



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-National City-5

Auto populated

Total ATP Funds Requested:

\$ 1,129

(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:

National City

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

1243 National City Blvd.

National City

CA

91950

IMPLEMENTING AGENCY'S CONTACT PERSON:

Kuna Muthusamy, PE

CONTACT PERSON'S TITLE:

Asst. Director of Public Works & Engineering

CONTACT PERSON'S PHONE NUMBER:

(619) 336-4383

CONTACT PERSON'S EMAIL ADDRESS :

kmuthusamy@nationalcityca.gov



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

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.
(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

N/A

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

N/A	N/A	N/A	N/A
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

N/A

CONTACT PERSON'S TITLE:

N/A

CONTACT PERSON'S PHONE NUMBER:

N/A

CONTACT PERSON'S EMAIL ADDRESS :

N/A

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MS number

11-5066R

Implementing Agency's State Caltrans MS number

0013S

* 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)

Sweetwater River Bikeway Connections/30th Street Bicycle Facility Improvements

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

The project will provide nearly one mile of Class II and Class III bicycle facilities, per the City's Bicycle Master Plan. The project will include bicycle detector loops, bicycle boxes, and decreased land widths for vehicles.

PROJECT LOCATION: (Max of 250 Characters)

The project is located on 30th St. between D Ave. and 2nd Ave.; 2nd Ave. between 30th St. and the Sweetwater River Bikeway entrance; the Sweetwater River Bikeway entrances located at 2nd St. and Hoover Ave.



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. 32.391385 /long. -117.827100

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>547</u>	Bicyclists	<u>130</u>
One Year Projection:	Pedestrians	<u>563</u>	Bicyclists	<u>145</u>
Five Year Projection:	Pedestrians	<u>615</u>	Bicyclists	<u>191</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 100.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project _____ %
- 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:	_____		8/1/2016
* CEQA Environmental Clearance:	_____		3/31/17
* NEPA Environmental Clearance:	_____		3/31/17
CTC - PS&E Allocation:	_____		6/27/17
CTC - Right of Way Allocation:	_____		12/4/17
* Right of Way Clearance & Permits:	_____		7/6/18
Final/Stamped PS&E package:	_____		9/4/18
* CTC - Construction Allocation:			1/3/19
* Construction Complete:			3/2/20
* Submittal of “Final Report”			6/20/20



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:	\$25	
ATP funds for PS&E:	\$165	
ATP funds for Right of Way:	\$50	
ATP funds for Construction:	\$889	
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:		\$1,129

Local funds leveraging or matching the ATP funds: \$25

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: \$1,154

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"

The Sweetwater River Bikeway Connections/30th Street Bicycle Facilities Improvements project is a relatively small project that would benefit from not having to go through the federal process which would include NEPA procedures.

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.



EXHIBIT 22-F REQUEST FOR STATE-ONLY ATP FUNDING

To: ATP Manager
 1120 N Street, MS 1
 Sacramento, CA 95814

Date: May 15, 2015

Subject: Request for ATP State-Only Funding

The City of National City hereby requests ATP State-only funding for the following project:

Sweetwater River Bikeway Connections/30th Street Bicycle Facility Improvements

The Sweetwater River Bikeway Connections/30th Street Bicycle Facility Improvements project will provide nearly one mile of Class II and Class III bicycle facilities, per the City’s Bicycle Master Plan. The project will include bicycle detector loops, bicycle boxes, and decreased land widths for vehicles. The project has not yet been assigned a PPNO.

JUSTIFICATION:

- A. Infrastructure (I)
- B. \$1,154,156
- C. Status of Project
 - 1. Beginning and Ending Dates of the Project: 8/1/2016 – 6/20/2020
 - 2. Environmental Clearance Status: Not completed
 - 3. R/W Clearance Status (if currently R/W certified as #3, when will the certification be upgraded to a #1 or #2?): Not completed
 - 4. Status of Construction
 - a) Proposed Advertising Date: January 2019
 - b) Proposed Contract and Construction Award Dates: March 2019
- D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year include all phases)

Proposed Total Project Cost (\$1,000s)					
Component	Funding Source	16/17	17/18	18/19	Total
E&P (PA&ED)	ATP Cycle 2	25			25
PS&E	ATP Cycle 2	165			165
R/W	ATP Cycle 2		50		23
CON	ATP Cycle 2/City Match			914	914
TOTAL	-	190	50	914	1,154



E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project.

The Sweetwater River Bikeway Connections/30th Street Bicycle Facilities Improvements project is a relatively small project that would benefit from not having to go through the federal process which would include NEPA procedures.

REGIONAL AGENCY CONCURRENCE:

(Name of Regional Agency) concurs with this request for an exception to the Project Funding Policy. (Only for MPO selected projects): San Diego Association of Governments (SANDAG)

(Signature of Regional Agency Representative) (Only for MPO selected projects): N/A



Kuna Muthusamy, P.E.
Assistant Director of Engineering & Public Works



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 11-National City-5

Implementing Agency's Name: City of National City

Important:

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

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Part B: Narrative Questions **Detailed Instructions for: Screening Criteria**

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

1. Demonstrated fiscal needs of the applicant:

The City of National City is a severely disadvantaged community and requires a grant in order to complete the proposed project. The project will complete a portion of the local bicycle network that was identified as a Tier 2 – High Priority bicycle network according to the National City Bicycle Master Plan. Without grant funding, the proposed bicycle network connection cannot be constructed for the foreseeable future.

National City is one of the lowest income areas within San Diego County. The median income in National City is approximately 39% lower than the County median income and 38% lower than the State of California median income, according to the 2009-2013 American Community Survey (<http://factfinder2.census.gov>). The community is also among the 25% most disadvantaged in the State according to the CalEnviroScreen 2.0 scores. Vehicle ownership is low in National City. According to the American Community Survey's 2009-2013 estimates, approximately 13.5% of National City households do not have access to a vehicle and 12% of employed residents either bicycle, walk or use public transit to commute to work, which is higher than the County average. SANDAG estimates that an average of 7% of San Diego County's residents commute by bicycle, walking or public transit.

The proposed project will directly connect to the regional Sweetwater River Bikeway, a major east-west Class I bikeway located along the southern boundary of National City, immediately adjacent to the Sweetwater River. Additionally, the project will complete a portion of the Regional Mission Valley-Chula Vista Corridor.



The project will fill a system gap in the City's local bicycle network by tying bicycle facilities along 30th Street, east of D Avenue, to one of the Sweetwater River Bikeway's access points at 2nd Avenue. The City recently constructed more than two miles of Class II and Class III bicycle facilities along D Avenue, 30th Street, and Hoover Avenue completing a major north-south bicycle route in National City. The route connects the community to the City of San Diego on the northern edge of National City and to the regional Sweetwater River Bikeway at the southernmost edge of the City. Improving access to the Sweetwater River Bikeway is significant for the National City community as the route connects to the Bayshore Bikeway, a north-south regional Class I bike facility that connects National City with Coronado and San Diego to the north and provides access for commuters biking to regional employment centers such as the Unified Port of San Diego and Naval Station San Diego.

2. Consistency with Regional Plan.

The project is consistent with the three pillars of the SANDAG 2050 Regional Transportation Plan (RTP) vision statement (Exhibit I-SC2 in Attachment I). By extending bicycle facilities, and completing an east-west bicycle route, the project will "support a prosperous economy," by completing a route that connects residents with local schools, parks and shopping centers. By increasing the comfort, safety and accessibility of walking and bicycling facilities, the project will "provide a higher quality of life for all San Diego County residents" and "promote a healthy and safe environment." The project will encourage the use of active and transportation, which will in turn result in a reduction of greenhouse gas emissions.



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.)

Based on estimates of population and mode share from the 2009-2013 American Community Survey, projections in the National City Bicycle Master Plan and goals set by the San Diego Regional Bike Plan, current and projected users of active transportation along the Sweetwater River Bikeway Connections/30th Street Bicycle Facility Improvements are provided below.

Active Transportation Users and Projections

	Pedestrian		Bicyclist		Population
	No.	% of Mode Share	No.	% of Mode Share	
Existing	939	3.8%	223	0.9%	24,699
1-Year Projections	267	3.9%	248	1%	24,788
5-Year Projections	1,057	4.2%	327	1.3%	25,145

The 2009-2013 American Community Survey estimates that 3.7% of National City residents commute to work by walking and 0.8% commute by bicycle. The San Diego Regional Bike Plan projects that by 2030, 7% of the mode share in the County will be active transportation (Exhibit 1-A.1 in Attachment I). The National City Bicycle Master Plan projects that by 2030 2% of the mode share will be bicycling, which means the remaining 5% of the mode share will be walking (Exhibit 1-A.2 in Attachment I). Projections of the increase in the mode share for active transportation assume the completion of all the projects included in the National City Bicycle Master Plan, including the Euclid Avenue Bicycle and Pedestrian Enhancements. Based on SANDAG projections, the National City Bicycle Master Plan estimates that the population in National City will increase 6.2% from 2013 to 2030. The population is based on the Census tracts that are included in the project area.



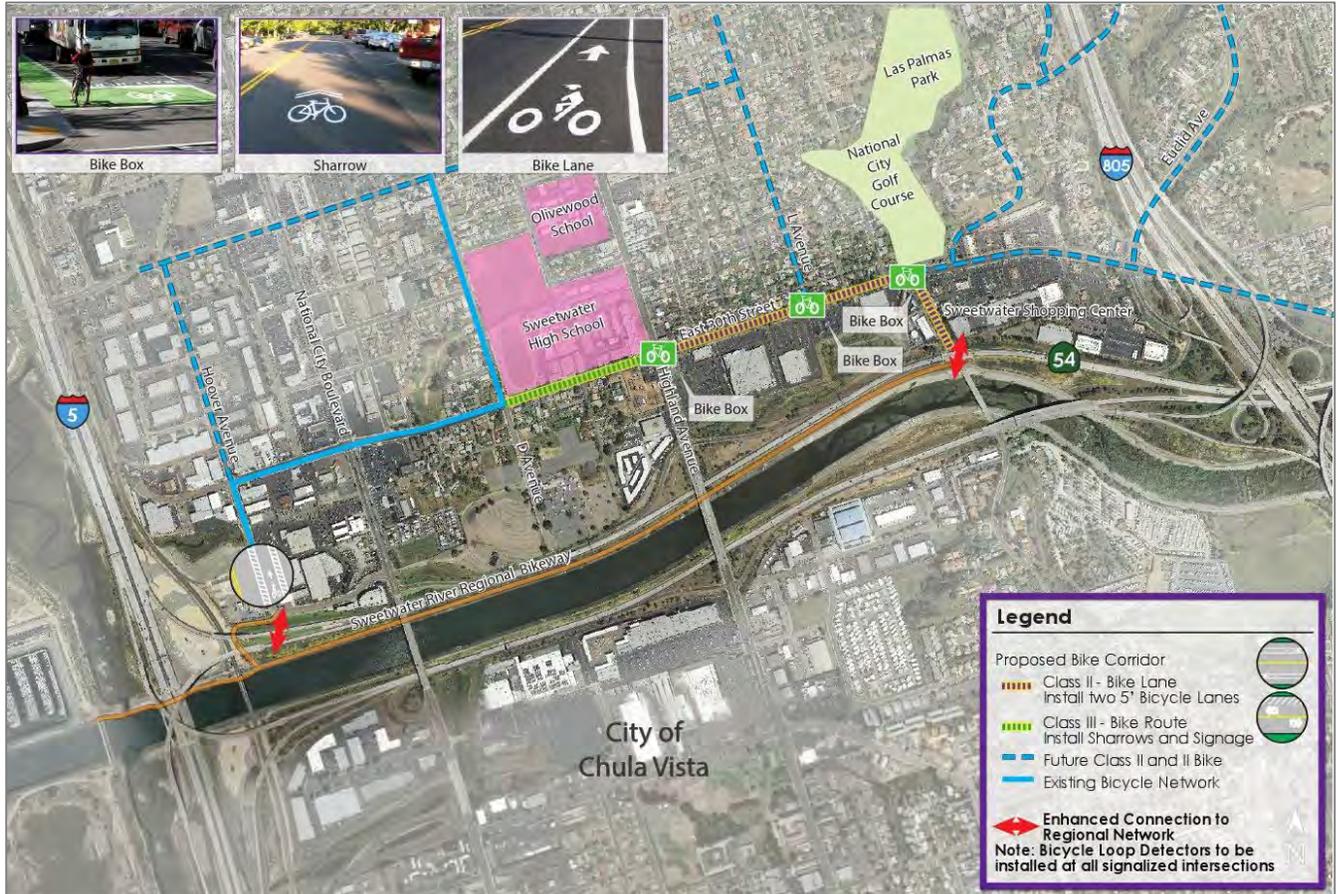
The Sweetwater River Bikeway Connections/30th Street Bicycle Facility Improvement project will create a connection between the eastern side of the City and the western side. Proposed users of the project include students at nearby Sweetwater High School and Olivewood Elementary School as well as commuters to the Unified Port of San Diego and the Naval Station San Diego. The project will fill a system gap in the City's local bicycle network as well as complete a portion of the regional Mission Valley – Chula Vista Corridor.

- 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 will provide nearly one mile of new Class II and Class III bicycle facilities, including bicycle detector loops, bicycle boxes, and decreased lane widths for vehicles. The bicycle facilities will complete a system gap in National City's bicycle network by extending the existing facilities along 30th Street west to 2nd Avenue, providing a new bicycle facility connection to the Regional Sweetwater River Bikeway. The existing connection point to the Sweetwater River Bikeway has no bicycle facilities leading up to it. A map of the planned improvements is provided below and is located in Attachment E.



Project Map of Planned Improvements



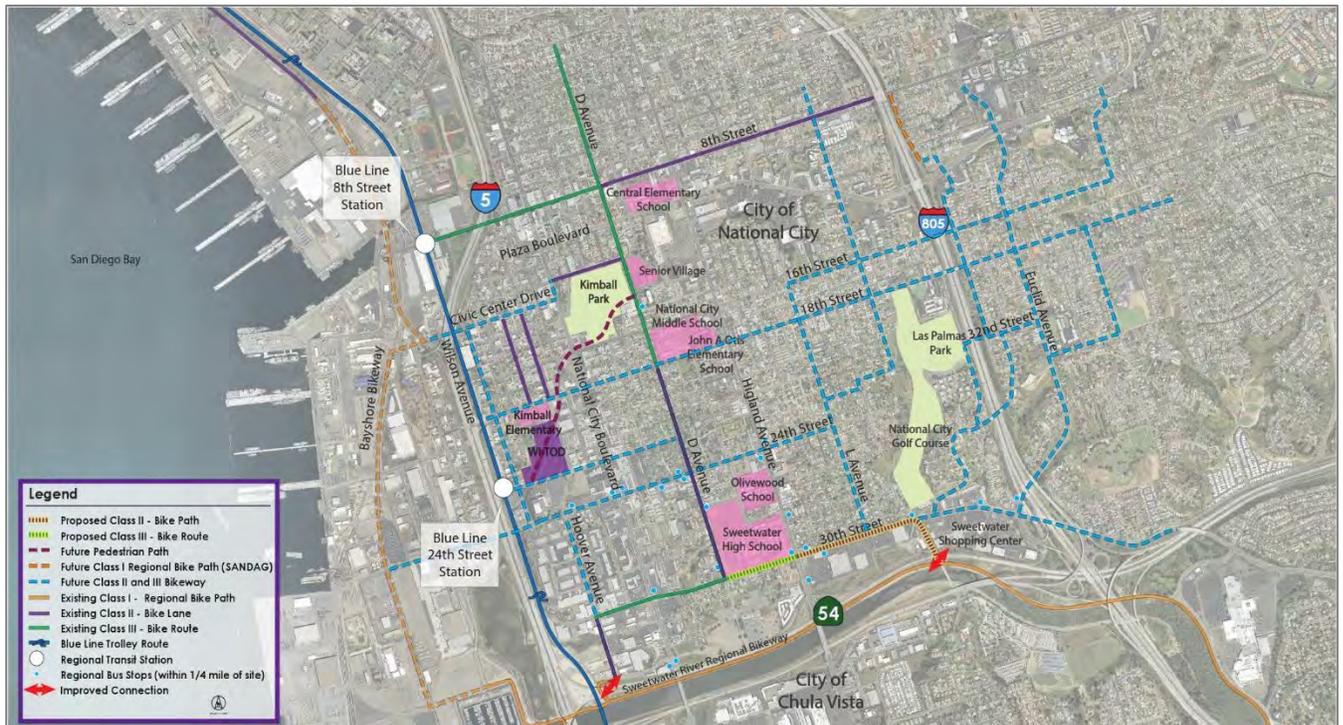
The project will connect to the D Avenue Community Corridor enhancements that were recently completed. The project added Class III bicycle facilities along 30th Street from D Avenue to Hoover Avenue, and added Class II buffered bicycle lanes along Hoover Avenue, from 30th Street to the Sweetwater River Bikeway Entrance.

The proposed project will also enhance the connection between the local network and the Sweetwater River Bikeway at the Hoover Avenue and the 2nd Avenue entrances. Connection enhancements at the two entryways will consist of signage, trash receptacles, landscaping, new fencing, and asphalt-concrete overlay along the existing segments that connect the roadway to the bikeway. Consistent with the San Diego Regional Bike Plan, the proposed project includes placing signage that directs bicyclists to destination and increases the visibility of the regional bicycle network (Exhibit I-1B in Attachment I).



The Sweetwater River Bikeway Connections/30th Street Bicycle Facility Improvements project will create a connection between the eastern side of the City with the western side of the City. A map of the project location is provided below and is located in Attachment D. Additionally, the bikeway serves as both recreational and commuter access to the Unified Port of San Diego and the Naval Station San Diego.

Project Location Map



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.)

The portion of the bike network that the project would complete was identified as a Tier 2 – High Priority bicycle network according to the National City Bicycle Master Plan. All identified Tier 1 projects in the National City Bicycle Master Plan have been constructed. The bicycle facilities will complete a system gap in National City’s bicycle network by extending the existing facilities along 30th Street west to 2nd Avenue and the regional Sweetwater River Bikeway. Regionally, the proposed project will directly connect to the regional Sweetwater River Bikeway, a major east-west Class I bikeway located along the southern boundary of

11-National City-5



ATP - Cycle 2 - **Part B & C** - 2015

National City. It will also complete a portion of the regional Mission Valley – Chula Vista Corridor.



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

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

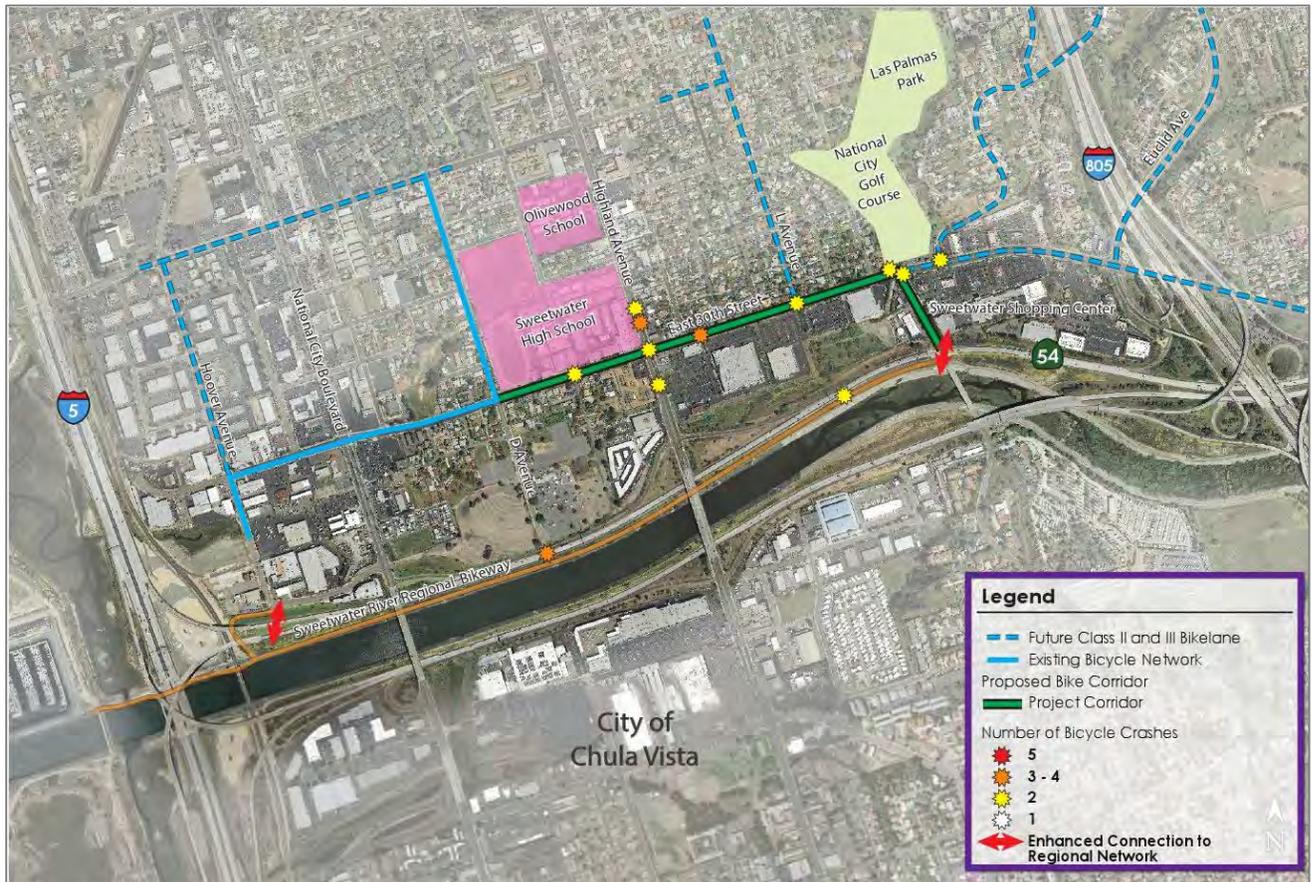
- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

The lack of bicycle facilities along the corridor combined with the lack of east-west bicycle routes in National City creates a challenge for bicyclists.

Collision data over a five year period (2008-2012) was selected using the SWITRS GIS mapping tool found on the TIMS website. The limits for collision data were established in accordance with the guidance provided in "Local Roadway Safety, A Manual for California's Local Road Owners". Within the proposed improvement area, 12 collisions involving bicyclists or pedestrians occurred. Twelve injuries were reported in conjunction with the 12 reported incidences, including 3 incidences of severe injury. There were no fatalities reported in conjunction with the collisions. A map depicting the locations of the collisions involving a pedestrian or bicyclist is located below and Attachment I (Exhibit I-2A.1).



Pedestrian & Bicyclists Collisions Map, 2008-2012



In addition to the accidents discussed above, there have been 587 accidents throughout the City, including 4 fatalities, in the last two years according to the National City Police Department. Seventy-three (73) of the traffic accidents in the past two years involved a pedestrian or bicyclist. Over 65 individuals were injured as a result of these accidents. The traffic calming measures that will be implemented with the project will enhance the safety and livability of the National City community and help to minimize the number and severity of accidents, especially accidents involving non-motorized users.

The SMART Foundation Report for National City noted that residents who participated in walk audits of the project area and completed surveys regarding the project area stated high vehicular speeds at intersections with busy streets and the lack of dedicated facilities discouraged use of this existing street configuration by bicyclists and pedestrians (Exhibit I-2A.2 in Attachment I).



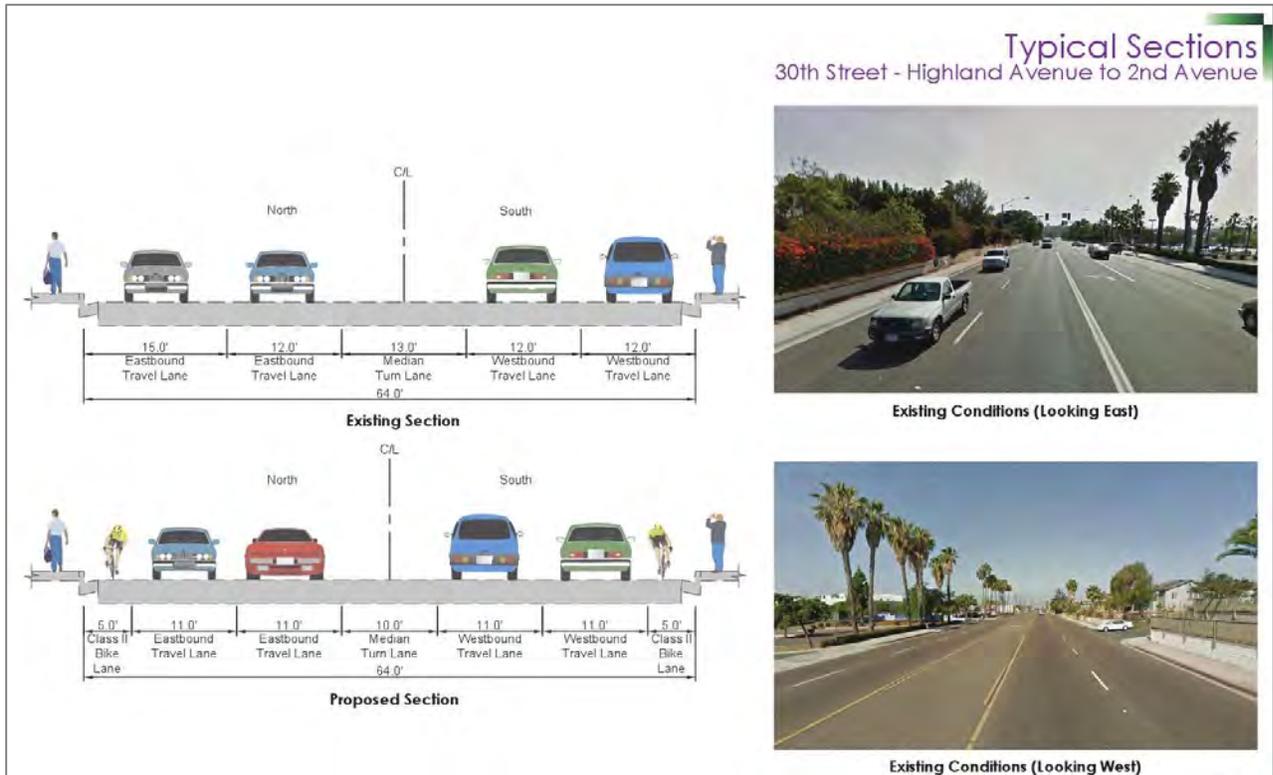
In an attempt to minimize bicycle collisions, signage indicating bicycle routes and sharrow markings will be placed along 30th Street, between D Avenue and Highland Avenue, to inform drivers of the shared use of the road. The project will help calm traffic by reducing speed/volume through re-striping Class II bicycle lanes along 30th Street, between Highland Avenue and 2nd Avenue, which will reduce vehicle lane widths. The bicycle actuated traffic signals will address inadequate traffic control devices alerting drivers that bicyclists will be entering into the roadway. The proposed connections and bicycle facility enhancements will increase the usage of the Sweetwater River Bikeway. The increase of traffic on the bikeway will improve safety for cyclists.

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

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

The proposed project will achieve 6 of the 7 items listed above by addressing hazards such as high vehicular speeds and lack of bicycle facilities through safety countermeasures.

- The project will reduce speed/volume of motor vehicles through re-striping Class II bicycle lanes along 30th Street, between Highland Avenue and 2nd Avenue, which will reduce vehicle lane widths.



- In an attempt to minimize bicycle collisions, signage indicating bicycle routes and sharrow markings will be placed along 30th Street, between D Avenue and Highland Avenue, to inform drivers of the shared use of the road.
- The proposed Class II bike lanes will also help eliminate behaviors that lead to cyclists/motorist collisions by providing a separate lane for bicyclists..
- The bicycle actuated traffic signals will address inadequate traffic control devices alerting drivers that bicyclists will be entering into the roadway.
- Traffic calming measures such as reducing vehicle lane widths, increasing visibility of bicyclist through signage, bicycle boxes and sharrow markings, and separating bicyclists from motorized uses will reduce behaviors that lead to collisions involving non-motorized users.



Bike Box

- The project will address unsafe traffic control devices and inadequate bicycle facilities by providing nearly one mile of Class II and Class III bicycle facilities, including bicycle detector loops, bicycle boxes, and decreased lane widths for vehicles.



Bike Only Lane



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)

Residents and stakeholders attending workshops for the General Plan Update viewed presentation on the Bicycle Master Plan and were given the opportunity to complete a Bicycle Master Plan Survey (given in both English and Spanish). An online version of the survey was also available through the City's website. A small group of residents and bicycle enthusiasts participated in a bike tour and provided input to the Bicycle Master Plan development team. Stakeholders who participated in the development of the Euclid Avenue Bicycle and Pedestrian Enhancements Project included:

- Local Residents
- Bicyclists
- Environmental Health Coalition
- ARTS A Reason to Survive
- San Diego County Bicycle Coalition
- Circulate San Diego

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

During the course of preparation for the Bicycle Master plan, a series of three General Plan Workshops were held in May 2010 to collect feedback from National City residents on the City's update to the General Plan. Attendees at these workshops were invited to complete a Bicycle Master Plan survey, review and provide input on gaps in the existing system, and help identify other opportunities and constraints that should be considered in the Plan. An online survey was also made available to further engage the public. A community bicycle tour in June 2010



provided interested bicyclists and National City residents an opportunity to take a bike ride and provide input to the Bicycle Master Plan development team.



Bicycle tour of potential City bikeways

A worksheet collected feedback from the participants ranking attributes of the roadway. A summary of the feedback from the public outreach and the results of the online survey are included in Attachment I (Exhibit I-3B.1).

During the preparation of the National City SMART Foundation Report, the public was invited to participate in a walk audit of three National City neighborhoods, attend a workshop and complete a survey (Exhibit I-3B.2 in Attachment I). In preparation of this grant, the City coordinated with a series of stakeholders whose letters of support can be found as an attachment to this application (Attachment J).

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)

As part of the development of the National City Bicycle Master Plan, surveys were completed by residents at a series of three General Plan workshops. The vast majority of residents at the workshops, as well as online survey respondents, ranked bike lanes as the facility they were most interested in. The other options provided were: bike routes, unpaved trails or dirt paths,



bicycle boulevards, and roadways with no bicycle facilities. Nearly 50% of the respondents found available information/knowledge of bike routes as a “Very Important” condition influencing the propensity to bicycle. A summary of the feedback from the public outreach and the results of the online survey are included in Attachment I (Exhibit I-3B.1). The Sweetwater River Bikeway/30th Street Bicycle Improvements project will provide a Class II bike lane as identified by survey respondents as a major interest. Additionally, the project will provide consistent signage that directs bicyclists to destinations and increases the visibility of the regional bicycle network.

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

The City engages the community by meeting on a monthly basis with three Neighborhood Council groups within National City. The Neighborhood Council Program was developed in an effort to improve communication with the community and to bring services directly to National City residents. The City often uses these meetings as a forum to have open discussions with community members about community issues and to receive input on projects that will impact the community.



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)

Numerous studies have linked childhood obesity with obesity in adulthood and an increase in illnesses such as cardiovascular disease, cancer, and diabetes. The San Diego County Childhood Obesity Action Plan notes that Latino and African American youth statistically face higher incidence and likelihood of being overweight (Exhibit I-4A in Attachment I). This is especially impactful to National City, where 70% of the population is Hispanic or African American. In fact, less than 14% of fifth graders in the National School District met all of the fitness standards of the California Physical Fitness Test and approximately 50% of fifth graders in the National School District were considered overweight or obese in 2014¹. According to the California Health Interview Survey for 2011-2012, 16.2% of children age 2-11 are overweight in the South Region of San Diego County (which includes National City), in comparison to 11.1% for San Diego County as a whole.

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

Physical activity is a critical part of staying healthy. By increasing opportunities to incorporate bicycling into normal routines such as commuting to school or work, the City of National City can help improve the overall health of its residents. The relatively even terrain and mild regional climate make National City an ideal environment for promoting healthy living through physical activities, including walking and bicycling. Bicycle facility enhancements have a greater impact to public health in National City because a higher percentage of residents rely on walking or bicycling for their commute compared to residents in the County of San Diego. Based on survey data compiled as part of the National City SMART Foundation Report, 13%

¹ Kidsdata.org, A Program of Lucile Packard Foundation for Children's Health, "All Data: National City." Accessed May 5, 2015. Website: www.kidsdata.org/region/1212/national-city/results#ind=&say=&cat=44.



stated they would use active transportation if there were more bicycle facilities. Development of the nearly one mile of Class II and Class III bike facilities will connect the local community with the larger regional bicycle network. The proposed project is consistent with the San Diego County Childhood Obesity Action Plan goals, which include modifying current city and general plans to incorporate walking and cycling paths, establishing safer routes to schools, and complete street designs to encourage walking and bicycling.

In addition to using active transportation to get to locations along the proposed corridor, walking or biking to bus stops is also an important source of physical activity. Research indicates that it is easier to maintain an active lifestyle when physical activities are incorporated into daily life, such as walking, cycling, or using stairs, versus activities that require a gym or recreation center. In addition to individual health benefits there are fiscal benefits to the entire community through a reduction in health care costs and lost days of work. According to a 2013 document called *From Policy to Pavement – Implementing Complete Streets in the San Diego Region* (refer to the following website for the entire document: www.smartgrowthamerica.org/documents/cs/impl/ca-sandiego-policytopavement.pdf), prepared by the Complete Streets Task Force, the American Planning Association of California, and WalkSanDiego (now CirculateSD), a summary of several studies in the United States and Europe found that every dollar invested in bicycle networks yields at least \$4 to \$5 in benefits, mostly related to health and safety². Additionally, a study conducted in Lincoln, Nebraska found that healthcare savings are \$2.94 for every \$1 invested in pedestrian and bicycle infrastructure³.

² Mid-America Regional Council. 2009. *Kansas City Regional TIGER Application, Appendix D: KC Bicycle/Pedestrian Project*. www.marc.org/Recovery/assets/tiger/APPENDIX_D_Bicycle_Pedestrian.pdf

³ Wang, G., Macera, C., Scudder-Soucie, B., Schmid, T., Pratt, M., Buchner, D. 2005. Cost-benefit analysis of physical activity using bike/pedestrian trails *Health Promotion Practice* 6(2): 174-179.



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.

National City is considered a disadvantaged community. The Sweetwater River Bikeway Connections/30th Street Bicycle Facility Improvements Project will benefit the entire community by closing a gap in the local bicycle network, creating better connections to the regional network and enhancing pedestrian safety. The map below on the following page shows the project location in relation to the City.



Map of Disadvantaged Community



Option 1: Median household income, by census tract for the community(ies) benefited by the project:
\$37,933

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

The median income of National City is \$37,933, which is 62% of the statewide median household income. The table below shows the breakdown of median income by Census tract, looking at the Census tracts in the project area. The highlighted Census tracts have median incomes that are 80% or less of the statewide median household income.

Median Income by Census Tract

Census Tract	Median Income	% of California Median Income	Population
6073011602	\$31,708	51%	3,238
6073012101	\$51,790	84%	2,511
6073012401	\$35,525	58%	3,581
6073021900	\$25,865	42%	4,949

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: **29.85 – 42.76**

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



Several Census Tracts that would benefit from the proposed project in National City are in the top 25% of overall scores from CalEnviroScreen 2.0. The table below shows the breakdown of CalEnviroScreen 2.0 scores and percentiles by Census Tract for all of National City. The highlighted Census tracts are in the top 25% of overall scores from CalEnviroScreen 2.0.

CalEnviroScreen 2.0 Scores by Census Tract

Census Tract	Score	Percentile	Population
6073011602	42.72	81-85%	3,228
6073012101	29.85	61-65%	2,235
6073012401	38.88	76-80%	3,676
6073021900	37.91	76-80%	6,816

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: **77%**

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

In the National School District which would benefit from the proposed project, 77% of students are eligible for the Free or Reduced Price Meals Program. The National School District takes part in the National School Lunch and School Breakfast Programs. All children enrolled in the School District are entitled to receive breakfast and lunch free of charge.

Students Eligible for FRPM Program

School	Enrollment (K-12)	FRPM* Count (K-12)	% Eligible FRPM* (K-12)
Integrity Charter	298	276	93%
Central Elementary	677	520	77%
El Toyon Elementary	495	401	81%
John A. Otis Elementary	456	355	78%
Ira Harbison	566	320	57%
Kimball	367	301	82%
Las Palmas	689	500	73%
Lincoln Acres	603	466	77%
Olivewood	624	677	80%
Palmer Way	590	415	70%
Rancho de la Nacion	464	386	83%
TOTAL	5,829	4,439	77%

* FRPM – Free or reduced meals

Option 4: Alternative criteria for identifying disadvantaged communities: **N/A**

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



- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

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

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

100% of the funds requested will be expended in the disadvantaged community. National City is one of the lowest income areas within San Diego County. The median income in National City is approximately 30% lower than the County median income and 38% lower than the State of California median income according to the 2009-2013 American Community Survey (<http://factfinder2.census.gov>). The community is also among the 25% most disadvantaged in the State according to the CalEnviroScreen scores. The Sweetwater River Bikeway Connections/30th Street Bicycle Facilities Improvement project will provide nearly one mile of Class II and Class III bicycle facilities which will create a connection between the eastern side of the City with the western side of the City.

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.

Vehicle ownership is low in National City. According to the American Community Survey's 2009-2013 estimates, approximately 13.5% of National City households do not have access to a vehicle and 12% of employed residents either bicycle, walk or use public transit to commute to work. SANDAG estimates that an average of 7% of San Diego County's residents commute by bicycle, walking or public transit. At a five minute radius from each school, only 2.6 square miles of National City is walkable to schools. The proposed project will directly connect to the regional Sweetwater River Bikeway, a major east-west Class I bikeway located along the southern boundary of National City. The project will also complete a portion of the Regional Mission Valley-Chula Vista Corridor. This project will fill a system gap in the City's local bicycle network by tying bicycle facilities along 30th Street, east of D Avenue, to one of the Sweetwater River Trail access points at 2nd Avenue. The route connects the community to the City of San



Diego on the northern edge of National City and to the regional Sweetwater River Bikeway at the southernmost edge of the City.

Improving access to the Sweetwater River Bikeway is significant for the National City community as the route connects to the Bayshore Bikeway, a north-south regional network that connects National City with Coronado and San Diego to the north and provides access for commuters biking to regional employment centers such as the Unified Port of San Diego and the Naval Station San Diego. The community will benefit by having safer transportation choices and direct access to alternative modes of transportation.



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 proposed bicycle improvements are consistent with the City’s Bicycle Master Plans.

Alternative bike facilities were considered in the development of the Bicycle Master Plan.

Bicycle boxes and bicycle detection were included in the project due to the very low cost to benefit ratio associated with these improvements.

Pedestrian improvements were also considered along 30th Street. These pedestrian improvements added significant project costs. Through meetings with City staff, it was decided that focusing on improvements to the bicycle network would increase the usage of active transportation more than the pedestrian improvements considered. The bicycle network enhancements will have the benefits of increasing active transportation use and create new and enhanced connections to the San Diego Regional Bicycle Network.

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

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

B/C (Total Project Cost): 10.10

B/C (Funds Requested): 10.32

See Exhibit I-6B in Attachment I.

The Benefit-Cost Analysis Tool provided by Caltrans’ Economic Analysis Branch provides a detailed spreadsheet in which we can input specific data about the Active Transportation project. While the majority of the data required, and its accompanying instructions are fairly straightforward there are a few sections of the spreadsheet that could be improved:



- The instructions are clearly organized by box number and cell number, but the worksheets only have the boxes labeled. It would make the process more clear and easy to follow if the line numbers were also labeled within the worksheets.
- Overall, the instructions section was helpful in understanding the format and organization of the spreadsheet, but was lacking in specific direction for line items which left much of the data up for interpretation.



Part B: Narrative Questions

Detailed Instructions for: Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)**

The City of National City is a severely disadvantaged community and requires a grant in order to complete the proposed project. Without grant funds, the proposed bicycle improvements cannot be constructed for the foreseeable future. The City plans on matching \$25,000 of the City funding for the ATP Cycle 2 Grant funds for the proposed project.



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

QUESTION #8

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

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)

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

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

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

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

- Neither corps can participate in the project (0 points) – Email correspondence is provided as Exhibit I-8 in Attachment I.
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

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

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



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

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

The City has successfully administered a number of local, state, and federally funded grant projects over the last five years, including Safe Routes to School Grants. There have been no failures for any of these projects. The City believes that the addition of new, experienced staff as well as software that will allow them to more efficiently implement projects will greatly enhance their ability to deliver grant funded projects. Over the last several years the City has formed strong relationships with stakeholders in the community. Their close working relationship with community organizations will allow the City to develop projects that ultimately satisfy the community and enhance the livability of the City for National City residents.

The City is excited about the opportunity to continue its relationship with Caltrans and the Division of Local Assistance.

- 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

Attachment A

Application Signature Page

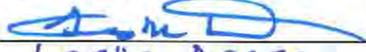


Part C: Attachments Attachment A: Signature Page

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></u>	Date:	<u>06-01-2015</u>
Name:	<u>Leslie Deese</u>	Phone:	<u>619-336-4242</u>
Title:	<u>City Manager</u>	e-mail:	<u>LDeese@nationalcityca.gov</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>

Attachment B

Project Programming Request (ATP-PPR)

ATP PROJECT PROGRAMMING REQUEST

Date: 5/29/2015

Project Information:					
Project Title: Sweetwater River Bikeway Connections/30th Street Bikeway					
District	County	Route	EA	Project ID	PPNO
11	San Diego	VAR			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				25				25
PS&E				165				165
R/W					50			50
CON						914		914
TOTAL				190	50	914		1,154

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)				25				25	
PS&E				165				165	
R/W					50			50	
CON						889		889	
TOTAL				190	50	889		1,129	
									*CON budget includes construction administration and construction management (15% of construction funds)

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									
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									
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									
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									
R/W									
CON									
TOTAL									

ATP PROJECT PROGRAMMING REQUEST

Date: 5/29/2015

Project Information:					
Project Title: Sweetwater River Bikeway Connections/30th Street Bikeway					
District	County	Route	EA	Project ID	PPNO
11	San Diego	VAR			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

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

Fund No. 3:	City Match								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									City of National City
PS&E									Notes:
R/W									
CON						25		25	
TOTAL						25		25	

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									

Attachment C

Engineer's Checklist

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

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: MBC
 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: MBC
 a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
 b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
 c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
 d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.
7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: _____
 N/A 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: MBC
 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): Capuzzi, Matthew

Title: Project Manager

Engineer License Number C 69815

Signature: Matthew Capuzzi

Date: 5/25/15

Email: matt.capuzzi@kimley-horn.com

Phone: 619-744-0122

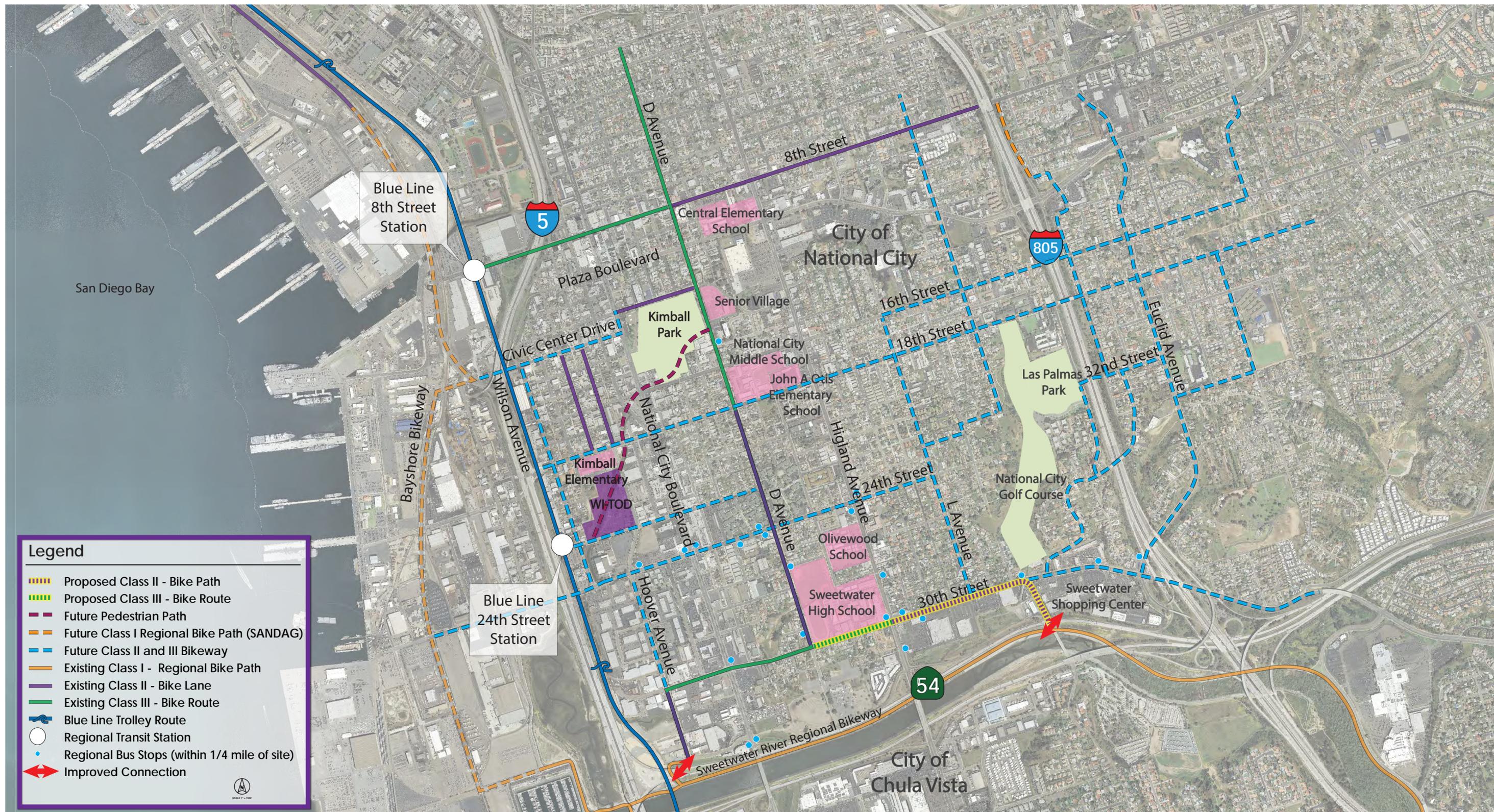
Engineer's Stamp:



Attachment D

Project Location Map

Location Map

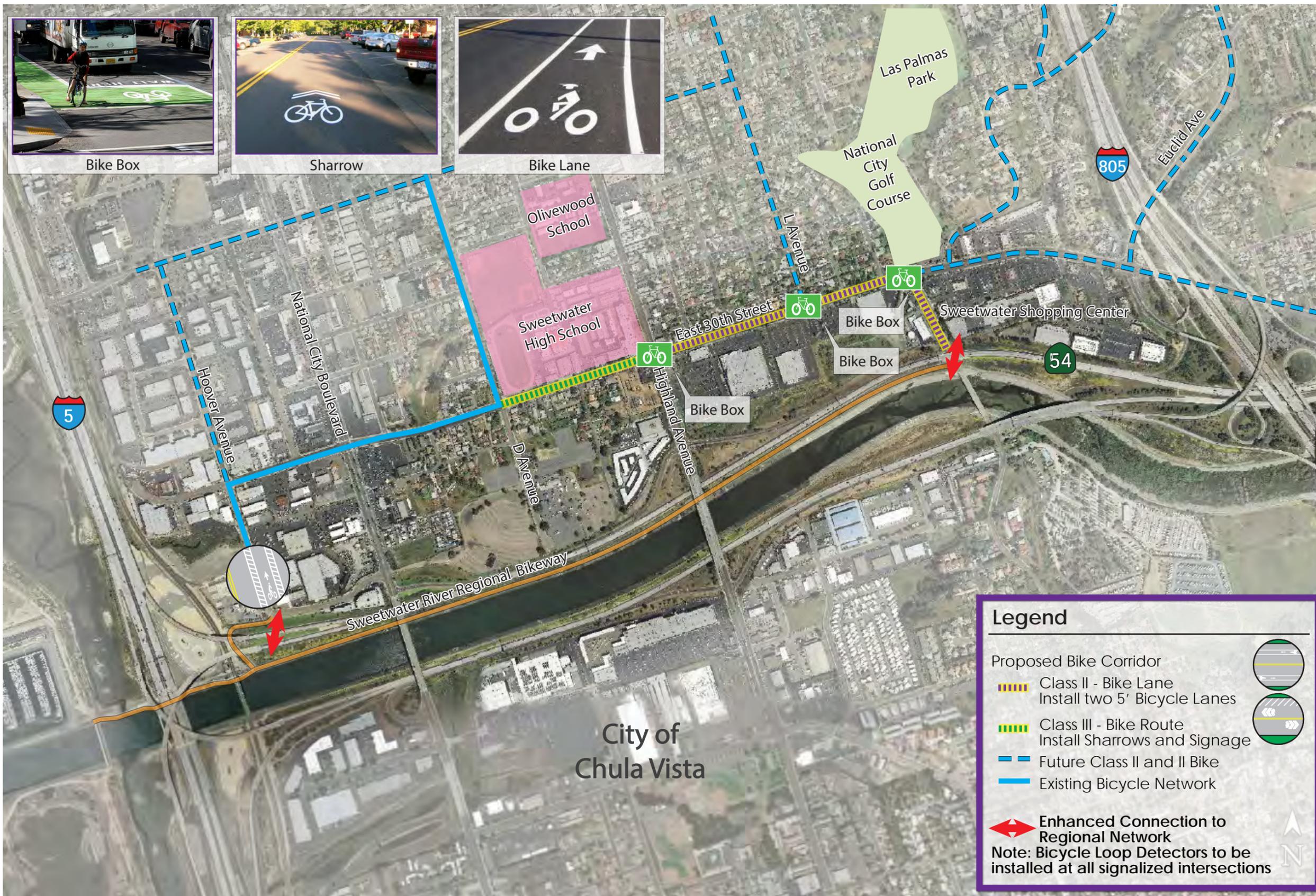


Sweetwater/30th Street Bike Way Improvements

Attachment E

Project Map/Plans

Project Map

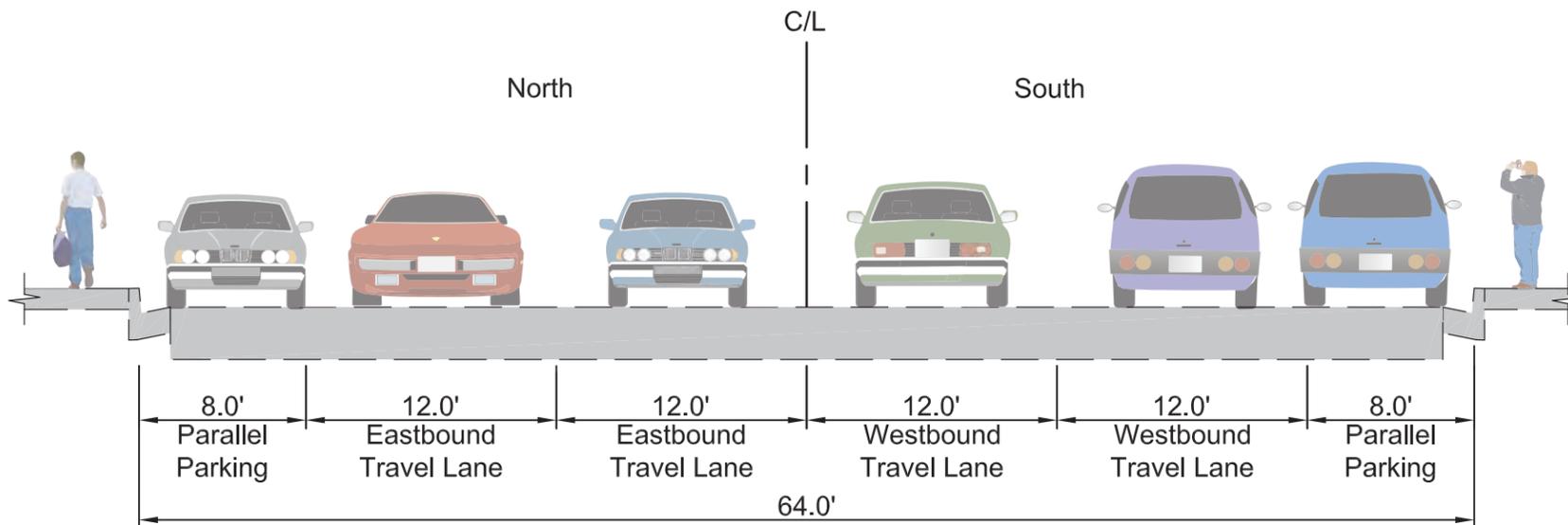


Sweetwater/30th Street Bike Way Improvements

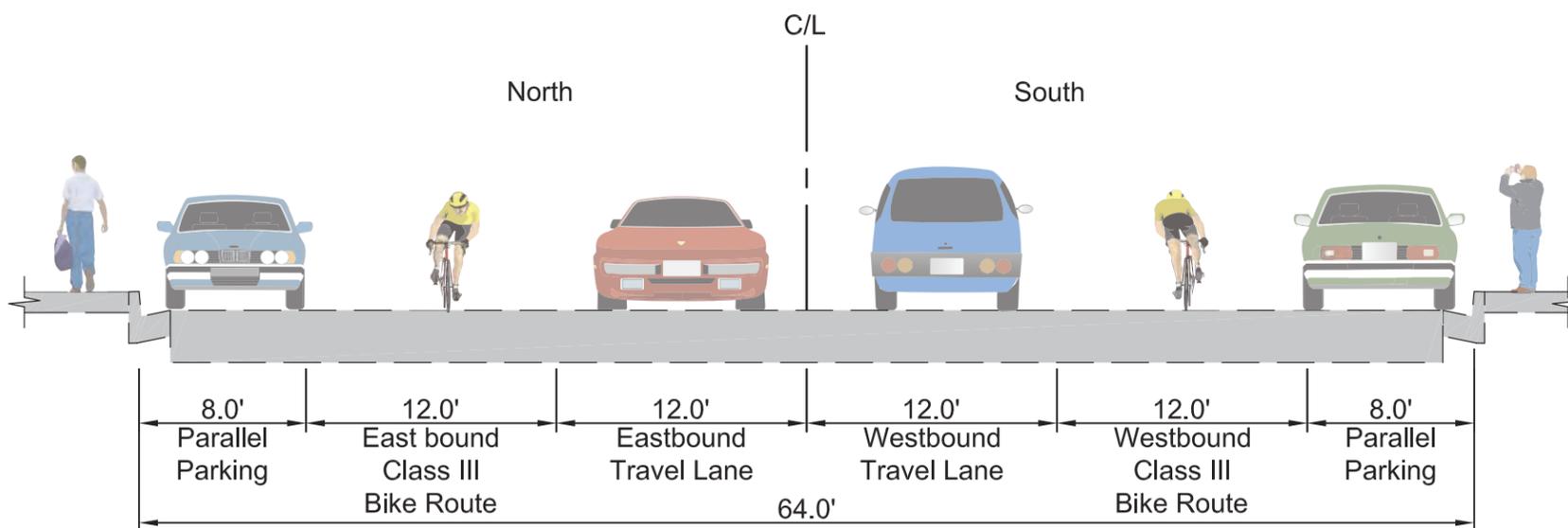


Typical Sections

30th Street - D Avenue to Highland Avenue



Existing Section



Proposed Section



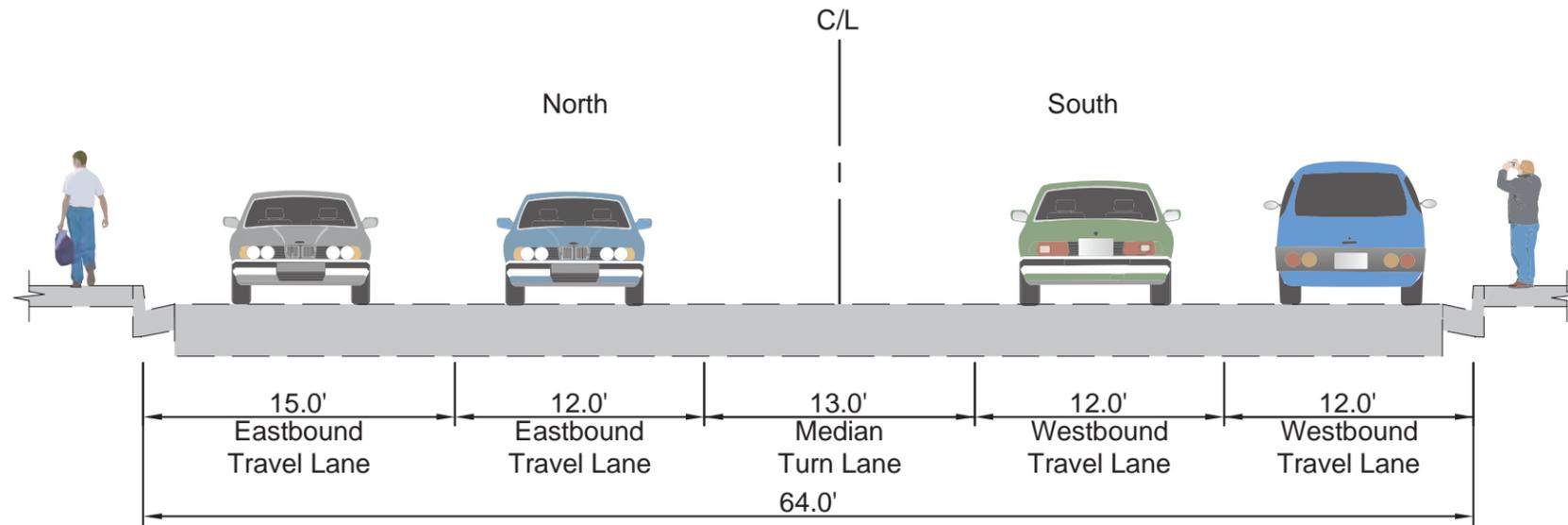
Existing Conditions (Looking East)



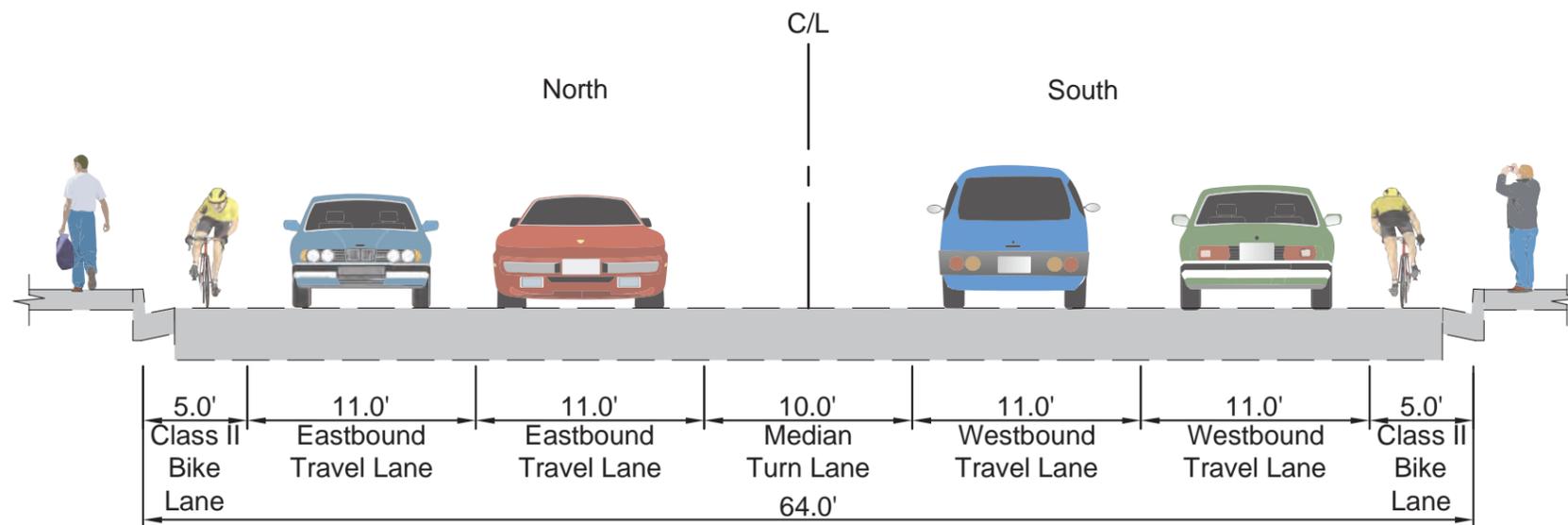
Existing Conditions (Looking West)

Typical Sections

30th Street - Highland Avenue to 2nd Avenue



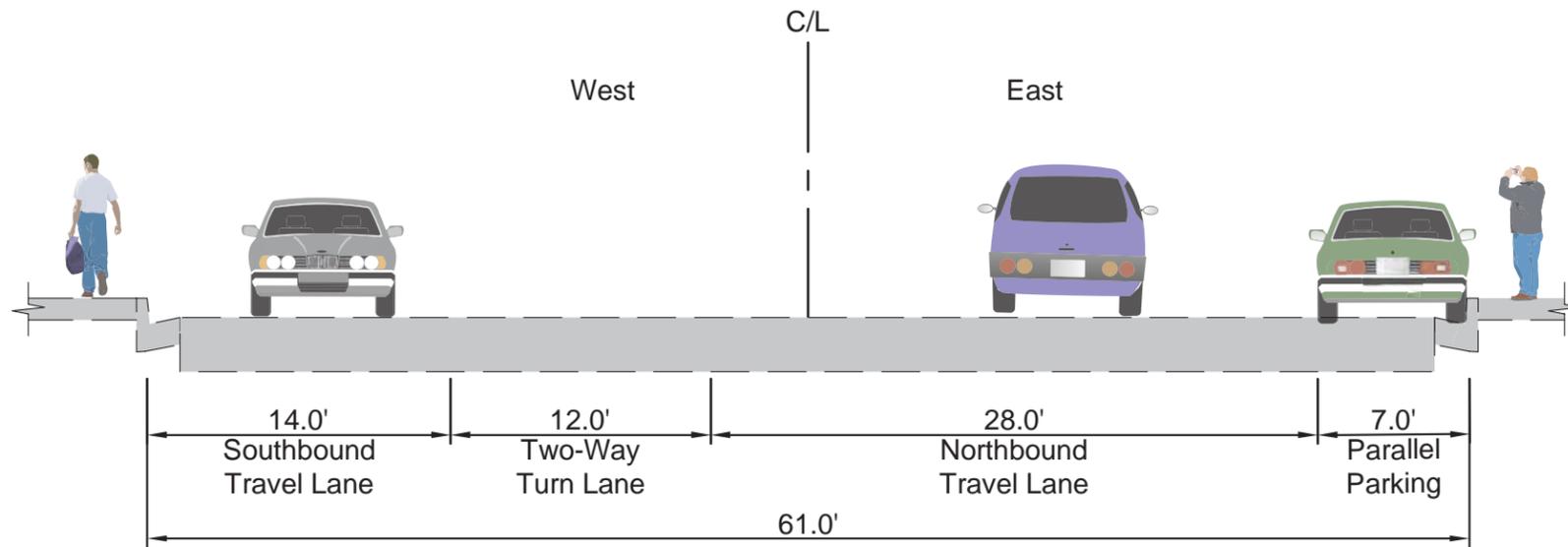
Existing Conditions (Looking East)



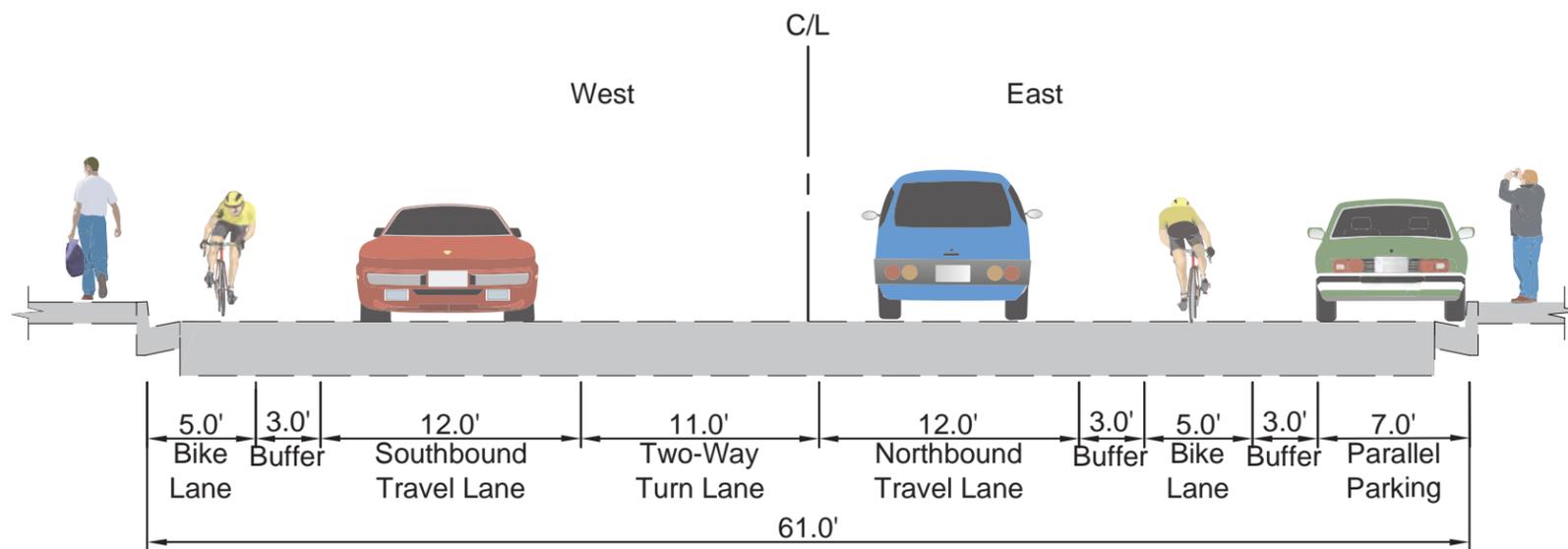
Existing Conditions (Looking West)

Typical Sections

2nd Avenue - 30th Street & Sweetwater (Section 1)



Existing Section



Proposed Section



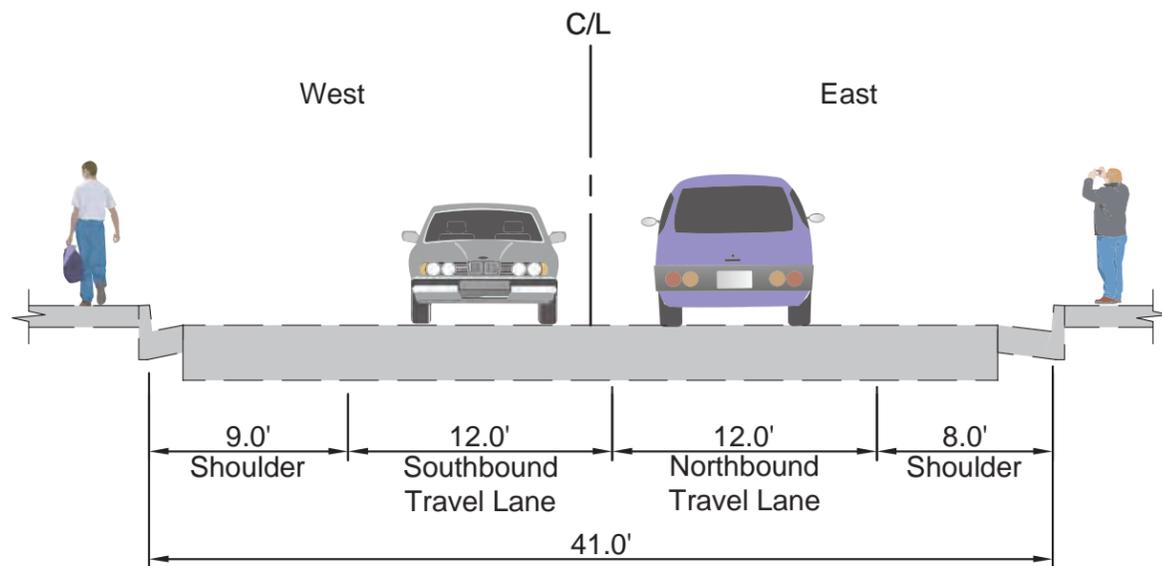
Existing Conditions (Looking North)



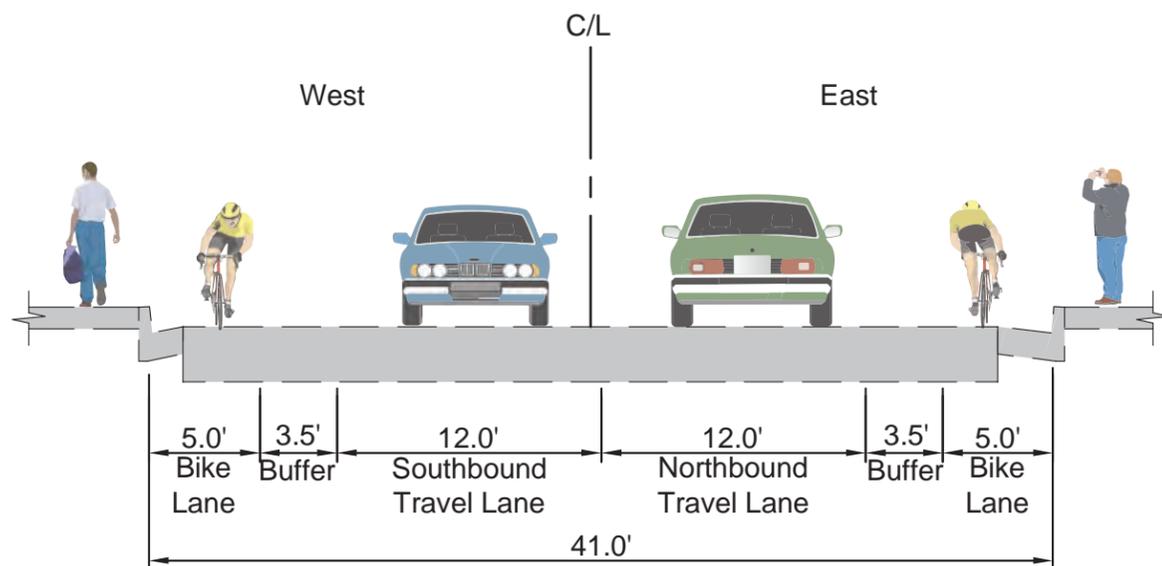
Existing Conditions (Looking South)

Typical Sections

2nd Avenue - 30th Street & Sweetwater (Section 2)



Existing Section



Proposed Section



Existing Conditions (Looking North)



Existing Conditions (Looking South)

Attachment F

Photos of Existing Conditions



**National City – Sweetwater River Bikeway Connections/30th Street
Bicycle Facility Improvements**

Photo taken at Sweetwater River Bikeway Connection at 2nd Avenue.



**National City – Sweetwater River Bikeway Connections/30th Street
Bicycle Facility Improvements**

Photo taken at the Sweetwater Bikeway Connection at 2nd Avenue.



**National City – Sweetwater River Bikeway Connections/30th Street
Bicycle Facility Improvements**

Photo taken at the Sweetwater River Bikeway Connection at Hoover
Avenue.



**National City – Sweetwater River Bikeway Connections/30th Street
Bicycle Facility Improvements**

Photo taken at the Sweetwater River Bikeway at Hoover Avenue.



**National City – Sweetwater River Bikeway Connections/30th Street
Bicycle Facility Improvements**

Photo taken at the Sweetwater River Bikeway Connection at Hoover
Avenue.



**National City – Sweetwater River Bikeway Connections/30th Street
Bicycle Facility Improvements**

Photo taken at the 18th Street and D Avenue Intersection.

Attachment G

Project Estimate

Detailed Engineer's Estimate and Total Project Cost

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

Project Information:

Agency:	National City		
Application ID:	11-National City-5	Prepared by:	National City
		Date:	5/29/2015
Project Description:	Class II and Class III bicycle facilities and enhanced access to the regional Sweetwater River Bikeway		
Project Location:	30th Street, Second Avenue, and the Sweetwater River Bikeway entrance points in National City, CA		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization	1	LS	\$30,000.00	\$30,000	100%	\$300						
2	Clearing and Grubbing	1	LS	\$14,000.00	\$14,000	100%	\$140						
3	Emulsion Aggregate Slurry (Type II)	20700	SY	\$6.00	\$124,200	100%	\$1,242						
4	Water Pollution Control	1	LS	\$5,000.00	\$5,000	100%	\$50						
5	Signing and Striping	1	LS	\$55,000.00	\$55,000	100%	\$550						
6	Traffic Control	1	LS	\$10,000.00	\$10,000	100%	\$100						
7	4" Concrete Sidewalk (Type G-7)	300	SF	\$6.50	\$1,950	100%	\$20						
8	Concrete Curb Ramp (All Types)	4	EA	\$2,000.00	\$8,000	100%	\$80						
9	Asphalt Concrete Pavement	220	TN	\$140.00	\$30,800	100%	\$308						
10	Water Quality Control Basins	1	LS	\$105,000.00	\$105,000	100%	\$1,050						
11	Furnish and Install Trailhead Signage	2	EA	\$4,000.00	\$8,000	100%	\$80						
12	Furnish and Install Trash Can/Recycling Bin	4	EA	\$2,500.00	\$10,000	100%	\$100						
13	Furnish and Install Bench	6	EA	\$3,000.00	\$18,000	100%	\$180						
14	Replace Damaged Fencing	1445	LF	\$75.00	\$108,375	100%	\$1,084						
15	Lighting and Electrical	1	LS	\$95,000	\$95,000	100%	\$950						
16													
Subtotal of Construction Items:					\$623,325		\$6,233						
Construction Item Contingencies (% of Construction Items): Enter in the cell to the right				25.00%	\$155,831								
Total (Construction Items & Contingencies) cost:					\$779,156								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 25,000		
Plans, Specifications and Estimates (PS&E):	\$ 165,000		
Total PE:	\$ 190,000	24.39%	25% Max
Right of Way (RW)			
Right of Way Engineering:	\$ 50,000		
Acquisitions and Utilities:	\$ -		
Total RW:	\$ 50,000		
Construction (CON)			
Construction Engineering (CE):	\$ 135,000	14.77%	15% Max
Total Construction Items & Contingencies:	\$779,156		
Total CON:	\$ 914,156		
Total Project Cost Estimate:		\$ 1,154,156	

Attachment I

Narrative Questions Backup Information

Exhibit I-SC2

SANDAG 2050 Regional Transportation Plan – Selected
Pages



Our Region. Our Future.

2050 Regional Transportation Plan

October 2011



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San Diego, CA 92101 • (619) 699-1900

sandag.org
[facebook.com/SANDAGregion](https://www.facebook.com/SANDAGregion)

Chapter 2

A Vision for Mid-Century: Welcoming More People While Improving the Quality of Life for All

Chapter Contents

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2050 Regional Transportation Plan

The 2050 RTP is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so it meets the diverse mobility needs of our changing region through 2050.

The 2050 Regional Transportation Plan (RTP or the Plan) is the blueprint for keeping pace with the mobility and sustainability challenges in our growing region. Meeting our region's transportation needs requires a comprehensive plan that coordinates how we use land and how we get around. In short, the Plan develops an integrated, multimodal transportation system. This long-range Plan is built on a set of integrated public policies, strategies, and investments to maintain, manage, and improve the transportation system so it meets the diverse mobility needs of our changing region through 2050. The Plan's vision for transportation supports our region's comprehensive strategy to promote smarter, more sustainable growth.

A New Mandate and New Opportunities for a Better Future: How We'll Get to Work and School, Shop, and Play

The 2050 RTP contains a robust transportation network, with a diversity of projects that will provide residents and visitors with a variety of travel choices. The regional transportation network, in conjunction with

how local jurisdictions develop land, will provide additional opportunities for walking, biking, getting to work, going to school, shopping, and playing. This Plan, more than previous ones, improves our region's public transit network. It provides more transit choices for today's and tomorrow's riders by improving the existing system and by introducing new access to more areas.

Assembly Bill 32, Senate Bill 375, and the State's Goals for Reducing Greenhouse Gas Emissions

In 2006, the California Legislature passed and former Governor Arnold Schwarzenegger signed into law Assembly Bill 32 (AB 32), which requires California to lower statewide greenhouse gas emissions to 1990 levels by 2020. The bill directed the California Air Resources Board (CARB) to develop specific early actions to reduce greenhouse gas emissions, and to establish a scoping plan that identifies the best ways to reach the 2020 mandate. In 2008, Senate Bill 375 (SB 375) was signed into law. It supports the implementation of AB 32 by encouraging planning practices that create sustainable communities. SB 375 also charged CARB with setting regional targets for reducing greenhouse gas emissions by the years 2020 and 2035. Each of the California Metropolitan Planning Organizations (MPOs) also must prepare a Sustainable Communities Strategy (SCS) that demonstrates how their regions will meet their goals for reducing greenhouse gas emissions from automobiles and light trucks. Central to our region's SCS are explanations for how our region will grow while improving the quality of life.



A Vision for Mid-Century: The 2050 RTP Vision

The Board of Directors for the San Diego Association of Governments (SANDAG) began developing the 2050 RTP by adopting a vision statement, goals, and policy objectives.

The vision describes a transportation system that:

- Supports a prosperous economy
- Promotes a healthy and safe environment, which includes climate change protection
- Provides a higher quality of life for all San Diego County residents

The transportation system should better link jobs, homes, and major activity centers by enabling more people to use transit, walk, and bike. The system also should efficiently transport goods. Overall, it should provide fast, convenient, and effective transportation choices for all people.

The 2050 RTP goals are structured into two overarching themes: Quality of Travel & Livability, and Sustainability. Quality of Travel & Livability relates to how the transportation system functions from the customers' perspective. Sustainability relates to making progress simultaneously in each of the Three "Es" (Social Equity, Healthy Environment, and Prosperous Economy) from a regional perspective. The SANDAG Board of Directors discussed these goals during the development of the 2050 RTP, and it considered them all related and equally important.

Quality of Travel & Livability

Mobility: The transportation system should provide the general public and those who move goods with convenient travel options. The system also should operate in a way that maximizes productivity. It should reduce the

time it takes to travel and the costs associated with travel.

Reliability: The transportation system should be reliable. Travelers should expect relatively consistent travel times, from day to day, for the same trip and mode of transportation.

System Preservation & Safety: The transportation system should be well maintained to protect the public's investments in transportation. It also is critical to ensure a safe regional transportation system.

Sustainability

Sustainability is defined in the Regional Comprehensive Plan as "simultaneously meeting our current economic, environmental, and community needs, while also ensuring that we aren't jeopardizing the ability of future generations to meet their needs." Social equity, a healthy environment, and a prosperous economy are described as the "Three Es" of sustainability.

Social Equity: The transportation system should be designed to provide an equitable level of transportation services to all segments of the population.

Healthy Environment: The transportation system should promote environmental sustainability and foster efficient development patterns that optimize travel, housing, and employment choices. The system should encourage growth away from rural areas and closer to existing and planned development.

Prosperous Economy: The transportation system should play a significant role in raising the region's standard of living.

Policy objectives that will help the region achieve the Plan's goals are shown in Table 2.1.

The vision describes a transportation system that:

Supports a prosperous economy

Promotes a healthy and safe environment, which includes climate change protection

Provides a higher quality of life for all San Diego County residents

Measuring the Plan's Success

A number of performance measures are used to allow us to gauge our progress toward meeting the Plan's policy goals and objectives. Technical Appendix 3 includes the methodology for estimating these performance indicators. The performance of the Revenue Constrained Network is compared with 2008 conditions (which is the base year for the 2050 RTP and reflects the start of the 42-year period covered by the growth forecast), and with a future scenario that assumes projected increases in population and employment in 2050 but no additional expansion of the regional transportation network (a No Build alternative), as shown in Table 2.2. Due to differences in requirements, there are different base years for the RTP and the Environmental Impact Report (EIR). The 2005 base year for analysis of meeting the greenhouse gas reduction targets was set by CARB. The 2010 baseline year for the EIR is pursuant to California Environmental Quality

Act (CEQA) Guidelines, which state that the EIR must include a description of the environmental conditions at the time the notice of preparation (NOP) was published. The NOP was published in April 2010.

The Plan vs. No Build

Compared with the 2050 No Build alternative, the Plan would result in a transportation network that improves travel conditions and air quality, while also promoting an equitable distribution of benefits.

With the implementation of the Plan, trips to work and to colleges and universities will be quicker and more efficient. A higher percentage of these trips will last no more than 30 minutes, even during peak periods of demand when most people are commuting. Seven out of ten trips are expected to take 30 minutes or less, whether driving alone or carpooling. About 14 percent of public transit trips to work and higher education will last 30 minutes or less, compared with only 8 percent under the No Build alternative.



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

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

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

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

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

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

Exhibit I-1A.1

Riding to 2050: San Diego Regional Bike Plan– Selected
Pages

SAN DIEGO REGIONAL BICYCLE PLAN

Riding to 2050



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5 Air Quality Benefits of Regional Bicycle Network Implementation

This chapter discusses the potential air quality benefits associated with increasing bicycle use. Section two of this Plan’s introduction summarizes several issue areas that are positively impacted by the Plan’s implementation including environmental, public health, economic, community and quality of life, and safety benefits. Collectively these benefits can have a profound influence on the existing and future quality of life in the San Diego region.

One of the primary reasons for developing the Plan is to maximize the number of bicycle commuters in order to help achieve transportation goals such as providing an alternative to driving, and reducing traffic congestion and air pollution. Local and national statistics are used as a basis for estimating the benefits of an improved and expanded regional bicycle network in San Diego. The national statistics are derived from the 2000 U.S. Census and SANDAG forecasts.

5.1 Current System Usage

Understanding how many people bike in the San Diego region is important to developing a baseline against which to measure success and is also vital information for grant applications. This section presents bicycle system usage estimates developed through application of Census data on commuter mode shares to San Diego County.

A primary data source for estimating biking rates is the United States Census and the American Community Survey. Journey to work data was obtained from the 2006 American Community Survey for San Diego County, California, and the United States for comparison. **Table 5.1** displays journey to work data. As shown, approximately 0.6% of San Diego County journey-to-work trips are by bicycle. This is less than the state as a whole.

Table 5.1
Journey to Work Data

Mode	United States	California	San Diego County
Bicycle	0.5%	0.8%	0.6%
Car, Truck or Van – Drive Alone	76.0%	73.0%	80.1%
Car, Truck or Van – Carpool	10.7%	12.4%	11.5%
Public Transit	4.8%	5.0%	3.3%
Walked	2.9%	2.7%	2.9%
Other Means	5.1%	6.1%	1.1%

Source: 2006 American Community Survey

This data is likely an underestimate of the true amount of biking in the county. Census data does not account for the number of people who bicycle for recreation or for utilitarian purposes, students traveling to school, or commuters who travel from outside of the county. Census data also only reflects a person's predominant commute mode and does not count non-motorized trips that are part of a multimodal trip, for example a person who walks or bicycles to a transit station.

5.2 Potential Future Usage and Air Quality Benefits

According to the San Diego County Air Pollution Control District, the monitoring agency of the San Diego Area Basin's air quality, the San Diego region does not currently meet the federal or State eight-hour average ozone standards nor does it meet the stringent State particulate matter (PM10) fine particle standards. In the San Diego region, passenger vehicles are the largest source of air pollution and greenhouse gases (about 41% of the total) that contribute to climate change. By making bicycle travel a safe and functional option for everyday trips to work, school, and shops, the regional bicycle network can help the region improve air quality.

The Climate Action Strategy, SANDAG's guide for addressing climate change, identifies measures that reduce total miles of vehicle travel as one of three potential approaches to reducing greenhouse gas emissions from passenger vehicles. Measures to increase bicycle trips, including implementation of the Plan, are one of several potential policy options to reduce vehicle miles traveled that can help SANDAG reduce greenhouse gas emissions in the 2050 RTP and comply with Senate Bill 375 (Steinberg 2008).

According to Census 2000 trip to work data, the San Diego region's bicycling mode share is 0.6%. This mode share is significantly lower than the actual mode share because it doesn't include people bicycling to school or to transit. By supplementing Census data with estimates of bicycle mode share for students and transit riders, this plan estimates that the actual current number of daily bicycle commuters in San Diego County is closer to 76,037 riders, making 152,075 daily trips and saving an estimated 46,918 VMTs per weekday. The calculations behind this estimate are described below and outlined in Table 5.2.

Table 5.2 quantifies the estimated increase in cyclists and resulting reduction in VMTs in the San Diego region by 2030. It is predicted that progress on implementing the Plan could increase the total number of work and school bicycle commuters from the current estimate of 76,037 (2.7% mode share) to 280,031 (7.0% mode share). Table 5.2 shows the assumptions and calculations applied to generate these estimates. The 7.0%

mode share would result in an estimated decrease of 8,410 pounds/year of particulate matter (PM10 and PM2.5), 1,132,456 pounds/year of hydrocarbons, and 307,261,855 pounds/year of carbon dioxide (CO2). Predicted increases in cycling are based on increases in cycling on newly built bikeways in San Francisco, California; Portland, Oregon; and Seattle, Washington.¹⁶

¹⁶ San Francisco saw 61% corridor increase at 20% network completion, translating to 305% adjusted increase. Portland saw 137% corridor increases at 50% system completion, translating to 274% adjusted increase. Seattle saw 90% corridor increase at 35% system completion, translating to 257% adjusted increase. This translates into an average 279% increase upon system completion. Adjusted increase reflects the projected amount of bicycling that will occur when the system is completed, based on studies of communities with completed or nearly completed bikeway systems. Corridor increases refers to the average increase in bicycling in the corridors in each city, before and after bikeways were installed. System completion refers to the percent completion of the citywide bikeway network in each city.

Table 5.2
Bicycle Commute and Air Quality Projections

Current Commuting Statistics		Source/Calculation
San Diego County Population	2,813,833	2000 US Census
Number of Employed Persons	1,299,503	2000 US Census
Bicycle-to-Work Mode Share	0.6%	2000 US Census
Number of Bicycle Commuters	7,797	Employed persons multiplied by bike-to-work mode share
Work-at-Home Mode Share	4.4%	2000 US Census
Estimated Work-at-Home Bicycle Commuters	28,589	Assumes 50% of population working at home makes at least one bicycle trip per day.
Transit to Work Mode Share	3.3%	2000 US Census
Estimated Transit Bicycle Commuters	10,721	Assumes 25% of transit riders access transit by bicycle.
School Children Grades K-8	190,814	2000 US Census
Estimated School Children Bicycling Mode Share	2.0%	National Safe Routes to School surveys (2003)
Estimated School Bicycle Commuters	3,816	Calculated from above
Number of College Students in Region	251,140	2000 US Census
Estimated College Student Bicycling Mode Share	10.0%	National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university communities (10%)
Estimated College Bicycle Commuters	25,114	Calculated from above
Adjusted Current Commuting Statistics		Source/Calculation
Adjusted Current Estimated Mode Share	2.7%	Mode share including bike-to-work, school, and college bicycle commuters.
Adjusted Current Estimated Total Number of Daily Bicycle Commuters	76,037	Total of bike-to-work, transit, school, and college bicycle commuters. Does not include recreation or utilitarian.
Adjusted Current Estimated Total Daily Bicycle Trips	152,075	Total bicycle commuters x 2 (for round trips)
Reduced Vehicle Trips per Weekday	46,918	Assumes 73% of bicycle trips replace vehicle trips for adults/college students and 53% for school children Based on survey results from 10 California cities conducted by Alta between 1990 and 1999, L.A. Countywide Policy Document survey (1995), and National Bicycling & Walking Study, FHWA, 1995.
Reduced Vehicle Miles per Weekday	361,183	Assumes average round trip travel length of 8 miles for adults/college students and 1 mile for schoolchildren
Reduced Vehicle Miles per Year	94,268,794	Calculated from above
Current Air Quality Benefits		Source/Calculation
Reduced Hydrocarbons (pounds/year)	282,645	1.36 grams per reduced mile (Emissions rates from EPA report 420-F-05-022, 2005.)
Reduced PM10 (pounds/year)	1,081	0.0052 grams per reduced mile (Emissions rates from EPA report 420-F-05-022, 2005.)
Reduced PM2.5 (pounds/year)	1,018	0.0049 grams per reduced mile (Emissions rates from EPA report 420-F-05-022, 2005.)
Reduced NOX (pounds/year)	197,436	.95 grams per reduced mile (Emissions rates from EPA report 420-F-05-022, 2005.)
Reduced CO (pounds/year)	2,577,056	12.4 grams per reduced mile (Emissions rates from EPA report 420-F-05-022, 2005.)
Reduced CO2 (pounds/year)	76,688,206	369 grams per reduced mile (Emissions rates from EPA report 420-F-05-022, 2005.)

(Continued on next page)

Table 5.2, Continued
Bicycle Commute and Air Quality Projections

Estimated Future Bicycle Commuting Statistics		Source/Calculation
2030 San Diego County Population	3,984,753	SANDAG 2030 Population Forecast
Future Employed Population Estimate	1,913,822	SANDAG 2030 Employment Population Forecast
Adjusted Future Estimated Mode Share	7.0%	Estimate of the potential mode share based on other jurisdictions experiences with system development.
Future Total Number of Bicycle Commuters	280,031	Total bike-to-work, school, college, and work-at-home biking trips. Does not include recreation.
Future Total Daily Bicycle Trips	560,062	Future daily bicycle commuters x 2
Future Reduced Vehicle Trips per Weekday	189,035	Assumes 73% of bicycle trips replace vehicle trips for adults/college students and 53% for school children
Future Reduced Vehicle Miles per Weekday	1,447,130	Assumes average round trip travel length of 8 miles for adults/college students and 1 mile for schoolchildren
Future Reduced Vehicle Miles per Year	377,700,902	Calculated from above
Future Air Quality Benefits		Source/Calculation
Reduced Hydrocarbons (pounds/year)	1,132,456	1.36 grams per reduced mile (Emissions rates from EPA report 420-F-05-022, 2005.)
Reduced PM10 (pounds/year)	4,330	0.0052 grams per reduced mile (Emissions rates from EPA report 420-F-05-022, 2005.)
Reduced PM2.5 (pounds/year)	4,080	0.0049 grams per reduced mile (Emissions rates from EPA report 420-F-05-022, 2005.)
Reduced NOX (pounds/year)	791,054	.95 grams per reduced mile (Emissions rates from EPA report 420-F-05-022, 2005.)
Reduced CO (pounds/year)	10,325,331	12.4 grams per reduced mile (Emissions rates from EPA report 420-F-05-022, 2005.)
Reduced CO2 (pounds/year)	307,261,855	369 grams per reduced mile (Emissions rates from EPA report 420-F-05-022, 2005.)

Notes: Sources as noted in the table.

Exhibit I-1A.2

National City Bicycle Master Plan – Selected Pages



National City Bicycle Master Plan

National City, California



4. Needs and Demand Analysis

This section presents an estimate of current and potential bicycling demand in National City based on bicycle commute statistics and an assessment of population characteristics and land uses associated with higher rates of bicycling activity. Estimating how many people currently bicycle provides an indication of current system usage and establishes a baseline against which to measure progress. This section also identifies network gaps and roadway characteristics that serve as barriers to bicycling. Assessing demand and deficiencies is critical to identifying where facilities should be constructed or improved.

The data utilized in this analysis derives from four sources: US Decennial Census (2000), US American Community Survey Census (2006-2008), SANDAG GIS shapefiles (2006, 2008, and 2009), and California Statewide Integrated Traffic Records System (SWITRS) (2002-2008). Each table and map contained in this section notes the specific source(s) and date of the data presented.

4.1 Bicycle Commuter Estimates

United States Census “Commuting to Work” data provides an indication of current bicycle system usage. A major objective of any bicycle facility enhancement or encouragement program is to increase the “bicycle mode split” or percentage of people who choose to bike rather than drive alone. Table 4-1 presents commute to work data estimates reported by the 2006-2008 US Census American Community Survey for the City of National City and, for comparative purposes, the United States, California, and County of San Diego.

Table 4-1: Means of Transportation to Work Data

Mode	United States	California	San Diego County	National City
Bicycle	0.5%	0.9%	0.6%	0.6%
Drove Alone – car, truck or van	75.8%	72.9%	74.7%	60.7%
Carpool - car, truck or van	10.6%	12.0%	10.9%	14.0%
Transit	4.9%	5.2%	3.4%	6.9%
Walked	2.8%	2.8%	3.0%	3.7%
Other Means	1.4%	1.4%	1.3%	1.6%
Worked at Home	4.0%	4.8%	6.1%	12.5%
Total	100%	100%	100%	100%

Source: U.S. Census Bureau, 2006-2008 American Community Survey

According to the estimates shown in Table 4-1, 0.6 percent of National City residents commute predominately by bicycle. This estimated bicycle mode share is consistent with the county estimate, slightly lower than the state estimate and slightly higher than the national estimate. However, it is important to note that this figure likely underestimates the true amount of bicycling that occurs in National City for several reasons. First, data reflects respondents’ dominant commute mode and therefore does not capture trips to school, for errands, or other bike trips that would supplant vehicular trips. Also, US Census data collection methods only enable a respondent to select one mode of travel, thus excluding bicycle trips if they constitute

part of a longer multimodal trip. In National City where there are a substantial percentage of transit commuters, bicycle commuting may be considerably underestimated if a significant number of people bicycle to and from transit stops as a part of their commute. Also, National City has a relatively low drive alone mode share, with transit use, walking, and working at home comprising greater proportions of the total working population compared to the region, state, and country, which is an indication of potential bicycle demand.

4.2 Bicycle Demand and Air Quality Benefits Analysis

This section presents an adjusted estimate of current bicycling levels within the City of National City using SANDAG and US Census data along with several adjustments for likely bicycle commuter underestimations, as discussed above. This section also presents forecasted future bicycle ridership for the planning area along with forecasted trip reduction and air quality benefits. Table 4-2 presents estimates of current demand and corresponding air quality benefits. Table 4-3 presents forecasted demand and corresponding air quality benefits for the year 2030.

Table 4-2: Current Demand and Air Quality Benefits Estimates

Variable	Figure	Source
Current Commuting Statistics		
Existing study area population	56,522	2006-2008 American Community Survey, B0801 3-Year Estimates
Existing employed population	21,598	2006-2008 American Community Survey, B0801 3-Year Estimates
Existing bike-to-work mode share	0.6%	2006-2008 American Community Survey, B0801 3-Year Estimates
Existing number of bike-to-work commuters	130	Employed persons multiplied by bike-to-work mode share
Existing work-at-home mode share	12.5%	2006-2008 American Community Survey, S0801 3-Year Estimates
Existing number of work-at-home bike commuters	675	Assumes 25% of population working at home makes at least one daily bicycle trip
Existing transit-to-work mode share	6.9%	2006-2008 American Community Survey, S0801 3-Year Estimates
Existing transit bicycle commuters	373	Employed persons multiplied by transit mode share. Assumes 25% of transit riders access transit by bicycle. Metro Bus and Rail On-Board Surveys, 2001
Existing school children, ages 6-14 (grades K-8)	6,895	2006-2008 American Community Survey, S0801 3-Year Estimates
Existing school children bicycling mode share	2.0%	National Safe Routes to School surveys, 2003.
Existing school children bike commuters	138	School children population multiplied by school children bike mode share
Existing number of college students in study area	2,481	2006-2008 American Community Survey, B14001 3-Year Estimates
Existing estimated college bicycling mode share	10.0%	Review of bicycle commute share in seven university communities (source: National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995).
Existing college bike commuters	248	College student population multiplied by college student bicycling mode share

Variable	Figure	Source
Existing total number of bike commuters	1,563	Total bike-to-work, school, college and utilitarian bike trips. Does not include recreation.
Total daily bicycling trips	3,126	Total bicycle commuters x 2 (for round trips)
Current Estimated VMT Reductions		
Reduced Vehicle Trips per Weekday	842	Assumes 73% of bicycle trips replace vehicle trips for adults/college students and 53% for school children
Reduced Vehicle Trips per Year	219,632	Reduced number of weekday vehicle trips multiplied by 261 (weekdays in a year)
Reduced Vehicle Miles per Weekday	3,915	Assumes average round trip travel length of 5 miles for adults/college students and 1 mile for schoolchildren
Reduced Vehicle Miles per Year	1,021,859	Reduced number of weekday vehicle miles multiplied by 261 (weekdays in a year)
Current Air Quality Benefits Estimates		
Reduced Hydrocarbons (pounds/weekday)	12	Daily mileage reduction multiplied by 1.36 grams per reduced mile
Reduced PM10 (pounds/weekday)	0	Daily mileage reduction multiplied by 0.0052 grams per reduced mile
Reduced PM2.5 (pounds/weekday)	0	Daily mileage reduction multiplied by 0.0049 grams per reduced mile
Reduced NOX (pounds/weekday)	8	Daily mileage reduction multiplied by 0.95 grams per reduced mile
Reduced CO (pounds/weekday)	107	Daily mileage reduction multiplied by 12.4 grams per reduced mile
Reduced CO2 (pounds/weekday)	3,185	Daily mileage reduction multiplied by 369 grams per reduced mile
Reduced Hydrocarbons (pounds/year)	3,064	Yearly mileage reduction multiplied by 1.36 grams per reduced mile
Reduced PM10 (pounds/year)	12	Yearly mileage reduction multiplied by 0.0052 grams per reduced mile
Reduced PM2.5 (pounds/year)	11	Yearly mileage reduction multiplied by 0.0049 grams per reduced mile
Reduced NOX (pounds/year)	2,140	Yearly mileage reduction multiplied by 0.95 grams per reduced mile
Reduced CO (pounds/year)	27,935	Yearly mileage reduction multiplied by 12.4 grams per reduced mile
Reduced CO2 (pounds/year)	831,288	Yearly mileage reduction multiplied by 369 grams per reduced mile
<i>(Emissions rates from EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2005.)</i>		

Table 4-3: Potential Future Demand and Air Quality Benefits Estimates

Variable	Figure	Source
Future Commuting Statistics		
Future study area population	69,306	SANDAG 2030 Regional Growth Forecast
Future employed population	26,483	SANDAG 2030 Regional Growth Forecast
Future bike-to-work mode share	2.0%	Estimate of the potential mode share increase associated with planned/proposed bikeway system improvements
Future number of bike-to-work commuters	530	Employed persons multiplied by bike-to-work mode share
Future work-at-home mode share	12.5%	Estimate based on historic work-at-home population growth (or decline) trends
Future number of work-at-home bike commuters	828	Assumes 50% of population working at home makes at least one daily bicycle trip
Future transit-to-work mode share	10.0%	Estimate of the potential mode share increase (or decrease) associated with planned/proposed bikeway system improvements and transit service improvements/reductions
Future transit bicycle commuters	662	Employed persons multiplied by transit mode share. Assumes 25% of transit riders access transit by bicycle
Future school children, ages 6-14 (grades K-8)	9,875	SANDAG 2030 Regional Growth Forecast
Future school children bicycling mode share	4.0%	Estimate of the potential mode share increase associated with planned/proposed bikeway system improvements
Future school children bike commuters	395	School children population multiplied by school children bicycling mode share
Future number of college students in study area	3,042	Population-based estimate
Future estimated college bicycling mode share	15.0%	Estimate of the potential mode share increase associated with planned/proposed bikeway system improvements
Future college bike commuters	456	College student population multiplied by college student bicycling mode share
Future total number of bicycle commuters	2,871	Total bike-to-work, school, college and utilitarian biking trips. Does not include recreation.
Future total daily biking trips	5,741	Total bike commuters x 2 (for round trips)
Future Vehicle Trips and Miles Reduction		
Reduced Vehicle Trips per Weekday	1,533	Assumes 73% of biking trips replace vehicle trips for adults/college students and 53% for school children
Reduced Vehicle Trips per Year	400,177	Reduced number of weekday vehicle trips multiplied by 261 (weekdays in a year)
Reduced Vehicle Miles per Weekday	6,829	Assumes average round trip travel length of 5 miles for adults/college students and 1 mile for schoolchildren
Reduced Vehicle Miles per Year	1,782,322	Reduced number of weekday vehicle miles multiplied by 261 (weekdays in a year)

Variable	Figure	Source
Future Air Quality Benefits		
Reduced Hydrocarbons (pounds/weekday)	20	<i>Daily mileage reduction multiplied by 1.36 grams per reduced mile.</i>
Reduced PM10 (pounds/weekday)	0	<i>Daily mileage reduction multiplied by 0.0052 grams per reduced mile.</i>
Reduced PM2.5 (pounds/weekday)	0	<i>Daily mileage reduction multiplied by 0.0049 grams per reduced mile.</i>
Reduced NOX (pounds/weekday)	14	<i>Daily mileage reduction multiplied by 0.95 grams per reduced mile.</i>
Reduced CO (pounds/weekday)	187	<i>Daily mileage reduction multiplied by 12.4 grams per reduced mile.</i>
Reduced C02 (pounds/weekday)	5,555	<i>Daily mileage reduction multiplied by 369 grams per reduced mile.</i>
Reduced Hydrocarbons (pounds/year)	5,344	<i>Yearly mileage reduction multiplied by 1.36 grams per reduced mile.</i>
Reduced PM10 (pounds/year)	20	<i>Yearly mileage reduction multiplied by 0.0052 grams per reduced mile.</i>
Reduced PM2.5 (pounds/year)	19	<i>Yearly mileage reduction multiplied by 0.0049 grams per reduced mile.</i>
Reduced NOX (pounds/year)	3,733	<i>Yearly mileage reduction multiplied by 0.95 grams per reduced mile.</i>
Reduced CO (pounds/year)	48,724	<i>Yearly mileage reduction multiplied by 12.4 grams per reduced mile.</i>
Reduced C02 (pounds/year)	1,449,929	<i>Yearly mileage reduction multiplied by 369 grams per reduced mile.</i>
<i>(Emissions rates from EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2005.)</i>		

This model is based on current projections for population growth and reasonable assumptions about future bicycle ridership. As shown, the benefits model predicts that by 2030 the total number of bicycle commuters could increase from the current estimate of 1,563 to 2,871, resulting in a substantial reduction of both Vehicle Miles Traveled (VMT) and associated emissions. This includes a yearly emissions reduction by 2030 of 3,733 pounds of smog forming NOX and 1,449,929 pounds of C02, the principle gas associated with global climate change.

4.3 Bicycle Trip Generators

Bicycle trip generators refer to population characteristics that are correlated with higher bicycling activity levels, such as high population or employment densities or high concentrations of certain sub-populations, such as transit commuters or zero-vehicle households. Population density, measured as the number of persons per acre, is a strong indicator of potential bicycle activity. Generally, higher population densities are associated with more urbanized environments, which tend to support bicycle travel through mixed land uses, interconnected street networks, and shorter trip lengths.

Figure 4-1 displays population density in National City. As shown, the northern and central portions of National City tend to have relatively higher population densities, with many areas having more than 20 persons per acre. These higher densities are partially explained by the presence of Naval Base San Diego, located adjacent to the northwestern portion of the City. Another area with significantly higher population density surrounds D Avenue between 18th Street and 24th Street, an area with multiple schools and

Exhibit I-1B

Riding to 2050: San Diego Regional Bike Plan– Selected
Pages

SAN DIEGO REGIONAL BICYCLE PLAN

Riding to 2050



401 B Street, Suite 800 • San Diego, CA 92101-4231 • (619) 699-1900

Executive Summary

The San Diego Regional Bicycle Plan (Plan) proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in our region. This vision is intended to guide the development of the regional bicycle system through the year 2050.

Planning for a more bicycle friendly region helps to resolve multiple complex and interrelated issues, including, traffic congestion, air quality, climate change, public health, and livability. By guiding the region toward the creation of a substantial regional bicycle network, this plan can affect all of these issue areas, thereby improving existing and future quality of life in the San Diego region.

The Plan outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and frequency of bicycle trips for all purposes, encouraging the development of Complete Streets¹, improving safety for bicyclists, and increasing public awareness and support for bicycling in the San Diego region. The recommendations include bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines. Key recommendations are outlined below.

Bicycle Infrastructure Improvements

The Plan presents an interconnected network of bicycle corridors that would enable residents to bicycle with greater safety, directness, and convenience within and between major regional destinations and activity centers. The regional bicycle network consists of a combination of standard bicycle facilities, including Class I bike paths, Class II bike lanes, and Class III bike routes which are described and depicted in greater detail in Table 3.3. The Plan also proposes two facility types that are not defined as bikeways by the California Department of Transportation (Caltrans) – bicycle boulevards and cycle tracks. These two facility types will serve as demonstration projects to study their potential to provide greater safety and comfort to bicyclists.

¹ Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. – www.completestreets.org

The network selection and classification process included a public outreach program, on-going consultation with the SANDAG Bicycle-Pedestrian Working Group (BPWG), which is comprised of staff members from each of the 19 local jurisdictions, as well as mapping and modeling to refine the network and proposed bicycle facilities. To enhance the utility of the regional bicycle network, this Plan also includes provisions for secure and convenient bicycle parking and support facilities that encourage transportation-based bicycle trips, and enhance access to transit.

Recommended Programs

The Plan describes five categories of bicycle-related programs that are essential facets of the overall bicycle system envisioned for the San Diego region: education, marketing/public awareness programs, encouragement, enforcement, and on-going monitoring. A spectrum of programs is recommended for consideration that will require regional coordination to successfully implement. Recommended programs include a Complete Streets education program, Safe Routes to School programs, a Pilot Smart Trips Program, expanded Bike to Work Month activities, a route identification and way-finding signage program, and an annual bicycling evaluation program.

Goal 4: Support Reductions in Greenhouse Gas Emissions

Support the integration of bicycle related policies and infrastructure improvements that lead to VMT reduction by converting a higher share of total intra and intercommunity trips to bicycle trips.

Goal 5: Increase Community Support for Bicycling

Increase community support for bicycling by supporting programs that raise public awareness about bicycling and encourage more people to bicycle.

2.2 Objectives and Policy Actions

These objectives are the intermediary steps toward attaining the goals of the Plan. The policy actions describe how policy makers and other decision makers will implement the stated objectives.

Objective 1: Improve the connectivity and quality of the regional bicycle network.

Recommended Policy Actions:

- Support bicycle improvement projects that close gaps in the regional bicycle network either by implementing specific projects recommended in the Plan or through other treatments.
- Encourage local government bicycle projects that connect local facilities to the regional bicycle corridors.
- **Promote consistent signage that directs bicyclists to destinations and increases the visibility of the regional bicycle network.**

Objective 2: Provide policy direction and funding to assist local jurisdictions with bicycle planning and project implementation.

Recommended Policy Actions:

- Update the Plan as needed and in coordination with Regional Transportation Plan updates to provide continued direction, chart progress, and to respond to changing circumstances.
- Through the SANDAG Bicycle-Pedestrian Working Group, provide continued guidance on the use of bicycle-friendly designs and innovative treatments through updates to the bicycle design guidelines published in conjunction with the Plan and through other means of communication with local jurisdictions.
- Encourage reallocation of roadway rights-of-way where appropriate to accommodate bicycling and bicycle facilities.

4.3 Encouragement Programs

Encouragement programs are generally characterized by their focus on encouraging people to bicycle more frequently, particularly for transportation. Encouragement programs increase the propensity for bicycle trips by providing incentives, recognition, or services that make bicycling a more convenient transportation mode. The following encouragement programs are recommended for implementation in the region and described in more detail in the remainder of the section:

- Bike Sharing Program
- Pilot Smart Trips Program
- Employer Incentive Programs
- Bicycle Friendly Community Designation
- San Diego Region Bike Map
- Identification and Way-finding Signage
- University-base Bike Orientation

Bike Sharing Program	
Target	Bicyclists and potential bicyclists
Primary agency	SANDAG
Partners	Local governments; MTS
Key elements	Rental bikes available at key locations. Comprehensive outreach.
Cost	\$100,000+
Potential funding sources	CMAQ (Congestion Mitigation/Air Quality) funds; SAFETEA-LU; TE, ; public transportation funds; TDA & <i>TransNet</i> funds
Sample programs	Paris' Velib: http://www.en.velib.paris.fr/ Germany's Call a Bike: http://www.callabike-interaktiv.de/kundenbuchung/process.php?proc=english&f=500&key=d77b3782346423c9f6ea41d27f412b00...00000 City of Houston: http://www.publicworks.houstontx.gov/bikeways/bikecampaign.htm

Bike sharing is an innovative approach to urban mobility, combining the convenience and flexibility of a private vehicle with the accessibility and reliability of public mass transit. Public bicycles are available on demand, providing fast and easy access for any trip around a community without the hassles presented by parking a private car or waiting on a transit timetable. When used in combination with other transportation systems, a shared bike program can reduce the travel time between transit stop and office and easily overcome the distance between residences and shopping centers. The

Identification & Way-finding Signage	
Target	General public, especially cyclists
Primary agency	SANDAG
Partners	Local Governments
Key Elements	Signage
Cost	To be determined with implementation
Potential funding sources	Low cost; additional funding may not be necessary

System identification raises awareness of the bicycle network and encourages more bicycle trips by making it easier for people to navigate to destinations. System identification generally consists of identifying a series of bicycle routes, designing a unique logo and facility signage, developing a network map, and publicity. Ideally, the system also includes informational kiosks, directional signage pointing out local and regional destinations, and mileage indicators. The Plan recommends that all facilities within the regional bicycle network be complimented with identification and wayfinding signage. This will require coordination with city governments. As system identification plans are usually implemented and maintained by cities, local governments may choose to build upon the regional system to develop city-based wayfinding and identification systems. Recommendations on wayfinding signage design protocol are provided in Chapter 7.

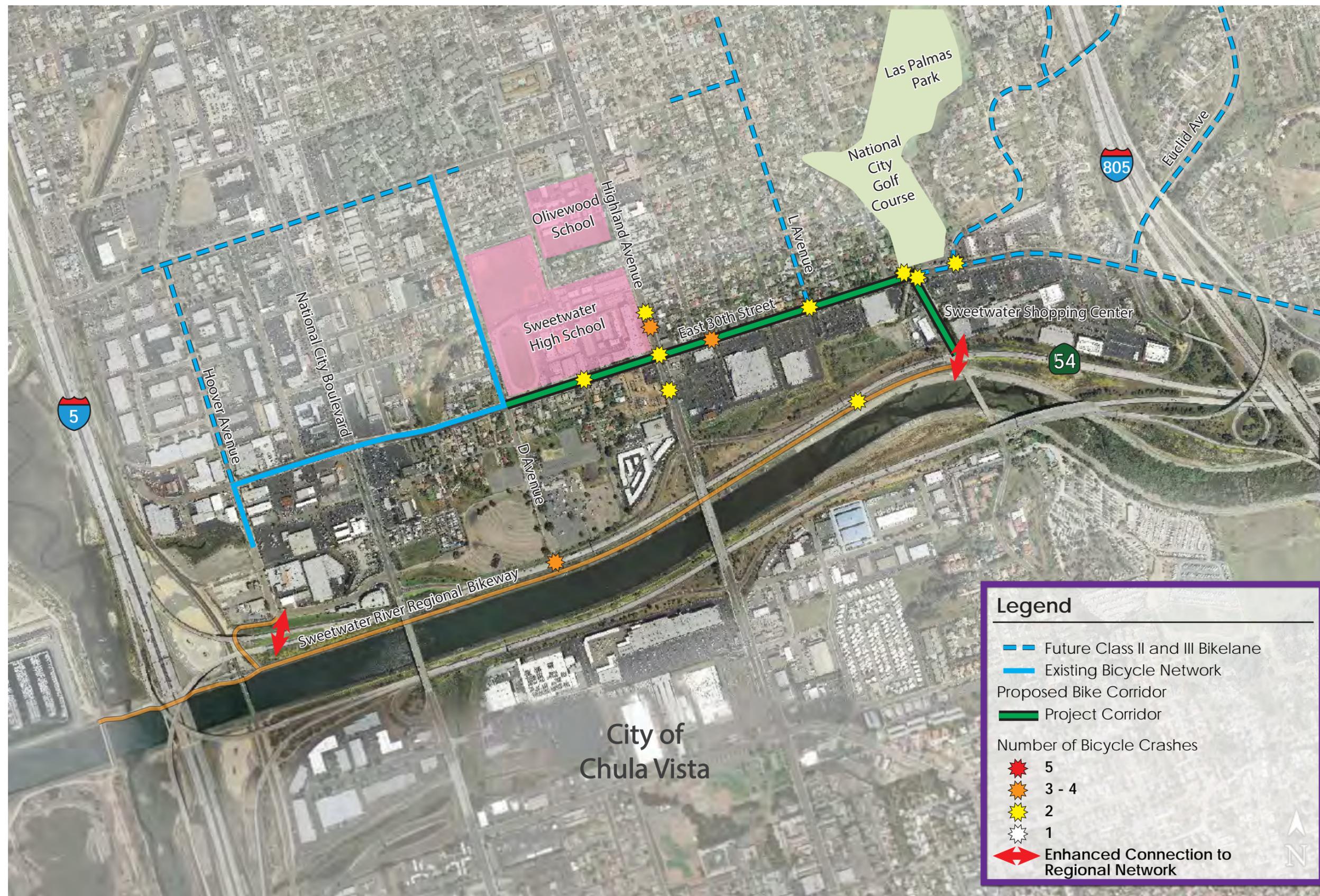
University-Based Bike Orientation	
Target	University and college students, especially incoming freshmen
Primary agency	Local governments & universities/colleges
Partners	Student bicycle clubs
Key elements	Bicycle safety & promotion orientation for incoming freshmen and returning students. Classes & clinics, materials, social events, and rides.
Cost	\$50,000 to \$100,000
Potential funding sources	On-campus parking fees, TDM funding sources
Sample programs	Stanford University Bike Program: http://transportation.stanford.edu/alt_transportation/BikingAtStanford.shtml

University students are ideal candidates for bicycling outreach programs; many students live near campus and may not own a car or choose not to

Exhibit I-2A.1

Bicycle & Pedestrian Collision Map, 2008-2012

Bicyclist & Pedestrian Collision Map



Legend

- Future Class II and III Bikelane
- Existing Bicycle Network
- Proposed Bike Corridor
- Project Corridor

Number of Bicycle Crashes

- ★ 5
- ★ 3 - 4
- ★ 2
- ★ 1

↔ Enhanced Connection to Regional Network

Sweetwater/30th Street Bike Way Improvements



Exhibit I-2A.2

National City SMART Foundation Report, Safety Map—
Selected Pages



National City SMART Foundation

February, 2014



Figure A15: Las Palmas - Safety

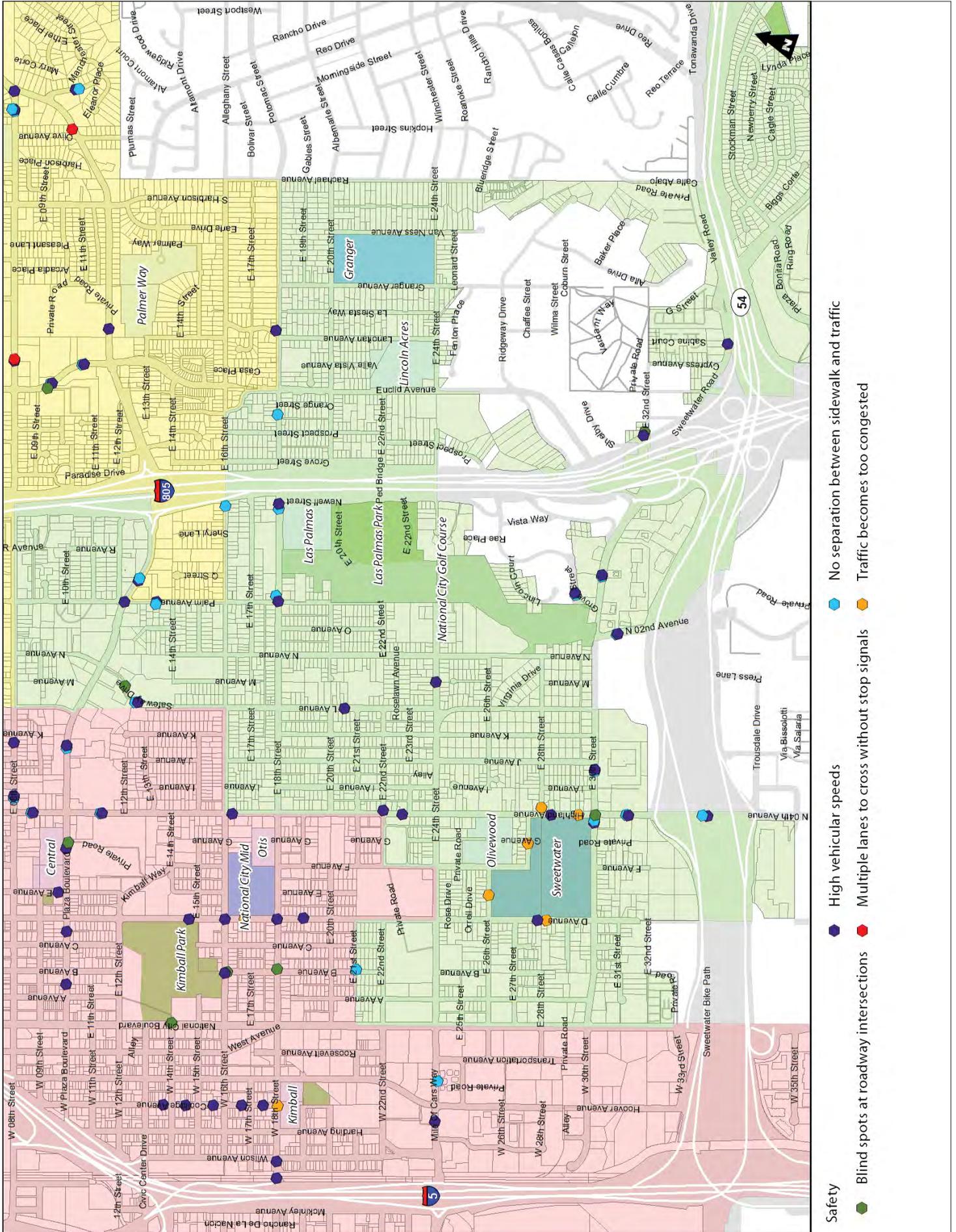


Exhibit I-3B.1

National City Bicycle Master Plan, Public Outreach –
Selected Pages



National City Bicycle Master Plan

National City, California



BTA 891.2	Required Plan Elements	Location Within the Plan
(j)	A description of the projects proposed in the plan and a listing of their priorities for implementation.	Chapter 5, Section 5.2
(k)	A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Chapter 8, Tables 8-1, 8-2 & 8-3

2.7 Public Outreach

A series of three General Plan Workshops were held in May, 2010 to collect feedback from National City residents on the City’s update to the General Plan. These workshops were well attended and a brief overview presentation was given on the Bicycle Master Plan. Participants were able to review workshop boards presenting potential bicycle facilities, programs, and related amenities that could be implemented in National City. Additionally, the public was able to review a project fact sheet, complete a Bicycle Master Plan survey, review and provide input on gaps in the existing system, and help identify other opportunities and constraints that should be considered in the Plan.

A number of Bicycle Master Plan surveys, which were available in both English and Spanish, were completed at the General Plan Update workshops. Participants were excited to learn that National City was preparing a Bicycle Master Plan and had some suggestions for improving bicycling conditions in the City. The public was also invited to a community workshop on October 21, 2010 to review recommendations and provide input on the Draft Plan. Participants felt that the proposed network provided improved access to major destinations within the City. Some community members mentioned the need for increased enforcement of distracted drivers and other public safety laws to protect bicyclists. Participants also mentioned a general lack of bicycle parking in National City.

Bicycle Master Plan Survey

Hard Copies Summary

Hard copies of the survey were distributed to attendees of General Plan Workshops held in May, 2010. Because the attendees were a “captive audience,” the results from their survey responses have been separated from the online survey responses. In total, 22 hardcopy surveys were completed.

Almost half of the survey respondents, (45%) ride a bicycle at least one day a month and mainly bicycle for exercise or recreation (64%).

Most respondents were very interested in



National City residents had an opportunity to review potential bicycle facilities, programs, and related amenities and provide feedback at the General Plan Update workshops in May 2010.

using bike lanes and bike boulevards and not interested in bicycling without facilities. Figure 2-2 shows the detailed response results.

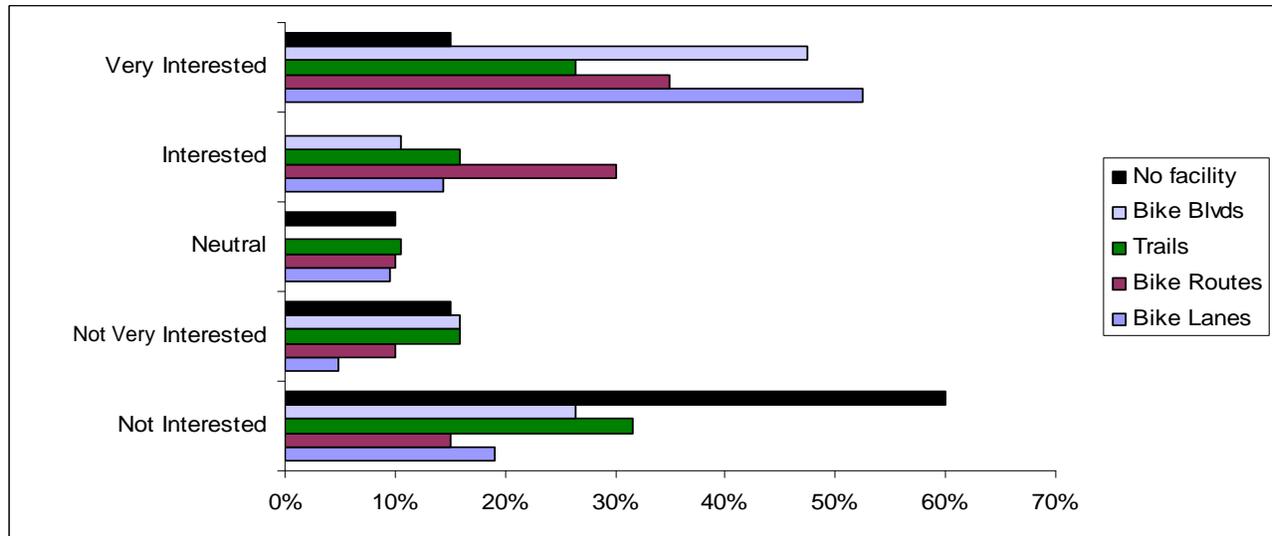


Figure 2-2: Interest in Using Bicycle Facilities

Most respondents were very interested in education and encouragement programs, specifically Safe Routes to School programs. They were also very interested in having maps and guides for bicycling around National City.

Figure 2-3 shows the detailed results of respondents' level of interest in education and encouragement programs.

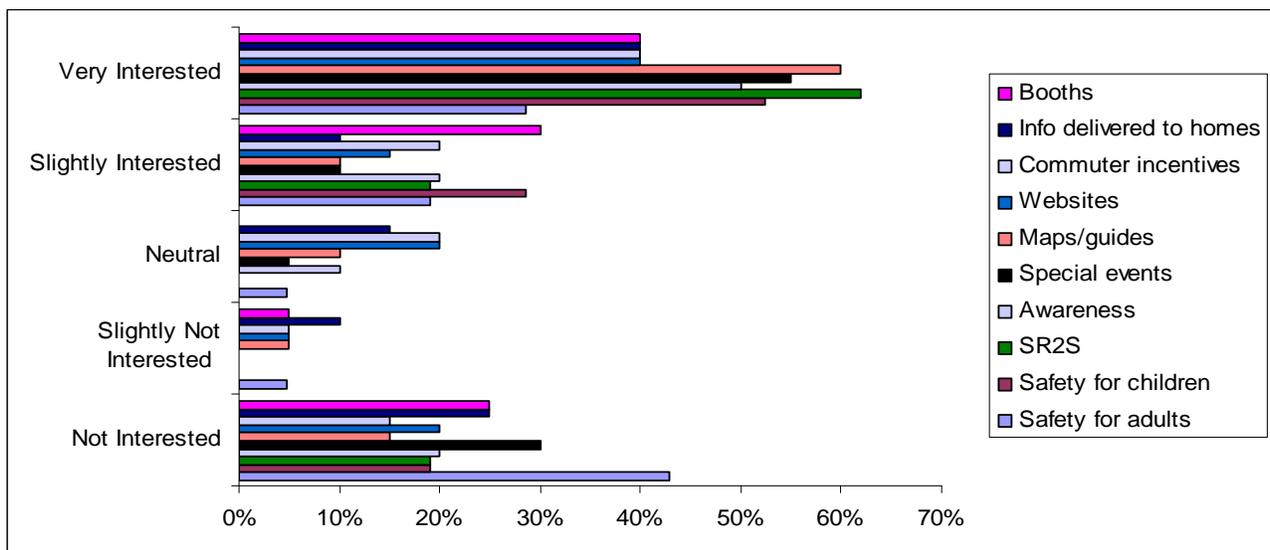


Figure 2-3: Interest in Education and Encouragement Programs

Respondents indicated they would be most likely to bicycle if lighting is provided. The other influential factors include providing access to bicycle parking and storage, and reducing traffic volumes and speeds.

Figure 2-4 shows the detailed results of the factors that influence respondents to bicycle.

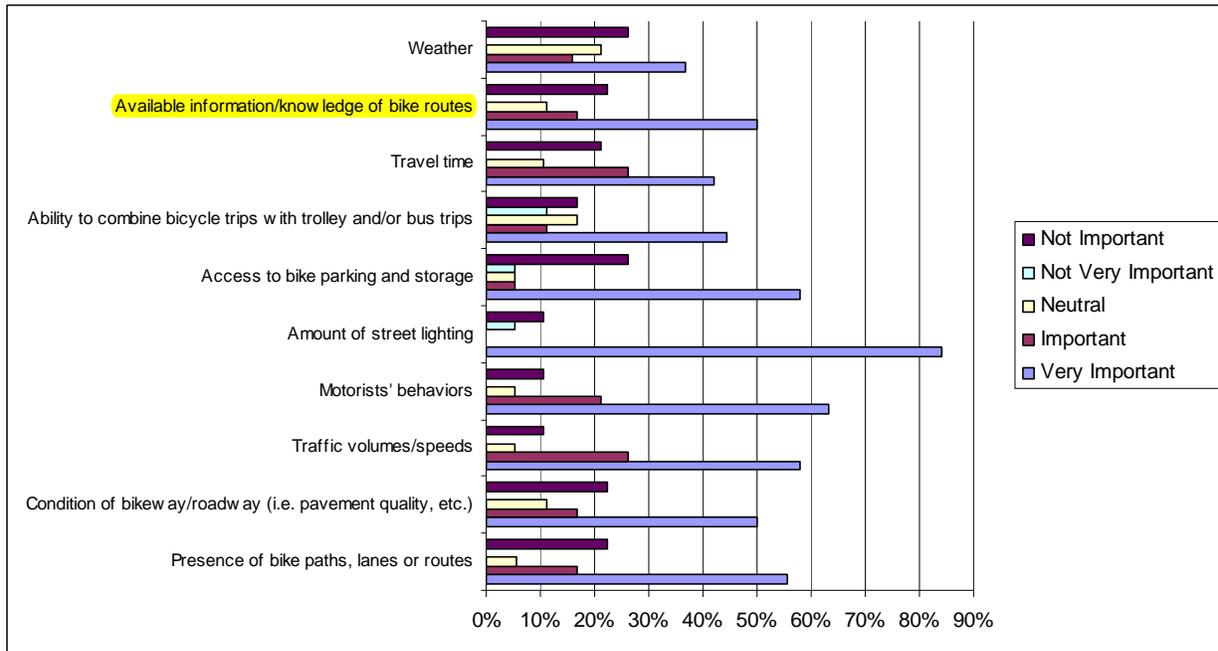


Figure 2-4: Conditions Influencing Propensity to Bicycle

Digital Copies Summary

The online survey generated 36 responses, which were collected from May 15 to August 25, 2010. The survey results are summarized below.

Seventy-four percent of respondents bicycle at least one day per month, while three percent do not bicycle at all. Figure 2-5 shows the frequency with which respondents bicycle.

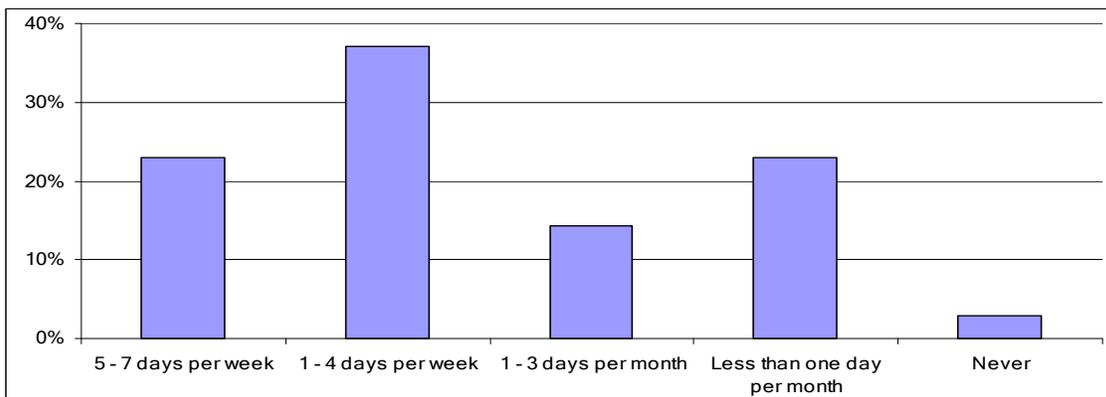


Figure 2-5: Frequency of Bicycling

Respondents (97%) overwhelmingly indicated they bicycle for exercise and recreation. Thirty-three percent of respondents bicycle to shop, run errands, eat out and get to work or school. Figure 2-6 shows the reasons why respondents bicycle.

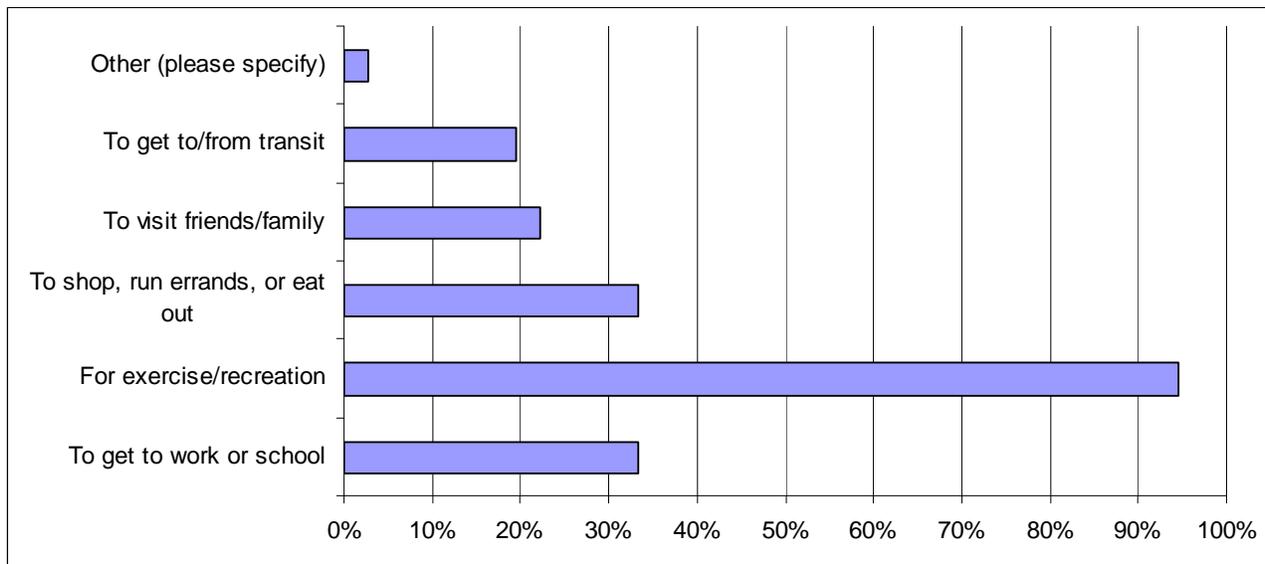


Figure 2-6: Reasons for Bicycling

Thirty-four percent of respondents bicycle 11-20 miles per one-way trip, while the majority of respondents bicycle at least six miles. Figure 2-7 displays the average one-way trip distance of respondents' bicycle trips.

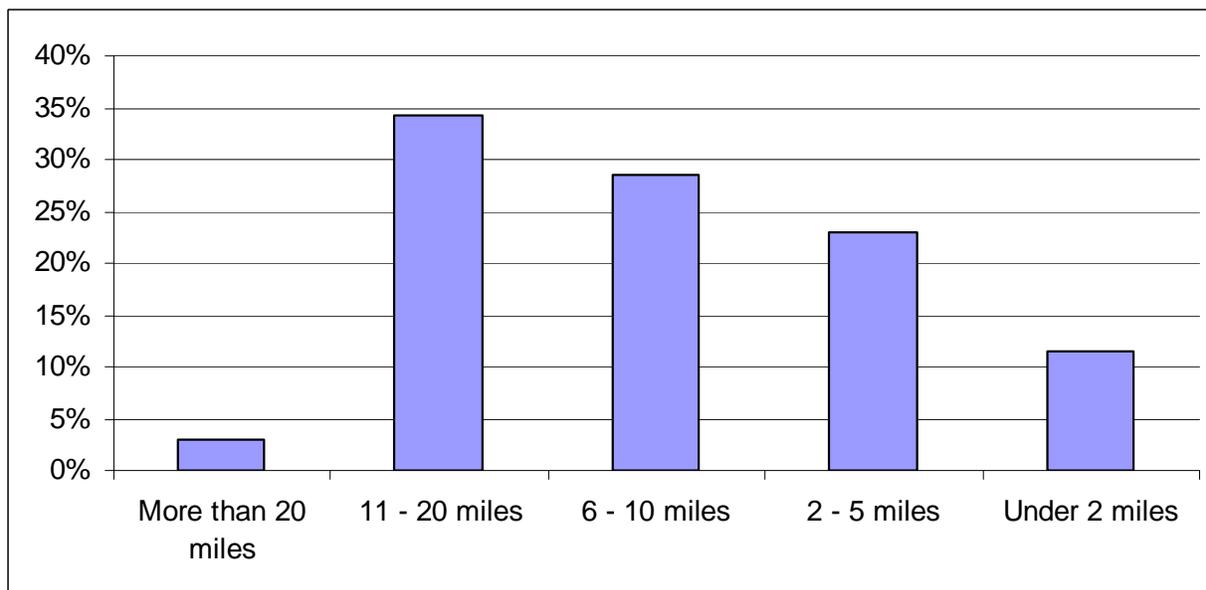


Figure 2-7: Average One-Way Distance of Bicycle Trips

Respondents were most interested in on-street bikeways, which include bike lanes, routes and boulevards. The vast majority (86%) were most interested in bike lanes. Respondents were least interested in roadways without bikeways. Figure 2-8 shows the detailed responses to interest levels of specific bikeways.

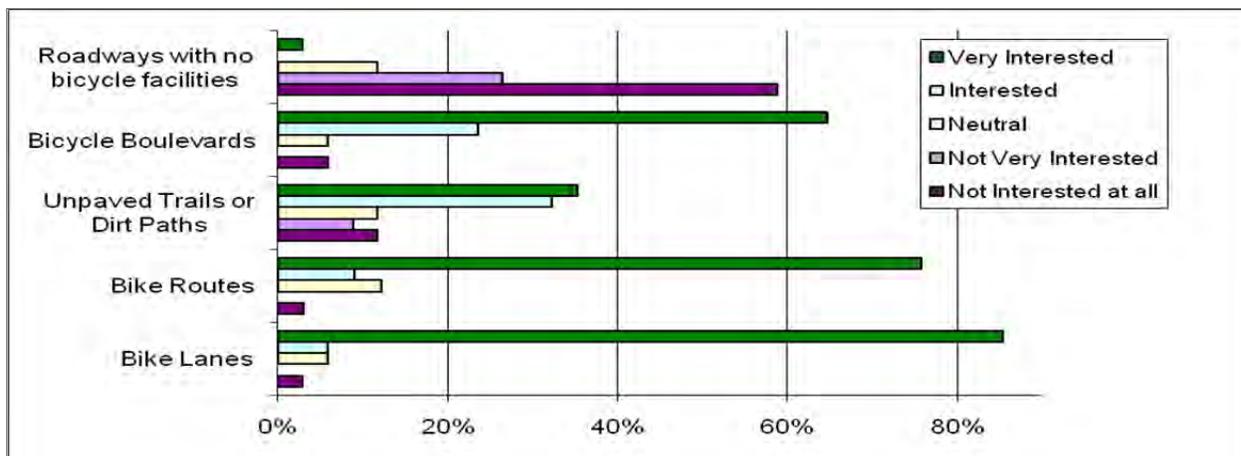


Figure 2-8: Interest in Specific Bicycle Facilities

Respondents had positive interest in most of the proposed bicycle programs. Respondents were most interested in bicycle maps and guides and public awareness campaigns. They were least interested in riding skills and safety courses for adults. Only 20 percent indicated that they were not interested in such programs. Figure 2-9 shows the interest levels for various programs.

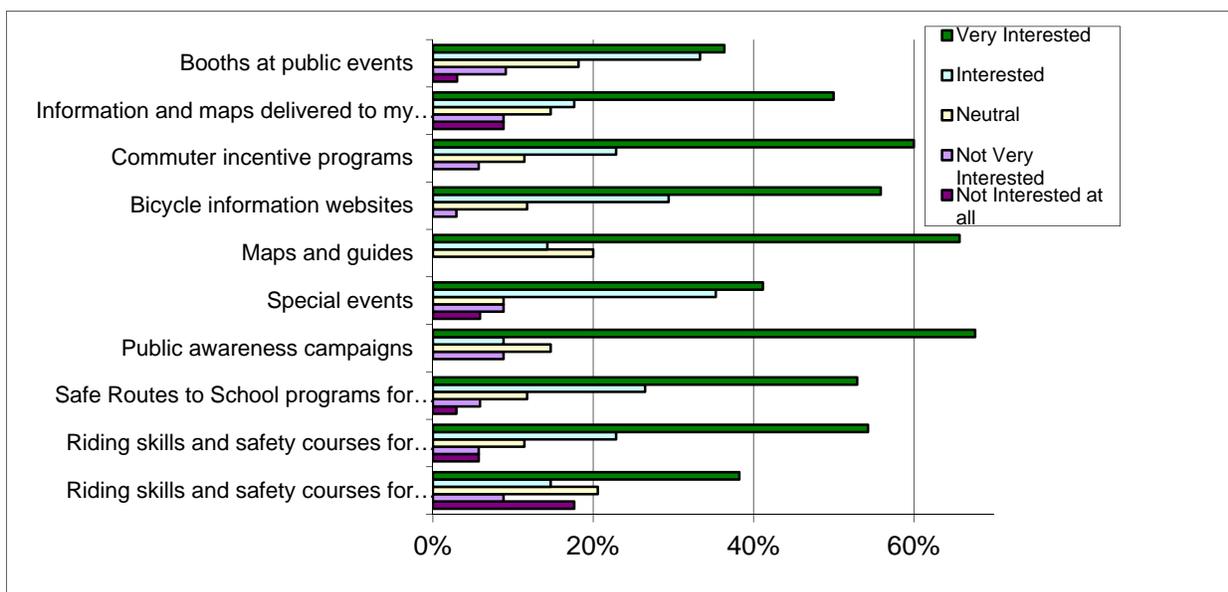


Figure 2-9: Interest in Bicycle Programs

Respondents are most likely to bicycle if motorists improve their behavior towards bicyclists. They would also bicycle more if traffic volumes/speeds are reduced and more bikeways are constructed. Considering National City’s temperate climate, weather influences respondents to bicycle the least. Figure 2-10 shows the detailed results of conditions that influence respondents’ propensity to bicycle.

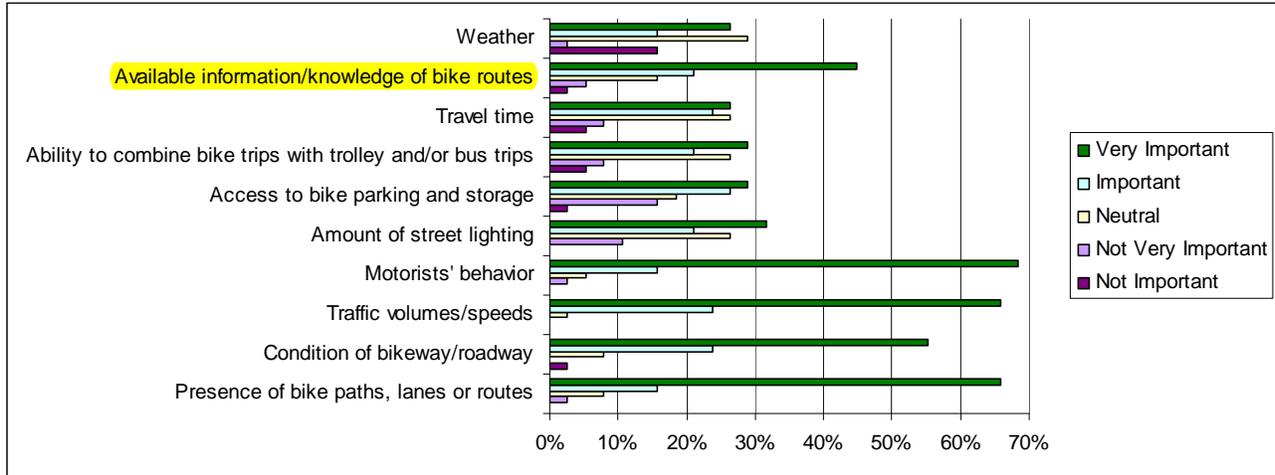


Figure 2-10: Conditions Influencing Propensity to Bicycle

Bicycle Tour

A bicycle tour was organized for Saturday, June 26, 2010 to provide interested bicyclists and National City residents an opportunity to take a bike ride and provide input to the Bicycle Master Plan development team. A small group of residents and bicycle enthusiasts participated in the bicycle tour and provided excellent feedback on the four proposed bikeways that were included in the tour. A worksheet was utilized for collecting feedback from the participants in which they were asked to rank attributes of the roadway on a scale of 1 (lowest ranking) to 5 (highest ranking). Attributes included overall safety, safety of crossing intersections/driveways, frequency of use, overall importance of creating a bikeway, and importance of



National City residents had an opportunity to participate in a bicycle tour of potential City bikeways and completed worksheets to evaluate the suitability of the roadway segments for potential bikeways.

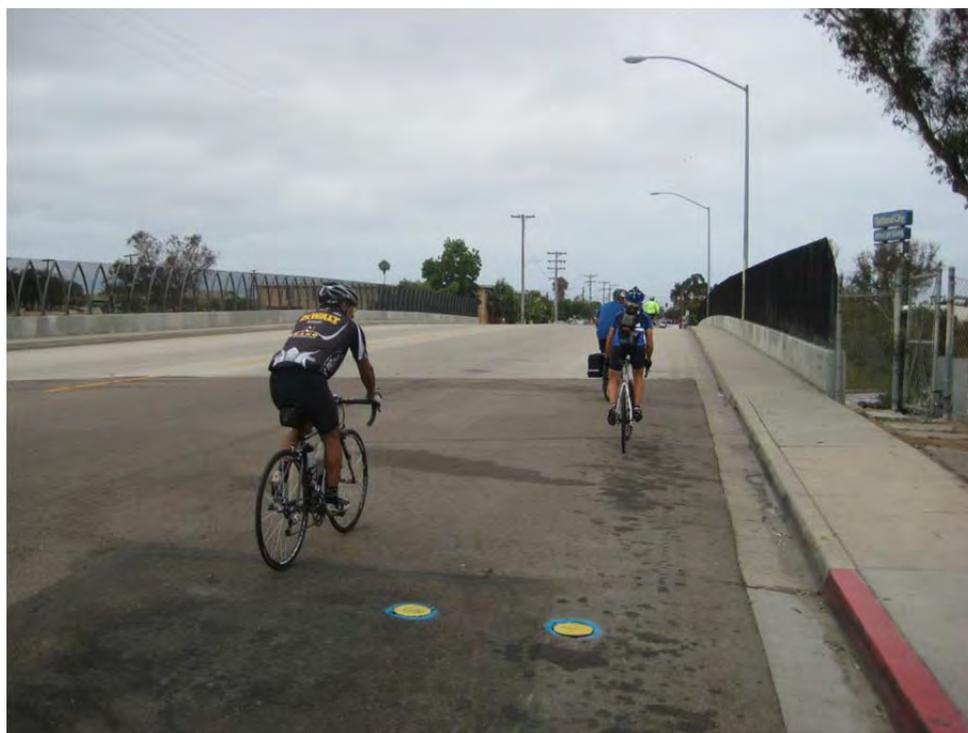
Attributes included overall safety, safety of crossing intersections/driveways, frequency of use, overall importance of creating a bikeway, and importance of

installing bicycle parking along the corresponding roadway segments. Table 2-2 below provides a summary of the feedback received during the bicycle tour.

Table 2-2: Summary of Bicycle Tour Feedback

Proposed Bikeway	Overall Safety of Segment	Safety of Crossings	Frequency of Use	Overall Importance of Creating Bikeway on Segment	Importance of Bike Parking on Segment	Overall Segment Ranking
4 th St	4.5	3.8	3.0	5.0	3.3	19.6
18 th St	3.3	3.3	3.3	4.3	3.8	18.0
Palm Ave	3.7	3.3	3.0	4.0	3.3	17.3
D Ave	3.5	3.0	3.3	3.6	3.0	16.4

As illustrated in the table above, 4th St was ranked highest among the four roadways included in the bike tour, followed by 18th St, Palm Ave and D Ave. This input will assist in prioritizing new bikeways and corresponding improvements.



Tour participants on the Interstate 805 overcrossing on E. 4th Street.

Exhibit I-3B.2

National City SMART Foundation Report, Public
Outreach – Selected Pages



National City SMART Foundation

February, 2014



Pedestrian Facilities and Walk Audit Results

Existing infrastructure data was collected from the City to develop base maps for additional data collection. Walk audits were conducted through a team of volunteers, city council members and consultant staff on three consecutive Saturdays in April, originating at each of the City's regional parks.

At each of these parks, volunteers went through a brief training session and discussion on how the walk audits were to be conducted and the purpose of them. The volunteers, led by staff, then walked to pre-determined neighborhoods to conduct the audits. Maps and photos were provided to take down notes and modify curb ramp and sidewalk data that needed to be changed. These walk audits also allowed the volunteers to have discussion with staff on recommendations they would like to see to improve the City's walking and bicycling environment.

While staff and volunteers were conducting the walk audits, some staff remained at the parks to pass out surveys and collect additional feedback from park patrons. The following list identifies the deficiencies that were collected on the walk audit maps which can be found in Appendix A. They are categorized by deficiency type.

Walkways

- A. Missing walkways
- B. Walkways are broken
- C. Walkways blocked by utilities or poles leaving less than 3' walkway width
- D. Walkways interrupted by steep sloping & frequent driveways
- E. Dirt/unpaved side paths created by foot traffic

Street Crossings

- F. Marginal ramps at corners (ramps with no truncated domes & with lip at bottom)
- G. Roadway is very wide for crossing with no median refuge.
- H. No marked crosswalk
- I. Long distance between safe crossing points; midblock crossing needed.

Safety

- J. No separation between sidewalk & traffic such as trees or parked cars
- K. Multiple lanes to cross without stop signals stopping traffic
- L. Blind spots at roadway intersections that block visibility of pedestrians
- M. High vehicular speeds

Bicycling

- N. No bike facility such as paint striping to indicate lanes
- O. People riding on the sidewalk
- P. No secure bike parking

Comfort and Appeal

- Q. No shade from street trees
- R. Limited lighting at night
- S. Graffiti
- T. Lacking amenities (signage, trash receptacles, benches)
- U. Overgrown landscaping blocking the walkway.

The following maps show the results of the walk audits by community and deficiency category.



Walk audit volunteers at El Toyon Park

Table 2-10: El Toyon Community Deficiency Count

Walkways	Count
Missing walkways	20
Private road or walkway	3
Walkways broken	27
Walkways blocked by utilities or poles	38
Narrow sidewalks	3
Walkways interrupted by steep sloping driveways	5
Street Crossings	
Ramps with no truncated domes	55
Roadway too wide for crossing	8
No marked crosswalk	36
Long distance between safe crossing points	18
Safety	
No separation between sidewalk and traffic	10
Multiple lanes to cross without stop signals	4
Blind spots at roadway intersections	9
High vehicular speeds	27
Bicycling	
People riding on the sidewalk	3
Comfort and Appeal	
No shade from street trees	18
Limited lighting at night	7
Graffiti	2
Lacking amenities such as signage and trash bins	10
Overgrown landscaping blocking the walkway	22
Landscape maintenance needed	1
Unightly objects such as trash	1
Loud and scary pets	6
Badly placed or constructed structures	1
Total	334

Table 2-11: Kimball Community Deficiency Count

Walkways	Count
Missing walkways	14
Private road or walkway	7
Walkways broken	36
Traffic becomes too congested	1
Walkways blocked by utilities or poles	31
Narrow sidewalks	1
Walkways interrupted by steep sloping driveways	35
Street Crossings	
Ramps with no truncated domes	60
Roadway too wide for crossing	3
No marked crosswalk	38
Long distance between safe crossing points	2
Safety	
No separation between sidewalk and traffic	6
Blind spots at roadway intersections	4
High vehicular speeds	20
Bicycling	
No bike facilities	1
Comfort and Appeal	
No shade from street trees	11
Limited lighting at night	8
Graffiti	3
Lacking amenities such as signage and trash bins	9
Overgrown landscaping blocking the walkway	16
Landscape maintenance needed	4
Unightly objects such as trash	4
Loud and scary pets	2
Homeless encampment	1
Badly placed or constructed structures	15
Total	332

Table 2-12: Las Palmas Community Deficiency Count

Walkways	Count	Comfort and Appeal	Count
Missing walkways	10	No shade from street trees	33
Walkways broken	47	Limited lighting at night	11
Walkways blocked by utilities or poles	21	Graffiti	3
Narrow sidewalks	2	Lacking amenities such as signage and trash bins	7
Walkways interrupted by steep sloping driveways	10	Overgrown landscaping blocking the walkway	17
Street Crossings		Landscape maintenance needed	1
Ramps with no truncated domes	80	Unsightly objects such as trash	2
Roadway too wide for crossing	1	Loud and scary pets	4
No marked crosswalk	34	Badly placed or constructed structures	12
Long distance between safe crossing points	1	Total	334
Safety			
No separation between sidewalk and traffic	14		
Blind spots at roadway intersections	2		
High vehicular speeds	18		
Bicycling			
No bike facilities	4		

Table 2-13: Sidewalk Summary

Community	Miles	% of Total per Community
El Toyon		
Existing	55.07	82%
Missing	12.31	18%
Total	67.37	
Kimball		
Existing	64.83	68%
Missing	31.14	32%
Total	95.97	
Las Palmas		
Existing	56.07	71%
Missing	23.35	29%
Total	79.43	

Source: SANDAG and KTU+A

Note: Sidewalk data was provided by SANDAG and field verified during the walk audits. These totals include sidewalk on both sides of the street.

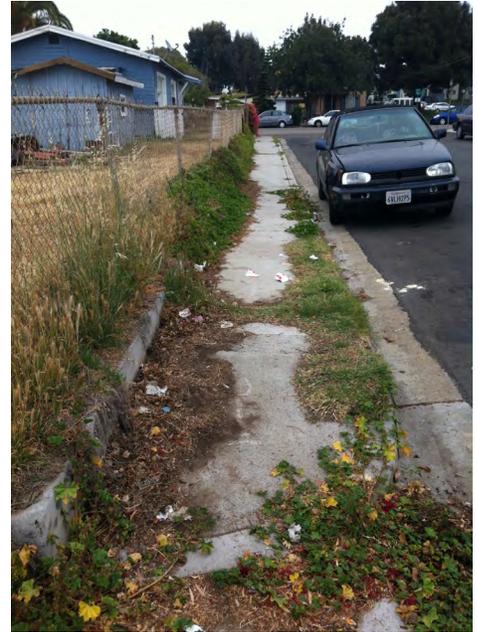
The following photos are examples of the data collected during these walk audits.



Broken walkway in the Kimball Community



Utilities blocking the sidewalk on Palm Ave and Division St



Lack of sidewalk maintenance on 21st St



Uneven sidewalk pavement on Highland Ave



Pedestrian crossing sign without a crosswalk on Euclid Ave in front of the Paradise Valley Hospital

Figure A15: Las Palmas - Safety

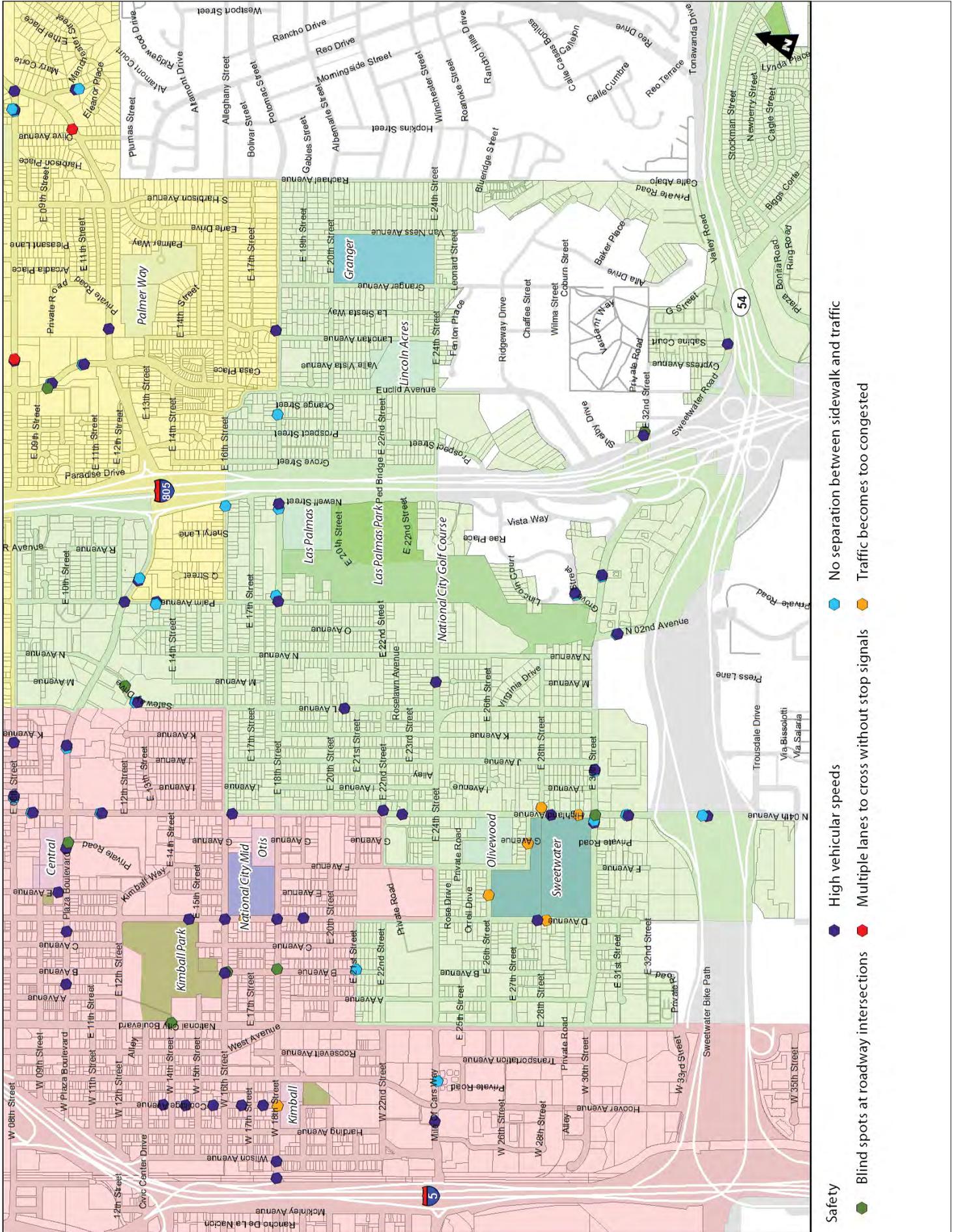


Exhibit I-4A

San Diego County Childhood Obesity Action Plan 2006 –
Selected Pages



CALL TO ACTION

San Diego County

Childhood Obesity Action Plan

2006

Our Community
Our Kids



BACKGROUND

In October 2004, at the recommendation of Chairwoman Pam Slater-Price and Supervisor Ron Roberts, the San Diego County Board of Supervisors unanimously voted “to support the creation, coordination and implementation of a Childhood Obesity Master Plan to end childhood obesity.” This effort was designed to build upon the work begun by the Coalition on Children and Weight San Diego. Community Health Improvement Partners (CHIP)—a collaboration of organizations with the common goal of achieving improved health for San Diego communities—assisted in the coordination of the plan. Individuals with special expertise in the areas of healthcare, nutrition and physical activity were invited to serve on a Steering Committee to guide the process. With input from multidisciplinary partners, community residents and others, the Steering Committee developed the *Call to Action: San Diego County Childhood Obesity Action Plan*.

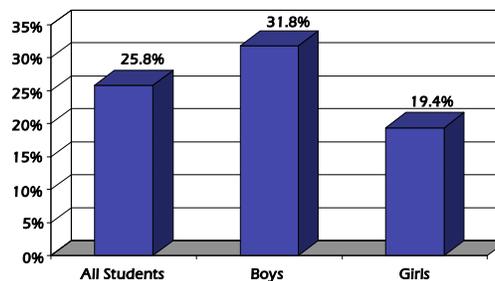
THE CHALLENGE OF CHILDHOOD OBESITY

Childhood overweight and obesity is a significant and growing health concern that has reached epidemic proportions. The percentage of children and adolescents who are overweight has tripled since the early 1970s. It is estimated that 16 percent of U.S. children and adolescents aged six to 19 are overweight and these rates are even higher in California and San Diego County. **Latino and African American youth face higher rates of overweight than white and Asian youth.**

Being overweight exposes children to serious health problems, now and in the future. **Because overweight children are likely to become overweight adults, they are more likely to suffer from cardiovascular disease, cancer and diabetes in adulthood.** These chronic diseases are largely preventable and account for two-thirds of all deaths in California. **These and other conditions related to overweight and physical inactivity burden the state's economy with exorbitant and preventable long-term costs.** As the percentage of children who are overweight and physically inactive increases, and as these children age, the health problems they experience will result in growing costs for medical care, lost productivity and human resources.

With its exceptional climate and numerous outdoor recreational opportunities, **San Diego County provides an optimal environment for healthy living.** Many activities are currently underway in the county to prevent or reduce childhood obesity, but more work needs to be done. Taking further action to address overweight and obesity will have profound effects on increasing the quality of life and eliminating health disparities in San Diego County.

**Child Overweight Rates
San Diego County, 2004***



*From the California Center for Public Health Advocacy based on analysis of data from the California Department of Education's 2004 Physical Fitness Test



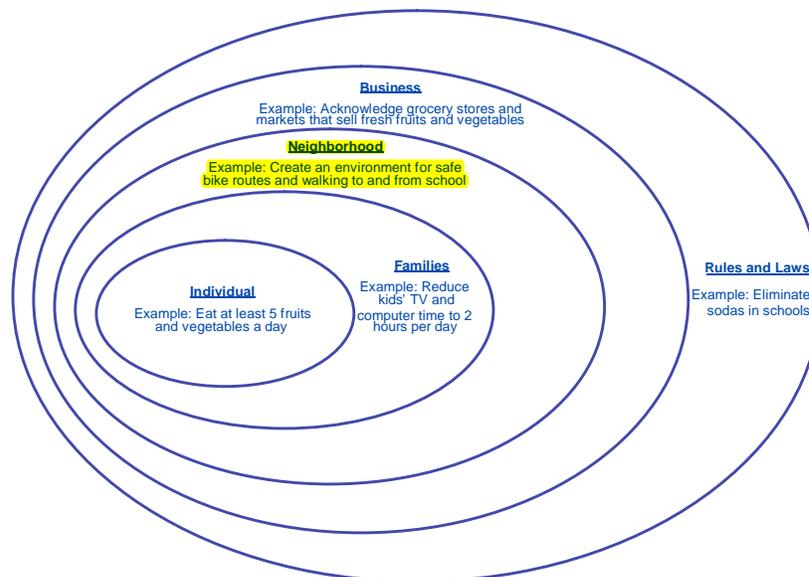
APPROACHING THE CHALLENGE

The San Diego County Childhood Obesity Action Plan Steering Committee was comprised of experts in the areas of healthcare, nutrition and physical activity (see Acknowledgements). Supported by CHIP, County Health and Human Services Agency staff, the Institute for Public Strategies and Moder Research & Communications, Inc., the Steering Committee directed the process for developing recommended strategies and action steps.

Ecological Model

The Steering Committee utilized an ecological model of health promotion in the development of this plan. The ecological model is focused on the environmental changes, behaviors and policies that help individuals make healthy choices in their daily lives. **The foundation of the ecological model is the concept that behavior does not change in a vacuum and that a supportive environment is necessary for individuals to make healthy choices.** For example, improving access to nutritious foods at schools and on children's menu items at restaurants will increase the likelihood of children making healthy food choices.

This model takes into account the physical and social environments and their relationship to people at individual, interpersonal, organizational and community levels. This approach provides a framework for change that focuses on individuals, families, neighborhoods, businesses and regulations. The ecological model addresses multiple levels of behavioral influence and offers a comprehensive approach to preventing childhood obesity.



Ecological Model of Childhood Obesity Prevention

Planning Process

The planning process included a rigorous literature review as well as input from multidisciplinary partners and communities throughout San Diego County. Input was sought from many sources in numerous settings including work groups with experts from a variety of disciplines; community conversations with residents from different neighborhoods, races/ethnicities, cultures and backgrounds; and one-on-one interviews with key informants. (More information about the planning process can be found in the unabridged supplement to this document at www.ourcommunityourkids.org.)

Recognizing that a multidisciplinary, comprehensive approach to the problem is necessary, the Steering Committee identified seven key domain areas (see next section) that have the most influence on developing environments that support healthy choices and behavior change. As partners from these domain areas and other community members became involved in the planning process, the Steering Committee focused on engaging those who are currently addressing the problem and catalyzing those who could be doing more.

APPROACHING THE CHALLENGE (CONTINUED)

Goals & Objectives

With the overarching goal of improving the health of children and families in San Diego County, the objectives of the *Childhood Obesity Action Plan* include the following:

- Building awareness about the problem of childhood obesity
- Serving as a guide for all those in San Diego County who are interested in addressing childhood obesity, including agencies, institutions and neighborhoods
- Planting a seed and building momentum for action without being prescriptive
- Catalyzing partnerships for those already working on this issue with new organizations and new sectors
- Ensuring that strategies emphasize policy and environmental changes and not just individual and family efforts
- Creating a plan document that supports community partners in their efforts

A CALL TO ACTION

This plan calls for every person in San Diego County to be part of the fight against childhood obesity. The following recommended strategies are presented in seven domain areas:

- County and city governments
- Healthcare systems and providers
- Schools
- Childcare, preschools and before- and after-school providers
- Community-based organizations, faith-based organizations and youth organizations
- Media outlets and marketing industry
- Businesses

The strategies suggested in this plan are not meant to be all-inclusive. Community partners are encouraged to develop additional strategies for the prevention of childhood obesity based on their experience, abilities and communities. (A full list of strategies identified by participating individuals and organizations can be found in the unabridged supplement to this document at www.ourcommunityourkids.org.)

Promising local programs that address childhood obesity are highlighted on the following pages. These programs successfully implement recommended *Childhood Obesity Action Plan* strategies and strive to create an environment that supports healthy choices for children and families.

For more information about these programs, please contact:

Adrienne Collins Yancey, M.P.H.
 Health Planning & Program Specialist
 County of San Diego Health and Human Services Agency
 (619) 692-8808
adrienne.yancey@sdcounty.ca.gov



A CALL TO ACTION 1:**Engage COUNTY AND CITY GOVERNMENTS to advance the following strategies to prevent childhood obesity:**

- A. **Modify current city and county general plans so that walking and cycling paths are incorporated into existing communities to safely accommodate pedestrians, cyclists and others using non-motorized transportation.** Priorities should be paths that lead to food outlets that serve healthy foods as well as to parks and other venues that provide opportunities for physical activity.
- B. Design plans for new communities, capital improvement projects and large construction projects so that schools, parks, stores and other facilities are within easy walking and bicycling distance to residential areas and so that there are walking/cycling paths that encourage physical activity.
- C. **Establish “safety corridors” and routes to school including “complete streets” design for children to encourage walking and bicycling.** This includes wider sidewalks, barriers between the streets and walkways, increased security during hours that children are traveling to and from school, and strictly enforced speed zones.
- D. Increase quantity, quality and accessibility of parks and natural open spaces in order to encourage physical activity among youth.
- E. Revise and disseminate maps of walking and bicycling routes throughout the county (including information on mileage, sidewalk routes, bike paths, etc.).

The Greater San Diego Recreation and Park Coalition for Health and Wellness

The Greater San Diego Recreation and Park Coalition for Health and Wellness is a collaboration of park and recreation professionals from 13 San Diego area cities and the County of San Diego. Its mission is to create healthy communities by advocating recreation and parks agencies as a first choice for health and wellness activities. In addition to developing new health and wellness programs, Coalition events include:

- The cities of Carlsbad, Encinitas, Escondido and Vista collaborated on a health festival for nearly 400 summer day campers. Activities included nutrition education for children and a variety of unique physical activity options designed to develop long-term interests.
- In partnership with the County of San Diego HHSA, the Coalition sponsored a community health festival in Spring Valley featuring health education information, health screenings, a rock climbing wall and entertainment.

- F. Sponsor and promote opportunities for children, youth and their families to engage in physical activities, with focus on the following:
- A large and varied selection of activities (i.e., competitive and non-competitive; individual and team; separated genders and mixed) that attract persons of various cultures so that any individual is likely to regard one or more as “fun”
 - Activities that are likely to meet needs of people with various abilities and body types
 - Activities that lend themselves to life-long participation
 - Activities that are located in low-income areas and areas with high rates of obesity-related conditions
- G. Develop breastfeeding accommodations in public facilities, as breastfeeding helps prevent childhood obesity.
- H. Ensure that vending machines on all county- and city-owned and/or leased land, space and facilities have healthy choices and encourage community partners to do the same.
- I. Coordinate efforts to address and prevent childhood obesity across government departments and jurisdictions.
- J. The County Health and Human Services Agency (HHSA) will coordinate with other County government agencies and incorporated cities to help implement the *Childhood Obesity Action Plan* and will work collaboratively with private and public sectors to increase resources that address childhood obesity.

Exhibit I-6B

Active Transportation Benefit-Cost Analysis Tool

Project Name:
Project Location:

Sweetwater River Bikeway/30th Street Bicycle Improvemens
National City

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)				
	Without Project		With Project	
Existing	592			
Forecast (1 Yr after completion)	594		660	
	Commuters		Recreational Users	
Existing Trips	66		196	
New Daily Trips (estimate)	33		98	
(1 YR after completion) (actual)				
Project Information- Non SR2S Infrastructure				
Bike Class Type			Bike Class II	
Average Annual Daily Traffic (AADT)			20,000	

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	\$1,154,000
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$1,129,000
SR2S Infrastructure	

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

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)				
	Without Project		With Project	
Existing	547			
Forecast (1 YR after project completion)	549		563	
	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		N
	Pedestrian crossing		N
	Advance stop bar before crosswalk		N
	Install overpass/underpass		N
Unsignalized Intersection	Raised medians/refuge islands		N
	Pedestrian crossing <small>(new signs and markings only)</small>		N
	Pedestrian crossing <small>(safety features/curb extensions)</small>		N
	Pedestrian signals		N
Roadways	Bike lanes		Y
	Sidewalk/pathway <small>(to avoid walking along roadway)</small>		Y
	Pedestrian crossing <small>(with enhanced safety features)</small>		N
	Pedestrian crossing		N
Other reduction factor countermeasures			Y

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		

20 Year Invest Summary Analysis

Total Costs	\$1,154,000.00
Net Present Cost	\$1,109,615.38
Total Benefits	\$16,915,303.16
Net Present Benefit	\$11,202,658.78
Benefit-Cost Ratio	10.10

20 Year Itemized Savings

Mobility	\$4,778,940.21
Health	\$142,240.61
Recreational	\$8,000,000.12
Gas & Emissions	\$38,850.58
Safety	\$3,955,271.64

Funds Requested	\$1,129,000.00
Net Present Cost of Funds Requested	\$1,085,576.92
Benefit Cost Ratio	10.32

Exhibit I-8

Conservation Corps Response to Request

Brodkin, Ashley

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
 Sent: Friday, May 22, 2015 2:37 PM
 To: Brodkin, Ashley
 Cc: Hsieh, Wei@CCC; Soria, Rhody@CCC; Lucatero, Robert@CCC; Weaver, Sara@CCC; ATP@CCC; inquiry@atpcommunitycorps.org
 Subject: RE: ATP Cycle 2 Grants for National City

Hi Ashley,

Sara Weaver, the Conservation Supervisor at our CCC San Diego location has responded to your projects as follows:

1. National City – Euclid Avenue Bicycle and Pedestrian Enhancements – **decline due to scope of work.**
2. National City – Citywide Safe Routes to School Pedestrian Enhancements **Possible brushing, clearing and grubbing.**
3. National City – El Toyon-Las Palmas Bicycle Corridor **Possible clearing, brushing and grubbing.**
4. National City – Sweetwater River Trail Connections/30th Street Bikeway **Decline due to scope of work.**

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

From: ashley.brodkin@kimley-horn.com [<mailto:ashley.brodkin@kimley-horn.com>]
 Sent: Monday, May 18, 2015 11:13 AM
 To: ATP@CCC
 Cc: Jennifer.Koopman@kimley-horn.com; alex.jewell@kimley-horn.com
 Subject: ATP Cycle 2 Grants for National City

- 2_Euc.pdf (123.9 kB)
- 3_SRTS.pdf (123.6 kB)
- 3A Sweetwater_Site Plans_Attachment.pdf (2.9 MB)
- 4_ETLP.pdf (123.7 kB)
- 5_SW.pdf (124.1 kB)
- Exhibit - Improvement Map_El Toyon-Las Palmas.pdf (15.6 MB)

- Exhibit - Improvement Map_Euclid.pdf (47.4 MB)
- Exhibit - Improvement Map_SR2S.pdf (19 MB)
- Exhibit - Improvement Map_SR2S_2.pdf (9.3 MB)
- Exhibit - Location Map_El Toyon-Las Palmas.pdf (1.2 MB)
- Exhibit - Location Map_Euclid Ave.pdf (1.2 MB)
- Exhibit - Location Map_Safe Routes 2 School.pdf (1.2 MB)
- Project Vicinity Map_Sweetwater.pdf (1.5 MB)

Download the attachments by [clicking here](#).

Hello Mr. Hsieh,

We are assisting National City compile grant applications for several projects under Cycle 2 of the State's Active Transportation Program and are reaching out to see if the California Conservation Corps would be interested in participating. Project descriptions can be found below. Attached are detailed estimates, project schedules, project maps and preliminary plans for each project.

Please note that the projects listed in green are projects that you had previously supported in Cycle 1. All three were awarded funding for engineering only. Now we are going after construction dollars to build the improvements.

1. National City – Euclid Avenue Bicycle and Pedestrian Enhancements – **decline due to scope of work.**
 - a. *Euclid Avenue is a north-south arterial with four travel lanes, a center left turn lane, and on-street parking in areas. The wide cross section currently leads to high vehicular speeds and discourages non-motorized transportation. The proposed road diet and bicycle and pedestrian enhancements along Euclid Avenue will help to provide for healthier transportation modes while improving safety and mobility for non-motorized users in our region. The improvements will enhance the walkability and bikability to and from the many key institutions along the corridor, specifically Paradise Valley Hospital, National City's major emergency medical center and employment center.*
2. National City – Citywide Safe Routes to School Pedestrian Enhancements **Possible brushing, clearing and grubbing.**
 - a. *The Citywide Safe Routes to School project will provide pedestrian enhancements such as curb extensions, rectangular rapid flashing beacons, truncated domes, and sidewalk enhancements at key locations around National School District Schools. The project is a community driven project since the proposed enhancements are based on feedback from National City residents and stakeholders. The project will help to provide for healthier transportation modes while improving safety and mobility for non-motorized users in our region, specifically school children. In disadvantaged communities such as National City, it is especially critical that all students have safe access to education.*
3. National City – El Toyon-Las Palmas Bicycle Corridor **Possible clearing, brushing and grubbing.**
 - a. *The right-of-way along the I-805 corridor is currently underutilized and has potential to better serve San Diego Region residents. The El Toyon-Las Palmas Bicycle Corridor will connect the El Toyon and Las Palmas Communities of National City to each other and to the City of San Diego, located due north of National City. The installation of a bicycle boulevard will help to provide for healthier transportation modes while improving safety and mobility for non-motorized users in our region. The project will also provide a direct connection to SANDAG's future South Bay Bus Rapid Transit (BRT) station which will provide regional BRT service connection the International Border crossing to Downtown San Diego.*
4. National City – Sweetwater River Trail Connections/30th Street Bikeway **Decline due to scope of work.**
 - a. *30th Street is an east-west arterial with four travel lanes, a center left turn lane, and section of on-street parking. The current configuration encourages high vehicular speeds and discourages alternative modes, specifically cycling. The project would fill a system gap by providing Class II and III bicycle facilities along 30th Street from D Avenue to 2nd Street and along 2nd Avenue from 30th Street to the Sweetwater River*

Bikeway. The project would connect to recently completed sections of the local bicycle network - D Avenue and 18th Street west of the project limits – and would also have regional significance by completing a segment of the Regional Mission Valley- Chula Vista Bikeway and enhancing access to the Sweetwater River Bikeway. The project will enhance cyclist safety while also providing greater access to schools, parks, transit, and employment centers such as the Port of San Diego and Naval Base San Diego (which can easily be accessed from the Bayshore Bikeway via the Sweetwater River Bikeway).

Thank you!



Ashley Brodtkin

Kimley-Horn | 765 The City Drive, Suite 200 Orange, CA 92868

Direct: (714) 786-6124 | Main: (714) 939-1030

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Brodkin, Ashley

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
 Sent: Friday, May 22, 2015 8:07 PM
 To: Brodkin, Ashley; atp@ccc.ca.gov
 Cc: Koopman (Roy) , Jennifer; Jewell, Alex
 Subject: Re: ATP Cycle 2 Grants for National City

Hi Ashley,

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

Thank you

On Mon, May 18, 2015 at 11:24 AM, <ashley.brodkin@kimley-horn.com> wrote:

- 2_Euc.pdf (123.9 kB)
- 3_SRTS.pdf (123.6 kB)
- 3A Sweetwater_Site Plans_Attachment.pdf (2.9 MB)
- 4_ETLP.pdf (123.7 kB)
- 5_SW.pdf (124.1 kB)
- Exhibit - Improvement Map_EI Toyon-Las Palmas.pdf (15.6 MB)
- Exhibit - Improvement Map_Euclid.pdf (47.4 MB)
- Exhibit - Improvement Map_SR2S.pdf (19 MB)
- Exhibit - Improvement Map_SR2S_2.pdf (9.3 MB)
- Exhibit - Location Map_EI Toyon-Las Palmas.pdf (1.2 MB)
- Exhibit - Location Map_Euclid Ave.pdf (1.2 MB)
- Exhibit - Location Map_Safe Routes 2 School.pdf (1.2 MB)
- Project Vicinity Map_Sweetwater.pdf (1.5 MB)

Download the attachments by [clicking here](#).

Hello Ms. Lynch,

We are assisting National City compile grant applications for several projects under Cycle 2 of the State's Active Transportation Program and are reaching out to see if the Community Conservation Corps would be interested in participating. Project descriptions can be found below. Attached are detailed estimates, project schedules, project maps and preliminary plans for each project.

Please note that the projects listed in green are projects that you had previously supported in Cycle 1. All three were awarded funding for engineering only. Now we are going after construction dollars to build the improvements.

1. National City – Euclid Avenue Bicycle and Pedestrian Enhancements

a. Euclid Avenue is a north-south arterial with four travel lanes, a center left turn lane, and on-street parking in areas. The wide cross section currently leads to high vehicular speeds and discourages non-motorized transportation. The proposed road diet and bicycle and pedestrian enhancements along Euclid Avenue will help to provide for healthier transportation modes while improving safety and mobility for non-motorized users in our region. The improvements will enhance the walkability and bikability to and from the many key institutions along the corridor, specifically Paradise Valley Hospital, National City’s major emergency medical center and employment center.

2. National City – Citywide Safe Routes to School Pedestrian Enhancements

a. The Citywide Safe Routes to School project will provide pedestrian enhancements such as curb extensions, rectangular rapid flashing beacons, truncated domes, and sidewalk enhancements at key locations around National School District Schools. The project is a community driven project since the proposed enhancements are based on feedback from National City residents and stakeholders. The project will help to provide for healthier transportation modes while improving safety and mobility for non-motorized users in our region, specifically school children. In disadvantaged communities such as National City, it is especially critical that all students have safe access to education.

3. National City – El Toyon-Las Palmas Bicycle Corridor

a. The right-of-way along the I-805 corridor is currently underutilized and has potential to better serve San Diego Region residents. The El Toyon-Las Palmas Bicycle Corridor will connect the El Toyon and Las Palmas Communities of National City to each other and to the City of San Diego, located due north of National City. The installation of a bicycle boulevard will help to provide for healthier transportation modes while improving safety and mobility for non-motorized users in our region. The project will also provide a direct connection to SANDAG’s future South Bay Bus Rapid Transit (BRT) station which will provide regional BRT service connection the International Border crossing to Downtown San Diego.

4. National City – Sweetwater River Trail Connections/30th Street Bikeway

a. 30th Street is an east-west arterial with four travel lanes, a center left turn lane, and section of on-street parking. The current configuration encourages high vehicular speeds and discourages alternative modes, specifically cycling. The project would fill a system gap by providing Class II and III bicycle facilities along 30th Street from D Avenue to 2nd Street and along 2nd Avenue from 30th Street to the Sweetwater River Bikeway. The project would connect to recently completed sections of the local bicycle network - D Avenue and 18th Street west of the project limits – and would also have regional significance by completing a segment of the Regional Mission Valley- Chula Vista Bikeway and enhancing access to the Sweetwater River Bikeway. The project will enhance cyclist safety while also providing greater access to schools, parks, transit, and employment centers such as the Port of San Diego and Naval Base San Diego (which can easily be accessed from the Bayshore Bikeway via the Sweetwater River Bikeway).

Thank you!



Ashley Brodtkin

Kimley-Horn | 765 The City Drive, Suite 200 Orange, CA 92868
Direct: [\(714\) 786-6124](tel:7147866124) | Main: [\(714\) 939-1030](tel:7149391030)

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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:9164269170) | inquiry@atpcommunitycorps.org

Attachment J

Letters of Support



May 14, 2015

Mr. Kuna Muthusamy, P.E.
Assistant Director of Engineering/Public Works
City of National City
1243 National City Boulevard
National City, CA 91950

RE: Active Transportation Grant Program, Sweetwater River Bike Way Improvements

Dear Mr. Muthusamy,

The San Diego County Bicycle Coalition (SDCBC) is a 501(c)3 non-profit organization dedicated to making bicycling better in San Diego. Our mission is to advocate for, and protect the rights of all people who ride bicycles. We promote bicycling as a mainstream, safe and enjoyable form of transportation and recreation.

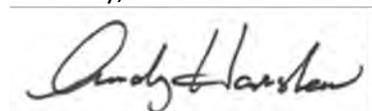
On behalf of the SDCBC, I am pleased to submit this letter in support of the City of National City's application for the Active Transportation Grant Program for the proposed **Sweetwater River Bike Way Improvements**. The project will provide almost one mile of Class II and Class III bicycle facilities including bike detector loops, bike boxes, and lane diets.

The bicycle facilities will improve bicycling connections in National City's bicycle network. The project will also provide a connection to the regional Sweetwater Bikeway and will include gateway enhancements at the two entryways located at 2nd Street and Hoover Avenue.

Through planning and projects, National City has consistently demonstrated best practices for other cities in the San Diego region. This project is another example of their leadership. I strongly endorse the City's efforts to seek funding to support projects that will continue to encourage smart growth development in National City.

Thank you for your time and consideration.

Sincerely,



Andy Hanshaw, Executive Director

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Partner, Stutz Artiano
Shinoff & Holtz

Deanna Spehn
Policy Advisor
Assembly Member Toni Atkins

May 22, 2015

Mr. Kuna Muthusamy, P.E.
Assistant Director of Engineering/Public Works
City of National City
1243 National City Boulevard
National City, CA 91950

RE:Active Transportation Grant Program, Sweetwater River Bike Way Improvements

Dear Mr. Muthusamy,

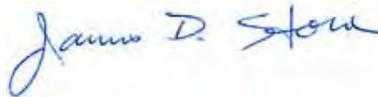
On behalf of Circulate San Diego, I am pleased to submit this letter in support of the City of National City's application for the Active Transportation Grant Program for the proposed **Sweetwater River Bike Way Improvements**. The project will provide almost one mile of Class II and Class III bicycle facilities including bike detector loops, bike boxes, and lane diets.

The bicycle facilities will improve bicycling connections in National City's bicycle network. The project will also provide a connection to the regional Sweetwater Bikeway and will include gateway enhancements at the two entryways located at 2nd Street and Hoover Avenue.

Through planning and projects, National City has consistently demonstrated best practices for other cities in the San Diego region. This project is another example of their leadership. I strongly endorse the City's efforts to seek funding to support projects that will continue to encourage smart growth development in National City.

Thank you for your time and consideration.

Sincerely,



James D. Stone
Executive Director



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

May 19, 2015

File Number 3300200

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

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- North County Transit District
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- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

Dear Mr. Dougherty:

SUBJECT: Support for City of National City Sweetwater River Trail Connections/30th Street Bikeway

On behalf of the San Diego Association of Governments, I would like to express my support for the City of National City grant application to the second cycle of the Active Transportation Grant program for the Community Corridors Plan.

30th Street is an east-west arterial with four travel lanes, a center left turn lane, and section of on-street parking. The current configuration encourages high vehicular speeds and discourages alternative modes, specifically cycling. The project would fill a system gap by providing Class II and III bicycle facilities along 30th Street from D Avenue to 2nd Street and along 2nd Avenue from 30th Street to the Sweetwater River Bikeway. The project would connect to recently completed sections of the local bicycle network – D Avenue and 18th Street west of the project limits – and would also have regional significance by completing a segment of the Regional Mission Valley – Chula Vista Bikeway and enhancing access to the Sweetwater River Bikeway. The project will enhance cyclist safety, while also providing greater access to schools, parks, transit, and employment centers such as the Port of San Diego and Naval Base San Diego (that can easily be accessed from the Bayshore Bikeway via the Sweetwater River Bikeway).

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

Sincerely,



JACK DALE, JR.
Chairman, Board of Directors

JDA/LCU/bga

Attachment K

Additional Attachments

National City General Plan

<http://www.ci.national-city.ca.us/index.aspx?page=549>

Bicycle Master Plan

<http://www.ci.national-city.ca.us/index.aspx?page=97>