

ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 1

(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>
prior to filling out this application

Project name:

Escondido Creek Bikeway Missing Link

For Caltrans use only: TAP STP RTP SRTS SRTS-NI SHA
 DAC Non-DAC Plan

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I. GENERAL INFORMATION

Project name: Escondido Creek Bikeway Missing Link

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Escondido	2. PROJECT FUNDING ATP funds Requested \$ <u>1,092,000.00</u> Matching Funds \$ <u>0.00</u> (If Applicable) Other Project funds \$ <u>0.00</u> TOTAL PROJECT COST \$ <u>1,092,000.00</u>
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Karen Youel, Management Analyst KYouel@escondido.org 760-839-4518	5. PROJECT COUNTY(IES): <p style="text-align: center;">San Diego</p>
4. APPLICANT CONTACT (Address & zip code) 201 N Broadway, 92025	7. Application # <u>1</u> of <u>2</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 11	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	SANDAG San Diego Association of Governments
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans. 9/15/2010
12. Yes, the applicant has a STATE MA with Caltrans. 9/30/2015
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes No
 The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) 19. Non-Infrastructure (NI) 20. Combined (IF & NI)

Project name: Escondido Creek Bikeway Missing Link

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
 Bicycle Plan Safe Routes to School Plan Pedestrian Plan
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan Pedestrian plan Safe Routes to School plan ATP plan

22. Bicycle and/or Pedestrian infrastructure
Bicycle only: Class I Class II Class III
Ped/Other: Sidewalk Crossing Improvement Multi-use facility

Other:

23. Non-Infrastructure (Non SRTS)

24. Recreational Trails*- Trail Acquisition

***Please see additional Recreational Trails instructions before proceeding**

25. Safe routes to school- Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

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

- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

II. PROJECT INFORMATION

1. **Project Location:** Broadway, between Woodward Ave and Valley Parkway; Valley Parkway, between Broadway and Centre City Parkway; Centre City Parkway, between Valley Parkway and the Escondido Creek; Escondido Creek between Centre City Parkway and Quince Street

2. **Project Coordinates:** Latitude 33.1227272 (Decimal degrees)
Longitude -117.0821704 (Decimal degrees)

3. Project Description

The Escondido Creek Bikeway Missing Link project proposes construction of a missing section of the Escondido Creek Class I Bike Path (known as the Missing Link), between the Escondido Transit Center, Escondido's historic downtown, and Grape Day Park. The project will also provide a direct connection between the Escondido Transit Center, the Inland Rail Trail (a regional Class I bikeway that will connect Escondido with the beaches of Oceanside), and Escondido's Downtown area.

The project completes a half mile gap in the Escondido Creek Trail and Inland Rail Trail that is a combined 26.3 miles long. The Escondido Creek Bike Path terminates along the eastern side of Broadway near the intersection of Woodward Avenue. The Missing Link project consists of five sections to complete the gap:

- A traffic signal is proposed at the intersection to allow pedestrians and bicyclists to cross, which is identified on the current Bicycle Master Plan. A Class II bike path would be installed along the western side of Broadway to the Escondido Creek Channel where a pedestrian/bicycle bridge (Class I) would be installed across the creek (approx. 41 feet in length). The Class I bike path would continue into Grape Day Park.
- Along Broadway, Class II bike lanes would be striped on both side of the street to Valley Parkway.
- Lanes along Valley Parkway would be narrowed to accommodate a separated two-way cycle track (Class I bicycle lanes) along the northern side of the roadway. Bicyclists would cross Escondido Boulevard and Centre City Parkway at the existing signalized intersection, new signals for bicycles going east would be added.
- A Class I bike path would be installed along the western side of Centre City Parkway from Valley Parkway to the Escondido Creek Channel.
- A Class I bike path would be installed along the southern side of the Escondido Creek to Quince Street where it would tie with a Bike Crossing on Quince into the Transit Station and the existing Class I bike paths.

4. Project Status

Completion of the Missing Link of the Escondido Creek Bikeway and the provision of a safe, designated route connecting the Transit Station to the Bikeway has been identified as a priority active transportation project in the City of Escondido. A CEQA Categorical Exemption has been adopted as part of the City of Escondido Bicycle Master Plan, adopted October 2012, for the projects in the plan; NEPA has not been completed. Preliminary design is underway, with final design expected to commence once funding for the project is committed.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

The 2012 Bicycle Master Plan includes a 7.5 mile Class I bicycle path along Escondido Creek, an east-west channelized drainage facility through the City. Since the implementation of the 1993 Bicycle Plan, the City has actively pursued the construction of a paved pathway utilizing grant funds and developer participation to fulfill the City's goal to construct a continuous pathway stretching from one end of the City to the other. However, the goal to achieve a continuous pathway through the City is constrained by a half mile (approximately 2,840 linear feet) portion of the creek where it extends underground beneath the existing Civic Center Plaza shopping center, Escondido Boulevard and Centre City Parkway. This project has been prioritized as the highest priority project. The creek trail ends at the eastern side of Grape Day Park/Broadway and resumes again at Quince Street near the Transit Center.

This constrained portion of the bicycle path along the creek is known as "The Missing Link." The purpose of this project is to provide a direct and defined route to connect to the bike path, and to increase bicycle commuting in the downtown area and to the Transit Station. The Escondido Creek Bike Path Missing Link Project encompasses Broadway on the east, Escondido Transit Center on the west, and East Valley Parkway on the south. The construction of the Missing Link will establish a tie to the Escondido Transit Center from the Grape Day Park area, including City Hall, and the east side of the city. This will greatly increase the creek trail's ability to serve effectively as a safe and convenient non-motorized transportation option for the community allowing the trail to perform to its maximum potential.

Planning and construction projects along Escondido Creek have been a cooperative effort between Engineering Division and Neighborhood Services (CDBG) to ensure access to employment, recreation, shopping and services across the City, promoting social equity. Initial studies were conducted using a Healthy Communities Planning grant as the Creek connects some of the lowest income areas in the City with economic (jobs, retail, dining, etc), social, recreational opportunities as well as the larger San Diego region through public transportation.

The Escondido Creek Bike Path is intended to provide a bicycling and walking path that connects one end of the City to the other, providing a convenient corridor away from busy roadways that connect to a variety of services. The pathway is identified in the 2050 SANDAG Regional Transportation Plan as it serves as a Regional Bikeway Corridor providing a direct link to the City's Transit Center, the North County Transit District light-rail facility "Sprinter" and the downtown core of Escondido. Since downtown Escondido offers shops, employment, mixed-used residential development, parks, library, restaurants, and mass transit, it is understandable why downtown Escondido is a highly desirable area for bicyclists and pedestrians. In addition, there are a variety of special events that occur in the downtown or at Grape Day Park. The Farmer's Market takes place every Tuesday afternoon and "Cruising Grand" occurs on Friday along Grand Avenue during the Spring and Summer seasons.

With bus service provided at the Transit Center and passenger rail service offered by the Sprinter rail service to Oceanside, bicycling and walking to the Transit Station, downtown core, and existing

and planned residential development would be more attractive and multi-modal transit would be more convenient. However, it also is an area with high traffic volumes and one-way streets at Second Avenue and East Valley Parkway, that creates an area where cycling is challenging. No single pathway currently exists, and bicycle is diffused through downtown, with bicyclists using one-way streets, sidewalks and alleys, creating confusing and dangerous conditions for all. Local bicyclists have encouraged the City to explore alternate routes to the transit station.

To date, the Escondido Creek Bike Path (12-wide paved path) has been constructed from Harmony Grove Road on the southwestern edge of the City easterly to the Escondido Transit Center, and then from the City Hall complex at Broadway/Woodward Avenue easterly to Washington Avenue/Valley Center Road towards the northeastern edge of town. The pathway also supports existing and planned infrastructure (i.e. potable and reclaimed water lines). To avoid areas where bicyclists would cross busy roadways, the City constructed a grade-separated undercrossing at Auto Parkway, and is currently constructing another grade-separated crossing at Ash Street/SR 78.

In order to encourage bicycling, the City has recently completed a systemic installation of bicycle parking throughout the downtown area which has set the stage for improved bicycle paths in this area.

2. Consistency with Regional Transportation Plan (100 words or less)

The Escondido Creek Bikeway is included in Sandag's adopted SANDAG Riding to 2050 (a technical appendix to the Regional Transportation Plan, adopted in October, 2011) as a regional bicycle corridor. There are 5.9 miles in this regional corridor, with 2.3 miles in gaps. This project will complete a central 0.6 mile portion in the planned bikeway through a Smart Growth area. This project will add capacity to the existing bicycle network to improve mobility and travel times throughout the area for commuters, local residents, and regional travelers.

IV. NARRATIVE QUESTIONS

- 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)**

Escondido currently ranks below the mean for San Diego cities in walkability (as ranked by Walk San Diego in 2012). Planning efforts within the 92025 zip code to increase the number of people who choose to walk to get around, by making the neighborhood more attractive to pedestrians, identifying necessary features to make walking safer and the creation of a mix of walkable destinations are especially important in this Smart Growth area.

The Missing Link Bike Path project has the potential to dramatically increase walking and bicycling between the Escondido Transit Center and several popular destinations within Escondido's Historic Downtown. In addition, improved access to the Transit Center will facilitate access via active transportation to numerous employment centers that linked to the Transit Center by Rapid Bus Lines and the Sprinter light Rail system.

This project will connect some of the lowest income census blocks along the Escondido Creek Trail with economic (jobs, retail, dining, etc), social, recreational opportunities as well as the larger San Diego region through public transportation. The Missing Link project will help to reduce a barrier to active transportation and improving connectivity between homes, schools, work and services in the urban core as well as to parks and recreation, including Grape Day Park, the California Center for the Arts, Daley Ranch Park and the Children's Museum. Circulate San Diego installed a pedestrian counter at the North County Transit Station from July 1 through December 31, 2013. Over this period, there were 23,815 pedestrian counts (daily average was 128) and 15,603 bicycle counts (daily average was 81).

The project has the potential to increase walking and bicycling in the following ways:

1. The project will improve *Safety* and facilitate active transportation by providing a designated bicycle path that is separated from high speed traffic and provides signalized intersection crossings.
2. The project will provide a continuous pathway and fill in a missing 0.6-mile gap in a 7.5-mile trail network for existing *Recreational Users*.
3. The project will provide direct access between residential areas and the Escondido Transit Center that will open up public transit access to *Daily Work Commuters*.
4. The project will provide access to numerous popular *Special Events* held in Escondido's Historic Downtown.
5. The project will *Encourage* use of the trail by providing outreach to attendees at special events that are located in Escondido's Historic Downtown.
6. The project will provide a direct connection between the Escondido Transit Station, the Classical Academy, a public charter school, and John Paul the Great University that will promote use among *Students*.

Safety: By providing an Engineering solution to a gap in an existing bicycle network, the project provides for safety improvements for existing bicycle commuters and offers the potential to attract more bicyclists. Escondido's Bicycle Master Plan conducted surveys that found that one of the major obstacles to bicycling was a concern for safety. The project provides a Class I bicycle facility that is separated from high speed traffic on Valley Parkway. In addition, it provides for signalized intersection crossings.

Recreational Use: The Missing Link project fills a gap between the popular Inland Rail Trail and Escondido Creek Trail. A counter recorded 23,815 pedestrians and 15,603 bicyclists at the western end of this gap between July 1, 2013 and December 31, 2013. By filling this gap, it would open up access to the trail to the more than 100,000 Escondido residents who live on the east-side of the gap. Conservative estimates indicate that by opening up two-way traffic on the trail (which is now blocked in the easterly direction) could result in a 30% increase in pedestrians and bicyclists. This amounts to over 23,000 active trips per year.

Daily Commute Use: While surveys conducted during the Escondido Bicycle Master Plan indicated that most of the current trail use is for recreational purposes, the trail has the potential to add a large number of daily commute users. According to the 2008-2012 American Community Survey 5-Year Estimates, 3.6% of the households in the 92025 zip code have no car and 22.5% have only one car. According to NCTB statistics, the Sprinter light rail daily boardings at the Escondido Transit Center are 1,694 persons. A conservative estimate is that 10% of these transit riders would benefit from the trail. Opening the trail up to the more than 100,000 Escondido residents that live east of the missing segment offers the opportunity to add more than 150 active transportation and transit users per day, or more than 36,000 per year.

Special Events: The Missing Link project provides direct access between the Transit Station and the numerous special events held each month in Escondido's Historic District. A widely popular event, Cruisin' Grand, is held each Friday between April and October and attracts over 30,000 visitors each year. Other popular events include the American Heritage Car Show, biannual street fair, and the Taste of Escondido. The project offers the opportunity for special event attendees to use public transit to the nearby Transit Station and then walk or bike from the station. If just 4% of event attendees used public transit to events, an additional 1,200 active transportation trips would occur.

Encouragement: In addition, downtown events offer an opportunity to outreach to the public and promote use of the trail. In working the Escondido Bike Walk Committee, the City of Escondido plans to promote the use of the trail after its completion at the popular Cruisin' Grand event held weekly between April and October.

Students: The Classical Academy, a public charter school, located on Woodward Avenue, reports that 70 students use public transit arriving at the Escondido Transit Station and bike or walk to school. A School Board member has received reports from parents that would like their students to use public transit but are concerned about the safety of the trail. The project would provide a safe, direct route between the Transit Station and the school and would likely increase the number of students using active transportation. John Paul the Great University located in Escondido's Historic Downtown would also benefit from a direct connection to the Transit Station offered by the project.

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)

The Escondido Creek Bike Path terminates along the eastern side of Broadway near the intersection of Woodward Avenue. A traffic signal is proposed at the intersection to allow pedestrians and bicyclists to cross, which is identified on the current Bicycle Master Plan. A Class II bike path would be installed along the western side of Broadway to the Escondido Creek Channel where a pedestrian/bicycle bridge (Class I) would be installed across the creek (approx. 41 feet in length). The Class I bike path would continue into Grape Day Park and transition to Broadway where Class II bike lanes would be striped on both side of the street to Valley Parkway. The existing sidewalk along the north side of Valley Parkway (from Broadway to Centre City Parkway) would remain as is. Lanes along Valley Parkway would be narrowed to accommodate a separated two-way cycle track (Class I bicycle lanes) along the northern side of the roadway. Bicyclists would cross Escondido Boulevard and Centre City Parkway at existing signalized intersection, new signals for bicycles going east would be added. A Class I bike path would be installed along the western side of Centre City Parkway from Valley Parkway to the Escondido Creek Channel, and then along the southern side of the creek to Quince Street where it would tie with a Bike Crossing on Quince into the Transit Station and the existing Class I bike paths.

This project meets many of the goals of the Active Transportation Program.

- The primary infrastructure change is the addition of bicycle facilities in an area inadequately served.
- Speed, especially along Valley Parkway, will be reduced due to the narrowing of travel lanes to accommodate the new bike lanes.
- Compliance with local traffic laws will be increased as bicyclists will be no longer be opposing traffic or crossing midblock in conflict with vehicles.
- The project will add a traffic control devise to the intersection of Woodward and Broadway where a number of mid-block crossings take place. This signal is expected to have the added benefit of reducing traffic in an area where families with small children also make a number of dangerous mid-block crossings.

Installing bike lanes on roadway segments noted as having crashes between bicycles and vehicles or crashes that may be preventable with a buffer/shoulder has been shown to have a crash reduction factor of 0-53%. Most studies suggest that bicycle lanes may provide protection against bicycle/motor vehicle collisions. Bicycle lanes provide areas for bicyclist to travel along the roadway and provide for more predictable movements for both bicyclist and motorists.

Installing traffic signals to prevent the most severe type crashes (right-angle, left-turn) has a crash reduction factor of 0-74%. Although rear-end vehicle collisions may increase, in this case, it will also create the opportunity for bikers and walkers to cross Broadway without risk of vehicle conflict.

Primary data for this application were obtained from the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) (see attached map and table). Over the past five years (January 1, 2008 through December 31, 2012), there have been 45 bicycle and/or pedestrian accidents in the roadways surrounding the Missing Link. Of these accidents, 24 were bicycle accidents, with one severe injury, 18 injury accidents and 4 accidents with complaints of injury. One of the pedestrian accidents was a fatal

accident. While this accident would not have been prevented by the proposed bike lanes and improvements, this project will increase the overall safety of the area. The increase in actual and perceived safety removes a barrier to active transportation.

3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

This project will cost over \$1 million. The project is prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan.

The Escondido Creek Bikeway Missing Link project is directly supported within three primary City of Escondido planning documents:

General Plan (May 2012): Consistently design and plan all transportation and land use projects in Escondido with all users of all ages and abilities in mind. Provide a balanced multimodal transportation network with context sensitive solutions throughout the city and promote non-vehicular facilities, walkability, active living, transit usage and TDM measures in downtown and mixed use villages (design complete streets). Escondido is committed to supporting bicycling as a form of mobility and recreation.

Escondido Creek Trail Master Plan (Jan 2012): Wherever space allows, the trail width and graded shoulders should meet the design guidelines for Class I bike lanes. A clearly defined trail extension through the missing link area from Broadway to Quince Street and into Grape Day Park also needs to be determined and is being studied more extensively as part of a Bike Trail Master Plan study.

Bicycle Master Plan (October 2012): Provide a citywide bicycle system which is integrated with other transportation systems and meets statewide standards for bicycle facilities; includes preferred alignment and feasibility study for the Missing Link.

The Missing Link project is highlighted in the City of Escondido's Bicycle Master Plan. Among the key aspects of the Plan is the Escondido Creek Trail, which provides an east-west corridor through the center of the City and is a component of a regional paved bikeway system connecting the cities of Escondido and San Marcos. The Bicycle Master Plan prioritizes completion of the 0.6-mile section "Missing Link" between Broadway and the North County Transit Center/Sprinter Station at Quince Street as the highest priority project. Chapter 7 of the plan is dedicated to the Missing Link with a full description of the constraints and an examination of multiple engineering solutions. These solutions took into account the safety issues and observed current conditions (including the paths currently taken by bicycles).

The City conducted two public workshops at the Escondido City Hall on January 20, 2007 and March 12, 2012 to solicit input and identify key concerns of bicyclists. The first workshop was intended to solicit comments on existing conditions and concerns residents had regarding the City's bikeway system, develop a vision statement, along with goals and objectives for implementation. Large plots were available for attendees to add additional comments and suggestions. The second workshop was a presentation on the recommendations for bicycle facilities, goals and policies, and a review of the draft plan. A questionnaire also was posted on the City's web site and hard copies distributed to solicit more comments through the second workshop. A copy of the sample survey is attached with Appendix F. There were 69 responses received from the on-line survey and 15 hard copies completed. The majority

of respondents indicated they bike for recreational purposes rather than commute. They also felt the biggest impediment to riding a bike includes the following:

- Existing conditions of roadways and lack of bike facilities/lanes (55.4%)
- Speed and volume of traffic (47%)
- Biking not a safe method of transportation (24.6%)
- Not enough time (15.4%)

When riding a bike, the major areas of concern or issues encountered were:

- Lack of bike facilities/lanes along major roadways
- Gaps in the system
- Vehicles not sharing the roadway
- Difficulty crossing intersections
- Debris in bike lane/along shoulder

During the preparation of the 'Revealing Escondido Creek' Vision Plan, a series of community outreach efforts were conducted to engage residents and the business community in the process. The Escondido Creek Trail provides the backbone east-west link in the Regional and City of Escondido bikeway system. An initial step in the process was stakeholders meetings conducted by the design team in December-January of 2009-2010 with the Chamber of Commerce and the Escondido Creek Conservancy Communications Director. Two community events also were held, which included a bike-walk survey of the creek in February 2010 and a design charrette in March 2010 to discuss possible design solutions, prioritize the issues with the creek trail. A community survey also was conducted in 2010 to gather quantifiable data regarding the creek. The results of the public outreach concluded the communities desire to see the Escondido Creek Trail become a safe, pleasant conduit through the City that addresses basic environmental concerns and provides destinations, features, and amenities.

The Bicycle Master Plan was adopted by Escondido City Council October 2012. Since the adoption of plan, City staff has continued to reach out to the community. Plans to complete the Missing Link have been a topic at Bike/Walk Escondido and other community group meetings.

4. COST EFFECTIVENESS (0-10 POINTS)

The Escondido Bicycle Master Plan evaluated four alternative alignments for the Missing Link project. Chapter 7 of Escondido's Bicycle Master Plan (<http://www.escondido.org/Data/Sites/1/media/PDFs/Planning/DraftBicycleMasterPlan.pdf> pages 78-87) includes detailed information on each of the alternatives considered. After a detailed analysis and much public input, the preferred route was selected and identified in the Escondido Bicycle Master Plan.

The proposed project is the most cost effective alignment that meets the objectives of providing a safe and continuous trail that connects key interest points within the City of Escondido.

- The preferred route allows construction within existing public right of way, avoiding costs associated with purchasing land.
- By installing a signal at Woodward and a bicycle crossing over Escondido Creek, the project avoids the approximately \$1 million cost to build an undercrossing of Broadway.
- Aligning the trail with the intersection of Center City Parkway and Valley Parkway, allows safe crossing of this high volume roadway with only the addition of bicycle crossing signals and does not require full reconstruction of these signals at this intersection.
- The alignment of the trail along Valley Parkway provides for direct connection to the Maple Pedestrian Plaza, Grand Avenue and Escondido's Historic Downtown.

Two primary safety countermeasures have been chosen to improve the Missing Link project area: installation of bike lanes and the installation of a new traffic signal at the intersection of Broadway and Woodward Avenue. The UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) was used to conduct a benefit cost analysis. Although the installation of bike lanes is an effective countermeasure for both pedestrian and bicycle accidents, only bicycle accidents were used in the Benefit-Cost analysis. Total safety benefit of the two countermeasures over the 20 year life of the project is \$2,810,400. The cost of the project is \$1,092,000. The B/C ratio is 2.57.

In addition to safety benefits, this project will provide economic benefits, greenhouse gas reductions, and health benefits. We predict an additional 59,000 annual trips by recreational users and commuters (in addition to people using active transportation for special events and school trips). Assuming each trip is ½ mile, vehicle miles are reduced by 28,500 miles per year. A May 9, 2013 report from the Automobile Association of America estimates the cost of driving at 59.2 cents per mile (including gas and maintenance costs). This would make the average economic savings for this project \$16,872, or \$337,440 over the 20 year life of the project (28,500 miles x \$0.592).

Carbon emissions will be reduced, with a savings of \$497 per year, or \$9,940 over the 20 year life of the project.

CO2 emission factor

$$368.4 \text{ g/mi} \times 1/454 \times 28,500 \text{ mi} \times 1 \text{ metric ton}/2205 \text{ lbs} = 10.3 \text{ tons} \times \$40/\text{ton} = \$412/\text{year}$$

Particulate Matter (PM) emission factor

$$0.0085 \text{ g/mi} \times 1/454 \times 28,500 \text{ mi} \times 1 \text{ metric ton}/2205 \text{ lbs} =$$

$$0.00024 \text{ tons} \times \$360,383/\text{ton} = \$85/\text{year}$$

Benefits were based on the EPA's Sample Calculation of Emission Reductions and Fuel Savings from a Carpool Program (Sept 2008) which focuses on longer trips. As most of the CO2 emissions occur at the beginning of the trip, this project is anticipated to have greater than calculated benefits.

The health benefits for this project are considerable over the lifetime of the project (and even more over the lifetime of the students who will benefit from the improvements). According to The Economic Costs of Physical Inactivity, Obesity and Overweight in California Adults (April 2005 study for the CA Department of Health Services), "Most American adults gain weight gradually, typically about two pounds a year. This is equivalent to an excess of only about 100 calories a day. Bicycling or walking for less than 30 minutes daily would be sufficient to burn this amount of excess energy and keep body weight stable." The study found that the total cost of physical inactivity, obesity and overweight was \$21.68 billion in California in 2000. With 18.84 million workers, the average cost per worker is \$1,150. With 150 additional daily commuters (43,200 annual trip/240 working days) who are realizing the benefits of a healthy lifestyle and building a good foundation for exercise as a part of their daily routine, this equates to an annual savings of \$172,500, or \$3,450,000 over the 20 year project life.

Total benefits (safety, economic, greenhouse gas, and health): \$6,270,340

Total costs (Infrastructure and non-infrastructure): \$1,092,000

B/C ratio: 5.7

5. IMPROVED PUBLIC HEALTH (0-10 points)

Childhood and adolescent obesity rates have risen exponentially over the last few decades and currently persist at critical levels, with approximately 32 percent of United States youths ages two to 19 classified as overweight and 17 percent considered obese. This trend is equally severe in the San Diego region, where more than one in four children is categorized as obese (California Department of Education, 2010). As with adults, lack of physical activity is a principal contributor to the childhood obesity epidemic and the associated health risks, including diabetes, high blood pressure, and heart disease.

Significant health disparities exist for youth based on factors such as race/ethnicity and income level. Obesity rates in California are higher for both low income (notably among boys) and Latino youth (www.kidsdata.org). According 2008-2012 American Community Survey 5-Year Estimates, 51.6% of the population in the 92025 zip code (48% of the total Escondido population) identify as Hispanic. In 2010, 38.9% of students living in Escondido (5th, 7th and 9th grade) were considered to be overweight or obese, a higher rate in comparison to the City of San Diego (33.5%). And in 2013, only 21.9% of 5th grade and 32.5% of 7th grade EUSD students met all fitness standards. During the winter of 2014, Body Mass Index (BMI) was collected from 5th grade students at both Central and Conway Elementary Schools as a part of the TODAY (Transforming Obesity and Diabetes Awareness in Youth) Program, a program of Palomar Health. Of the 128 students screened approximately 46% were identified as obese or overweight.

In addition to the connection between poverty and race/ethnicity with obesity, asthma has been found to have a high correlation to poverty throughout the United States (www.asthmapartners.org). During 2011, hospitalizations due to asthma involving Escondido youth ages 0-14 (149.5 hospitalizations per 100,000 residents) were much higher than the San Diego North Inland Region (107.0 hospitalizations per 100,000 in San Diego North Inland Region). San Diego County's rate was 112.4 per 100,000, highlighting the markedly higher rate of asthma hospitalizations for Escondido youth than the rate in both the region and the county.

By increasing the opportunities for biking and walking and decreasing the barriers to physical activity, the Missing Link project promotes healthy weight and cardiovascular and respiratory functioning. Body Mass Index (BMI) and skin-fold measurements, two indicators of obesity, are lower among boys who walk or bike to school than those who do not, according to a two-year study of fourth-grade to fifth-grade students. Bicycling to school has also been correlated with higher levels of cardiovascular and respiratory fitness among children and adolescent). Physical activity not only has a significant impact on physiological health, research indicates that physical activity contributes to cognitive functioning and academic achievement among children and adolescents despite variance in personal backgrounds and demographic characteristics. Better grades, standardized test scores, and other measures of academic performance have been linked to physical activity in copious research studies (San Diego Regional Safe Routes to School Strategic Plan, 2012).

6. BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

The project is located in a disadvantaged community. The project will significantly benefit a disadvantaged community.

Which criteria does the project meet?

- Median household income for the community benefited by the project: \$49,787, City-wide (81% of state median); \$43,351 in the 92025 zip code (71% of state median)
- California Communities Environmental Health Screen Tool (CalEnviroScreen) score for the community benefited by the project: 44.86 (top 5%)
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 80.16 %

Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

- Per capita income for the community benefited by the project: \$22,526, City-wide; \$20,820 in the 92025 zip code
- Percentage of persons living in poverty: 18.3% City-wide; 25.5% in the 92025 zip code

This project demonstrates a clear benefit to a disadvantaged community in Escondido's mid-City (92025) area and the surrounding community. 100% of the project funding will benefit disadvantaged community. This project will benefit all residents of Escondido, reducing congestion, pedestrian and bicycle conflict, and dangerous conditions on a collector road, but will provide a profound benefit to the 3.6% of households with no vehicle and 22.5% of households with only one vehicle who rely on public transportation (and their ability to get to public transportation) to get to work. A large percentage of the residents (25.5%) of the 92025 zip code live in poverty; the per capita income within this zip code is 70% of the state median per capita income (all of Escondido has a median per capita income which is 76% of the state statistic).

The 92025 ZIP code qualifies within the top five percent of statewide ZIP codes under the CalEnviroScreen profile, with a CalEnviroScreen score of 44.86. This area comprises the urban core of Escondido including much of the older, central urban areas. The ZIP code extends to the east through low density residential areas to the city limits. Juniper Elementary School's boundaries are completely within the 92025 ZIP code and the City's urban core. CalEnviroScreen 1.1 Results, and a project area map are attached.

The 92025 ZIP code's CalEnviroScreen profile shows that this area is in the 9th decile for education achievement, linguistic isolation, and poverty. Most of the low-mod income census blocks in Escondido are within the north portion of 92025. The 2008-2012 ACS shows that 18.3% of all

persons in the Escondido, and 25.5% within this zip code, have incomes below the poverty line (compared to 15.3% statewide). According to the 2008-2012 ACS, the per capita income in 92025 is \$20,820, or 70% of the state income. The 5-year survey also shows that 32.6% of people over 25 have not received a high school diploma, with 19.3% having less than a 9th grade education. Over 60% of renters pay more than 35% of their income towards housing, with 5% living in severely overcrowded conditions (more than 1.5 occupants per room).

Wealth influences health because it helps determine one's living conditions, nutrition, occupation, and access to health care and other health-promoting resources. For example, studies have shown a stronger effect of air pollution on mortality and childhood asthma among low income communities. Other studies have found that neighborhood-level income modifies the relationship between particulate air pollution and preterm birth as well as traffic and low birth weight, with mothers living in low income neighborhoods having higher risk of both outcomes. One way by which poverty may lead to greater susceptibility is from the effects of chronic stress on the body. Building Active Transportation projects in this neighborhood will improve social justice goals as there is greater accessibility to healthy foods, healthy and free recreation opportunities. Direct access to the Transit State and the regional public transportation network translates into increased access to jobs and increased opportunities.

The CalEnviroScreen profile also shows that the area is in the 10th decile for groundwater threats and impaired bodies of water and the 9th decile for hazardous waste and solid waste. The target area is in watershed to which puts pollutants running into three 303(3) listed bodies of water.

By reducing the dependence on vehicles, for short trips, recreation, and transportation to mass transit, the Missing Link project benefits the individuals who will use the path and the community. The Escondido Creek Bikepath Missing Link project has the goal of increasing active transportation choices, removing barriers to walking to school, reducing car trips (and therefore greenhouse gases), and protecting Escondidians and their physical environment as they travel throughout their community.

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

The City of Escondido has coordinated with the CCC to identify how a state conservation corps can be a partner of the project.

Name, e-mail, and phone # of the person contacted and the date the information was submitted: Virginia Clark (Virginia.clark@ccc.ca.gov, 916-134-3147, contacted May 14, 2014)

The City of Escondido has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project.

Name, e-mail, and phone # of the person contacted and the date the information was submitted: Cynthia Vitale (calocalcorps@gmail.com, 916-558-1516, contacted May 14, 2014)

The City of Escondido intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated. CCC has not indicated which items they are qualified to partner on. The City of Escondido has coordinated with a representative of the CALCC. The following are project items that they are qualified to partner on: landscaping.

7. APPLICANT'S PERFORMANCE ON PAST GRANTS (0 to -10 points)

The City of Escondido has been awarded four SANDAG Bicycle Grants in the past five years. All awarded in the FY 2010 TDA/TransNet Bicycle, Pedestrian and Neighborhood Safety Program. The City has successfully completed and conformed with the projects for which funding was received.

- **Ash Street Undercrossing (\$457,357)** The City was awarded additional construction funding for the Ash Street Bicycle and Pedestrian Undercrossing along the Escondido Creek Bikeway at Ash Street/Highway 78. This project was completed on schedule and has decrease mid-block crossings of Ash Street and pedestrian/vehicle conflict.
- **Bicycle Racks (\$14,378)** The City was awarded funds for the installation of new bicycle racks around City Hall, Grape Day Park and six locations along Grand Avenue (between Maple and Juniper Street). This project was completed successfully.
- **Escondido Creek Bike Path Lighting and Restriping (\$157,000)** The City was awarded matching SANDAG funds to provide lighting along the Escondido Creek Bike Path from Broadway to Ash Street. Matching funds came from federal Community Development Block Grants. The scope of this project was increased and was completed in 2014, leveraging additional CDBG funding.
- **Escondido Creek Bike Path – Center City Parkway to Transit Station (\$524,100)** The City was awarded funds to install an additional Class I bike path from the transit Station to Centre City Parkway with the installation of a bike traffic signal midblock along Centre City Parkway. This project never broke ground and the funds were not taken. The difficulties with the midblock crossing were too large to surmount and the project was redesigned to be the current Escondido Creek Bikepath Missing Link project.

Project name: Escondido Creek Bikeway Missing Link

V. PROJECT PROGRAMMING REQUEST

Applicant **must** complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/21/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
11						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD				City of Escondido		
				MPO	Element	
				SANDAG		
Project Manager/Contact		Phone		E-mail Address		
Homi Namdari		760839-4085		hnamdari@escondido.org		
Project Title						
Escondido Creek Bike Path Missing Link						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
<p>The Escondido Creek Bikeway Missing Link project proposes construction of a missing section of the Escondido Creek Class I Bike Path (known as the Missing Link), between the Escondido Transit Center and the eastern portion of Grape Day Park. Class I/II bicycle lanes will be installed on Centre City Pkwy, Valley Pkwy and N Broadway. Scope of work consists of installing bike path, physical separation of the bike path and roadway, restriping the segments, driveway improvement and signals modification to accommodate for bike path in the project area.</p>						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component		Implementing Agency				
PA&ED	City of Escondido					
PS&E	City of Escondido					
Right of Way	City of Escondido					
Construction	City of Escondido					
Purpose and Need						<input type="checkbox"/> See page 2
<p>Installation of Class I/II bicycle lanes on Centre City Pkwy, Valley Pkwy and N Broadway will provide a direct connection from the existing Regional Class II bike lanes along Centre City Parkway to the Escondido Transit Center and the Inland Rail Trail bike path, and also provide a key link to Escondido's Downtown area. The project will improve safety of the Creek Trail bicyclists and also will significantly increase the usage of the Creek Trail by completing the missing link. Safe Class I bike path and safe crossing will be installed at major road segments and also intersections to provide a comfortable bike path for bicyclists.</p>						
Project Benefits						<input type="checkbox"/> See page 2
<p>Project will benefit Bicyclists actively and potentially using the Escondido Creek Trail by providing the missing connection between the East and West side of the trail. It will also increase the usage of the Transit Center by providing bicyclists and pedestrians a comfortable and proper access to it. It will also benefit Downtown Escondido by providing a new route for the bicyclists to access Downtown Escondido.</p>						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone						Proposed
Project Study Report Approved						09/01/14
Begin Environmental (PA&ED) Phase						10/01/14
Circulate Draft Environmental Document				Document Type	CEQA	
Draft Project Report						11/01/14
End Environmental Phase (PA&ED Milestone)						01/02/15
Begin Design (PS&E) Phase						09/01/14
End Design Phase (Ready to List for Advertisement Milestone)						03/01/15
Begin Right of Way Phase						N/A
End Right of Way Phase (Right of Way Certification Milestone)						N/A
Begin Construction Phase (Contract Award Milestone)						06/01/15
End Construction Phase (Construction Contract Acceptance Milestone)						06/01/16
Begin Closeout Phase						06/01/16
End Closeout Phase (Closeout Report)						08/01/16

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-8410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/21/14

District	County	Route	EA	Project ID	PPNO	TGRP No.
11	San Diego					
Project Title: Escondido Creek Bike Path Missing Link						

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									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/21/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	San Diego					
Project Title: Escondido Creek Bike Path Missing Link						

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

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/21/14

District	County	Route	EA	Project ID	PPNO	TGRP No.
11	San Diego					
Project Title: Escondido Creek Bike Path Missing Link						

Fund No. 8:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 9:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 10:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name: **Escondido Creek Bikeway Missing Link**

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)

Amount

PE Phase (includes PA&ED and PS&E)	\$	172,000
Right-of-Way Phase	\$	
Construction Phase-Infrastructure	\$	920,000
Construction Phase-Non-infrastructure	\$	
Total for ALL Phases	\$	1,092,000

All Non-ATP fund types on this project* (to the nearest \$1000)

Amount

	\$	
	\$	
	\$	
	\$	
	\$	
	\$	

*Must indicate which funds are matching

Total Project Cost	\$	1,092,000
Project is Fully Funded	Yes	

ATP Work Specific Funding Breakdown (to the nearest \$1000)

Amount

Request for funding a Plan	\$	
Request for Safe Routes to Schools Infrastructure work	\$	
Request for Safe Routes to Schools Non-Infrastructure work	\$	
Request for other Non-Infrastructure work (non-SRTS)	\$	1,092,000
Request for Recreational Trails work	\$	

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P	10/01/2014	
PS&E	09/01/2014	
Right-of-Way		
Construction	06/01/2015	

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: Escondido Creek Bikeway Missing Link

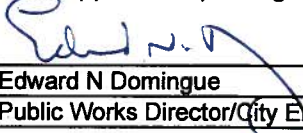
VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: 
Name: Edward N Domingue
Title: Public Works Director/City Engineer

Date: 5/21/14
Phone: 760-839-4813
e-mail: EDomingue@escondido.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: 
Name: Edward N Domingue
Title: Public Works Director/City Engineer

Date: 5/21/14
Phone: 760-839-4813
e-mail: EDomingue@escondido.org

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

Person to contact for questions:

Name: _____
Title: _____

Phone: _____
e-mail: _____

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
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>

Project name:

Escondido Creek Bikeway Missing Link

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
 - North Arrow
 - Label street names and highway route numbers
 - Scale

- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - Minimum of one labeled color photo of the existing project location
 - Minimum photo size 3 x 5 inches
 - Optional video and/or time-lapse

- Preliminary Plans- **REQUIRED for Construction phase only**
 - Must include a north arrow
 - Label the scale of the drawing
 - Typical Cross sections where applicable with property or right-of-way lines
 - Label street names, highway route numbers and easements

- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - Must identify all items that ATP will be funding
 - Contingency is limited to 10% of funds being requested
 - Evaluation required under the ATP guidelines is not a reimbursable item

- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

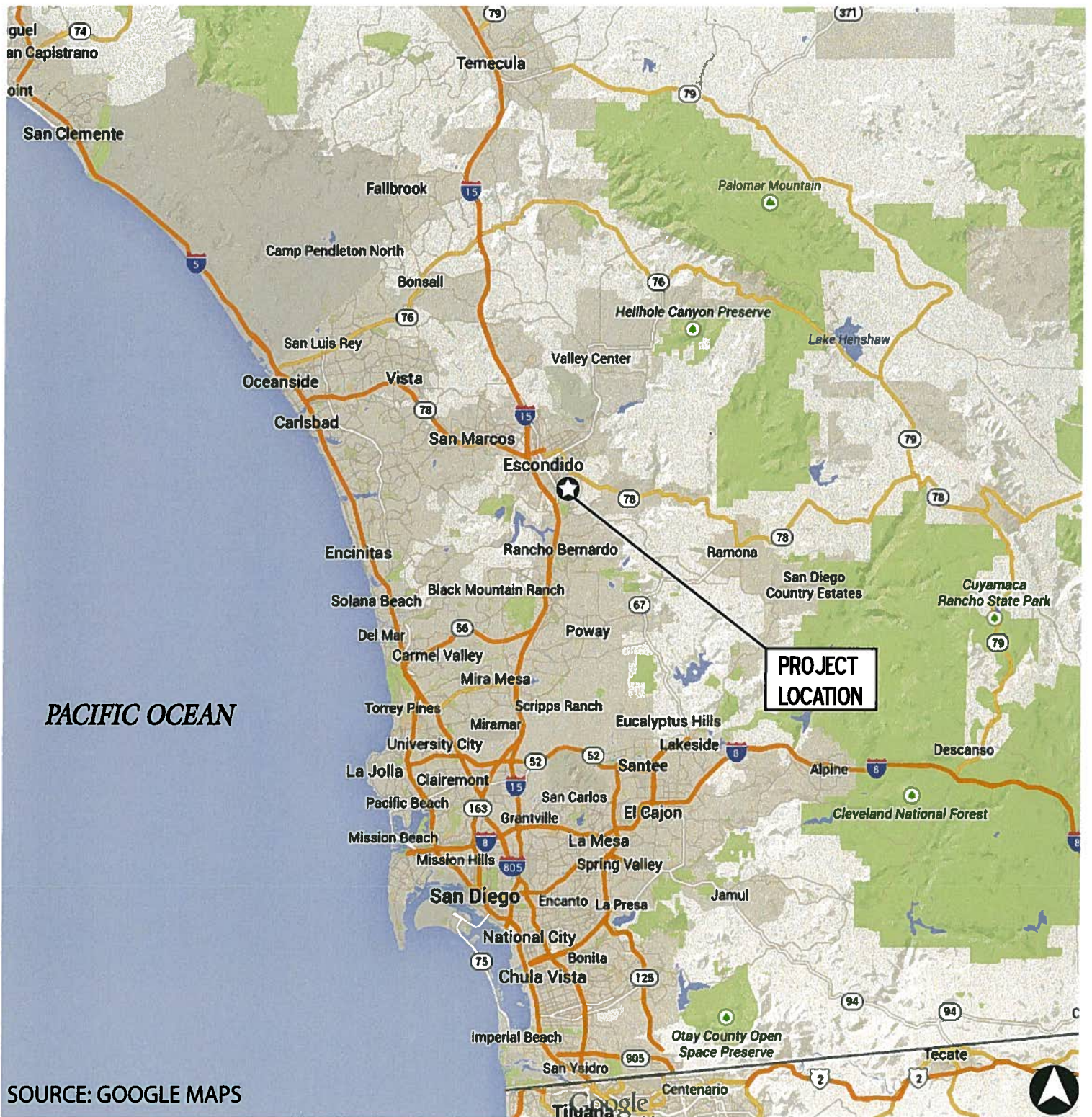
- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

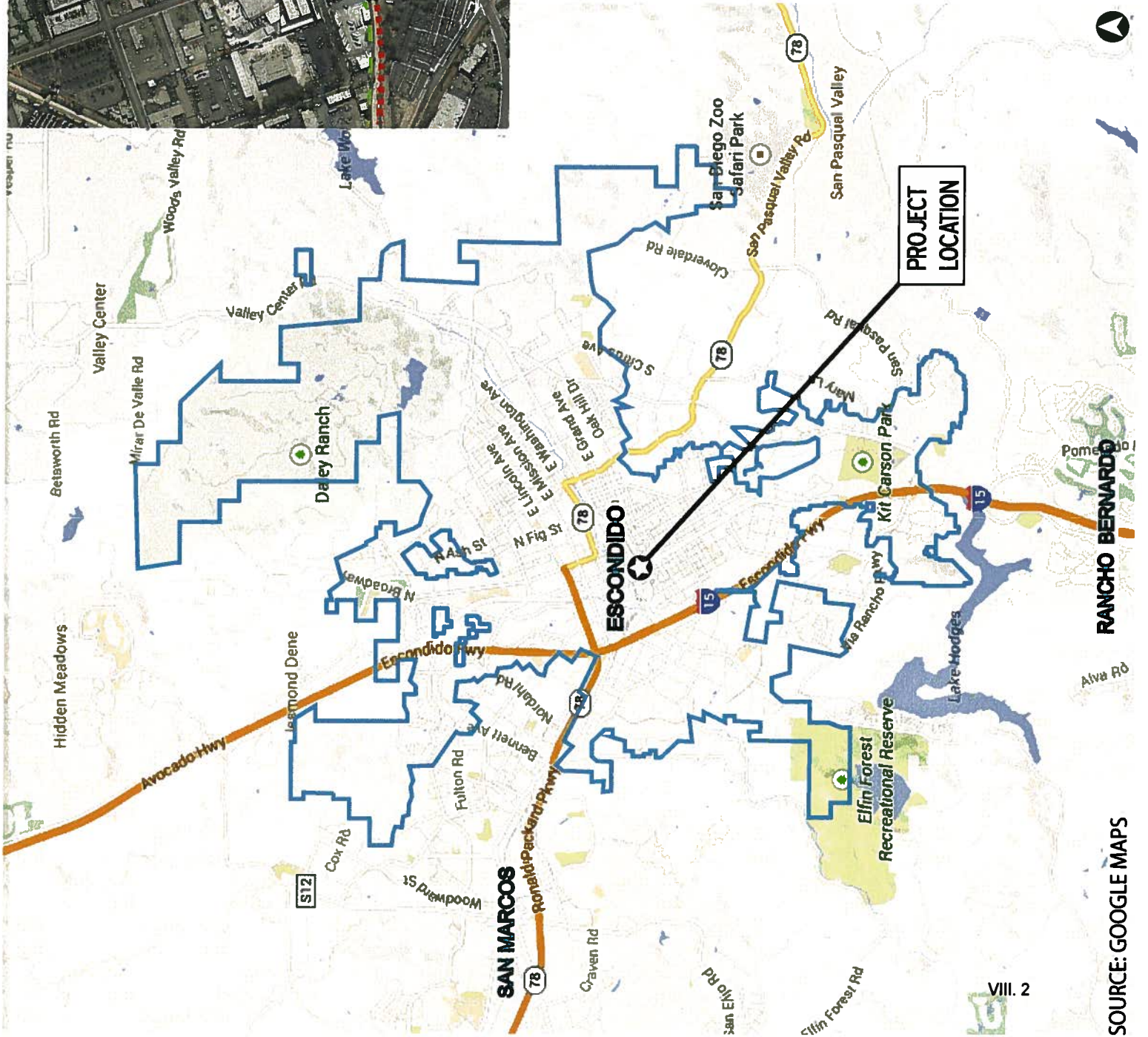
- Additional documentation, letters of support, etc (optional)

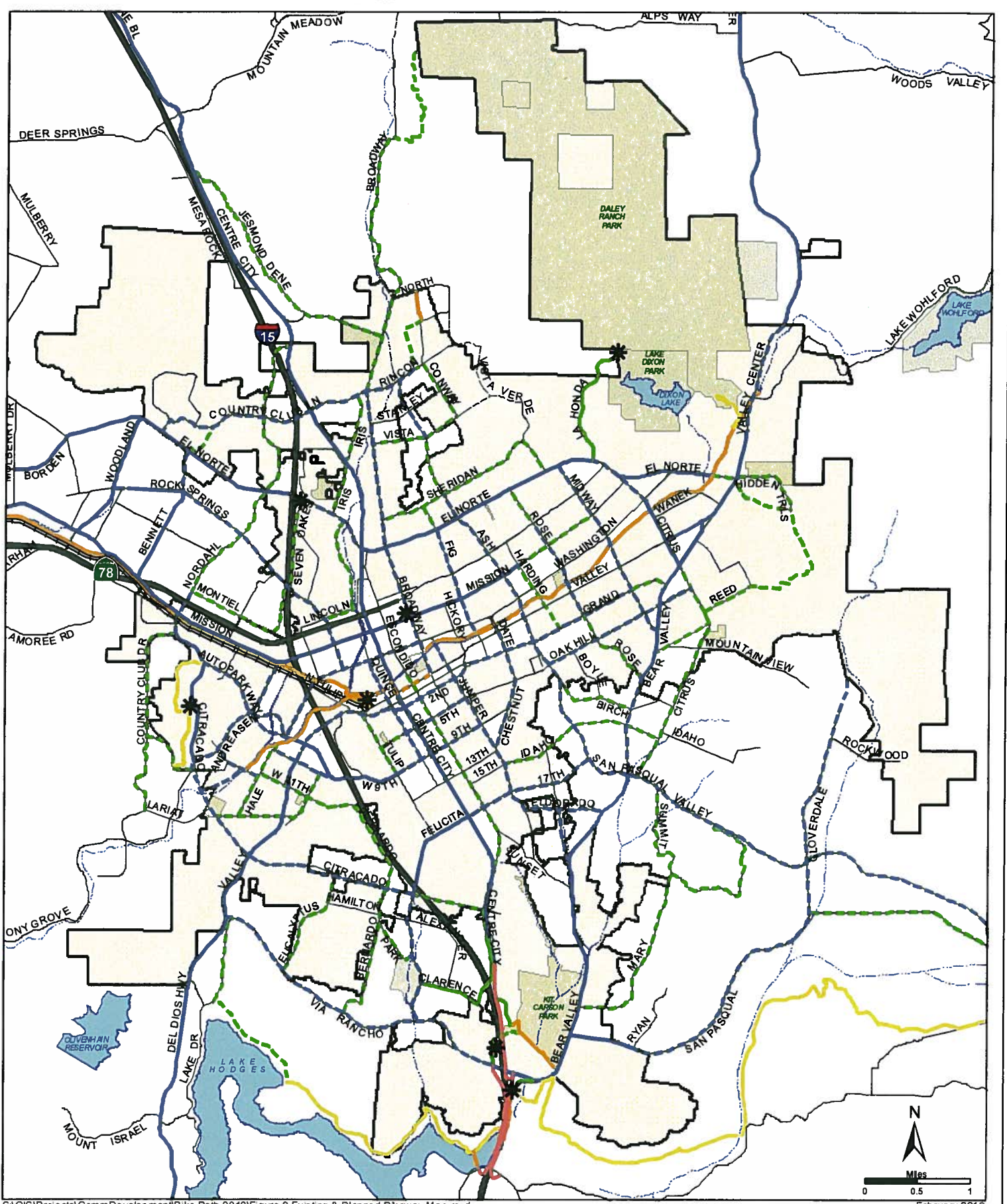


REGIONAL LOCATION MAP

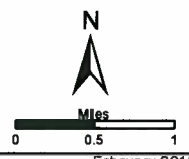


**ESCONDIDO CREEK BIKEWAY
MISSING LINK
LOCATION MAP**





S:\GIS\Projects\CommDevelopment\Bike Path 2010\Figure 9 Existing & Planned Bikeway Map.mxd

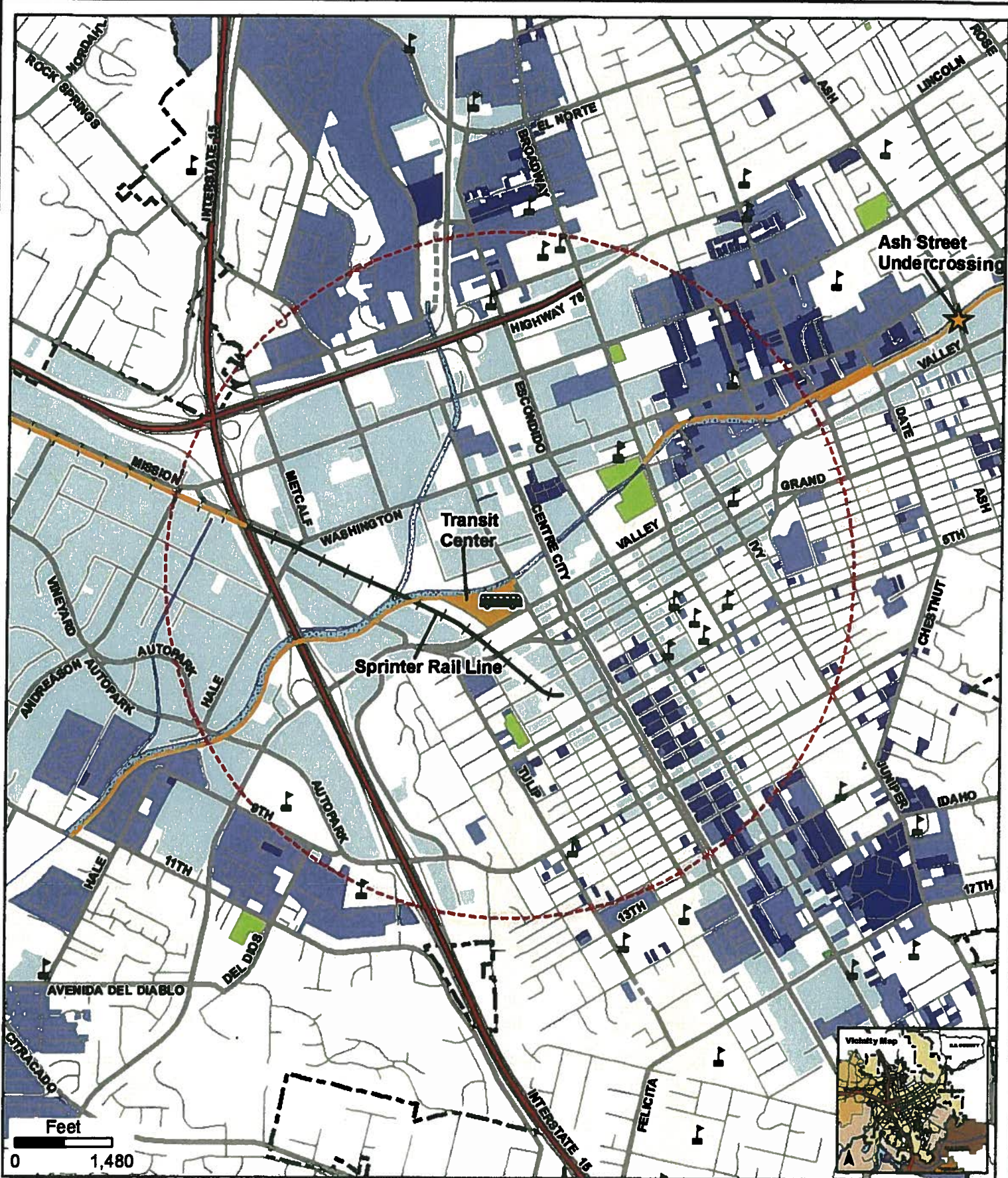


February 2012

Existing & Planned Bikeways

- Existing Class I Multi-use
- Proposed Class I Multi-use
- Existing Class II Lanes
- Proposed Class II Lanes
- Existing Class III Routes
- Proposed Class III Routes
- Freeway Route
- Unpaved Multi-use Trail
- Staging Areas
- Major Roads
- Freeway
- Railroad





Housing Density

-  Escondido Creek Bike Path
-  1 Mile Radius from Project
-  School
-  Commercial/Industrial
-  Multiple residential (includes Mobile Home Parks)
-  Planned Multiple Residential




This map was prepared by the City of San Diego, GIS Department. It is intended for informational purposes only and does not constitute a contract or warranty of any kind. The City of San Diego is not responsible for any errors or omissions in this map.

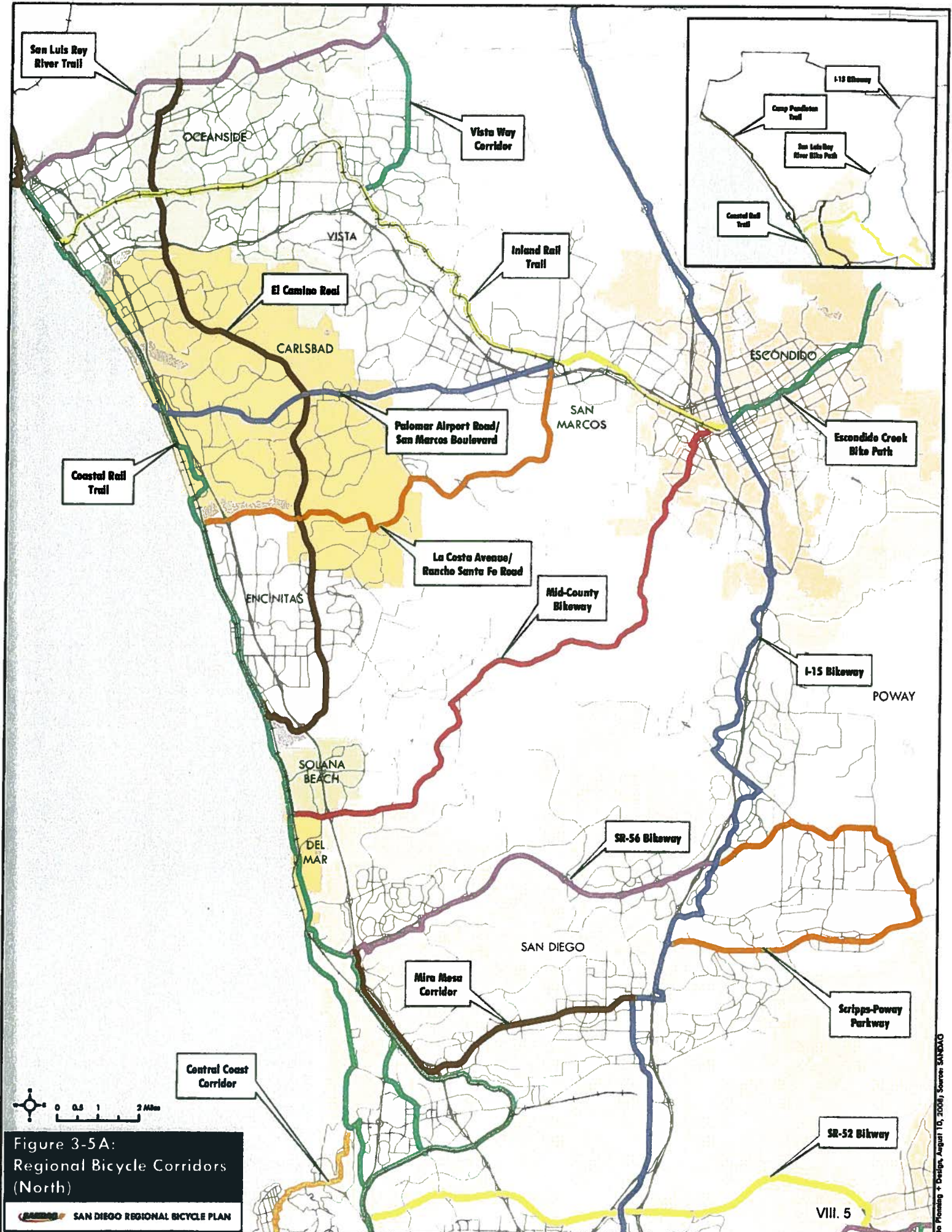


Figure 3-5A:
Regional Bicycle Corridors
(North)

SAN DIEGO REGIONAL BICYCLE PLAN

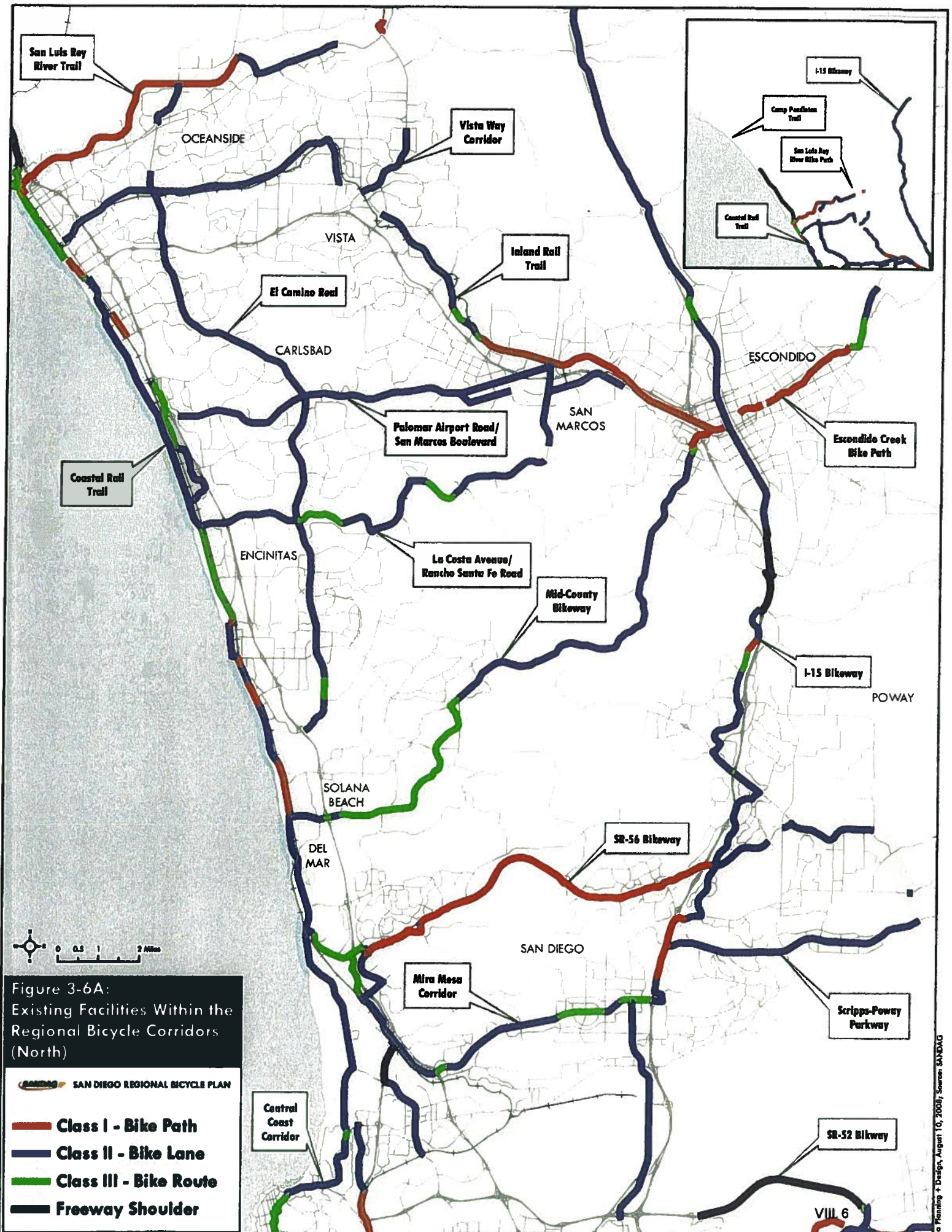
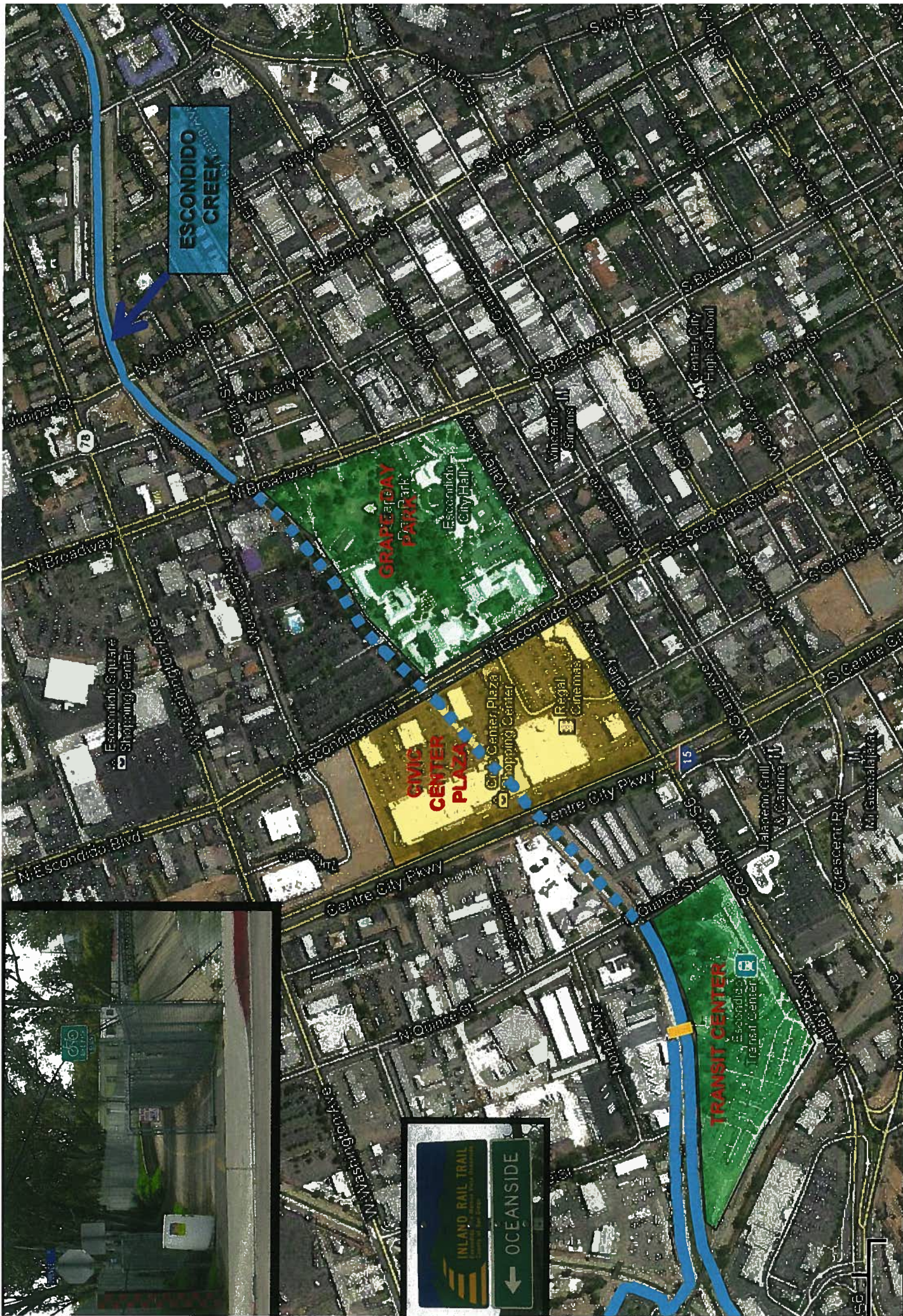


Figure 3-6A:
Existing Facilities Within the
Regional Bicycle Corridors
(North)

SAN DIEGO REGIONAL BICYCLE PLAN

- **Class I - Bike Path**
- **Class II - Bike Lane**
- **Class III - Bike Route**
- **Freeway Shoulder**



ESCONDIDO CREEK

GRAPE at DAY Park

CIVIC CENTER PLAZA

TRANSIT CENTER



ESCONDIDO CREEK – “MISSING LINK”

Photos of Project Sections

Existing Conditions at Transit Center Bridge to Quince Street



Figure 1 Looking west at Inland Rail Trail, north side of channel

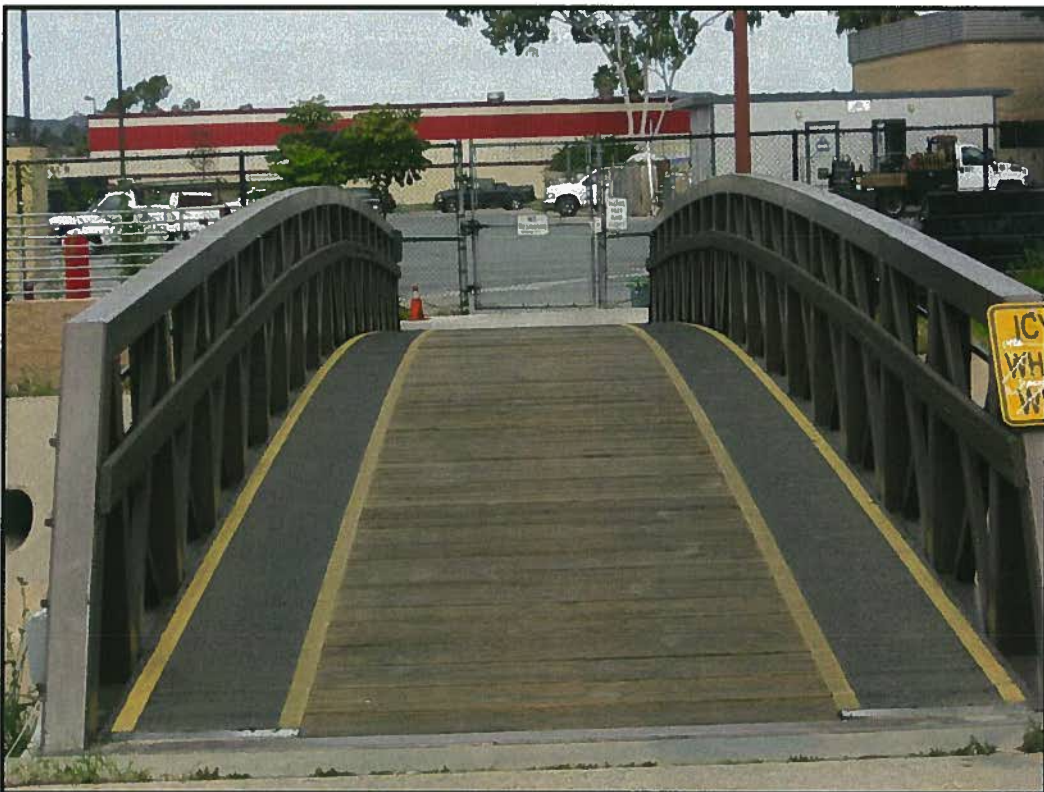


Figure 2 View of bicycle/pedestrian bridge over channel.



Figure 3 Looking east along north side of channel from Bridge towards Quince St.



Figure 4 Looking west along north side of channel from Quince Street entrance.



Figure 5 Bicyclists entering the bike path from Quince Street on the south side of channel.



Figure 6 Looking west along the existing bike path on the south side of the channel.

Section "A" from Quince Street to CCP



Figure 7 Looking east from Quince Street at Fire Station No 1 along north side of channel.

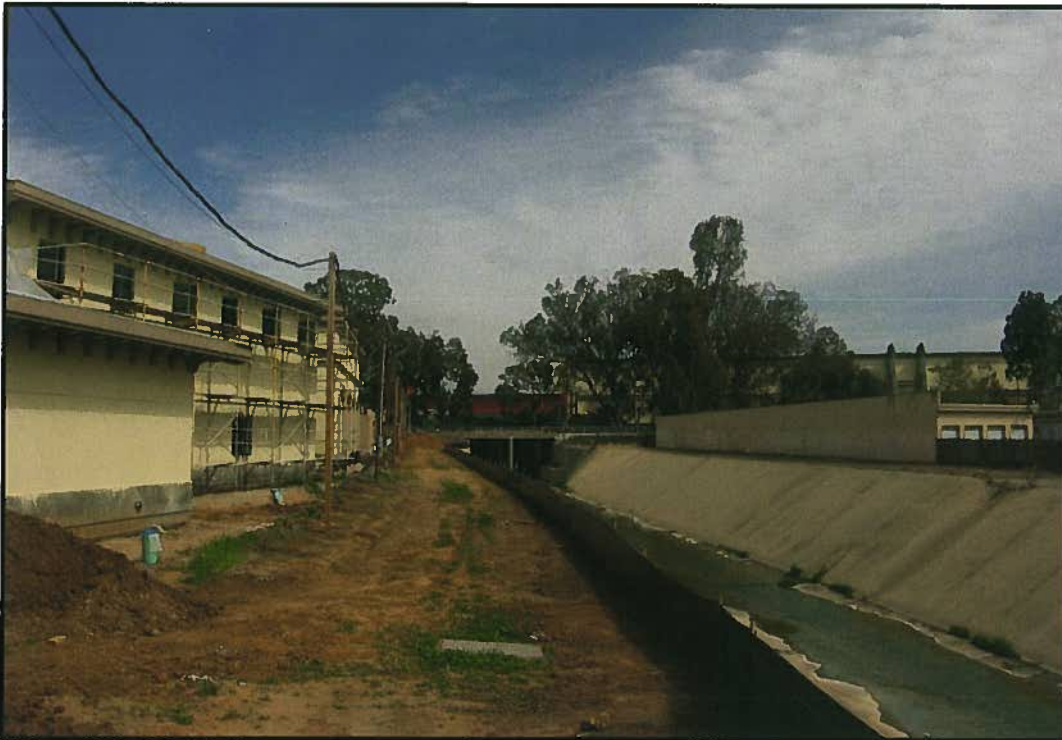


Figure 8 Looking east along north side of channel adjacent to Fire Station No. 1. towards CCP.



Figure 9 Looking west along north side of Channel from CCP adjacent to Fire Station No. 1.



Figure 10 Looking north along western side of CCP Fire Station No. 1 on the left.

Section "B" Centre City Parkway



Figure 11 Looking south along western side of CCP Fire Station No. 1 on the right.



Figure 12 Looking south along southbound lanes of Centre City Parkway



Figure 13 Looking north along Centre City Parkway at southbound lanes

Section "C" East Valley Parkway



Figure 14 East Valley Parkway at Escondido Boulevard



Figure 15 East Valley Parkway near Broadway

Section "D" Broadway



Figure 16 Looking south on Broadway at Grape Day Park

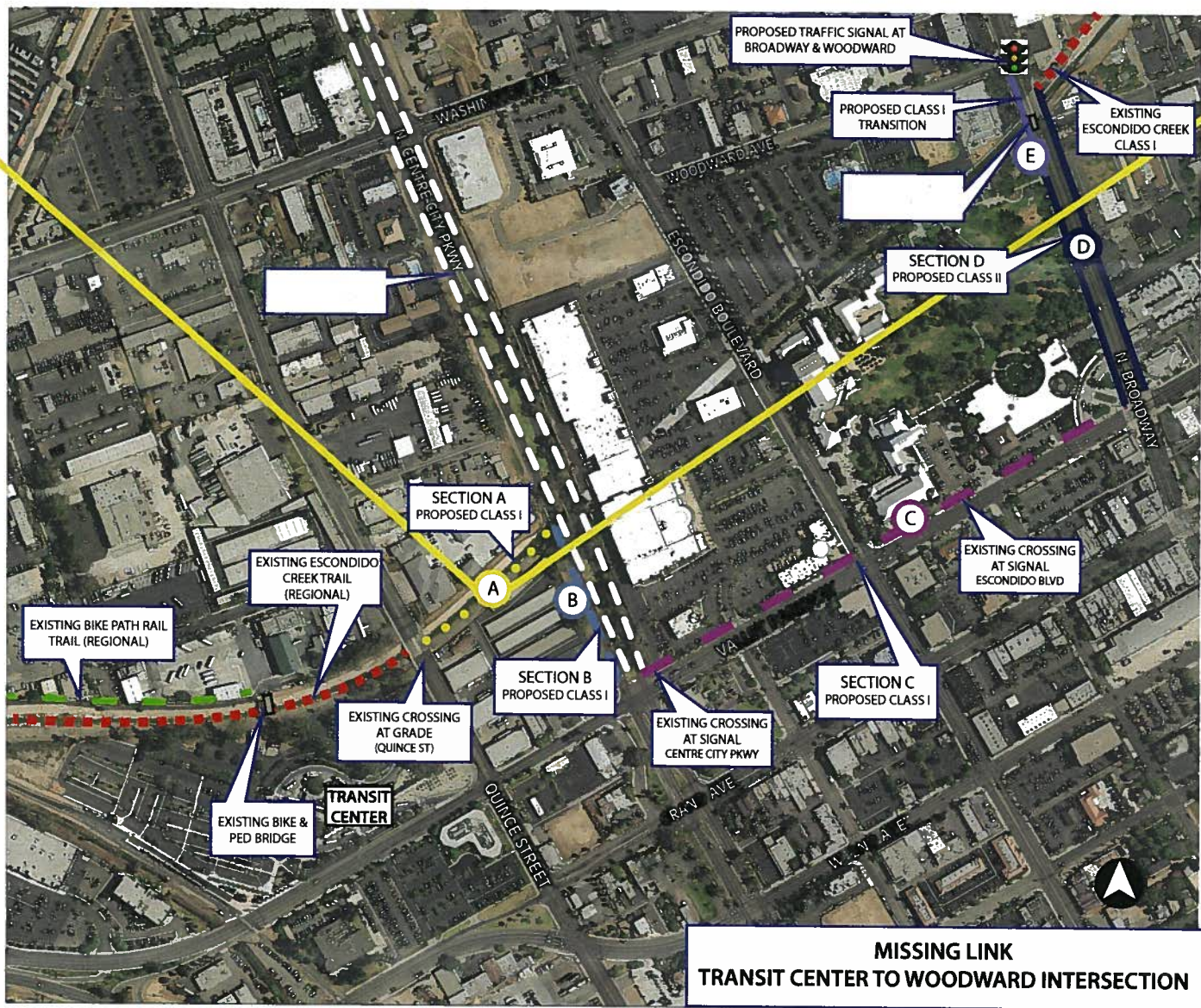
Section "E" Broadway at Escondido Creek and Woodward Avenue

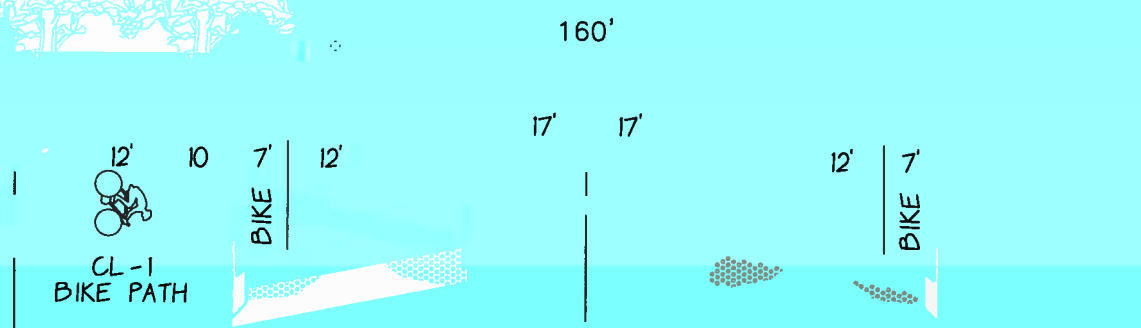
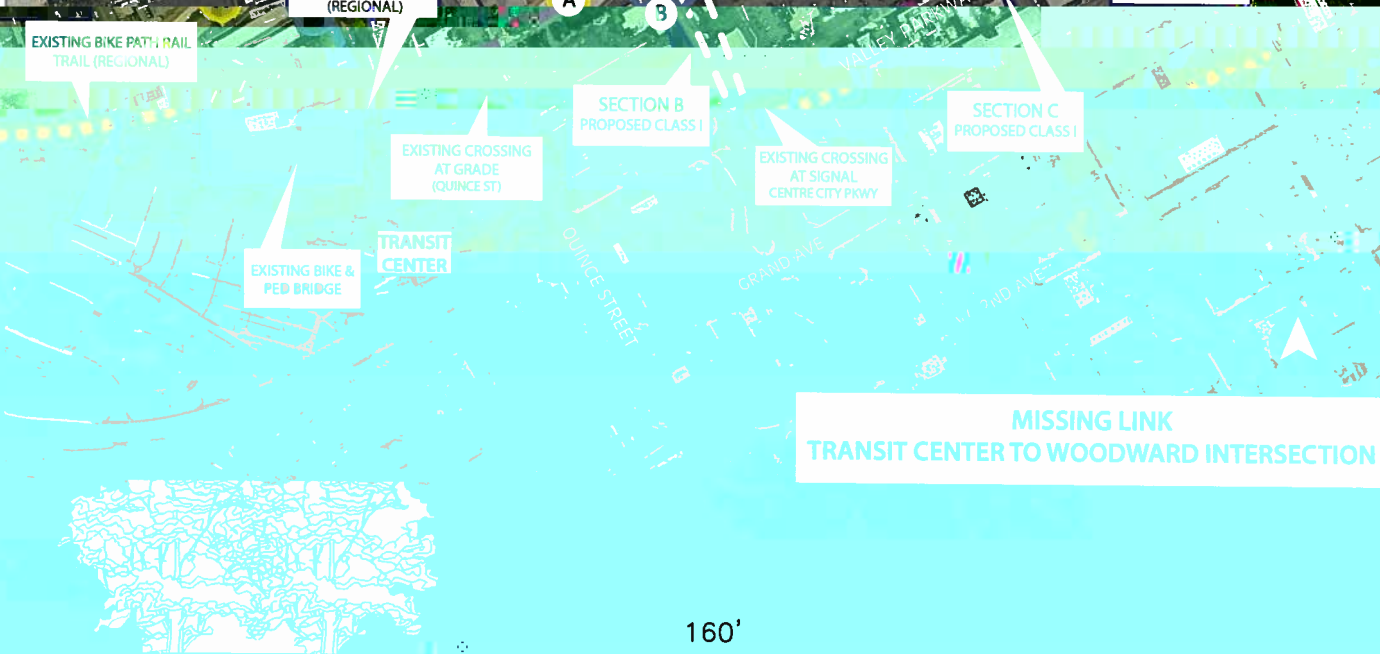
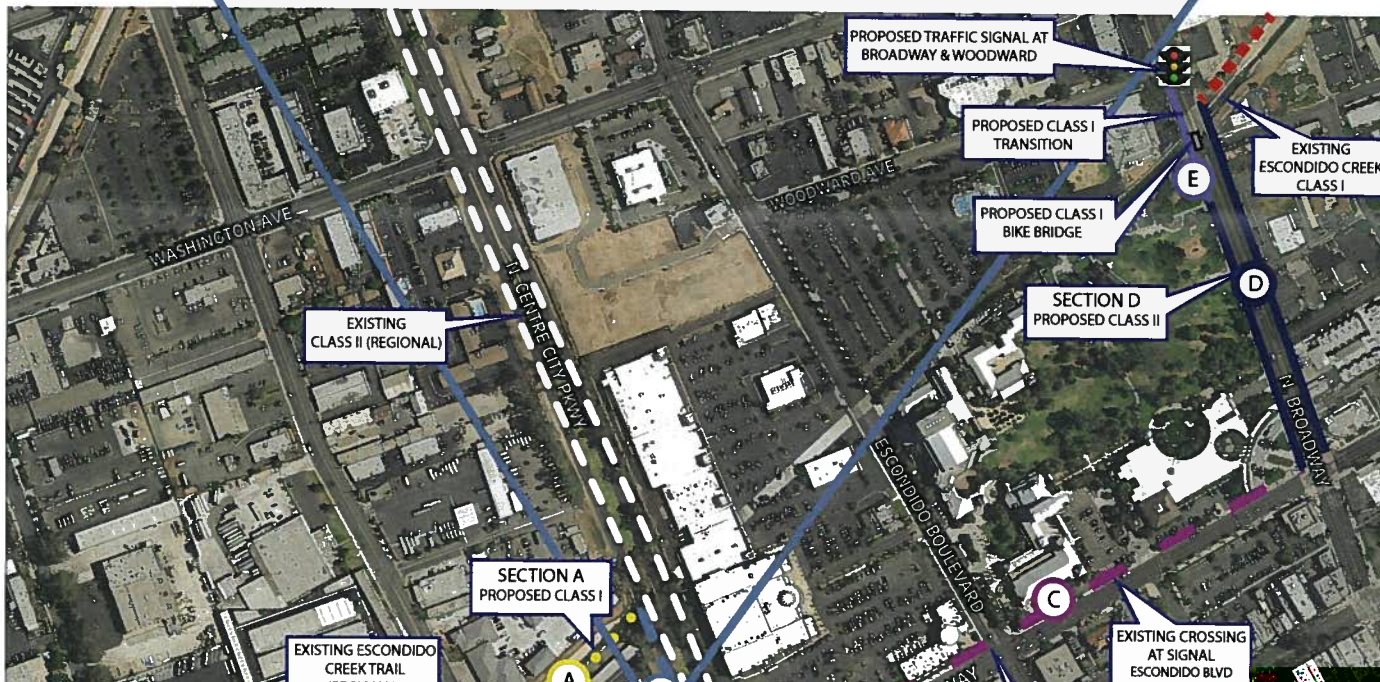
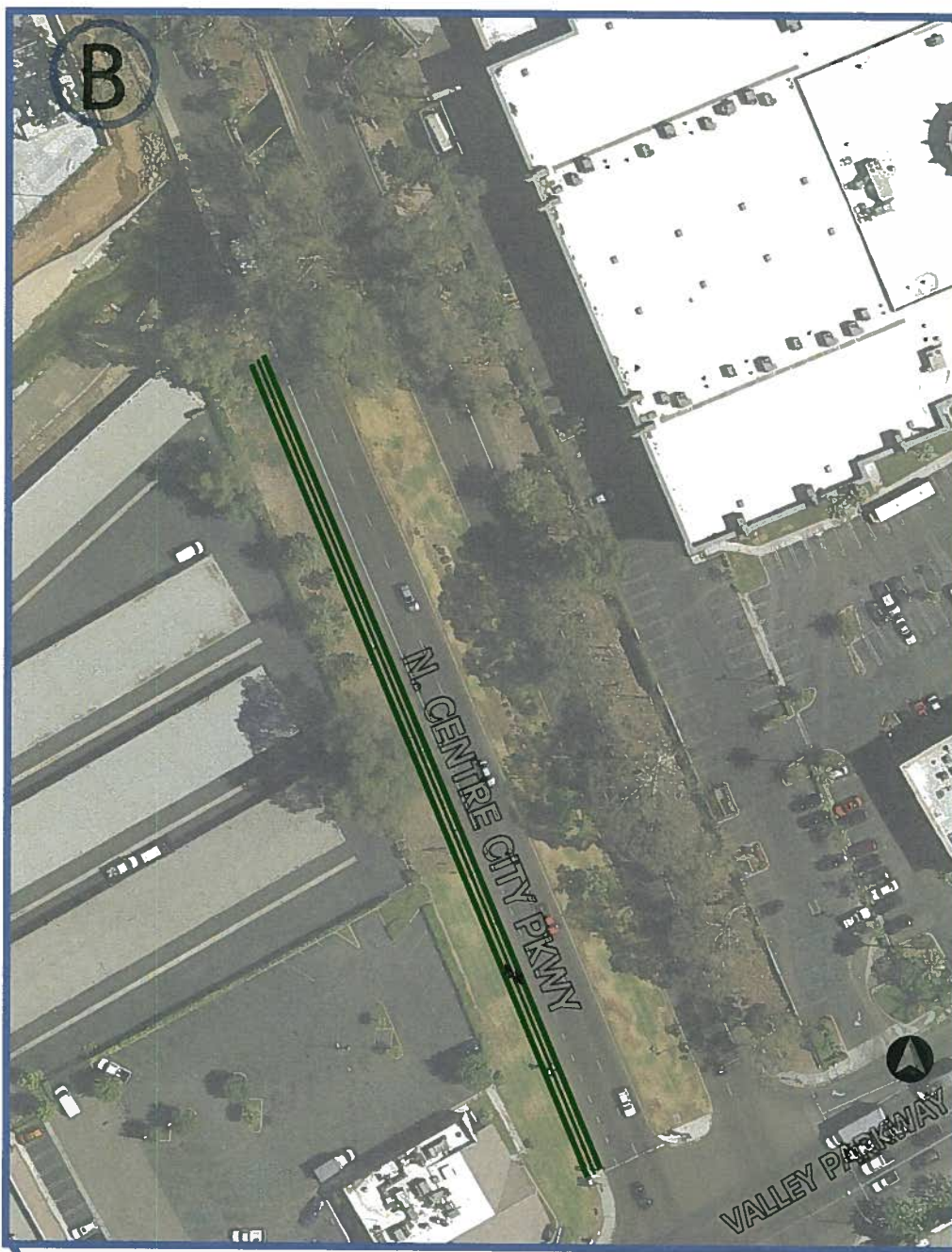


Figure 17 Looking north on Broadway at Escondido Creek

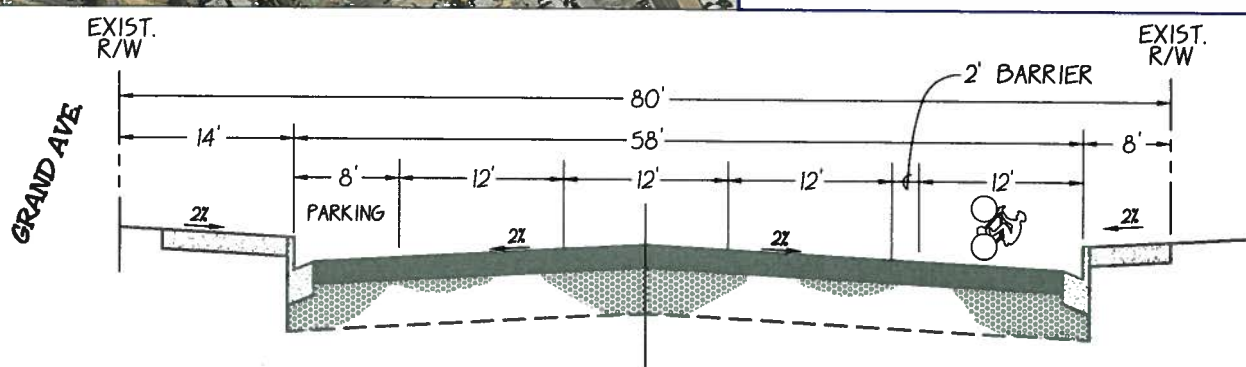
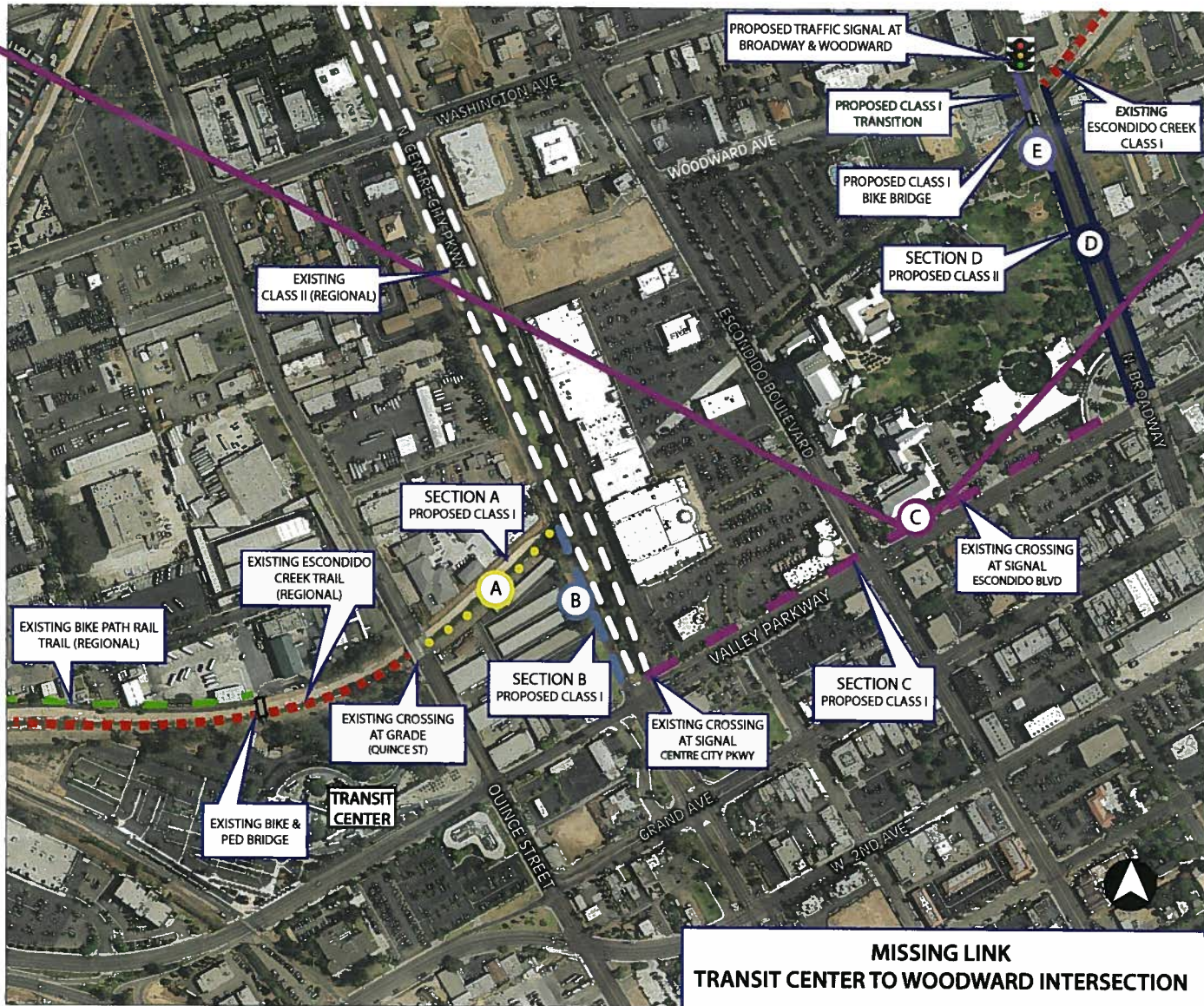


Figure 18 Road narrows at Escondido Creek



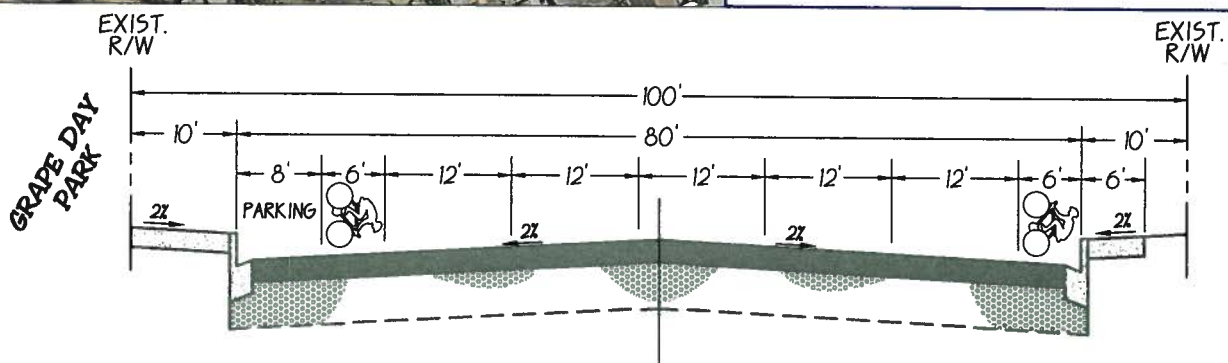
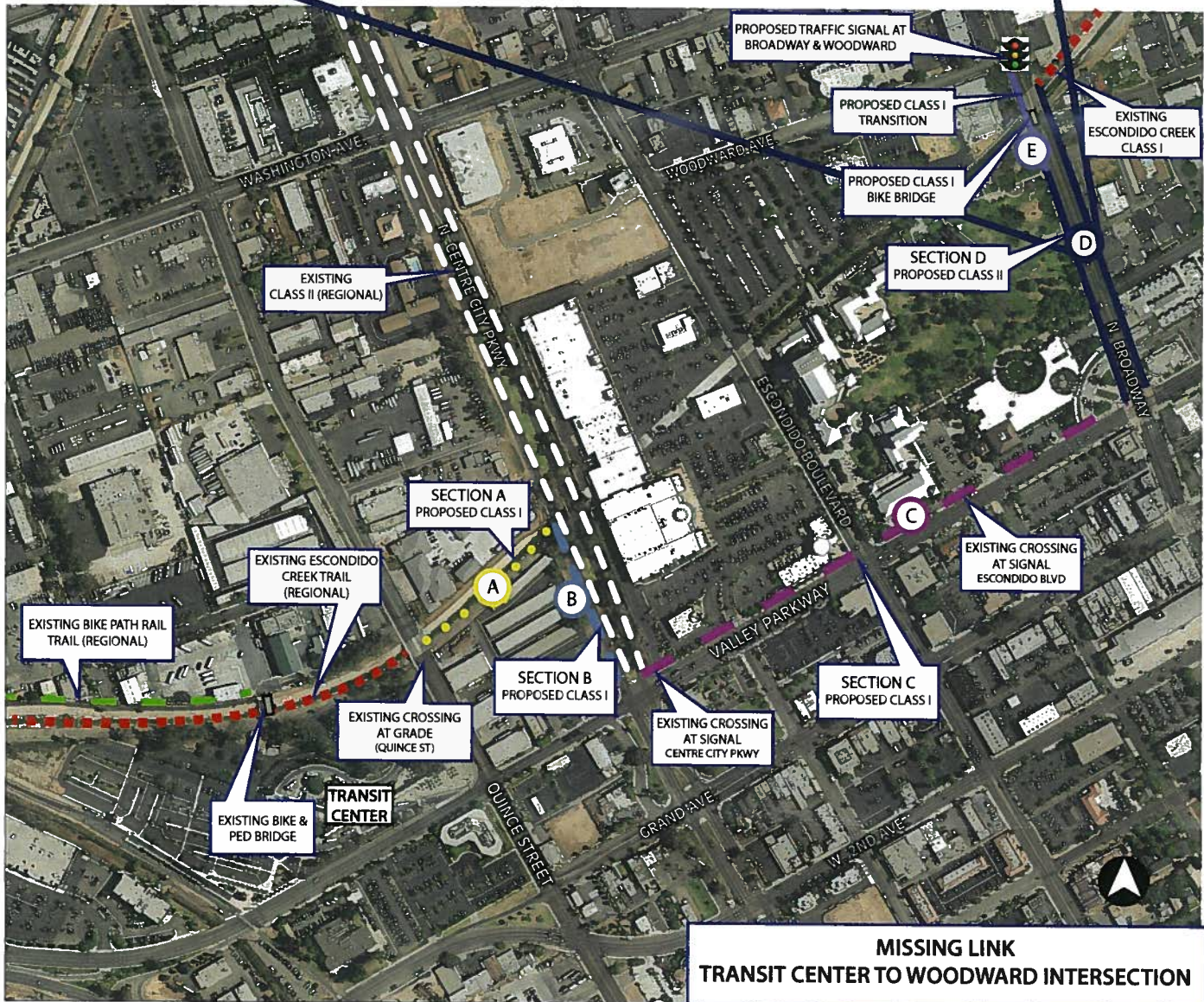
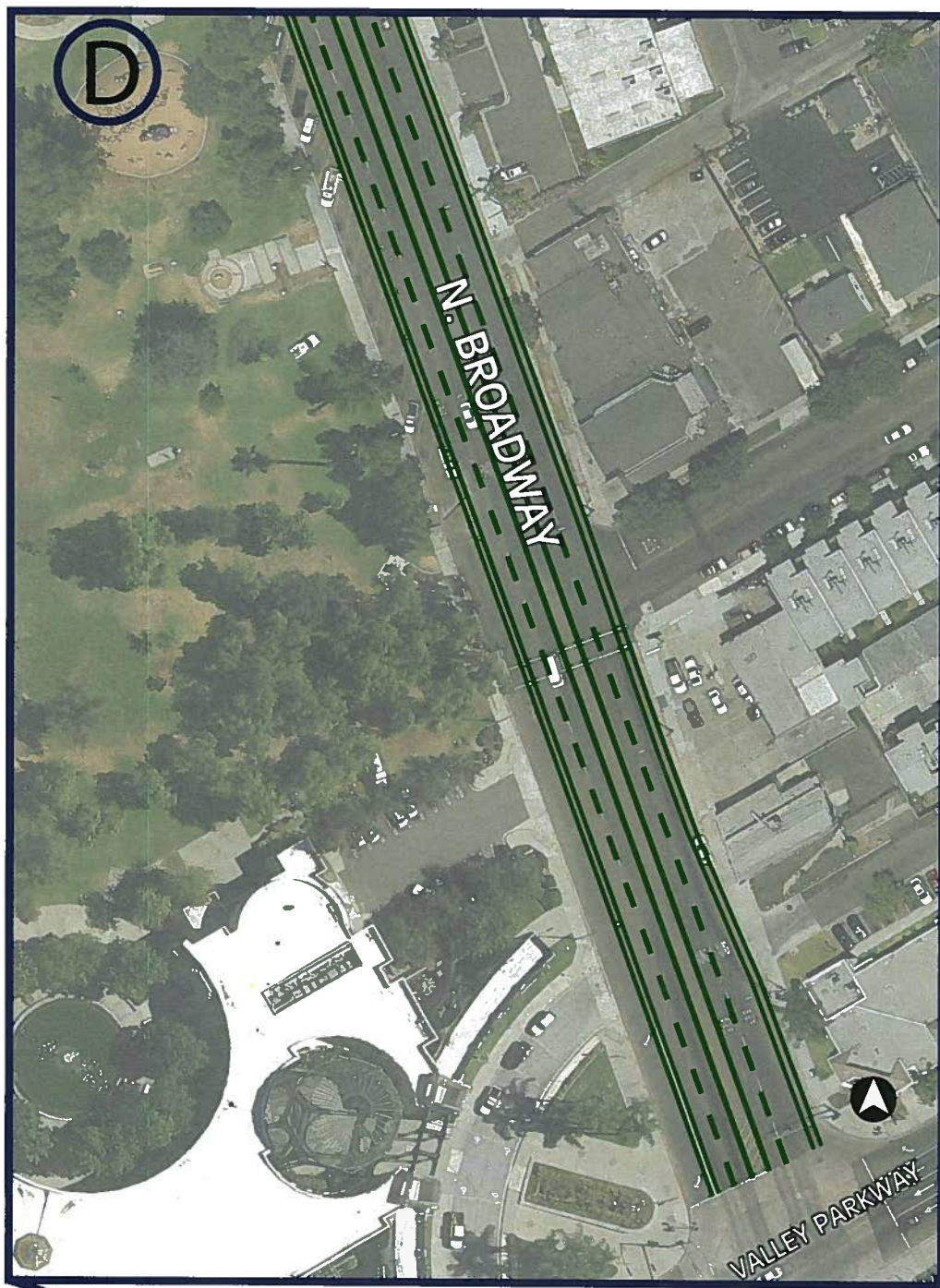


**PROPOSED CL-1 BIKE PATH
ON CENTRE CITY PARKWAY,
VALLEY PARKWAY TO F.C.C. BIKE PATH**
NOT TO SCALE



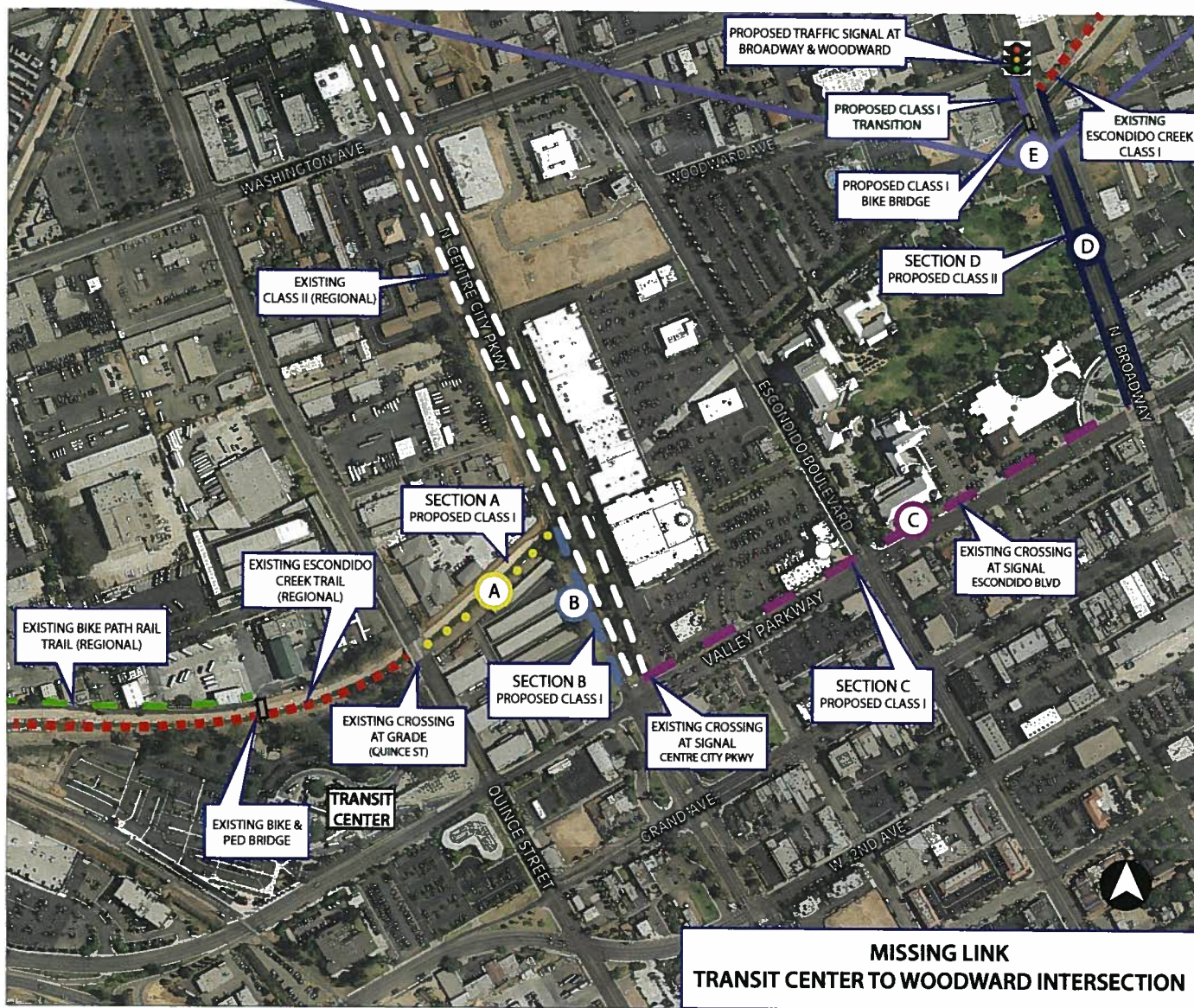
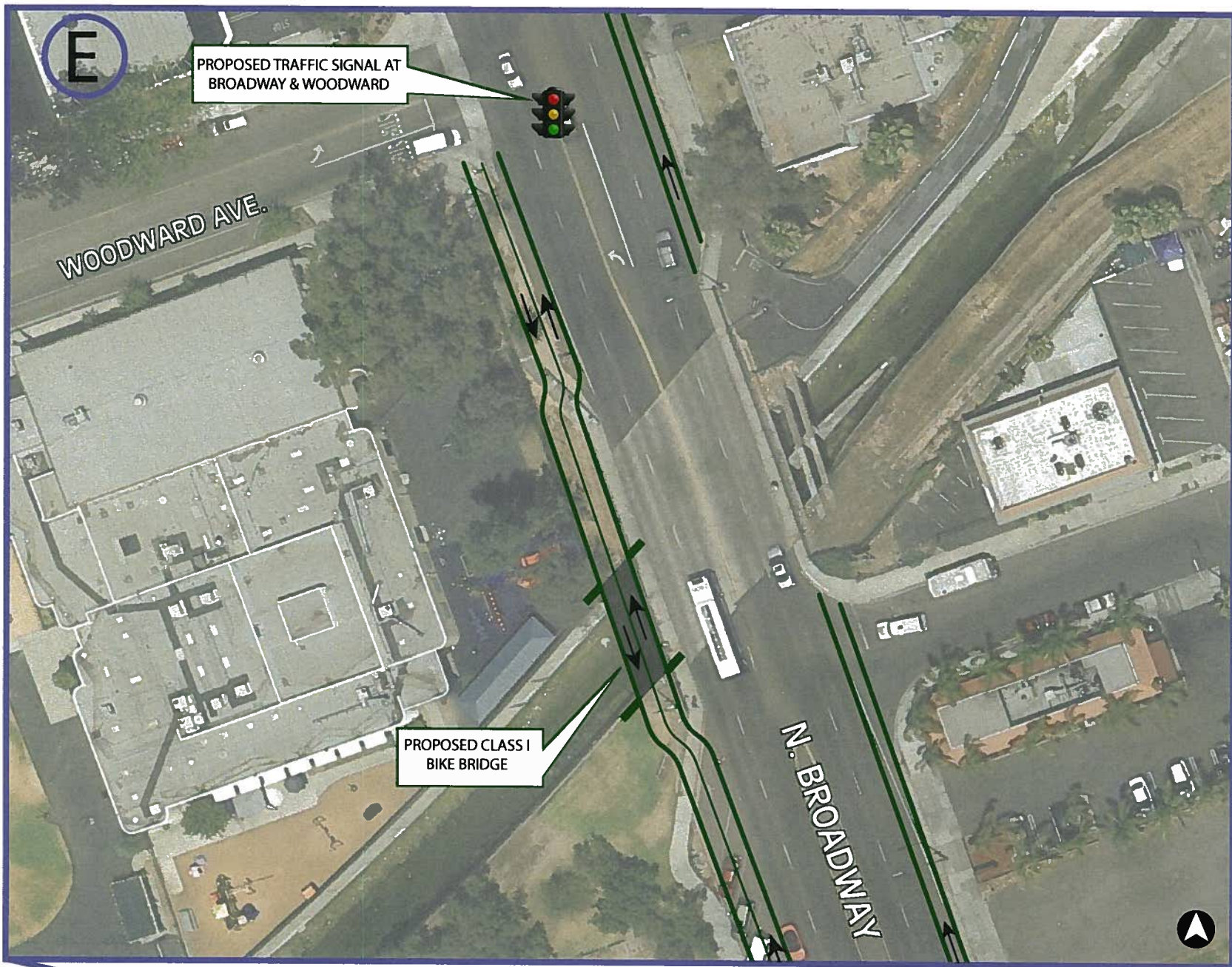
**PROPOSED CL-1 BIKE PATH
ON VALLEY PARKWAY,
N. BROADWAY TO CENTRE CITY PKWY.**

NOT TO SCALE



**PROPOSED CL-2 BIKE PATHS
ON BROADWAY,
VALLEY PARKWAY TO F.C.C. BIKE PATH**

NOT TO SCALE



MISSING LINK -- Transit Center to Woodward Intersection		6/19/12	AS	Cost Estimate	
No.	Item	Quant.	Unit	Cost	Total
1	Surveying & Const. Staking	1	LS	17,700.00	17,700.00
2	Mobilization	1	LS	10,500.00	10,500.00
3	Clearing & Grubbing	1	LS	18,400.00	18,400.00
4	Pub. Connv. Traffic Control	1	LS	20,900.00	20,900.00
5	Best Management Pract.	1	LS	14,900.00	14,900.00
				TOTAL:	82,400.00
				10% Cont.	8,240.00
				TOTAL:	90,640.00
SECTION A (520')					
No.	Item	Quant.	Unit	Cost	Total
1	3" Asphalt Paving	120	TON	150.00	18,000.00
2	Minor Grading	65	CY	150.00	9,750.00
3	6' Steel Fence	520	LF	40.00	20,800.00
4	C.L. Gates (double)	2	EA	2,000.00	4,000.00
5	Signing & Striping	1	LS	5,200.00	5,200.00
6	Landscaping	1	LS	5,200.00	5,200.00
7	Street Lights	3	EA	4,000.00	12,000.00
				TOTAL:	74,950.00
				10% Cont.	7,495.00
				TOTAL:	82,445.00

SECTION B (540')					
No.		Quant.	Unit	Cost	Total
1	3" Asphalt Paving	125	TON	150.00	18,750.00
2	Minor Grading	70	CY	150.00	10,500.00
5	Signing & Striping	1	LS	5,400.00	5,400.00
6	Landscaping	1	LS	5,400.00	5,400.00
7	Street Lights	1	EA	4,000.00	4,000.00
				TOTAL:	44,050.00
				10% Cont.	4,405.00
				TOTAL:	48,455.00
SECTION C (1960')					
No.	Item	Quant.	Unit	Cost	Total
1	3" Asphalt Paving	20	TON	150.00	3,000.00
2	Minor Grading	50	CY	150.00	7,500.00
3	Class I Bikeway Barrier	1900	LF		1,900.00
4	Signing & Striping	1	LS	8,900.00	8,900.00
5	Landscaping	1	LS	3,000.00	3,000.00
6	Traffic Signals Mods. w/ Street Lights	3	LS	75,000.00	225,000.00
8	Driveway Treatments for Bicycles	2	LS	15,000.00	30,000.00
				TOTAL:	279,300.00
				10% Cont.	27,930.00
				TOTAL:	307,230.00
SECTION D (1160')					
No.	Item	Quant.	Unit	Cost	Total
1	3" Asphalt Paving	25	TON	150.00	3,750.00
2	Minor Grading	60	CY	150.00	9,000.00
3	6' Steel Fence	120	LF	40.00	4,800.00
5	Signing & Striping	1	LS	6,000.00	6,000.00
6	Landscaping	1	LS	5,000.00	5,000.00
7	Street Lights	3	EA	4,000.00	12,000.00
8	Traffic Signal @ Woodward and Broadway	1	LS	190,000.00	190,000.00
9	Bridge over Flood Control Channel	1	LS	90,000.00	90,000.00
10	Retaining Wall adjacent to bridge	1	EA	25,000.00	25,000.00
11	Utility Relocations	1	LS	10,000.00	10,000.00
				TOTAL:	355,550.00
				10% Cont.	35,555.00
				TOTAL:	391,105.00
Total Construction				SubTotal	919,875.00

Design and Inspection					
1	Inspection Costs	1	LS	39,650.00	39,650.00
2	Environmental, Engineering Design	1	LS	117,000.00	117,000.00
				SubTotal	156,650.00
<i>Itemized breakdown of item 1 & 2 above:</i>					
3	Baseline Data Collection	1	LS	650.00	650.00
4	Environmental Clearance	1	LS	6,500.00	6,500.00
5	Preliminary Engineering	1	LS	36,400.00	36,400.00
6	Engineering Project Management	1	LS	16,900.00	16,900.00
7	Contract Engineering (Inspection)	1	LS	22,750.00	22,750.00
9	Final Design	1	LS	73,450.00	73,450.00
				SubTotal	156,650.00
				TOTAL:	156,650.00
				10% Cont.	15,665.00
				TOTAL:	172,315.00
				GRAND TOTAL:	1,092,190.00

Links to City of Escondido Plans

- General Plan, adopted May 2012
<http://www.escondido.org/general-plan.aspx>
- General Plan Circulation Element, adopted January 2103
<http://www.escondido.org/Data/Sites/1/media/pdfs/Planning/CirculationElementMap.pdf>
- Bicycle Master Plan; adopted October 17, 2012
<http://www.escondido.org/Data/Sites/1/media/PDFs/Planning/BicycleMasterPlan.pdf>
- Escondido Creek Master Plan, adopted January 10, 2012
<http://www.escondido.org/Data/Sites/1/media/PDFs/Neighborhood/EscondidoCreekTrailMasterPlanReport.pdf>

Links to Regional Master Plans

- Sandag 2050 Regional Transportation Plan
http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf
- Riding to 2050 San Diego Regional Bike Plan
http://www.sandag.org/uploads/projectid/projectid_353_10862.pdf

BIKE WALK ESCONDIDO COMMITTEE
Meeting – Tuesday, March 11, 6:00 pm
Mitchell Room, City Hall, 201 N Broadway

AGENDA

1. Welcome & Introductions
2. Overview: Escondido Bicycle Master Plan, Abraham Bandegan, Escondido Traffic Engineer
3. Update: Mission, Vision, Values
4. Events:
 - Escondido Creek Lighting Ceremony and Walk, Saturday, March 8, 6:00 pm
 - Maple Street Plaza Forum, March 18, 6:30 pm, Mitchell Room
 - Escondido Traffic and Safety Commission Meeting, April 10, 3:00 pm
5. Other Updates

Next meeting: Tuesday, April 8, 6:00 pm

Location: Mitchell Room, Escondido City Hall



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

May 16, 2014

File Number 3300200

Ms. Teresa McWilliam, P.E.
Active Transportation Program Manager
California Department of Transportation
Division of Local Assistance
Office of Active Transportation & Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

Dear Ms. McWilliam:

SUBJECT: *City of Escondido Missing Link Project* Active Transportation Program Grant Application

On behalf of the San Diego Association of Governments (SANDAG), I am writing to express my support for the *City of Escondido Missing Link Project* to the California Department of Transportation for allocation under the initial grant cycle of the Active Transportation Program.

The Escondido Creek Bikeway Missing Link project, consistent with Escondido's Bicycle Master Plan, proposes the construction of a constrained section of the Escondido Creek Class I Bike Path (known as the Missing Link), between the Escondido Transit Center and the eastern portion of Grape Day Park. Installation of Class I/II bicycle lanes will provide a direct connection from the existing Regional Class II bike lanes along Centre City Parkway to the Escondido Transit Center and the Inland Rail Trail bike path, and also provide a key link to Escondido's Downtown area. This project is included in the adopted SANDAG Riding to 2050 Regional Bike Plan as a regional bicycle corridor.

I support the efforts of the City of Escondido to secure funding for the development of this project. Thank you for your consideration.

Sincerely,

JACK DALE, JR.
Chairman, SANDAG Board of Directors

LCU/dsn

MEMBER AGENCIES

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

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico



County of San Diego

NICK MACCHIONE, FACHE
DIRECTOR

HEALTH AND HUMAN SERVICES AGENCY
NORTH COASTAL & NORTH INLAND REGIONS
1701 MISSION AVENUE, MAIL STOP N-135
OCEANSIDE, CA 92058-7102
(760) 967-4633 • FAX (760) 967-4619

CHUCK MATTHEWS, MBA, MS
DEPUTY DIRECTOR

May 13, 2014

Teresa McWilliam
CALTRANS
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam:

The County of San Diego Health and Human Service Agency (HHSA) is pleased to write this letter to support the City of Escondido's application for an Active Transportation Program grant. This funding will support the construction the Missing Link of the Escondido Creek Bike Path, a 0.6-mile gap in the bike trail between Broadway and the North County Transit Center/Sprinter Station at Quince Street.

HHSA recognizes that community driven programs are vital to building healthier, safer and more stable communities in San Diego County. This project has been identified as a major gap within the City's bicycle network, and completing this gap will reduce accidents and confusion along this primary east-west bicycle route through Escondido, connecting some of the poorest neighborhoods in Escondido to the downtown core and public transportation.

The grant aligns with the County's *Live Well San Diego* initiative, a ten-year plan for promoting healthy, safe and thriving communities. The City of Escondido plays a vital role in this endeavor through the range of policies and plans it has in place which aim to enhance the safety, economic diversity, environment, and health of the community.

Sincerely,

NICK MACCHIONE, FACHE
Director

NM/aw

Palomar Health Community Action Council of Escondido

.....*Promoting wellness through partnership*

May 8, 2014

CALTRANS

Division of Local Assistance

1120 N Street

Sacramento, CA 95814

Attn: Teresa McWilliam

Dear Ms. McWilliam:

The Palomar Health Community Action Council of Escondido is pleased to write this letter to support the City of Escondido's application for an Active Transportation Program grant. This funding will support the construction the Missing Link of the Escondido Creek Bike Path, a 0.6-mile gap in the bike trail between Broadway and the North County Transit Center/Sprinter Station at Quince Street.

While most people rely upon Palomar Health as the provider of care in emergencies, the efforts of Community Outreach are geared toward reaching the public before they need hospitalization. All of this, of course, is in fulfillment of our mission: to heal, comfort and promote health in the communities we serve. Many of our projects in Escondido have centered around obesity prevention and increasing physical activity. This project has been identified as a major gap within the City's bicycle network, completing this gap will reduce accidents and confusion along this primary east-west bicycle route through Escondido and connect some of the poorest neighborhoods in Escondido to the downtown core and public transportation.

The grant aligns with the Palomar Health Community Action Council of Escondido's current initiatives Our County is in need of jurisdictions that show leadership through innovative projects to address environmental justice issues. The City of Escondido plays a vital role in these endeavors through the range of policies and plans they have in place which aim to enhance the safety, economic diversity, environment, and health of the community.

Palomar Health Community Action Council is committed to the betterment of its communities and to that end we support the efforts of the City of Escondido to build this Missing Link in the Escondido Creek Bike Path.

Sincerely,



Adriana Paulson, Chairperson

15255 Innovation Drive, Suite 2014, San Diego, CA 92128





Escondido Education COMPACT

220 SOUTH BROADWAY ■ ESCONDIDO, CA 92025
760-839-4515 FAX 760-738-6076

May 15, 2014

Board of Directors

JACK ANDERSON, *Chairperson*

City of Escondido, Consultant

DON GASLANDI, *Vice Chair*

Escondido Adult School/RDP

CHARLOTTE HOTCHKISS, *Treasurer*

Tax Service

KATIE POPONIAL, *Secretary*

EDD/North County Coastal Career

Center, Retired

JOHN WOODARD, *At-Large Member*

Mira Costa College

RON GASCHLER, *At-Large Member*

Ashford University

KIENG WAICHE, *At-Large Member*

California State University San Marcos

KATHY SECAN, *Past Chair*

Escondido Adult Education, Retired

DAN BARAJAS

Valley High School

CHIEF CRAIG CARTER

Escondido Police Department

STEPHANIE CEMINSKY

Escondido High School

ANNE FUSCO

San Pasqual High School

JOEL GARCIA

Orange Glen High School

RANDY GARCIA

Escondido Union High School District

JOAN GARDNER

Escondido Union School District

BRIAN HEAD

Escondido Adult School/RDP

FELICITY SMITH

Palmara College

KAREN RIZZI

Escondido Union High School District

TRACY SCHMIDT

Escondido Union School District

LINDA WOODS (*Honorary*)

Escondido Union School District

PATRICIA HUERTA

Executive Director

CALTRANS
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

Attn: Teresa McWilliam

Dear Ms. McWilliam:

Escondido Education COMPACT is pleased to write this letter to support the City of Escondido's application for an Active Transportation Program grant. This funding will support the construction the Missing Link of the Escondido Creek Bike Path, a 0.6-mile gap in the bike trail between Broadway and the North County Transit Center/Sprinter Station at Quince Street.

COMPACT has actively been involved in the redevelopment of the Escondido Creek Bike Path. Through the CX3 Project, our youth leaders have advocated that this path be revitalized as a safe corridor through the city to help residents have a safe route to walk or ride their bicycles. In addition, they help educate the community on the importance of an active lifestyle to prevent obesity and heart disease.

The Missing Link project has been identified as a major gap within the City's bicycle network, completing this gap will reduce accidents and confusion along this primary east-west bicycle route through Escondido. Closing the gap will create a safer route to schools and easier travel for residents.

COMPACT supports the efforts of the City of Escondido to build this Missing Link in the Escondido Creek Bike Path and thank you in advance for reviewing this proposal under the Active Transportation Program.

Sincerely,

Patricia Huerta
Executive Director



THE CLASSICAL ACADEMIES

-ADMINISTRATIVE OFFICES-
390 West Valley Parkway, Escondido, CA 92025
www.classicalacademy.com
760-842-8000

CALTRANS
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

May 9, 2014

Attn: Teresa McWilliam

Dear Ms. McWilliam:

I am the Executive Director of The Classical Academies and am pleased to write this letter to support the City of Escondido's application for an Active Transportation Program grant. This funding will support the construction the Missing Link of the Escondido Creek Bike Path, a 0.6-mile gap in the bike trail between Broadway and the North County Transit Center/Sprinter Station at Quince Street.





The Classical Academies curriculum includes a wide variety of college preparatory, advanced placement and elective courses at the high school level. Through electives, including photography, leadership, and work experience, we encourage students to participate in the community. Classical Academy High School is currently located adjacent to Grape Day Park. We have recently purchased a building in downtown Escondido and will be moving to the new campus as soon as renovations are complete in August. Our high school has approximately 750 students, many of whom commute from outside Escondido. Approximately 75 students travel daily through the Transit Center in Escondido on their way to class.

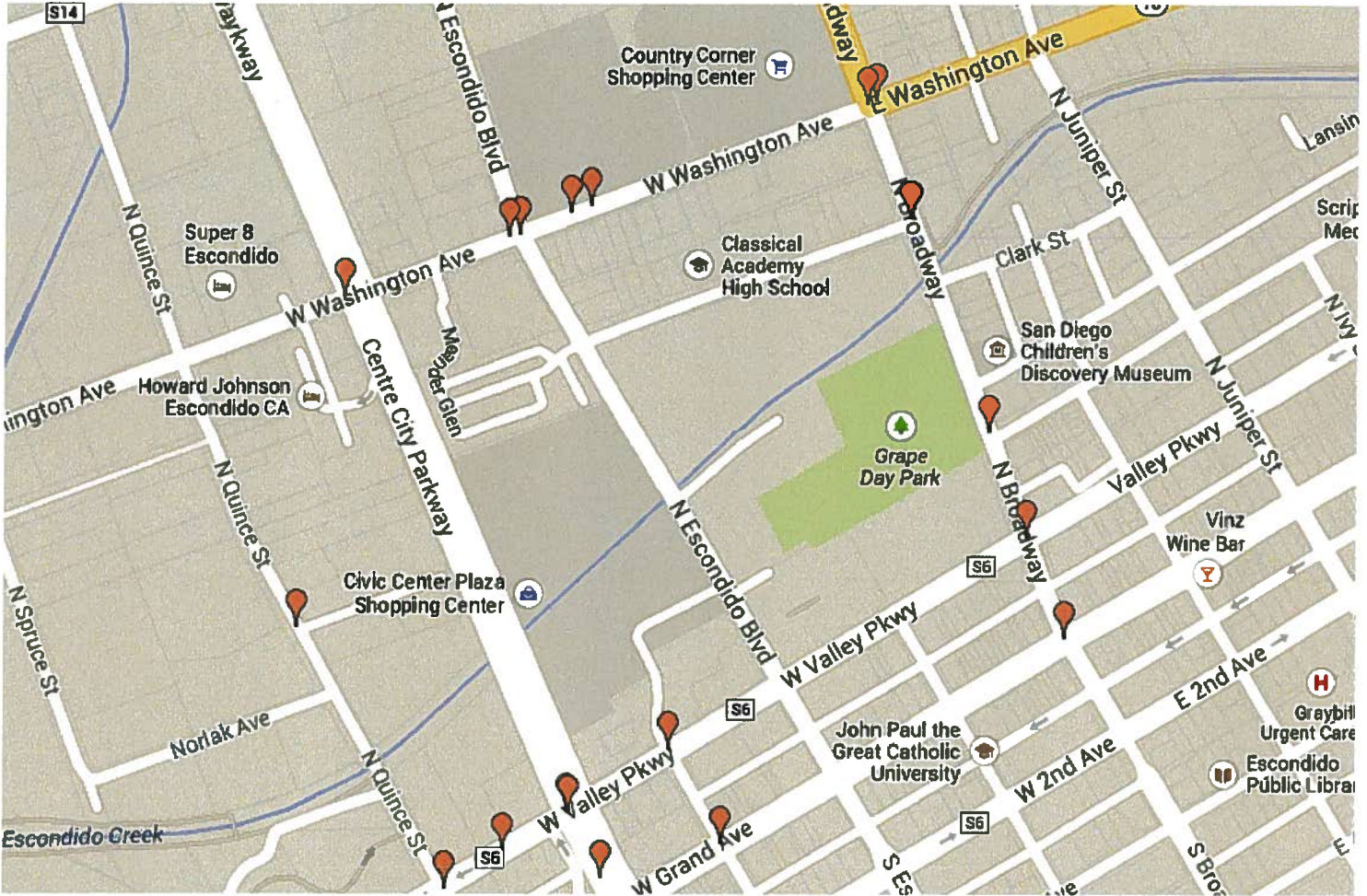
The Missing Link project has been identified as a major gap within the City's bicycle network, completing this gap will reduce accidents and confusion along this primary east-west bicycle route through Escondido. Many of our students must negotiate this gap. Closing the gap will create a safer route to our school and easier travel for our students.

The Classical Academies are committed to the improvement of our student's and our community. We support the efforts of the City of Escondido to build this Missing Link in the Escondido Creek Bike Path and thank you in advance for reviewing this proposal under the Active Transportation Program.

Sincerely,

Cameron Curry
Executive Director

<p>Project Information</p> <p>Application ID: missing link</p> <p>Crash Data: 5 years</p> <p>From 01/01/2008 To 12/31/2012</p>	<p>Countermeasure 1 Information</p> <p>CM Number: R36</p> <p>Mod: Ped and Bike</p> <p>Name: Install bike lanes</p> <p>Crash Type: Ped & Bike</p> <p>CRF: 35</p> <p>Life: 20</p>	<p>Legend</p> <ul style="list-style-type: none">  Fatality - from File  Other - from File  Fatality - User Input  Other - User Input
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Google

Map Report map error

Crash Summary in the map

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	1	18	5	0	24

Safety Practitioner / Engineer:

Signature:

By signing this B/C Calculator Map Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.

COLLISION DIAGRAM

Primary Street:
Escondido Creek Trail Missing
 Secondary Street:
Bicycle Accidents
 Time Period:
1/1/2008 - 12/31/2012
 Agency Name:
City of Escondido

Mapping Summary	
Fatal Collision	0
Injury Collision	21
Mapped	21
Not Drawn	3
Total	24

→ Straight	↪ Overturned
↶ Left Turn	↘ Ran Off Road
↷ Right Turn	⊞ Stopped
↺ U-Turn	⊠ Parked
🚶 Pedestrian	🚲 Bicycle
⊠ Object	○ Injury Crash
● Fatal Crash	



Map Report a map error

Date Created: 05/20/2014

Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2013

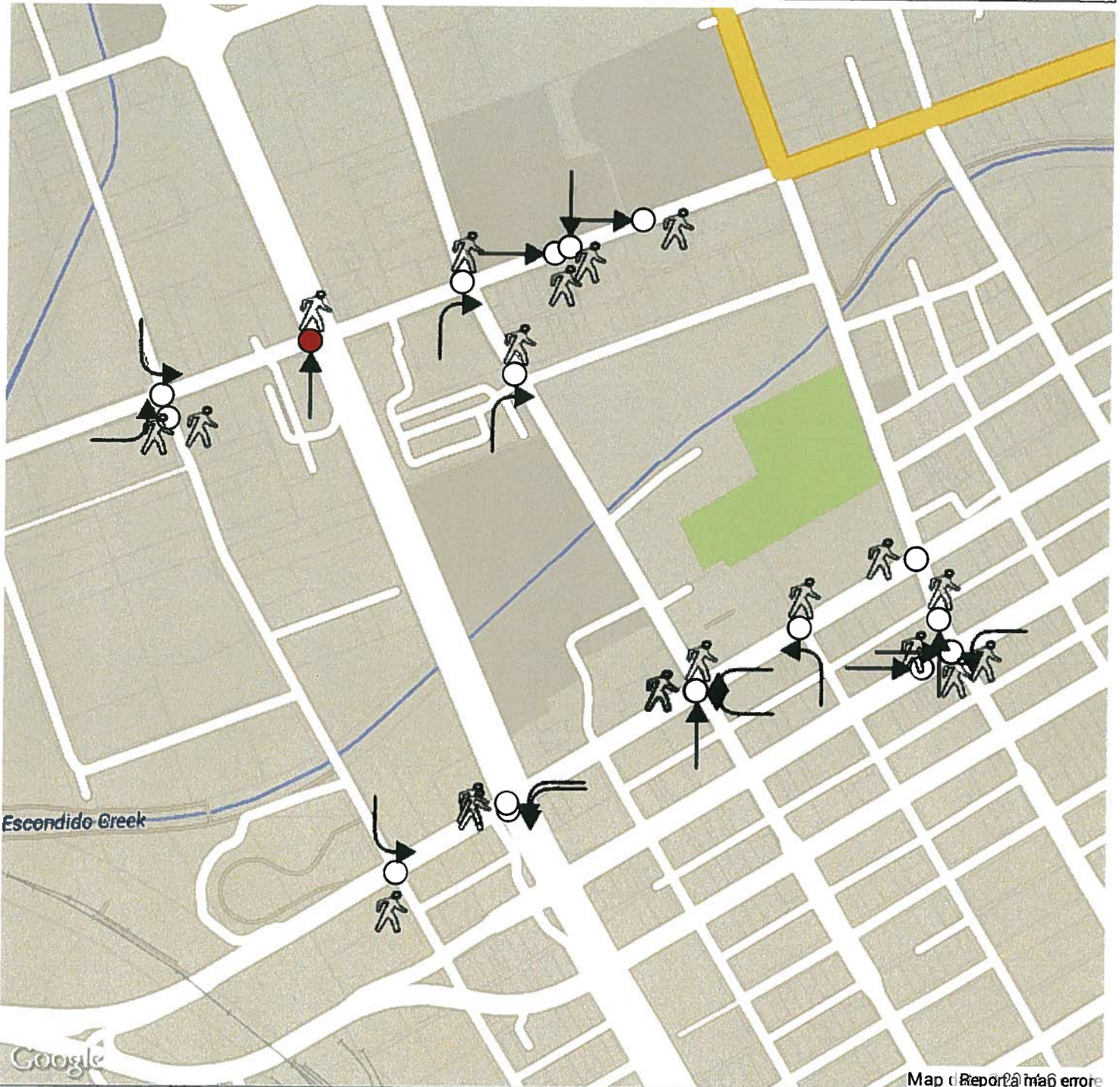
VIII 34

COLLISION DIAGRAM

Primary Street:
Escondido Creek Trail Missing
 Secondary Street:
Pedestrian Accidents
 Time Period:
1/1/2008 - 12/31/2012
 Agency Name:
City of Escondido

Mapping Summary	
Fatal Collision	1
Injury Collision	19
Mapped	20
Not Drawn	1
Total	21

→ Straight	↪ Overturned
↶ Left Turn	↷ Ran Off Road
↷ Right Turn	# Stopped
↶ U-Turn	☒ Parked
🚶 Pedestrian	🚲 Bicycle
☒ Object	○ Injury Crash
● Fatal Crash	







Map Report a map error

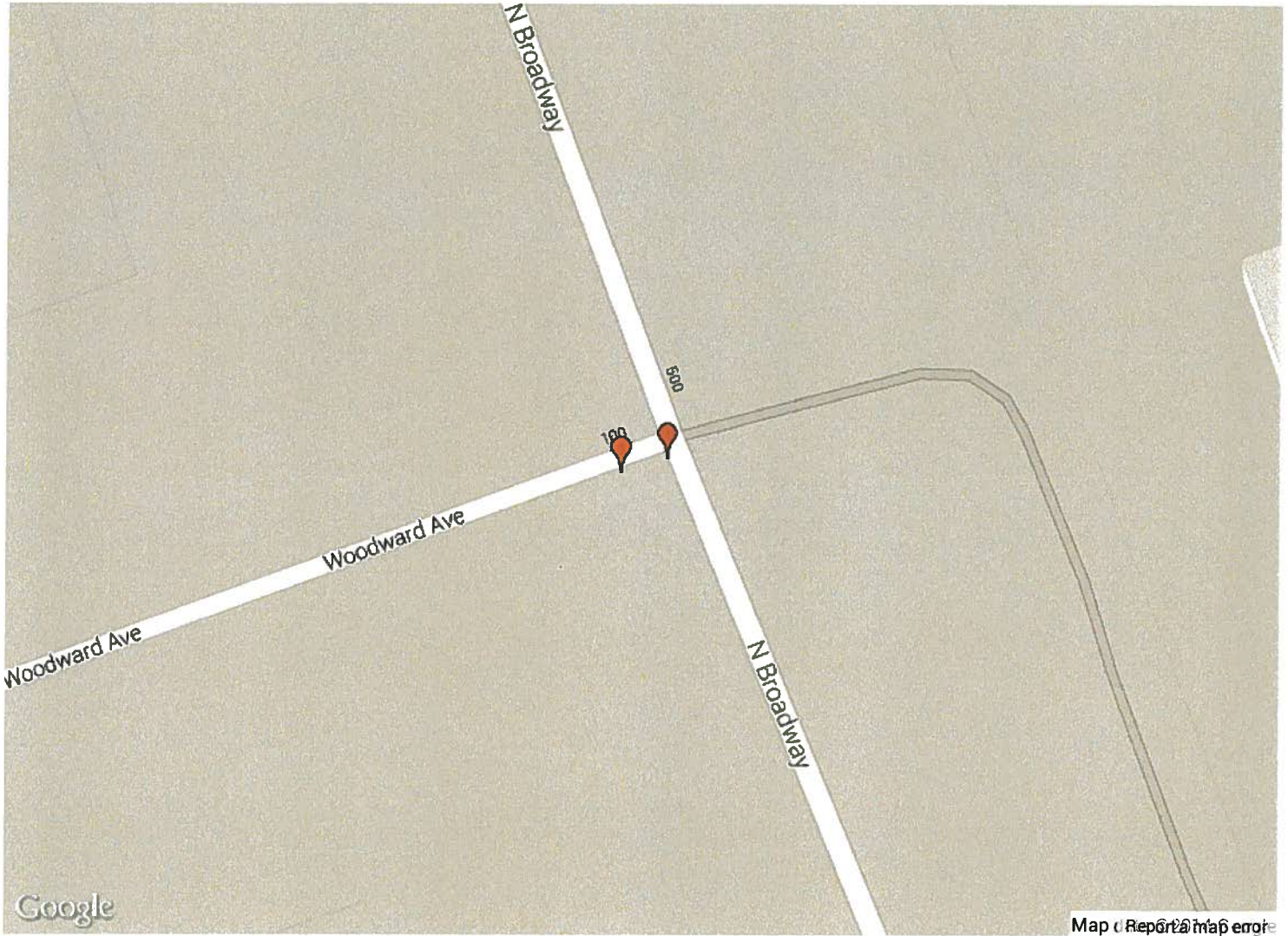
Date Created: 05/20/2014

Created by TIMS (<http://tims.berkeley.edu>) © UC Regents 2013

Project Information
Application ID: ATP Project - Missing Link
Crash Data: 5 years
From 01/01/2008 To 12/31/2012

Countermeasure 2 Information
CM Number: NS3
Mod: Control
Name: Install signals
Crash Type: All
CRF: 25
Life: 20

Legend
 Fatality - from File
 Other - from File
 Fatality - User Input
 Other - User Input



Crash Summary in the map						
Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	0	0	2	1	0	3

Safety Practitioner / Engineer:

Signature:

By signing this B/C Calculator Map Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.

COLLISION DIAGRAM

Primary Street:
Broadway

Secondary Street:
Woodward

Time Period:
1/1/2008 - 12/31/2012

Agency Name:
City of Escondido

Mapping Summary	
Fatal Collision	0
Injury Collision	3
<hr/>	
Mapped	3
Not Drawn	0
<hr/>	
Total	3

→ Straight	↷ Overturned
↶ Left Turn	↘ Ran Off Road
↷ Right Turn	# Stopped
↶ U-Turn	☒ Parked
🚶 Pedestrian	🚲 Bicycle
☒ Object	○ Injury Crash
● Fatal Crash	



Date Created: 05/20/2014

Created by TIMS (<http://tims.berkeley.edu>) © UC Regents 2013

Benefit / Cost Calculation Result

1. Project Information

Application ID missing link

Version 1

2. Countermeasures and Crash Data

Crash Data Time Period 01/01/2008 to 12/31/2012 Years 5

• Install bike lanes

CM Number	Project Type	Crash Type	CRF	Life
R36	Ped and Bike	Ped & Bike	35	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	0	1	18	5	0	24

Annual Benefit	\$ 130,375	Cost	\$ 835,059
Life Benefit	\$ 2,607,500	B/C Ratio	3.12

• Install signals

CM Number	Project Type	Crash Type	CRF	Life
NS3	Control	All	25	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	0	0	2	1	0	3

Annual Benefit	\$ 10,145	Cost	\$ 256,941
Life Benefit	\$ 202,900	B/C Ratio	0.79

3. Benefit Cost Result

Total Benefit	\$ 2,810,400
Total Cost	\$ 1,092,000
B/C Ratio	2.57

Safety Practitioner / Engineer:

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly. **DO NOT SIGN** if any of this is not the case.