



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

05-San Luis Obispo-1

Auto populated

Total ATP Funds Requested:

\$ 3,244

(in 1000s)

Auto populated

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

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

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

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

IMPLEMENTING AGENCY'S NAME:

San Luis Obispo

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

990 Palm Street

San Luis Obispo

CA

93401

IMPLEMENTING AGENCY'S CONTACT PERSON:

Peggy Mandeville

CONTACT PERSON'S TITLE:

Principal Transportation Planner

CONTACT PERSON'S PHONE NUMBER:

(805) 781-7590

CONTACT PERSON'S EMAIL ADDRESS :

pmandeville@slocity.org



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

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

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

PROJECT PARTNERING AGENCY'S NAME:

Not applicable

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

Not applicable	Not applicable	CA	N/A
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

Not applicable

CONTACT PERSON'S TITLE:

Not applicable

CONTACT PERSON'S PHONE NUMBER:

Not applicable

CONTACT PERSON'S EMAIL ADDRESS :

Not applicable

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

05-5016

Implementing Agency's State Caltrans MA number

05-5016

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

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

City of San Luis Obispo: Railroad Safety Trail - Taft to Pepper Segment

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

A safety improvement project constructing a Class I two-way bicycle facility next to a major arterial, a pedestrian and bicycle overpass across the Union Pacific Railroad (UPRR) right of way, and an educational bicycle safety and outreach program.

PROJECT LOCATION: (Max of 250 Characters)

The Class I separated facility is located along California Blvd. between Taft St. and Phillips Ln. The pedestrian and bicycle bridge crosses the UPRR roughly at Philips Ln. and Pepper St.



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. 35.289996 /long. 120.659409

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>161</u>	Bicyclists	<u>464</u>
One Year Projection:	Pedestrians	<u>256</u>	Bicyclists	<u>738</u>
Five Year Projection:	Pedestrians	<u>644</u>	Bicyclists	<u>1,856</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 75.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 25.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

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

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) K-8 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:	_____		N/A
* CEQA Environmental Clearance:	_____		January 2016
* NEPA Environmental Clearance:	_____		June 2016
CTC - PS&E Allocation:	_____		N/A
CTC - Right of Way Allocation:	_____		N/A
* Right of Way Clearance & Permits:	_____		December 2016
Final/Stamped PS&E package:	_____		December 2016
* CTC - Construction Allocation:	_____		February 2017
* Construction Complete:	_____		December 2017
* Submittal of “Final Report”	_____		March 2018



PROJECT FUNDING (in 1000s)

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

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

ATP funds for PA&D:	\$0	
ATP funds for PS&E:	\$0	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$3,244	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>

Total ATP funds being requested for this application/project: \$3,244

Local funds leveraging or matching the ATP funds: \$1,000

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: \$0

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: \$4,244

ATP - FUNDING TYPE REQUESTED:

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

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

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

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



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 05-San Luis Obispo-1

Implementing Agency's Name: City of San Luis Obispo

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:

As evidenced by the inclusion of a 20% bicycle mode share in the City's recently adopted General Plan, San Luis Obispo is committed to active transportation and providing safe choices for the community. Expanding bicycle and pedestrian paths to improve connectivity and safety was identified as one of six major City Council goals for the 2013–15 Financial Plan in which more than \$3 million is needed in operating and capital expenditures. The City has also committed over \$85,000 to bicycle education and outreach programs, as reported in Attachment H.

Although active transportation projects and programs receive wide support from residents, City staff, and elected officials, key links in the city's bicycle transportation network remain unfunded due to competing priorities. The proposed project looks to improve safety and remove a major barrier to safe access in the community. It includes: 1) a priority Class I bicycle facility adjacent to California Boulevard and the Union Pacific Railroad (UPRR) facility which is a high speed arterial that is problematic for bicyclists, 2) a connector path and pedestrian/bicycle bridge over the Union Pacific Railroad (UPRR) right of way, and 3) ongoing bicycle safety training and outreach. This Class 1 bicycle facility would provide a safe, direct, and legal link from California Polytechnic State University (Cal Poly) to residential neighborhoods and the City's major Downtown commercial center. The City has capacity to fund construction of interim improvements along California Boulevard and the ongoing bicycle safety training and outreach, but does not have the economic resources available to fund the more costly, but significantly more beneficial connector path and pedestrian and bicycle overpass. Although these interim improvements and safety training program will provide a safer cycling environment, the connector between California Boulevard and



points south would provide additional measure of safety by reducing conflict points and establishing dedicated space to bicyclists and pedestrians, it will yield numerous benefits as identified in this grant application. The City's draft 2015–17 Financial Plan identifies the construction of the Taft to Pepper segment of the Railroad Safety Trail (RRST) as a priority, with a note saying future grant funding would be necessary in order to complete the entire project. As part of that Plan, \$500,000 is being allocated for use as local match (beyond prior local match that has been set aside) for the project.

2. Consistency with Regional Plan.

The San Luis Obispo Council of Government's (SLOCOG) 2014 Regional Transportation Plan (RTP) project list identifies this project as CEN-AT1-1401. The project is consistent with the goals, policies, and strategies in the 2014 RTP, which has been developed and updated pursuant to Government Code Section 65080 (see highlighted text in Attachment K in Part C for relevant 2014 RTP pages). Also, in June 2015 SLOCOG endorsed the project as one of the highest priority projects in the region to compete for eligible state and federal funding.



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.)

Attachment D in identifies the proposed project's area of influence, which includes Cal Poly, the neighborhoods along California Boulevard between Cal Poly and Phillips Lane, San Luis Obispo High School, the neighborhoods to the north of downtown, and the City's historic downtown. To provide a focused response, this application presents bicycle and pedestrian counts for the intersection of California and Hathaway only. The intersection is representative of the other intersections along the proposed project route and indicates general use of California Boulevard adjacent to the project area.

The City of San Luis Obispo Public Works Department conducts pedestrian and bicycle counts at key intersections and travel routes throughout the city every other year, including the volume of bicyclists and pedestrians at key intersections along California Boulevard. The most recent counts for an intersection near the project occurred in May 2014 at the intersection of California and Hathaway. Due to its location, counts at this intersection reflect the pedestrians and cyclists that ride through the project area. In May 2014, the California and Hathaway intersection had 464 bicycles and 161 pedestrians per day between 7 AM and 6 PM, the majority of which are commuters and students. This traffic is forecasted to grow rapidly in the next five years for several reasons:

- The City expects increases in population and bicycle ridership:
 - The City's General Plan, Climate Action Plan, and Bicycle Transportation Plan share the aggressive objective of increasing bicycle use for transportation to a 20% mode share by 2020, a nearly 400% increase over the 5.2% reported in the 2010 US Census. As noted in



the City's Climate Action Plan, "a 20% bicycle mode share by 2020 can be achieved via the City's Bicycle Transportation Plan and through the support of state and federal funding." As the City continues to invest in and successfully complete grant projects citywide, bicycle mode share will continue to rise, bringing with it significantly more cyclists and increasing importance of safe and accessible bicycle routes.

- Cal Poly has a current enrollment of 18,500+ students and 2,600+ faculty/staff. According to a City Transportation Survey (2001), approximately 23% of all Cal Poly student trips are by bicycle. Faculty/staff trips by bicycle account for 17% (2006 University Traffic Survey). Cal Poly expects their population to grow to 21,500 students by 2020 and has a goal of increasing on-campus-housing to accommodate 65% of the student body and 100% of first and second year students. Cal Poly is currently building on-campus housing for *an additional 1,450 first year students*, displacing what is currently on-campus parking. The proposed project will help link the new students and new student housing with the City's major commercial and employment center by a safe and convenient route.
- The City has historical data suggesting bicycle infrastructure increases bicycle use:
 - In 2006, the City completed the Bill Roalman Bike Boulevard Installation on Morro Street. In that year, daily bicycle counts estimated 49 bicycles per day. The following year, 2007, the counts jumped to 73 bicyclists (a 59% increase). Counts have not been conducted since then, but anecdotal evidence suggests that use of the facility has continued to grow.
- The proposed project provides a safe and accessible alternative route:
 - The proposed project would likely reroute cyclists and pedestrians that currently access Cal Poly via Foothill Boulevard. Bicycle counts taken at the California/Foothill intersection continue to grow each year; this intersection consistently ranks as the highest bicycle volume intersection in the city. Prior to construction of northern segments of the RRST (2008), peak bicycle volumes reached 248 bicycles per hour at the California/Foothill intersection. The proposed project would provide an easier



per day five years after project completion. Table 1 provides the existing and projected growth of active transportation users at California and Taft.

Table 1. Existing and Projected Daily Active Transportation Users at California and Hathaway

	Projected Growth Rate	Bicycle	Pedestrian	Total
Recorded (2014)		464	161	644
One year projection	59% (per Bill Roalman Bike Boulevard data)	738	256	994
Five Year Projection	400% (per mode share target)	1,856	644	2,500

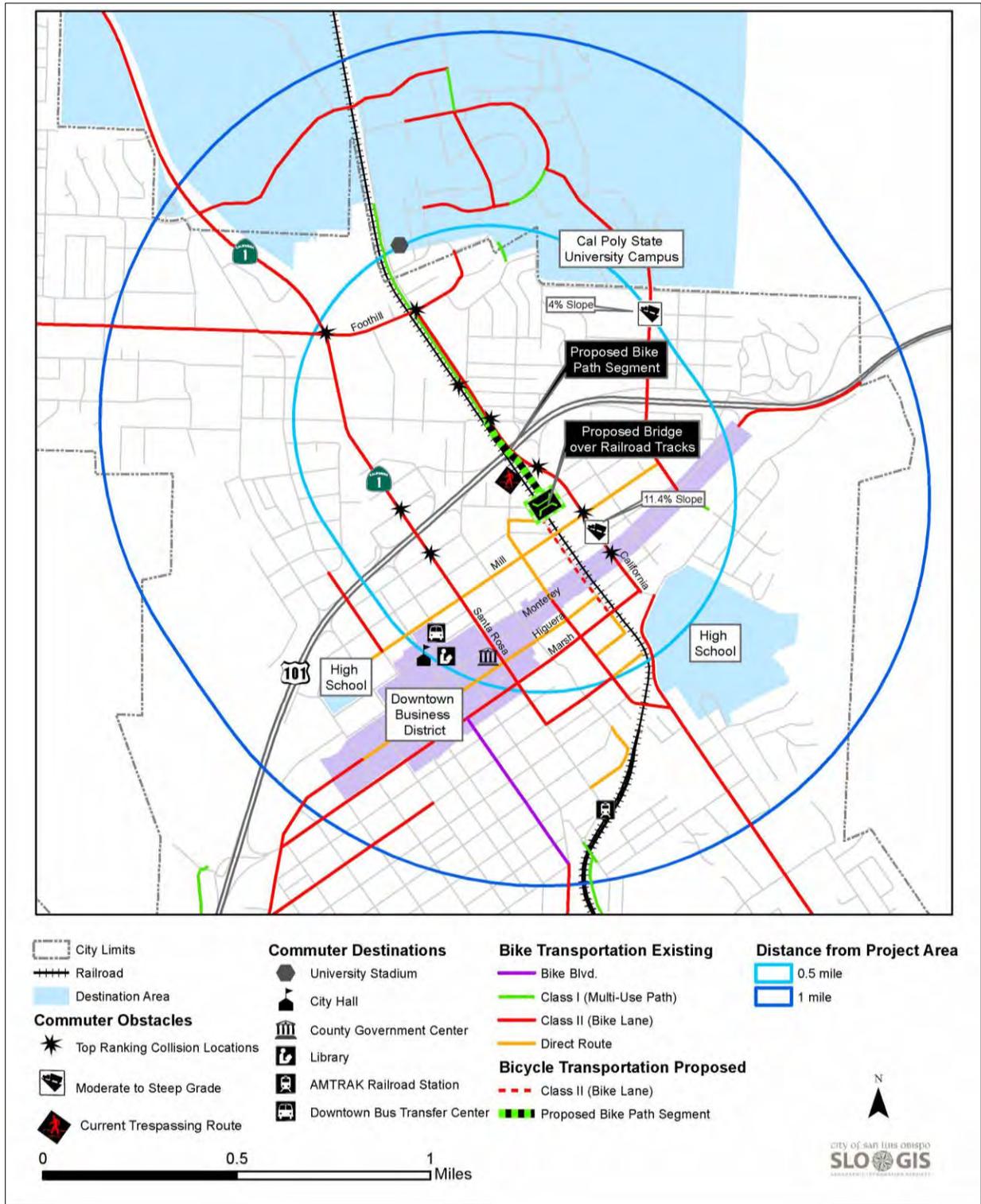
Source: City of San Luis Obispo 2015

- 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.)**

Figure 1 provides a scaled map that illustrates the limits of the project’s improvements, existing barriers/gaps, activity centers, existing infrastructure within the project’s active transportation route, and the expected gaps to be improved or created.



Figure 1. Railroad Safety Trail Taft to Pepper – Project Area Map



**a. creation of new routes**

The project is located at the confluence of a major transportation network that provides connections for certain users but barriers to others. The UPRR facility and US 101 freeway service interstate travelers but also restrict crossings and act as a barrier to desire lines of non-motorized users. California Boulevard is a major north-south active transportation route and is heavily trafficked by Cal Poly students and employees, and employees at the Sierra Vista Regional Medical Center. California Boulevard also provides direct access for many students in the city to SLO High School. The goal of the RRST is to move active transportation users off the road and on to safer, separated Class I facility and remove barriers to active transportation. Although the Class I facility wouldn't create a new route, it does upgrade user choice by creating a safer alternative to the current Class II route along California Street and the lack of crossing locations that follow the desire line of users. Lack of available crossings results in significant and unsafe trespassing along an active railroad corridor where pedestrian and bicyclist are often in conflict with heavy rail vehicles.

There is clear demand for a more direct route to Cal Poly and SLOHS adjacent to California Boulevard and the UPRR track from the downtown community and surrounding neighborhoods. This demand is demonstrated through a makeshift dirt trail along the UPRR train bridge and through numerous observations of illegal and unsafe use of the UPRR right of way including the bridge across US 101. Construction of the Taft to Pepper segment would create a new safe and legal route to connect to California Boulevard and cross the UPRR facility.

b. removal of barrier to mobility

While Cal Poly and downtown, the two primary destinations, are currently connected through surface routes along California Boulevard, Mill Street and Santa Rosa Street, safety, slope, speed, and accessibility to those routes currently deter bicyclists and pedestrians from fully utilizing the existing options. The location of UPRR tracks is also a major barrier to accessibility that promotes illegal trespass and safe mobility.

Three options exist for biking or walking across the UPRR. First, residents could take Foothill Boulevard to Santa Rosa Street, which is also State Highway 1. This route takes the cyclist or



pedestrian through two heavily trafficked large intersections and requires walking or riding in narrow bicycle lanes adjacent to high speed traffic. Second, they could take California Boulevard, which includes a physically demanding 11% grade hill to Monterey Street. Third, they could illegally trespass through the UPRR right of way which is the observed desire lines. The first two alternatives are appropriate to only “strong and fearless” bicyclists, which, according to SLOCOG’s 2013 Bicycle Use Survey, account for a small portion of SLO County bicyclists (14.6% of survey respondents). A separated Class I bike trail along with a grade separated connector over the UPRR would encourage greater use by “enthused and confident” (31.3%) and “interested but concerned” (27.9%) bicyclists, indicating that the project could remove a significant barrier to mobility and increase safety of the corridor.

c. closure of gaps

The RRST is the highest priority active transportation project for the City. It has been identified by the public as an “unmet bike need” every year since SLOCOG began accepting input in 2009. A San Luis Obispo County Grand Jury prepared a report in 2009 called “Great Paths but Galling Gaps.” The report concluded that “the usefulness of important bikeways is frequently diminished because the paths are incomplete.” Most relevant for this grant application, the Grand Jury noted, “until completed, the Railroad Safety Trail is of minimal value to the hundreds who could then use it for commuting to and from the Cal Poly campus and its surrounding community and/or to and from downtown and the southern portions of the city.” The City has constructed numerous gap closure projects for the RRST including the creation of a class I facility from Cal Poly University to the northern project boundary of this application. This project would complete an important segment of the RRST, closing an important gap and bringing the RRST closer to its intended purpose.

d. other improvements to routes

The construction of a class I two-way bicycle facility along California Boulevard between Taft and Phillips is a major route improvement, providing cyclists a safe respite from narrow on-street bicycle lanes, Highway 101 on- and off-ramps, and high speed traffic. Similarly, the construction of



the connecting path and separate UPRR right of way overpass is a significant improvement over the current route that requires residents to pass through illegally and dangerously.

e. educates or encourages use of existing routes

Over the last 10 years, the City, Cal Poly, and numerous local organizations have provided funding and support to design and construct multiple segments of the RRST. The RRST is now open to bicyclists and pedestrians from University Stadium on the Cal Poly campus south to Taft Street, with the most recent segment, Hathaway to Taft, completed in 2013. The proposed extension of the RRST would connect the existing Class I facilities with other major parts of the City as identified above. This connection would educate cyclists, pedestrians, passing motorists, and passing transit riders alike of the existence and functionality of the existing RRST.

The non-infrastructure component of this project will seek to educate likely users about the new Class 1 facility and UPRR overpass as well as how they connect to the rest of the City's active transportation network. In particular, Task A.5 of the City funded non infrastructure project is the, "Presentation and promotion of new bicycle/pedestrian project as a safe route to school via contests."

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 proposed project is located on page A-44 of the 2013 Bicycle Transportation Plan, where it is indicated as a priority. The proposed project is also identified in the 2014 RTP on page 6-25 (see Attachment K). Completion of the RRST has been part of the City's major goals dating back over 10 years. Additionally, construction of the proposed project has been specifically identified in the City's 2013–15 Financial Plan as a priority project in need of grant funding to complete. It has also been identified as part of the City's draft major goals for FY 2015-17 Financial Plan period. An additional \$500k in local matching dollars is proposed as part of the FY 2015-17 Plan helping bring the local match available to \$1,000,000. In addition, the project has received the highest ranking of projects from the San Luis Obispo Council of Governments as part of their active transportation program review in 2015.



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 City of San Luis Obispo regularly conducts vehicle, pedestrian, and bicycle counts and tracks collisions at key intersections throughout the city. This information is collected through traffic incident reports prepared by the police department and through field surveys conducted by Public Works staff. Information is entered into the City's traffic collision database along with speed and traffic volume data. Between 2009 and 2014, seven incidents involving pedestrians or bicyclists were reported at the California and Taft intersection, all of which resulted in injuries to one or more parties involved. Five of the reported incidents at the California and Taft intersection involved southbound vehicles making a left-hand turn toward the Highway 101 on-ramp and colliding with northbound cyclists as they traveled through the intersection. This scenario received local press and attention in 2014 when a truck turned left toward Highway 101 and struck a Cal Poly professor (Attachment I-2 provides the news article describing the incident).

In addition to providing infrastructure that keeps cyclists out of the California and Taft intersection, the proposed project would provide a safer and more direct route that would serve as an alternative to other nearby dangerous intersections. Including California and Taft, a total of 20 bicyclists and 2 pedestrian have been involved in collisions in the proposed project's area of influence between December 31, 2009, and December 31, 2014. Table 2 reports collision rates for intersections within the project's area of influence. Figure 2 provides a map to illustrate the intersections' proximities to the project. As the City moves toward its target of a 20% bicycle mode share, bicycle traffic will increase significantly and therefore, absent any improvements such as those identified in this proposed project, the rate and frequency of collisions are also expected to increase at these intersections.

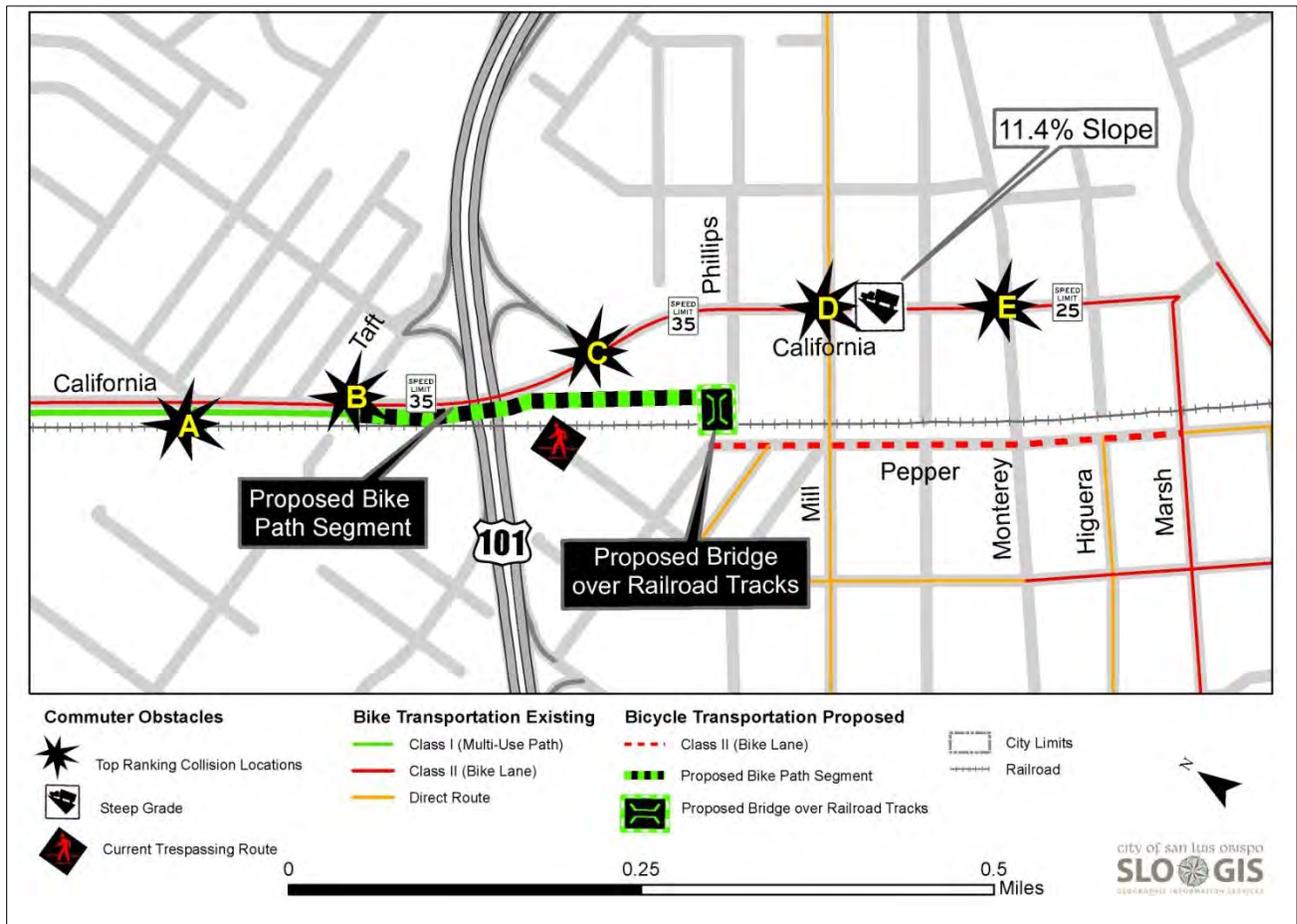
**Table 2. City of San Luis Obispo Crash Data (Bicycles and Pedestrians) 12/31/2009 – 12/31/2014**

Intersection Map Reference	Intersection	Bicycles	Pedestrians
A	California/Hathaway	0	1
B	California/Taft	6	1
C	California/NB 101 On/Off Ramp	4	0
D	California/Mill	4	0
E	California/Monterey	6	0
	Total	20	2

Source: City of San Luis Obispo 2015



Figure 2 - Railroad Safety Trail Taft to Pepper – Project Area Collisions and Hazards Map



In addition to the on-road cyclist safety challenges in the project’s area of influence, cutting across the railroad right of way by pedestrians and cyclists is extremely prevalent and dangerous.

In recent years, four fatalities and numerous injuries have resulted from collisions between pedestrians, cyclists, and trains along the UPRR corridor between Cal Poly and the SLO train station. In 2010, a 17-year-old boy was hit and killed on the train tracks while cutting through the right of way. Although this fatality occurred several hundred feet north of the project (it occurred in a segment of the RRST already completed by the City), it highlights the risk for the estimated 56 pedestrians and 14 bicyclists who pass illegally through the UPRR right of way every day even though security fencing has been installed to deter trespassing. Attachment I-2 provides a newspaper article about the railroad fatality that occurred in 2010.



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.)

As illustrated in Figure 2 above, the three primary safety hazards are 1) proximity of unprotected cyclists and pedestrians to high speed vehicular traffic on surface routes; 2) interaction of cyclists and pedestrians with automobiles entering and leaving Highway 101; and 3) the off-road illegal crossing and trespass through the railroad right of way. The proposed project remedies these safety hazards through the following areas:

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

The proposed project reduces the conflicts associated with fast-moving motor vehicles in close proximity of bicyclists and limited space for surface street bicycle facilities by moving the bicyclists off of California Boulevard to the proposed separated Class I bicycle facility. The proposed project also reduces the non-motorized users in proximity to trains along the UPRR right of way and illegal trespass that causes conflicts with heavy rail vehicles.

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

Poor visibility and sight distance is a significant factor in the collisions between motorized and non-motorized users that occur on California Boulevard from Taft to the Highway 101 NB on-ramp. Moving cyclists off the road and onto the Class I RRST will make the visibility issue less problematic at the intersection as there will no longer be as many vehicle/bicycle interactions. Additionally, the most recent train/pedestrian fatality occurred when a 17-year-old was distracted by his phone while walking along the railroad tracks. By removing pedestrians and cyclists from the UPRR right of way, issues of train and pedestrian awareness of each other are completely avoided.

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

The Class I bicycle facility and the connector path and overpass create a physical separation between motorized and non-motorized users; therefore, the proposed project provides a route that completely eliminates potential conflict points between motorized and non-motorized users in the project area.

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



The proposed UPRR overpass would completely eliminate the need for trespassing because a direct parallel path that crosses the railroad tracks (via a bridge) would be provided with this project. This trespassing is dangerous and potentially disruptive to UPRR's services including Amtrak and freight trains. Limiting trespassing also improves compliance with local laws related to property damage, unruly behavior, and destruction of public and private property.

- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.

The construction of the Taft to Pepper segment of the RRST would eliminate bicycle and pedestrian use of the UPRR bridge across US 101 to access California Boulevard and eliminate the need for northbound bicyclists to cut across four lanes of travel to access the constructed segments of the RRST. Moving bicyclists and pedestrians off of California Boulevard and out of the UPRR right of way would significantly reduce potential automotive/non-automotive interactions and therefore would substantially reduce collision-causing behaviors.

The non-infrastructure portion of the project would eliminate or reduce collision inducing behavior through bicycle safety training and outreach. The City is investing in local educational campaigns to raise awareness of pedestrian and bicycle dangers along the UPRR right of way. Figure 3 provides the ad and Table 3 provides where the ads were run and for how long.



Figure 3. Union Pacific Railroad Safety Advertisement

THE MOST LOPSIDED CLASH IN HISTORY.

MAN **VS** **TRAIN**

175 LBS.
OF PURE, HUMAN
FLESH AND BLOOD

6,000 TONS
OF SOLID BUILT
AMERICAN STEEL

IT'S NO CONTEST.

Every day, people tempt fate and die trespassing on railroad tracks.

See Tracks? **THINK TRAIN**

OPERATION LIFESAVER
Rail Safety Education

ASSOCIATION OF AMERICAN RAILROADS

SeeTracksThinkTrain.org



Table 3. Union Pacific Railroad Right of Way Safety Advertisements

Organization	Duration
SLO Journal Plus	2 months
Cal Poly’s Mustang Daily	10 weeks
	Back-to-School Winter Edition
San Luis Obispo High School’s Expressions Paper	3 months
SLO Tribune	2 Saturdays
KCBX Radio	76 spots over 11 weeks (44 spots were provided free of charge)

Source: City of San Luis Obispo

- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The current bicycle facilities are the best available given preexisting road conditions and available funding, however safety issues persist. The portion of the proposed project that would extend the Class I RRST along California Boulevard provides the most ideal improvement for these inadequate bicycle facilities. As mentioned above, the current illegal pedestrian trail through the UPRR right of way is inadequate and unsafe. The connector trail and overpass would address these conditions by providing a legal, safe, and accessible route.



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

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

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

The Taft to Pepper segment is identified as a key component of the City's RRST Preliminary Alignment Plan (2001) and as a priority project in the recently updated City of San Luis Obispo 2013 Bicycle Transportation Plan (BTP). Both planning efforts benefited from extensive public participation including public workshops, meetings with stakeholders, solicitation of input from stakeholders, and noticed public meetings and hearings. The inclusion of the Taft to Pepper segment in these two documents underscores how much the community supports and values the project, as do the letters of support provided with this grant application (Attachment J). This section describes the public participation process for each plan.

Significant community support for the project exists. Letters of support for the project include (included as Attachment J):

- Cal Poly University,
- SLO High School,
- the San Luis Obispo Chamber of Commerce,
- the San Luis Obispo Air Pollution Control District,
- San Luis Obispo Council of Governments,
- the Public Utilities Commission, and
- San Luis Obispo County Department of Public Health



In addition, to show community involvement, recent newspaper advertisements warning students of the dangers of illegally crossing through the UPRR right of way (see above) underscore the continued concern over the project area and commitment of key stakeholders to this project.

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

Stakeholders were engaged through two planning processes, the RRST and the City of San Luis Obispo 2013 BTP (for supporting materials, see Attachment I-3):

- The RRST went through a broad public participation process that started in 1998 with the development of conceptual plans and route approvals. Numerous public meetings were held to gather input and feedback on the project and specific alignments, including the Taft to Pepper alignment.
- The City of San Luis Obispo 2013 BTP reflects the culmination of a public participation that dates back to 2008, when the City's Public Works Department distributed a transportation survey to obtain data on usage and modes of transportation, including bicycling. Over 1,000 survey respondents offered information on their primary destination by bicycle, how often they commute by bicycle, and what measures would need to be implemented to increase their bicycle usage. The survey was supplemented with input provided by the public and the San Luis Obispo Bicycle Advisory Committee (BAC) members at 12 public meetings specifically committed to updating the BTP. The purpose of the BAC, which consists of seven members of the public appointed by the City Council, is to provide oversight and policy direction on matters related to bicycle transportation in San Luis Obispo and its relationship to bicycling outside the city. The committee's May 2011 meeting was specifically advertised to solicit input from the public. In addition to considering requests from the public, the committee considered input from SLOCOG's annual unmet bike needs requests, input received from other agencies such as the County and Caltrans, and comments received as part of the City's Bicycle Friendly Community award renewal in 2011. Public input concerning City priorities was provided via community surveys, a community forum, and letters from community groups and from individuals in setting the Major City Goals for the 2013–15 Financial Plan. Beginning in May 2013, the public hearing draft of the BTP was reviewed by the City's Traffic Operations Manager



and at public meetings with the BAC, the Planning Commission, and the City Council. Revisions to the draft plan were made in response to input received. The projects in the BTP, including completion of the RRST in general, and the Taft to Pepper segment in particular, received broad support from the community and reflected preferred infrastructure investments.

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)

Pursuant to statute, the primary goals of the ATP are to increase the proportion of trips safely accomplished by biking and walking. The stakeholder process has improved the project's effectiveness at meeting this goal by identifying the specific locations where Class I facilities would be most beneficial and by locating the ideal location for a bridge over the UPRR right of way. The City has considered numerous alignments for the Taft to Pepper segment of the Railroad Safety Trail. In consultation with Caltrans, the SLO Bicycle Coalition, Union Pacific, and other stakeholders, the City's preferred alternative has shifted through the years to arrive at the preferred alignment proposed in this project. One example of feedback is that the City originally intended the trail to run along the UPRR bridge over Highway 101 instead of along California Boulevard. Stakeholder consultation and feedback moved the alignment to where it is today, substantially reducing the cost of the project and making the project safer for all users. Extensive discussions with the community, Caltrans, the Highway Patrol, and Union Pacific have led to the current preferred alignment for the Taft to Pepper segment.

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

Public meetings for the trail continue to this day; the City provides updates on current trail progress at the City's BAC public meetings six times per year. The City, in partnership with Cal Poly, and local organizations, such as the Rotary Club, have successfully raised funds and constructed five sections of the RRST thus far with strong support from the community. Public and stakeholder comment and feedback are also solicited during the City's two-year financial plan development process, which is currently under way for 2015 to 2017.



The non-infrastructure component of the proposed project will also continue to engage residents and stakeholders. The City's commitment of over \$85,000 to bicycle safety education and training will also provide outlets for residents to become more engaged in the local active transportation 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)

The City contacted Kathleen Karle at the San Luis Obispo County Public Health Department to identify local data points that describe the health status of targeted users of the project. The County provided the most current information, which was available only at the County level. After reviewing provided data, the City is choosing to use city-level California Health Interview Survey (CHIS) data and school district level www.kidsdata.org, per the ATP Application Guidance as the best available data source, supported with additional research. The City is considering the following metrics:

Obesity

CHIS reports an 11.9% obesity rate for the city, and a 16.2% obesity rate for the county. Although these figures are lower than state average, according to the California Department of Public Health's (CDHP) 2014 report *Obesity in California: The Weight of the State, 2000-2012*, rates of obesity are highest among those with very low income and lowest among higher-income Californians. Although there is no data available at fine enough granularity to be certain, the CDHP report confirms local anecdotal observations that the disadvantaged census tracts identified in Question 5A (below) have significantly higher rates of obesity than wealthier parts of the City or County. The San Luis Obispo Public Health Services' Community Action Plan to Increase Healthful Eating and Regular Physical Activity Among Children in SLO County (2007) underscores this point by noting, "Despite the popular notion that San Luis Obispo County is prosperous and healthy, the reality is that the obesity epidemic is here among our children." The plan goes on to note, "lack of adequate sidewalks, bike and walking paths, and local areas for physical activity" are a key risk factor for obesity.

Physical Activity and Students Meeting All Fitness Standards by Grade Level



CHIS reports that only 10% of the county's children and teens engaged in at least 60 minutes of physical activity daily in the past week, excluding physical education (no city level data was available). This is less than half the statewide rate of 20.8%. The countywide rate is reflected in schools that sit in the project's area of influence; the data source www.kidsdata.org notes that only 45.8% of ninth graders in the San Luis Coastal Unified School District meet all fitness standards. SLOHS is one of two regular high schools in the district (a third school is a continuation school) and is located in the disadvantaged census tract 6079011002 (see Question 5A below). As the only high school in the city, students come to SLOHS from every direction and many use California Boulevard as a transportation route.

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

In addition to public safety and equity benefits, the City expects the proposed project to reduce obesity rates and increase physical activity among disadvantaged populations and the City's population in general. Without the proper supporting infrastructure and bicycle facilities, many people will not feel safe commuting or running errands on their bicycles. This is especially true for residents who have high risk factors for obesity and low levels of physical activity. Although the City provides Class II bicycle facilities along California Boulevard, the traffic is fast and highly intimidating to novice and beginner cyclists. Ridership rates tend to grow proportionately with bicycle facilities; this is especially true for persons who may be obese or who generally partake in low levels of physical activity. Specifically, the City expects the project to influence obesity and activity rates in the following ways:

- Provides additional Class I facilities, which empowers students attending SLOHS, Cal Poly students, and low-income residents in the project area to participate in active transportation.
- Provides linkages to the rest of the city, which drastically expands the safe and accessible bicycle network in the city, providing legitimate active transportation options for obese, unhealthy, or low-income residents in the project area.



Part B: Narrative Questions

Detailed Instructions for: **Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

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

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

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

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

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

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

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

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

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

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

Option 4: Alternative criteria for identifying disadvantaged communities:

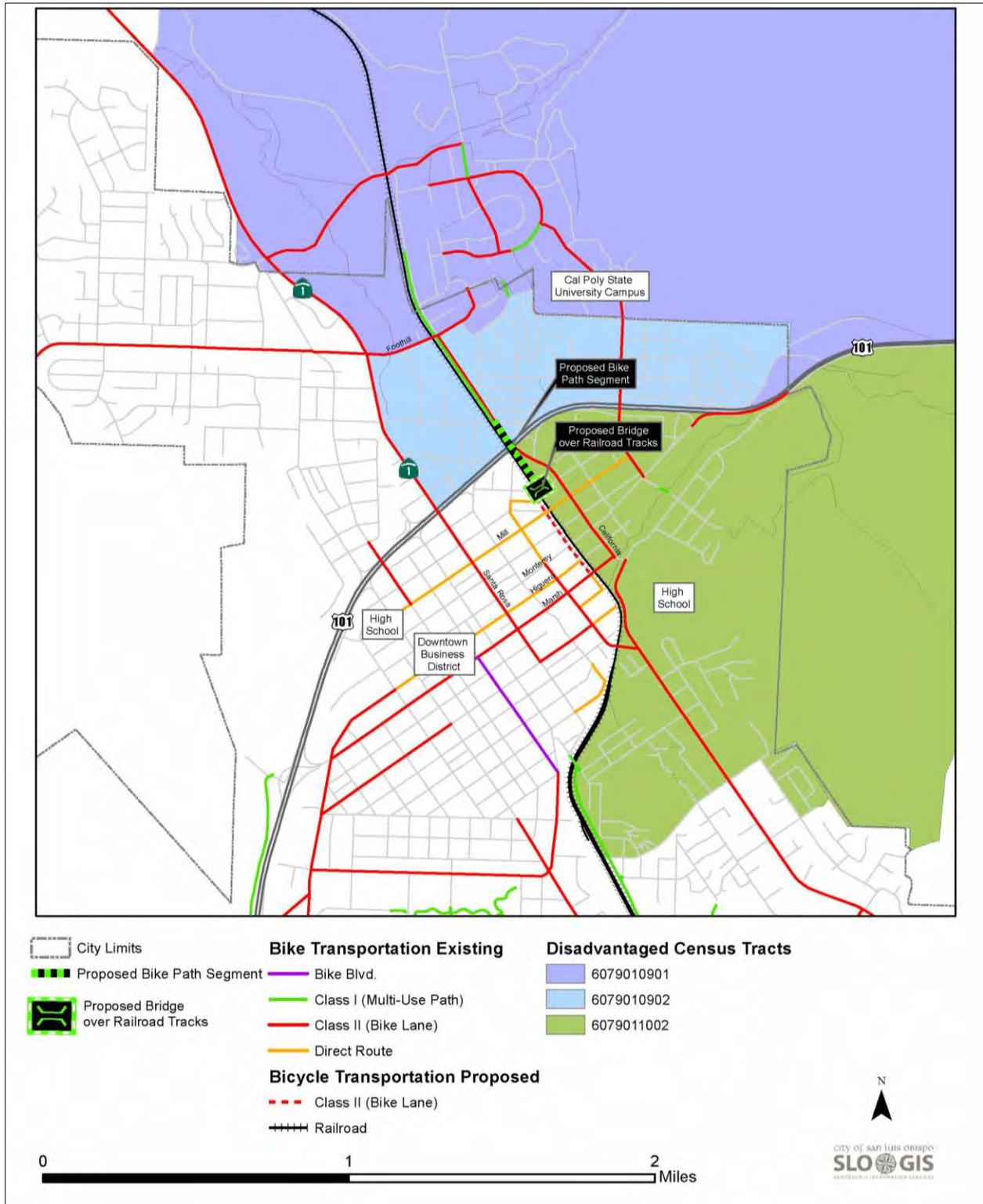
- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged



Four census tracts are adjacent to the Taft to Pepper segment of the RRST. Three of the census tracts are considered disadvantaged; the one census tract that is not considered “disadvantaged” is reported by CalEnviroScreen as being in the 65th percentile for poverty. Although typically viewed as a wealthy community, the city has what can be characterized as a bimodal income distribution, with many residents having incomes far above and many residents with incomes far below the median figure. This bimodal income is illustrated by the US Census estimate that 64% of households within the project area have an annual income that is 80% or less than the area median income. This application will use “Option 1” to identify disadvantaged communities. Figure 4 illustrates the project’s area of influence and the census tracts that are considered disadvantaged. Table 4 provides data for each of the disadvantaged communities that would benefit from the proposed project.



Figure 4. Railroad Safety Trail Taft to Pepper - Disadvantaged Census Tracts Map



**Table 4. Disadvantaged Communities**

Census Tract Number	6079010901	6079010902	6079011002
Population	2,877	3,874	8,319
Median Household Income (2013 ACS 5 Year Estimate)	6,189	18,902	37,889
California Median Household Income (2013 ACS 5 Year Estimate)	61,094	61,094	61,094
Census Tract's Percentage of Statewide Income	10.13%	30.94%	62.02%
Census Tract Poverty Percentile per CalEnviroScreen 2.0*	100 th Percentile	98 th Percentile	75 th Percentile
Considered "disadvantaged" per ATP Cycle 2 Guidance?	Yes	Yes	Yes

**Note: A higher percentile indicates a higher relative burden.*

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

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

The physical improvements proposed in this application will occur in census tract 6079010902 and 6079011002, which are considered disadvantaged. A very small part of the project will extend into an adjacent non-disadvantaged census tract. This small overlap should not negatively affect the scoring, as it is critically important the disadvantaged census tracts be connected with the economic opportunities present in the rest of the city. Extending a connection slightly into a non-disadvantaged track is necessary to make this happen.

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.



Access to active transportation increases disadvantaged community wealth by lowering transportation costs; increases resiliency to natural hazards and economic shocks; and increases public health in populations that tend to have poor health outcomes. The Taft to Pepper segment provides a safe and accessible connection to a major retail employment center in the city from low-income neighborhoods on the north side of the city. As the project provides free, safe, and accessible connection regardless of income category, 100% of the project funding will benefit disadvantaged communities.

One of the most important benefits of this project is that it enhances mobility and transportation for disadvantaged communities. By providing a bicycle and pedestrian connection between Cal Poly and downtown, where fees must be paid to park a vehicle at either destination, the option to bike or walk reduces the need for a vehicle, eliminates parking costs, and expands the proximity of job opportunities, all of which benefits disadvantaged communities identified above.



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 potential and preferred alternatives for each segment of the RRST were identified and considered as part of the RRST Preliminary Alignment Plan prepared in 2001. Since that time, City staff has further refined alignment plans for the Taft to Pepper segment of the RRST with input from the public and regular coordination with the UPRR, the California Highway Patrol, and Caltrans. Original alignments included a separated bicycle and pedestrian trail along the UPRR bridge over Highway 101 and pedestrian and bicycle bridge over the UPRR right of way that ran at a slight angle. These two design features followed original desire lines and were proposed through the RRST outreach process. In consultation with stakeholders, the mild tweaks to the design, as proposed in the application, achieve the same end of increased use of active modes of transportation and substantially lower costs. The alignment as it is presented in this application is the most cost effective way to safely link Cal Poly, SLO High School, and the downtown commercial area.

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

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

Figure 5 below illustrates the inputs for the provided ATP Benefit Cost Tool Infrastructure tab. Since this project does not include a funding request for the non-infrastructure portion of the project, these benefits were not calculated using the provided tool.



Figure 5. ATP Benefit Cost Tool Infrastructure Inputs

Project Name:		City of San Luis Obispo: Railroad Safety Trail - Taft to Pepper Segment		INFRASTRUCTURE	
Project Location:		City of San Luis Obispo: Taft to Pepper Segment			
Bike Projects (Daily Person Trips for All Users) (Box 1A)			Project Costs (Box 1D)		
	Without Project	With Project	Non-SR2S Infrastructure Project Cost	\$4,244,000	
Existing	464		SR2S Infrastructure Project Cost	\$0	
Forecast (1 Yr after completion)	468	738			
	Commuters	Recreational Users			
Existing Trips	371	93	ATP Requested Funds (Box 1E)		
New Daily Trips (estimate)	590.4	147.6	Non-SR2S Infrastructure	\$3,244,000	
(1 YR after completion) (actual)	590.4	147.6	SR2S Infrastructure	\$0	
Project Information- Non SR2S Infrastructure			CRASH DATA (Box 1F)		
Bike Class Type	Bike Class I			Last 5 Yrs	Annual Average
Average Annual Daily Traffic (AADT)	17,332		Fatal Crashes	1	0.2
			Injury Crashes	20	4
			PDO	1	0.2
Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)			SAFETY COUNTERMEASURES (improvements) (Box 1G)		
	Without Project	With Project			Y or N (Capitalized)
Existing	161		Signalized Intersection	Pedestrian countdown signal heads	N
Forecast (1 YR after project completion)	174	256		Pedestrian crossing	N
	Without Project	With Project		Advance stop bar before crosswalk	N
Existing step counts (600 steps=0.3mi=1 trip)				Install overpass/underpass	N
Existing miles walked			Unsignalized Intersection	Raised medians/refuge islands	N
				Pedestrian crossing (new signs and markings only)	N
				Pedestrian crossing (safety features/curb extensions)	N
			Roadways	Pedestrian signals	N
Safe Routes to School (SR2S) (Box 1C)				Bike lanes	Y
	Total			Sidewalk/pathway (to avoid walking along roadway)	Y
Number of student enrollment				Pedestrian crossing (with enhanced safety features)	Y
Approximate no. of students living along school route proposed for improvement				Pedestrian crossing	N
Percentage of students that currently walk or bike to school			Other reduction factor countermeasures	N	
Projected percentage of students that will walk or bike to school after the project					

Figure 6 below illustrates the outputs for the provided ATP Benefit Cost Tool. The resulting benefit cost ratio for the Railroad Safety Trail - Taft to Pepper Segment Project is 18.79.



Figure 6. ATP Benefit Cost Tool Infrastructure Results

20 Year Invest Summary Analysis	
Total Costs	\$4,244,000.00
Net Present Cost	\$4,080,769.23
Total Benefits	\$88,479,722.10
Net Present Benefit	\$58,598,307.44
Benefit-Cost Ratio	14.36
20 Year Itemized Savings	
Mobility	\$52,094,754.54
Health	\$625,858.70
Recreational	\$8,511,695.44
Gas & Emissions	\$162,438.79
Safety	\$27,084,974.64
Funds Requested	\$3,244,000.00
Net Present Cost of Funds Requested	\$3,119,230.77
Benefit Cost Ratio	18.79

The Benefit Cost tool is a welcome addition to the process. We found it straight forward and very easy to use. Suggestions provided on accepted sources for crash data was also very beneficial.



Part B: Narrative Questions

Detailed Instructions for: **Question #7**

QUESTION #7

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

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

The City is leveraging local funding in two ways. First, the City is providing \$1,000,000 in leveraged funds for the design, permitting and construction of the Class I two-way bicycle facility adjacent to California Boulevard, and a pedestrian and bicycle overpass across the Union Pacific Railroad (UPRR) right of way. Second, the City is spending \$85,200 on non-infrastructure bicycle safety and outreach programs. The combined total of the committed leveraged funding of \$1,085,200 for infrastructure and non-infrastructure equals 26% of the total project cost of \$4,244,279.



Part B: Narrative Questions

Detailed Instructions for: Question #8

QUESTION #8

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

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)
- Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.
- Project Title
 - Project Description
 - Detailed Estimate
 - Project Schedule
 - Project Map
 - Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
 - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).
The Los Padres CCC would like to be considered for involvement in completing the following items: 16, 17, 18, 19, 23, 24, 28, 29, 30 possibly, and 42 (for CCC communication, please see Attachment J)
 - 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.

Since 2008, the City has successfully implemented all 16 awarded transportation grant opportunities. The City is currently administering three additional transportation grants: one BRLS grant for the Marsh Street Bridge Replacement project, and RSHA-PRSLO1 and USHA-PUSLO2 grants for the Mid Higuera Rehabilitation & Traffic Signals project. The City is in good standing on all three grants and expects to complete the projects on time and within budget. Table 5 provides more details about completed and active grants since 2008.

Table 5. Transportation Grant Information, 2008–2015

#	Grant Number	Grant Amount	Grant Amount Expended	Year Complete
1	TCSP-03(005)	\$500,000	\$465,052.00	2008
2	RPSTPLE-5016(037)	\$249,000.00	\$247,054.00	2009
3	BTA 06/07-05-SLO-01	\$541,800.00	\$541,800.00	2009
4	EEM-2007(029)	\$350,000.00	\$ 350,000.00	2010
5	ESPL-5016(049)	\$1,191,000.00	\$1,168,343.00	2011
6	PUSLO7	\$120,000.00	\$120,000.00	2011
7	EE0002276	\$150,000.00	\$150,000.00	2011
8	STPLER-5016(025)	\$515,000.00	\$497,175.00	2011
9	SRTSL-5016(044)	\$798,600.00	\$616,286.00	2012
10	RSHA STL04U	\$24,425.00	\$24,425.00	2013
11	RSHA STL07R	\$50,000.00	\$50,000.00	2013
12	HP21L-5016(022)	\$ 633,265.00	\$ 633,265.00	2013
13	BTA 08/09-05-SLO-01	\$890,000.00	\$890,000.00	2013
14	USHA STL05U	\$234,665.00	\$234,665.00	2014



#	Grant Number	Grant Amount	Grant Amount Expended	Year Complete
15	RPSTPLE-5016(51)	\$600,000.00	\$600,000.00	2014
16	BTA 07/08-05-SLO-03	\$495,000.00	\$458,730.35	2015
17	RSHA-PRSLO1	\$25,000.00	\$19,226.00	Active
18	USHA-PUSLO2	\$255,000.00	\$235,448.00	Active
19	BRLS-5016(050)	\$500,000.00	\$325,527.00	Active
Totals		\$8,122,755.00	\$7,626,996.35	

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	Attachment J



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

Additional Attachments

Attachment K

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



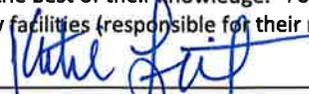
Part C: Attachments

Attachment A: Signature Page

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

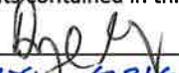
Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

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

Signature:  Date: May 26, 2015
 Name: KATIE LICHTIG Phone: 805-781-7114
 Title: CITY MANAGER e-mail: KLICHTIG@SLOCITY.ORG

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: 5/26/15
 Name: DARYN GRIGSBY Phone: 805-781-7200
 Title: PUBLIC WORKS DIRECTOR e-mail: DGRIGSBY@SLOCITY.ORG

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>

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Serious drought
Help save water!*

May 26, 2015

Peggy Mandeville
Principal Transportation Planner
City of San Luis Obispo
919 Palm Street
San Luis Obispo, CA 93401

Dear Mrs. Mandeville,

This letter is acknowledgement of the Active Transportation Program Cycle 2 (ATP) Grant Application process for the "Railroad Safety Trail – Taft to Pepper" to construct multimodal facilities on State Route 101 within the City of San Luis Obispo. We appreciate your efforts to improve connectivity for bicycles and pedestrians near this portion of the state highway system.

Based on preliminary reviews of the general project scope received by District 5 Traffic Operations, the improvement concept is acceptable. There is currently an active encroachment permit, #0514 NMC 0649, that is in the process of evaluation. Please be aware that in addition to the subsequent reviews and the approval process required for work within state highway right of way, a Maintenance Agreement is required to be executed prior to the issuance of an Encroachment Permit.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sara von Schwind".

Sara von Schwind
Interim Deputy District Director
Maintenance and Operations

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 28-May-15

Project Information:

Project Title: Railroad Safety Trail - Taft Street to Pepper Street

District	County	Route	EA	Project ID	PPNO
5	San Luis Obispo	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)									
PS&E		250						250	
R/W			250					250	
CON		250		3,494				3,744	
TOTAL		500	250	3,494				4,244	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON				3244				3,244	
TOTAL				3,244				3,244	

ATP Funds	Non-Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

05-City of San Luis Obispo-01

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

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)									City of San Luis Obispo
PS&E		250						250	Notes:
R/W			250					250	Local Match Funds consist of
CON		250		250				500	TIF (City) Funds and previously
TOTAL		500	250	250				1,000	allocation of SHA funds.

Fund No. 3:	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. 4:	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									

05-City of San Luis Obispo-01

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

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

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

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

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

1. **Vicinity map /Location map** Engineer's Initials: DVB
 - 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: DVB
 - 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: DVB

(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: DVB
 - 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: DVB

- 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: DVB

- 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: DVB

- 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: DVB

- 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):

Title:

Engineer License Number

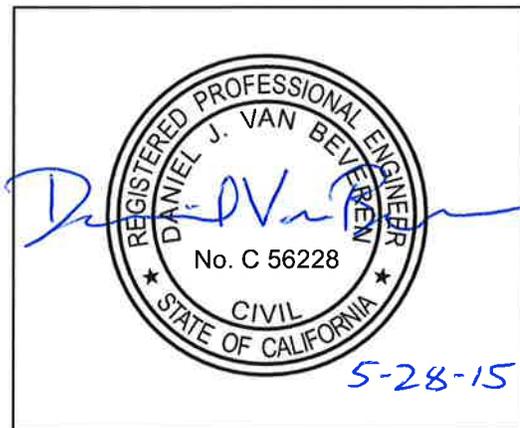
Signature: Daniel Van Beveren

Date:

Email:

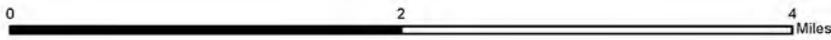
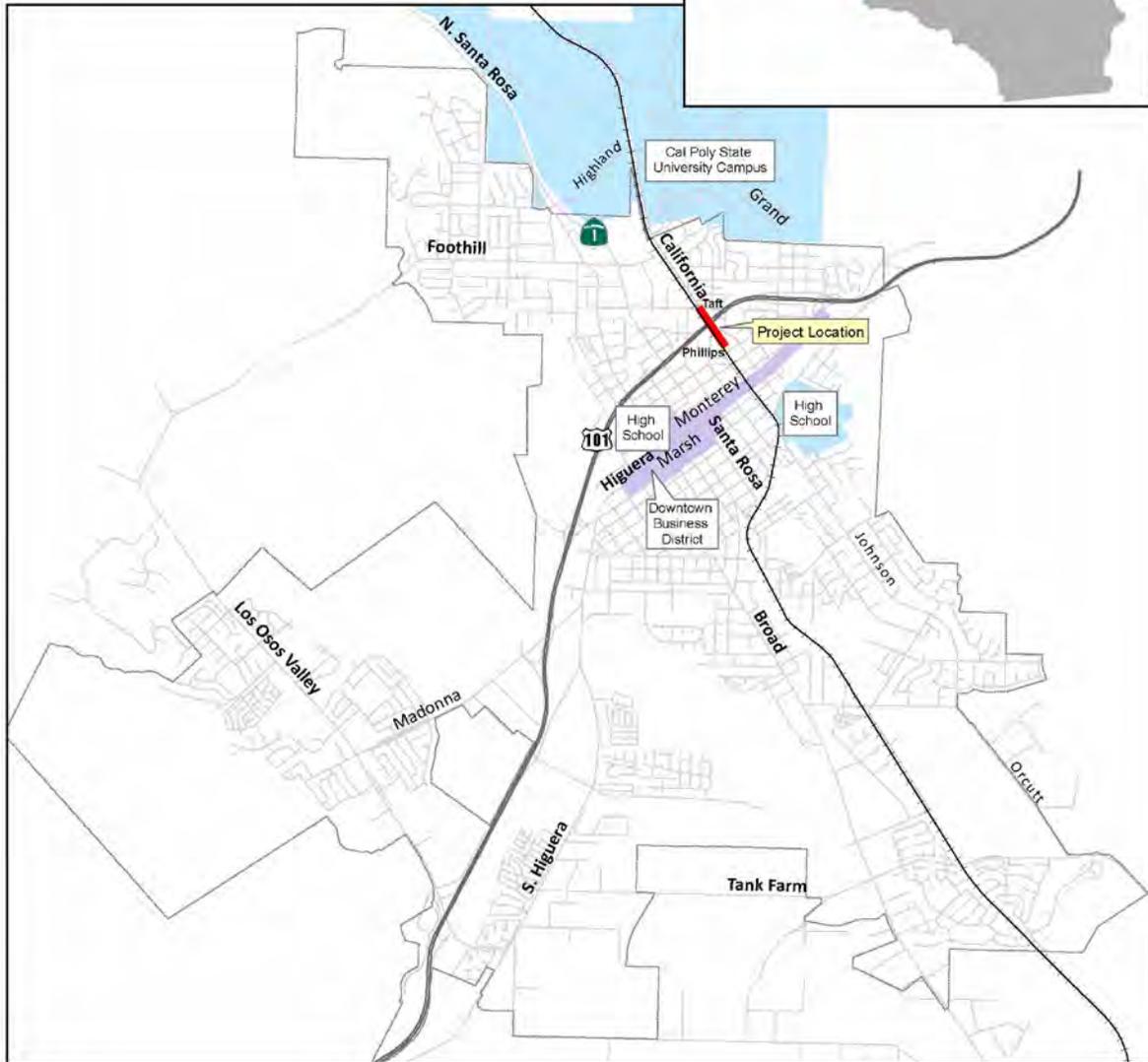
Phone:

Engineer's Stamp:



Railroad Safety Trail Taft to Pepper - Location Map

-  Railroad
-  City Limits
-  Proposed Bike Path Segment
-  Downtown





- PROPOSED PATH ALIGNMENT
- PROPOSED BRIDGE
- PHILLIPS LANE CONNECTION
- PROPOSED RETAINING WALL/STRUCTURE APPROACH

PROJECT TITLE: RAILROAD SAFETY TRAIL - TAFT TO PEPPER

SHEET TITLE: LAYOUT

DESIGNED BY: A. BEDAL

DRAWN BY: A. BEDAL

CHECKED BY: G. ARMSTRONG

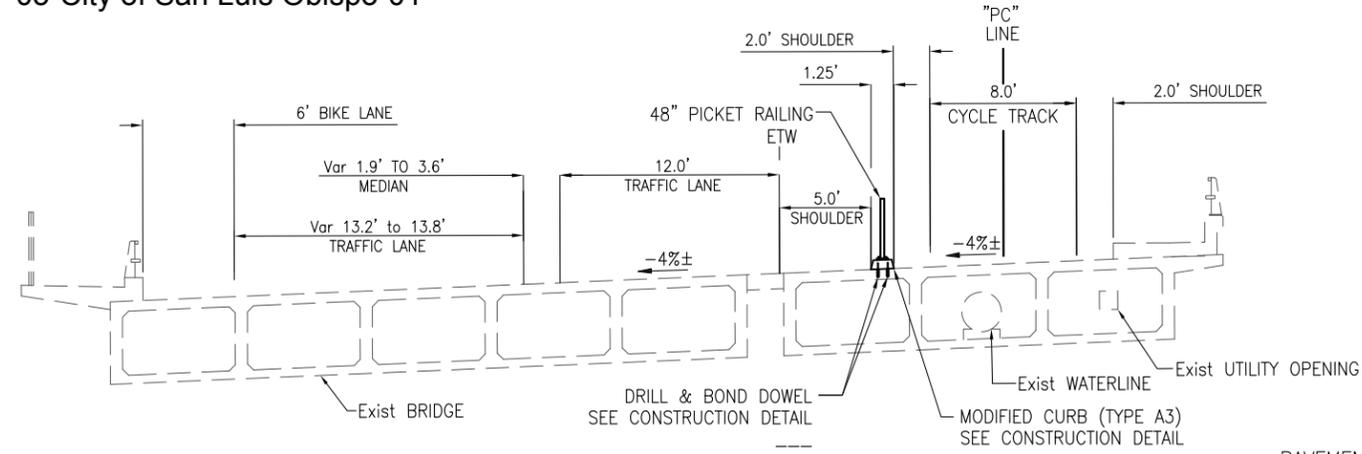
APPROVED BY: M. IMBRIANI

DATE: 5/28/15

CITY SPECIFICATION NO. 91111

SCALE: 1" = 60'

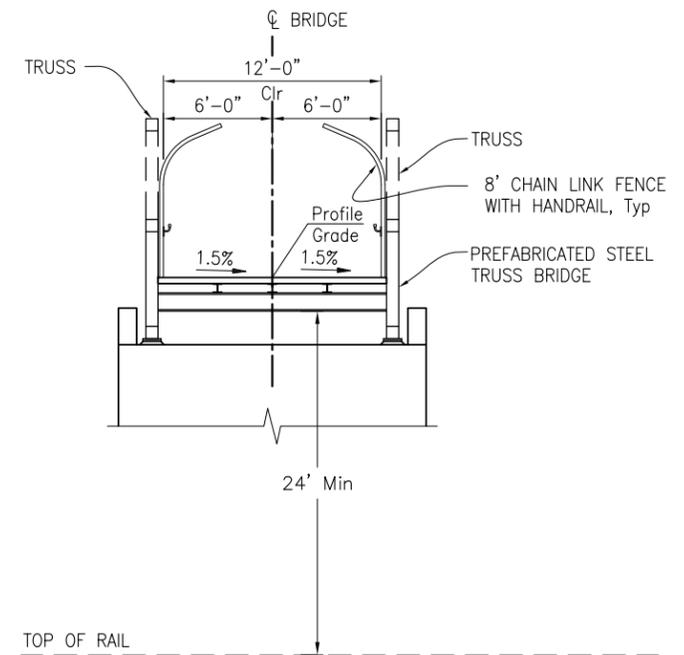
SHEET NO. 1 of 2



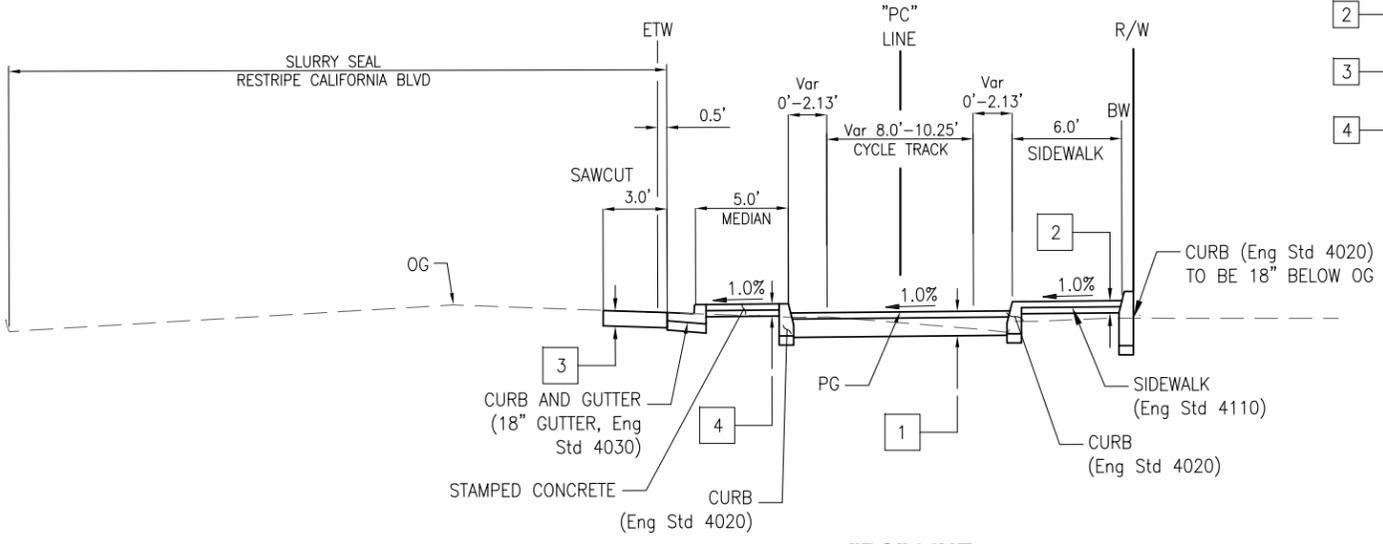
"PC" LINE
STA 14+57 (BB) TO STA 15+89 (EB)

PAVEMENT STRUCTURAL SECTIONS

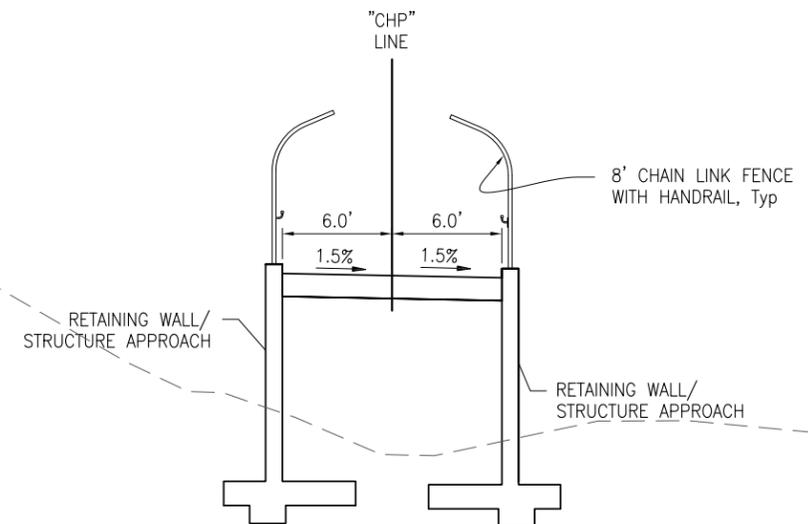
- 1 0.33' HOT MIX ASPHALT (TYPE A)
1.0' AB (CLASS 2) WITH TRIAXIAL GEOGRID
(TENSAR TX 140 OR EQUAL) INSTALLED AT
THE BOTTOM OF THE CLASS 2 BASE
- 2 0.33' PCC CONCRETE
0.33' AB (CLASS 2)
- 3 0.83' HOT MIX ASPHALT (TYPE A)
- 4 0.33' PCC STAMPED CONCRETE
0.33' AB (CLASS 2)



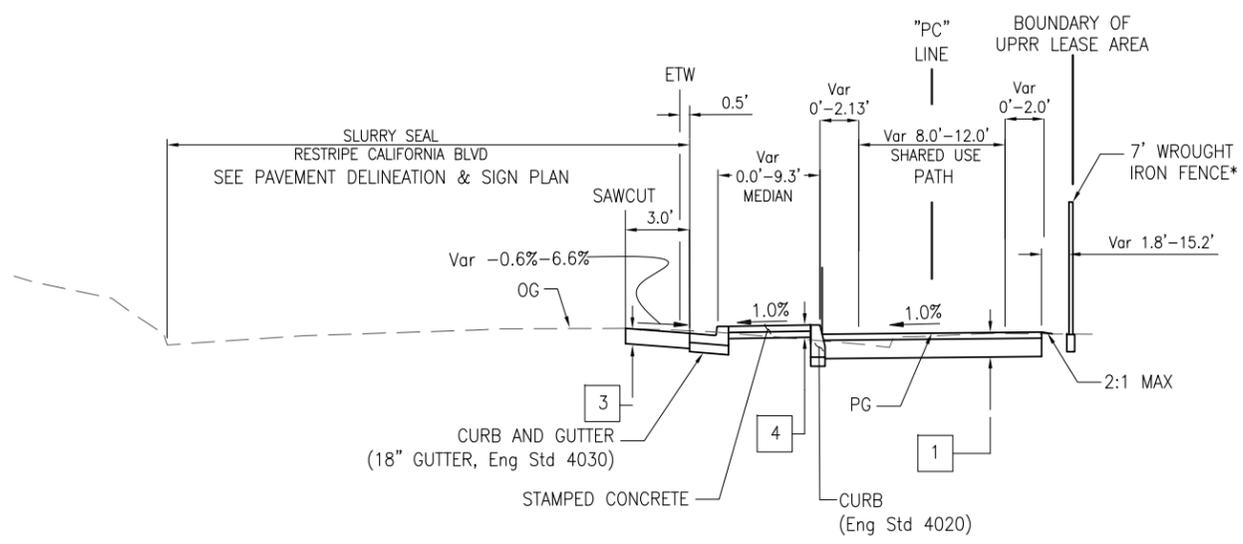
"PC" LINE
STA 24+93 TO STA 25+79



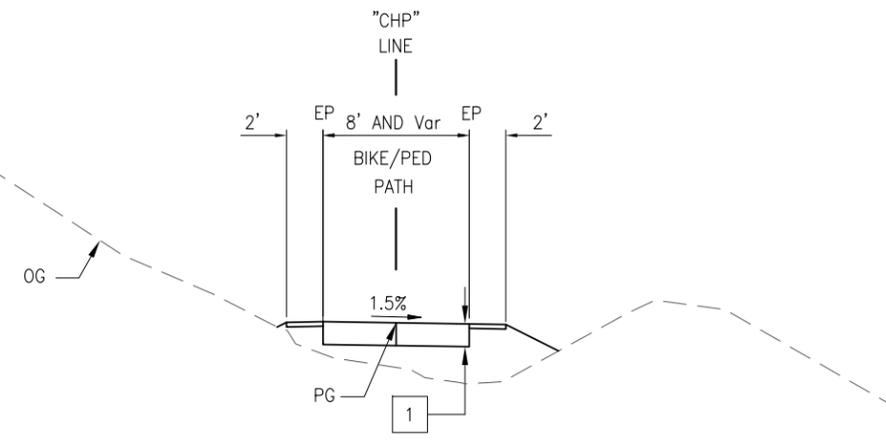
"PC" LINE
STA 12+75 TO STA 14+57
STA 15+89 TO STA 16+85



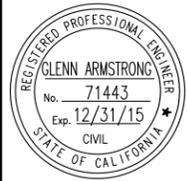
"PC" LINE
STA 21+50 TO STA 24+93
STA 25+79 TO STA 27+84



"PC" LINE
STA 10+00 TO STA 12+75



"PC" LINE
STA 16+85 TO STA 21+50



PROJECT TITLE: RAILROAD SAFETY TRAIL - TAFT TO PEPPER

SHEET TITLE: TYPICAL CROSS SECTIONS

DESIGNED BY:	A. BEDAL
DRAWN BY:	A. BEDAL
CHECKED BY:	G. ARMSTRONG
APPROVED BY:	M. IMBRIANI
DATE:	5/28/15
CITY SPECIFICATION NO.:	91111
SCALE:	1" = 30'
SHEET NO.:	2 of 2

Union Pacific Railroad Highway 101 overpass – looking north



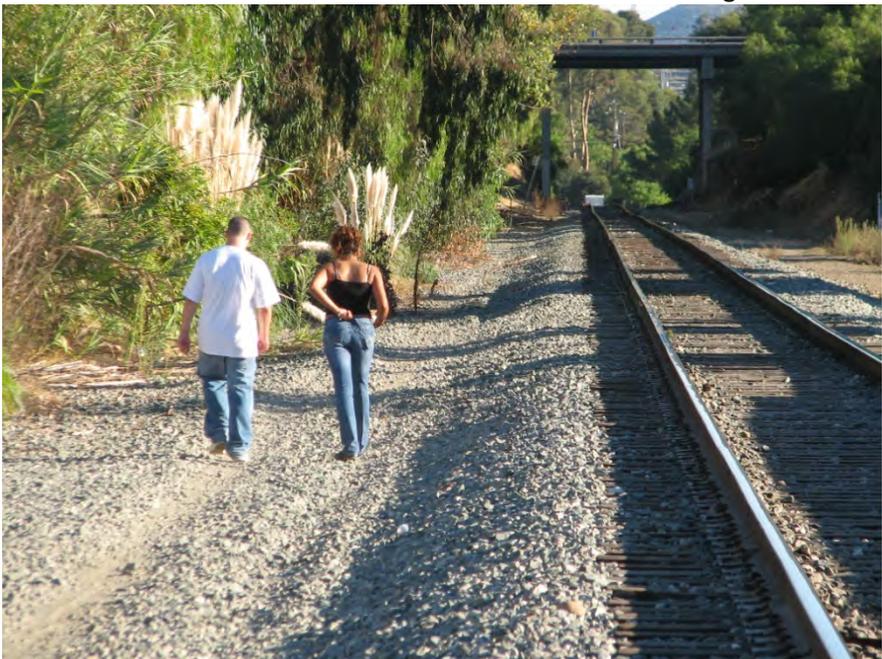
California Blvd. Highway 101 overpass – looking north



Union Pacific Railroad track adjacent to Johnson Ave. looking south



Pedestrian use of Union Pacific Railroad tracks – looking south



Makeshift dirt path at terminus of Johnson Ave. – looking north



California Highway Patrol Property adjacent to UPRR tracks – looking north



California Blvd at Palm St.: Bus leaning into Class II bike lane while going up steep incline – looking north



California Blvd. north of Mill St.: Bicyclist hugging curb and gutter due to steep incline, narrow bike lane and narrow vehicle lane – looking north



California Blvd. at Taft St.: Bike travelling through California/Taft intersection – looking north



California Blvd. at Phillips St.: Narrow bike lanes perpendicular to driveways – looking south



Detailed Engineer's Estimate and Total Project Cost

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

Project Information:

Agency:	City of San Luis Obispo			
Application ID:		Prepared by:	Dan Van Beveren	
Project Description:	Southern Extension of Railroad Safety Trail to Pepper Street		Date:	5/28/2015
Project Location:	Railroad Safety Trail - Taft to Pepper			

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	%	\$	%	\$	%	\$	%	\$

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	RESIDENT ENGINEERS OFFICE	1	LS	\$15,000.00	\$15,000	100%	\$15,000						
2	CONSTRUCTION STAKING	1	LS	\$25,000.00	\$25,000	100%	\$25,000						
3	LEAD COMPLIANCE PLAN	1	LS	\$10,000.00	\$10,000	100%	\$10,000						
4	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	1	LS	\$5,000.00	\$5,000	100%	\$5,000						
5	CONSTRUCTION AREA SIGNS	1	LS	\$4,000.00	\$4,000	100%	\$4,000						
6	CONSTRUCTION PROJECT INFORMATION SIGNS	2	EA	\$2,000.00	\$4,000	100%	\$4,000						
7	CONSTRUCTION AREA TRAFFIC CONTROL DEVICES	1	LS	\$20,000.00	\$20,000	100%	\$20,000						
8	JOB SITE MANAGEMENT	1	LS	\$30,000.00	\$30,000	100%	\$30,000						
9	TEMPORARY WATER POLLUTION CONTROL	1	LS	\$30,000.00	\$30,000	100%	\$30,000						
10	PREPARE STORM WATER POLLUTION PREVENTION PLAN	1	LS	\$5,000.00	\$5,000	100%	\$5,000						
11	STORM WATER ANNUAL REPORT	1	EA	\$2,000.00	\$2,000	100%	\$2,000						
12	MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	1	EA	\$2,000.00	\$2,000	100%	\$2,000						
13	STREET SWEEPING	1	LS	\$6,000.00	\$6,000	100%	\$6,000						
14	TEMPORARY CONCRETE WASHOUT	1	EA	\$1,200.00	\$1,200	100%	\$1,200						
15	NOISE MONITORING	1	LS	\$5,000.00	\$5,000	100%	\$5,000						
16	REMOVE WOOD FENCE	17	LF	\$5.00	\$85	100%	\$85						
17	REMOVE CHAIN LINK FENCE	327	LF	\$5.00	\$1,635	100%	\$1,635						
18	REMOVE IRRIGATION FACILITY	1	LS	\$5,000.00	\$5,000	100%	\$5,000						
19	REMOVE ASPHALT CONCRETE DIKE	195	LF	\$3.00	\$585	100%	\$585						
20	REMOVE DRAINAGE FACILITY	1	LS	\$2,700.00	\$2,700	100%	\$2,700						
21	ADJUST MANHOLE TO GRADE	2	EA	\$900.00	\$1,800	100%	\$1,800						
22	COLD PLANE ASPHALT CONCRETE PAVEMENT	4800	SQYD	\$4.50	\$21,600	100%	\$21,600						
23	REMOVE CONCRETE (CURB, GUTTER, AND SW)	594	LF	\$15.00	\$8,910	100%	\$8,910						
24	CLEARING AND GRUBBING	1	LS	\$25,000.00	\$25,000	100%	\$25,000						
25	DEVELOP WATER SUPPLY	1	LS	\$5,000.00	\$5,000	100%	\$5,000						
26	ROADWAY EXCAVATION	1100	CY	\$50.00	\$55,000	100%	\$55,000						
27	IMPORTED BORROW	400	CY	\$60.00	\$24,000	100%	\$24,000						
28	HIGHWAY PLANTING	1	LS	\$15,000.00	\$15,000	100%	\$15,000	100%	\$15,000				
29	IRRIGATION SYSTEM	1	LS	\$10,000.00	\$10,000	100%	\$10,000	100%	\$10,000				
30	EROSION CONTROL	1	LS	\$20,000.00	\$20,000	100%	\$20,000						
31	FINISHING ROADWAY	1	LS	\$10,000.00	\$10,000	100%	\$10,000						

Exhibit 22-R ATP Non-Infrastructure Project Work Plan				
Fill in the following items:				
Date: (1)	26-May-15			
Project Number: (2)				
Project Location(s): (3a)	City of San Luis Obispo- Citywide			
" " (3b)				
" " (3c)				
Project Description: (4)	Promote the transportation related improvements through a two year sustainable campaign to shift modes. No grant monies are requested for this program.			
Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)				
<i>For Department use only</i>				
You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:				
Task Summary:				
Click the links below to navigate to "Task Details" tabs:				
Task	Task Name	Start Date	End Date	Cost
Task "A"	Sustainable Transportation Promotion			\$ 21,800.00
Task "B"	Bicycle Education			\$ 25,800.00
Task "C"	Pedestrian Health and Safety Campaign			\$ 17,800.00
Task "D"	Annual Bicycle Rodeo			\$ 19,800.00
Task "E"				\$ -
Task "F"				\$ -
Task "G"				\$ -
Task "H"				\$ -
Task "I"				\$ -
Task "J"				\$ -
			GRAND TOTAL	\$ 85,200.00

TASK "A" DETAIL

Task Name (5a):	Sustainable Transportation Promotion		
Task Summary (5b):	Promotion of walking and biking through promotional campaigns directed at employees and students.		
Task Schedule (5c):	Start Date :		End Date:

Activities (6a):		Deliverables (6b):
1.	Bike Month Campaign- County wide	Sponsorship and promotion in publications, radio ads, electronic media, message board displays
2.	Rideshare Month- County wide	Sponsorship and promotion in publications, radio ads, electronic media, message board displays
3.	Let's Get Visible Campaign- County wide	Sponsorship and promotion in publications, radio ads, electronic media, message board displays
4.	Back and Forth Commuter Club Promotion	Presentation to local businesses and at public events such as farmer's markets
5.	San Luis Obispo High School & Cal Poly Safe Routes to School	Presentation and promotion of new bicycle/pedestrian project as a safe route to school via contests
6.		
7.		
8.		
9.		
10.		

Staff Costs:				
Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Program Manager	120	\$40.00	\$ 4,800.00
Party 2 -	Administration	240	\$25.00	\$ 6,000.00
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 10,800.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 10,800.00

Task Notes (8):
 The county wide programs would be coordinated with the local regional transportation authority for two years

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

To fill out an itemized cost for each "Other Cost", click below: <input type="button" value="Itemized 'Other Costs' Section"/>	Travel (9a):	\$	-
	Equipment (9b):	\$	-
	Supplies/Materials (9c):	\$	5,000.00
	Incentives (9d):	\$	-
	Other Direct Costs (9e):	\$	5,000.00
	" " (9f):	\$	-
	Total Other Costs (9g):	\$	11,000.00
TASK GRAND TOTAL (10g):			\$ 21,800.00

Task "A" Other Costs:

Itemized Supplies/Materials Cost (9c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (9c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1. Give Aways- ie. Bike bells, reflective bands	2000		\$3	\$ 6,000.00
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	2000		\$3	\$ 6,000.00
Total Supplies/Materials Cost:				\$ 6,000.00

Itemized Other Direct Costs (9e)					
Please provide an itemized "other" cost estimate for all other costs applicable to each task					
Other Direct Costs (9e)					
Type of Other Direct Costs		Quantity	Units	Unit Cost \$	Total \$
1.	Advertising	1	LS	\$5,000	\$ 5,000.00
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:		1		\$5,000	\$ 5,000.00
Total Other Direct Cost:					\$ 5,000.00

TASK "B" DETAIL					
Task Name (5a):		Bicycle Education			
Task Summary (5b):		Plan and conduct bicycle safety education classes, assemblies and community rides that educate adults, families, and students			
Task Schedule (5c):		Start Date :		End Date:	
Activities and Deliverables:					
Activities (6a):			Deliverables (6b):		
1.	Develop Year 1 schedule, assignments, and attendance goals		Schedule and goals		
2.	Monthly meetings with League Certified Instructors		Meeting outcomes		
3.	Advertise events and purchase supplies		Display, print and social media ads, supplies		
4.	Conduct trainings		Identify # of students reached		
5.	Review Year 1 successes, modify accordingly for Year 2				
6.					
7.					
8.					
9.					
10.					
Staff Costs:					
Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$	
Party 1 -	Program Manager	80	\$40.00	\$	3,200.00
Party 2 -	Instructors	320	\$30.00	\$	9,600.00
Party 3 -	Administration	440	\$25.00	\$	11,000.00
Party 4 -				\$	-
Party 5 -				\$	-
Party 6 -				\$	-
Subtotal Party Costs (6d):				\$	23,800.00
Indirect Costs (6e):					
Total Staff Costs (6f):				\$	23,800.00
Task Notes (8):					
<p>The City is contracting with the San Luis Obispo County Bicycle Coalition and local League of American Bicyclists certified instructors to conduct these trainings for two years. Annually, the Coalition reaches out to over 200 residents with bicycle safety education training.</p>					
Other Costs:					
<p>You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:</p>					
<p>To fill out an itemized cost for each "Other Cost", click below:</p> <div style="border: 1px solid gray; padding: 5px; display: inline-block; margin: 10px 0;">Itemized "Other Costs" Section</div>		Travel (9a):	\$	-	
		Equipment (9b):	\$	-	
		Supplies/Materials (9c):	\$	2,000.00	
		Incentives (9d):	\$	-	
		Other Direct Costs (9e):	\$	-	
		"" (9f):	\$	-	
Total Other Costs (9g):				\$	2,000.00
TASK GRAND TOTAL (10g):				\$	25,800.00

Task "B" Other Costs:

Itemized Supplies/Materials Cost (9c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (9c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1. Education materials	1	LS	\$2,000	\$ 2,000.00
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	1		\$2,000	\$ 2,000.00
Total Supplies/Materials Cost:				\$ 2,000.00

TASK "C" DETAIL				
Task Name (5a):		Pedestrian Health and Safety Campaign		
Task Summary (5b):		Plan and implement a program that educates the public on pedestrian health and safety include railroad safety		
Task Schedule (5c):		Start Date :		End Date :
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Implement be safe be seen campaign			
2.	Implenent railroad safety campaign			
3.	Implement public health campaign			
4.				
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Program Manager	320	\$40.00	\$ 12,800.00
Party 2 -				\$ -
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 12,800.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 12,800.00
Task Notes (8):				
The City will reach out to local partners such as County Public Health and Cal Poly to develop a program that informs and promotes pedestrian health and safety including rail safety (given the project's proximity to an active rail line).				
Other Costs:				

<p>You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:</p>	
<p>To fill out an itemized cost for each "Other Cost", click below:</p> <p style="text-align: center;">Itemized "Other Costs" Section</p>	Travel (9a): \$ -
	Equipment (9b): \$ -
	Supplies/Materials (9c): \$ 1,500.00
	Incentives (9d): \$ -
	Other Direct Costs (9e): \$ 3,500.00
	**** (9f): \$ -
	Total Other Costs (9g): \$ 5,000.00
TASK GRAND TOTAL (10g): \$ 17,800.00	

Task "C" Other Costs:

Supplies/Materials (9c)					
Type of Supplies/Materials		Quantity	Units	Unit Cost \$	Total \$
1.	Reflective materials such as vests and arm bands	1	LS	\$1,500	\$ 1,500.00
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:		1		\$1,500	\$ 1,500.00
Total Supplies/Materials Cost:					\$ 1,500.00

Itemized Other Direct Costs (9e)					
Please provide an itemized "other" cost estimate for all other costs applicable to each task					
Other Direct Costs (9e)					
Type of Other Direct Costs		Quantity	Units	Unit Cost \$	Total \$
1.	Advertising in print, radio and electronic media	1	LS	\$3,500	\$ 3,500.00
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:		1		\$3,500	\$ 3,500.00
Total Other Direct Cost:					\$ 3,500.00

TASK "D" DETAIL				
Task Name (5a):		Annual Bicycle Rodeo		
Task Summary (5b):		Plan and conduct an annual bicycle safety rodeo for elementary school age children		
Task Schedule (5c):		Start Date :		End Date:
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Plan rodeo activities and reserve location	Approved rodeo route and location		
2.	Order give aways	Give aways		
3.	Seek sponsors and volunteers	Volunteers and sponsors		
4.	Develop advertising campaign/reach out to schools	Advertising campaign		
5.	Conduct rodeo	educational event		
6.	Evaluation of event	Lessons learned		
7.	Modify from input received and repeat activities 1-6 for Year 2			
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Program Manager	120	\$40.00	\$ 4,800.00
Party 2 -	Instructors	40	\$30.00	\$ 1,200.00
Party 3 -	Administration	200	\$25.00	\$ 5,000.00
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 11,000.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 11,000.00
Task Notes (8):				
The City will partner with the San Luis Obispo County Bicycle Coalition, the Police Department, Parks and Recreation Department, and local League of American Bicyclists certified instructors to conduct this annual event for two years. 200 attendees are anticipated each year.				
Other Costs:				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
To fill out an itemized cost for each "Other Cost", click below: <div style="border: 1px solid gray; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>		Travel (9a):	\$	-
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	8,000.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	800.00
		" " (9f):	\$	-
Total Other Costs (9g):				\$ 8,800.00
TASK GRAND TOTAL (10g):				\$ 19,800.00

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1.	Rodeo supplies and give aways	1	LS	\$8,000	\$ 8,000.00
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
	Total:	1		\$8,000	\$ 8,000.00
Total Supplies/Materials Cost:					\$ 8,000.00

Itemized Other Direct Costs (9e)				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
Other Direct Costs (9e)				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1. Advertising/banner/school flyers	1	LS	\$800	\$ 800.00
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	1		\$800	\$ 800.00
Total Other Direct Cost:				\$ 800.00

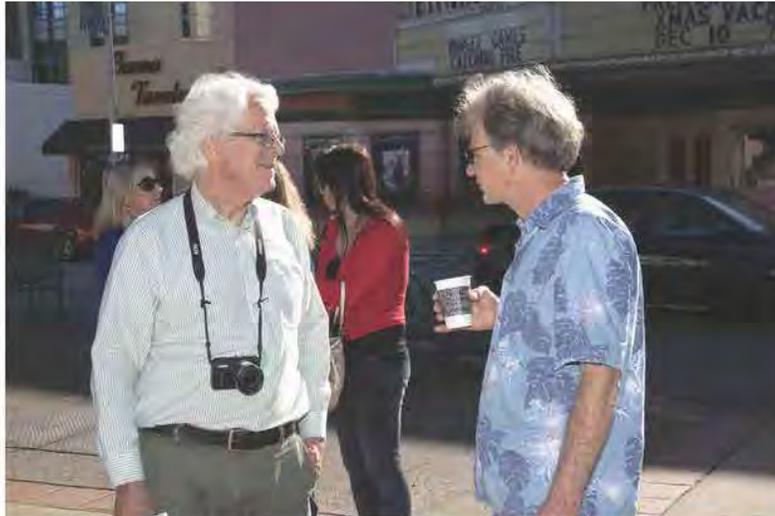
5/14/2015

Cal Poly associate professor hit by truck while cycling to work | Local News | SanLuisObispo

SanLuisObispo Cal Poly associate professor hit by truck while cycling to work

By Matt Fountain

mfountain@thetribunenews.com January 29, 2014



Photographer Brian Lawler, left, an associate professor at Cal Poly, talks to Ken Bennett during a recent photo shoot in San Luis Obispo.

TIM OLSEN

• Location of accident

Here's the approximate location where Cal Poly associate professor Brian Lawler was hit by a pickup truck Monday, Jan. 27, 2014.

[View Larger Map](#)

A well-known Cal Poly associate professor of graphic communication was injured Monday morning in a bicycle accident on his way to work.

Brian Lawler, who has taught at the university for 15 years, suffered a fractured pelvis and various scrapes and bruises after being struck by a pickup around 8 a.m. in the intersection of California Boulevard and Taft Street.

Lawler said he was bicycling north across the busy intersection when a southbound truck turned left on Taft. The driver struck Lawler's saddlebags, damaging beyond repair the cameras and other equipment inside, which Lawler uses in class.

Lawler said the driver stayed with him until emergency services arrived and took him to Sierra Vista Regional Medical Center, where he was to be discharged Wednesday.

Lawler said he was up on crutches but was not sure when he will return to work. He was told it will take six to eight weeks to be fully active again.

"I'm busted up, but I'm OK," he said.

Lawler said he hopes the city will look into making the intersection safer for bicyclists.

http://www.sanluisobispo.com/2014/01/29/2699620_brian-lawler-cal-poly-bicycle.html?h=1

Oscar Gonzalez's friends pay tribute to him after train accident

Many gather at Santa Rosa Skate Park to honor a boy remembered as funny, kind and genuine

By AnnMarie Cornejo

acornejo@thetribunenews.com July 16, 2010



05-City of San Luis Obispo-01

Oscar Gonzalez, the 17-year-old killed when he was hit by a train Thursday in San Luis Obispo, had spent the day doing what he loved most skateboarding and spending time with his friends.

Described as compassionate, honest and humorous by those who knew him, Gonzalez was a friend to many.

Gonzalez, who would have started his senior year at San Luis Obispo High School this fall, was killed when he was struck by an Amtrak train about 3:50 p.m. Thursday while trying to cross the tracks near Cal Poly.

Gonzalez and two friends were walking a well-used path leading from Murray Street to California Boulevard when the train, heading north, came up behind them.

The path approaches the tracks from Murray Street before leading pedestrians onto the tracks, where they walk about 40 feet north before the path begins again.

It is often used as a shortcut by Cal Poly students and nearby residents to reach California Boulevard.

Police say the three friends were likely using this route when the train came up the tracks.

The two teenagers who walked just behind Gonzalez on the tracks heard the train coming and yelled for him to jump off the tracks as they jumped for safety.

But the train came fast, and Gonzalez was wearing headphones.

News of his death spread quickly among his friends a close-knit group who skateboard together, take vacations together and hang out during and after school.

On Friday, they gathered at the Santa Rosa Skate Park to pay tribute to Gonzalez.

A white cross made of skateboards and a sign reading RIP Oscar were hung above a pyramid ramp where Gonzalez skated almost daily.

Friends left flowers and handwritten messages in his memory. Others skated through tears, stopping to hug one another when the emotion became overwhelming.

He was truly a genuine individual, friend Ky Huynh wrote in an e-mail. He did things the way he wanted, lived life according to his dreams, not everyone else's.

Huynh added that Gonzalez skated clean and hard and once won first place in a street skating competition sponsored by the Coalition skate shop.

Gonzalez was known for two skating moves the double kick flip and the air walk.

Rainer Staub, 17, arrived early at the San Luis Obispo skate park Friday, grasping flowers.

Staub said he and Gonzalez would spend hours just hanging out, skateboarding around town and talking.

It was a routine familiar to more than a dozen high school students who passed their days with him.

I think that Oscar touches more people's lives than anyone can really comprehend, wrote friend Monique Jensen, 18, in an e-mail. I feel that he has taught us all how to live life. Oscar was always happy, and always laughing. He always went with the flow, never had a complaint; he made the most out of any situation and always offered a helping hand.

His family could not be reached Friday.

A benefit fund for Gonzalez's family has been set up at Rabobank. Donations can be made for the next 90 days.

http://www.sanluisobispo.com/2010/07/16/1218471_oscar-gonzalez-killed-by-train.html?rh=1



Air Pollution Control District
San Luis Obispo County

May 29, 2015

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

RE: SLOCAPCD Support for Taft to Pepper Railroad Safety Trail Connection - Cycle 2 Application

To whom it may concern:

The San Luis Obispo County Air Pollution Control District (SLOCAPCD) is pleased to offer our support for the City of San Luis Obispo's (SLO) Caltrans Active Transportation Program grant application for the Taft to Pepper Railroad Safety Trail (RST) Connection. The project will extend the Class I RST south over Highway 101 to Phillips Lane. At Phillips Lane, a pedestrian and bicycle bridge will be installed over the railroad tracks to connect to Pepper Street, which offers easy access to downtown and its surrounding neighborhoods. This missing link in the Class I RST is necessary to address the following safety issues:

- Students and citizens currently move unsafely between Cal Poly State University/California Boulevard and downtown SLO by way of a shortcut trail over the Union Pacific Right of Way;
- Heading northwest on California Boulevard toward Cal Poly, bicyclists can only access the safety of the existing RST by either riding illegally against traffic, on the sidewalk, or crossing four lanes of high speed traffic.

These safety issues negatively affect air quality by creating barriers to people choosing active transportation instead of their vehicles as their choice for personal mobility.

The proposed connection supports key sustainability and greenhouse gas (GHG) reduction strategies included in the City's Land Use and Circulation Element and Climate Action Plan. It also supports the SLO County Clean Air Plan (CAP) that promotes local connectivity with transportation and land use strategies designed to support the use of active transportation modes. The use of alternative transportation reduces vehicle emissions which account for over half of SLO County's air pollution and GHG emissions. This City project also supports climate change legislative (AB32 and SB375) goals intended to secure GHG emission reductions in California from various sources including the transportation sector. The Taft to Pepper Railroad Safety Trail Connection is an important project to help the City provide the necessary infrastructure to increase bicycling to a 20% mode share by

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SLOCAPCD Support for Taft to Pepper Railroad Safety Trail Connection

May 29, 2015

Page 2 of 2

2020; an objective of both their Climate Action Plan and Bicycle Transportation Plan.

Finally, the SLOCAPCD supports sustainable transportation that provides air pollution and greenhouse gas reductions. This project is a great example of the City's foresight to plan and implement safe, sustainable active transportation infrastructure. We strongly recommend that this project be selected for prompt funding from the Caltrans Active Transportation Program.

Sincerely,



Aeron Arlin Genet

Manager - Planning, Monitoring & Outreach Division

H:\PLAN\Land_Use\Support_LTRs_Sustainability\TaftToPepperRSTConnection\CaltransATPGrant_TaftToPepperRRST_APCDLtrOfSupport.docx



May 29, 2015

Caltrans Division of Local Assistance, MS-1
Attention: Chief, Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: City of San Luis Obispo Railroad Safety Trail Active Transportation Program Grant

Dear Sir or Madam,

The San Luis Obispo County Bicycle Coalition strongly supports the City of San Luis Obispo's Active Transportation Program Grant and asks for your approval to fund the Taft to Pepper segment of the Railroad Safety Trail. The mission of the Bicycle Coalition is to improve the quality of life throughout the Central Coast through bicycle advocacy, education, and inspiration. With over 4500 supporters throughout the region, our efforts are motivated directly by the wants and needs of local residents that believe friendly streets, great paths, and easy access to active transportation are essential to communitywide well-being.

Since construction of the initial phase, the Railroad Safety Trail has proven an extremely popular facility that helps countless individuals feel safe enough to choose biking and walking to Calpoly, downtown, and community destinations in between. This grant will fund construction of an essential piece of infrastructure to close a critical gap in the route to across town, empowering students to avoid challenging intersections that interface with freeway on and off ramps and exhibit high rates of collision.

The Bicycle Coalition has a long history of working with community members in San Luis Obispo. Bike education activities are consistently hosted at schools, community centers, and through local events. Nevertheless, the education is not enough to get most people riding. The San Luis Obispo Council of Governments 2013 countywide barriers to bicycling survey identified that 60% of the population are enthusiastic about or interested in commuting by bike more often. Respondents stated that the top three barriers to riding are unsafe or speeding vehicles, insufficient bike lanes, and gaps in the bicycling network. This project will directly address these top three barriers.

The Bicycle Coalition requests Caltrans approval of San Luis Obispo's application for Active Transportation Program funds for the Taft to Pepper Railroad Safety Trail Connection. Your approval will lead directly to the completion of a project that makes it easy for everybody, from ages 8 to 80, to integrate safe active transportation into their daily lives. Please do not hesitate to contact us with any questions or concerns.

Sincerely,

Dan Rivoire
Executive Director

May 13, 2015

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

RE: Taft to Pepper Railroad Safety Trail Connection

To whom it may concern:

Cal Poly Student Affairs is pleased to support the City of San Luis Obispo's submittal of a Caltrans Active Transportation Program grant application for the Taft to Pepper Railroad Safety Trail Connection. Cal Poly Student Affairs maintains responsibility for all aspects of life outside the classroom for our students. We believe in promoting vibrant connections to our local community. This project will help facilitate those connections through safe transportation.

The project benefits are many including providing an active link for faculty, staff, and student commuters, as Cal Poly is aggressively promoting alternative transportation methods to and from campus. It will also reduce bicycle and pedestrian collision hazards along the Union Pacific right-of-way and at key intersections, like those along California Boulevard.

Please consider the City of San Luis Obispo's request favorably as the proposed project will greatly improve our current transportation network, and enhance the natural habitat within the City.

Sincerely,



Keith B. Humphrey, Ph.D.
Vice President for Student Affairs



895 Monterey Street
San Luis Obispo, CA
93401-3278

Ermina Karim, President/CEO

May 13, 2015

Caltrans
Division of Local Assistance, MS 1
Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274

RE: Taft to Pepper Railroad Safety Trail Connection

Dear Active Transportation Program,

The San Luis Obispo Chamber of Commerce wishes to re-state its support of the City of San Luis Obispo's submittal of a Caltrans Active Transportation Program grant application for the Taft to Pepper Railroad Safety Trail Connection.

Benefits of the Taft to Pepper segment of the Railroad Safety Trail, including the bicycle and pedestrian bridge over the Union Pacific railroad tracks from Phillips Lane to Pepper Street, will improve the safe connectivity between Cal Poly State University, the surrounding neighborhoods and the downtown area. It will also provide enhancements for the accessibility and enjoyment of our local recreational and cultural areas.

This grant proposal fits with the goals of the Active Transportation Program and the updated Land Use and Circulation Element in increasing the proportion of trips accomplished by biking and walking, increasing safety and mobility for non-motorized users, reducing greenhouse gases and enhancing public health. This proposal also aligns with the Chamber's economic vision of expanding bicycle and pedestrian access and education and promotes the use of clean fuel modes of transportation. Tourism to our area is a strong economic driver, with people from around the world seeking San Luis Obispo as a destination for bicycle and walking experiences.

Please consider the City of San Luis Obispo's grant request favorably as the proposed project will provide a valuable link in our local bicycle transportation network that will bring decades of functionality and enjoyment for our local residents and visitors.

Sincerely,

A handwritten signature in cursive script that reads "Charlene Rosales".

Charlene Rosales
Director of Governmental Affairs

T 805.781.2670
F 805.543.1255
E slochamber@slochamber.org

slochamber.org
visitslo.com
slo-business.com



Public Health Department

Jeff Hamm
Health Agency Director

Penny Borenstein, M.D., M.P.H.
Health Officer



Public Health
Prevent. Promote. Protect.

May 21, 2015

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

RE: City of San Luis Obispo – Taft to Pepper Railroad Safety Trail

Dear Caltrans,

The Public Health Department of the County of San Luis Obispo is pleased to support the City of San Luis Obispo's submittal of a Caltrans Active Transportation Program grant for the Taft to Pepper segment of the Railroad Safety Trail. The project will extend a Class I path over Highway 101, and a pedestrian and bicycle bridge will be installed over the railroad tracks to offer easy access to downtown and its surrounding neighborhoods. This project will increase safety for cyclists and pedestrians. Our Department offers bike and pedestrian safety classes around the County and we are thrilled with this project for its potential to improve our current bicycle path network.

Sincerely,

Kathleen Karle, MEd, MCHES
Division Manager
Health Promotion

ATTACHMENT J



May 27, 2015

Caltrans
Division of Local Assistance, MS-1
Attention: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: ATP Grant application for Railroad Safety Trail in San Luis Obispo

Dear Caltrans,

San Luis Obispo Council of Governments (SLOCOG) is pleased to support the Railroad Safety Trail as the region's Number 1 priority under the 2014 RTP's Active Transportation Element - Class I Program. SLOCOG is the Regional Transportation Planning Agency and Metropolitan Planning Organization representing the County of San Luis Obispo and the Cities of Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach, and San Luis Obispo.

SLOCOG's 2014 Regional Transportation Plan is the culmination of the last five years of long range regional plans and processes that included 20 public workshops for eight long-range plans. For the RTP itself, SLOCOG conducted extensive outreach throughout the region including two interactive web tools to gather project and funding preferences from the public, over 20 meetings with the Citizens' and Technical Advisory Committees, and 10 public meetings before the SLOCOG Board over 18 months at which our region's active transportation needs, goals, and strategies were discussed.

To immediately move toward implementation of the policies and programs of SLOCOG's Active Transportation Element of the 2014 RTP, SLOCOG worked closely with member agencies to determine the short-term regional active transportation project priorities; applying a hybrid of qualitative and quantitative measures in the assessment and ranking process. In March, SLOCOG reviewed thirty-five ATP candidate projects submitted by member agencies and identified six projects to pursue grant funding under the State's ATP Cycle 2 grant program. SLOCOG engaged the agency's citizen and technical transportation advisory committees on three occasions each, and conducted three public meetings before the SLOCOG Board and the general public to vet both the scoring criteria and regional project priorities. Measures such as effectiveness, project readiness, and the alignment with statewide ATP objectives were considered in the ranking process.

The project on the RTP project list in the Active Transportation Chapter of the 2014 RTP and is consistent with the following Goals and objectives:

1. Goal (Active Transportation Ch. 6) – Develop an interconnected regional network of boardwalks, Class I and II bikeways, and multi-use trails that link communities, recreational areas and statewide trail and bike networks.
2. AT 1. Promote development of a coordinated and connected regional bikeway system with emphasis on linking gaps of the regional system where appropriate bikeways do not exist.
3. AT 6. Encourage the development of an interconnected network of boardwalks, Class I and II bikeways, and multi-use trails including:
 - a. The Coastal Trail and Anza Trail Corridors through San Luis Obispo County linking Santa Barbara and Monterey counties...[The Railroad Safety Trail is within the Anza Trail corridor.]

SLOCOG fully supports the local agency in their pursuit of this highly regionally significant project through the State's ATP grant program.

Sincerely,

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

Debbie Arnold
SLOCOG President

Chris Read

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Wednesday, May 13, 2015 10:30 AM
To: Chris Read
Cc: atp@ccc.ca.gov
Subject: Re: San Luis Obipso ATP Project Request

Hi Chris,

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

Thank you

Monica

On Tue, May 12, 2015 at 10:12 AM, Chris Read <cread@pmcworld.com> wrote:

Wei and Danielle,

I am contacting you on behalf of the City of San Luis Obispo, The City is submitting a Caltrans Active Transportation Grant application in support of the Railroad Safety Project Taft to Pepper Segment. The City would like to invite the conservation corps to participate, if available and/or interested. The City is still updating this year's application, but the previous application, linked below, provides the physical description of the project, which will be unchanged in this year's application.

Link to last year's application: <http://sendfiles.pmcworld.com/1505125a1d94/files>

Please feel free to email me or call me at [805.503.0655](tel:805.503.0655) with any questions.

We look forward to hearing from you.

Sincerely,

Chris Read | PMC

860 Walnut St, Suite B

San Luis Obispo, CA 93401

Office: [805.250.7975](tel:805.250.7975)

Cell: [805.503.0655](tel:805.503.0655)

www.pmcworld.com

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

McDade, Elissa

From: Wallace, Melanie@CCC <Melanie.Wallace@ccc.ca.gov>
Sent: Monday, June 01, 2015 11:51 AM
To: Chris Read
Cc: McDade, Elissa; ATP@CCC
Subject: RE: San Luis Obispo ATP Project Request

Good morning,

Sorry for the delay on this. In regard to the new information, our response remains the same regarding this ATP project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Melanie Wallace
916.341.3153

 Please consider conservation before printing this e-mail

From: Chris Read
Sent: Thursday, May 28, 2015 7:46 PM
To: 'Melanie.Wallace@ccc.ca.gov'
Cc: McDade, Elissa (EMcDade@slocity.org); Mandeville, Peggy (pmandeville@slocity.org)
Subject: RE: San Luis Obispo ATP Project Request

Hi Melanie,

We apologize for the late reply, we just received the new engineers estimate (attached, titled "PART C"). I am also attaching the engineer's estimate your team responded to (titled, "IX.-D") so you can cross reference the files. Please call me at 805.250.7975 with any questions.

Best,

Christopher A. Read | PMC, a Michael Baker International Company
860 Walnut Street, B | San Luis Obispo, CA 93401
direct: 805.250.7975 | main: 866.828.6762, ext 19209
cread@pmcworld.com | www.pmcworld.com | www.mbakertntl.com

From: Wallace, Melanie@CCC [<mailto:Melanie.Wallace@ccc.ca.gov>] **On Behalf Of** ATP@CCC
Sent: Tuesday, May 12, 2015 2:50 PM
To: Chris Read
Cc: 'inquiry@atpcommunitycorps.org'; Anderson, Mike@CCC
Subject: FW: San Luis Obispo ATP Project Request

Hi Chris,

Thank you for reaching out to the CCC. We are interested in partnering on the project work item numbers below, taken from the matrix in your project information packet. Please include this email correspondence with your application

05-City of San Luis Obispo-01

packet as proof that you contacted us. I have included the Project Manager, Mike Anderson, in your area on this email should you want to discuss this in more detail. Thank you and best wishes.

Melanie Wallace
Region I Analyst
California Conservation Corps
P (916)341-3153
F (877)834-4177
1719 24th Street
Sacramento, CA 95816
melanie.wallace@ccc.ca.gov

 Please consider conservation before printing this e-mail

From: Anderson, Mike@CCC
Sent: Tuesday, May 12, 2015 2:27 PM
To: ATP@CCC
Cc: Galvan, Jimmy@CCC; Wallace, Melanie@CCC
Subject: RE: San Luis Obispo ATP Project Request

The Los Padres CCC would like to be considered for involvement in completing the following items;

- #3
- #16
- #17
- #18
- #19
- #23
- #26
- #33
- #34
- #35 possibly
- #62

Mike Anderson
Conservation Supervisor / Project Manager
(805)549-3561 O
(805)215-2493 M



From: Wallace, Melanie@CCC **On Behalf Of** ATP@CCC
Sent: Tuesday, May 12, 2015 12:54 PM
To: Anderson, Mike@CCC
Cc: Galvan, Jimmy@CCC; Wallace, Melanie@CCC
Subject: FW: San Luis Obispo ATP Project Request

05-City of San Luis Obispo-01

Hi Mike,

Please review the attached ATP project information via the link below and let me know if you may be able to partner on this work. Feel free to contact Chris for additional information. Your response to me by May 18 is greatly appreciated.

Thank you,

Melanie Wallace
Region I Analyst
California Conservation Corps
P (916)341-3153
F (877)834-4177
1719 24th Street
Sacramento, CA 95816
melanie.wallace@ccc.ca.gov

 Please consider conservation before printing this e-mail

From: Chris Read [<mailto:cread@PMCWorld.com>]
Sent: Tuesday, May 12, 2015 10:12 AM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Cc: Mandeville, Peggy (pmandeville@slocity.org)
Subject: San Luis Obipso ATP Project Request

Wei and Danielle,

I am contacting you on behalf of the City of San Luis Obispo, The City is submitting a Caltrans Active Transportation Grant application in support of the Railroad Safety Project Taft to Pepper Segment. The City would like to invite the conservation corps to participate, if available and/or interested. The City is still updating this year's application, but the previous application, linked below, provides the physical description of the project, which will be unchanged in this year's application.

Link to last year's application: <http://sendfiles.pmcworld.com/1505125a1d94/files>

Please feel free to email me or call me at 805.503.0655 with any questions.

We look forward to hearing from you.

Sincerely,

Chris Read | PMC
860 Walnut St, Suite B
San Luis Obispo, CA 93401
Office: 805.250.7975
Cell: 805.503.0655
www.pmcworld.com

Links to relevant plans

Bicycle Transportation Plan

<http://www.slocity.org/home/showdocument?id=3785>

Railroad Safety Trail

<http://www.slocity.org/home/showdocument?id=3787>

2014 RTP

REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY
CONNECTING COMMUNITIES

April 2015





SLOCOG 2014 Regional Transportation Plan

Active Transportation

Chapter 6

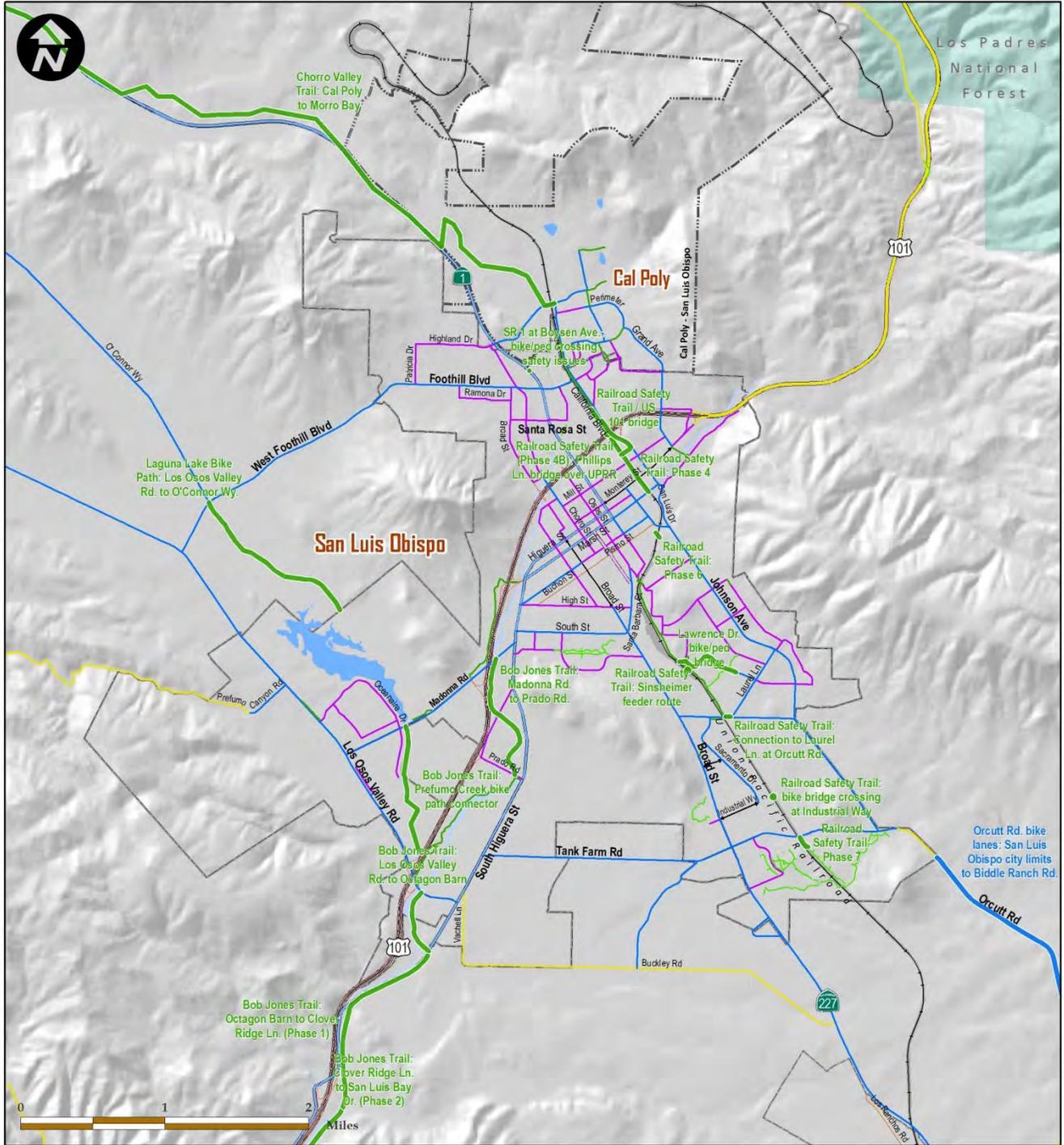
Policies

- AT 1. Promote development of a coordinated and connected regional bikeway system with emphasis on linking gaps of the regional system where appropriate bikeways do not exist.
- AT 2. Promote livable community cores and a well-connected bike and pedestrian system that promote walking and biking.
- AT 3. Ensure compliance with AB 1358, the Complete Streets Act of 2008, which requires that all jurisdictions address "complete streets" in their circulation element updates.
- AT 4. Promote the integration of bicycle and pedestrian facilities with other modes of transportation to assure that safe interconnected bike and pedestrian options connect to other transportation modes, include bike lockers and/or racks as a standard improvement at all Park & Ride lots and multi-modal transportation centers.
- AT 5. Pursue plans to develop multi-use trails, Class I and II bikeways, and boardwalks connecting commuter, major destinations, and recreational areas using utility, rail (abandoned and active), and roadway rights-of-way throughout the region.
- AT 6. Encourage the development of an interconnected network of boardwalks, Class I and II bikeways, and multi-use trails including:
- a. The Coastal Trail and Anza Trail Corridors through San Luis Obispo County linking Santa Barbara and Monterey counties;
 - b. Connecting San Luis Obispo to: Morro Bay (via the Chorro Valley Trail); to Avila Beach (via City-to-Sea and Bob Jones Trails); and to Pismo Beach (via Edna Valley and Price Canyon).
- AT 7. Work with agencies to assure proposed bikeways comply - to the maximum extent possible - with the appropriate safety design criteria and uniform specifications as defined in Caltrans' Highway Design Manual as well as criteria and specification in the California Manual of Uniform Traffic Control Devices (MUTCD).
- AT 8. Conduct an annual Bikeway and Pedestrian Improvement Hearing.
- AT 9. Encourage local jurisdictions to use maximum flexibility in applying standards for vehicle lane widths and medians to implement cost-effective bike lanes and multi-use paths.
- AT 10. Encourage local jurisdictions and employers to provide bike parking/storage facilities or "bike-valet" at destination points such as shopping centers, public facilities, transportation hubs, and Park & Ride lots and special events.
- AT 11. Assure that efforts are made to reduce barriers to cycling and walking.
- AT 12. Pursue development of a multi-use trail for bike and pedestrian use in the Chorro Valley and identify priority segments for improvements to implement project components of the facility.

**Figure 6-12
Class I Projects in Central County**

2014 RTP Project ID	Project Name	Project Description	Community	Map location in document	2014 Cost Estimate
CEN-AT1-1004	Railroad Safety Trail: Sinsheimer feeder route	Construct Class I bike path	San Luis Obispo	Figure 6-14	\$200,000
CEN-AT1-1005	Bob Jones Trail: Los Osos Valley Rd. to Octagon Barn	Construct Class I bike path	San Luis Obispo	Figure 6-13	\$1,450,000
CEN-AT1-1006	Railroad Safety Trail: bridge over US 101	Construct bike/ped bridge	San Luis Obispo	Figure 6-13	\$900,000
CEN-AT1-1009	Laguna Lake Bike Path: Los Osos Valley Rd. to O'Connor Way	Construct Class I bike path connection	San Luis Obispo	Figure 6-13	\$2,000,000
CEN-AT1-1010	Railroad Safety Trail (Phase 4C): Pepper St. to Marsh St.	On-street bikeway from Pepper St. to Marsh St. and over UPRR tracks	San Luis Obispo	Figure 6-13	\$5,000,000
CEN-AT1-1011	Railroad Safety Trail (Phase 6): Bike/ped bridge over UPRR at Penny Ln.	Construct bike/ped bridge over UPRR at Penny Ln.	San Luis Obispo	Figure 6-13	\$750,000
CEN-AT1-1012	Railroad Safety Trail (Phase 7): Bike connection south of Tank Farm Rd.	Construct Class I bike path	San Luis Obispo	Figure 6-13	\$1,500,000
CEN-AT1-1013	Bob Jones Trail: Madonna Rd. to Prado Rd.	Construct Class I bike path	San Luis Obispo	Figure 6-13	\$1,500,000
CEN-AT1-1014	Bob Jones Trail: Prefumo Creek bike path connector	Construct Class I bike path	San Luis Obispo	Figure 6-13	\$750,000
CEN-AT1-1015	Lawrence Dr. bike/ped bridge	Construct bike bridge and connection	San Luis Obispo	Figure 6-13	\$2,500,000
CEN-AT1-1016	Railroad Safety Trail: ped/bike bridge crossing at Industrial Way	Construct bike bridge across UPRR tracks	San Luis Obispo	Figure 6-13	\$1,500,000
CEN-AT1-1401	Railroad Safety Trail (Phase 4B): Phillips Ln. bridge over UPRR	From California Blvd. terminus of RRST connect to Phillips Ln. to Pepper St. via a bike/ped bridge over UPRR tracks	San Luis Obispo	Figure 6-13	\$1,200,000
CEN-AT1-1402	Railroad Safety Trail: Class I connection to Orcutt Rd. and Laurel Ln. from current southern terminus	Construct Class I facility to connect from Orcutt Rd. terminus to the intersection at Orcutt Rd. and Laurel Ln.	San Luis Obispo	Figure 6-13	\$150,000
CEN-AT1-1403	SR 1 at Boysen Ave.: bike/ped crossing safety issues	Separated bike/ped crossing of SR 1 at Boysen Ave.; consider vehicular alternatives for intersection	San Luis Obispo	Figure 6-13	TBD
CEN-AT1-1001	Avila Beach Dr. Trail: Phase 1	Construct bike/ped trail	Avila Beach	Not mapped in document	\$1,000,000
CEN-AT1-1002	Avila Beach Dr. Trail: Phase 2	Construct bike/ped trail	Avila Beach	Not mapped in document	\$2,500,000
CEN-AT1-1003	Bob Jones Trail: Octagon Barn to Clover Ridge Ln. (Phase 1)	Construction of Class I bike/ped path in San Luis Obispo area	Central County	Figure 6-13	\$5,000,000
CEN-AT1-1007	Bob Jones Trail: Clover Ridge Ln. to San Luis Bay Dr. (Phase 2)	Construction of Class I bike/ped path	Central County	Figure 6-13	\$4,633,000
CEN-AT1-1008	Bob Jones Trail: San Luis Bay Dr. to existing trailhead (Phase 3)	Construct Class I bike/ped path	Central County	Figure 6-17	\$4,633,000
All Class I projects in Central County		Total number of projects: 19	Total Cost Estimate:		\$37,166,000

Figure 6-13
Active Transportation Projects: Central County - San Luis Obispo



Active Transportation Projects: *San Luis Obispo*

Proposed Project Type

- ↗ Class I (bike paths)
- ↗ Class II (bike lanes)

Existing Bikeways

- ↗ Class I
- ↘ Multi-Use Trail
- ↗ Class II
- ↗ Class III
- ↗ Sharrows
- ↗ Bicycle Boulevard
- ↗ Recreational Route
- ↗ Pacific Coast Bike Route



Date updated: May 15, 2015