



SAN DIEGO BAYSHORE BIKEWAY
BARRIO LOGAN SEGMENT
SAN DIEGO ASSOCIATION OF GOVERNMENTS

ACTIVE TRANSPORTATION PROGRAM
CYCLE 2

Grant Application



Learn more about the project at KeepSanDiegoMoving.com/BayshoreBikeway





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 Association of Governments-1

Auto populated

Total ATP Funds Requested:

\$ 4,944

(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 Association of Governments

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

401 B Street Suite 800

San Diego

CA

92101

IMPLEMENTING AGENCY'S CONTACT PERSON:

Stephan Vance

CONTACT PERSON'S TITLE:

Senior Regional Planner

CONTACT PERSON'S PHONE NUMBER:

(619) 699-1924

CONTACT PERSON'S EMAIL ADDRESS :

stephan.vance@sandag.org



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:

NA

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

		CA	
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MS number

11-6066R

Implementing Agency's State Caltrans MS number

00037S

* 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)

San Diego Bayshore Bikeway Barrio Logan Segment

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

A 2.5 mile addition of Class 1 bikeway that will close a major gap in the planned 24-mile bike path, connecting downtown San Diego with the community of Barrio Logan and major waterfront employment sites.

PROJECT LOCATION: (Max of 250 Characters)

From 32nd Street to Park Boulevard and the waterfront promenade adjacent to Harbor Drive in the City of San Diego (Attachment D).



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. 32.693700 /long. -117.140620

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>811</u>	Bicyclists	<u>305</u>
One Year Projection:	Pedestrians	<u>821</u>	Bicyclists	<u>309</u>
Five Year Projection:	Pedestrians	<u>3,148</u>	Bicyclists	<u>656</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 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 50.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

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: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

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

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

**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
CTC - PA&ED Allocation:			
* CEQA Environmental Clearance:	_____		8/1/16
* NEPA Environmental Clearance:	_____		8/1/16
CTC - PS&E Allocation:			
CTC - Right of Way Allocation:			
* Right of Way Clearance & Permits:	_____		8/1/17
Final/Stamped PS&E package:	_____		8/1/17
* CTC - Construction Allocation:			
* Construction Complete:	_____		8/1/18
* Submittal of “Final Report”	_____		11/1/18



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:	\$0	
ATP funds for PS&E:	\$0	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$4,944	
ATP funds for Non-Infrastructure:		<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:		\$4,944

Local funds leveraging or matching the ATP funds: \$4,944

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: _____

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: \$9,888

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 Association of Governments-1

Implementing Agency's Name: San Diego Association of Governments

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.

In FY 2014, the San Diego Association of Governments (SANDAG) Board of Directors approved the SANDAG Regional Bike Plan Early Action Program (Bike EAP) – an initiative to expand the bike network countywide and finish high-priority projects within a decade. The Bayshore Bikeway: Barrio Logan (Project) is a priority Project for the region and is included in the Bike EAP. The SANDAG Board-approved FY 2016 Program Budget identifies funding through the design phase; however, the construction phase for the Project is not funded. There are no other sources of funding available for this Project at this time.

Furthermore, there are no elements of the Project that are directly or indirectly related to past or future environmental mitigation resulting from a separate development or capital improvement project. Therefore, this Project is eligible to compete for ATP funding.

2. Consistency with Regional Plan.

The Bayshore Bikeway is part of the San Diego Regional Bicycle Network, identified in *Riding to 2050: The San Diego Regional Bicycle Plan*, adopted by the SANDAG Board of Directors (BOD) in 2010. In October, 2011, in adopting its *2050 Regional Transportation Plan and Sustainable Communities Strategy*, the BOD committed to developing the Bike EAP, which the BOD adopted in September, 2013. The Project is included in the regional bicycle plan and regional transportation plan, and Bike EAP (additional details are provided in Attachment I).



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.)

The Bayshore Bikeway: Barrio Logan segment will serve 68,256 residents¹ and 82,495 employees² in the Project area.

Based on extrapolated two-hour counts,³ there are currently an average of 305 bicyclists and 811 pedestrians in the Project area per day, increasing to 656 bicyclists (an over 100 percent increase) and 3,148 pedestrians in 2020 if this Project is built.⁴ Of these, the types of users are estimated and projected by daily trips as shown in Table 1.

¹ SANDAG Series 13 Forecast for 2014, covering an area within one mile of the project site.

² SANDAG Employment Estimates, 2012, covering an area within one mile of the project site.

³ From a 2-hour count extrapolated into a daily activity level using a National Bicycle and Pedestrian Documentation Project (NBPDB) tool: bikepeddocumentation.org. Data was collected according to NBPDB recommended methodology, in 2015.

⁴ Estimate methodology was developed by Fehr and Peers and applied to count data. Please see Attachment I-1 for methodology and sources.



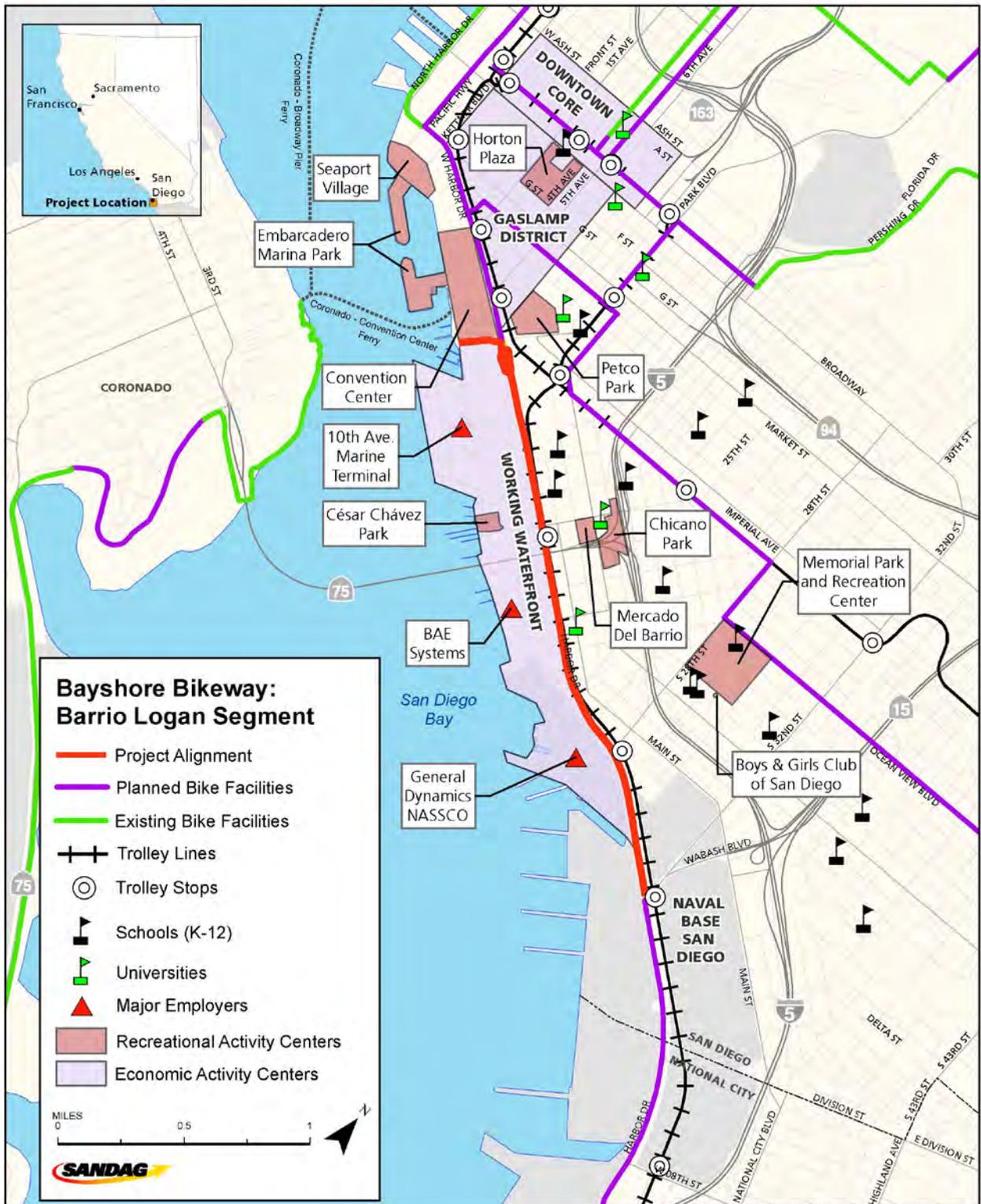
Table 1: Current and Future Estimates of Bicyclists & Pedestrians by Trip Type 2015 and 2020				
Trip Type	Bicycle		Pedestrian	
	2015 Estimate	2020 Estimate (with project)	2015 Estimate	2020 Estimate (with project)
Total Bicyclists or Pedestrians (Adult + Student)	305	656	811	3,148
Total Adult Bicyclists or Pedestrians (over the age of 14)	267	499	795	2,676
Total Daily Commute Trips	141	463	308	335
Total Daily Recreation Trips	422	1,389	924	1,004
Total Daily Senior Trips	18	39	49	189
Total Student/Youth Bicyclists or Pedestrians	38	157	16	472
Total Daily School Commute Trips	5	34	2	109

- 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 Project provides a connection between Downtown San Diego and the Barrio Logan neighborhood, serving a large commercial district, maritime industry, and the Navy. Within one mile of the Project area, schools, parks, employment centers, recreational destinations, and transit facilities can be found (Figure 1).



Figure 1: Major Activity Centers Within Project Area





Within a quarter mile of the Project, there are 11 Trolley stations served by two light rail lines (three adjacent to the facility), and 30 bus stops served by 4 routes. In 2014, approximately 16,941 people accessed these buses and trolley each average weekday⁵ (Table 2).

Table 2: Transit Routes, Stops, and Ridership within a quarter mile of the Project⁶			
Route	Mode	Project Area Stops	Average Weekday Users
Blue Line	Light Rail	8	8,506
Green Line	Light Rail	3	6,046
11	Bus	6	1,389
4	Bus	1	632
901	Bus	5	78
929	Bus	18	290
		Total Users	16,941

Major destinations and employers⁷ within one mile of the Project include: Petco Park, Boys and Girls Clubs of San Diego, YMCA of San Diego, San Diego Convention Center, Horton Plaza shopping mall, San Diego Unified Port District, Seaport Village, 32nd Street Naval Station, Tenth Avenue Marine Terminal, BAE Systems San Diego Ship Repair, and General Dynamics/NASSCO. Additionally, the newly developed Mercado del Barrio is a mixed-use development that includes 92 affordable housing units and a Mercado Northgate grocery store.

In 2014, there were approximately ten elementary schools, one middle school, two high schools, three private schools, and three alternative schools within one mile of the Project, representing approximately 4,730 students.⁸ The Project will be within one block of the Perkins Elementary School (at Main Street and Beardsley Street) and the San Diego Community College Continuing Education Center (at Main Street

⁵ SANDAG Passenger Counting Program 2014 Boardings and Alightings

⁶ SANDAG Passenger Counting Program 2014 Boardings and Alightings

⁷ 2013 ESRI US Business Locations

⁸ State of California Ed-Data <http://www.ed-data.k12.ca.us>



and Cesar E. Chavez Parkway), providing improved walking and biking access (Table 3). Two post-secondary institutions are within the Project area as well: Woodbury School of Architecture, and Central Texas College serving the Naval Base.

Table 3: Schools within One Mile of Project Area		
School	Location	# of Students
Monarch School	Newton Ave/Sigsbee St	76
Perkins Elementary School	Main St/Beardsley	448
Our Lady's School	Beardsley St/Kearney Ave	208
Burbank Elementary	Julian Ave/Sampson St	378
Logan Elementary School	Ocean View Blvd/S 28th St	658
Sherman Elementary School	24th St and K St	650
San Diego Cooperative Charter School	Logan Ave and 36th St	200
Emerson/Bandini Elementary School	Newton Ave and S 35th St	579
Cesar Chavez Elementary	40th and Alpha St	462
Balboa Elementary School	40th and Epsilon St	553
Fair Haven Elementary	32nd and Norman Scott Rd	518
	TOTAL	4,730

The Project increases and improves connectivity by providing a protected, separated, and safer bicycling and walking environment that will remove a barrier to mobility and close a gap along a corridor characterized by high speed traffic with a significant proportion of truck traffic.

It will connect to the existing bayfront promenade that serves as the Bayshore Bikeway at its northern end, and to a new Class I segment of the Bayshore Bikeway at its south end. Once completed, the Project will result in a continuous Class I bikeway from Seaport Village in Downtown San Diego to E Street in the City of Chula Vista, a distance of 7.2 miles.



- 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.)

This Project is part of the SANDAG Regional Bike Network and is one of 18 high-priority regional bikeway projects in the SANDAG FY 2016 Program Budget.

This Project is a key missing link in the planned 24-mile Class I bike path around San Diego Bay that, once completed, will attract a large number of users by serving many key employment, education, commercial, and residential uses in the core of the San Diego region as described in Sections 1A and 1B.

The existing bicycle and pedestrian infrastructure in the Project area does not adequately support active transportation by a broad range of users for a number of reasons: (1) the lack of sidewalks along the northeast side of Harbor Drive; (2) the area where bicyclists are supposed to ride is adjacent to fast-moving traffic with a significant amount of truck traffic; (3) the pavement is in very poor condition; and (4) auto parking intrudes into bike lanes in some areas. By addressing these issues, the Project will increase transportation options for commuters, area residents, and visitors to San Diego, and this will help meet the regional goal of increasing active transportation to reduce greenhouse gas emissions and improve public health through increased physical activity.



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.)

Crash data for the Project area was obtained using the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS). The most recent five-year time period available, 2009 thru 2013, was used. The output map generated by the TIMS system show individual pedestrian and bicycle crash locations (Figure 2). Given that this Project will provide a long segment of the Bayshore Bikeway connecting South Bay San Diego to downtown for bicycle trips, the influence area for the Project is conservatively assumed to be from Harbor Drive to Interstate 5 and from 32nd Street at the south to Park Blvd to the north. For pedestrian trips the influence area is a two block buffer along the Project alignment corridor.

The Project corridor is 2.5 miles long going through the disadvantaged community of Barrio Logan. The rate of people who walk and ride a bike for transportation is high in this community. At the regional level this will serve as a major commuter facility as well as recreational facility given the 24-mile Class I facility circles San Diego Bay. As a Class I facility the Project will provide complete separation from the roadway for people biking and walking. The specific alignment has been chosen to minimize conflict points and intersections wherever possible. All intersections will be treated to maximize safety through the use of improved pavement markings and signage, upgraded and improved signals, and bicycle signal heads where warranted.



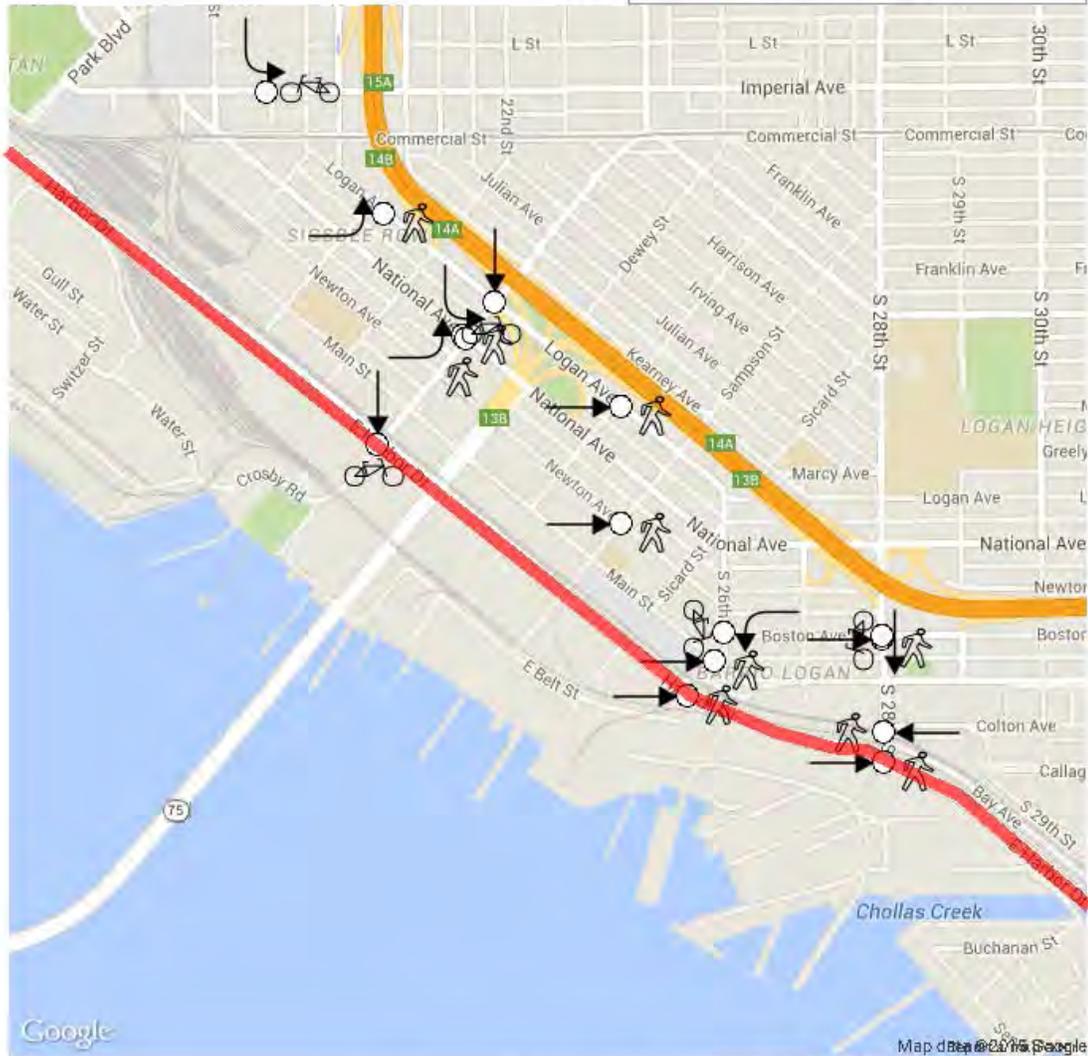
Figure 2 Bayshore Bikeway Barrio Logan Collision Diagram

Primary Street:
Bayshore Bikeway - Barrio Logan
Secondary Street:

Time Period:
01/01/2009 to 12/31/2013
Agency Name:
SANDAG

Mapping Summary	
Fatal Collision	0
Injury Collision	16
Mapped	16
Not Drawn	3
Total	19

→ Straight	↔ Overturned
↶ Left Turn	↘ Ran Off Road
↷ Right Turn	⊢ Stopped
↶ U-Turn	⊠ Parked
🚶 Pedestrian	🚲 Bicycle
⊠ Object	○ Injury Crash
— Location of Improvements	



Date Created: 05/15/2015
Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2014



There were 12 injuries and zero fatalities within the Project influence area during the five-year period (Table 4). Five of the 12 injuries were to pedestrians, and seven people riding bikes were injured. From looking at the collision factors in Table 4 there is not one main cause, though combined right-of-way violations made up five collisions, and traffic signals and sign infractions accounted for an additional three crashes.

Specific safety countermeasures to address these issues are covered in section 2B below. Though there are a lot businesses and reasonably dense housing in the Project area, the number of people who choose to walk or bike is lower than what might be expected given demographics and proximity to downtown. The existing constraints to safe mobility are posed by the Project area being bordered on one side by Interstate 5 and being bisected by SR 75. By providing a continuous and safe Class I bikeway it is anticipated bike ridership and local walking trips will increase significantly.

Table 4: Collision Data in Project Area		
Primary Collision Factors	Collisions	Percentage
Not Stated	1	8%
08 - Improper Turning	1	8%
09 - Automobile Right of Way	3	25%
10 - Pedestrian Right of Way	2	17%
11 - Pedestrian Violation	1	8%
12 - Traffic Signals and Signs	3	25%
18 - Other Than Driver (or Pedestrian)	1	8%
Totals:	12	99%



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.

As described in section 2A above, the Project will provide a Class I bikeway for 2.5 miles connecting South Bay communities directly into downtown San Diego. Table 5, compiled from Caltrans' Local Highway Safety Improvement Program, features intersection and segment countermeasures that will be incorporated into the Project. The Class I facility will eliminate potential conflict points between people walking or riding a bike and people driving. As noted in the Table, installing a sidewalk/pathway can reduce crashes by 65 percent to 89 percent. The Project will also maintain Class II bike lanes for faster bike riders. Though this physical separation from the roadway is the main safety countermeasure, a number of intersection treatments will also be incorporated into the Project. The installation of improved pavement markings and dedicated bicycle signal heads will improve compliance with local traffic laws for all roadway users. Bike boxes will also be used to improve visibility and encourage predictable behavior through intersections when the bikeway alignment does need to cross from one side of Harbor Drive to the other. Improved pedestrian signals and crosswalks will also be included at every intersection. Already underway are efforts to improve coordination of traffic signals and nearby railroad crossing signals as well.



Table 5: Project Intersection and Segment Countermeasures	
Intersection Improvements	Crash reduction factor
Improve signal hardware (bicycle signal heads)	0 -46%
Improve signal timing	0 -41%
Install pedestrian countdown signal heads	25%
Install pedestrian crossing	25%
Install advance stop bar before crosswalk (Bicycle Box)	35%
Install raised medians (refuge islands)	30 - 56%
Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	11 -55%
Upgrade intersection pavement markings	13 - 60%
Segment Improvements	Crash reduction factor
Install sidewalk/pathway (to avoid walking along roadway)	65 - 89%
Install Bike Lanes 0 - 53 percent	0 -53%

In addition to the infrastructure improvements, SANDAG has developed an extensive and comprehensive outreach and marketing program that is incorporated into all of our regional bikeway projects. Using local funds, a portion of the construction budget will be set aside to engage citizens, schools, businesses, and other community stakeholders. Outreach at the construction phase will emphasize public safety, help businesses and commuters affected by construction activities, and show overall progress. As the Project moves from the design phase to actual construction, outreach efforts begin to shift into more of a marketing focus—building enthusiasm about the eventual project. Coordination with community-based travel planning program staff (anticipated to be employed as part of the SANDAG Transportation Demand Management (TDM) team or under a SANDAG managed contract) continues in preparation for opening the Project. Once a project is completed, outreach efforts shift from communication and engagement to marketing, building broad awareness of the network and encouraging people to use it.



Targeted and community-based travel planning and marketing efforts that will be used to build awareness of and share information about specific projects and services are critical to increasing actual ridership. Targeted and community-based travel planning and related marketing will address the benefits that biking and walking offer by providing relevant information that is easy to access and share and will help make biking and walking an easy decision. There are a number of very large employers directly adjacent to the Project that our TDM staff already has working relationships with. In addition, the community-based travel planning program recommended for implementation will include a package of initiatives that will apply best practices and effective approaches gathered from local experience, as well as experience nationally and internationally. A menu of supporting programs is recommended to be considered, including Street Smarts Classes, Bicycle Ambassador Program, Bike Friendly Business Districts, and Community Bike Programs.



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)

Planning for this section of the Bayshore Bikeway first took place in 2006 with development of an updated plan for the entire corridor. That effort was guided by a series of coordination meetings with key stakeholders including representatives from the engineering departments of the cities of San Diego, National City, Chula Vista, Imperial Beach, and Coronado. Also participating in that process were staff from the Unified Port District, the Metropolitan Transit System and the U.S. Navy. The planning process also included a community meeting open house to provide the general public with a chance to hear about the plan and provide comments on it.

The alignment study for the Barrio Logan segment was guided by input from a stakeholders group representing 17 organizations representing residents, major employers, educational institutions, and transportation and environmental advocates (listed in Attachment I.)

Current project information is available on the SANDAG website, keepsandiegomoving.com. In addition to current status and schedule, project documents include a current project fact sheet (included in Attachment I) that provides a quick summary of the Project.



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

The Bayshore Bikeway Working Group provides ongoing leadership and public input for the development of the Bayshore Bikeway. Established by the SANDAG Board of Directors, it includes an elected representative from each of the five cities that operate and maintain the Bayshore Bikeway as well as the County of San Diego. It also includes a commissioner from the San Diego Unified Port District, and the San Diego County Bicycle Coalition representing the cycling community. The working group fosters a collaborative approach to developing the bikeway, oversaw the development of the 006 bikeway plan update, and advises the SANDAG Board of Directors on matters such as funding and project priorities.

During the most recent phase of advanced planning, the Barrio Logan stakeholders group met on two occasions during the alignment study, and the public was notified and welcomed to attend these meetings. The meetings were held in the evening in the community of Barrio Logan to discuss opportunities and constraints, present preliminary design concepts and gather feedback from stakeholders and the community on potential project enhancements. Once the alignment study had developed an alignment and design concept that met with the approval of the stakeholders group, a community open house was conducted in Barrio Logan in May 2015. All meetings were advertised via direct email notices to stakeholders, social media, and on the SANDAG website. Meeting flyers, sign-in sheets, and meeting summaries from each of these meetings are included in Attachment I.

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

The critical issue for the Barrio Logan segment of the Bayshore Bikeway has been the potential to reduce parking along Harbor Drive. This would be a significant constraint for area employers, but also would impact the residential community to the east as displaced parkers would be forced to park in the residential neighborhood. The planning team worked to preserve existing parking by reducing



excess space in travel lanes and medians, and to identify replacement parking along the corridor where possible. The community was also asked to provide feedback on the design features of the bikeway and on the potential enhancements that would benefit the community. (See Potential Project Enhancements in Attachment I.) The highest priority enhancements will be incorporated into the Project in the design phase.

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

The alignment study produced a broad consensus for the Project. In particular, the key issue for the Project—potential loss of parking—appears to be resolved to the community’s satisfaction. Additional community meetings will be held as required by the CEQA/NEPA process, and additional outreach will be planned to gather feedback and solicit community support to maintain project enhancements like landscaping and public art. Additional outreach will be necessary if the detailed design work results in a material change in the Project’s design or its impact on parking.

When the Project is open to the public, stakeholders will continue to be engaged through ongoing education and promotion underway as part of the SANDAG Go By BIKE (<http://gobybikesd.com/>) outreach and marketing program.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

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

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

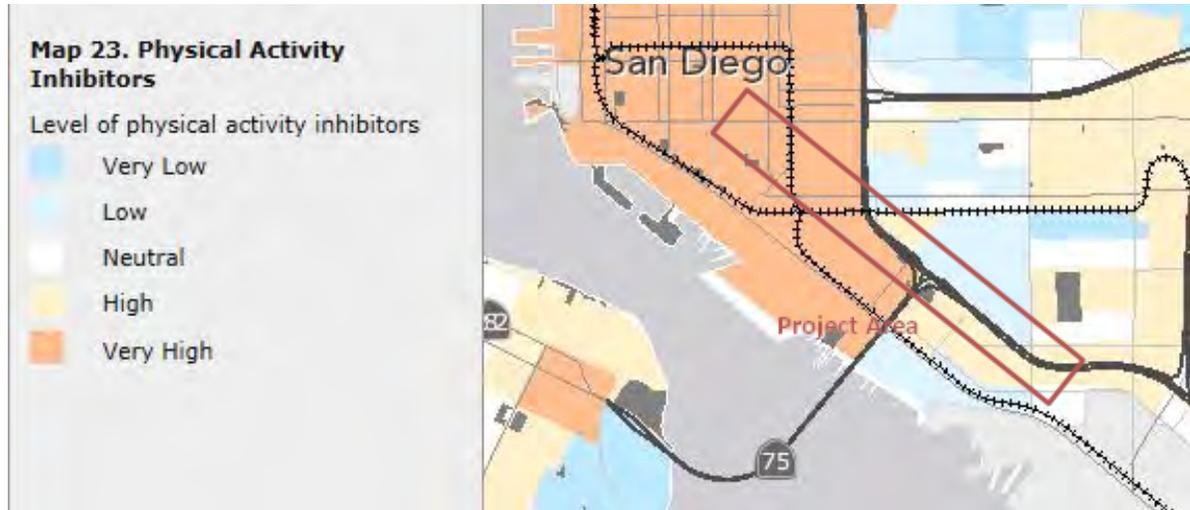
The Barrio Logan community is a low-income community with a median income of \$26,761 according to the 2010 U.S. Census, and with a population that is 72 percent Hispanic. The community is a mixture of residential and industrial uses with a large presence of marine shipbuilding and repair businesses. It also is adjacent to the 10th Avenue Marine Terminal. The mix of residential and industrial land uses create several challenges for the community and the Project. The marine freight terminal and industrial uses generate a significant amount of truck traffic that degrades neighborhood air quality and contributes to a street environment that discourages active transportation.

These environmental factors contribute to a community with reported rates of asthma and adult obesity that exceed the state and county rates. The California Health Interview Survey estimates the neighborhood (defined by zip codes) has rates of adult obesity of 27 percent, and diagnoses of asthma at 14 percent. In addition, only 35 percent of adult respondents reported walking 150 minutes a week, the minimum amount of moderate to vigorous physical activity recommended to maintain good health.

As described in the SANDAG [Healthy Communities Atlas](#), the Project area streets/layouts discourage active transportation due to very high to high degrees of traffic volumes (up to 17,600 vehicles per day in some sections of Harbor Drive with a significant amount of truck traffic), arterial density, vacant parcels and other signs of physical disorder, and violent crimes (Figure 3).



Figure 3: Indicators of factors inhibiting active transportation



This section of Harbor Drive also has many areas without sidewalks. On the east side, where most of the parking exists, about 85 percent of the Project extent is without sidewalks (the Existing Conditions Report is available at keepsandiegomoving.com).

The Barrio Logan segment of the Bayshore Bikeway will address many of these concerns as discussed in the response to Question 4B.

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

The Bayshore Bikeway: Barrio Logan segment project will construct a Class I bikeway that will provide people walking and biking with a place to travel that is separate from the four lanes of high volume, high speed truck and auto traffic on Harbor Drive.

By providing a safe and attractive place for walking and bicycling, people living and working in the community will have a better opportunity to be physically active as they travel along the corridor. It will provide a safer walking environment for area employees who now drive and park on the east side of the street but must walk along and cross the street to get to the shipyards on the west side.



Making room for the bike path within this corridor will require narrowing the existing travel lanes. To the extent this narrowing has a traffic calming effect; safety will improve for everyone in the corridor.

Figure 4: Design Concept North of 28th Street



The current design concept proposes to preserve and improve the on-street Class II bike lanes on Harbor Drive (Figure 4). This will accommodate faster, more confident bike riders who may not want to ride on the bike path with its mix of people walking and riding bikes. This will make the path a better place for people walking as well.

Finally the Barrio Logan segment will connect to the section of the Bayshore Bikeway recently opened to the south. This will make riding a bike a more attractive alternative for commuters traveling to Naval Base San Diego and the industrial uses in the area, reducing the amount of mobile source air pollutants in the area.



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

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

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

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

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

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

\$24,923 (See Table 6 and Map in Attachment I)

- Provide all census tract numbers: 50, 51
- Provide the median income for each census track listed
- Provide the population for each census track listed

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

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

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: **95.04 %**
(See Table 7)

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

Option 4: Alternative criteria for identifying disadvantaged communities:

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



Table 6: Median Household Income by Census Tract within the Project Area			
Census Tract	Population	Median Income	less than \$48,875 (80% of statewide median income)
50	2,395	\$24,637	Yes
51	7,450	\$25,221	Yes
	AVERAGE	\$24,929	Yes
Source: American Community Survey 2009-2013 5 Year Estimates: Table S2301 Employment Status, Table S1903 Median Income In The Past 12 Months (In 2013 Inflation-Adjusted Dollars), Geography: 2010 Census Tracts			

Table 7: Percentage of Students Eligible for Free or Reduced Price Meals Program (K – 12)	
School	Percent (%) of Eligible Students
Monarch School	Not listed
Perkins Elementary School	64.7
Our Lady's School	Not listed
Burbank Elementary	97.2
Logan Elementary School	91.2
Sherman Elementary School	87.2
San Diego Cooperative Charter School	27.1
Emerson/Bandini Elementary School	95.6
Cesar Chavez Elementary	95.9
Balboa Elementary School	93.2
Fair Haven Elementary	Not listed
AVERAGE	82.8
Note: Data is provided for all schools within one mile of the Project site. Source: California Department of Education, Student Poverty FRPM Data. http://www.cde.ca.gov/ds/sd/sd/filesesp.asp	



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 entire project is within the area defined as the disadvantaged community except the northernmost 3,000 feet. This portion of the Project provides access over the marine terminal railroad tracks and to San Diego Bay. This would be one of only two access points to the Bay for the community of Barrio Logan.

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.

The Bayshore Bikeway: Barrio Logan Project is within the disadvantaged community of Barrio Logan or provides access for the community to the Bay and other destinations, demonstrating 100 percent of the Project funding will benefit the community.

The Project will provide a safe and attractive walking and bicycling environment for community members along the primary arterial within the community, whether traveling northbound toward Downtown San Diego, southbound to the City of National City, or beyond for employment or personal business. In addition, because of the industrial uses along the waterfront in Barrio Logan, the community currently has no direct access to San Diego Bay. This Project will provide non-motorized access to the Bay at Embarcadero Park and at Colonel Pepper Park in the City of National City. For those capable of longer rides, the bikeway will enable continuous riding to the City of Imperial Beach and to the City of Coronado. Future plans for the regional bike network also will connect the bikeway to the International Border and the disadvantaged community of the City of San Ysidro creating a "Barrio to Barrio" route.



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.)

The Project corridor is bounded on the west by San Diego Bay, and on the east by Interstate 5. The corridor is only 1,600 feet wide at its widest point. The San Diego Trolley and BNSF Railroad also run along the corridor. Alternative alignments to the east would be on streets with less width than Harbor Drive and that also would need to address impacts to on-street parking. Some have bus routes. None of the alternative routes would provide as direct a connection to existing portions of the Bayshore Bikeway. Therefore, the Harbor Drive corridor was the logical, obvious choice as a preferred alignment for the bikeway.

- 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.)

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

Using the ATP Benefit/Cost Analysis Tool (Version 1.0), SANDAG calculated the benefits of the Project over 20 years. The total cost of the Project is \$9.88 million, while SANDAG is requesting \$4.94 million from ATP. The net present value of the benefits of the Bayshore Bikeway: Barrio Logan Segment is expected to be \$27.6 million, and outweigh the total costs of the trail by a factor of 2.90 using a 4 percent discount rate. When only the ATP requested funds are considered, the B/C ratio rises to 5.8.

(Usage estimates were supplied by Fehr and Peers consulting for the 2014 ATP project, and modified slightly where SANDAG had more specific information.) While



this Project is in an industrial area and does not connect population centers with employment areas, and therefore is not a likely destination for walkers, there is significant pedestrian activity because it connects a major employer with parking and transit. Because of this specific use, the pedestrian numbers are expected to be the same in the build and no-build scenarios. In addition, the industrial surroundings also skew existing cyclist users heavily toward commuters, so a commuter factor of 50 percent was used, as opposed to the ATP B/C Tool default of 11 percent. The baseline estimate of 638 existing cyclists was increased to 650 for the no-build scenario, and 1,885 for the build, based on introduction of a Class I facility.

The bikeway will connect the heavily used southern portions of the Bayshore Bikeway to downtown. Currently, many cyclists avoid this stretch of Harbor Drive, a major arterial road with high traffic, high speeds, and a high percentage of truck traffic on weekdays. There were 12 injury bicycle and pedestrian crashes in just the last 5 years for this area, and adding a separated bike and pedestrian facility with safety countermeasures at intersections reduces potential crash costs.

Feedback on the B/C Tool is provided in 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.)

Fifty percent of the Project cost will be covered by Active Transportation Program funds from the *TransNet* local transportation sales tax program.



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

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

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

California Conservation Corps representative:

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

Community Conservation Corps representative:

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

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the Project (0 points)
 - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

Clearing and grubbing

- 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.



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.

No funds have ever been lost, disencumbered, or de-obligated due to inactivity on SANDAG projects. SANDAG has two prior ATP projects funded through the Caltrans Division of Local Assistance during the ATP Cycle 1 as follows:

The SR 15 Commuter Bike Facility project ATPL-6211(129) was awarded \$12.385M in ATP funding and voted at the March 26, 2015, CTC meeting. This Project will construct a one-mile bike path along the east side of SR 15 from Adams Avenue to Camino Del Rio South and will include a concrete barrier to separate cyclists from motorized vehicles on the freeway. This Project received its federal obligation for construction on May 8, 2015. The Project is on track to be advertised in early June 2015 and construction awarded on September 10, 2015, ahead of the September 25, 2015, deadline. The open to the public date is scheduled for early 2017.

SANDAG also was awarded \$1.025M in ATP funding for the Coastal Rail Trail: Chesterfield to G Street project. The Project will construct approximately 1.8 miles of Class I bike path connecting to neighborhoods along the route and to a pedestrian undercrossing on the NCTD busy rail corridor. This Project is on track to request allocation in FY 2016.



In addition, SANDAG projects funded with TE include the following:

- Coastal Rail Trail – Phase 2B Oceanside (SAN152) part of SAN148 group listing
- Coastal Rail Trail – Rose Creek (SAN155) part of SAN148
- Coastal Rail Trail – Encinitas (SAN156) part of SAN148
- Sweetwater Bikeway – Plaza Bonita Segment (SAN161)
- Bayshore Bikeway Segments 4 & 5 (SAN144)
- Bayshore Bikeway Segment 7/8 (SAN102) part of SAN147
- Bayshore Bikeway Segment 8B (SAN154) part of SAN147
- Inland Rail Trail (SAN153)
- Smart Growth Incentive/Transportation Enhancement Program (V05)

B. *Caltrans response only:*

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

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

List of Application Attachments

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

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



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:	<u>Gary L. Gallagos</u>	Date:	<u>5-26-15</u>
Name:	<u>Gary Gallagos</u>	Phone:	<u>619-699-1990</u>
Title:	<u>Executive Director</u>	e-mail:	<u>gga@sandag.org</u>

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

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: 5/14/2015

Project Information:					
Project Title: Bayshore Bikeway Barrio Logan Segment					
District	County	Route	EA	Project ID	PPNO
11	San Diego	Harbor Drive			

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)	10	311	1,586	85				1,992	
PS&E			142	1,424	125			1,691	
R/W									
CON					9,888			9,888	
TOTAL	10	311	1,728	1,509	10,013			13,571	

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
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON					4,944			4,944	
TOTAL					4,944			4,944	

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
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

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
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

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
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

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
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP PROJECT PROGRAMMING REQUEST

Date: 5/14/2015

Project Information:					
Project Title: Bayshore Bikeway Barrio Logan Segment					
District	County	Route	EA	Project ID	PPNO
11	San Diego	Harbor Drive			

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)									SANDAG
PS&E									Notes:
R/W									TransNet local transportation sales tax
CON					4,944			4,944	
TOTAL					4,944			4,944	

Fund No. 3:	TransNet local transportation sales tax program								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)	10	311	1,586	85				1,992	SANDAG
PS&E			142	1,424	125			1,691	Notes:
R/W									TransNet local transportation sales tax
CON									
TOTAL	10	311	1,728	1,509	125			3,683	

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

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

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

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

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

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

1. Vicinity map /Location map

Engineer's Initials: BIS

- 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: BIS

- 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: BIS

(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: BIS

- 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 SEE EMAIL FROM CCC
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

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

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

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

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

Licensed Engineer:

Name (Last, First): SCHMITH, BRUCE
 Title: PRINCIPAL CIVIL ENGINEER
 Engineer License Number CA C65551
 Signature: BruceSchmith
 Date: 5/20/15
 Email: BRUCE.SCHMITH@SANDAG.ORG
 Phone: 615-595-5613

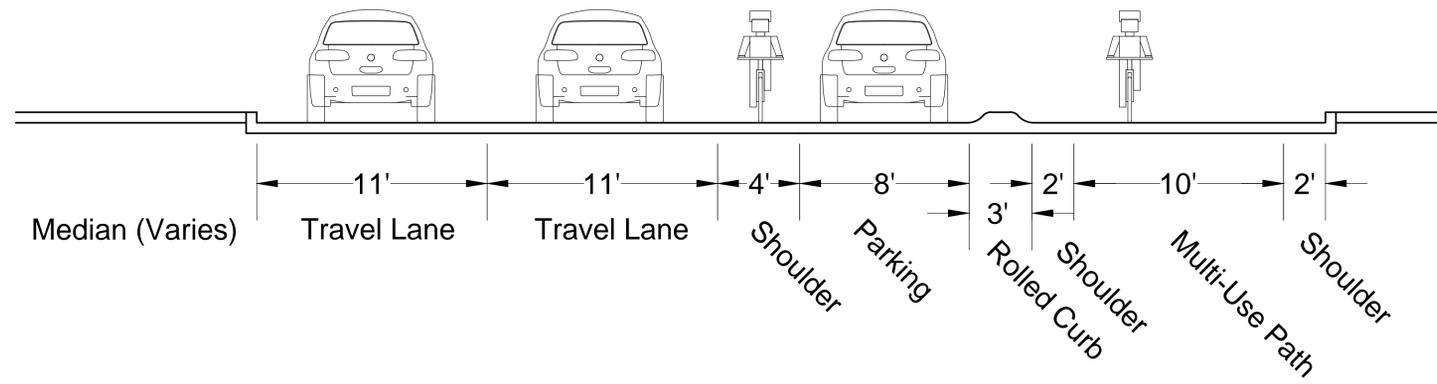
Engineer's Stamp:



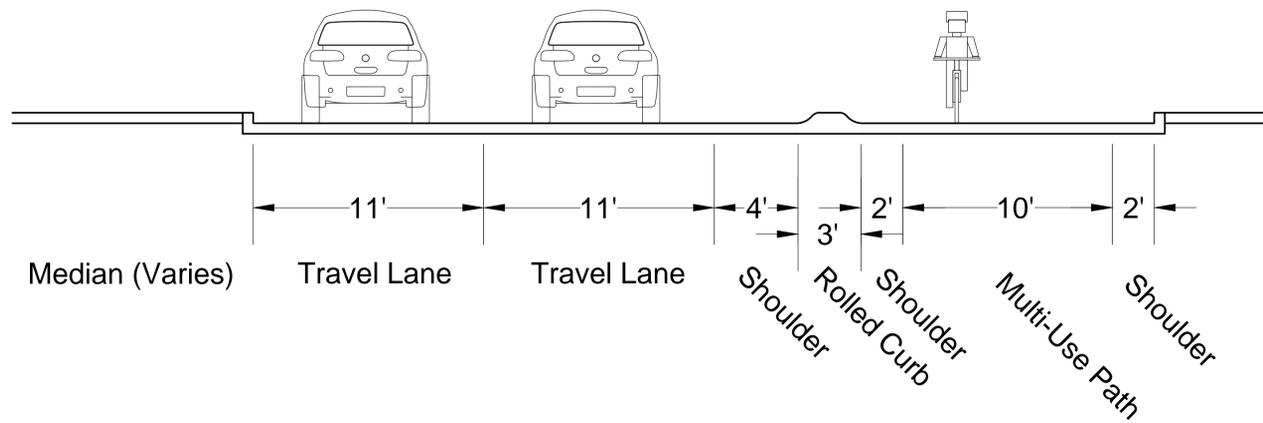


Attachment D

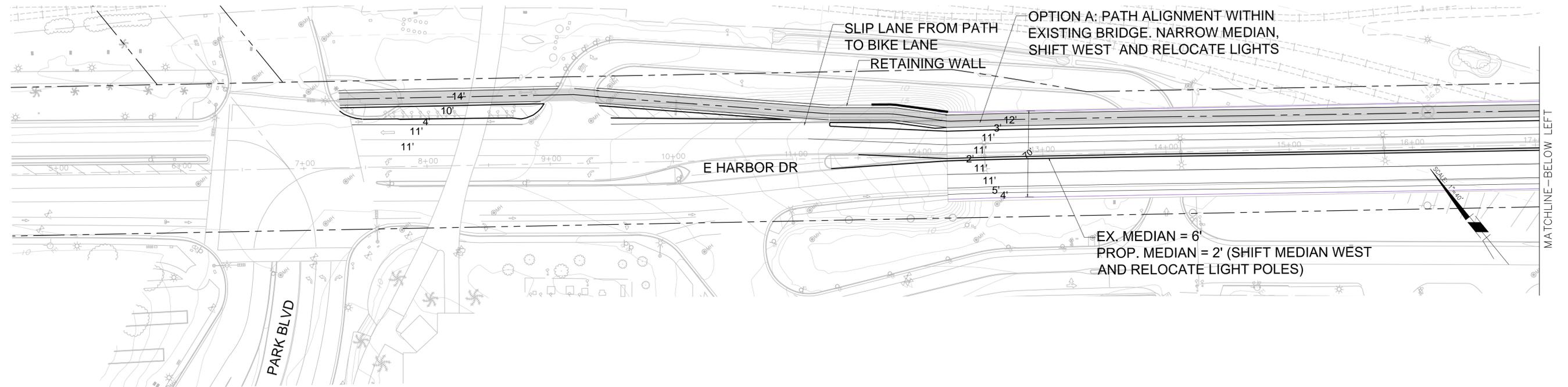
TYPICAL SECTION WITH PARKING



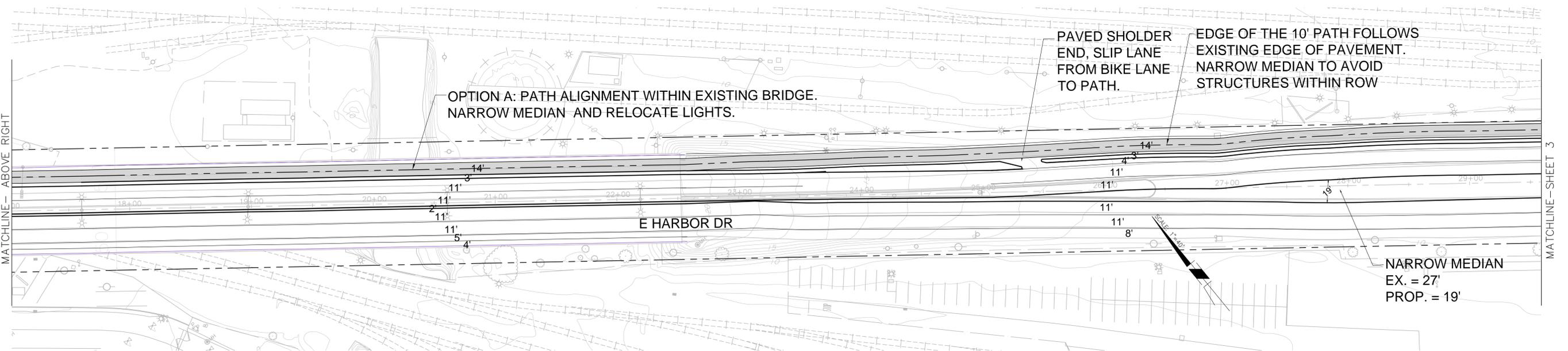
TYPICAL SECTION WITHOUT PARKING



OPTION A



OPTION A



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DESIGNED:	CW/ED	REVISIONS
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DRAWN:	ED	
14-168	01.05.2015	
PROJECT NO.	DATE	
AS SHOWN	FILE	
SCALE		



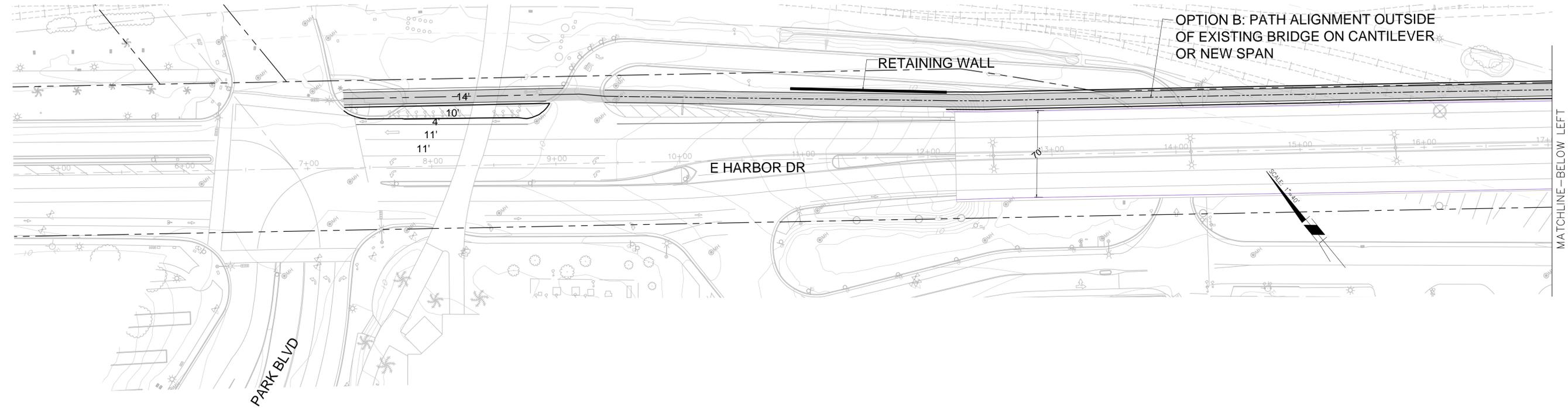
**BAYSHORE BIKEWAY
THROUGH BARRIO LOGAN**
SAN DIEGO, CA

Preliminary Design

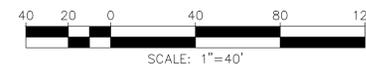
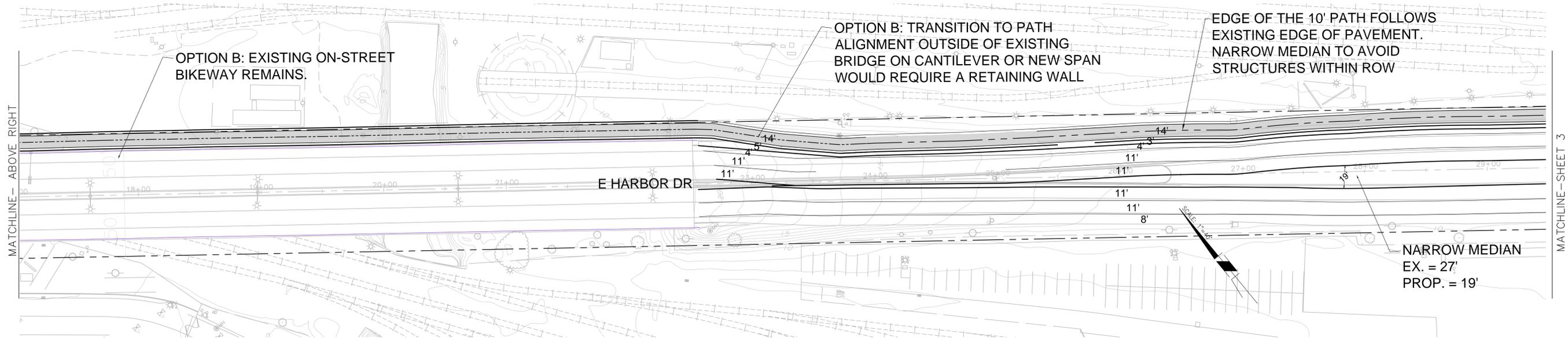
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2A OF 9

OPTION B



OPTION B



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14-168	01.05.2015	
PROJECT NO.	DATE	
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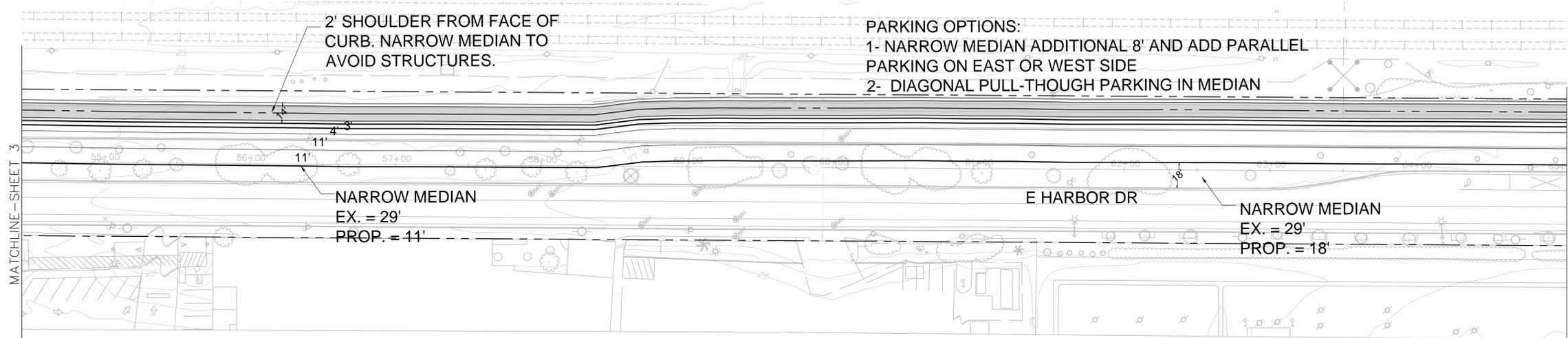


**BAYSHORE BIKEWAY
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SAN DIEGO, CA

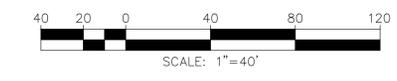
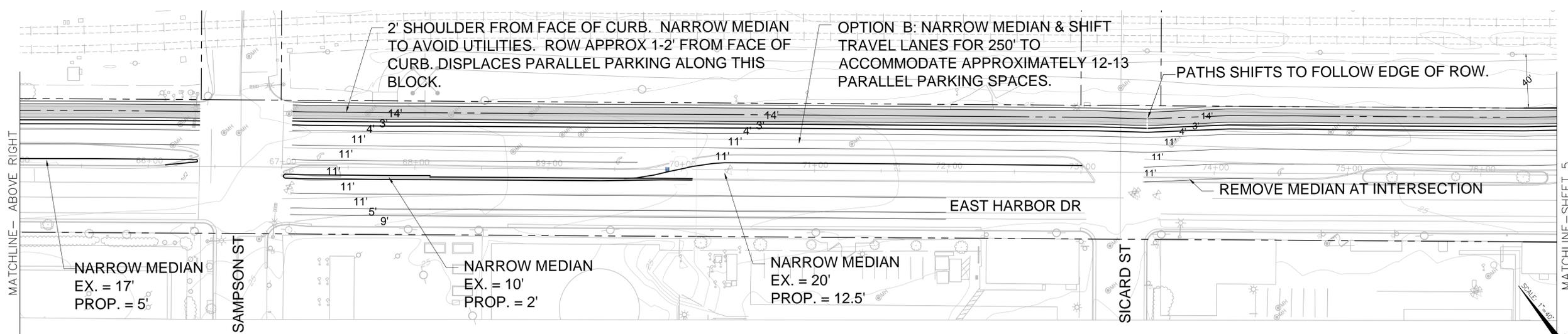
Preliminary Design

SHEET NO.

2B OF 9



PARKING OPTIONS:
 1- NARROW MEDIAN ADDITIONAL 8' AND ADD PARALLEL PARKING ON EAST OR WEST SIDE
 2- DIAGONAL PULL-THROUGH PARKING IN MEDIAN



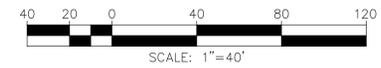
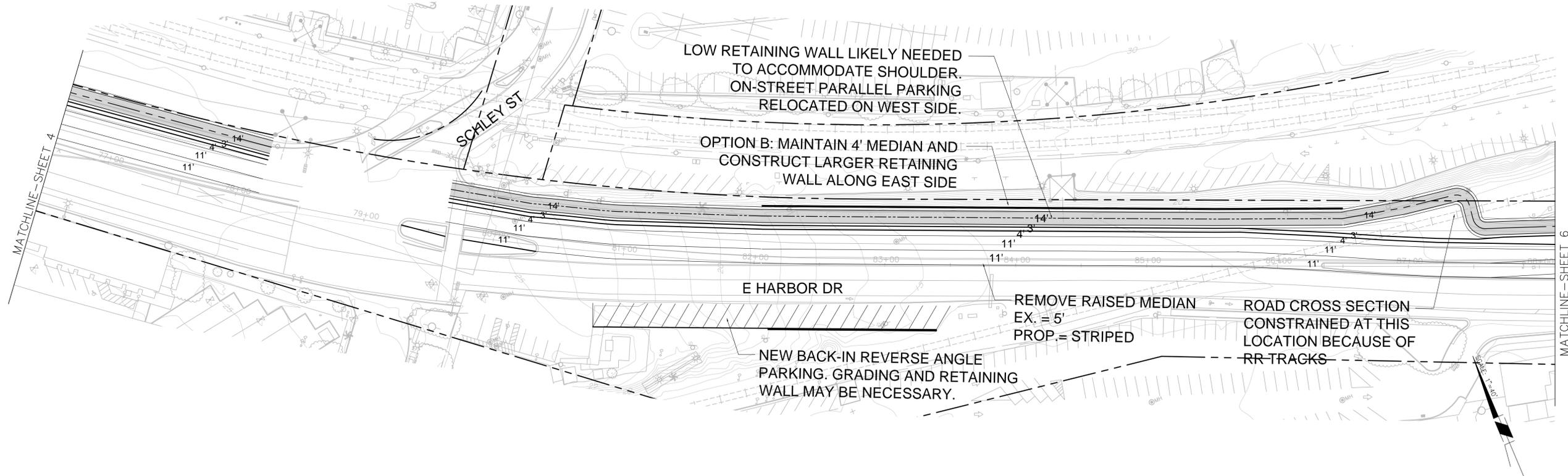
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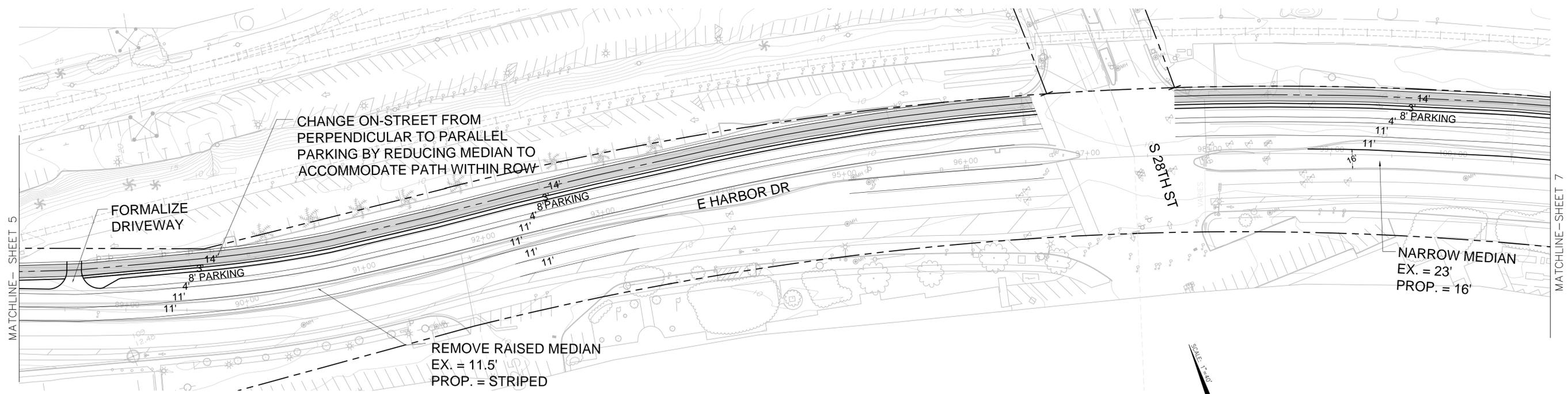


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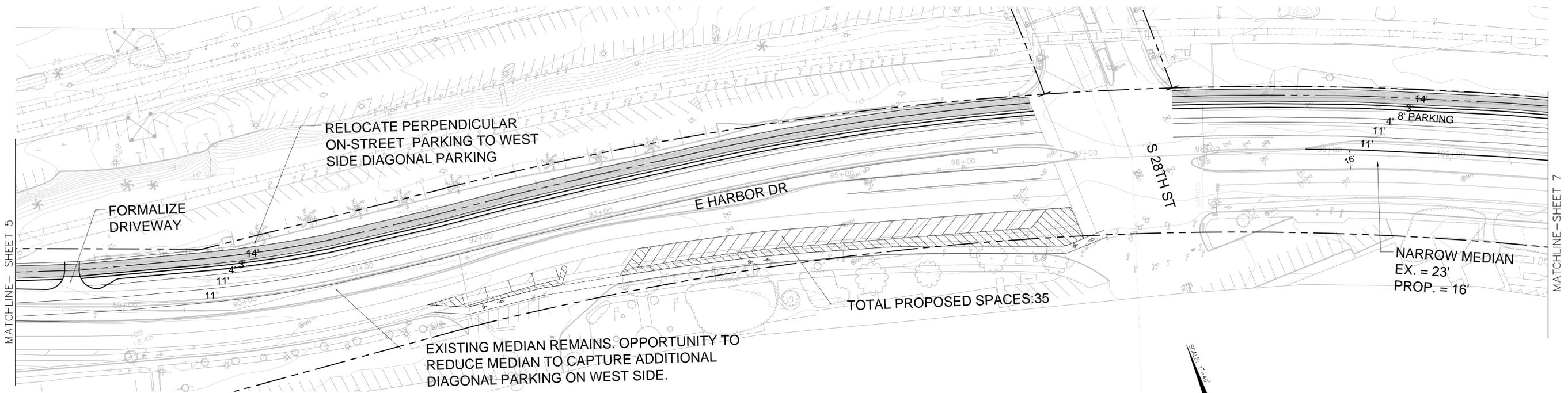
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OPTION A



OPTION B



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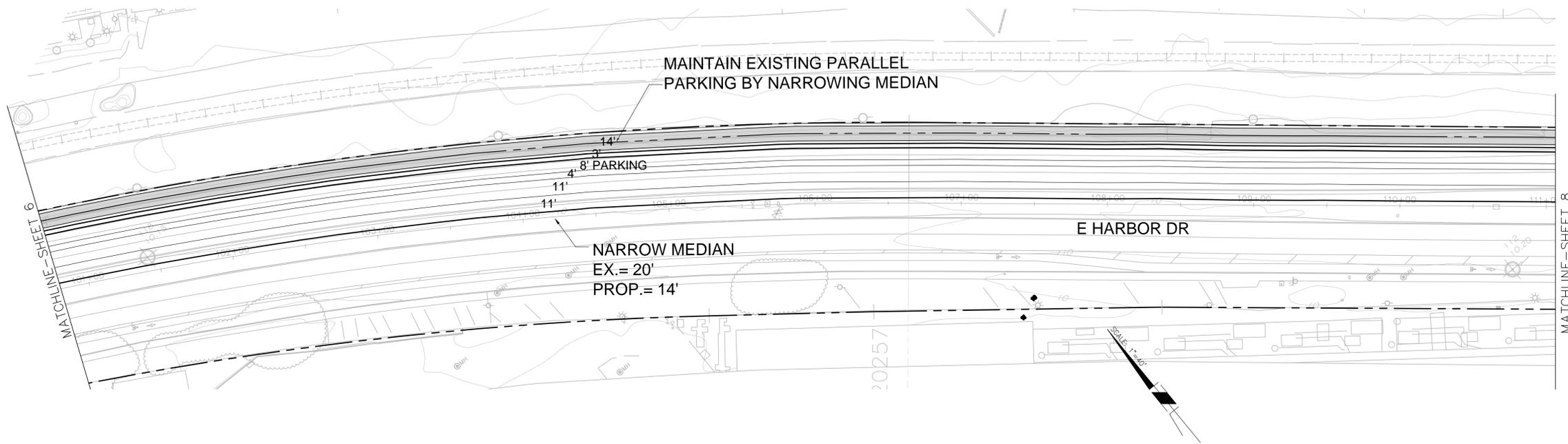


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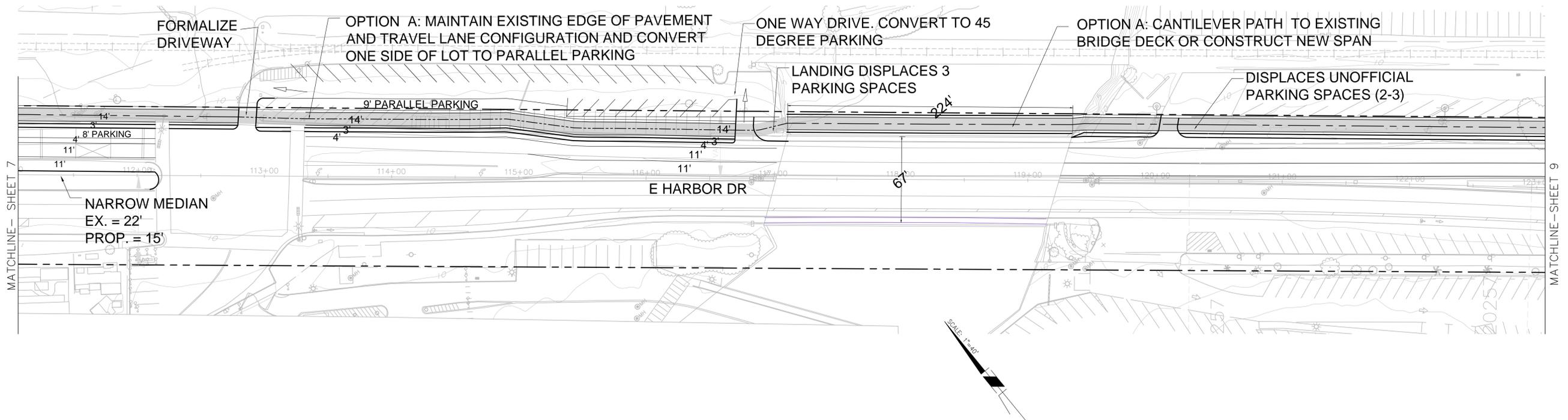
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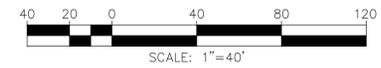
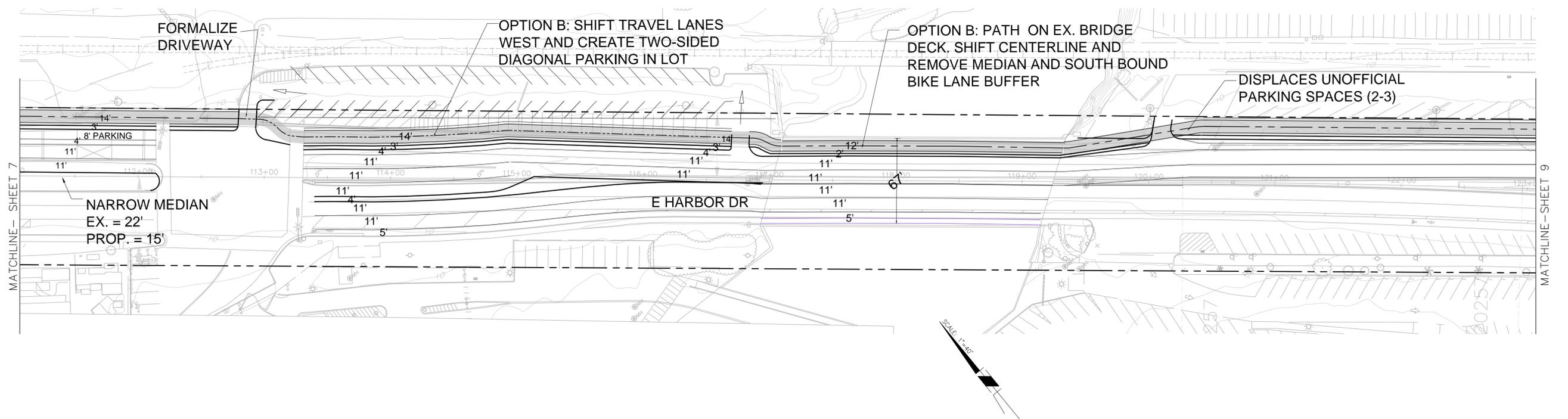
**BAYSHORE BIKEWAY
 THROUGH BARRIO LOGAN**
 SAN DIEGO, CA

Preliminary Design

OPTION A



OPTION B



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San Diego, CA 92101
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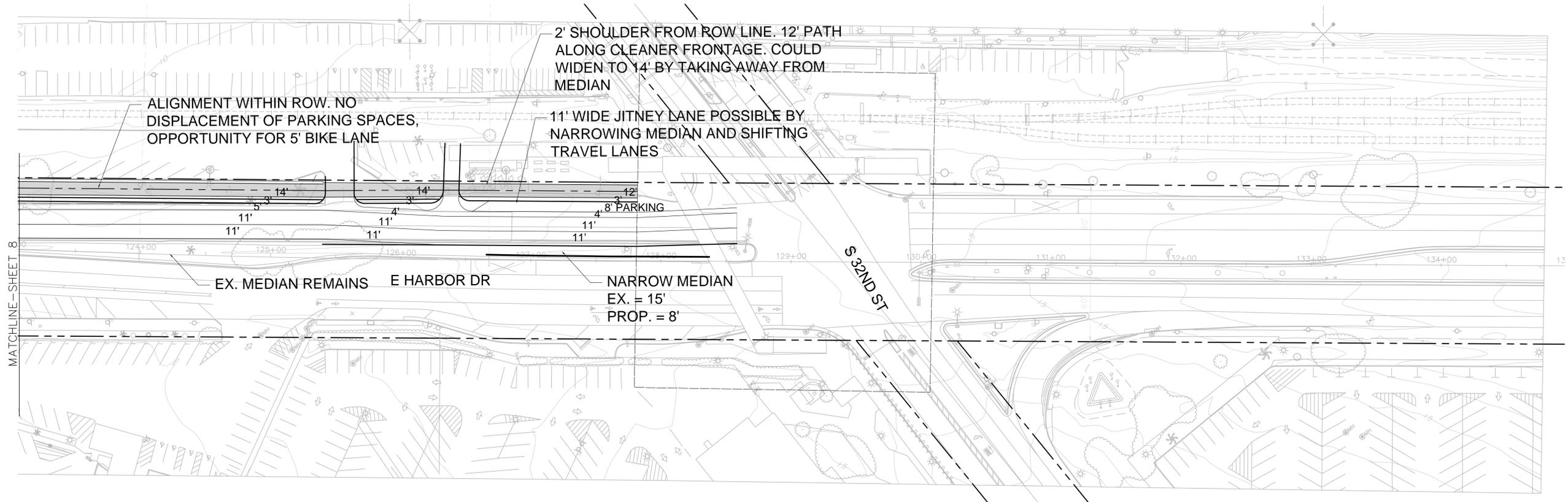
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REVIEWED:	CW	NO DATE ITEM
DRAWN:	ED	
14-168	01.05.2015	
PROJECT NO.	DATE	
AS SHOWN	FILE	
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**BAYSHORE BIKEWAY
THROUGH BARRIO LOGAN**
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**BAYSHORE BIKEWAY
 THROUGH BARRIO LOGAN
 SAN DIEGO, CA**

Preliminary Design

Bayshore Bikeway
Segments 2 & 3
-
Existing Conditions
Visual Report

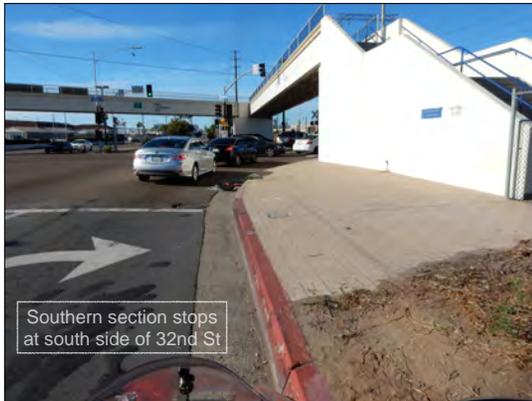
photos run south to north (view to the north)



Southern segment
approaching 32nd St



Southern segment
approaching 32nd St

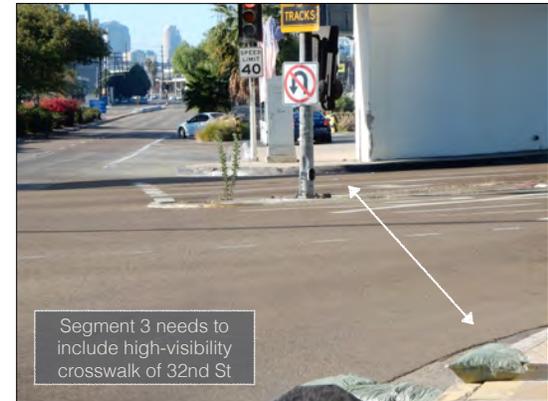


Southern section stops
at south side of 32nd St



view SOUTH

Segment 3 needs to
include high-visibility
crosswalk of 32nd St



Segment 3 needs to
include high-visibility
crosswalk of 32nd St

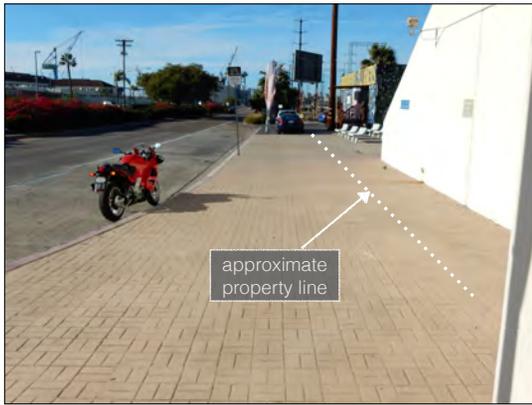


Segment 3 needs to
include high-visibility
crosswalk
of 32nd St



Segment 3 needs to
include high-visibility
crosswalk of 32nd St

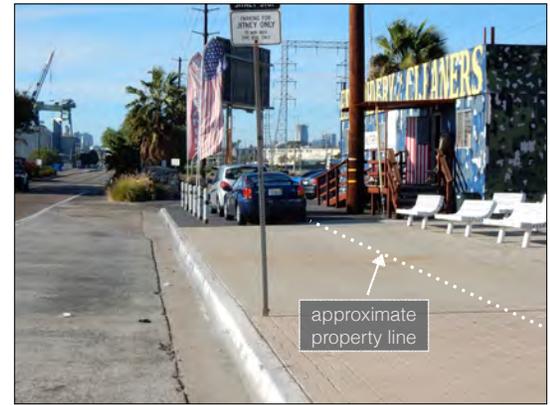




approximate property line



approximate property line



approximate property line



view to south; curb is approx. property line. bikeway fits between curb and road



Option 1: narrow bikeway to 10 ft; barrier separation



approximate property line



Option 2: bikeway on separate bridge adjacent to roadway

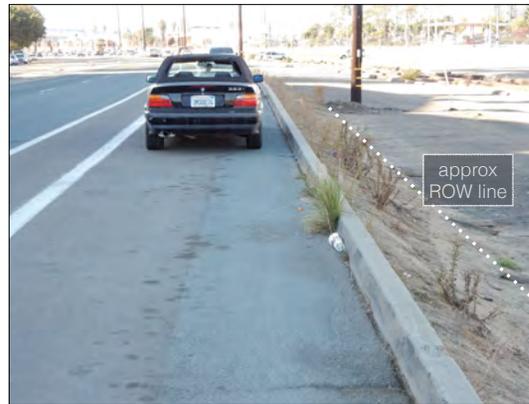


Parking lot is located within ROW. Relocated parking likely

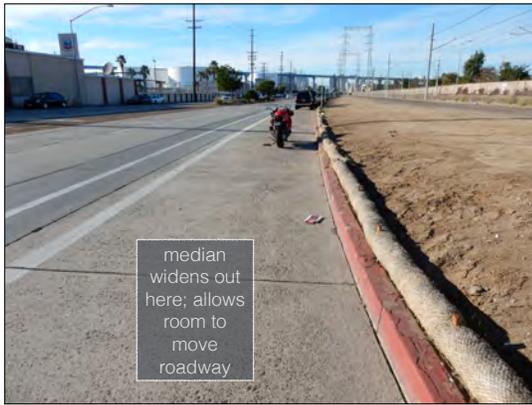
approx ROW line

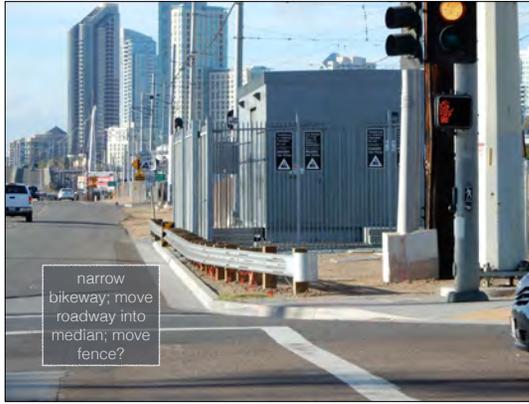


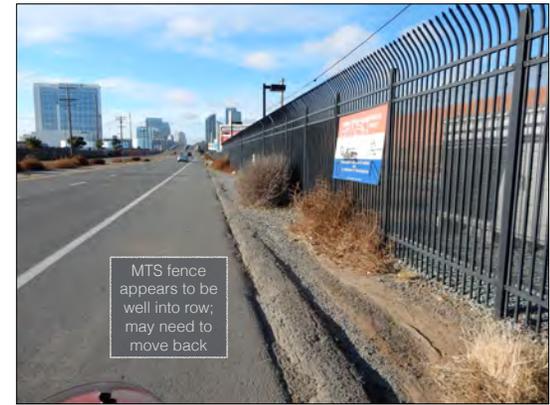
Potential replacement parking (directly across Harbor Dr)















**BAYSHORE BIKEWAY BARRIO LOGAN SEGMENT
Cost Estimate**

Item #	Approximate Quantity	Unit	Item	Unit Price	Total
GENERAL WORK SECTION					
1	1	LS	Mobilization	\$ 200,000.00	\$ 200,000
2	1	LS	SWPPP Implementation	\$ 10,000.00	\$ 10,000
3	1	LS	Traffic Control	\$ 100,000.00	\$ 100,000
4	1	LS	Survey and Construction Staking	\$ 50,000.00	\$ 50,000
Section Subtotal					\$ 360,000
REMOVAL WORK SECTION					
5	62,000	SF	Full Depth Removal Ex. AC Pavement and Base	\$ 2.50	\$ 155,000
6	160,000	SF	Full Depth Removal Ex. Concrete Pavement and Base	\$ 5.00	\$ 800,000
7	10,000	LF	Remove Ex. Concrete Curb & Gutter	\$ 3.00	\$ 30,000
8	19,500	LF	Sawcut Ex. Pavement	\$ 4.00	\$ 78,000
9	14	EA	Remove and Relocate Existing Utility	\$ 4,000.00	\$ 56,000
10	32	EA	Remove Existing Trees	\$ 50.00	\$ 1,600
Section Subtotal					\$ 1,120,600
GENERAL SURFACE IMPROVEMENTS WORK SECTION					
11	170,000	SF	Construct Concrete Path	\$ 6.00	\$ 1,020,000
12	13,000	LF	Construct 6" Curb & Gutter, Type G	\$ 25.00	\$ 325,000
13	11,100	LF	Construct 6" Median Curb, Type B-1	\$ 16.50	\$ 183,150
14	10,000	LF	Construct 6" Curb & Gutter, Type G	\$ 16.50	\$ 165,000
15	77,300	SF	Construct Full Depth Pavement per Existing Section	\$ 10.00	\$ 773,000
16	310,000	SF	Slurry Seal Roadway	\$ 0.30	\$ 93,000
17	5	EA	Construct Curb Ramp, Tape Am with Truncated Domes	\$ 2,000.00	\$ 10,000
18	37,000	SF	Median Treated Area (Assumed Concrete)	\$ 4.00	\$ 148,000
19	2,000	SF	Construct Masonry Retaining Wall	\$ 46.00	\$ 92,000
Section Subtotal					\$ 2,809,150
EXISTING UTILITIES WORK SECTION					
20	3	EA	Relocate Existing Storm Drain Catch Basin	\$ 500.00	\$ 1,500
21	11	SF	Adjust Existing Manhole to Finish Grade	\$ 500.00	\$ 5,500
22	4	LF	Adjust Existing Water Valve or Meter to Finish Grade	\$ 500.00	\$ 2,000
Section Subtotal					\$ 9,000
PAVEMENT MARKING WORK SECTION					
23	1	LS	Remove Existing Pavement Markings	\$ 65,000.00	\$ 65,000
24	1	LS	Install Proposed Pavement Markings	\$ 100,000.00	\$ 100,000
Section Subtotal					\$ 165,000
TRAFFIC SIGNAL WORK SECTION					
25	5	EA	Modify Existing Traffic Signal	\$ 150,000.00	\$ 750,000
Section Subtotal					\$ 750,000
BRIDGE SECTION					
26	1	LS	Construct New Bridge Span over Railroad Tracks	\$ 1,300,000.00	\$ 1,300,000
27	1	LS	Expand Existing Bridge Span Over Chollas Creek	\$ 100,000.00	\$ 100,000
Section Subtotal					\$ 1,400,000
TOTAL					\$ 6,613,750
CONSTRUCTION MANAGEMENT (15%)					\$ 992,063
30% CONTINGENCY					\$ 2,281,744
GRAND TOTAL					\$ 9,887,556

ATTACHMENT I-1

POTENTIAL FOR INCREASED WALKING AND BICYCLING METHODOLOGY

Bayshore Bikeway Barrio Logan

1. Methodology for Bikes
2. Methodology for Pedestrians

PROJECTIONS DERIVED FROM COUNTS

PROJECTIONS

Bayshore

	Pedestrians based on population estimates	Pedestrians based on counts	Pedestrians Ratio	Bicyclists based on counts	Bicyclists based on population estimates	Bicyclists Ratio	
Existing Counts	3839	811		305	4755		all ratios are relative to existing
One Year Projection	4982	821	1.012	309	4812	1.012	
Five Year Projection	14902	3148	3.881740036	656	10229	2.151209253	

TYPES

BIKES

PEDESTRIANS

Barrio Logan

Barrio Logan

Estimated Bicycling Activity in the Project Area, by type, existing and with project (2020)

Estimated Pedestrian Activity in the Project Area, by type, existing and with project (2020)

	existing based on counts	existing based on population estimates	existing ratio	with project (2020) based on counts	with project (2020) based on population estimates	2020 ratio
Total Daily Bicyclists Based on 2-hour Counts		305				
Total Adult Bicyclists (>14) based on Total Commuters based on counts [1]	267	4,158	0.874	499	10,229	0.84546
Total Daily Commute Trips [2]	88	1,380		804	4,534	
Total Daily Total Daily	141	2,207		463	7,255	0.30424
Total Daily Total Daily	422	6,622		1389	21,764	
Total Student/Youth Bicyclists based on Total Daily School Commute Trips [2]	18	399		39	982	
	38	597	0.126	157	1,870	0.15454
	5	955		34	2,991	

	existing based on counts	existing based on population estimates	existing ratio	with project (2020) based on counts	with project (2020) based on population estimates	2020 ratio
Total Daily Pedestrians Based on 2-hour Counts						
Total Adult Pedestr	811			3148		
Total Commuters [1]	795	3,793		2676	4,130	
Total Daily Commute Trips [2]	192	2,719		209	2,961	
Total Total	308	4,351		335	4,738	0.9183
Total Total	924	13,052		1006	14,213	
Total Student/Youth Total Daily School Commute Trips [2]	49	364		189	396	
	16	253		472	290	
	2	404		74	464	

[1] Derived from ACS 2013 5-Year Estimate + 1.1% Annual Growth, SANDAG Estimates

[2] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.

[3] According to the ATP Cycle II Benefit Cost Tool Guidelines, recreational trips account for 33% of all trips and commute trips account for 11% of all trips. Therefore, a 3:1 ratio was applied to obtain recreational trips relative to total commute trips

[4] Alliance for Biking and Walking. (2014) "Bicycling and Walking in the United States: 2014 Benchmarking Report." <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/2014-Bike-Walk-Benchmarking-Report.pdf>

[5] McDonald, N.C., et. Al. (2011). "US School Travel, 2009. An Assessment of Trends." American Journal of Preventative Medicine. 41 (2): 146-151.

Note: These categories are non-exclusive and non-exhaustive, and therefore may not sum to the same totals that are reported in Table 1-1 and 1-6.

Q1. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; including increasing and improving connectivity and mobility of non-motorized users.

Inputs - Existing Bicycling Activity (2015)

A. Describe the current and projected types and numbers / rates of users.
 Students, bikes, pedestrians, commuters, recreational users, seniors, etc.
 How many bicyclists and pedestrians currently use the project / corridor.

Data source, date collection methods, and year of data collection.

Total word count = 5000 words
 Maps as requested in the question instructions

Barrio Logan

Total Adult Population (>14) (2013)	187,475	[ACS 2013 5 Year]
Total Adult Population (>14) (2015 Estimate)	192,001	[Plus 1% annual growth - SANDAG]
Percent who are Bicyclists	2.2%	[2,3,4]
Total Bicyclists in Project Area	4,158	
Daily Bike Trips	6,653	[4]
Annual Bike Trips	2,428,319	
Annual Bike Miles Traveled	5,488,000	[8]
Total Working Population >16	108,300	[ACS 2013 5 Year]
Total bike commuters (2013)	1,347	[ACS 2013 5 Year]
Total bike commuters (2015)	1,380	
Commute By Bike Rate	1.24%	[ACS 2013 5 Year]
Daily Commute Bike Trips	2207	[4]
Annual Commute Bike Trips	805,641	
Annual Commute Bike Miles Traveled	2,851,969	[8]
Daily Recreational Bike Trips	6,622	[7]
Annual Recreational Bike Trips	2,416,922	
Annual Recreational Bike Miles Traveled	5,824,783	[8]
Total student population	58,271	[ACS 2013 5 Year]
Commute by Bike Rate	1%	[1]
Total student bicycle commuters (2013)	583	
Total student bicycle commuters (2015)	597	
Daily School Commute Bike Trips	955	[4]
Annual School Commute Bike Trips	171,872	
Annual School Commute Miles Traveled	254,371	[8]
Total Senior Population (>64)	21,548	[ACS 2013 5 Year]
Total Senior Daily Bike Trips	399	[9]
Total Annual Senior Bike Trips	145,699	

Factors

1.2% SANDAG Population Growth Rate

Share of Bike Trips

- [7] 33% Recreational
- [5] 11% Work
- [5] 6% School

Share of School Trips

- [1] 1% k-12 % bike
- [1] 9% k-12 % walk

- [4] 1.6 trips per day
- [4] 3.9 miles per trip

Barrio Logan

Total Jobs 149,855 [LEHD (2011)]

- [1] McDonald, N.C., et. Al. (2011). "US School Travel, 2009. An Assessment of Trends." American Journal of Preventative Medicine. 41 (2): 146-151.
- [2] Barnes, G. and Krizek, K. (2005). "Estimating Bicycling Demand." Transportation Research Record: Journal of the Transportation Research Board. No. 1939: 45-51.
- [3] NCHRP 552 (2006)
- [4] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.
- [5] NCHRP 770 (2014)
- [6] LEHD (2011)
- [7] ATP Cycle II Guidelines
- [8] NHTS 2009 Summary Tables <http://nhts.ornl.gov/tables09/fatcat/2009/aptl_TRPTRANS_WHYTRP1S.html>
- [9] Alliance for Biking and Walking. (2014) "Bicycling and Walking in the United States: 2014 Benchmarking Report." <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/2014-Bike-Walk-Benchmarking-Report.pdf>

Q1. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; including increasing and improving connectivity and mobility of non-motorized users.

Inputs - Future Bicycling Activity - 2020 (No Project)

A. Describe the current and projected types and numbers / rates of users. Students, bikes, pedestrians, commuters, recreational users, seniors, etc. How many bicyclists and pedestrians currently use the project / corridor. Data source, data collection methods, and year of data collection.

Total word count = 5000 words

Maps as requested in the question instructions

Barrio Logan

Total Adult Population (>14) (2013 ACS)	187,475	[12]
Total Adult Population (>14) (2020 Estimate)	202,396	
Percent who are Bicyclists	2.39%	[2,3,4]
Total Bicyclists in Project Area (2020 Estimate)	4,827	
Daily Bike Trips	7,723	[4]
Annual Bike Trips	2,819,049	
Annual Bike Miles Traveled	6,371,052	[8]
Total Working Population >16 (2013 ACS)	108,300	[ACS 2013 5 Year]
Total Working Population >16 (2020 Estimate)	116,919	[SANDAG Forecasts]
Total bike commuters (2020 Estimate)	1,625	[2020 Commute rate * 2020 Population Projections based on SANDAG Growth Rate]
Commute By Bike Rate	1.39%	[11]
Daily Commute Bike Trips	2600	[4]
Annual Commute Bike Trips	949,105	
Annual Commute Bike Miles Traveled	3,359,831	[8]
Daily Recreational Bike Trips	7,801	[7]
Annual Recreational Bike Trips	2,847,315	
Annual Recreational Bike Miles Traveled	6,862,028	[8]
Total student population	58,271	[ACS 2013 5 Year]
Total Student Population (2020 Estimate)	62,909	[SANDAG Forecasts]
Commute by Bike Rate	1.15%	[1,11]
Total student bicycle commuters (2020 Estim:	670	
Daily School Commute Bike Trips	1,072	[4]
Annual School Commute Bike Trips	192,994	
Annual School Commute Miles Traveled	285,630	[8]
Total Senior Population (>64)	21,548	[ACS 2013 5 Year]
Total Senior Population (2020 Estimate)	23,263	[SANDAG Forecasts]
Total Senior Daily Bike Trips	463	[9]
Total Annual Senior Bike Trips	169,143	

Factors

1.1% SANDAG Population Growth Rate

- [1] McDonald, N.C., et. Al. (2011). "US School Travel, 2009. An Assessment of Trends." American Journal of Preventative Medicine. 41 (2): 146-151.
- [2] Barnes, G. and Krizek, K. (2005). "Estimating Bicycling Demand." Transportation Research Record: Journal of the Transportation Research Board. No. 1939: 45-51.
- [3] NCHRP 552 (2006)
- [4] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.
- [5] NCHRP 770 (2014)
- [6] LEHD (2011)
- [7] ATP Cycle II Guidelines
- [8] NHTS 2009 Summary Tables <http://nhts.ornl.gov/tables09/fatcat/2009/aptl_TRPTRANS_WHYTRP1S.html>
- [9] Alliance for Biking and Walking. (2014) "Bicycling and Walking in the United States: 2014 Benchmarking Report." <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/2014-Bike-Walk-Benchmarking-Report.pdf>
- [10] McKenzie, B. (2014) "Modes Less Traveled - Bicycling and Walking to Work in the United States: 2008-2012." US Census, American Community Survey Reports - 25. <https://www.census.gov/prod/2014pubs/acs-25.pdf>
- [11] The City of San Diego saw an increase in bicycling commute modeshare of 0.2% between 2000 Census and 2012 ACS Five-Year Estimates. Since the analysis is over 7 years instead of 12 years, I've used a 0.15% increase instead of a 0.2% increase.
- [12] SANDAG projects a growth of 1.1% between 2015 and 2020.

Q1. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; including increasing and improving connectivity and mobility of non-motorized users.

A. Describe the current and projected types and numbers / rates of users. Students, bikes, pedestrians, commuters, recreational users, seniors, etc. How many bicyclists and pedestrians currently use the project / corridor. Data source, data collection methods, and year of data collection.

Total word count = 5000 words

Maps as requested in the question instructions

Inputs - Future Bicycling Activity - 2020 (With Project)

Barrio Logan

Total Adult Population (>14) (2013 ACS)	187,475	[12]
Total Adult Population (>14) (2020 Estimate)	202,396	
Percent who are Bicyclists	5.1%	[2,3,4,14]
Total Bicyclists in Project Area	10,229	
Daily Bike Trips	16,366	[4]
Annual Bike Trips	5,973,453	
Annual Bike Miles Traveled	13,500,005	[8]
Total Working Population >16 (2013 ACS)	108,300	[ACS 2013 5 Year]
Total Working Population >16 (2020 Estimate)	116,919	[SANDAG Forecasts]
Total bike commuters (2020 Estimate)	1,625	[2020 Commute rate * 2020 Population Projections based on SANDAG Growth Rate]
Total bike commuters (2020+Buildout)	4,534	[13]
Commute By Bike Rate	1.39%	[11]
Commute By Bike Rate (2020+Buildout)	3.88%	[13]
Daily Commute Bike Trips	7255	[4]
Annual Commute Bike Trips	2,648,003	
Annual Commute Bike Miles Traveled	9,373,929	[8]
Daily Recreational Bike Trips	21,764	[7]
Annual Recreational Bike Trips	7,944,008	
Annual Recreational Bike Miles Traveled	19,145,058	[8]
Total student population	58,271	[ACS 2013 5 Year]
Total Student Population (2020 Estimate)	62,909	[SANDAG Forecasts]
Commute by Bike Rate	1.15%	[1,11]
Student bike commuter rate (2020+Buildout)	3.21%	
Total student bicycle commuters	1,870	
Daily School Commute Bike Trips	2,991	[4]
Annual School Commute Bike Trips	538,452	
Annual School Commute Miles Traveled	796,909	[8]
Total Senior Population (>64)	21,548	[ACS 2013 5 Year]
Total Senior Population (2020 Estimate)	23,263	[SANDAG Forecasts]
Total Senior Daily Bike Trips	982	
Total Annual Senior Bike Trips	358,407	[9]

Factors

- 1.10% SANDAG Population Growth Rate
- 279% Network Buildout Effect

- [1] McDonald, N.C., et. Al. (2011). "US School Travel, 2009. An Assessment of Trends." American Journal of Preventative Medicine. 41 (2): 146-151.
- [2] Barnes, G. and Krizek, K. (2005). "Estimating Bicycling Demand." Transportation Research Record: Journal of the Transportation Research Board. No. 1939: 45-51.
- [3] NCHRP 552 (2006)
- [4] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.
- [5] NCHRP 770 (2014)
- [6] LEHD (2011)
- [7] ATP Cycle II Guidelines
- [8] NHTS 2009 Summary Tables <http://nhts.ornl.gov/tables09/fatcat/2009/aptl_TRPTRANS_WHYTRP1S.html>
- [9] Alliance for Biking and Walking. (2014) "Bicycling and Walking in the United States: 2014 Benchmarking Report." <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/2014-Bike-Walk-Benchmarking-Report.pdf>
- [10] McKenzie, B. (2014) "Modes Less Traveled - Bicycling and Walking to Work in the United States: 2008-2012." US Census, American Community Survey Reports - 25. <https://www.census.gov/prod/2014pubs/acs-25.pdf>
- [11] The City of San Diego saw an increase in bicycling commute modeshare of 0.2% between 2000 Census and 2012 ACS Five-Year Estimates. Since the analysis is over 7 years instead of 12 years, I've used a 0.15% increase instead of a 0.2% increase.
- [12] SANDAG projects a growth of 1.1% between 2015 and 2020.
- [13] Metro study growth factor of 279% increase as a result of bike-network buildout.
- [14] In order to provide a conservative estimate, the lower of two "moderate" rates has been used to extrapolate adult cyclists from bicycle commute rates, based on NCHRP 552.

Barrio Logan

Table 1-1: Summary of Existing and Future Use in Project Areas

	Existing (2015)	No Project (2020)	With Project (2020)	2016 Estimate
Bicyclists (Adults + Students)	4,755	5,497	12,098	4,812
Daily Bicycle Trips	7,608	8,796	19,357	
Annual Bicycle Trips	2,600,191	3,012,043	6,511,905	

Table 1-2: Estimated Number of Adult Bicyclists in the Project Area (>14) (2015)

Percent Commute Share by Bike [1]	Percent of Adults who Bicycle in Project Area [2,3,4]	Total Population >14 years old in Project Area [5]	Number of Bicyclists in Project Area	
(A)	(B)=0.3%+1.5(A)	(C)	(B)*(C)=(D)	2016 est
1.2%	2.2%	192,001	4,158	4,208

[1] ACS 2013 5-year estimates

[2] Barnes, G. and Krizek, K. (2005). "Estimating Bicycling Demand." Transportation Research Record: Journal of the Transportation Research Board. No. 1939: 45-51.

[3] NCHRP Report 552 (2006) also recommends the use of this formula to estimate adult cyclists.

[4] Project area is defined as all the census tracts whose centroid falls within a 3 mile buffer of the projects.

[5] ACS 2013 5-year estimates + 1.2% Annual Growth, SANDAG Estimates.

[1] ACS 2013 5-year estimates

[2] Barnes, G. and Krizek, K. (2005). "Estimating Bicycling Demand." Transportation Research Record: Journal of the Transportation Research Board. No. 1939: 45-51.

[3] NCHRP Report 552 (2006) also recommends the use of this formula to estimate adult cyclists.

[4] Project area is defined as all the census tracts whose centroid falls within a 3 mile buffer of the projects.

[5] ACS 2013 5-year estimates + 1.2% Annual Growth, SANDAG Estimates.

Barrio Logan

Table 1-3: Estimated Number of Current Bicycle Trips (2015)

	Bicyclists in Project Area (A)	Average Daily Trips Per Bicyclist [1] (B)	Total Daily Bicycle Trips (A)*(B)=(C)	Annual Bicycle Trips (D) [2,3]
Adults	4,158	1.6 trips	6,653	2,428,319
Students/Youth	597	1.6 trips	955	171,872
Total	4,755	--	7,608	2,600,191

[1] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.

[2] For Adults, the formula used is "(C)*365=(D)"

[3] For Students/Youth, the formula used is "(C)*180=(D)" to reflect school-commute trips.

Barrio Logan

**Table 1-5: Estimated Number of Bicyclists in the Project Area, no Project (>14)
(2020)**

Percent Commute Share by Bike [1]	Percent of Adults who Bicycle in Project Area [2,3,4]	Total Population >14 years old in Project Area [5]	Number of Bicyclists in Project Area
(A)	(B)=0.3%+1.5(A)	(C)	(B)*(C)=(D)
1.39%	2.39%	202,396	4,827

[1] The City of San Diego saw an increase in bicycling commute modeshare of 0.2% between 2000 Census and 2012 ACS Five-Year Estimates. To be conservative, a 0.15% increase was added to the 2013 ACS 5 Year Estimates, to reflect expected ambient growth.

[2] Barnes, G. and Krizek, K. (2005). "Estimating Bicycling Demand." Transportation Research Record: Journal of the Transportation Research Board. No. 1939: 45-51.

[3] NCHRP Report 552 (2006) also recommends the use of this formula to estimate adult cyclists.

[4] Project area is defined as all the census tracts whose centroid falls within a 3 mile buffer of the projects.

[5] ACS 2013 5-year estimates + 1.1% Annual Growth, SANDAG Estimates.

Barrio Logan

Table 1-6: Estimated Number of Future Bicycle Trips, no Project (2020)

	Bicyclists in Project Area (A)	Average Daily Trips Per Bicyclist [1] (B)	Total Daily Bicycle Trips (A)*(B)=(C)	Annual Bicycle Trips (D) [2,3]
Adults	4,827	1.6 trips	7,723	2,819,049
Students/Youth	670	1.6 trips	1,072	192,994
Total	5,497	--	8,796	3,012,043

[1] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.

[2] For Adults, the formula used is "(C)*365=(D)"

[3] For Students/Youth, the formula used is "(C)*180=(D)" to reflect school-commute trips.

Barrio Logan

**Table 1-4: Estimated Bicycling Activity in the Project Area, by type
(2015)**

Total Adult Bicyclists (>14)	4,158
Total Commuters [1]	1,380
Total Daily Commute Trips [2]	2,207
Total Annual Commute Trips [3]	805,641
Total Daily Recreation Trips [4]	6,622
Total Annual Recreation Trips [3]	2,416,922
Total Daily Senior Trips [5]	399
Total Annual Senior Trips [3]	145,699
Total Student/Youth Bicyclists [1,6]	597
Total Daily School Commute Trips [2]	955
Total Annual School Commute Trips [7]	171,872

[1] ACS 2013 5-Year Estimate + 1.2% Annual Growth, SANDAG Estimates

[2] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.

[3] Daily rate x 365 days per year

[4] According to the ATP Cycle II Benefit Cost Tool Guidelines, recreational trips account for 33% of all trips and commute trips account for 11% of all trips. Therefore, a 3:1 ratio was applied to obtain recreational trips relative to total commute trips.

[5] Alliance for Biking and Walking. (2014) "Bicycling and Walking in the United States: 2014 Benchmarking Report." <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/2014-Bike-Walk-Benchmarking-Report.pdf>

[6] McDonald, N.C., et. Al. (2011). "US School Travel, 2009. An Assessment of Trends." American Journal of Preventative Medicine. 41 (2): 146-151.

[7] Daily rate x 180 school days per year

Barrio Logan

**Table 1-7: Estimated Bicycling Activity in the Project Area, by type, no
Project (2020)**

Total Adult Bicyclists (>14)	4,827
Total Commuters [1]	1,625
Total Daily Commute Trips [2]	2,600
Total Annual Commute Trips [3]	949,105
Total Daily Recreation Trips [4]	7,801
Total Annual Recreation Trips [3]	2,847,315
Total Daily Senior Trips [5]	23,263
Total Annual Senior Trips [3]	463
Total Student/Youth Bicyclists [1,6]	670
Total Daily School Commute Trips [2]	1,072
Total Annual School Commute Trips [7]	192,994

[1] ACS 2013 5-Year Estimate + 1.1% Annual Growth, SANDAG Estimates

[2] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.

[3] Daily rate x 365 days per year

[4] According to the ATP Cycle II Benefit Cost Tool Guidelines, recreational trips account for 33% of all trips and commute trips account for 11% of all trips. Therefore, a 3:1 ratio was applied to obtain recreational trips relative to total commute trips.

[5] Alliance for Biking and Walking. (2014) "Bicycling and Walking in the United States: 2014 Benchmarking Report." <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/2014-Bike-Walk-Benchmarking-Report.pdf>

[6] McDonald, N.C., et. Al. (2011). "US School Travel, 2009. An Assessment of Trends." American Journal of Preventative Medicine. 41 (2): 146-151.

[7] Daily rate x 180 school days per year

Barrio Logan

Table 1-10: Estimated Bicycling Activity in the Project Area, by type, with Project (2020)

Total Adult Bicyclists (>14)	10,229
Total Commuters [1]	4,534
Total Daily Commute Trips [2]	7,255
Total Annual Commute Trips [3]	2,648,003
Total Daily Recreation Trips [4]	21,764
Total Annual Recreation Trips [3]	7,944,008
Total Daily Senior Trips [5]	982
Total Annual Senior Trips [3]	358,407
Total Student/Youth Bicyclists [1,6]	1,870
Total Daily School Commute Trips [2]	2,991
Total Annual School Commute Trips [7]	538,452

[1] ACS 2013 5-Year Estimate + 1.1% Annual Growth, SANDAG Estimates + 279% Buildout factor

[2] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.

[3] Daily rate x 365 days per year

[4] According to the ATP Cycle II Benefit Cost Tool Guidelines, recreational trips account for 33% of all trips and commute trips account for 11% of all trips. Therefore, a 3:1 ratio was applied to obtain recreational trips relative to total commute trips.

[5] Alliance for Biking and Walking. (2014) "Bicycling and Walking in the United States: 2014 Benchmarking Report." <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/2014-Bike-Walk-Benchmarking-Report.pdf>

[6] McDonald, N.C., et. Al. (2011). "US School Travel, 2009. An Assessment of Trends." American Journal of Preventative Medicine. 41 (2): 146-151.

[7] Daily rate x 180 school days per year

Barrio Logan

Table 1-8: Estimated Number of Bicyclists in the Project Area, with Project (>14) (2020)

Percent Commute Share by Bike [1,2]	Percent of Adults who Bicycle in Project Area [3,4]	Total Population >14 years old in Project Area [5]	Number of Bicyclists in Project Area
(A)	(B)=0.4%+1.2(A)	(C)	(B)*(C)=(D)
3.88%	5.05%	202,396	10,229

[1] ACS 2013 5-year estimates + 0.15% ambient growth

[2] Build-out factor of 279% applied, from LA County Metropolitan Transportation Authority (2006) "Bicycle Transportation Account Compliance Study." http://ebb.metro.net/projects_studies/bikeway_planning/images/BTA.pdf

[3] In order to provide a conservative estimate, the lower of two NCHRP 552 "moderate" rates has been used to extrapolate adult cyclists from bicycle commute rates.

[4] Project area is defined as all the census tracts whose centroid falls within a 3 mile buffer of the projects.

[5] ACS 2013 5-year estimates + 1.1% Annual Growth, SANDAG Estimates.

Barrio Logan

Table 1-9: Estimated Number of Future Bicycle Trips, with Project (2020)

	Bicyclists in Project Area (A)	Average Daily Trips Per Bicyclist [1] (B)	Total Daily Bicycle Trips (A)*(B)=(C)	Annual Bicycle Trips (D) [2,3]
Adults	10,229	1.6 trips	16,366	5,973,453
Students/Youth	1,870	1.6 trips	2,991	538,452
Total	12,098	--	19,357	6,511,905

[1] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.

[2] For Adults, the formula used is "(C)*365=(D)"

[3] For Students/Youth, the formula used is "(C)*180=(D)" to reflect school-commute trips.

Q1. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; including increasing and improving connectivity and mobility of non-motorized users.

A. Describe the current and projected types and numbers / rates of users. Students, bikes, pedestrians, commuters, recreational users, seniors, etc. How many bicyclists and pedestrians currently use the project / corridor.

Data source, date collection methods, and year of data collection.

Total word count = 5000 words

Maps as requested in the question instructions

Inputs - Existing Pedestrian Activity (2015)

Barrio Logan

Total Adult Population (>14) (2013)	15,297	[ACS 2013 5 Year]
Total Adult Population (>14) (2015 Estimate)	15,666	[Plus 1% annual growth - SANDAG]
Percent who are Pedestrians	24.21%	
Total Pedestrians in Project Area	3,793	
Daily Ped Trips	6,068	[4]
Annual Ped Trips	2,214,914	
Annual Ped Miles Traveled	1,107,457	[8]
Total Working Population >16	10,967	[ACS 2013 5 Year]
Total Ped commuters (2013)	2,655	[ACS 2013 5 Year]
Total Ped commuters (2015)	2,719	
Commute By Walk Rate	24.21%	[ACS 2013 5 Year]
Daily Commute Ped Trips	4351	[4]
Annual Commute Ped Trips	1,587,956	
Annual Commute Ped Miles Traveled	793,978	[8]
Daily Recreational Ped Trips	13,052	[7]
Annual Recreational Ped Trips	4,763,867	
Annual Recreational Ped Miles Traveled	2,381,934	[8]
Total student population	2,742	[ACS 2013 5 Year]
Commute by Walking Rate	9%	[1]
Total student Ped commuters (2013)	247	
Total student Ped commuters (2015)	253	
Daily School Commute Ped Trips	404	[4]
Annual School Commute Ped Trips	72,789	
Annual School Commute Miles Traveled	36,394	[8]
Total Senior Population (>64)	834	[ACS 2013 5 Year]
Total Senior Daily Ped Trips	364	[9]
Total Annual Senior Ped Trips	132,895	

Factors

1.2% SANDAG Population Growth Rate

Share of Bike Trips

- [7] 33% Recreational
- [5] 11% Work
- [5] 6% School

Share of School Trips

- [1] 1% k-12 % bike
- [1] 9% k-12 % walk

- [4] 1.6 trips per day
- [4] 3.9 miles per trip

Kearny Me Bayshore to Barrio Logan

Walkers	60	519	1961
Transiters	16	1627	694

Jobs 1/2 M	34633	12086	19020
Jobs 3 Mile	120566	38042	143206

- [1] McDonald, N.C., et. Al. (2011). "US School Travel, 2009. An Assessment of Trends." American Journal of Preventative Medicine. 41 (2): 146-151.
- [2] Barnes, G. and Krizek, K. (2005). "Estimating Bicycling Demand." Transportation Research Record: Journal of the Transportation Research Board. No. 1939: 45-51.
- [3] NCHRP 552 (2006)
- [4] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.
- [5] NCHRP 770 (2014)
- [6] LEHD (2011)
- [7] ATP Cycle II Guidelines
- [8] NHTS 2009 Summary Tables <http://nhts.ornl.gov/tables09/fatcat/2009/aptl_TRPTRANS_WHYTRP1S.html>
- [9] Alliance for Biking and Walking. (2014) "Bicycling and Walking in the United States: 2014 Benchmarking Report." <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/2014-Bike-Walk-Benchmarking-Report.pdf>

Q1. Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; including increasing and improving connectivity and mobility of non-motorized users.

A. Describe the current and projected types and numbers / rates of users. Students, bikes, pedestrians, commuters, recreational users, seniors, etc. How many bicyclists and pedestrians currently use the project / corridor. Data source, data collection methods, and year of data collection.

Total word count = 5000 words

Maps as requested in the question instructions

Inputs - Future Pedestrian Activity - 2020

Barrio Logan

Total Adult Population (>14) (2013 ACS)	15,297	[12]
Total Adult Population (>14) (2020 Estimate)	16,514	
Percent who are Pedestrians	25.01%	[2,3,4]
Total Pedestrians in Project Area (2020 Estimate)	4,130	
Daily Ped Trips	6,608	[4]
Annual Ped Trips	2,411,978	
Annual Ped Miles Traveled	1,205,989	[8]
Total Working Population >16 (2013 ACS)	10,967	[ACS 2013 5 Year]
Total Working Population >16 (2020 Estimate)	11,840	[SANDAG Forecasts]
Total Ped commuters (2020 Estimate)	2,961	[2020 Commute rate * 2020 Population Projections based on SANDAG Growth Rate]
Commute By Walk Rate	25.01%	[11]
Daily Commute Ped Trips	4738	[4]
Annual Commute Ped Trips	1,729,239	
Annual Commute Ped Miles Traveled	864,619	[8]
Daily Recreational Bike Trips	14,213	[7]
Annual Recreational Bike Trips	5,187,716	
Annual Recreational Bike Miles Traveled	2,593,858	[8]
Total student population	2,742	[ACS 2013 5 Year]
Total Student Population (2020 Estimate)	2,960	[SANDAG Forecasts]
Commute by Walk Rate	9.80%	[1,11]
Total student pedestrian commuters (2020 Estimate)	290	
Daily School Commute walk Trips	464	[4]
Annual School Commute walk Trips	83,550	
Annual School Commute Miles Traveled	41,775	[8]
Total Senior Population (>64)	834	[ACS 2013 5 Year]
Total Senior Population (2020 Estimate)	900	[SANDAG Forecasts]
Total Senior Daily Walk Trips	396	[9]
Total Annual Senior Walk Trips	144,719	

Factors

1.1% SANDAG Population Growth Rate

Kearny Me Bayshore to Barrio Logan

Walkers	60	519	1961
Transiters	16	1627	694

- [1] McDonald, N.C., et. Al. (2011). "US School Travel, 2009. An Assessment of Trends." American Journal of Preventative Medicine. 41 (2): 146-151.
- [2] Barnes, G. and Krizek, K. (2005). "Estimating Bicycling Demand." Transportation Research Record: Journal of the Transportation Research Board. No. 1939: 45-51.
- [3] NCHRP 552 (2006)
- [4] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.
- [5] NCHRP 770 (2014)
- [6] LEHD (2011)
- [7] ATP Cycle II Guidelines
- [8] NHTS 2009 Summary Tables <http://nhts.ornl.gov/tables09/fatcat/2009/aptl_TRPTRANS_WHYTRP1S.html>
- [9] Alliance for Biking and Walking. (2014) "Bicycling and Walking in the United States: 2014 Benchmarking Report." <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/2014-Bike-Walk-Benchmarking-Report.pdf>
- [10] McKenzie, B. (2014) "Modes Less Traveled - Bicycling and Walking to Work in the United States: 2008-2012." US Census, American Community Survey Reports - 25. <https://www.census.gov/prod/2014pubs/acs-25.pdf>
- [11] Between 2001 and 2009 the NHTS reported a 0.8% increase in the percent of people who attain 30 minutes of walking per day. This increase is added to the 2020 walking and transit commute rate.
- [12] SANDAG projects a growth of 1.1% between 2015 and 2020.

Barrio Logan

Table 1-11: Summary of Existing and Future Use in Project Areas

	Existing (2015)	Future Pedestrians (2020)
Pedestrians (Adults + Students/Youth)	4,045	4,420
Daily Pedestrian Trips	6,473	7,072
Annual Pedestrian Trips	2,287,702	2,495,528

Barrio Logan

Table 1-12: Estimated Number of Adult Pedestrians in the Project Area (2015)

Percent Commute Share by Walking [1]	Percent Commute Share by Transit [1]	Total Population >14 years old in Project Area [2,3,4]	Number of Pedestrians in Project Area
(A)	(B)	(C)	[(A)+(B)]*(C)
17.88%	6.33%	15,666	3,793

[1] ACS 2013 5-year estimates

[2] Project area is defined as the census tract whose centroid falls within the 0.5 mile buffer of the projects.

[3] ACS 2013 5-year estimates + 1.2% Annual Growth, SANDAG Estimates.

[4] To estimate all pedestrian activity, including work trips and non-work trips, the walking and transit commute rates have been applied to the overall adult population in the project area.

Barrio Logan

Table 1-13: Estimated Number of Current Pedestrian Trips (2015)

	Pedestrians in Project Area (A)	Average Daily Trips Per Pedestrian [1] (B)	Total Daily Pedestrian Trips (A)*(B)=(C)	Annual Pedestrian Trips (D) [2,3]
Adults	3,793	1.6 trips	6,068	2,214,914
Students/Youth	253	1.6 trips	404	72,789
Total	4,045	--	6,473	2,287,702

[1] Dill, J. and Giebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.

[2] For Adults, the formula used is "(C)*365=(D)"

[3] For Students/Youth, the formula used is "(C)*180=(D)" to reflect school-commute trips.

Barrio Logan

Table 1-14. Estimated Pedestrian Activity in the Project Area, by type (2015)

Total Adult Pedestrians (>14)	3,793
Total Commuters [1]	2,719
Total Daily Commute Trips [2]	4,351
Total Annual Commute Trips [3]	1,587,956
Total Daily Recreation Trips [4]	13,052
Total Annual Recreation Trips [3]	4,763,867
Total Daily Senior Trips [5]	364
Total Annual Senior Trips [3]	132,895
Total Student/Youth Pedestrians [1,6]	253
Total Daily School Commute Trips [2]	404
Total Annual School Commute Trips [7]	72,789

[1] ACS 2013 5-Year Estimate + 1.2% Annual Growth, SANDAG Estimates, applied only to the number of working adults.

[2] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.

[3] Daily rate x 365 days per year

[4] According to the ATP Cycle II Benefit Cost Tool Guidelines, recreational trips account for 33% of all trips and commute trips account for 11% of all trips. Therefore, a 3:1 ratio was applied to obtain recreational trips relative to total commute trips.

[5] Alliance for Biking and Walking. (2014) "Bicycling and Walking in the United States: 2014 Benchmarking Report." <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/2014-Bike-Walk-Benchmarking-Report.pdf>

[6] McDonald, N.C., et. Al. (2011). "US School Travel, 2009. An Assessment of Trends." American Journal of Preventative Medicine. 41 (2): 146-151.

[7] Daily rate x 180 school days per year

Barrio Logan

**Table 1-17: Estimated Pedestrian Activity in the Project Area, by type
(2020)**

Total Adult Pedestrians (>14)	4,130
Total Commuters [1]	2,961
Total Daily Commute Trips [2]	4,738
Total Annual Commute Trips [3]	1,729,239
Total Daily Recreation Trips [4]	14,213
Total Annual Recreation Trips [3]	5,187,716
Total Daily Senior Trips [5]	396
Total Annual Senior Trips [3]	144,719
Total Student/Youth Pedestrians [1,6]	290
Total Daily School Commute Trips [2]	464
Total Annual School Commute Trips [7]	83,550

[1] ACS 2013 5-Year Estimate + 1.2% Annual Growth, SANDAG Estimates, applied only to the number of working adults.

[2] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.

[3] Daily rate x 365 days per year

[4] According to the ATP Cycle II Benefit Cost Tool Guidelines, recreational trips account for 33% of all trips and commute trips account for 11% of all trips. Therefore, a 3:1 ratio was applied to obtain recreational trips relative to total commute trips.

[5] Alliance for Biking and Walking. (2014) "Bicycling and Walking in the United States: 2014 Benchmarking Report." <http://www.aarp.org/content/dam/aarp/livable-communities/documents-2014/2014-Bike-Walk-Benchmarking-Report.pdf>

[6] McDonald, N.C., et. Al. (2011). "US School Travel, 2009. An Assessment of Trends." American Journal of Preventative Medicine. 41 (2): 146-151.

[7] Daily rate x 180 school days per year

Barrio Logan

Table 1-15: Estimated Number of Pedestrians in the Project Area (>14) (2020)

Percent Commute Share by Walking [1,2,3] (A)	Percent Commute Share by Transit [1,2,3] (B)	Total Population >14 years old in Project Area [4,5,6] (C)	Number of Pedestrians in Project Area [(A)+(B)]*(C)
18.68%	6.33%	16,514	4,130

[1] ACS 2013 5-year estimates

[2] Between 2001 and 2009 the NHTS reported a 0.8% increase in the percent of people who attain 30 minutes of walking per day. This increase is added to the 2020 walking commute rate.

[3] Pucher, J., Bueller, R, et al. (2011) "Walking and Cycling in the United States, 2001–2009:

Evidence From the National Household Travel Surveys." American Journal of Public Health. 101 (51): S310-S317. <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC3222478/pdf/S310.pdf>

[4] Project area is defined as all the census tracts whose centroid falls within a 0.5 mile buffer of the projects.

[5] ACS 2013 5-year estimates + 1.1% Annual Growth, SANDAG Estimates.

[6] To estimate all pedestrian activity, including work trips and non-work trips, the walking and transit commute rates have been applied to the overall adult population in the project area.

Barrio Logan

Table 1-16: Estimated Number of Future Pedestrian Trips (2020)

	Pedestrians in Project Area (A)	Average Daily Trips Per Pedestrian [1] (B)	Total Daily Pedestrian Trips (A)*(B)=(C)	Annual Pedestrian Trips (D) [2,3]
Adults	4,130	1.6 trips	6,608	2,411,978
Students/Youth	290	1.6 trips	464	83,550
Total	4,420	--	7,072	2,495,528

[1] Dill, J. and Gliebe, J. (2008) "Understanding and Measuring Bicycling Behavior: A focus on travel time and route choice." OTREC Final Report, OTREC-RR-08-03.

[2] For Adults, the formula used is "(C)*365=(D)"

[3] For Students/Youth, the formula used is "(C)*180=(D)" to reflect school-commute trips.

BAYSHORE BIKEWAY BARRIO LOGAN (SEGMENTS 2 & 3)
Agency Partners, Stakeholders and Intersted Parties

<i>Organization/Dept.</i>	<i>Contact</i>
City of San Diego Planning and Neighborhood Restoration Transportation & Storm Water/Bicycle Program Dept. of Public Works	Lara Gates Brian Genovese
Port of San Diego	Shahriar Afshar Aimee Heim
Caltrans	Seth Cutter
General Dynamics NASSCO	Dennis DuBard Staci Ignell (alt.)
BAE Systems	Terry Buis
U.S. Navy	Ya-Chi Huang
Port Tenants Association	Sharon Cloward
San Diego County Bicycle Coalition	Andy Hanshaw
Bike SD	Samantha Ollinger
Walk/Move San Diego	Brian Gaze
Barrio Station	Rachael Ortiz
Environmental Health Coalition	Georgette Gomez
Barrio Logan Association	Marcos Aguilera
Groundwork San Diego	Leslie Reynolds
San Diego Ship Repair Association	Derry Pence
Woodbury University	Stan Bertheaud
San Diego Regional Chamber of Commerce	Laura Shingles



THE BAYSHORE BIKEWAY FACT SHEET



Overview

The Bayshore Bikeway is envisioned as a separate bike path that extends for 24 miles around San Diego Bay. About 15 miles of the bikeway have been built. This doesn't include the two spurs — on Saturn Boulevard and up to H Street from Marina Parkway. Planning for the bikeway began in the 1970s. In 2006, SANDAG updated the Bayshore Bikeway Plan, identifying an alignment using railroad, utility, and other public rights-of-way.

Construction of the bikeway is paid for by federal, state, and local funds, including the regional *TransNet* half-cent sales tax for transportation administered by SANDAG. *TransNet* dollars help leverage state and federal funds.

The Bayshore Bikeway is not just a regional asset. It is part of the California Coastal Trail, an initiative of the California Coastal Conservancy to create a 1,200-mile network of public trails from Oregon to Mexico. The bikeway takes riders through some of the most scenic areas in San Diego County, as well as to employment centers around San Diego Bay.

Bikeway Milestones

The first leg of the bikeway was built in 1976 when National City received \$50,000 from SANDAG to widen the Chollas Creek Bridge on Harbor Drive. The following year, the Bay Route Bikeway Steering Committee was formed by the County of San Diego, and the cities of Coronado, Imperial Beach, Chula Vista, National City, and San Diego. As a result of their efforts, the state Legislature passed SB 283, providing about \$1 million for bikeway construction. By 1983, nearly \$1.5 million had been spent to build the bikeway on unused

railroad right-of-way along the Silver Strand in Coronado and on Harbor Drive in the City of San Diego.

Development of the bikeway gained further momentum when the Bayshore Bikeway Working Group was formed in 1989. The group consists of an elected official from the County of San Diego and each of the five cities around the bay, as well as representatives from the San Diego Unified Port District and the bicycling community. The group's leadership has helped to complete the following projects, totaling more than \$13 million in improvements:

- » In 1993, the San Diego Unified Port District extended the Tidelands Park section of the path to the ferry landing in Coronado.
- » In 1997, the City of Imperial Beach created the section of the bike path along the bayfront from 7th Street to 13th Street. This 1.2-mile project was constructed primarily within the old Coronado Branch Line of the San Diego & Arizona Eastern Railway right-of-way.
- » In 1998, Caltrans built a half-mile connection between Marina Way in National City and the Sweetwater River Bikeway. This path passes under Interstate 5 and the San Diego Trolley line at State Route 54 (SR 54), allowing cyclists to ride east to Plaza Bonita.
- » In 2004, a 1-mile bridge and bike path opened at the SR 54/I-5 interchange, enabling bike riders to cross the Sweetwater River connecting National City and Chula Vista. The bridge was named in honor of long-time Bayshore

(Continued on reverse)



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





Bikeway advocate and senior cycling champion Gordy Shields. Before the project was completed by Caltrans, riders had to travel east from the bayfront to cross the river on National City Boulevard. Now, they can ride along the bay within a right-of-way reserved for bicyclists and pedestrians, cutting their travel distance by more than two miles.

- » In 2009, a 1.1-mile extension of the bikeway through the San Diego Bay National Wildlife Refuge opened. Built by the City of San Diego, this segment provides a more direct route between Imperial Beach and Chula Vista, replacing the old route along Palm Avenue. The project extended the Imperial Beach section of the path at 13th Street to Main Street in Chula Vista, using a combination of former railroad right-of-way and berms along the Otay River. Two new bridges were built to span the Otay River channel and preserve existing historic railroad bridges.
- » In March 2012, a 1.8 mile segment of the bikeway was completed by SANDAG between Palomar Street and H Street in Chula Vista.

Current Construction

Construction began on the first phase of Segment 4 in October 2014 along Harbor Drive from Vesta Street to 32nd Street. The remainder of Segments 4 and 5, from Vesta Street to Marina Way and West 32nd Street in National City, will be constructed once right-of-way agreements for three railroad crossings are finalized and the Board of Port Commissioners approves this portion of the project on Port tidelands. This work is funded by a combination of funds totaling \$5.35 million, including a \$2.5 million grant from the California State Coastal Conservancy, as well as federal Transportation Enhancement funds, and the regional *TransNet* sales tax for transportation.

Future Construction

A total of \$990,950 from federal and state government, the *TransNet* sales tax, and the County of San Diego is programmed to plan and design a project that will close the bikeway gap in Chula Vista between Main Street and Palomar Street. Additional funds are identified in the SANDAG Regional Bike Plan Early Action Program (EAP) to begin construction as early as 2016. The rest of the planned bikeway in Chula Vista will be finished in conjunction with the future redevelopment of the city's bayfront. Working with the Port District, Chula Vista has plans to redevelop the bayfront from J to E streets. As a condition of the redevelopment, the Bayshore Bikeway will be extended from J Street to the Chula Vista Marina and north to the existing bike path at E Street.

In spring 2014, SANDAG began the planning phase of the Barrio Logan segment of the bikeway, which extends from 32nd Street north to the Convention Center. When constructed, it will complete a major portion of the loop along the east side of San Diego Bay. This project is funded through final design with a combination of funds from the regional *TransNet* sales tax and the state Active Transportation Program.

Regional Collaboration

Construction of the Bayshore Bikeway requires collaboration between local, regional, state, and federal agencies, as well as public and private property owners. The bikeway crosses through land or easements owned by the U.S. Navy, Port District, Metropolitan Transit System, and others.

For More Information

Visit KeepSanDiegoMoving.com/BayshoreBikeway or contact Project Manager Stephan Vance at (619) 699-1924 or stephan.vance@sandag.org.



COMMUNITY MEETING



BAYSHORE BIKEWAY BARRIO LOGAN SEGMENT

The San Diego Association of Governments (SANDAG) invites you to a community meeting for the Bayshore Bikeway Barrio Logan segment. Attend the meeting to hear proposals for how this bikeway could be built and provide input on bikeway design and features. Your participation will help ensure the proposed project serves the needs of the Barrio Logan community and Bayshore Bikeway users from around the region.

ABOUT THE PROJECT

SANDAG is working with the five cities around San Diego Bay, the County of San Diego, San Diego Port District, and regional stakeholders to complete the Bayshore Bikeway. The Barrio Logan segment from 32nd Street to Park Boulevard is a proposed addition to the Bayshore Bikeway that will connect Barrio Logan residents and the working waterfront to Downtown San Diego and South Bay cities.

FOR MORE INFORMATION

Contact Project Manager,
Stephan Vance

(619) 699-1924
stephan.vance@sandag.org

Si desea obtener información en español
por favor comuníquese con
Paula Zamudio

(619) 595-5610
paula.zamudio@sandag.org

This is a public meeting.
Any interested members of the public
are welcome to attend.

DATE

Tuesday, May 5, 2015
6–8 p.m.

LOCATION

Estrella Del Mercado Community Room
1985 National Avenue
San Diego, CA 92113

VISIT THE PROJECT WEBPAGE

KeepSanDiegoMoving.com/BayshoreBikeway



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In compliance with the Americans with Disabilities Act (ADA), this document is available in alternate formats by contacting the SANDAG ADA Coordinator, the Director of Administration, at (619) 699-1900 or (619) 699-1904 (TTY).



Bayshore Bikeway Email Subscription

Please print your full name and email address to sign in.

Please note that SANDAG sign-in sheets are public records and may be disclosed to the public upon request.

5/5/19

COMMUNITY MEETING



Name (please print clearly)	Email (please print clearly)	I would like to receive information about:			
		SANDAG Newsletter (Region)	Bayshore Bikeway Project	Other (please list)	
Andy Hanslow	andy@ssls.beacondelmar.org	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
ARMANDO IBARRA	MORRUX@GMAIL.COM	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
HUGO BERMUDEZ	hugo.bermudez@nassco.com	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Kelsy Juwaine	kelsy@sdbikecoalition.org	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Staci Innell	staci.ignell@nassco.com	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Leilani Navarero	leilani.navarero@nassco.com	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	klary	
Susan Patch	spatch3431@cox.net	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Greg Murphy	greg.murphy@safeway.ca.gov	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Ron Powell	Rpowell@sportsandiego.org	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Roger Leszczynski	rogerles@gmail.com				
Martha Zapata	mzapata@sandiego.gov			City of SD	

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BAYSHORE BIKEWAY BARRIO LOGAN (SEGMENTS 2 & 3)
Agency Partners, Stakeholders and Intersted Parties

<i>Organization/Dept.</i>	<i>Contact</i>
City of San Diego Planning and Neighborhood Restoration Transportation & Storm Water/Bicycle Program Dept. of Public Works	Lara Gates Brian Genovese
Port of San Diego	Shahriar Afshar Aimee Heim
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BAE Systems	Terry Buis
U.S. Navy	Ya-Chi Huang
Port Tenants Association	Sharon Cloward
San Diego County Bicycle Coalition	Andy Hanshaw
Bike SD	Samantha Ollinger
Walk/Move San Diego	Brian Gaze
Barrio Station	Rachael Ortiz
Environmental Health Coalition	Georgette Gomez
Barrio Logan Association	Marcos Aguilera
Groundwork San Diego	Leslie Reynolds
San Diego Ship Repair Association	Derry Pence
Woodbury University	Stan Bertheaud
San Diego Regional Chamber of Commerce	Laura Shingles

Bayshore Bikeway Barrio Logan Segment Community Stakeholders Meeting

The San Diego Association of Governments (SANDAG) is planning improvements to the Bayshore Bikeway between 32nd Street and Park Boulevard in the City of San Diego, known as the Barrio Logan segment. SANDAG has formed a stakeholders group of interested community organizations to advise it on the development of this project. The first meeting of the stakeholders group will be:

WHEN: Monday, December 1, 2014 from 6-8 p.m.

WHERE: Woodbury University School of Architecture
2212 Main St. San Diego, CA

This is a public meeting. Any interested members of the public are welcome to attend.

What is the Barrio Logan segment of the Bayshore Bikeway?

The Bayshore Bikeway is a major corridor in the regional bike network, and the Barrio Logan segment is one of the last major segments of the Bayshore Bikeway to be constructed. It will provide an comfortable and attractive is place to ride a bike along Harbor Drive that is separated from vehicle traffic.

Your feedback on the proposed project will help ensure it serves the needs of all users of the Bayshore Bikeway, and that it meets the needs of Barrio Logan and the surrounding community without causing unwanted impacts to traffic on Harbor Drive or to the supply of parking in the area.

For more information

Contact Project Manager Stephan Vance at (619) 699-1924
or stephan.vance@sandag.org

[Si desea obtener información en español](#)

por favor comuníquese con Paula Zamudio at (619) 595-5610
o paula.zamudio@sandag.org





BAYSHORE BIKEWAY BARRIO LOGAN SEGMENT STAKEHOLDERS MEETING MONDAY, FEBRUARY 2ND, 2014

Please initial next to your name to record your presence at the meeting

ORGANIZATION	NAME	INITIAL IF PRESENT
BAE Systems	Terry Buis	
Barrio Logan Association	Marcos Aguilera/ Brent Beltran/ Karen Garcia	
Barrio Station	Rachel Ortiz	
Bike SD	Samantha Ollinger	
Caltrans	Seth Cutter	
City of San Diego	Brian Genovese	
City of San Diego	Lara Gates	
City of San Diego	Steve Celniker	
Environmental Health Coalition	Georgette Gomez	
General Dynamics/NASSCO	Dennis DuBard	
General Dynamics/NASSCO	Staci Ignell	
Port of San Diego	Shahriar Afshar/ Rafael Castellanos	
Port of San Diego	Aimee Heim	
Port Tenants Association	Sharon Cloward/ Sophie Silvestri	
San Diego Regional Chamber of Commerce	Laura Shingles	
SDCBC	Andy Hanshaw	
San Diego Ship Repair Association	Derry Pence	
US Navy	Ya-Chi Huang/ Lam Navarto	
US Navy	Alex Kohnen	
Walk/Move SD	Brian Gaze	
Woodbury University	Stanley Bertheaud	

Bayshore Bikeway Stakeholder Meeting, 12/1/2014

SANDAG hosted the first of two stakeholder meetings on Monday, December 1, 2014. The meeting was held at the Woodbury School of Architecture in the Barrio Logan neighborhood of San Diego.

The Stakeholder Group includes representatives of public agencies; community and advocacy organizations and private sector businesses located within the project limits. See Appendix B for a list of stakeholder organizations.

Stakeholders were invited to come and learn about the project and voice opinions and concerns. A sign-in table was set up in the entrance to direct attendees towards the location of the presentation. Several rows of chairs were set up in a horseshoe shape facing the projector screen with the stakeholders (who RSVP'd) positioned in the inner row of chairs with nameplates. Maps and graphics were pinned up along one side of the room. Maps and graphics included:

1. Opportunities/Constraints Map with four 'Call Outs' (enlarged views of focus areas)
2. Harbor Drive Industries Parking Map
3. Cross-Section Map and Graphics
4. Amenities, Interactive Map
5. Bayshore Bikeway Aerial Route Map
6. City Bike Route Map

Sign in Table

The sign in table had a sheet for stakeholders who RSVP'd, or their representatives. There was also a sheet for anyone else who wanted to be on a mailing list for updates on the project. Attendees were offered a bike pin and refreshments upon entering.

Activity 1: Opportunity to look around

While people arrived at the event, they were encouraged to walk around and look at the boards pinned to the wall. People who knew each other mingled while others sat down and waited for the presentation to start.

Activity 2: Welcome & PowerPoint Presentation

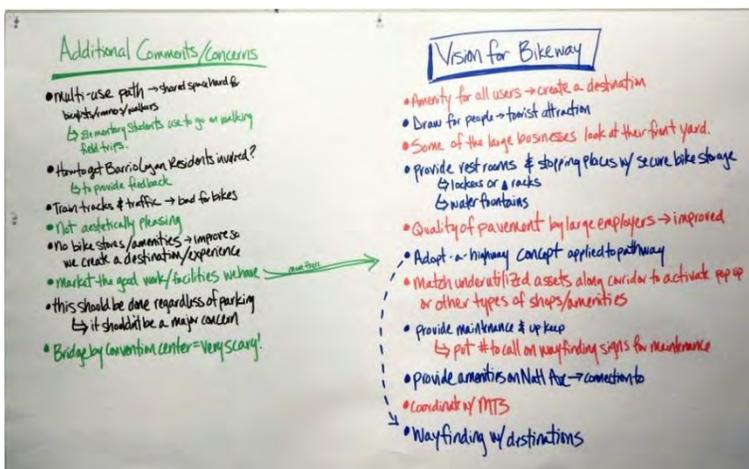
The formal meeting kicked off with welcome statements from County Supervisor Cox, Councilmember Alvarez, and Port Commissioner Castellanos. A PowerPoint

presentation delivered by Stephan Vance and Craig Williams was then shown. The slides led a brief description of the project, background, funding, and stakeholder feedback thus far.



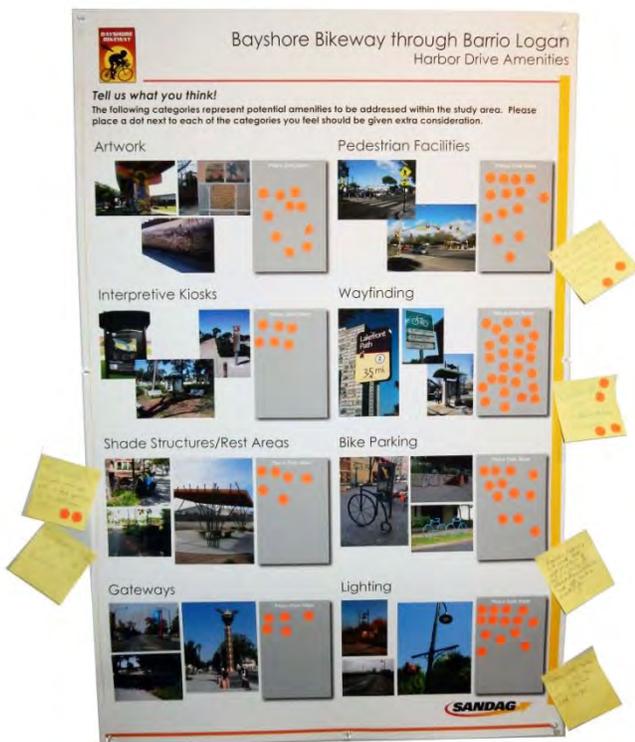
Activity 3: Facilitated Discussion

The PowerPoint presentation led in to a facilitated discussion that was guided by Craig and Stephan. Various stakeholders and members of the community voiced their concerns and provided their perspectives on the existing and proposed Bayshore Bikeway. Alta staff recorded the discussion on butcher paper, so that all comments were properly recorded and were available for participants to refer to afterwards. The full list of these comments can be found in Appendix C.



Activity 4: Open House

After the PowerPoint presentation and discussion, participants were invited to participate in a prioritization exercise and walk around the room to look at the boards again. Participants were given five sticky dots and asked to place them next to the amenities they wanted to see within the corridor. During this time, participants could ask the project team questions as well as get involved in discussions with each other.



The final amenities board illustrated the following results. In total, wayfinding was seen as the most important amenity in this proposed Bayshore Bikeway segment. Notes placed next to wayfinding expressed specific interest in wayfinding as well as public restrooms.

People were asked to identify which amenities they wanted to see addressed the most by placing dots next to them.

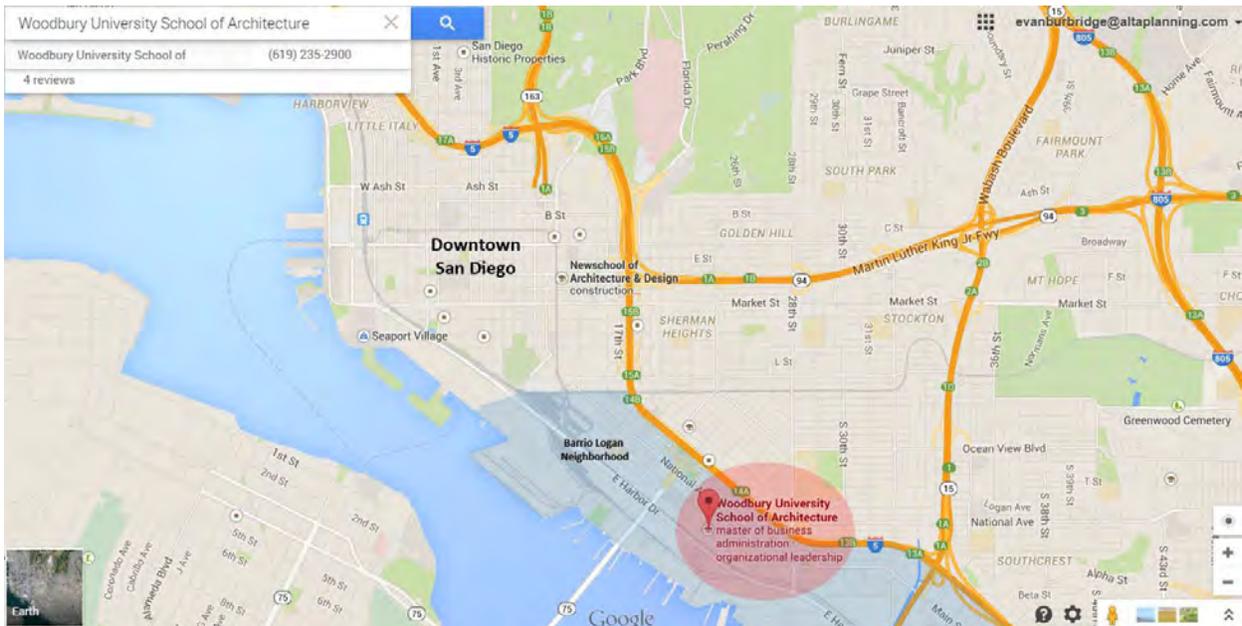
Amenity Prioritization Results

Category:	Artwork	Interpretive Kiosks	Shade Structures/ Rest Areas	Gateways	Pedestrian Facilities	Way- finding	Bike Parking	Lighting
Count:	10	6	6	5	14	26	13	14

Conclusion:

The meeting provided an opportunity for input on a range of topics related to the bikeway, and there was active participation from most in attendance. No one expressed opposition to or reservations about what was proposed. Notes were taken during the meeting and collected for further review.

Appendix A: Map to Event



Appendix B: Sign In Sheets



BAYSHORE BIKEWAY BARRIO LOGAN SEGMENT STAKEHOLDERS MEETING MONDAY, DECEMBER 1ST, 2014		
Please initial next to your name to record your presence at the meeting		
ORGANIZATION	NAME	INITIAL IF PRESENT
BAE Systems	Terry Buis	
Barrio Logan Association	Marcos Aguilera <i>Brent Beltman Karen Garcia</i>	<i>MMA</i>
Barrio Station	Rachel Ortiz	
Bike SD	Samantha Ollinger	<i>SO</i>
Caltrans	Seth Cutter	
City of San Diego	Brian Genovese	<i>BG</i>
City of San Diego	Lara Gates	
Environmental Health Coalition	Georgette Gomez	<i>GG</i>
General Dynamics/NASSCO	Dennis DuBard	<i>DD</i>
General Dynamics/NASSCO	Staci Ignell	<i>SI</i>
Port of San Diego	Shahriar Afshar / <i>Rafael Castellanos</i>	<i>SA</i>
Port of San Diego	Aimee Heim	
Port Tenants Association	Sharon Cloward <i>Sophie Silvestri</i>	<i>SC</i>
San Diego Regional Chamber of Commerce	Laura Shingles	<i>LS</i>
SDCBC	Andy Hanshaw	<i>AH</i>
San Diego Ship Repair Association	Derry Pence	
US Navy	Ya-Chi Huang / <i>LARA NAVARRO</i>	<i>YH</i>
US Navy	Alex Kohnen	
Walk/Move SD	Brian Gaze	
Woodbury University	Stanley Bertheaud <i>SB</i>	<i>SB</i>

Other Participants by Neighborhood or Organization

Neighborhood/Organization	Number Participating
Barrio Logan	4
Logan Heights	4
Normal Heights	3
MABPA	1
Did not specify	4

Appendix C: Community Comments during Meeting

Comments recorded on Butcher Paper

Additional Comments/Concerns:

- Multi-Use Path → Shared space hard for bicyclists/runners/walkers
 - Elementary students use to go on walking field trips.
- How to get Barrio Logan Residents involved?
 - To provide feedback
- Train tracks & traffic → bad for bikes
 - Not aesthetically pleasing.
- No bike stores/amenities → improve so we create a destination/experience.
- Market the good work/facilities we have
- This should be done regardless of parking
 - It shouldn't be a major concern.
- Bridge by convention center = very scary.

Vision for Bikeway:

- Amenity for all users → create a destination
- Draw for people → tourist attraction.
- Some of the large businesses look at their front yard.
- Provide restrooms & stopping places with secure bike storage
 - Lockers or racks.
 - Water fountains.
- Quality of pavement by large employers → improved
- Adopt-a-highway concept applied to pathway.
- Match underutilized assets along corridor to activate pop up or other types of shops/amenities.
- Provide maintenance & Up Keep
 - Put # to call on wayfinding signs for maintenance.
- Provide amenities on National Avenue → Connection to...
- Coordinate with MTS.
- Wayfinding w/ destinations

Comments not recorded on butcher paper

- Trees should line rail yard area near Petco – the pollution is so bad from trains.
- Greenery - lots of it - along maritime uses.
- Don't mix bikes and pedestrians, build sidewalk exclusively for them – bikes travel too fast and conflicts are likely.
- Restrooms or Identify locations of existing restrooms.
- Amenities + Bikeway must include mode shift projections. If this is a facility for alternative transportation, mode shift has to be accounted for.

- There needs to be lighting along the path, preferred solar charged.

RESCHEDULED

Bayshore Bikeway Barrio Logan Segment

Community Meeting

The San Diego Association of Governments (SANDAG) is planning improvements to the Bayshore Bikeway between 32nd Street and Park Boulevard in the City of San Diego, known as the Barrio Logan segment. Interested parties and community members are invited to attend the second community stakeholder's meeting to hear about and provide comments on preliminary plans for how the bikeway could be implemented along Harbor Drive.



DATE: Monday, February 2, 2015
6-8 p.m.

WHERE: Woodbury University School of Architecture
2212 Main St. San Diego, CA 92113

This is a public meeting. Any interested members of the public are welcome to attend.

About the Project

The [Bayshore Bikeway](#) is a major corridor in the regional bike network, and the Barrio Logan segment is one of the last major segments of the Bayshore Bikeway to be constructed. It will provide a comfortable and attractive place to ride a bike along Harbor Drive that is separated from vehicle traffic. The Barrio Logan segment will connect to the existing Bayshore Bikeway at the bayfront promenade in front of the San Diego Convention Center, and to an existing section of bike path now under construction south of 32nd Street.

Your feedback on the proposed project will help ensure the bikeway serves the needs of all users, including those in Barrio Logan and the surrounding community.

For More Information

Contact Project Manager Stephan Vance at (619) 699-1924 or stephan.vance@sandag.org.

Visit the project page at KeepSanDiegoMoving.com/BayshoreBikeway.

Si desea obtener información en español por favor comuníquese con Paula Zamudio al (619) 595-5610 o paula.zamudio@sandag.org



BAYSHORE BIKEWAY BARRIO LOGAN SEGMENT STAKEHOLDERS MEETING
MONDAY, DECEMBER 1ST, 2014

Please initial next to your name to record your presence at the meeting

ORGANIZATION	NAME	INITIAL IF PRESENT
BAE Systems	Terry Buis	
Barrio Logan Association	Marcos Aguilera	<i>MMA</i>
Barrio Station	Brent Beltman Karen Garcia	
Bike SD	Rachel Ortiz	<i>RO</i>
Caltrans	Samantha Ollinger	<i>SO</i>
City of San Diego	Seth Cutter	<i>SC</i>
City of San Diego	Brian Genovese	<i>BG</i>
Environmental Health Coalition	Lara Gates	<i>LG</i>
General Dynamics/NASSCO	Georgette Gomez	<i>GG</i>
General Dynamics/NASSCO	Dennis DuBard	<i>DD</i>
Port of San Diego	Staci Ignell	<i>SI</i>
Port of San Diego	Shahriar Afshar / Rafael Castellanos	<i>SA</i>
Port of San Diego	Aimee Heim	<i>AH</i>
Port Tenants Association	Sharon-Gleward	<i>SG</i>
San Diego Regional Chamber of Commerce	Laura Shingles	<i>LS</i>
SDCBC	Andy Hanshaw	<i>AH</i>
San Diego Ship Repair Association	Derry Pence	<i>DP</i>
US Navy	Ya-Chi Huang / LAM NANTARU	<i>YCH</i>
US Navy	Alex Kohnen	<i>AK</i>
Walk/Move SD	Brian Gaze	<i>BG</i>
Woodbury University	Stanley Bertheaud	<i>SB</i>

Bayshore Bikeway Stakeholder Meeting #2, 2/2/2015

SANDAG hosted the second of two stakeholder meetings on Monday, February 2, 2015. The meeting was held at the Woodbury School of Architecture in the Barrio Logan neighborhood of San Diego from 6:00 – 7:30 pm.

The Barrio-Logan Stakeholder Group includes representatives of public agencies, community and advocacy organizations and private sector businesses located within the project limits. Stakeholders and community members were invited to learn about the progress made on the alignment of the proposed path and the impacts it would have on parking. Various cross sections along the corridor were reviewed to inform the meeting attendees on potential changes that would occur along Harbor Drive.

The sign in table had a sheet for stakeholders who had RSVP'd, or their representatives. There was also a sheet for anyone else who wanted to be on a mailing list for updates on the project. Attendees were offered a bike pin and refreshments upon entering. Rows of chairs were set up in a horseshoe shape facing the projector screen with the stakeholders (who RSVP'd) positioned in the inner row of chairs with nameplates. There were 10 stakeholders and 33 community members in attendance.

Welcome & PowerPoint Presentation

The formal meeting kicked off with welcome statements from County Supervisor Cox, City of San Diego Councilmember Alvarez, and Port Commissioner Castellanos. A PowerPoint presentation was delivered by Stephan Vance and Craig Williams. The slides provided a brief description of the project, background, funding, and stakeholder feedback thus far. Detailed slides were also shown that illustrated the proposed bikeway placement along Harbor Dr.



These locations were illustrated with details:

1. Harbor Drive and Park Blvd
2. Harbor Drive over the Railroad (south of Park Blvd)

3. Harbor Drive at Cesar Chavez
4. Harbor Drive near Schley Street (north of the at-grade BNSF Railroad crossing)
5. Harbor Drive west of 28th Street
6. Harbor Drive near Chollas Creek
7. Harbor Drive on Chollas Creek Bridge
8. Harbor Drive near 32nd Street

Facilitated Discussion

After the locations were discussed in detail by Craig Williams of Alta Planning + Design, meeting members were invited to ask questions and discuss the project. Parking was, again, a point of discussion. Craig Williams and Stephan Vance of SANDAG stated the goal was to minimally impact the current amount of parking spaces available, and that the most recent parking estimates confirmed this should be possible.

Another topic was the connection of the Bayshore Bikeway with the Barrio Logan neighborhood. Many of the streets connecting Harbor Drive into the community do not have designated facilities for cyclists, and community stakeholders expressed interest in seeing this improved. Ryan Zellers from RBF/Baker Engineering added information about how intersections could be set up with separate signal timing to improve accessibility for cyclists and pedestrians.



Additional topics of discussion included construction impacts on the bikeway, signals and signage, maintenance and integration into the community. Participants also voiced positive feedback about the project. Alta staff recorded the discussion on post-it pads, so that all comments were properly recorded and were available for participants to refer to afterwards. The full list of these comments can be found in Appendix B.



Open House

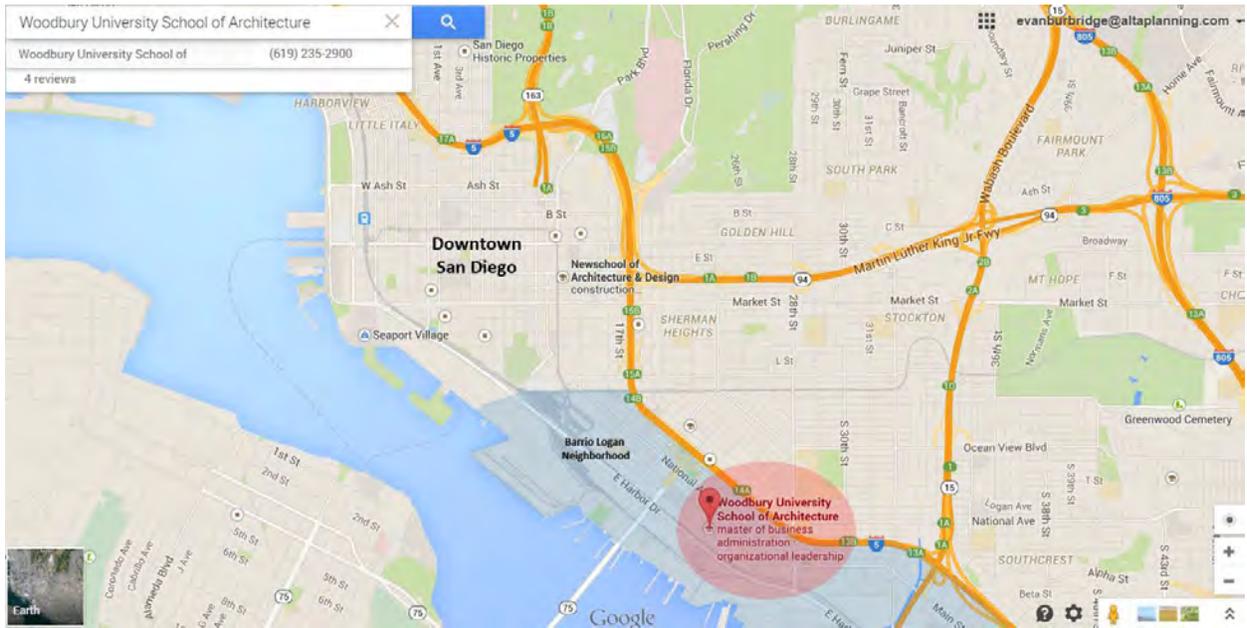
After the PowerPoint presentation and discussion, participants were invited to walk around the room to look at a large print-out of the path alignment over an aerial map, a missing sidewalks and parking graphic, as well as details of the 8 cross-sections that were described in the presentation and discussed by the group. Participants had the opportunity to speak with SANDAG and Alta staff

with specific questions about the project.

Conclusion:

The meeting provided an opportunity for robust dialogue on the emerging details of the bikeway path alignment, and there was active participation from most in attendance. No one expressed opposition to or reservations about what was proposed and there were positive comments referring to the 'good options' laid out and to speed up the timeline to get the bikeway built.

Appendix A: Map to Event



Appendix B: Community Comments during Meeting

Comments recorded on Post-It pads

Additional Comments/Concerns:

- During Construction → Provide space for people riding bikes
- In areas where right-of-way is ambiguous, consider more 'share the road' signs?
- Make sure maintenance is thought out – debris, etc.
- Team has come up with good options.
- How will this be integrated into the Barrio Logan Community and for residents to get to it/use it?
- For bike signals → Some in SD turn too quickly for bicyclists.
- Please finish this (project) faster!
- Include purple pipes for non-potable water landscaping.

ADDED TO BARRIO LOGAN INTERESTED PARTIES' LIST
12.03.2014



**Regional Bike Network
BIKEWAY PROJECT UPDATE SIGN-UP**

Please print your full name and email address to receive updates on the regional bike corridor project in your neighborhood. Indicate your interests and whether you would like to help network with your friends and colleagues about the project.

Regional Corridor Project: Bayshore Bikeway **Meeting:** Barrio Logan Segment Stakeholders Group Meeting **Date:** December 1, 2014

PLEASE PRINT CLEARLY

Name	Email	Neighborhood	Interests	Yes, send me updates on ALL bike projects
Scott Shaver	scott.shaver@woodburyuniversity.edu	BARRIO LOGAN	Bicycle infrastructure	X
Juan DIAZ	TST 92113@jabod	BARRIO LOGAN	" "	X
Greg Murphy	greg.murphy@5dkcountry.ca.gov		Bayshore Bikeway	
Karen Garcia	kgarcia@urbanconps.org	Barrio Logan	" "	X
YADIEA GALINDO	galindoyadira@hotmail.com	Logan Heights	" "	X
Alfredo Soria	av.soria84@gmail	Logan		X



**Regional Bike Network
BIKEWAY PROJECT UPDATE SIGN-UP**

Please print your full name and email address to receive updates on the regional bike corridor project in your neighborhood. Indicate your interests and whether you would like to help network with your friends and colleagues about the project.

Regional Corridor Project: Bayshore Bikeway

Meeting: Barrio Logan Segment Stakeholders Group Meeting

Date: December 1, 2014

PLEASE PRINT CLEARLY

Name	Email	Neighborhood	Interests	Yes, send me updates on ALL bike projects
Roger Leszczynski	ROGERLES@GMAIL	Logan Heights		✓
Raul Gutierrez	rauljguti@comcast.net	Logan Heights 92114		✓
CHAI S KUTA	ckk@sandag.org			
Josie CALDERON	josiede@cox.net	ALL BARRIOS MABPA		✓
Georgette Gomez	Georgette.environment@fletcherh.org	BL		
A La				



**Regional Bike Network
BIKEWAY PROJECT UPDATE SIGN-UP**

Please print your full name and email address to receive updates on the regional bike corridor project in your neighborhood. Indicate your interests and whether you would like to help network with your friends and colleagues about the project.

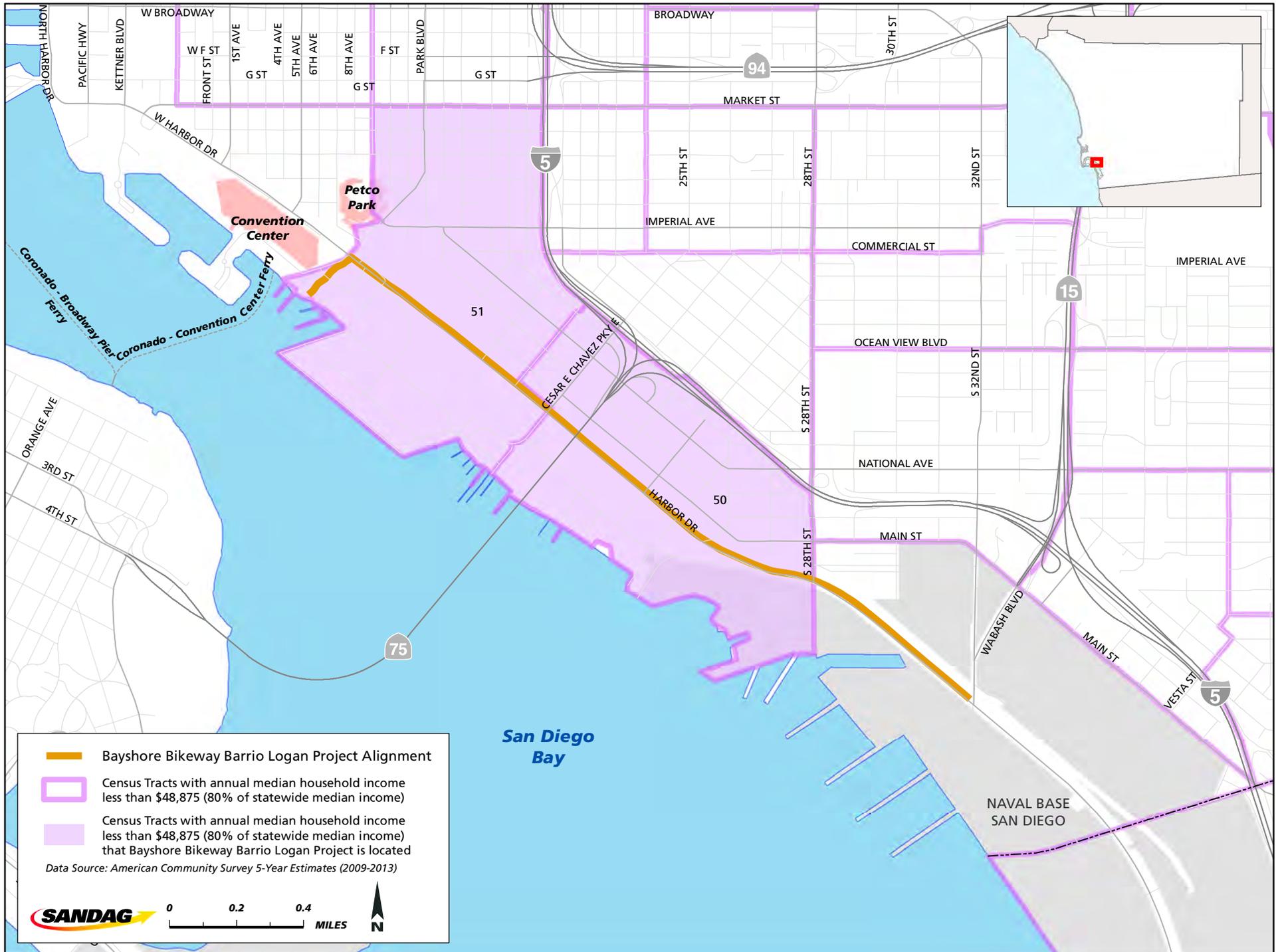
Regional Corridor Project: Bayshore Bikeway

Meeting: Barrio Logan Segment Stakeholders Group Meeting

Date: December 1, 2014

PLEASE PRINT CLEARLY

Name	Email	Neighborhood	Interests	Yes, send me updates on ALL bike projects
Rosemary Probst Darren Whittaker	rosemary@shuvaldin.com dwn4@yahoo.com	Normal Heights		<input checked="" type="checkbox"/>
Samantha Olliger	sam@bike			<input type="checkbox"/>
Frederick Olliger	folliger@gmail.com			<input type="checkbox"/>
Sandra Pimentel	Sandra@deroBike.com	Normal Heights	Bicycle Safety	<input checked="" type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>



 Bayshore Bikeway Barrio Logan Project Alignment
 Census Tracts with annual median household income less than \$48,875 (80% of statewide median income)
 Census Tracts with annual median household income less than \$48,875 (80% of statewide median income) that Bayshore Bikeway Barrio Logan Project is located

Data Source: American Community Survey 5-Year Estimates (2009-2013)







ACTIVE TRANSPORTATION



BENEFIT-COST ANALYSIS TOOL *Version 1.0*

COST BENEFIT ANALYSIS OF ACTIVE TRANSPORTATION PROJECTS

INTRODUCTION

This spreadsheet tool provides a simple way of quantifying benefits and costs of active transportation projects, except general plans. Given the necessary data, the tool would quantify mobility, health, safety, vehicles mile travelled reduction savings, and recreational benefits.

The model is arranged by worksheets and contains the following information, data, and results:

Worksheets

Contents

Cover Page	
Instructions	General model description and assumptions
1) Infrastructure Inputs	Data input page for infrastructure projects
2) Non-Infrastructure Inputs	Data input page for non-infrastructure projects
3) Non-Infrastructure- All	Calculation for Non-infrastructure Non-SR2S_SR2S
4) Infrastructure- Safe Routes to Schools	Calculation for infrastructure SR2S
5) Results	Summary of Analysis Results
6) Individual Benefits for Infrastructure Non-SR2S	
6a) Mobility	Calculation of changes in mobility
6b) Health	Calculation of changes in health
6c) VMT Reduction	Calculation of changes in VMT reduction
6d) Recreational	Calculation of changes in Recreation
6e) Safety	Calculation of changes in safety
7) Aggregation	
7a) Undiscounted	Current Total Benefits
7b) Discounted	Discounted Total Benefits
8) Parameters	Economic parameters, assumptions, etc.
Miscellaneous	Tables, etc.

Assumptions are necessary when doing economic analysis. These assumptions include discount rate, value of time, accident value, etc. Discount rate of 4% was used to be consistent with the value used in Cal/B-C model. Value of time was determined by taking half of the statewide wage rate in California, consistent with US Department of Transportation's Value of Time Guidance. A 2% growth factor of average California annual growth of population was used to account for annual increase in benefits. These assumptions and others are put on the Parameters worksheet and should not be changed by the user.

After reading the instructions, the user should enter necessary data to analyze the project. If the project is an infrastructure project, all data should only be inputted on the infrastructure input page. If the project is a non-infrastructure project, all data should only be inputted on the non-infrastructure input page. If the project is a combination of both infrastructure and non-infrastructure, data should be inputted on both input pages.

INSTRUCTIONS

The user can analyze most projects by simply inserting limited data on the Non-infrastructure and/or Infrastructure input page and getting results on the Results page. At the top of the sheet, the user can enter information regarding the project name and location. This section provides general information about active transportation projects. Box 1 is for Infrastructure projects and Box 2 is for Non-Infrastructure projects. For Bike and Pedestrian Projects, daily person trips are one direction. *For certain cells, pop-up messages are designed to help users if data is not readily available.

Bike Projects (Box 1A)

- 1 Insert the total existing number of daily bike trips (without project)
- 2 Insert the anticipated total number of daily bike trips after 1 year (without project).
- 3 Insert the anticipated total number of daily bike trips after 1 year of project completion (with project).
- 4 Insert existing number of daily bike trips that are commuters
- 5 Insert existing number of daily bike trips that are recreational

*If no data is available for existing trip for commuters and recreational users, take 11% and 33% respectively of total existing number of daily bike trips (without project).

- 6 For estimates, insert new daily trips that are commuters after 1 year of project completion
- 7 For estimates, insert new daily trips that are recreational in nature after 1 year of project completion

*If no data is available for new trip for commuters and recreational trips after 1 year of project completion, assume half of existing bike commuter trips and recreational trips respectively.

- 8 If data is available, insert actual new daily trips for commuters and recreational after 1 year of project completion.
- 9 Provide the Average Annual Daily Traffic (AADT) of the closest adjacent road to the proposed project.

*If the project is construction of new bike lanes, paths and/or trails, assume a percentage shift of drivers of 5% to bicycle and walk use, using the current AADT for the closest road to the proposed project.

- 9 Select the appropriate type of bike class type from the pull-down menu.

Pedestrian Projects (Box 1B)

For pedestrian projects, the user can enter trips or step counts or miles walked .

- 10 Insert the total existing number of daily walk trips (without project)
- 11 Insert the anticipated total number of daily walk trips after 1 year (without project)
- 12 Insert the anticipated total number of daily walk trips after 1 year of project completion (with project); OR

Please note: Data needs to be entered on 1, 2, 3, 10, 11, and 12 to account for benefits for bike and ped projects before and after project.

- 13 Insert total existing step counts (without project)
- 14 Insert the anticipated step counts after 1 year (with project); OR
- 15 Insert total miles walked (without project)
- 16 Insert anticipated miles walked after 1 year (with project)

Safe Routes to School (SR2S) Infrastructure Projects (Box 1C)

- 17 Insert number of students enrolled in the school/s
- 18 Insert approximate number of students living along school route proposed for improvement.
- 19 Percentage of students that currently walk or bike to school
- 20 Projected percentage of students that will walk or bike to school after the project is completed

Infrastructure Project Costs (Box 1D)

- 21 Insert project cost for the Non-SR2S Infrastructure project
- 22 Insert project cost for the SR2S Infrastructure project

ATP Requested Funds (Box 1E)

For a benefit-cost analysis, total project cost is used to calculate benefit-cost ratio. However, the ATP Guidelines require benefits relative to funds requested be calculated as well. Provide the funds requested below for infrastructure projects.

- 23 Insert ATP funds requested for the Non-SR2S Infrastructure project
- 24 Insert ATP funds requested for the SR2S Infrastructure project

Crash Data (Box 1F)

- 25 Enter total number of fatal crashes for the last 5 years
- 26 Enter total number of injury crashes for the last 5 years
- 27 Enter total number of property-damage only (PDO) crashes for the last 5 years

Crashes involving pedestrians and cyclists are often underreported. For this b/c analysis, we require that users provide the last 5 years of crash data to capture any years that did not have any accidents. Statewide Integrated Traffic Records System (SWITRS) with their Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions is a good source for fatal and injury accidents. <http://www.chp.ca.gov/switrs/>.

SafeTREC Transportation Injury Mapping Systems (TIMS) by University of California, Berkeley-website also includes "SWITRS GIS Map" tool that can be used to gather the crash data for specific improvement. <http://tims.berkeley.edu/>

Annual average for each crashes are calculated automatically after data crash data is entered.

Safety Countermeasures (Box 1G)

Mark any countermeasures associated with the project, with a capital "Y" and capital "N" if not included. Countermeasures should be significant, which is defined here to cost at least 15% of total project costs. Other reduction factor countermeasures should be filled out if specific countermeasures are not explicit on the enumerated choices.

If the project only involves infrastructure project, the user is ready to do the analysis. However, if the project has a non-infrastructure component, the user still needs to fill out and follow instructions for non-infrastructure project types.

SR2S Outreach Non-Infrastructure (Box 2A)

- 28 Insert number of students enrolled in the school/s
- 29 Insert number of students that currently walk or bike to school; OR
- 30 Insert percentage of students that currently walk or bike to school
- 31 Insert project cost for the outreach
- 32 Insert ATP funds requested
- 33 Duration of outreach (months)

Numbers 28-30 can be the same as numbers 17-20 under Box 1C. However, to make things simpler and avoid any overlapping of benefits, 28-30 are strictly for NON-INFRASTRUCTURE and 17-20 are for SR2S INFRASTRUCTURE projects.

Outreach to users will be automatically calculated once we have number of enrolled students minus number of students that currently walk or bike to school.

Non-SR2S Outreach Non-Infrastructure (Box 2B)

- 31 Insert number of targeted participants, a subset of a population of town or city.
- 32 Insert number of residents or participants that currently walk or bike ; OR
- 33 Insert percentage of residents or participants that currently walk or bike
- 34 Insert project cost of the outreach
- 35 Duration of outreach (months)

Outreach to users will be automatically calculated once we have number of targeted participant minus number of them that currently walk or bike.

Perception, Promotional Effort, Age and Duration boxes (Boxes 2C, 2D, 2E, and 2F)

Based from a review of several academic articles and government publications, four broad reoccurring themes either promoted or discouraged active transportation. Brief description of the reoccurring themes are included to aid in filling out the appropriate boxes for the outreach project.

Perception: The attitude or belief about active transportation is critical to get someone to try it. Negative deterrents include unsafe, not connected, physically difficult, unaesthetic surroundings, distance, etc. Hands-on outreach (e.g., walk audit) is more successful in changing a potential user attitude.

Collective Promotional Efforts: A coordinated and collective effort by multiple entities/stakeholders is more successful in promoting active transportation user than a single promotional effort, for example the 5E's--engineering, enforcement, education, encouragement, and evaluation.

Age: The usage of active transportation during ones youth generally carries over into adulthood. At the time when children become independent--around middle school--is when the benefits of active transportation promotion can be maximized. This is because there are higher safety/danger risks of letting young adolescents take active transportation modes on their own, e.g., not being alert when there is vehicle traffic. Furthermore, older adults tend to stop utilizing some active modes such as biking because of physical limitations.

Duration: The frequency of an outreach effort is critical because it reinforces active transportation behavior. In comparison, bike-to-work month is more successful compared to a one-time safety course because of the action of taking active transportation is reinforced multiple times.

These four reoccurring themes are the basis for weighing non-infrastructure criteria. While reviewing the literature, there was a significant amount qualitative data, but lack of quantitative findings. Due to the lack of quantitative data--necessary to monetize assumed benefits--the non-infrastructure benefit-cost criteria attempts to calculate the longitudinal users based on a given non-infrastructure project. This estimated longitudinal estimate is then applied to the infrastructure benefit-cost tool to quantify benefit-cost ratio.

* Projected New Active Trans Riders will be automatically calculated when Boxes 2A through 2F are filled out.

Crash Data (Box 2G)

- 23 Enter total number of fatal crashes for the last 5 years
- 24 Enter total number of injury crashes for the last 5 years
- 25 Enter total number of property-damage only (PDO) crashes for the last 5 years

Annual average for each crashes are calculated automatically after data crash data is entered.

Project Name:
Project Location:

Bayshore Bikeway
Barrio Logan

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)			
	Without Project	With Project	
Existing	638		
Forecast (1 Yr after completion)	650	1,885	
	Commuters	Recreational Users	
Existing Trips	319	211	
New Daily Trips (estimate)	159.5	105.27	
(1 YR after completion) (actual)			
Project Information- Non SR2S Infrastructure			
Bike Class Type	Bike Class I		
Average Annual Daily Traffic (AADT)			

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	\$9,880,000
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$4,940,000
SR2S Infrastructure	

CRASH DATA (Box 1F)		
	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	12	2.4
PDO		0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)			
	Without Project	With Project	
Existing	811		
Forecast (1 YR after project completion)	850	850	
	Without Project	With Project	
Existing step counts <small>(600 steps=0.3mi=1 trip)</small>			
Existing miles walked			

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

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

Project Name:
Project Location:

NON-INFRASTRUCTURE

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

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

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

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

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

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

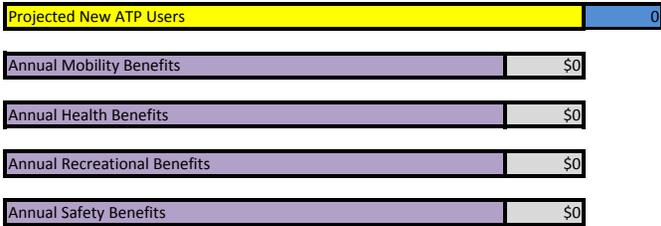
Projected New Active Trans Riders	
Longitudinal New Users	0

Projected New Active Trans Riders	
Longitudinal New Users	0

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

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

Non Infrastructure- All



Did not quantify mobility benefits.

Did not quantify recreational benefits.

Safety benefits are assumed to be a reduction in Other Reduction Factor Countermeasures.

Fuel saved	\$0
Emissions Saved	\$0
Fuel and Emissions Saved	\$0

Underlying assumptions for calculations:

- 1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)
- 3) Gasoline price per gallon is \$3.41 (incl. tax)
- 4) Carbon price is \$25 per ton (updated \$2014 value)
- 5) 2,000 lbs = 1 ton

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)	10%
Service Life	5
1st year	\$0

	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	\$3,750,837	\$80,000	\$6,924	

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	0
Approximate no. of students living along school route proposed for improvement	0
Percent that currently walks/bikes to school	0%
Number of students that walk/bike to school	0

After Project

No. of students enrollment	0
Approximate no. of students living along school route proposed for improvement	0
Projected percentage of students that will walk or bike because of the project	0%
Number of students that will walk/bike to school after the project	0

ATP Shift	0
Fuels Saved	\$0.00
Emissions Saved	\$0.00

Annual Mobility Benefits	\$0
Annual Health Benefits	\$0
Annual Safety Benefits	\$91,160
Fuel and Emissions Saved	\$0
Recreational Benefits	\$0

Assumptions:

- 1) 180 school days
- 2) 2 miles distance to school = 1 hour walk
- 3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
- 4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage.
- 5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults \$13.03 vs. \$5.42 for kids.
- 6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.

Did not quantify recreational benefits for SR2S Infrastructure projects.

20 Year Invest Summary Analysis	
Total Costs	\$9,880,000.00
Net Present Cost	\$9,500,000.00
Total Benefits	\$41,634,095.24
Net Present Benefit	\$27,573,408.40
Benefit-Cost Ratio	2.90

<i>20 Year Itemized Savings</i>	
Mobility	\$25,755,033.93
Health	\$2,195,839.46
Recreational	\$8,563,461.23
Gas & Emissions	\$689,847.96
Safety	\$4,429,912.66

Funds Requested	\$4,940,000.00
Net Present Cost of Funds Requested	\$4,750,000.00
Benefit Cost Ratio	5.8

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	850.00
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	850.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	0
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	319
New Commuters	160

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	\$0
Annual Mobility Benefit (Biking)	\$1,059,992.67

Total Annual Mobility Benefits	\$1,059,993
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Project Types

For M values:

20.38 min/trip	OFF STREET	Bike Class I
18.02 min/trip	ON STREET w/o parking benefit	Bike Class II
15.83 min/trip	ON STREET w/ parking benefit	Bike Class III

\$13.03 Value of Time

600 steps=0.3mi=1 trip

\$1 Value of Total Pedestrian Environmental Impacts per trip

Sources:

NCHRP 552 Methodology (Biking)

Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE

Cycling:

New Cyclists 617.5

Value of Health (ave.annual) \$146

Annual Health Benefits \$90,374

GDP Deflator

2006 0.9429

2014 1.0781

Walking:

New Walkers 0

Value of Health \$146

Annual Health Benefits \$0

Total Annual Health Benefits \$90,374

Source: NCHRP 552- Guidelines for Analysis of Investments in
 Bicycle Facilities, Appendix G.
 (Estimated annual per capita cost savings of direct and/indirect
 of physical activity)

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	0
New Bicyclists	618
Avoided VMT due to Walking	0
Avoided VMT due to Biking	155,147
Fuel Saved	\$26,453
Emissions Saved	\$1,939
Fuel and Emissions saved	\$28,392

Underlying assumptions for calculations:

- 1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
- 2) Assume 50% of new walkers and cyclists choose not to drive their cars
- 3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 4) Gasoline price per gallon is \$3.41 (incl. tax)
- 5) Carbon price is \$25 per ton
- 6) 250 working days
- 7) 2,000 lbs = 1 ton

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking		
New Recreational Users	105	\$10 per trip
New Commuters	160	
Existing Recreational Users	211	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$130,535	
Value of Spending Recreational Time for Existing Recreational Users	\$104,428	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	\$234,963	
Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)		

Walking		
Total Recreational pedestrians	0	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$0	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational Benefits	\$0	
Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.		

Total Annual Recreational Benefits	\$234,963
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ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits	
	Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/underpass	Install raised medians/refuge islands	Install pedestrian crossings (new signs and markings only)	Install pedestrian crossing (with enhanced safety measures/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/pathway (to avoid walking along roadways)	Install pedestrian crossing (with enhanced safety measures)	Install Pedestrian crossing				
Applicable Countermeasures	Y	Y	0	0	0	0	0	Y	Y	0	0	0	0			
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%			
Service Life	20	20	10	20	20	10	20	20	20	20	10	10	20			
1st year		\$48,836	\$48,836	\$0	\$0	\$0	\$0	\$0	\$0	\$68,370	\$156,275	\$0	\$0	\$0	\$91,160	\$91,160

	Fatal	Injury	PDO	Total
Frequency	0	2.4	0	2.4
Cost/crash	\$4,130,347	\$81,393	\$7,624	

Assumption:
For Other Reduction Factor countermeasure, EAB assumes 20 years service life.

ECONOMIC EVALUATION (Constant Values)

Total Benefits	#####
Mobility Benefits	#####
Health Benefits	\$2,195,839
Recreational Benefits	\$8,563,461
Safety Benefits	\$4,429,913
Gas & Emission Benefits	\$689,848

Total Costs	\$9,880,000
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Benefit-Cost Ratio (BCR)	3.3
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Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1.02
2	\$0	\$0	\$0	\$0	\$0	\$0		
3	\$0	\$0	\$0	\$0	\$0	\$0		
4	\$0	\$0	\$0	\$0	\$0	\$0		
5	\$0	\$0	\$0	\$0	\$0	\$0		
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
						Sum Total Benefits	Total Project Cost	
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$1,059,993	\$90,374	\$234,963	\$91,160	\$28,392	\$1,504,881	\$9,880,000	1.02
2	\$1,081,193	\$92,181	\$239,662	\$92,984	\$28,960	\$1,534,979		
3	\$1,102,816	\$94,025	\$244,455	\$94,843	\$29,539	\$1,565,678		
4	\$1,124,873	\$95,905	\$249,344	\$96,740	\$30,130	\$1,596,992		
5	\$1,147,370	\$97,823	\$254,331	\$98,675	\$30,732	\$1,628,932		
6	\$1,170,318	\$99,780	\$259,418	\$100,648	\$31,347	\$1,661,510		
7	\$1,193,724	\$101,775	\$264,606	\$102,661	\$31,974	\$1,694,741		
8	\$1,217,598	\$103,811	\$269,898	\$104,715	\$32,613	\$1,728,635		
9	\$1,241,950	\$105,887	\$275,296	\$106,809	\$33,266	\$1,763,208		
10	\$1,266,789	\$108,005	\$280,802	\$108,945	\$33,931	\$1,798,472		
11	\$1,292,125	\$110,165	\$286,418	\$111,124	\$34,610	\$1,834,442		
12	\$1,317,968	\$112,368	\$292,147	\$113,346	\$35,302	\$1,871,130		
13	\$1,344,327	\$114,616	\$297,989	\$115,613	\$36,008	\$1,908,553		
14	\$1,371,214	\$116,908	\$303,949	\$117,926	\$36,728	\$1,946,724		
15	\$1,398,638	\$119,246	\$310,028	\$120,284	\$37,462	\$1,985,659		
16	\$1,426,611	\$121,631	\$316,229	\$122,690	\$38,212	\$2,025,372		
17	\$1,455,143	\$124,064	\$322,553	\$125,144	\$38,976	\$2,065,879		
18	\$1,484,246	\$126,545	\$329,004	\$127,646	\$39,755	\$2,107,197		
19	\$1,513,931	\$129,076	\$335,585	\$130,199	\$40,551	\$2,149,341		
20	\$1,544,209	\$131,657	\$342,296	\$132,803	\$41,362	\$2,192,328		
						Sum Total Benefits	Total Project Cost	
Total	\$25,755,034	\$2,195,839	\$5,708,974	\$2,214,956	\$689,848	\$36,564,652	\$9,880,000	

INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$0	\$0	\$91,160	\$0	\$91,160	\$0	1.02
2	\$0	\$0	\$0	\$92,984	\$0	\$92,984		
3	\$0	\$0	\$0	\$94,843	\$0	\$94,843		
4	\$0	\$0	\$0	\$96,740	\$0	\$96,740		
5	\$0	\$0	\$0	\$98,675	\$0	\$98,675		
6	\$0	\$0	\$0	\$100,648	\$0	\$100,648		
7	\$0	\$0	\$0	\$102,661	\$0	\$102,661		
8	\$0	\$0	\$0	\$104,715	\$0	\$104,715		
9	\$0	\$0	\$0	\$106,809	\$0	\$106,809		
10	\$0	\$0	\$0	\$108,945	\$0	\$108,945		
11	\$0	\$0	\$0	\$111,124	\$0	\$111,124		
12	\$0	\$0	\$0	\$113,346	\$0	\$113,346		
13	\$0	\$0	\$0	\$115,613	\$0	\$115,613		
14	\$0	\$0	\$0	\$117,926	\$0	\$117,926		
15	\$0	\$0	\$0	\$120,284	\$0	\$120,284		
16	\$0	\$0	\$0	\$122,690	\$0	\$122,690		
17	\$0	\$0	\$0	\$125,144	\$0	\$125,144		
18	\$0	\$0	\$0	\$127,646	\$0	\$127,646		
19	\$0	\$0	\$0	\$130,199	\$0	\$130,199		
20	\$0	\$0	\$0	\$132,803	\$0	\$132,803		
						Sum Total Benefits	Total Project Cost	
Total	\$0	\$0	\$0	\$2,214,956	\$0	\$2,214,956	\$0	

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$1,059,993	\$90,374	\$234,963	\$45,580	\$28,392	\$1,459,301	\$9,880,000
2	\$1,081,193	\$92,181	\$239,662	\$46,492	\$28,960	\$1,488,487	
3	\$1,102,816	\$94,025	\$244,455	\$47,422	\$29,539	\$1,518,257	
4	\$1,124,873	\$95,905	\$249,344	\$48,370	\$30,130	\$1,548,622	
5	\$1,147,370	\$97,823	\$254,331	\$49,337	\$30,732	\$1,579,594	
6	\$1,170,318	\$99,780	\$259,418	\$50,324	\$31,347	\$1,611,186	
7	\$1,193,724	\$101,775	\$264,606	\$51,331	\$31,974	\$1,643,410	
8	\$1,217,598	\$103,811	\$269,898	\$52,357	\$32,613	\$1,676,278	
9	\$1,241,950	\$105,887	\$275,296	\$53,404	\$33,266	\$1,709,804	
10	\$1,266,789	\$108,005	\$280,802	\$54,473	\$33,931	\$1,744,000	
11	\$1,292,125	\$110,165	\$286,418	\$55,562	\$34,610	\$1,778,880	
12	\$1,317,968	\$112,368	\$292,147	\$56,673	\$35,302	\$1,814,457	
13	\$1,344,327	\$114,616	\$297,989	\$57,807	\$36,008	\$1,850,746	
14	\$1,371,214	\$116,908	\$303,949	\$58,963	\$36,728	\$1,887,761	
15	\$1,398,638	\$119,246	\$310,028	\$60,142	\$37,462	\$1,925,517	
16	\$1,426,611	\$121,631	\$316,229	\$61,345	\$38,212	\$1,964,027	
17	\$1,455,143	\$124,064	\$322,553	\$62,572	\$38,976	\$2,003,307	
18	\$1,484,246	\$126,545	\$329,004	\$63,823	\$39,755	\$2,043,374	
19	\$1,513,931	\$129,076	\$335,585	\$65,100	\$40,551	\$2,084,241	
20	\$1,544,209	\$131,657	\$342,296	\$66,402	\$41,362	\$2,125,926	
Sum Total							
Benefits						Total Project Cost	
Total	\$25,755,034	#####	\$5,708,974	\$1,107,478	\$689,848	\$35,457,174	\$9,880,000

COMBO PROJECTS- SR2S Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$0	\$0	\$45,580	\$0	\$45,580	\$0	1.02
2	\$0	\$0	\$0	\$46,492	\$0	\$46,492		
3	\$0	\$0	\$0	\$47,422	\$0	\$47,422		
4	\$0	\$0	\$0	\$48,370	\$0	\$48,370		
5	\$0	\$0	\$0	\$49,337	\$0	\$49,337		
6	\$0	\$0	\$0	\$50,324	\$0	\$50,324		
7	\$0	\$0	\$0	\$51,331	\$0	\$51,331		
8	\$0	\$0	\$0	\$52,357	\$0	\$52,357		
9	\$0	\$0	\$0	\$53,404	\$0	\$53,404		
10	\$0	\$0	\$0	\$54,473	\$0	\$54,473		
11	\$0	\$0	\$0	\$55,562	\$0	\$55,562		
12	\$0	\$0	\$0	\$56,673	\$0	\$56,673		
13	\$0	\$0	\$0	\$57,807	\$0	\$57,807		
14	\$0	\$0	\$0	\$58,963	\$0	\$58,963		
15	\$0	\$0	\$0	\$60,142	\$0	\$60,142		
16	\$0	\$0	\$0	\$61,345	\$0	\$61,345		
17	\$0	\$0	\$0	\$62,572	\$0	\$62,572		
18	\$0	\$0	\$0	\$63,823	\$0	\$63,823		
19	\$0	\$0	\$0	\$65,100	\$0	\$65,100		
20	\$0	\$0	\$0	\$66,402	\$0	\$66,402		
						Sum Total		
						Benefits	Total Project Cost	
Total	\$0	\$0	\$0	\$1,107,478	\$0	\$1,107,478	\$0	

COMBO PROJECTS- NonSR2S & SR2S Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$529,996	\$45,187	\$234,963	\$91,160	\$14,196	\$915,502	\$9,880,000
2	\$540,596	\$46,091	\$239,662	\$92,984	\$14,480	\$933,812	
3	\$551,408	\$47,012	\$244,455	\$94,843	\$14,769	\$952,488	
4	\$562,436	\$47,953	\$249,344	\$96,740	\$15,065	\$971,538	
5	\$573,685	\$48,912	\$254,331	\$98,675	\$15,366	\$990,969	
6	\$585,159	\$49,890	\$259,418	\$100,648	\$15,673	\$1,010,788	
7	\$596,862	\$50,888	\$264,606	\$102,661	\$15,987	\$1,031,004	
8	\$608,799	\$51,905	\$269,898	\$104,715	\$16,307	\$1,051,624	
9	\$620,975	\$52,944	\$275,296	\$106,809	\$16,633	\$1,072,657	
10	\$633,395	\$54,002	\$280,802	\$108,945	\$16,965	\$1,094,110	
11	\$646,063	\$55,082	\$286,418	\$111,124	\$17,305	\$1,115,992	
12	\$658,984	\$56,184	\$292,147	\$113,346	\$17,651	\$1,138,312	
13	\$672,164	\$57,308	\$297,989	\$115,613	\$18,004	\$1,161,078	
14	\$685,607	\$58,454	\$303,949	\$117,926	\$18,364	\$1,184,299	
15	\$699,319	\$59,623	\$310,028	\$120,284	\$18,731	\$1,207,985	
16	\$713,305	\$60,815	\$316,229	\$122,690	\$19,106	\$1,232,145	
17	\$727,571	\$62,032	\$322,553	\$125,144	\$19,488	\$1,256,788	
18	\$742,123	\$63,272	\$329,004	\$127,646	\$19,878	\$1,281,924	
19	\$756,965	\$64,538	\$335,585	\$130,199	\$20,275	\$1,307,562	
20	\$772,105	\$65,829	\$342,296	\$132,803	\$20,681	\$1,333,714	
						Sum Total Benefits	Total Project Cost
Total	\$12,877,517	\$1,097,920	\$5,708,974	\$2,214,956	\$344,924	\$22,244,291	\$9,880,000

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
PROJECT OPEN								
1	\$1,059,993	\$90,374	\$352,444	\$182,321	\$28,392	\$1,713,523	\$9,880,000	4.21
2	\$1,081,193	\$92,181	\$359,493	\$185,967	\$28,960	\$1,747,793		
3	\$1,102,816	\$94,025	\$366,683	\$189,686	\$29,539	\$1,782,749		
4	\$1,124,873	\$95,905	\$374,016	\$193,480	\$30,130	\$1,818,404		
5	\$1,147,370	\$97,823	\$381,497	\$197,350	\$30,732	\$1,854,772		
6	\$1,170,318	\$99,780	\$389,127	\$201,297	\$31,347	\$1,891,868		
7	\$1,193,724	\$101,775	\$396,909	\$205,323	\$31,974	\$1,929,705		
8	\$1,217,598	\$103,811	\$404,847	\$209,429	\$32,613	\$1,968,299		
9	\$1,241,950	\$105,887	\$412,944	\$213,618	\$33,266	\$2,007,665		
10	\$1,266,789	\$108,005	\$421,203	\$217,890	\$33,931	\$2,047,818		
11	\$1,292,125	\$110,165	\$429,627	\$222,248	\$34,610	\$2,088,775		
12	\$1,317,968	\$112,368	\$438,220	\$226,693	\$35,302	\$2,130,550		
13	\$1,344,327	\$114,616	\$446,984	\$231,227	\$36,008	\$2,173,161		
14	\$1,371,214	\$116,908	\$455,924	\$235,851	\$36,728	\$2,216,624		
15	\$1,398,638	\$119,246	\$465,042	\$240,568	\$37,462	\$2,260,957		
16	\$1,426,611	\$121,631	\$474,343	\$245,380	\$38,212	\$2,306,176		
17	\$1,455,143	\$124,064	\$483,830	\$250,287	\$38,976	\$2,352,299		
18	\$1,484,246	\$126,545	\$493,507	\$255,293	\$39,755	\$2,399,345		
19	\$1,513,931	\$129,076	\$503,377	\$260,399	\$40,551	\$2,447,332		
20	\$1,544,209	\$131,657	\$513,444	\$265,607	\$41,362	\$2,496,279		
					Sum Total Benefits	Total Project Cost	Benefit Cost Ratio	
Total	\$25,755,034	\$2,195,839	\$8,563,461	\$4,429,913	\$689,848	\$41,634,095	\$9,880,000	4.21

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN														
1	\$1,059,993	\$90,374	\$352,444	\$182,321	\$28,392	\$1,713,523	\$1,647,618	\$9,880,000	\$9,500,000	4.00%	\$18,073,408.40	2.90	4,940,000	4,750,000
2	\$1,081,193	\$92,181	\$359,493	\$185,967	\$28,960	\$1,747,793	\$1,615,933		\$0					
3	\$1,102,816	\$94,025	\$366,683	\$189,686	\$29,539	\$1,782,749	\$1,584,857		\$0					
4	\$1,124,873	\$95,905	\$374,016	\$193,480	\$30,130	\$1,818,404	\$1,554,379		\$0					
5	\$1,147,370	\$97,823	\$381,497	\$197,350	\$30,732	\$1,854,772	\$1,524,487		\$0					
6	\$1,170,318	\$99,780	\$389,127	\$201,297	\$31,347	\$1,891,868	\$1,495,170		\$0					
7	\$1,193,724	\$101,775	\$396,909	\$205,323	\$31,974	\$1,929,705	\$1,466,417		\$0					
8	\$1,217,598	\$103,811	\$404,847	\$209,429	\$32,613	\$1,968,299	\$1,438,217		\$0					
9	\$1,241,950	\$105,887	\$412,944	\$213,618	\$33,266	\$2,007,665	\$1,410,559		\$0					
10	\$1,266,789	\$108,005	\$421,203	\$217,890	\$33,931	\$2,047,818	\$1,383,433		\$0					
11	\$1,292,125	\$110,165	\$429,627	\$222,248	\$34,610	\$2,088,775	\$1,356,828		\$0					
12	\$1,317,968	\$112,368	\$438,220	\$226,693	\$35,302	\$2,130,550	\$1,330,735		\$0					
13	\$1,344,327	\$114,616	\$446,984	\$231,227	\$36,008	\$2,173,161	\$1,305,144		\$0					
14	\$1,371,214	\$116,908	\$455,924	\$235,851	\$36,728	\$2,216,624	\$1,280,045		\$0					
15	\$1,398,638	\$119,246	\$465,042	\$240,568	\$37,462	\$2,260,957	\$1,255,429		\$0					
16	\$1,426,611	\$121,631	\$474,343	\$245,380	\$38,212	\$2,306,176	\$1,231,286		\$0					
17	\$1,455,143	\$124,064	\$483,830	\$250,287	\$38,976	\$2,352,299	\$1,207,608		\$0					
18	\$1,484,246	\$126,545	\$493,507	\$255,293	\$39,755	\$2,399,345	\$1,184,384		\$0					
19	\$1,513,931	\$129,076	\$503,377	\$260,399	\$40,551	\$2,447,332	\$1,161,608		\$0					
20	\$1,544,209	\$131,657	\$513,444	\$265,607	\$41,362	\$2,496,279	\$1,139,269		\$0					
	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost				Sum Funds Requested	Sum PV Funds Requested
	\$25,755,034	\$2,195,839	\$8,563,461	\$4,429,913	\$689,848	\$41,634,095	\$27,573,408	\$9,880,000	\$9,500,000				\$4,940,000	\$4,750,000

PARAMETERS

Mobility Parameters		
CA Statewide Hourly Wage (2014)	\$26.07	
Value of Time (VOT)- adult	\$13.03	
Value of Time (VOT)- child	\$5.42	
Bike Path (Class I)	20.38	min/trip
Bike Lane (Class II)	18.02	min/trip
Bike Route (Class III)	15.83	min/trip

Health Parameters		
Cycling	\$146	annual\$/person
Walking	\$146	annual\$/person

Accident Cost Parameters		
Cost of a Fatality (K)	\$4,130,347	\$/crash
Cost of an Injury	\$81,393	\$/crash
Cost of Property Damage (PDO)	\$7,624	\$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.

Recreational Values Parameters		
Biking	New Users	\$10 per trip
	Existing Users	\$4 per trip
Walking	All Users	\$1 per trip

VMT Reduction		
Price of gasoline (per gallon incl. tax)	\$3.41	Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fuel Prices http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf
Price of CO2 (per ton)-adj to 2014\$	\$25	Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866, February 2010.
Price of Co2 (per lb)	\$0.01	
Working days	250	

2%	Average CA Annual Growth of Population (1955-2011)
4%	Discount Rate used (same as Cal B/C Model)

Reasons for Bicycling Percent

Recreation	33
Exercise or health	28
Personal errands	17
Vist a friend or relative	8
Commuting to/from work	7
Commuting to/from school	4

Reasons for Walking Percent

Exercise or health	39
Personal errands	17
Recreation	15
Walk the dog	7
Visit a friend or relative	7
Commuting to/from work	5
Commuting to/from school	3
Required for my job	2

Source: The 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, Highlights Report. Pedestrian & Bicycle Information Center.

**Estimated Annual Per Capita Cost Savings
(direct and/or indirect of physical activity)**

Study/Agency	Per Capita Cost Savings (\$)
Washington DOH	19
Garrett et al.	57
South Carolina DOH	78
Georgia Department of Human Resources	79
Colditz	91
Minnesota DOH	>100
Goetz et al.	172
Pronk et al.	176
Pratt	330
Michigan Fitness Foundation	1175

Source: NCHRP 552, Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

Note: An annual per-capita cost savings from physical activity of \$128 was determined by taking the median value of ten noted studies above for year 2006\$. The updated 2014\$ value is \$13.03.

Gross Domestic Product (GDP Deflator)

Fiscal Year	Chained GDP Price Index
2006	0.9429
2007	0.9684
2008	0.9884
2009	1.0000
2010	1.0087
2011	1.0284
2012	1.0464
2013	1.0622
2014 (est.)	1.0781
2015 (est.)	1.0966
2016 (est.)	1.1170
2017 (est.)	1.1391
2018 (est.)	1.1619
2019 (est.)	1.1852

Source: Office of Management Budget, Budget of the United States Government, Fiscal Year 2015
Table 10.1- Gross Domestic Product and Deflators in the Historical Tables: 1940-2019.
<http://www.whitehouse.gov/sites/default/files/omb/budget/fy2015/assets/hist.pdf>
page 217-218.

Supporting Documentation for Part B, Question 6B – Feedback on B/C Tool

ATP B-C Tool General Comments – SANDAG greatly appreciates the effort put forth to create a B-C Tool to make the B-C calculations standardized for all ATP applicants, and is pleased to be able to provide feedback into what will become a valuable application to measure the under-appreciated benefits of active infrastructure. The tool is easy to use and generally well-designed and intuitive.

One important factor the tool does not account for is the length of the project. Using the current tool structure, a 10-mile bike facility segment that costs 10 times a 1-mile segment would, assuming equal usage, generate a B/C ratio one tenth the shorter segment. In SANDAG's previous BCA calculations for ATP projects, we were careful only to calculate benefits from the proposed project segment, and the tool would benefit significantly from taking project length into account, not simply assuming a standard value per trip regardless of facility length.

Another critical issue is that since all the benefits flow proportionally from usage estimates, a standard method for estimating current and forecast facility usage should be recommended. Existing bike/ped counts should be required, at the very least, along with a standard method of forecasting future use, perhaps something as simple as a factor for type of facility (which is what SANDAG used).

Specific Comments –

- 1) The tool is buggy; e.g., the instructions page locks up.
- 2) The tool is write protected, which means no adjustments can be made to things like column width, often creating readability problems. Only certain cells should be write protected.
- 3) The type of facility should be flexible (e.g., one of SANDAG's proposed projects has a mix of facility types) so that a project half Class II and half Class I can be evaluated without running twice and combining.
- 4) It is not clear from the instructions if trip counts on the proposed bike facility are what tool is requesting in Box 1a, or the total number of trips in the 3-mile

“influence area” (suggested in a pop-up box for the cell). All of the subsequent calculations seem to suggest the former, so that is what SANDAG used.

- 5) Not sure defaults of commuters (11%) and recreational riders (33%) are useful, as other use categories mentioned in the MISC tab, like exercise and errands, overlap for the general type of use. In previous analyses, SANDAG simply divided use into commuter (transportational) and recreational, which we feel better captures the benefits of each.
- 6) Step counts or miles walked are a better way to calculate ped benefits (accounts for distance).
- 7) The idea of valuing new walker/cyclist recreational benefits differently from existing is sound, but not sure why the 124 days cycled figure from Stockholm is used rather than a percentage of all calculated bike trips.
- 8) On safety, the inputs are somewhat unclear, as this tool only applies safety benefits if certain intersection countermeasures are installed. Improving the inputs (e.g., the number of intersections where countermeasures are in place, adding additional types of countermeasures) might give a more accurate value of the safety improvements.
- 9) On the “SUM-Disc.” tab, recreational and safety benefits exceed the values in the individual benefit tabs by a factor of 1.5 and 2, respectively. Cannot figure why, but it seems to come from “SUM-Undis” tab, where some projects are counted as “combo” projects. Not sure how this gets activated.

Culp, Linda

Subject: FW: SANDAG ATP Cycle 2 Grant Application - Bayshore Bikeway

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

From: Hsieh, Wei@CCC [<mailto:Wei.Hsieh@CCC.CA.GOV>] On Behalf Of ATP@CCC

Sent: Thursday, May 21, 2015 2:14 PM

To: Culp, Linda; inquiry@atpcommunitycorps.org

Cc: ATP@CCC; Hsieh, Wei@CCC; Weaver, Sara@CCC; Soria, Rhody@CCC

Subject: RE: SANDAG ATP Cycle 2 Grant Application - Bayshore Bikeway

Hi Linda,

Sara Weaver, the Conservation Supervisor at our CCC San Diego location has responded to the partnership for your project: SANDAG's Bayshore Bikeway Barrio Logan project. The CCC can do clearing and grubbing.

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact Sara Weaver directly Sara.Weaver@ccc.ca.gov if your project receives funding.

Thank you,

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

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

From: Culp, Linda [<mailto:Linda.Culp@sandag.org>]

Sent: Thursday, May 14, 2015 6:02 PM

To: ATP@CCC; inquiry@atpcommunitycorps.org

Subject: SANDAG ATP Cycle 2 Grant Application - Bayshore Bikeway

Hi Wei and Danielle:

Please find attached a fact sheet on SANDAG's Bayshore Bikeway Barrio Logan project we will be submitting for consideration under the ATP Cycle 2 grant program. Please let me know your determination and if you have any questions.

Thank you,
Linda

Linda Culp
Principal Planner - Active Transportation and Rail San Diego Association of Governments
401 B Street Suite 800
San Diego CA 92101
p. 619.699.6957

Culp, Linda

Subject: FW: SANDAG ATP Cycle 2 Grant Application - Bayshore Bikeway

From: Active Transportation Program [<mailto:inquiry@atpcommunitycorps.org>]

Sent: Wednesday, May 20, 2015 7:48 PM

To: Culp, Linda

Cc: atp@ccc.ca.gov

Subject: Re: SANDAG ATP Cycle 2 Grant Application - Bayshore Bikeway

Hi Linda,

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

Thank you

Monica

On Thu, May 14, 2015 at 6:02 PM, Culp, Linda <Linda.Culp@sandag.org> wrote:
Hi Wei and Danielle:

Please find attached a fact sheet on SANDAG's Bayshore Bikeway Barrio Logan project we will be submitting for consideration under the ATP Cycle 2 grant program. Please let me know your determination and if you have any questions.

Thank you,

Linda

Linda Culp

Principal Planner - Active Transportation and Rail

San Diego Association of Governments

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--

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

BAYSHORE BIKEWAY BARRIO LOGAN

ATTACHMENT I-Screening Criteria 2

CONSISTENCY WITH REGIONAL PLAN

1. Excerpt from 2050 Regional Transportation Plan actions, see pg. 288, Active Transportation #45.
2. September 2013 SANDAG Board of Directors approval of Regional Bicycle Plan Early Action Program (EAP) – project listed as Project #50.



**BOARD OF DIRECTORS
SEPTEMBER 27, 2013**

**AGENDA ITEM NO. 13-09-14
ACTION REQUESTED - APPROVE**

**PROPOSED REGIONAL BIKE PLAN
EARLY ACTION PROGRAM**

File Number 3300200

Introduction

Riding to 2050: San Diego Regional Bicycle Plan (Bike Plan) was approved by the Board of Directors on May 28, 2010. The Bike Plan was developed to support implementation of the Regional Comprehensive Plan and the 2050 Regional Transportation Plan (RTP), both of which call for more transportation options and a balanced regional transportation system that supports smart growth and a more sustainable region.

Recommendation

The Transportation Committee recommends that the Board of Directors approve the Regional Bike Plan Early Action Program with Scenario 1 as the preferred implementation option.

On October 28, 2011, the Board of Directors made a major commitment to Active Transportation with the adoption of the 2050 RTP and its Sustainable Communities Strategy (SCS). The final action by the Board calls for beginning work on an Early Action Program (EAP) for the projects included in the Board-approved Bike Plan within six months of the 2050 RTP/SCS adoption as well as planning for a broader Active Transportation Program, including Safe Routes to School and Safe Routes to Transit, within two years of the 2050 RTP/SCS adoption. The Transportation Committee accepted the goals for the Bike Plan EAP framework on April 6, 2012. This action also included funding to initiate preliminary engineering and detailed cost estimates for the Bike EAP network.

The EAP and proposed implementation scenarios were presented to the Transportation Committee as an information item on July 19, 2013, and for action on September 20, 2013. Information about the July 19 Transportation Committee discussion is included in this report. Staff will provide a verbal summary of the September 20 discussion at the September 27, 2013, Board meeting.

Discussion

Transportation Committee Follow-Up

At its July 19, 2013, meeting, the Transportation Committee asked for a summary of the history of the Active Transportation Grant Program, which has provided competitive planning and capital grants to local jurisdictions since the 1970s. The Transportation Committee also noted the importance of having constituents and advocacy groups understand the impact the EAP would have on the Active Transportation Grant Program. Finally, the Transportation Committee asked that one of the scenarios that would eliminate the Active Transportation Grant Program (Scenario 4) be removed for further consideration. This report will address the issues raised by the Transportation Committee and present a

review of the three remaining Bike Plan EAP funding options, a summary of the funding assumptions, and description of the overall programmatic approach for implementation of the Bike EAP network.

Active Transportation Grant Summary

Table 1 shows a historical summary of the Active Transportation Grant Program grant funding allocations from FY 2005 to FY 2012. During this period, the process for funding allocations has included a defined set of evaluation criteria approved by the Transportation Committee and applied to the projects submitted through a competitive call for projects. During this time, funding also was allocated to both local and regional bikeway projects. The EAP would potentially reduce the historical amount of grant funding allocated to local projects (that are not part of the regional network) from an average of \$1.8 million per year to \$1 million per year.

Table 1 - Active Transportation Grant Program Historical Funding Summary

Fiscal Year	Total Funding Available (in \$ millions)	Local Plans and Projects (in \$ millions)	Regional Bikeway Projects (in \$ millions)	Percentage of Funding for Regional Projects
2005	4.2	1.7	2.5	59%
2006	3.7	2.0	1.7	45%
2007	3.7	1.5	2.2	60%
2008	4.2	1.0	3.2	77%
2009 ¹	7.3	--	6.8	93%
2010	7.8	3.2	4.6	59%
2011 ²	--	--	--	--
2012	15.6	5.1	10.5	67%

Notes:

¹ No FY 2009 call for local plans and projects. All allocated funding went to regional projects: Inland Rail Trail, Bayshore Bikeway, and Lake Hodges Bridge. Balance of funding went into reserves and was applied to the FY 2010 Call for Projects.

² No FY 2011 call for local plans and projects. In April 2011, \$7.6 million was allocated to initial Regional Bike Plan implementation. Balance of funding was put toward combined FY 2011 and FY 2012 Call for Projects.

Active Transportation Advocacy Support

Staff has met with the Active Transportation-related advocacy groups in the region to explain the EAP and ensure that they understand that moving forward with the EAP could reduce the historical amount of funding available for local projects in the competitive Active Transportation Grant Program to \$1 million per year. Some examples of the types of projects that have been funded through the Active Transportation Grant Program include local bicycle and pedestrian projects, bicycle and pedestrian master plans, education and awareness initiatives, and bike racks. It should be noted that stand-alone bicycle and pedestrian projects are eligible for funding within the *TransNet* Local Streets and Roads Program. The San Diego County Bicycle Coalition, WalkSanDiego, Move San Diego, and BikeSD are in support of advancing the Bike Plan EAP.

EAP Framework Goals

The accepted framework goals used to develop the Bike Plan EAP and funding strategy are as follows:

- Overall goal is to implement the Regional Bicycle Network High Priority Projects within 10 years
- Execute Regional Bicycle Programs to support the Regional Bicycle Network as outlined in the Bike Plan
- Continue to fund local bicycle and pedestrian plans, programs, and projects through a competitive grant program

In accordance with the framework goals, the projects proposed for the Regional Bike Plan EAP listed in Attachment 1 were prioritized using the criteria as shown in Attachment 2.

Preliminary Engineering and Cost Estimates

The Regional Bike Plan cost estimates were developed by SANDAG engineering and planning staff with the assistance of two engineering consulting teams. The summary project costs shown in Attachment 1 are the estimated costs to complete the projects. Project costs include planning, environmental approval, preliminary engineering, design, right-of-way acquisition, review and permitting, construction, construction management, a project contingency, and administrative costs, including communications and legal. Similar to the way Transportation Demand Management measures are a part of regional major corridor projects, the estimated construction costs for regional bikeway projects also include programmatic elements, such as targeted marketing efforts and community-based travel planning that will support the capital investments for construction of the Regional Bicycle Network in order to maximize usage and safety.

Implementation Options

One of the EAP framework goals is to continue funding the local grant program. This goal is an influential factor in determining the funding capacity of the Bike EAP and was used to develop the proposed scenarios. Four preliminary financial scenarios were initially evaluated, and based on Transportation Committee feedback, one was eliminated, leaving the three scenarios shown in Table 2. No changes were made to Scenarios 1 to 3 from what was initially presented to the Transportation Committee in July. In each scenario, assumptions for the investment levels for the Bike EAP and the grant program varied. The analysis shows that positive fund balances and adequate debt service coverage are maintained for the program during a 20-year analysis period, from 2014 to 2033.

Table 2 - Bike EAP Financial Analysis (Year of Expenditure – Dollars)

	Scenario 1	Scenario 2	Scenario 3
EAP Amount	\$200M	\$170M	\$210M
Annual Grant Amount	\$1M	\$2M	\$1M
Grant Starting Year	2014	2014	2024
Does it maintain positive fund balance and adequate debt service coverage through the 20-year analysis period (2014-2033)?	Yes	Yes	Yes

The analysis shows the impacts of having varying investment levels for the Bike EAP (\$170 million to \$210 million), different annual grant amounts (\$1 million or \$2 million), and different annual grant program starting years (2014 vs. 2024).

Attachment 1 shows the proposed project priority list, with the \$200 million Scenario 1 funding cut-off shown for illustration purposes. The other scenario funding cut-offs and corresponding project lists can be found by using the rolling total cost column in Attachment 1. Attachment 3 is a map showing all of the proposed projects that are listed in Attachment 1.

The scenarios illustrate how increasing the size of the annual grant program from \$1 million (Scenario 1) to \$2 million (Scenario 2) would reduce the size of the Bike EAP by approximately \$30 million. Deferring the start of a grant program from 2014 (Scenario 1) to 2024 (Scenario 3) adds approximately \$10 million to the potential size of the EAP, from about \$200 million to \$210 million. All three scenarios are similar in terms of the adequately covering the debt payments that would be required.

It is proposed to initially use the existing SANDAG commercial paper program as the means for financing the projects as the overall EAP ramps up. This strategy allows for borrowing only what is needed on an ongoing basis until the program is fully up and running. The potential to transfer the financing to long-term bonds could then be evaluated each time a new bond issuance is contemplated for the overall *TransNet* Program during the regular updates of the *TransNet* Program Plan of Finance (POF).

Preferred Implementation Scenario

Staff believes Scenario 1 (shown in Table 2) would provide the best balance among the EAP framework goals to advance the implementation of the Regional Bike Network and maintain funding for local projects through the Active Transportation Grant Program. The \$200 million proposed as part of Scenario 1 would enable the region to leverage and compete for non-local funding sources.

Revenue Assumptions and Other Funding Opportunities

The assumptions for the revenues include the 2 percent *TransNet* Bicycle, Pedestrian, and Neighborhood Safety Program, and the Transportation Development Act Non-motorized Program.

The Bike EAP is modeled after the Board's current *TransNet* EAP, which has advanced *TransNet* Major Corridor projects around the region. The EAP concept has enabled the construction of a number of major transportation projects, and has allowed others to move forward to construction readiness, which helps position the region well if additional funds become available. To maximize funding opportunities from other sources, the Bike EAP implementation would be timed to have different projects in every stage of development. All projects would be moving toward the construction phase on a rolling timeline, so at any given time there would be projects that are close to being "shovel ready" for construction. Partnerships and coordination with other regional and local projects are other opportunities that would be actively pursued by the project development team.

Potential funding opportunities could include the Transportation Alternatives Program that was included in the federal surface transportation authorization, Moving Ahead for Progress in the 21st Century, and for which specific state legislation is pending to determine the project selection and distribution processes. This program, in part, replaces the long-standing Transportation Enhancements

federal funding program under which the region has historically been successful in competing for past regional bicycle projects.

Other opportunities could include future state and federal funds, including infrastructure bond measures and grant funds from environmental conservancies. In the event that the region is successful in securing additional funds, they would be incorporated into the annual *TransNet* POF update to identify potential additional opportunities to defer debt financing or advance additional bike projects. Changes to assumptions in project costs and schedules, and to revenues, would be included in the annual *TransNet* POF update reviewed by the Board each year.

Other Issues

Supporting Programs

With the implementation of the projects as part of the proposed Bike Plan EAP, it is proposed to integrate and coordinate other supporting programs within the individual project budgets, with the goal of increasing the number of people riding bikes for transportation. For example, targeted marketing efforts and community-based travel planning could be employed in a particular corridor to encourage greater usage of a new bike facility.

Data Collection, Evaluation, and Modeling

Proper planning for active transportation requires up-to-date and accurate data and model information on bicyclists, pedestrians, and the facilities they use. Development of the Regional Bike Plan EAP would be coordinated closely with ongoing data collection, evaluation, and monitoring efforts. Funding for this program was approved as part of the initial implementation efforts so that baseline data could be collected, and a bicycle/pedestrian model could be developed in time for incorporation into the Activity-Based Model that will be used to develop San Diego Forward: The Regional Plan. The Activity-Based Model under development relies on data to improve analyses of bicycle/pedestrian usage. Funding for this program is allowing SANDAG to collect pertinent data, establish evaluation criteria, and develop a framework to monitor the impact of investments in active transportation.

Next Steps

Pending approval by the Board of Directors on the Regional Bike Plan EAP, Capital Improvement Program budget amendments would be prepared for work that is anticipated for FY 2014 and FY 2015. These proposed budget amendments would be brought back to the Transportation Committee and Board of Directors for their future consideration.

GARY L. GALLEGOS
Executive Director

Attachments: 1. Regional Bike Plan EAP – Proposed Project Priority
2. Regional Bike Plan EAP – Prioritization for Proposed Phasing
3. Regional Bike Plan EAP – Map

Key Staff Contact: Chris Kluth, (619) 699-1952, chris.kluth@sandag.org

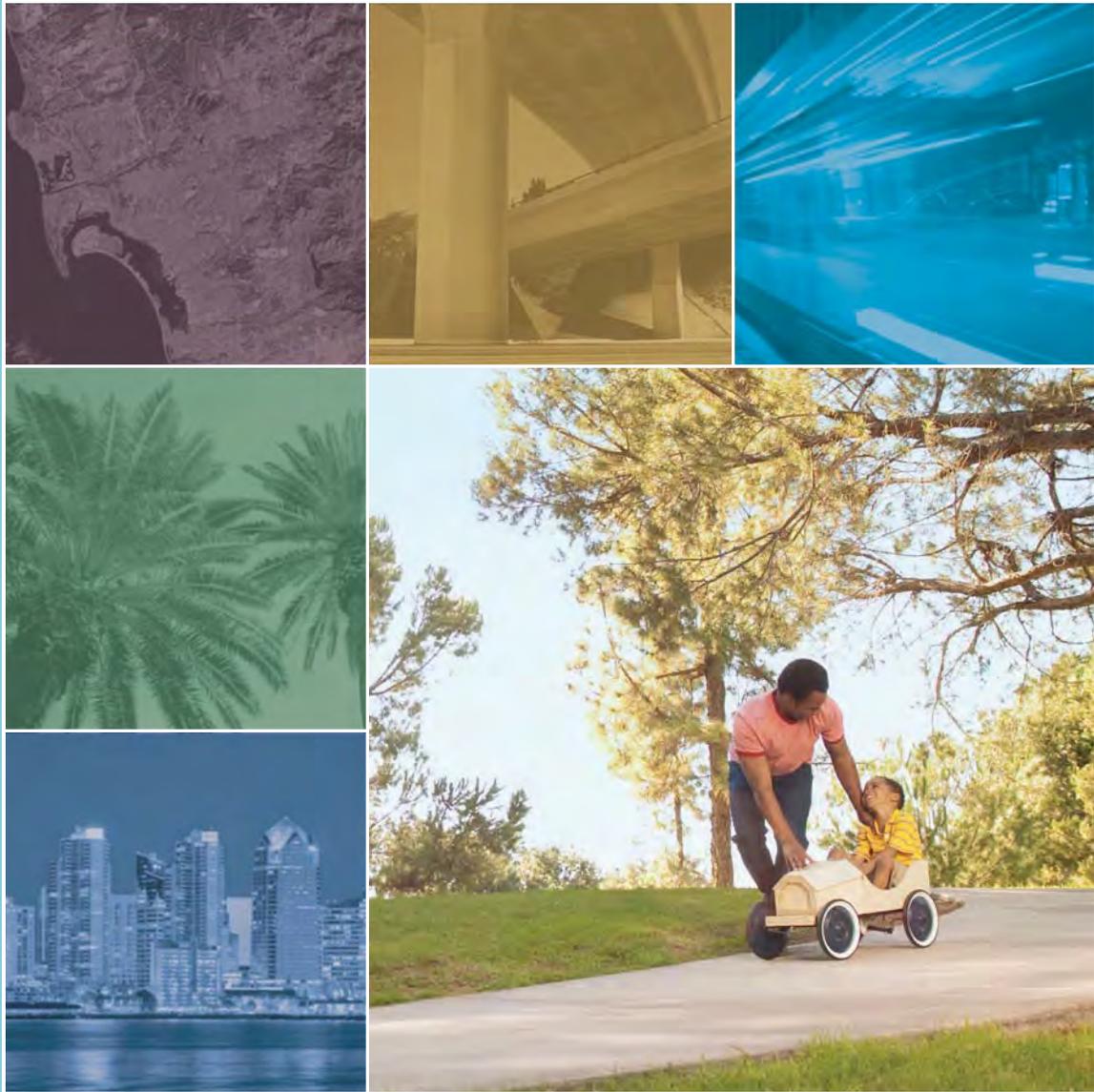
Regional Bike Plan EAP
Proposed Project Priority

Phasing: EAP within \$200m cap EAP exceeding \$200m cap ** Continued from previous phase

Priority	Facility Type	Project	Jurisdiction(s)	FY Starting	Existing Project Phase	Funding Through		Rolling Total Cost
						Project Phase	Cost	
1	High-Priority Urban Bikeway	1 Uptown	San Diego	14	Design	Const.	\$ 22,889,000	\$ 22,889,000
1	High-Priority Urban Bikeway	3 Uptown	San Diego	14	Design	Const.	\$ 17,979,000	\$ 40,868,000
1	High-Priority Urban Bikeway	7 Uptown	San Diego	14	Design	Const.	\$ 2,579,000	\$ 43,446,000
2	High-Priority Urban Bikeway	2 North Park -- Mid-City	San Diego	14	Design	Const.	\$ 5,727,000	\$ 49,173,000
2	High-Priority Urban Bikeway	4 North Park -- Mid-City	San Diego	14	Design	Const.	\$ 5,775,000	\$ 54,948,000
2	High-Priority Urban Bikeway	5 North Park -- Mid-City	San Diego	14	Design	Const.	\$ 2,688,000	\$ 57,636,000
2	High-Priority Urban Bikeway	6 North Park -- Mid-City	San Diego	14	Design	Const.	\$ 4,869,000	\$ 62,505,000
2	High-Priority Urban Bikeway	14 North Park -- Mid-City	San Diego	14	Design	Const.	\$ 4,319,000	\$ 66,824,000
3	Class I Bikeway	31A San Diego River Trail - Qualcomm Stadium	San Diego	14	Design	Const.	\$ 829,000	\$ 67,652,000
4	Class I Bikeway	31B San Diego River Trail - Father Junipero Serra Trail to Santee	Santee	14	Design	ROW	\$ 2,816,000	\$ 70,469,000
5	Class I Bikeway	33 Coastal Rail Trail San Diego - Rose Creek	San Diego	14	Design	Const.	\$ 20,636,000	\$ 91,105,000
6	Class I Bikeway	36 Bayshore Bikeway - Main St to Palomar	Chula Vista/Imperial Beach	14	Enviro	Const.	\$ 2,959,000	\$ 94,064,000
7	Class I Bikeway	39C Coastal Rail Trail Encinitas - Chesterfield to G	Encinitas	14	Design	Const.	\$ 6,885,000	\$ 100,949,000
8	Class I Bikeway	39D Coastal Rail Trail Encinitas - Chesterfield to Solana Beach	Encinitas	14	Design	Eng.	\$ 100,000	\$ 101,050,000
9	Class I Bikeway	51 (A,B,C,D) Inland Rail Trail	San Marcos, Vista, Co. of SD	14	Env/Design	Const.	\$ 32,691,000	\$ 133,740,000
13	Class I Bikeway	52 Coastal Rail Trail Oceanside - Wisconsin to Oceanside Blvd.	Oceanside	14	Const	Const.	\$ 200,000	\$ 133,940,000
14	Class I Bikeway	53 Plaza Bonita Bike Path	National City	14	Const	Const.	\$ 400,000	\$ 134,340,000
15	Class I Bikeway	55 Bayshore Bikeway - National City Marina to 32nds St	San Diego/National City	14	Const	Const.	\$ 1,503,000	\$ 135,843,000
16	Class I Bikeway	54 I-15 Mid-City - Adams Ave to Camino Del Rio S	San Diego	14	Engineering	Const.	\$ 9,341,000	\$ 145,184,000
17	Class I Bikeway	50 Bayshore Bikeway - Barrio Logan	San Diego	14		ROW	\$ 4,604,000	\$ 149,789,000
18	High-Priority Urban Bikeway	6A Pershing and El Prado	San Diego	15		Const.	\$ 7,282,000	\$ 157,071,000
18	High-Priority Urban Bikeway	7A Pershing and El Prado	San Diego	15		Const.	\$ 613,000	\$ 157,684,000
19	High-Priority Urban Bikeway	8 Downtown to Southeast connections	San Diego	15		ROW	\$ 787,000	\$ 158,471,000
19	High-Priority Urban Bikeway	9 Downtown to Southeast connections	San Diego	15		ROW	\$ 3,045,000	\$ 161,516,000
19	High-Priority Urban Bikeway	10 Downtown to Southeast connections	San Diego	15		ROW	\$ 2,825,000	\$ 164,341,000
20	High-Priority Urban Bikeway	13 San Ysidro to Imperial Beach - Bayshore Bikeway Connection	Imperial Beach/San Diego	15		ROW	\$ 1,726,000	\$ 166,067,000
20	High-Priority Urban Bikeway	21 San Ysidro to Imperial Beach - Bayshore Bikeway Connection	Imperial Beach/San Diego	15		ROW	\$ 860,000	\$ 166,927,000
21	High-Priority Urban Bikeway	18 Terrace Dr/Central Ave - Adams to Wightman	San Diego	15		Const.	\$ 1,407,000	\$ 168,334,000
22	Class I Bikeway	31C San Diego River Trail - I 805 to Fenton	San Diego	16		Const.	\$ 1,741,000	\$ 170,075,000
23	Class I Bikeway	31D San Diego River Trail - Short gap connections	San Diego	16		Const.	\$ 1,370,000	\$ 171,445,000
24	Class I Bikeway	39B Coastal Rail Trail Encinitas - Leucadia to G Street	Encinitas	16		Const.	\$ 4,763,000	\$ 176,209,000
25	Class I Bikeway	45 Coastal Rail Trail San Diego - UTC	San Diego	16		ROW	\$ 791,000	\$ 177,000,000
26	Class I Bikeway	46 Coastal Rail Trail San Diego - Rose Canyon	San Diego	16	Env/Design	ROW	\$ 2,508,000	\$ 179,508,000
27	Class I Bikeway	48D Coastal Rail Trail San Diego - Pac Hwy (W. Washington Street to Laurel Street)	San Diego	16		Const.	\$ 4,050,000	\$ 183,559,000
28	Class I Bikeway	48E Coastal Rail Trail San Diego - Pac Hwy (Laurel Street to Santa Fe Depot)	San Diego	16		Const.	\$ 7,628,000	\$ 191,187,000
8**	Class I Bikeway	39D Coastal Rail Trail San Diego - Encinitas Chesterfield to Solana Beach (construction phase)	Encinitas	17		Const.	\$ 127,000	\$ 191,314,000
29	Class I Bikeway	48C Coastal Rail Trail San Diego - Pac Hwy (Taylor Street to W. Washington Street)	San Diego	17		Const.	\$ 3,994,000	\$ 195,308,000
20**	High-Priority Urban Bikeway	13, 21 San Ysidro to Imperial Beach - Bayshore Bikeway Connection	Imperial Beach/San Diego	18		Const.	\$ 6,204,000	\$ 201,513,000
30	Class I Bikeway	48B Coastal Rail Trail San Diego - Pac Hwy (Fiesta Island Road to Taylor Street)	San Diego	18		Const.	\$ 7,270,000	\$ 208,783,000
4**	Class I Bikeway	31B San Diego River Trail - Father Junipero Serra Trail to Santee (construction phase)	Santee	19		Const.	\$ 7,412,000	\$ 216,195,000
17**	Class I Bikeway	50 Bayshore Bikeway - Barrio Logan (construction phase)	San Diego	19		Const.	\$ 13,591,000	\$ 229,786,000
19**	High-Priority Urban Bikeway	8, 9, 10 Downtown to Southeast connections (construction phase)	San Diego	19		Const.	\$ 17,015,000	\$ 246,801,000
25**	Class I Bikeway	45 Coastal Rail Trail San Diego - UTC (construction phase)	San Diego	19		Const.	\$ 2,691,000	\$ 249,492,000
31	High-Priority Urban Bikeway	11, 16, 16A City Heights /Encanto/Lemon Grove	Lemon Grove/San Diego	19		Const.	\$ 7,045,000	\$ 256,537,000
32	High-Priority Urban Bikeway	12, 12A City Heights/Fairmount Corridor	San Diego	19		Const.	\$ 12,216,000	\$ 268,753,000
33	High-Priority Urban Bikeway	14A Roland to Grossmont/La Mesa	La Mesa/El Cajon/San Diego	19		Const.	\$ 2,469,000	\$ 271,222,000
34	High-Priority Urban Bikeway	15, 15A, 20, 20A La Mesa/Lemon Grove/El Cajon connections	Lemon Grove/La Mesa	19		Const.	\$ 5,458,000	\$ 276,680,000
26**	Class I Bikeway	46 Coastal Rail Trail - Rose Canyon (construction phase)	San Diego	20		Const.	\$ 8,433,000	\$ 285,112,000
35	Class I Bikeway	31E San Diego River Trail - Qualcomm Stadium to Ward Rd	San Diego	20		Const.	\$ 1,568,000	\$ 286,681,000
36	Class I Bikeway	31F San Diego River Trail - Rancho Mission Road to Camino Del Rio North	San Diego	20		Const.	\$ 263,000	\$ 286,944,000
37	Class I Bikeway	33A Coastal Rail Trail San Diego - Rose Creek Mission Bay Connection	San Diego	20		Const.	\$ 3,990,000	\$ 290,934,000
38	Class I Bikeway	38B Coastal Rail Trail Carlsbad - Reach 4 Cannon to Palomar Airport Rd.	Carlsbad	20		Const.	\$ 5,084,000	\$ 296,018,000
39	Class I Bikeway	38C Coastal Rail Trail Carlsbad - Reach 5 Palomar Airport Road to Poinsettia Station	Carlsbad	20		Const.	\$ 2,738,000	\$ 298,757,000
40	Class I Bikeway	39A Coastal Rail Trail Encinitas - Carlsbad to Leucadia	Encinitas	20		Const.	\$ 6,634,000	\$ 305,391,000
41	High-Priority Urban Bikeway	41 Coastal Rail Trail Del Mar	Del Mar	20		Const.	\$ 396,000	\$ 305,787,000
42	Class I Bikeway	42 Coastal Rail Trail San Diego - Del Mar to Sorrento via Carmel Valley	Del Mar/San Diego	20		Const.	\$ 411,000	\$ 306,199,000
43	Class I Bikeway	43 Coastal Rail Trail San Diego - Carmel Valley to Roselle via Sorrento	San Diego	20		Const.	\$ 867,000	\$ 307,066,000
44	Class I Bikeway	44 Coastal Rail Trail San Diego - Roselle Canyon	San Diego	20		Const.	\$ 4,958,000	\$ 312,024,000
45	High-Priority Urban Bikeway	13B, 24 Chula Vista National City connections	Chula Vista/National City	21		Const.	\$ 10,516,000	\$ 322,540,000
46	High-Priority Urban Bikeway	19, 30 Pacific Beach to Mission Beach	San Diego	21		Const.	\$ 9,509,000	\$ 332,049,000
47	High-Priority Urban Bikeway	25, 26, 26A Ocean Beach to Mission Bay	San Diego	21		Const.	\$ 23,815,000	\$ 355,864,000
48	Class I Bikeway	31H San Diego River Trail - Bridge connection (Sefton Field to Mission Valley YMCA)	San Diego	22		Const.	\$ 7,259,000	\$ 363,122,000
49	Class I Bikeway	31I San Diego River Trail - Mast Park to Lakeside baseball park	Santee	22		Const.	\$ 10,335,000	\$ 373,458,000
50	Class I Bikeway	35 I-8 Flyover (Camino del Rio South to Camino del Rio North)	San Diego	22		Const.	\$ 9,914,000	\$ 383,371,000
51	Class I Bikeway	37B Coastal Rail Trail Oceanside - Broadway to Eaton	Oceanside	22		Const.	\$ 445,000	\$ 383,817,000
52	High-Priority Urban Bikeway	17, 23, 29, 29A El Cajon - Santee connections	El Cajon/La Mesa/Santee	22		Const.	\$ 12,289,000	\$ 396,106,000
53	Class I Bikeway	31J San Diego River Trail - Father JS Trail to West Hills Parkway	San Diego	22		Const.	\$ 2,883,000	\$ 398,989,000
54	Class I Bikeway	32 Inland Rail Trail Oceanside	Oceanside	22		Const.	\$ 18,786,000	\$ 417,775,000
55	Class I Bikeway	38A Coastal Rail Trail Carlsbad - Reach 3 Tamarack to Cannon	Carlsbad	22		Const.	\$ 4,814,000	\$ 422,589,000
56	High-Priority Urban Bikeway	22 Clairemont Drive (Mission Bay to Burgener)	San Diego	23		Const.	\$ 7,688,000	\$ 430,277,000
57	High-Priority Urban Bikeway	25A Harbor Drive (Downtown to Ocean Beach)	San Diego	23		Const.	\$ 6,980,000	\$ 437,257,000
58	High-Priority Urban Bikeway	28 Mira Mesa Bike Boulevard	San Diego	23		Const.	\$ 3,751,000	\$ 441,008,000
59	Class I Bikeway	13C Sweetwater River Bikeway Ramps	National City	23		Const.	\$ 8,883,000	\$ 449,891,000
60	Class I Bikeway	37A Coastal Rail Trail Oceanside - Alta Loma Marsh bridge	Oceanside	23		Const.	\$ 4,684,000	\$ 454,575,000
61	Class I Bikeway	48A Coastal Rail Trail San Diego - Mission Bay (Clairemont to Tecolote)	San Diego	23		Const.	\$ 3,092,000	\$ 457,667,000
62	Class I Bikeway	49 Bayshore Bikeway Coronado - Golf course adjacent	Coronado	23		Const.	\$ 2,817,000	\$ 460,484,000

Scenario 1 - \$200m with \$1 million annual grants

Our Region. Our Future.



2050 Regional Transportation Plan



The following actions support the Plan’s Systems Development Chapter recommendations:

Systems Development	
Actions	Responsible Parties
Priority Corridors	
1. Maintain project evaluation criteria for prioritizing highway, regional transit, goods movement, rail grade separations, and direct freeway and HOV connector projects. Update these criteria to better reflect the goals of the RTP, as needed.	SANDAG
2. Allocate regional funds to transportation projects, programs, and services based on established criteria that give priority to implementing smart growth, the <i>TransNet</i> Early Action Program, and performance monitoring efforts.	SANDAG
Transit	
3. Upgrade major existing transit and roadway infrastructure to support transit operations and transit use. This includes: <ul style="list-style-type: none"> ▪ transit priority measures ▪ technology enhancements (e.g., improved passenger information, new vehicle ▪ Safe Routes to Transit including bicycle and pedestrian access improvements ▪ station upgrades and improvements and rail grade separation projects 	SANDAG, MTS, NCTD, Caltrans, and local jurisdictions
4. Plan, design, and build future transit infrastructure and services identified in the 2050 RTP. <ul style="list-style-type: none"> a) Develop/implement Five- and Ten-Year Transit Project Phasing Plans to facilitate progress toward designing and building the transit projects included in the 2010-2020 phasing years of the 2050 RTP. These include: <ul style="list-style-type: none"> ▪ Commuter Rail ▪ Light Rail Transit ▪ Bus Rapid Transit ▪ Rapid Bus ▪ Streetcar/Shuttle-Circulator ▪ Local Bus service b) Incorporate transit services identified in the 2050 RTP into local general plans, community plans, and specific project development plans, and reserve appropriate right of way. c) Maximize opportunities for supporting transit in redevelopment areas. 	<p>MTS, NCTD, SANDAG, and LOSSAN</p> <p>MTS, NCTD, Caltrans, and SANDAG</p> <p>MTS, NCTD, Caltrans, and SANDAG</p> <p>MTS, NCTD, and SANDAG</p> <p>MTS, NCTD, local jurisdictions, and SANDAG</p> <p>MTS, NCTD, and SANDAG</p> <p>Local jurisdictions</p> <p>Local jurisdictions and SANDAG</p>

Systems Development (Continued)

Actions	Responsible Parties
Transit (Continued)	
5. Prioritize and implement the Safe Routes to Transit program, including bicycle and pedestrian connections to facilitate first- and last-mile access to high-frequency transit service.	Local jurisdictions and SANDAG
6. Explore policy options for the pricing of regional parking that support public transit and provide opportunities for reinvesting in local neighborhoods in the next update of the Regional Comprehensive Plan.	Local jurisdictions, MTS, NCTD, and SANDAG
7. Aggressively pursue federal, state, and local funding for public transit, and pursue public-private partnerships to maximize the region's opportunities to compete successfully for state and federal funding grants.	MTS, NCTD, and SANDAG
8. Implement recommendations of the Coordinated Public Transit–Human Services Transportation Plan to support specialized transportation services for seniors and individuals with disabilities.	SANDAG, FACT, and social service agencies
9. Annually update the Coordinated Public Transit–Human Services Transportation Plan, which serves as the region's five-year transit plan, and implement service productivity, reliability, and efficiency improvements.	SANDAG
Rail	
10. Complete an evaluation of parking capacity and future demand at coastal rail stations, including a prioritization of infrastructure. Evaluate opportunities for joint financing.	SANDAG, NCTD, LOSSAN, and coastal jurisdictions
11. Based on the Program Environmental Impact Report/Environmental Impact Statement for the LOSSAN corridor, proceed with project-level environmental studies, design and implementation of double tracking, and other rail improvement projects in the coastal rail corridor. Tunnel studies will include appropriate environmental and alternative analyses.	SANDAG, NCTD, MTS, and LOSSAN
12. Support efforts to secure federal and state funding to improve and expand the LOSSAN intercity and commuter passenger rail services.	CHSRA, Caltrans, SANDAG, NCTD, MTS, Amtrak, and LOSSAN member agencies
13. Support the implementation of the LOSSAN Corridorwide Strategic Implementation Plan recommendations for service integration.	SANDAG, NCTD, MTS, and LOSSAN member agencies
14. Coordinate with efforts of the CHSRA for high-speed passenger rail service on the coastal rail and inland I-15 corridors.	SANDAG, Caltrans, NCTD, and MTS
15. Continue engineering and environmental studies for the Los Angeles to San Diego via Inland Empire HST corridor, including coordination with the Southern California Inland Corridor Group.	SANDAG, NCTD, MTS, Caltrans, and SOCAL ICG member agencies
16. Complete planning for the high-speed rail commuter overlay service between Southwest Riverside county and downtown San Diego in order to evaluate inclusion into future RTPs.	SANDAG, Caltrans, CHSRA, NCTD, and MTS

Systems Development (Continued)

Actions	Responsible Parties
Highways and Arterials	
17. Continue to coordinate coastal rail efforts with the LOSSAN member agencies and explore new initiatives, such as a corridor-wide Rail2Rail Program, joint ticketing, and joint customer information.	SANDAG, NCTD, MTS, and LOSSAN member agencies
18. Incorporate the planned highway network, identified in the RTP, into local general plans, community plans, and specific project development plans. Reserve appropriate right of way through the subdivision review process and other means.	Local jurisdictions
19. Develop Project Study Reports (PSRs) in accordance with the priorities identified in the RTP.	Caltrans
20. Provide operational and other improvements, such as auxiliary and passing lanes where appropriate, to improve safety and to maximize the efficiency of highways and arterials. Pursue additional state and federal funding to match the regional program and develop a prioritized list of potential projects to consider in future funding cycles.	SANDAG, Caltrans, and local jurisdictions
21. Implement signal timing programs along the designated Regional Arterial System, and improve traffic signal operations by interconnecting signalized intersections under centralized control and by coordinating with ramp signal systems at freeway interchanges.	SANDAG and local jurisdictions
22. Consider congestion pricing as an alternative whenever major new highway capacity is added.	SANDAG and Caltrans
Goods Movement	
23. 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.	SANDAG, Caltrans, freight operators, and local jurisdictions
24. Develop strategic alliances for public/private funding partnerships for services related to moving goods in the San Diego region.	SANDAG, Caltrans, Port of San Diego, freight operators, industry, and local jurisdictions
25. Allocate regional funds to projects, programs, and services related to moving goods, based on established criteria and priorities from the San Diego Regional Goods Movement Strategy (GMS).	SANDAG, Caltrans, freight operators, and local jurisdictions
26. Support efforts to secure state and federal rail funding to improve and expand rail services and operations.	Class I railroads, Caltrans, SANDAG, NCTD, MTS, Amtrak, SDIV Short Line, and southern California rail agencies
27. Analyze the economic opportunities available with an expanded role in trade and the movement of goods to determine what role the region should have.	SANDAG, Caltrans, freight operators, and local jurisdictions
28. Update the SANDAG Regional Comprehensive Plan (RCP) to include policies, programs, and guidelines to integrate goods movement land uses and facilities, with minimal impact to adjacent communities.	SANDAG, Caltrans, freight operators, and local jurisdictions

Systems Development (Continued)

Actions	Responsible Parties
Goods Movement (Continued)	
29. Support and provide assistance for the update of local general plans to identify the long-term needs of moving goods, industrial warehousing infrastructure, and connectors to the regional freight network. Coordinate this effort with economic studies and RCP updates.	SANDAG, Caltrans, freight operators, and local jurisdictions
30. Support the development of freight operators' (e.g., rail companies, Port of San Diego) master business and long-term development plans so they include agency trade market analyses, as well as input from economic studies and updates of the RCP and local general plans.	SANDAG, Caltrans, freight operators, and local jurisdictions
31. Continue to evaluate whether to establish logistics centers that would integrate intermodal freight and establish specific staging areas and connectors to the regional freight network.	Caltrans, SANDAG, Port of San Diego, MTS, rail carriers, and shippers
32. Protect right of way when possible for GMS projects as opportunities occur.	SANDAG, local jurisdictions, MTS, rail operations, NCTD, and Caltrans
33. Update and refine the Freight Gateway Study to assess the volume, value, and freight routing data necessary to support decisions concerning the GMS, and implement data collection.	SANDAG, Caltrans, and freight stakeholders
34. Proceed with project-level environmental studies, and the design and implementation of GMS projects as funds become available.	SANDAG, Port of San Diego, Caltrans, MTS, and NCTD
35. Evaluate rail capacity needs and Managed Lanes facilities for moving freight during off-peak periods.	NCTD, MTS, rail operators, Caltrans, local jurisdictions, and SANDAG
36. Develop a strategic plan to determine if innovative technologies can be deployed to improve the efficiency of the region's intermodal freight system.	SANDAG, Caltrans, and freight operators
37. Work with air quality agencies to assess the health impacts of cumulative air emissions from truck, train, and ship engine exhaust on communities in the San Diego region. Report on Trade Corridors Improvement Fund (TCIF) freight projects air quality impacts under Assembly Bill 268 through the California Transportation Commission (CTC).	SANDAG, Caltrans, local jurisdictions, Port of San Diego, air quality agencies, environmental and community stakeholders
38. Work with stakeholder groups to assess the health and safety impacts of truck routes on local streets. Where possible, develop mitigation strategies or alternative routes where there is a significant impact on the local community.	SANDAG, Caltrans, local jurisdictions, Port of San Diego, resource agencies, environmental and community stakeholders
39. Include community representatives from impacted areas such as Barrio Logan on the Freight Stakeholders Group for future discussions on the movement of goods.	SANDAG

Systems Development (Continued)

Actions	Responsible Parties
Aviation and Ground Access	
40. Continue to work with truckers, the Port of San Diego, and rail operators so that they can retrofit or replace diesel engines to reduce emissions.	SANDAG, San Diego County Air Pollution Control District, and California Air Resources Board
41. Continue to work with the California Air Resources Board (CARB) and freight operators to conduct information sessions for the trucking community regarding new air quality regulations for diesel engines.	SANDAG, Caltrans, and trucking industry
42. Continue regional collaboration on multimodal airport planning, including development of the Airport ITC and regular staff and policy-level coordination meetings.	SANDAG, SDCRAA, local jurisdictions
43. Encourage local jurisdictions and transit districts to incorporate airport ground access improvements in local plans.	SANDAG, NCTD, MTS, local jurisdictions.
44. Cooperate on the Airport Authority's Airport Land Use Compatibility Planning per Senate Bill 10. SANDAG will review proposed airport land use compatibility plans and updates to the plans submitted by the Airport Authority, and make a determination as to their compatibility with the airport multimodal accessibility plan.	SANDAG, SDCRAA
Active Transportation	
45. Develop an Active Transportation Early Action Program.	SANDAG
46. Implement a robust regional program to monitor active transportation.	SANDAG
47. Develop systems to forecast and model active transportation in order to better evaluate the benefits of the program.	SANDAG
48. Encourage local government bicycle projects that connect local facilities to regional bicycle corridors.	SANDAG and local jurisdictions
49. Promote consistent signage that directs bicyclists to destinations and increases the visibility of the regional bicycle network.	SANDAG and local jurisdictions
50. Take the lead to implement the regional bike plan in cooperation with local agencies.	SANDAG
51. Implement robust education and encouragement programs in order to encourage more people to walk and ride a bicycle.	SANDAG
52. Consistent with Assembly Bill 1358 - The Complete Streets Act, encourage the reallocation of roadway rights-of-way to accommodate bicycle and pedestrian facilities by providing on-going Complete Streets educational opportunities in conjunction with project funding and incentives.	SANDAG and local jurisdictions
53. Continue to mandate bicycle and pedestrian travel accommodations of all projects funded with <i>TransNet</i> revenue, in support of Board Policy No. 031, <i>TransNet</i> Ordinance and Expenditure Plan Rules, Rule #21: Accommodation of Bicyclists and Pedestrians.	SANDAG
54. Develop a regional Complete Streets policy.	SANDAG and local jurisdictions

ATTACHMENT J – Letters of Support

San Diego Bayshore Bikeway Barrio Logan Segment

CAPITOL OFFICE
STATE CAPITOL, ROOM 4035
SACRAMENTO, CA 95814
TEL (916) 651-4040
FAX (916) 651-4940
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California State Senate

SENATOR
BEN HUESO

FORTIETH SENATE DISTRICT



STANDING COMMITTEES
ENERGY, UTILITIES, AND
COMMUNICATIONS
CHAIR
VETERANS AFFAIRS
VICE-CHAIR
BANKING & FINANCIAL
INSTITUTIONS
GOVERNMENTAL
ORGANIZATION
NATURAL RESOURCES
AND WATER

May 27, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Subject: Active Transportation Program Cycle 2 - Support for the Bayshore Bikeway: Barrio Logan Project

Dear Mr. Dougherty,

As State Senator of the 40th District, I would like to express my support for the "Bayshore Bikeway: Barrio Logan Project". This project should be highly considered for funding from the Active Transportation Program Cycle 2 as it will provide a continuous 2.5 mile bike path connecting downtown San Diego with waterfront industrial sites and the US Navy base.

The Bayshore Bikeway is an intended 24-mile Class 1 bike path around San Diego Bay, of which approximately 16 miles have been built. The project will significantly improve the corridor along Harbor Drive, a busy four-lane arterial with significant truck traffic that serves the 10th Avenue Marine Terminal and the working waterfront. The project will also create a comfortable walking and riding environment for commuters going to and from the employment sites throughout the corridor.

Overall, the bikeway improves safety and mobility for people walking or riding bikes, expands access to San Diego Bay for residents of region, and is a noteworthy tourist destination. Furthermore, the Project directly benefits the residents of Barrio Logan, a predominantly low-income community, by providing an alternative travel option and an attractive opportunity for physical activity.

Thank you for your leadership on the Active Transportation Program. If you have further questions please do not hesitate to contact me or Mabi Castro at (916) 651-4040.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ben Hueso", written over a horizontal line.

BEN HUESO
Senator, 40th District

CHULA VISTA DISTRICT OFFICE
303 H STREET, SUITE 200
CHULA VISTA, CA 91910
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FAX (619) 409-7688

EL CENTRO DISTRICT OFFICE
1224 STATE STREET, SUITE D
EL CENTRO, CA 92243
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STATE CAPITOL
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DISTRICT OFFICE
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SAN DIEGO, CA 92101
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Assembly California Legislature



LORENA GONZALEZ
ASSEMBLYWOMAN, EIGHTIETH DISTRICT

May 13, 2015

Malcolm Dougherty
Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA, 94273-0001

Subject: Active Transportation Program – Support

Bayshore Bikeway: Barrio Logan Project

Dear Mr. Dougherty:

I am writing to express my support for the funding consideration of the **Bayshore Bikeway: Barrio Logan Project** through the Active Transportation Program (ATP) Discretionary Grant. This project would implement a vital bicycle link for the communities located in my Assembly District, which runs south of Downtown San Diego, along the shore of San Diego Bay, and towards the Mexican Border. This bikeway would provide our constituents an alternative commute to Downtown San Diego and would be an added recreational attraction linking river parks and estuaries to urban areas.

The Bayshore Bikeway Project provides both residents and tourists with greater access to San Diego Bay. The Barrio Logan segment plans of the project, in particular, represent significant improvements to what is currently in use. Specifically, these proposals include a continuous 4.8 mile bike path connecting Downtown San Diego to waterfront industrial sites and the US Navy base that occupy the eastern shore of the Bay. Furthermore, these plans would present a safe riding and walking environment for commuters going to and from employment sites along the corridor, such as the residents of Barrio Logan, a predominantly low-income community.

I want to clearly vocalize my backing of these proposals, which would make San Diego's Bayside Waterfront more responsive to both business and communal needs. The opportunity to utilize ATP funding would produce significant, long-term returns for our local environment and for our local, active transportation plan.

I thank you for your leadership on the ATP and your serious consideration of the San Diego Association of Government's Bayshore Bikeway: Barrio Logan Project. Your approval for funding would truly help in making cleaner, healthier and safer San Diego communities.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lorena Gonzalez", with a stylized flourish at the end.

LORENA GONZALEZ
Assemblywoman, 80th District





GREG COX
SUPERVISOR, FIRST DISTRICT
San Diego County Board of Supervisors

May 11, 2015

Mr. Malcolm Dougherty
Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Subject: Active Transportation Program Cycle 2 - Support for the Bayshore Bikeway: Barrio Logan Project

Dear Mr. Dougherty:

As Supervisor for the First District of San Diego County, it is my pleasure to support the "Bayshore Bikeway: Barrio Logan Project" for Active Transportation Program Cycle 2 funding consideration. This project will provide a continuous 2.5 mile bike path connecting downtown San Diego with waterfront industrial sites and the US Navy base that occupies the eastern shore of the Bay in this area.

The Bayshore Bikeway is a planned 24-mile Class 1 bike path around San Diego Bay. Currently, nearly 16 miles of bicycle paths have been built. Building this segment of the Bayshore Bikeway will significantly improve the corridor along Harbor Drive, a busy four-lane arterial with significant truck traffic that serves the 10th Avenue Marine Terminal and the working waterfront. The project will create a comfortable walking and riding environment for commuters going to and from the employment sites throughout the corridor.

Overall, the bikeway improves safety and mobility for people walking or riding bikes, expands access to San Diego Bay for residents of the San Diego Region, and is a noteworthy tourist destination. Furthermore, the Project directly benefits residents of Barrio Logan, a predominantly low-income community, by providing an alternative travel option and an attractive opportunity for physical activity.

Thank you for your consideration. We look forward to our continued partnership for improvements to the Bayshore Bikeway in Barrio Logan.

Sincerely,

A handwritten signature in black ink that reads "Greg Cox".

GREG COX
Supervisor, First District



**DAVID ALVAREZ
COUNCILMEMBER**

CITY OF SAN DIEGO

May 20, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Subject: Active Transportation Program Cycle 2 - Support for the Bayshore Bikeway; Barrio Logan Project

Dear Mr. Dougherty:

As the Councilmember for the Eighth District, I am writing to express my support for the "Bayshore Bikeway: Barrio Logan Project" for funding consideration for the Active Transportation Program Cycle 2 administered by Caltrans and the California Transportation Commission. The Bayshore Bikeway: Barrio Logan Project will provide a continuous 2.5 mile bike path connecting downtown San Diego with waterfront industrial sites and the US Navy base that occupies the eastern shore of the Bay in the Barrio Logan community.

The construction of this segment will significantly improve the corridor along Harbor Drive, a busy four-lane arterial with significant truck traffic that serves the 10th Avenue Marine Terminal and the working waterfront. The project will also create a safe and accessible path by providing sidewalks that separates traffic from cyclist and pedestrians.

Overall, the bikeway improves safety and mobility for people walking or riding bikes, expands access to accessible bike paths for San Diego residents, and is a noteworthy tourist destination. Further, the Project provides an alternative travel option and an attractive opportunity for physical activity.

Thank you for your leadership on the Active Transportation Program and consideration for this project. We look forward to our continued partnership for improvements to the Bayshore Bikeway in Barrio Logan.

Sincerely,

DAVID ALVAREZ
Councilmember, District 8th



Kevin Graney
Vice President and General Manager

May 28, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

**Subject: Active Transportation Program Cycle 2 - Support for the Bayshore Bikeway:
Barrio Logan Project**

Dear Mr. Dougherty:

On behalf of General Dynamics NASSCO, I am writing in support of the "Bayshore Bikeway: Barrio Logan Project" for Active Transportation Program Cycle 2 funding consideration. The Bayshore Bikeway Barrio Logan project will provide a continuous 2.5 mile bike path connecting downtown San Diego with waterfront industrial sites, NASSCO and the US Navy base that occupies the eastern shore of the Bay.

The Bayshore Bikeway is a planned 24-mile Class 1 bike path around San Diego Bay. Currently, approximately 16 miles of bicycle paths have been built. Building this segment will significantly improve the corridor along Harbor Drive, a busy four-lane arterial with significant truck traffic that serves the 10th Avenue Marine Terminal, General Dynamics NASSCO and the working waterfront. The project will create a comfortable walking and riding environment for commuters going to and from the employment sites throughout the corridor.

Overall, the bikeway improves safety and mobility for people walking or riding bikes, expands access to San Diego Bay for residents of the San Diego Region, and is a noteworthy tourist destination. Furthermore, the Project directly benefits the residents of Barrio Logan, a predominantly low-income community, by providing an alternative travel option and an attractive opportunity for physical activity.

I appreciate your consideration of the Bayshore Bikeway Project. Your approval of this funding request will significantly help not only General Dynamics NASSCO—but the entire maritime community.

Sincerely,

A handwritten signature in blue ink that reads "Kevin Graney".

Kevin Graney
Vice President and General Manager

2798 East Harbor Drive San Diego, CA 92113
P.O. Box 85278, San Diego, CA 92186-5278
Tel: 619/544-3500
Fax: 619/544-3541
KGraney@nassco.com
www.nassco.com



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 20, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Dougherty:

On behalf of the County of San Diego Health and Human Services Agency, I am writing to express my support for the "Bayshore Bikeway: Barrio Logan Project" for funding consideration for the Active Transportation Program Cycle 2 administered by Caltrans and the California Transportation Commission. The Project will provide a continuous 2.5 mile bike path connecting downtown San Diego with waterfront industrial sites and the US Navy base that occupies the eastern shore of the Bay in this area.

The Bayshore Bikeway is a planned 24-mile Class 1 bike path around San Diego Bay. Currently, approximately 16 miles of bicycle paths have been built. Building this segment of the Bayshore Bikeway will significantly improve the corridor along Harbor Drive, a busy four-lane arterial with significant truck traffic. The project will create a comfortable walking and riding environment for commuters going to and from the employment sites throughout the corridor.

Overall, the bikeway improves safety and mobility for people walking or riding bikes, expands access to San Diego Bay for residents of the San Diego Region, and is a noteworthy tourist destination. Furthermore, the Project directly benefits the residents of Barrio Logan, a predominantly low-income community, by providing an alternative travel option and an attractive opportunity for physical activity. These efforts support the County's *Live Well San Diego* vision for a region that is building better health, living safely, and thriving.

Thank you for your leadership on the Active Transportation Program and consideration for this project. We look forward to our continued partnership for improvements to the Bayshore Bikeway in Barrio Logan.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nick Macchione", with a long horizontal flourish extending to the right.

NICK MACCHIONE, FACHE
Director



May 19, 2015

Malcolm Dougherty, Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

**Subject: Active Transportation Program Cycle 2 - Support for the Bayshore Bikeway:
Barrio Logan Project**

Dear Mr. Dougherty:

I am writing to express my support for the "Bayshore Bikeway: Barrio Logan Project" for funding consideration for the Active Transportation Program Cycle 2 administered by Caltrans and the California Transportation Commission. The Bayshore Bikeway: Barrio Logan Project will provide a continuous 2.5 mile bike path connecting downtown San Diego with waterfront industrial sites and the US Navy base that occupies the eastern shore of the Bay in this area.

The Bayshore Bikeway is a planned 24-mile Class 1 bike path around San Diego Bay. Currently, approximately 16 miles of bicycle paths have been built. Building this segment of the Bayshore Bikeway will significantly improve the corridor along Harbor Drive, a busy four-lane arterial with significant truck traffic that serves the 10th Avenue Marine Terminal and the working waterfront. The project will create a comfortable walking and riding environment for commuters going to and from the employment sites throughout the corridor.

Overall, the bikeway improves safety and mobility for people walking or riding bikes, expands access to San Diego Bay for residents of the San Diego Region, and is a noteworthy tourist destination. Furthermore, the Project directly benefits the residents of Barrio Logan, a predominantly low-income community, by providing an alternative travel option and an attractive opportunity for physical activity.

Thank you for your leadership on the Active Transportation Program and consideration for this project. We look forward to our continued partnership for improvements to the Bayshore Bikeway in Barrio Logan.

Sincerely,

Andy Hanshaw
Executive Director



THE CITY OF SAN DIEGO

May 2, 2014

Mr. Gary Gallegos
Executive Director
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101

SUBJECT: Bayshore Bikeway Partnering Maintenance Agreement

Dear Mr. Gallegos:

The Bayshore Bikeway represents an opportunity to increase the number of bicycling and walking trips in California, improve safety and mobility, and achieve greenhouse gas reductions in support of Active Transportation Program goals. Portions of the facility are located within the City of San Diego's public right-of-way. An Interagency Agreement or Memorandum of Understanding for the operation and maintenance of the above-mentioned facility located within the City of San Diego's public right-of-way will be prepared to ensure ongoing maintenance.

The City of San Diego looks forward to supporting SANDAG in its application for Active Transportation Program funding.

Should you have any questions, please contact John Helminski at (619) 527-7504.

Sincerely,

Kris McFadden
Director



Transportation & Storm Water Department

202 C Street, 9th Floor, MS 9A • San Diego, CA 92101

Tel (619) 236-6594 Fax (619) 236-6570

Attachment K





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

RESOLUTION NO. 2015-25

**APPROVING THE APPLICATION FOR ACTIVE TRANSPORTATION PROGRAM FUNDS
(SENATE BILL 99, CHAPTER 359, AND ASSEMBLY BILL 101, CHAPTER 354)
TO THE CALIFORNIA TRANSPORTATION COMMISSION**

WHEREAS, the legislature and Governor of the State of California have provided funds for the California Active Transportation Program; and

WHEREAS, the California Transportation Commission has been delegated the responsibility for the administration of this grant program, and for establishing necessary procedures; and

WHEREAS, the San Diego Association of Governments (SANDAG), if selected, will enter into an agreement with the State of California to carry out the development of the proposed capital projects; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors, acting as the Governing Body:

1. Approves the filing of an application to fund the following capital projects:
 - a. Bayshore Bikeway in Barrio Logan;
 - b. San Ysidro to Imperial Beach Bikeway (Border to Bayshore); and
 - c. Kearny Mesa *Rapid* Safe Routes to Transit; and
2. Certifies that SANDAG, as the applicant, will assume responsibility and accountability for the use and expenditure of program funds; and
3. Certifies that SANDAG is able to comply with all the federal and state laws, regulations, policies, and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement); and
4. Appoints the Executive Director, or designee, as agent to conduct all negotiations, and execute and submit all documents including but not limited to applications, agreements, payment requests, and so on, which may be necessary for the completion of the aforementioned project(s).

PASSED AND ADOPTED this 24th of April 2015.


CHAIRPERSON

ATTEST: 
SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.