborhoods Pedestrian and Bicycle Network Plan* is the direct result of a process of two community workshops. The first workshop was dedicated to the presentation of issues and principles surrounding pedestrian and bicycle planning, and participants' suggestions about possible improvements to certain areas of the Encanto Neighborhoods to foster better pedestrian and bicycle movement. The second workshop included a presentation of a proposed plan to the community and a discussion period during which comments and suggestions for changes were made by the participants (see Appendix A for the Agenda of the two workshops).

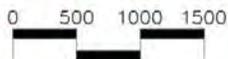
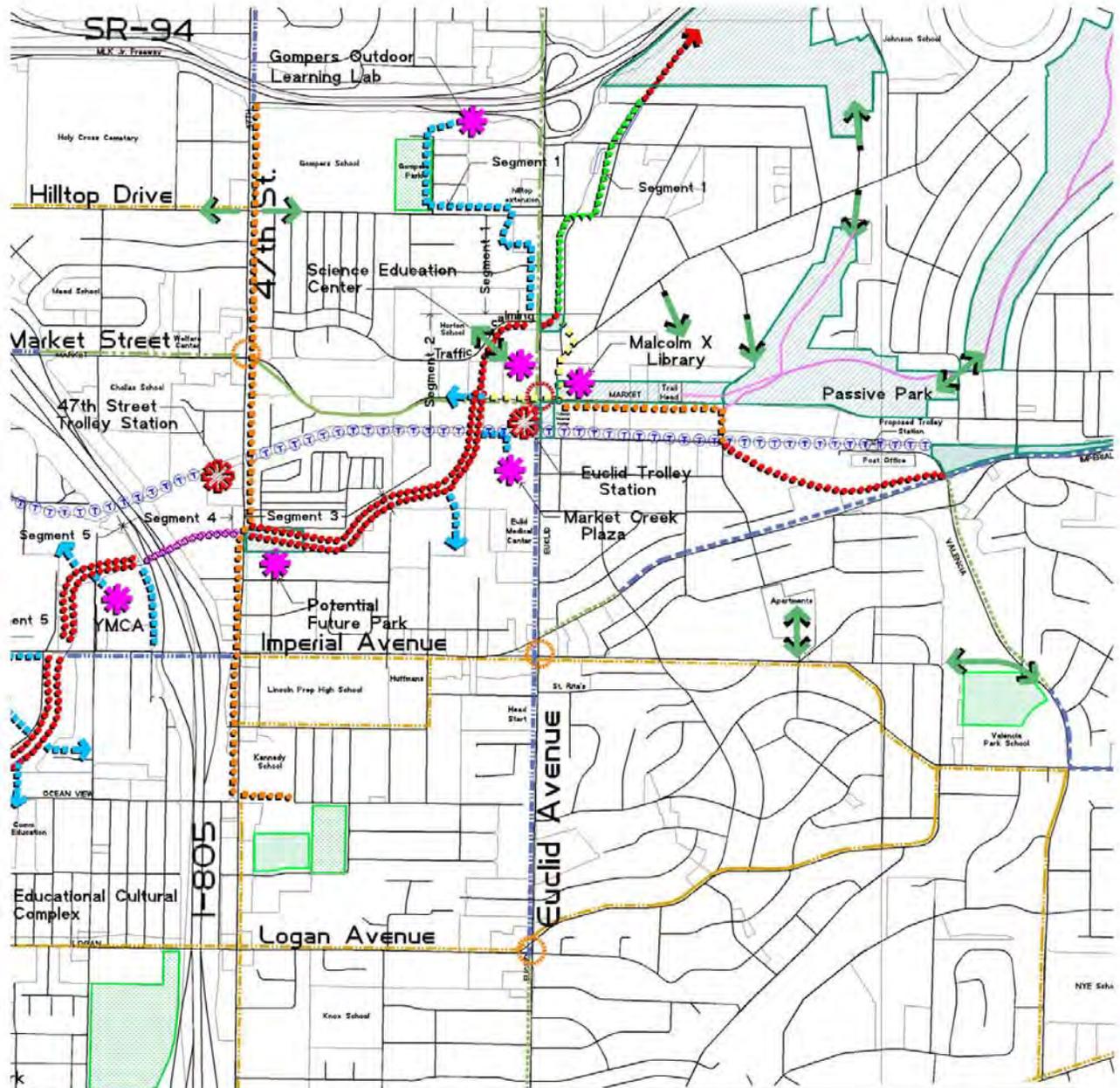


### 3. Proposed Pedestrian/Bicycle Network

On the basis of the April 3rd Workshop and numerous field surveys to ascertain the viability of various ideas presented at the workshop the following projects are proposed. The projects are divided into:

- 1) Network proposals, i.e., pedestrian and bicycle paths that, while improving non-motorized traffic in the community, also improve connections to the Citywide system.
- 2) A canyon trail system proposed in the Emerald Hills neighborhood.
- 3) Proposals for intersections improvements
- 4) Localized proposals especially aimed at increasing accessibility and safety at Horton Elementary School and Valencia Park Elementary School.

The bicycle projects as described are alternatives or additions to the bikeway system as proposed by the City in their Bicycle Master Plan. When not mentioned in this report, proposed bikeways remain the same as in the City report.



**Pedestrian and Bicycle Network Plan**  
**Encanto Neighborhoods Urban Design Studies**  
 Nico Calavita  
 Estrada Land Planning  
 June 2003

Legend			
Trail Adjacent to Creek		Existing Class 1 Bikeway	
Trail Within Creek		Existing Class 2 Bikeway	
Trail in Nearby Sidewalk		Existing Class 3 Bikeway	
Link to Neighborhood		Top Priority Proposed Class 2 Bikeway	
Proposed Pedestrian Path/Bikeway		Top Priority Proposed Class 3 Bikeway	
Proposed Pedestrian Trail/Bikeway		Other Proposed Class 2 or 3 Bikeway	
Neighborhood Node		Village Center	
Multi-Modal Transit Center		Neighborhood Center	
San Diego Trolley Route		City of San Diego Public Owned Land	
Entrance Point			
Connector			

Proposed Encanto Neighborhoods Pedestrian and Bicycle Network Plan

### Market Street

While all previous plans indicate Market Street east of 47<sup>th</sup> Street as a Class III bikeway, there is the potential to make Market Street between 47<sup>th</sup> Street and Euclid Avenue a Class II bikeway, and to create a multi-use path east of Euclid to at least 54<sup>th</sup> Street that would be similar to the one proposed for 47<sup>th</sup>.

East of 47<sup>th</sup> Street, Market Street is a four-lane arterial with striped parking on both sides. As properties along Market Street are redeveloped and parking is provided internally to the project, the space now dedicated to parking should become a Class II Bikeway.

East of Euclid Avenue, Market Street becomes a two-lane road with no shoulders or sidewalk.



*Market Street east of Euclid Avenue*

Various alternatives are possible here when Market Street is improved. These include a combination of sidewalks and Class II bikeways on both sides or a 12 foot multi-use path as proposed for 47<sup>th</sup> Street on the south side, where ample right of way for road improvements for motorized and non-motorized traffic seems to exist. The north side might be constrained by topography in accommodating a combination sidewalk and bicycle path. This system would connect to the proposed extension of Valencia Parkway from Imperial Avenue to Market Street. The Valencia Parkway extension would provide the connection to the Imperial Avenue Class II Bikeway. Finally, to encourage bicycling in coordination with mass transit, bicycle racks/locked bins should be provided at the Euclid Transit Station.



*Potter's Tract trail end near 54<sup>th</sup> Street*

A possible interim alternative would be to extend Market Street as proposed above to 54<sup>th</sup> Street. This street has been closed to automobile traffic, but is open to non-motorized traffic. A trail has already been built east of 54<sup>th</sup> Street as part of the preparation of the Potter's tract site for the construction of the Post Office, but it is not connected to 54<sup>th</sup>. A connection could easily be made thus linking pedestrian and bicycle facilities east of Euclid to those of Imperial Avenue and Valencia Parkway.

### **Euclid Avenue**

Euclid Avenue constitutes the major north/south transportation corridor in the area. As such it carries huge amounts of traffic that clog the artery at commuting times. The City of San Diego Bicycle Master Plan indicates Euclid as an Existing Class II Bikeway from Logan Avenue to Market Street and as a Top Priority Proposed Class III Bikeway from Market Street to Federal Boulevard. The Class II Bikeway actually stops right after the Imperial Avenue intersection, as cars are allowed to park. A Class III designation is probably appropriate for the near future. However, as properties fronting Euclid Avenue are redeveloped at higher densities with internal parking, parking on the street could be eliminated and a bike lane installed.

## INTERSECTIONS

Intersections have to accommodate the sometimes-conflicting demands of motorized and non-motorized traffic. These conflicts are especially hard to reconcile when trying to retrofit an area that has been built around the accommodation of the automobile, both from a land use and transportation point of view, into something that is more transit and pedestrian-oriented.

The City of Villages strategy, adopted by City Council, attempts to do just that, and the 2002 Euclid-Market Master Plan established the base for the redevelopment of the area along a "new-urbanist" paradigm. With new urbanism, development is designed to expand opportunities for social interaction and cultural exchange, thus fostering a sense of community. This is achieved through the creation of walkable and interconnected streets, higher housing densities and a variety of housing types, neighborhood/village/town centers with public buildings, plazas, mixed uses, and transit stations.

The Master Plan identified the area surrounding Euclid and Market as the Village Center for the community, and Euclid and Imperial, and Market and 47<sup>th</sup> as Neighborhood Centers. But Euclid Avenue, a heavily congested road, runs through the Village and one of the Neighborhood centers. From the Martin Luther King, Jr. Freeway to Market Street the Average Daily Traffic (ADT) on Euclid is 31,000 trips and from Market to Imperial is 22,000. The level of service for both sections is F. Market is not new-urbanism friendly either, but it carries a lighter load. The challenge to retrofit the existing environment at these intersections into "Centers" is enormous.

To make the intersection of Euclid and Market more pedestrian friendly, tighter turning radii could be employed to reduce the distance a pedestrian would need to walk to cross the street, but would create problems for the many buses and trucks turning especially at this intersection. Alas, the proposals for the three intersections are modest, an attempt at balancing conflicting demands.

## Euclid and Market



The present intersection is dreadful for the pedestrian. Existing land uses reinforce the feeling that the intersection is only for cars. On the eastern sides the retaining wall at the Elementary Institute of Science and the Tubman Chavez Center leave very little space for the pedestrian. Instead of pedestrian amenities, metal poles, utility boxes, and fire hydrants crowd the pedestrian as cars zip by at great speeds. On the western side of Euclid Avenue instead there is lack of definition of the street with buildings coming close to the curb. What can be done given the constraints mentioned above?



*Sidewalk conditions at Euclid and Market Intersection*

## LOCALIZED PROPOSALS

### Horton Elementary

Concern was expressed by participants about safety at Horton Elementary at two levels: first, the high speed of traffic at Guymon Street and second, children climbing a steep ravine and going through the fence from the south to reach the School.



*Unofficial path to school*

As proposed in the Chollas Creek Enhancement Plan, a ramp should be built from Chollas Creek and the proposed Interpretive Center to Horton Elementary. Once at the road level, children will face the task of crossing Guymon Street, a street that invites speeding because of its width and curves.



*Intersection of Euclid, Guymon, and Chollas Creek*

Excerpted portions of this plan support Euclid + Market Complete Streets (pedestrian and bicycle components) project Available: <http://www.sdforward.com/>

SAN DIEGO



THE REGIONAL PLAN  
**DRAFT**

April 2015



Figure 2.11 shows all of the transit investments included in our Regional Plan by 2050. The Regional Plan offers a robust and interconnected network of services that promote quick and convenient travel to the places we live, work, and play in our region's most urbanized areas. We've come a long way since the initial transit network from the 1970s. With nearly 50 percent of the Regional Plan's revenues going toward transit infrastructure and operations, we're moving ambitiously toward the world-class transit system envisioned in the Urban Area Transit Strategy – a natural progression that builds on our success over the last 30 years. A new local funding source starting in 2020 will be needed to implement many of the new services.

**The active transportation network: Healthy alternatives to driving**

And more of us than ever before are choosing to walk or ride our bikes to more places. Biking and walking, while not for everybody all the time, are important choices for many people. They're good for the environment and for our health.

Over time, choosing to walk and bike has become known as active transportation, because these two forms of getting around provide opportunities for exercise (i.e., being active), rather than letting a car do the work.

At some point in the day, walking is a part of most every person's life. That's particularly true in mixed-use, smart growth neighborhoods, where people often walk and sometimes bike between their homes, stores, parks, schools, and jobs.

*With nearly 50 percent of the Regional Plan's revenues going toward transit infrastructure and operations, we're moving ambitiously toward the world-class transit system envisioned in the Urban Area Transit Strategy – a natural progression that builds on our success over the last 30 years.*

Our active transportation projects are intended to make walking and biking safer, particularly for students, seniors, and disabled people. Walking and bicycling will only be viable choices for people if they're safe. The Regional Plan recognizes this, and so it incorporates safe bike and pedestrian access into investments in other modes of travel, including public transit and highway improvements.

The Regional Plan's Active Transportation Network includes all projects found in the Regional Bike Plan, as well as Safe Routes to School and Safe Routes to Transit projects and programs, bike and pedestrian improvements in and around highway and freeway interchanges, and various educational programs and data collection efforts. The majority of the projects and programs described below will provide safer access for pedestrians, particularly the most vulnerable roadway users such as school children, seniors, and the disabled.

**Regional Bike Plan:** The regional bike network is a valuable resource for people who choose to bike. This network was identified in *Riding to 2050: The San Diego Regional Bicycle Plan*, which SANDAG adopted in 2010.<sup>23</sup> It is incorporated into the Regional Plan. As shown in Figures 2.12 and 2.13, the bike plan details 40 interconnected bicycle corridors throughout the region, which total more than 500 miles of bike routes.<sup>24</sup> The goal of the Regional Bicycle Plan is to make it more practical and desirable for people to choose bicycling for everyday trips. By 2050, the Regional Plan includes full build-out of the entire regional bike network. Most bike projects will have safety improvements not only for bicyclists but also for pedestrians, including shortened crossing distances at intersections.

**Safe Routes to School:** The San Diego Regional Safe Routes to School Strategic Plan, which SANDAG adopted in 2010, was designed to help local communities establish Safe Routes to School programs.<sup>25</sup>

**Safe Routes to Transit:** Safe Routes to Transit projects will make walking or riding a bicycle between transit stops or stations and a variety of destinations – including residential areas, commercial centers, and places of employment – safer and more comfortable.<sup>26</sup> (See Figure 2.11 for Safe Routes to Transit Improvements.)

**Education and Data Collection Efforts:** The Regional Plan includes investments in education on bicycle and pedestrian safety, outreach and encouragement programs, and data collection and modeling.

#### **Active Transportation Improvements Related to Highway and Freeway**

**Interchanges:** When walking or riding a bicycle, crossing highway on-ramps and off-ramps is often the most dangerous and difficult part of a person's trip.

Our Regional Plan includes the incorporation of safer crossings as part of all future freeway and highway interchange projects. (See Figure 2.14 for Active Transportation Improvements related to Highway and Freeway Interchanges.)

*Our Active Transportation projects are intended to make walking and biking safer, particularly for students, seniors, and disabled people.*



Safe Routes to School, Safe Routes to Transit, education and data collection efforts, and active transportation improvements related to new highway and freeway interchanges.

- Improving, rehabilitating, and maintaining local streets and roads
  - Deploying advanced signal technologies to extend green lights for buses and other transit vehicles.
  - Completing the Regional Arterial System and instituting technology and management systems that optimize the flow of arterials
  - Supporting a flexible highway system with Managed Lanes, carpool lanes, or transit-only lanes, which will result in a fully interconnected network of Managed Lanes, including direct Managed Lane connectors.
  - Constructing rail grade separation projects in key locations.
  - Enhancing our border crossings to cut delays for individual international crossings and trade.
10. Conduct advanced planning on the highest priority segments of the proposed new transit services included in the Regional Plan.
  11. Continue to seek funding for transportation investments that provide a variety of choices, and which reduce greenhouse gas emissions and promote healthy lifestyles through more active transportation.
  12. Deploy cutting-edge technologies, and implement Transportation Demand and Systems Management Programs to provide more mobility choices and allow the transportation system to function more efficiently.
  13. Link technologies in vehicles and mobile devices to improve the way people travel. These include emerging technologies such as autonomous vehicles, expansion of the regional communications network, smart parking systems, and universal transportation payment systems.
  14. Continue to pursue opportunities for shared use mobility.
  15. Support the development of policies, programs, and funding for moving goods in the state and nation, as well as for infrastructure in the region that supports moving goods.
  16. Coordinate with the Airport Authority to implement the Regional Aviation Strategic Plan and the Airport Multimodal Accessibility Plan to maximize the efficiency and effectiveness of existing and planned aviation facilities. Move forward on the Intermodal Transit Center, ground access plans, and direct connector ramps to improve access to and from the San Diego International Airport.
  17. Continue to seek innovative financing tools and new funding sources to implement the plan.