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June 26, 2019

To Whom It May Concern:

**SUBJECT: REQUEST FOR PROPOSALS FOR DESIGN OF THE ESCONDIDO
CREEK TRAIL BIKE PATH IMPROVEMENTS PROJECT**

Dear Consultant:

PROJECT BACKGROUND AND GENERAL INFORMATION

The City of Escondido is seeking proposals for design of the **Escondido Creek Trail Bike Path Improvements Project**. The project involves design of pedestrian crosswalk treatments, pedestrian signals, lighting, signage and striping, pedestrian ramps, sidewalks, and curb and gutter at seven (7) trail crossings along the Escondido Creek Trail Bike Path between Juniper Street and Citrus Avenue. The Escondido Creek Trail Bike Path Improvements Project will result in a fully connected trail extending through Escondido's urban core from the Transit Center to the eastern City limits nearly 5-miles away. Further, the Escondido Creek Trail connects to the Inland Rail Trail, which SANDAG expects to ultimately connect Escondido with the beaches of Oceanside that are 21-miles away.

Extending through the center of the City of Escondido is the channelized Escondido Creek. Along the banks of this creek channel lies the Escondido Creek Trail, installed in the late 1990s. This trail, included in the 2012 Bicycle Master Plan as a Class I bicycle path, is a recreational and environmental asset, and an integral part of the City.

The City has actively pursued the construction of a continuous paved pathway stretching from one end of the City to the other. The City has already completed construction of a Missing Link project in 2019, a Class IV Cycle Track that completes the Escondido Creek Trail between the Escondido Transit Center and Broadway. The City is also proceeding with construction of a signalized pedestrian crossing at the El Norte Parkway Creek Trail Crossing.

With these improvements, there still remain gaps in the Escondido Creek Trail at each of the seven locations where the trail meets roadways between Juniper Street and Citrus Avenue, forcing bicyclists and pedestrians to leave the trail to make a legal street crossing, or as is common, cross against traffic. This project continues to build out the bicycle path (a regional bicycle corridor) by filling these gaps in the network with seven

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safe midblock crossings. **Each crossing location will be designed with appropriate treatments** such as striping, signage, and pedestrian activated signal, flashing beacon or other appropriate crossing measures. In addition, traffic calming measures, including road diets, lane narrowing, pedestrian refuges and lighting will be added as appropriate.

PROJECT DESCRIPTION AND LOCATION

The project focuses on 2.5 miles of the Escondido Creek Trail Bike Path, and **project locations** include several crossings as shown on the project area map (See *Attachment 1*). The project's construction limits are Escondido Creek Trail Bike Path **between Juniper Street and Citrus Avenue**.

In the **Escondido Creek Trail Master Plan** (2012), pedestrian crosswalks were planned for these locations. Since the acceptance of the Creek Trail Master Plan, the City has adopted a **Traffic Management Toolbox** as well as a revised **City of Escondido Crosswalk Policy**. These new standards allow for innovative traffic calming and traffic safety measures in addition to those discussed in the Master Plan, including pedestrian activated rapid flashing beacons, high visibility crosswalks, pedestrian refuges, and pedestrian signals. In addition to including a wide array of innovative traffic calming and safety measures, the project proposes to study the roadways using results from **SANDAG roadway modeling** effort to re-purpose roadway right-of-way, including implementing roadway diets and adding bike lanes where feasible.

CROSSING TREATMENTS

Traffic calming measures will be implemented at each Creek Trail Crossing location in order to reduce the speed of traffic and improve safety for bicyclists and pedestrians using the trail. **Each location shall be designed to implement the most effective and appropriate traffic calming measures** following the guidelines of the City of Escondido Crosswalk Policy, and Traffic Management Toolbox. Based on preliminary analysis, measures will likely include the following options:

- 1) Pedestrian activated traffic signal with high visibility crosswalk striping and count-down timers for pedestrians,
- 2) Lane narrowing, roadway diet, pedestrian refuge, high visibility crosswalks and pedestrian activated rapid flashing beacons (RRFB).
- 3) Lane narrowing, bike lanes and buffers along streets where feasible to implement the City's Bicycle Master Plan.
- 4) Striping, pavement legends, and signage including advanced warning signage.

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CROSSWALK POLICY

The updated City of Escondido Crosswalk Policy (*Attachment 2*) was approved on January 14, 2016, and revised in July 2017. The Policy states that if a proposed crossing location meets the criteria set by both the Basic and Point warrants, then the most appropriate crossing treatment is selected. Treatment options are based on characteristics such as cross section, Average Daily Traffic (ADT), and speed limits.

Per the Crosswalk Policy and our preliminary analysis, high visibility crosswalk standard striping and signage should be provided at all crossing locations, and the following measures should be considered:

Locations:

- 1) **N Citrus Avenue:** Proposed Class II bike lane. Treatment Option: pedestrian activated signal crossing or other measures (ADT 11,200)
- 2) **N Midway Dr:** Proposed Class II bike lane. Treatment option: pedestrian activated signal crossing or other measures (ADT 14,000)
- 3) **N Rose St:** Proposed Class II bike lane. Treatment option: pedestrian activated signal crossing or other measures (ADT 12,400)
- 4) **Harding St:** Currently four lane roadway with TWLTL. Treatment options: consider Road Diet with RRFB plus one additional measure (ADT 6,300)
- 5) **N Fig St:** Proposed Class II bike lane north from Creek. Treatment options: RRFB plus one additional measure, consider raised crosswalk (ADT 7,400)
- 6) **N Hickory St:** No proposed bike lane, treatment options: RRFB plus one additional measure, consider raised crosswalk, curb extensions (ADT 4,500)
- 7) **N Juniper St:** Treatment options: RRFB (ADT 2,500)

Consultant is encouraged to identify and recommend other possible improvements including revisions to the existing Crosswalk Policy.

Signing and striping design for class II bike lanes along intersecting roadways should extend to East/West Valley Parkway, and East/West Washington Avenue.

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LIGHTING

Appropriate lighting shall be designed for each crossing location. Existing lighting conditions and illumination levels should be evaluated, and where warranted and feasible, upgraded to meet standards. Lighting designs shall include lighting fixtures, conduit runs, conductors, pull boxes, connection to existing service points / establishing new service points / existing street light circuits, and specifying other equipment required for the construction of the lighting system complete and in place. Street lighting designs shall conform to City of Escondido street light standards, and 2016 CEC requirements.

OTHER IMPROVEMENTS

Per the Escondido Creek Trail Master Plan, trailhead signage design shall be based on a prototype sign, and neighborhood specific signage shall be designed at four crossing locations identified during the project.

Sidewalk and Road Widening Design shall include the following locations:

- **N Midway Drive:** filling missing segments in sidewalk, curb, gutter from North of the Escondido Creek to Washington.
- **N Citrus Avenue:** filling missing segments in sidewalk, curb, gutter approximately 300 feet, south of Escondido Creek.

The consultant may include as optional services, any other locations that they might recommend for widening.

The scope of work and approach shall use the following references along with those deemed appropriate by the selected consultant, and accepted by the City:

City's Bicycle Master Plan which can be found at: [Bicycle Master Plan](#)

The Escondido Creek Master Plan at:

<https://www.escondido.org/Data/Sites/1/media/PDFs/Neighborhood/EscondidoCreekTrailMasterPlanReport.pdf>

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DESIGN SERVICES

- Services shall include preparation of plans (six sets), specifications (three sets), and a cost estimate (three sets), which shall be submitted at 30%, 60%, 90% and 100% stage. A specification outline will be acceptable for 30% design. Specifications shall be provided in 2015 Greenbook format.

Design shall include all components required to complete all features described in the grant application including:

- Demolition, Grading, Drainage and General Street Surface Improvements
- Striping and Signage
- Lighting
- Traffic Signal
- The City shall provide the Consultant with a copy of its standard General Conditions and General Provisions. The City's General Conditions shall be used in place of the Greenbook Sections 1- 9.
- The Consultant shall provide traffic signal, signing and striping and safety lighting special provisions. These items shall be prepared using 2018 Caltrans Standards Specifications format.
- The consultant shall prepare project special provisions and technical specifications for street improvements using the 2015 Standard Specifications for Public Works Construction (Greenbook) and approved supplements as a base and format.
- Consultant shall perform survey, prepare and provide base map data, including utility information for all project areas.
- Consultant shall prepare signal timing plans for any signalized pedestrian crossings.
- Consultant shall provide construction support, bid support, utility and stakeholder coordination.
- Consultant shall be responsible for tasks listed in the Grant Agreement, including, but not limited to Baseline Data Collection (within 12 months of the beginning of construction activities).
- Consultant shall be responsible for ensuring that all project elements as outlined in the project Grant Agreement/Application (*See Attachment 3*) are implemented in the project design.
- Consultant shall include preparation of structural calculations for each trail sign included with the project. Calculations shall be prepared by an appropriately licensed design professional.

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PUBLIC OUTREACH SERVICES

Community outreach soliciting input from local residents is a key component of the Creek Trail Master Plan design process. It is important to continue engaging the community during the design of this project, so consultant services shall include the facilitation and preparation of materials (agendas, displays, etc.) for the following public outreach activities:

- A minimum of two stakeholder and community group meetings for design input/feedback at key decisions points. One of these should be a workshop for key stakeholders that includes a presentation on the recommendations for bike and pedestrian crosswalk treatments, goals and policies, and a review of the draft plan. The second meeting will be as requested by the City.
- A minimum of two public meetings, which include participation and presentations at the City's Transportation and Safety Commission, and City Council as requested by the City.
- A minimum of two meetings with the Appearance Committee, which include participation and presentations as requested by the City.

ENVIRONMENTAL SERVICES

The proposed project is categorically exempt from both CEQA and NEPA.

City staff will process and file the environmental documentation.

OTHER REQUIREMENTS OF WORK

- 1) The Consultant shall upon notification by the City of being selected for this work, return a signed Consulting Agreement for Design Professionals with the City (See Attachment 3) and all required information within ten working days. Contract work shall be completed on a time and material basis/not to exceed fee, paid at hourly rates submitted with your proposal.
- 2) The Consultant preparing the requested documents shall be a registered professional in California, and qualified to perform the specific services in Civil and Traffic Engineering, as outlined above. The license of the professional in charge shall be valid and in good standing.
- 3) The Consultant shall use applicable standards in the Escondido Design Standards Manual, 2012 San Diego Regional Standard Drawings, 2015 Standard Specifications for Public Works Construction (and approved supplements), 2018 Caltrans Standard Specifications and Drawings, Caltrans Local Assistance Procedures Manual (LAPM), California Manual on Uniform Traffic Control

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Devices (CA-MUTCD) and National Association of City Transportation Officials (NACTO), California Electrical Code (CEC) in preparation of all plans completed as part of this contract.

- 4) The Consultant shall, prepare and submit hard copies and electronic copies of all deliverables, and mylars of final drawings for wet signature. Consultant shall prepare As-Built drawings within 10 days of project filing the NOC.
5. The Consultant shall, upon acceptance of final documents, submit ACAD/Word/Excel files for each prepared document. The ACAD files shall be submitted in Release 2010 thru 2016/Word, and Excel shall be 2016.

PROPOSAL SUBMITTAL INFORMATION

Three (3) copies of proposals entitled “**Escondido Creek Trail Improvements**” shall be submitted to the Engineering Services counter at the City (201 North Broadway, Escondido, CA 92025) by 5:00 p.m. on Thursday, July 18, 2019. Proposals received after that time will not be considered. Each submittal shall include:

- 1) **Proposed Project Team** - List roles and responsibilities of each team member. Key members shall not be removed from the project without City written approval.
- 2) **Project Team Qualifications and References** - Include information on the qualifications of each team member. Include Staff Level Organization Chart of key personnel administering and/or conducting the work. Team members should have demonstrated experience in design of similar projects.
- 3) Please include a list of **representative** and similar **past projects** within the last **three years** with a contact's name, email address, and phone number in your proposal. Past performance on ATP/SANDAG/Caltrans projects is desirable. Any associated sub-consultants with their references shall be identified in the proposal. The use of sub-consultants not specified in the proposal is not allowed without written approval from the City.
- 4) **Scope of Work and Approach** - Include information on the Consultant's approach to the project, potential challenges and how these challenges will be addressed.
- 5) **Proposed Fee for Services** - Provide detailed information on the number of hours assigned to each task and the associated hourly rate for each of the team members. Work shall be completed on a time and material, not to exceed basis. Proposals submitted to shall be sealed in a separate envelope.
- 6) **Proposed Schedule** - Provide information outlining the schedule for major milestones in project design, 1-page max. Include a schedule of design submittals to ensure timely project completion.

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SCHEDULE

Final plans, specifications, calculations, and estimates shall be completed by **November 15th, 2019**.

The consultant shall be required to make diligent and timely progress toward completion of the Project as consistent with SANDAG Board Policy No. 035, and shall prepare and submit all items within the timelines shown on consultants approved schedule, and as listed herein.

Construction of this project is anticipated to begin 02/2020.

GENERAL CONSULTING AGREEMENT FOR DESIGN PROFESSIONALS

Enclosed (See *Attachment 4*) is a copy of the City's standard form of contract for professional design services. Please take note of the insurance requirements detailed in Paragraph No. 8. Carefully read the insurance requirements of this work, and ensure that your firm's insurance policy and coverage meets these minimum requirements. Insurance coverage not meeting agreement requirements is grounds for being considered nonresponsive. You will be required to provide an insurance certificate, and City of Escondido business license before entering into a contract with the City. Consultant work shall be in accordance with the Grant Agreement and design should comply with grant application.

SELECTION PROCESS

The proposals will be evaluated based on the demonstrated competence, and professional qualifications of the proposed team for design of similar projects and proposed schedule. The length of proposal should not exceed 25 pages. A Consultant Evaluation Sheet can be found as *Attachment 5*.

After ranking, fee negotiations shall begin with the most qualified consultant, as determined by the City. Should negotiations fail or result in a price that the local agency does not consider fair and reasonable, negotiations shall be formally terminated and the local agency will then undertake negotiations with the second most qualified consultant.

Fee proposals including cost and rate sheets (2-pages max) submitted to the local agency shall be sealed in a separate envelope and included in the proposal package.

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Rate sheets shall include hourly wages for all staffing work required to complete services identified in the scope, and any other items you deem appropriate.

It is requested that any questions concerning the scope of the project be submitted via email to the attention of Virpi Kuukka-Ruotsalainen at vkuukka@escondido.org before July 11, 2019 (1 week before proposal due date).

Attachments:

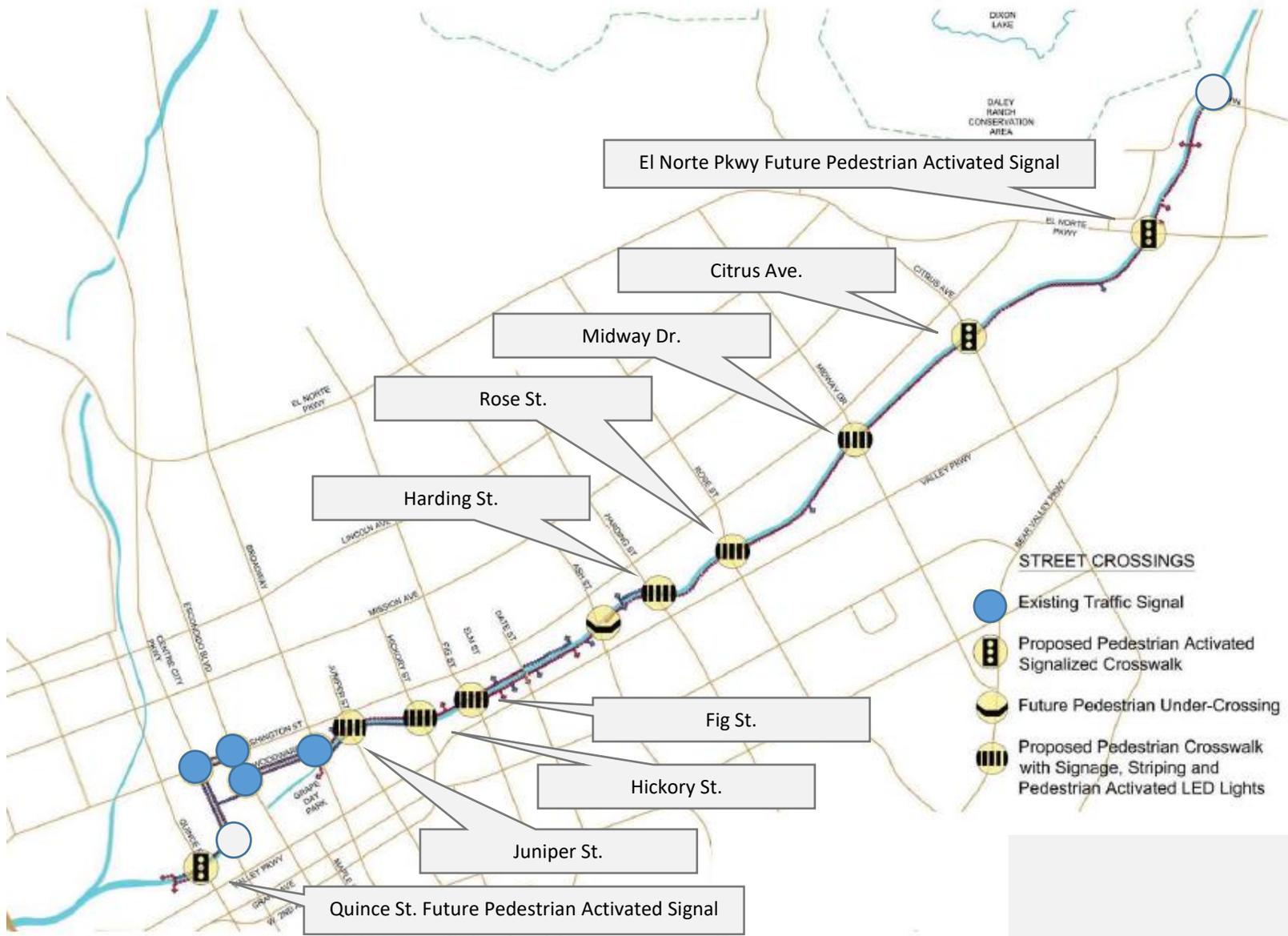
Attachment 1 – Project Area Map

Attachment 2 – Crosswalk Policy

Attachment 3 – Grant Application/Agreement

Attachment 4 – Consulting Agreement for Design Professionals

Attachment 5 – Consultant Evaluation Sheet





**CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION**

Commission Report of: July 13th, 2017

Item No.: F1

Location: Citywide

Initiated By: Staff

Request: Approval of City of Escondido Updated Crosswalk Policy for Mid-Block Crosswalks

Background:

Chronology:

On July 9, 2015 Transportation and Community Safety Commission was presented with the City of San Diego policy which was approved in June of 2015 and a comparison of it with the City of Escondido Policy, Commission's approval was to proceed with the amendment of the COE Crosswalk Policy.

On October 8, 2015, Transportation and Community Safety Commission approved the "Basic Warrants" and "Points Warrants" Chapters of the new City of Escondido Crosswalk Policy. On January 14, 2016, Transportation and Community Safety Commission approved the new City of Escondido Crosswalk Policy that included Chapter 3 "Crosswalk Treatments".

On January 14, 2016, Transportation and Community Safety Commission approved the new City of Escondido Crosswalk Policy that included Chapter 3 "Crosswalk Treatments".

At the present July 13, 2017, Transportation and Community Safety Commission staff is presenting some changes to the New City of Escondido Crosswalk Policy approved on January 14, 2016. The changes are highlighted in the report for the commissioners.

Discussion & Purpose:

The purpose of the Updated Crosswalk Policy is to finalize City's Crosswalk Policy by revising the Basic Warrant and Treatment Chapters to provide more clarification of the policy. The proposed revisions are based on further evaluation of the requirements and better understanding of applicability of the treatment safety measures for City of Escondido's roadways and public safety needs.

The proposed revisions are:

- 1). Basic Warrant Chapter: Section 1.1 "Pedestrian Volume Warrant" has been revised to clarify the threshold of 10 more pedestrians applies during the peak pedestrian period. Section 1.5 has been revised to allow for providing lighting in case of inadequate lighting at the proposed crosswalk location.
- 2). Treatment Chapter: Crosswalk safety measure requirements to specify the Rectangular Rapid Flashing Beacon (RRFB) as a preferred treatment for crosswalks on low to mid-volume roadways. Measure D requiring Signal or HAWK warrant analysis and traffic calming measures has been added to mirror the City of San Diego Policy. The proposed revisions are reflected in the treatments table and measures.

1. Basic Warrants

All of the Basic Warrants must be met in order for an uncontrolled location to be considered for marked crosswalk.

1.1. Pedestrian Volume Warrant

Pedestrian Crossing Volume should be 10 pedestrian per hour or more during the peak pedestrian hour.

1.2. Approach Speed Warrant

The 85th percentile approach speed must be equal to or lower than 40 MPH, unless a HAWK or a pedestrian signal will be installed.

1.3. Nearest Controlled Crossing

The proposed location must be farther than 250 feet from the nearest controlled pedestrian crossing in City of Escondido downtown area and farther than 400 feet from the nearest controlled pedestrian crossing in other areas.

1.4. Visibility Warrant

The motorist must have an unrestricted view of all pedestrians equal or greater than the "Stopping Sight Distance" needed for the 85th percentile speed. Any other sight restrictive features will require special attention.

1.5. Illumination Warrant

The proposed location must have adequate existing lighting or adequate lighting shall be provided prior to the installation of the crosswalk.

1.6. Accessibility Warrant

The proposed location must have existing accessibility to disabled pedestrians or accessibility improvements shall be included as part of the project.

2. Points Warrants

Point warrants are the number of points a location gets along with the Basic Warrants to qualify for a marked crosswalk. A proposed location that meets all the Basic Warrants requires a minimum of 16 points on the Points Warrants to justify an uncontrolled crossing.

2.1. Pedestrian Volume Warrant

No. of Pedestrians (Peak Hour)	Points	Total Available Points
11-30	2	10
31-60	4	
61-90	6	
91-100	8	
Over 100	10	

All effort will be made to count the actual latent demand. However, when not possible to observe and count the latent crossing demand, the counted number of pedestrians will be increased by 30% in the following locations.

- Areas such as commercial areas and high density residential areas
- Where a pedestrian traffic generator exists within 600 feet of the proposed crosswalk
- Other locations with potential latent demand based on engineering judgement

2.2. General Condition Warrant

Condition	Points	Total Available Points
The nearest controlled pedestrian/bicycle crossing is greater than 600 feet from the proposed crosswalk	3	12
The proposed crosswalk will position pedestrians to be seen better by motorists (applicable to uncontrolled intersections only)	2	
An existing bus-stop is located within 100 feet of the proposed crosswalk	2	
The proposed crosswalk will establish a midblock crossing and channelize the flow where pedestrian crossing is spread over a long stretch of road	2	
Other safety related factors	3	

2.3. Gap Time Warrant

Average Number of Vehicular Gaps per Five-Minute Period	Points	Total Available Points
0-0.99	0	8
1-1.99	2	
2-2.99	4	
3-3.99	8	
4-4.99	4	
5-5.99	2	
6 or over	0	

3. Treatments

If a proposed crossing location meets the criteria set by both the Basic and Point warrants, the next step is to evaluate the most appropriate crossing treatment(s) to be installed with the marked crosswalk.

Using paragraphs 09 and 09a of section 3B.18 of the new 2014 CA-MUTCD as a guideline, and also considering City of San Diego proposed treatments for different cross sections, ADTs and speed limits, the following treatment thresholds are proposed to be added to the new City of Escondido Crosswalk Policy.

ADT \ Cross Section	<1500	1500 - 5000	5000-12000	>12000
Two-lane roads (without TWLTL)	Std.	Std. + RRFB**	Std. + RRFB ** + one from (A)	D
Two-lane roads (with TWLTL)	Std. one measure from (B)	For SL < 35 Std. + RRFB** For SL ≥ 35 Std. + RRFB** + one measure from (B)	Std. + RRFB** + one measure from (B)	D
Four Lanes or more	N/A	Std. + RRFB ** + one measure from (C)	For SL < 35 Std. + RRFB** + one measure from (C) For SL ≥ 35 Measure D	Signal or HAWK

* SL: Speed Limit of the roadway

** RRFB (Rectangular Rapid Flashing Beacons), or other approved flashing beacon.

Std.: Advanced yield lines with associated Yield Here to Pedestrians (R1-5, R1-5a) signs should be placed 20 to 50 feet in advance of the crosswalk, adequate visibility should be provided by parking prohibitions, pedestrian crossing (W11-2) warning signs with diagonal downward pointing arrow (W16-7p) plaques should be installed at the crosswalk, and a high-visibility crosswalk marking pattern should be used. All Signing and Striping shall comply with CA-MUTCD standards.

MEASURES:

(A)

1. Raised Crosswalk or other traffic calming treatment in accordance with C.O.E. TMPL Guidelines
2. Speed Radar Feedback Signs for both approaches

(B)

1. Raised Crosswalk
2. Speed Radar Feedback Signs for both approaches
3. Pedestrian refuge islands

(C)

1. Road Diet
2. Raised Crosswalk
3. Speed Radar Feedback Signs for both approaches
4. Pedestrian refuge islands

- (D)**
1. A Traffic Signal is required if the CA MUTCD warrants are met and it is recommended by a traffic engineering study. Otherwise at least one of the following is required.
 2. HAWK Hybrid Beacon if the CA MUTCD warrants are met.
 3. Horizontal deflection traffic Calming treatment (**) with RRFBs if the City of Escondido's Traffic Calming Guidelines are met to include:
 - a. Pedestrian refuge islands & Bulbouts
 - b. Road Diet
 - c. Roundabouts

(**) Horizontal deflection treatments include, but are not limited to: roundabouts, pedestrian refuge islands, and pedestrian bulb-outs.



ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: Escondido



PROJECT APPLICATION NO.: 11-Escondido-2

PROJECT NAME: Escondido Creek Trail Bike Path Improvements Project

PROJECT DESCRIPTION: This Project closes gaps on approximately 2.5 miles of the Escondido Creek Trail Bike Path by adding lighting, pedestrian signals, crosswalks, ramps and signage to seven intersections. It leverages three fully funded active transportation projects enabling completion of the 5.9 trail through Escondido.

PROJECT LOCATION: The project's construction limits are Escondido Creek Trail Bike Path between Juniper Street and Citrus Avenue.

ATP FUNDED COMPONENTS							
Infrastructure				Non-Infrastructure	Plan		
PA&ED	PS&E	R/W	CON				
\$ 90	\$ 200	\$ -	\$ 1,342	\$ -	\$ -		
FY 19/20	FY 19/20	FY -	FY 20/21	FY -	FY -		

PROJECT FUNDING INFORMATION (1,000s)							
Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Matching \$	Non-Participating \$	Future Local \$
1,632	1,632	-	-	-	-	-	-

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Active Transportation Program at (916) 653-4335, TTY 711, or write to Caltrans-Local Assistance, 1120 N Street, MS-1, Sacramento, CA 95814.



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Application Part 1: Applicant 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:

Escondido

IMPLEMENTING AGENCY'S ADDRESS

201 N Broadway

CITY

Escondido

ZIP CODE

CA 92025

IMPLEMENTING AGENCY'S CONTACT PERSON:

Karen Youel

CONTACT PERSON'S TITLE:

Housing Manager

CONTACT PERSON'S PHONE NUMBER:

760-839-4518

CONTACT PERSON'S EMAIL ADDRESS :

KYouel@escondido.org

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc) by clicking in the box.



MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

11-5081R

Implementing Agency's State Caltrans MA number

00323S

* 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 Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibility for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency?

Yes No



Application Part 2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list)

Words Remaining: **3**

Escondido Creek Trail Bike Path Improvements Project

SUMMARY OF PROJECT SCOPE: (Max of 200 Words)

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Words Remaining: **0**

The Escondido Creek Trail is a 5.9 miles long Class I bicycle and walking trail intended to connect one end of the City to the other, providing a convenient corridor away from busy roadways and allowing a direct connection between neighborhoods, popular attractions, and a variety of services. The Escondido Creek Trail Bike Path Improvements Project increases active transportation connectivity by improving approximately 2.5 miles of underutilized Class I bike trail and closing several bike/pedestrian gaps along the trail. Seven signalized mid-block crossings will be installed, closing the gaps in the Escondido Creek Trail between City limits and the Escondido Transit Center. As part of the environmental approvals, the City will review the possibility of downgrading three streets in order to install road diets. Reducing vehicle lanes will slow traffic and may allow re-purposing right of way to better accommodate bicyclists within the existing roadways, dramatically increasing opportunities for active transportation. This project will build upon efforts to improve the Creek trail, including an under crossing at Ash Street, and fully funded projects to install a pedestrian-activated signal at El Norte Boulevard and to construct a 0.6 missing portion of the trail downtown.

PROJECT DESCRIPTION: (Max of 50 Words)

Words Remaining: **5**

This Project closes gaps on approximately 2.5 miles of the Escondido Creek Trail Bike Path by adding lighting, pedestrian signals, crosswalks, ramps and signage to seven intersections. It leverages three fully funded active transportation projects enabling completion of the 5.9 trail through Escondido.

PROJECT LOCATION: (Max of 50 Words)

Words Remaining: **33**

The project's construction limits are Escondido Creek Trail Bike Path between Juniper Street and Citrus Avenue.

In addition to the Location Description provided, attach a location map to the application. The location needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Location Map - Creek Trail Improvements.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 33.131931 N /long. -117.067282 W

Congressional District(s):

State Senate District(s):

State Assembly District(s):

Caltrans District:

County:

MPO:

RTPA:

Urbanized Zone Area (UZA) Population:

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

Yes No



Application Part 3: Project Type

PROJECT TYPE: (Use the drop down menu to select Combination (I/NI), Infrastructure (I), Non-Infrastructure (NI), or Plan.

Infrastructure (I)

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):

- | | | |
|--|--------------|------|
| <input checked="" type="checkbox"/> Bicycle Transportation | % of Project | 60 % |
| <input checked="" type="checkbox"/> Pedestrian Transportation | % of Project | 40 % |
| <input type="checkbox"/> Safe Routes to School <i>(Also fill out Bicycle and Pedestrian Sub-Type information above)</i> | | |

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Projects with Safe Routes to School elements must fill out "School and Student Details" later in this application. As a condition of receiving funding, projects with Safe Routes to School Elements must commit to completing additional before and after student surveys as defined in the Caltrans Active Transportation Guidelines (LAPG Chapter 22).

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



Application Part 4: Project Details

INFRASTRUCTURE TYPE (Only Intended for Infrastructure Projects)

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 100 %
(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: _____ Linear Feet	Class 2: _____ Linear Feet
	Class 3: _____ Linear Feet	Class 4: _____ Linear Feet
Signalized Intersections:	New Bike Boxes: _____ Number	Timing Improvements: _____ Number
Un-Signalized Intersections:	New RRFB/Signal: <u>3</u> Number	Crossing-Surface Improvements: _____ Number
Mid-Block Crossing:	New RRFB/Signal: <u>8</u> Number	Crossing-Surface Improvements: <u>7</u> Number
Lighting:	Intersection: <u>28</u> Number	Roadway Segments: _____ Linear Feet
Bike Share Program:	New Station: _____ Number	New Bikes: _____ Number
Bike Racks/Lockers:	New Racks: _____ Number	New Secured Lockers: _____ Number
Other Bicycle Improvements:	#1: _____ #:	#2: _____ #:

Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 100 %
(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): _____ Linear Feet	New (over 8' wide): _____ Linear Feet
	Widen Existing: _____ Linear Feet	Reconstruct/Enhance Existing: _____ Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): _____ Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): _____ Number	Reconstruct Ramp to Standard: <u>14</u> Number
Signalized Intersections:	New Crosswalk: _____ Number	Enhance Existing Crosswalk: _____ Number
	Ped-Heads: _____ Number	Shorten Crossing: _____ Number
	Timing Improvements: _____ Number	
Un-Signalized Intersections:	New Traffic Signal: <u>3</u> Number	New Roundabout: _____ Number
	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
	Shorten Crossing: _____ Number	
Mid-Block Crossing:	New RRFB/Signal: <u>8</u> Number	Crossing-Surface Improvements: <u>7</u> Number
Lighting:	Intersection: <u>28</u> Number	Roadway Segments: _____ Linear Feet
Pedestrian Amenities:	Benches: _____ Number	Trash Cans: _____ Number
	Shade Trees: _____ Number	Shade Tree Type: _____
Other Ped Improvements:	#1: _____ #:	#2: _____ #:

Multi-use Trail Improvements

Vehicular-Roadway Traffic-Calming Improvements

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Right of Way (R/W) Impacts (Check all that apply)

- Project is 100% within the Implementing Agency's R/W (or within their control at the time of this application submittal).
- Project will likely require R/W and/or easements from private owners or will require utility relocations from 'non-public' utility companies.
- Project will likely require R/W, Easements, encroachment and/or approval involving Governmental, Environmental, or Railroad owner's property.



Application Part 5: Project Schedule

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
- 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
- 3) The proposed CTC allocation dates must be between July 1, 2019 and June 30, 2021 to be consistent with the available ATP funds for Cycle 3.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "PA&ED Allocation" Date:

7/1/2019
8/30/2019
9/3/2019
9
5/30/2020

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PA&ED activities:

Time to complete the separate CEQA & NEPA studies/approvals:

months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.

Blank.pdf

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "PS&E Allocation" Date:

6/1/2020
7/31/2020
8/3/2020
8
3/31/2021

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PS&E activities:

Time to complete the final Plans, Specification & Estimate:

months

Expected or Past Completion Date for the PS&E Phase:

* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.

Blank.pdf

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Expected or Past Start Date for R/W activities:

7/1/2019
0
7/1/2019

Time to complete the R/W Engineering, Acquisition, and Utilities:

months

Expected or Past Completion Date for the R/W Phase:

* PS&E and Right of Way phases can be allocated at the same CTC meeting.

* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.

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Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "CON Allocation" Date:

4/29/2021
6/28/2021
7/1/2021
18
12/22/2022

Notice to Proceed with Federally Reimbursable ATP Work:

Expected Start Date for Construction activities:

Time to complete the Construction activities:

months

Expected or Past Completion Date for the CON Phase:

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Proposed Dates for "Before" and "After" Counts *(As required by the CTC and Caltrans guidelines):*

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)

6/15/2020

Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)

5/1/2023



Application Part 6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Matching Funding *** (for federal \$)	Future Local Identified Funding
PA&ED	90	90	19/20	-	-	-	-	-	-
PS&E	200	200	19/20	-	-	-	-	-	-
R/W	-	-		-	-	-	-	-	-
CON	1,342	1,342	20/21	-	-	-	-	-	-
NI-CON	-	-		-	-	-	-	-	-
TOTAL	1,632	1,632		-	-	-	-	-	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

*** For programming purposes, applicants, are asked to identify the portion of the Leveraging Funding that meets the requirements to be used as match for new Federal ATP funding.

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, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

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

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.



Application Part 7: Application Questions

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:

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? Yes No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? Yes No
- Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements? Yes No

2. Consistency with an adopted regional transportation plan:

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? Yes No

If "Yes", the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

Regional Plans.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.



Part B: Narrative Questions

Detailed Instructions for Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

Map Census Blocks Adjacent to Project.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Other**

Select Option: Median Household Income

The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2010-2014 American Community Survey (ACS) (<\$49,191). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

Census Tract/Block Group/Place #	Population	MHI
202.02	6,091	30,812
202.06	5,474	38,936
202.07	4,901	34,988
202.08	2,660	50,185
202.09	5,194	33,724
202.11	7,279	47,861
202.13	3,975	30,469
202.14	5,293	27,833

Lowest median household income from above (autofill): \$ 27,833 (to be used for qualifying as benefiting a DAC only)

Median household income by census tract for the community(ies) benefited by the project: \$ 36,649.54
(to be used for severity calculation only)

Must attach a copy of FactFinder ACS page for each census tract listed above. Attach all pages as one pdf.

C. Direct Benefit: (0 - 4 points)

1. Explain how the project/program/plan closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 50 Words) Words Remaining:

Currently, active transportation users must leave the 5.9 mile Escondido Creek Trail at each roadway crossing between Juniper and Citrus Avenue. The project completes approximately 2.5 miles of Class I trail traversing Escondido's urban core by installing signalized crossings at distances between 0.2-0.7 miles.

2. Explain how the disadvantaged community residents will have physical access to the project/program/plan. (Max of 50 Words) Words Remaining:

Active transportation users of the Escondido Creek Trail convert the Escondido Creek from a barrier separating residential

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neighborhoods to the north from commercial districts to the south to an amenity which allows greater mobility throughout the neighborhood. The seven improved crossings allow better and safer access onto the trail.

- 3. Illustrate how the project was requested or supported by the disadvantaged community residents.
(Max of 50 Words)

Words Remaining: 1

The City obtained a grant through SANDAG to create the Escondido Creek Master Plan. Escondido hosted two community meetings, conducted outreach at neighborhood meetings in CDBG eligible neighborhoods, and posted an online survey. The Master Plan, CX3 and Escondido COMPACT have identified making the creek safer their highest priority.

D. Project Location: (0 - 2 points)

- 1. Is your project located within a disadvantaged community? Fully _____

E. Severity: (0 - 4 points)

- a. Auto calculated



Part B: Narrative Questions

Question #2

QUESTION #2

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. (0-35 POINTS)

Please provide the following information: (This must be completed to be considered for funding for infrastructure projects)

# of Users	Pedestrian	Bicycle	Date of Counts	Mark here if N/A to project
Current	41	65	11/9/2014	<input type="checkbox"/>
Projected (1 year after completion)	75	90		<input type="checkbox"/>

Safe Routes to School projects and programs: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed	# of Students Currently Walking/Biking to School	Projected # of Students that will walk/bike after project	Net projected Change in Students walking/biking
					0
Total	0	0	0	0	0

Document the methodologies used to establish the **current** count data. (Max of 200 Words)

Words Remaining: 120

Data was collected at the far east end of the Creek Trail (at Escondido Creek Trail and El Norte Boulevard) by a traffic data vendor via a video camera for 24 hours per day from Thursday, November 6 through Sunday, November 9, 2014. The data shows frequent usage of the Creek Trail path between the afternoon peak hours of 4-6pm Thursday through Saturday. The highest usage was observed on Sunday between 8-9am (with 20 pedestrians and 8 bicyclists).

A. Describe the specific active transportation need that the proposed project/plan/program will address. (0-15 points)
(Max of 500 Words)

Words Remaining: 27

The Escondido Creek Trail is intended to provide a Class I bicycle/walking path that connects one end of the City to the other, providing a convenient corridor away from busy roadways and allowing a direct connection between neighborhoods, popular attractions, and a variety of services. The pathway is identified in the 2050 SANDAG Regional Transportation Plan as providing a direct link to the City's Transit Center, the North County Transit District light-rail facility "Sprinter," City Hall, Escondido's downtown core, and eastern Escondido. There are gaps in the trail, which the City is working diligently to complete.

In 2012, the City adopted the Escondido Creek Trail Master Plan. This vision plan's goals focus on effectively connecting residents to work, home, recreation, schools, and shopping without the need for an automobile. This promotes healthier citizens as well as providing economic benefits. Since the adoption of the plan, the City has worked to implement the plan which focuses on four goals: improved Trail identity, improved trail design, improved user safety, and improved amenities and beautification. As part of the plan, 92 people participated in survey regarding the trail. 45% of respondents identified dangerous street crossings as a top ranked concern for using the Creek Trail. 10% reported using the trail to commute to work; 26% used the trail to connect to stores and community destinations; 63% used the trail for exercise; 29% used it for leisure; and 28% didn't use the trail. Safety was the highest concern; with 58% of the respondents identifying lighting for nighttime use as a high priority.

Escondido adopted an update to the City's Bicycle Master Plan in October 2012. The commuter and recreation needs analysis identified existing deficiencies in system continuity, linkage to regional destinations, and concerns about safety. A demand analysis based on public workshops and survey indicated that most people own bicycles and the average owner typically rides for casual recreation. A key findings was that the existing network of bike lanes is well used, but the lanes are frequently disconnected and require improved signage, markings and continued maintenance. Bicyclists and pedestrians still find it difficult or intimidating to cross mid-block at some roadway crossings, and may find it inconvenient to walk or bicycle to nearby signalized intersections. As part of the CEQA/NEPA studies/approvals, the City will review the possibility of downgrading three streets in order to install road diets in order to slow traffic and allow safer crossings.

There are currently seven inadequate/nonexistent mid block crossings within the project area (at Juniper, Hickory, Fig, Harding, Rose, Midway and Citrus). This project will install pedestrian signals or rapid flashing beacons at each crossing, as well as pedestrian lighting, striping and advance warning signs, and pedestrian ramps. Raised crosswalks or another secondary measure will be installed at four crossings.

B. Describe how the proposed project/plan/program will address the active transportation need: (0-20 points)

1. Close a gap?

Yes No

No. of gaps: 7 Total length of gap(s) (feet): 280

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

- a. Must provide a map of each gap closure identifying gap and connections.

Escondido Creek Active Transportation Gaps - crossings.pdf

- b. Describe how the project links or connects, or encourages use of existing routes 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. Specific destination must be identified. (Max of 100 Words)

Words Remaining: **5**

The Escondido Creek Trail connects one end of the City to the other, paralleling a main commercial corridor (multiple strip malls, restaurants, grocery stores, Walmart), and allowing a direct connection between neighborhoods (single family homes, multifamily residential, including affordable developments, mobilehome parks), recreation (Washington Park, East Valley Community Center), schools (Palomar Collage, Escondido Charter High School) and a variety of services (County Health, medical offices). The pathway provides a direct link to the City's Transit Center (including light rail, local and regional buses), Escondido City Hall, the Escondido's downtown core, and eastern Escondido.

2. Creation of new routes? Yes No**3. Removal of barrier to mobility?** Yes No

- a. Type of barrier:
- Safety

- b. Must provide a map identifying the barrier location and improvement.

- c. Describe the existing negative effects of barrier to be removed and how the project addresses the existing barrier. (Max of 100 Words)

Words Remaining: **4**

As part of the development of the Escondido Creek Trail Master Plan, the City surveyed users and potential users regarding reasons why they weren't using the trail. Two-thirds were highly concerned with safety due to the perception of crime/gangs/homelessness along the trail. The Master Plan suggests the following improvements to increase the sense of security: install safe street crossings, lighting, security cameras, more durable fencing, and more trail connections to create a variety of route options for trail users. This project addresses street crossings, some lighting issues, and possible new trail connections.

- d. Describe how the project links or connects, or encourages use of existing routes 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. Specific destination must be identified. (Max of 100 Words)

Words Remaining: **2**

Much of the neighborhood in which the Escondido Creek Trail Bike Path Improvements Project is located in a Neighborhood Transformation Project area. Various City departments, including Public Works and the Police Department, work with neighborhood and business groups to increase civic participation and neighborhood problem solving. A number of CPTED projects have been proposed for the Creek Trail in order to increase safety, the perception of safety, and ultimately, positive use of the trail. By reducing negative use and increasing active transportation users, more people will be able to safely access the destinations listed above (B.1.b.).

4. Other improvements to routes? Yes No**5. Plan for increasing biking and walking in the community?** Yes No**6. Encourages and/or educates with the goal of increasing walking or biking in the community?** Yes No

- a. Describe how the program encourages walking or biking 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. (Max of 100 Words)

Words Remaining: **8**

Education COMPACT, an independent collaboration of Escondido Union and Escondido Union High School District, Escondido Chamber of Commerce and the City, organizes active transportation supportive programs including awareness campaigns and education efforts. Education COMPACT believes that in order to best support the youth of North San Diego, their health and safety needed to be ensured. The addition of Safe Routes to School and Bike/Walk programs to create a safer and healthier community through establishing partnerships that emphasize the accessibility of complete streets that are safer, more livable and welcoming to everyone.



Part B: Narrative Questions

Detailed Instructions for Question #3

QUESTION #3

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OR THE RISK 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)

1. The following reported crashes must have all occurred within the project's influence area within the last 5 years (only crashes that the project has a chance to mitigate):

# of Crashes	Pedestrian	Bicycle	Total
Fatalities	2	0	2
Injuries	48	57	105
Total	50	57	107

2. Applicant can provide bicycle and pedestrian (only) crash rates in addition to the information required above. (Max of 200 Words)

Words Remaining: **165**

Based on data in the County San Routes to School Master Plan, this area of Escondido has a very high crash rate (greater than a average 1.25 pedestrian crashes per 1,000 daytime population.

3. Discuss specific accident data. (Max of 200 Words)

Words Remaining: **1**

The accident data show that bicyclists are leaving the Class 1 trail due to the network gaps and being involved in accidents within an area of influence which includes the parallel roads immediately to the north (Washington) and south (Valley Parkway) of the Creek. Existing collision data on both roads suggests that bicycles are getting off the Creek Trail and traveling against traffic especially on Valley Parkway. There have been 57 bicycle collisions in the area between 2011 and 2015 according to UC Berkeley's TIMS tool. These crashes have been primarily Monday through Friday between 9am and 6pm when traffic is heaviest. Of these bicycle collisions, 30 involved bicycles on the wrong side of the road as the primary collision factor, 12 automobile right of way violations and 4 traffic signals and signs issues. Pedestrians would also benefit from a separated path; over the five year period, there were 50 pedestrian collisions, two fatal. Of these collisions, 24 were caused by pedestrian violations, 2 by automobile right of way violations and 13 by pedestrian right of way violations. The project will allow bicyclists and pedestrians to remain on the trail and avoid vehicle conflicts and high speed roadways.

Attach a scaled-map which shows that all documented bicycle and pedestrian collisions/incidents (only) are within the area of influence of the proposed plan, program, or project safety improvements. This data and map should demonstrate how the data illustrates a non-motorized (not vehicular) safety issue.

Collision Maps.pdf

4. Attach a SWITRS or equivalent (i.e. UC Berkeley's TIMS tool) listing of all bicycle and pedestrian crashes (only) shown in the map above and in this application.

Escondido Creek Trail Ped-Bike Collision data.csv

*Applications that do not have the crash data above OR that prefer to provide additional crash data and/or safety data in a different format can provide this data below. The corresponding methodology used must also be included. Input Data and methodologies here and/or include them via a separate attachment in the field below. (Max of 200 Words)

Words Remaining:

**B. Safety Countermeasures (15 points max)**

Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities (only); Countermeasures must directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users? Yes No

a. Current speed and/or volume: (Max of 100 Words)

Words Remaining: 2

Juniper: current speed 26.0 mph (posted speed 25 mph); ADT 3,500 N
 Hickory: current speed 33.0 mph (posted speed 30 mph); ADT 3,100 N
 Fig: current speed 33.0 mph (posted speed 30 mph); ADT 9,700 N
 Harding: current speed 33.0 mph (posted speed 35 mph); ADT 5,600 N
 Rose: current speed 36.0 mph (posted speed 35 mph); ADT 15,000 N
 Midway: current speed 39.0 mph (posted speed 35 mph); ADT 15,500 N
 Citrus: current speed 39.0 mph (posted speed 35 mph); ADT 11,200 N

b. Anticipated speed and/or volume after project completion : (Max of 100 Words)

Words Remaining: 0

As part of the CEQA/NEPA approvals, the City will review the possibility of downgrading three streets in order to install road diets to slow traffic and allow safer crossings in addition to slowing and stopping vehicles near crosswalks.
 Striped Crosswalk and Signs: encourages motorists to reduce their speed, provides improved delineation for the portion of the roadway that is designated for pedestrian crossing, and pedestrian activated flashing beacons give motorists advance notice
 Potential Lane Narrowing: encourages motorists to reduce their speed and has been shown to reduce speeds by 5-7 mph, which may allow reduction of speed limits.

2. Improves sight distance and visibility between motorized and non-motorized users? Yes No

a. Current sight distance and/or visibility issue: (Max of 100 Words)

Words Remaining: 47

This us currently no delineation or signage where the Creek Trail crosses each of the seven roadways. Further, parked cars along the road can block driver's view of active transportation users preparing to cross. Motorists can be caught unaware when non-motorized trail users dart out into traffic when crossings lack lighting.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 100 Words)

Words Remaining: 18

The project installs marked crosswalks and advanced warning signage to advise drivers of the possibility of a bicyclist or pedestrian crossing the roadway. Further, crosswalks will have stop bars that require motorists to stop well in advance of the marked crosswalks. In addition, crossing point will be equipped with either a pedestrian signal that stops oncoming traffic or a pedestrian activated rapid flashing beacon that notifies drivers of someone crossing ahead. Where lacking, lighting will be installed to illuminate crosswalks at night.

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users? Yes No

a. Current conflict point description: (Max of 100 Words)

Words Remaining: 49

In order to continue to use the Creek Trail, active transportation users must currently J-walk or travel to the nearest intersection (typically 400-600 feet away). Crossing points at all seven locations are uncontrolled bringing trails users in direct conflict with motorists when crossing. Crossing streets also lack bike facilities.

b. Improvement that addresses conflict point: (Max of 100 Words)

Words Remaining: 1

The project provides a designated pathway for active transportation users crossing the roadway. Where speed and volume of traffic is higher than desired, a pedestrian signal is proposed that will require motorists to stop when activated, eliminating the conflict with motorists. Where the speed and volume of traffic is low, pedestrian activated rapid flashing beacons are proposed that alert drivers of crossers. Recently updated traffic volumes suggest that the classification of some roadways may be able to be downgraded (from planned 4-lanes to 2-lanes) allowing repurposing of the roadway to install bike lanes where none exist today.

4. Improves compliance with local traffic laws for both motorized and non-motorized users? Yes Noa. Which Law: Failure to Yield

b. How will the project improve compliance: (Max of 100 Words)

Words Remaining: 19

By adding advanced warning signage, marked crosswalks and lighting, motorists will be warned of the possibility of a pedestrian or bicyclist crossing the roadway. Locations with pedestrian activated rapid flashing beacons will give advanced warning to motorists that pedestrians are actively crossing. Locations with pedestrian signals will require motorists to stop when the signal is activated. Improving visibility and advanced warning will help drivers expect pedestrians in the area and will give them enough time to stop when pedestrians are present.

a. List traffic controls that are inadequate: (Max of 100 Words)

Words Remaining: 86

Creek trail crossings at Juniper, Hickory, Fig, Harding, Rose, Midway and Citrus are inadequate.



5. Addresses inadequate vehicular traffic control devices?

 Yes No

b. How are they inadequate? (Max of 100 Words)

Words Remaining: 88

These are currently completely uncontrolled crossings with no signals, markings, or signage.

c. How does the project address the inadequacies? (Max of 100 Words)

Words Remaining: 28

By marking crosswalks, installing advanced warning signage and installing flashing beacons (or pedestrian signals), motorists are notified in advance of the trail crossing and will be more likely to expect a pedestrian in the roadway at that location. These measures, as well as additional roadway diets and lane narrowing, will reduce the speed of traffic which will improve crossing safety. Visibility of pedestrians will also be improved with improved lighting, where needed.

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?

 Yes No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 100 Words)

Words Remaining: 67

Escondido Creek Trail (Class I bike trail)
Crosswalks at Juniper, Hickory, Fig, Harding, Rose, Midway, Citrus
Sidewalks at Juniper, Hickory, Fig, Harding, Rose, Midway, Citrus
Juniper, Rose, Midway and Citrus lack bicycle lanes.

b. How are they inadequate? (Max of 100 Words)

Words Remaining: 44

The Escondido Creek Trail is currently bifurcated by cross streets, forcing pedestrians who want to continue to either J-walk or travel to the nearest intersection.
Crosswalks and warning signs are nonexistent.
Sidewalks do not have pedestrian ramps to allow crossing.
Juniper, Rose, Midway and Citrus lack bicycle lanes as recommended by the Bicycle Master Plan.

c. How does the project address the inadequacies? (Max of 100 Words)

Words Remaining: 19

By marking crosswalks, installing advanced warning signage, lighting, and installing flashing beacons (or pedestrian signals), motorists are notified in advance of the trail crossing and will be more likely to expect a pedestrian in the roadway at that location. The potential to downgrade roadway classifications on some streets may allow for the addition of bicycle lanes along the crossing streets, such as Juniper and Rose thereby improving the connection from busy streets such as Valley and Washington to the Creek trail.

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

 Yes No

a. List of behaviors: (Max of 100 Words)

Words Remaining: 89

Wrong side of the road, pedestrian violation, pedestrian right of way

b. How will the project will eliminate or reduce these behaviors? (Max of 100 Words)

Words Remaining: 58

Use of Class I bicycle lanes will provide bicycles with a separate space, eliminating the need to ride on the wrong side of the road. Separation of pedestrians from congested roadways will reduce conflicts (pedestrian violations and pedestrian right of way issues).

Attach a map to show how these hazards relate to the crashes documented in sub-questions "A". The map from sub-question "A" can be used or a new map can be created.

Map - Collisions effected by Countermeasures.pdf

Plans

Describe how the plan will identify and plan to address hazards identified in the plan area, including the potential for mitigating safety hazards as a prioritization criterion, and/or including countermeasures that address safety hazards. (Max of 200 Words)

Words Remaining: 198

n/a

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)
v1.2



Non-Infrastructure

Describe how the program educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists. Describe how the program encourages this safe behavior. If available, include documentation of effectiveness of similar programs in encouraging safe behavior. (Max of 200 Words)

Words Remaining: **198**

n/a

Include, if applicable, a map identifying safety hazards and/or photos of safety hazards. Programs should address safety hazards that have been identified through police reports, collision history, field observations, and/or other verifiable source.

--



Part B: Narrative Questions

Detailed Instructions for Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 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. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 200 words)

Words Remaining: 2

The Escondido Creek Trail Master Plan was accomplished through a Healthy Communities Planning grant through SANDAG and San Diego Health and Human Services Agency. To raise awareness about this master plan project and solicit input from local residents, the City of Escondido hosted community meetings (July 20, 2011 and September 22, 2011) and an online survey. Community outreach was a core component of the Trail Master Plan design process and had already begun as part of the Vision Plan.

The City conducted two public workshops in conjunction with the development of the Bicycle Master Plan 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. The second workshop included 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 to solicit more comments through the second workshop. Based on public feedback, completion of the trail was the highest priority project.

- B. Who: Describe who was/will be engaged in the identification and development of this project/program/plan (for plans: who will be engaged) and how they were/will be engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. (3 points max) (Max of 200 words)

Words Remaining: 136

Key Stakeholders of the Plan included: Revealing the Creek Committee, Escondido Creek Conservancy, Escondido Citizen's Ecology Committee, Escondido Chamber of Citizens, Downtown Business Association, Escondido Police Department, Escondido Neighborhood Services, Traffic Engineering and Planning Departments, Neighborhood Health Care, San Elijo Lagoon Conservancy, and Escondido Creek Watershed Alliance. These organizations continue to be intimately involved in the development of projects along the Escondido Creek.

- 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. (3 points max) (Max of 200 words)

Words Remaining: 13

The S²MART Streets Cooperative was formed to strategize ways to build positive environments for a safe and healthy Escondido and report back to their community stakeholders in order to inform and empower them to create changes within their communities. S²MART Streets Escondido focuses on policy development and advocacy through the Transportation and Safety Commission and City Council. S²MART Streets presents its priorities at the Escondido Transportation and Safety Commission prior to the City's budget finalization.

Bike/Walk is a grassroots effort that is formed by community members, Escondido Education COMPACT, CX3, Health and Human Services Agency, City of Escondido, and Circulate San Diego to provide a forum to listen, learn, discuss and catalyze better walking and biking conditions in Escondido. This group also includes both a youth and active seniors. The priorities of Bike/Walk, Escondido have been identified as Safe Routes to School as well as improving the Escondido Creek trail. Community members come to these meeting to learn about the city improvements There is also community participation in ongoing city events that promote active transportation through biking, walking, scooter and skateboarding.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 point max) (Max of 200 words)

Words Remaining: 139

The City of Escondido will continue to leverage S²MART Streets and Bike/Walk to engage the community in the Escondido Creek Trail Bike Path Improvements Project. These community partners are needed to move the education and encouragement activities forward throughout the City. Additionally, Escondido COMPACT conducts periodic clean-up events along the Creek which encourages additional usage and community input.



Part B: Narrative Questions

Detailed Instructions for Question #5

QUESTION #5

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. All applicants must cite information specific to project location and targeted users. Failure to do so will result in lost points.**

- A. Describe the health status of the targeted users of the project/program/plan. Describe how you considered health benefits when developing this project or program (for plans: how will you consider health throughout the plan). (5 points max) (Max of 200 words)**

Words Remaining: **61**

Based on the CA Health Disadvantage Index score of 76 to 100 (most disadvantaged), the target neighborhoods are faced with the economic/social health vulnerabilities: low income, with a high rate of residents paying more than 30% of their income towards housing, low educational attainment (high percentage of adults without high school diplomas) and high linguistic isolation, and low voter turnout. The target neighborhoods have physical health vulnerabilities including a high percentage of people who do not live within ½ mile of a park and where the neighborhood lacks tree canopy. The target neighborhood also has a high average rate of severe and fatal pedestrian injuries per 100,000 population. According to AskCHIS, the obesity rate for 92025 zip code (the urban core of Escondido) is 30.2%, or 4.6% higher than the rate for the state of CA.

- B. Describe how you expect your project/proposal/plan to promote healthy communities and provide outreach to the targeted users. (5 points max) (Max of 200 words)**

Words Remaining: **64**

This project will help to address these public health issues in our community. Low voter turnout shows disenfranchisement from traditional political involvement. By providing safe infrastructure, and education and encouragement to children in these families, we can begin to include all residents into a public conversation. This project is sensitive to those with linguistic isolation by providing signage which is 'icon'-based. The City works with Escondido COMPACT, throughout the year to organize Creek Trail clean-ups and awareness campaigns, to ensure that outreach and encouragement is conducted using appropriate languages and addressing culturally relevant concerns.

In addition to connecting the elementary school with the residents living in the district, this project provides additional complete street, connecting residents to the urban core, with a weekly farmer's market, medical facilities, the library and other essential services.



Part B: Narrative Questions

Detailed Instructions for Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

A project's cost effectiveness is considered to be the relative costs of the project in comparison to the project's benefits as defined by the purpose and goals of the ATP. This includes the consideration of the safety and mobility benefit in relation to both the total project cost and the funds provided.

Explain why the project is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose and goals of "increased use of active modes of transportation". (5 points max.) (Max of 200 words)

Words Remaining: **29**

The completion of the Escondido Creek Trail through the installation of safe, legal mid block crossings is critical to encouraging active transportation and maximizing the mobility in a disadvantaged community. The Escondido Creek Trail has been identified as a top priority in the Escondido Bicycle Master plan and a critical connection in the 2050 SANDAG Regional Transportation Plan, but gaps make it dangerous to ride or walk. There have been two fatal pedestrian collisions within the project area of influence. Project design to allow the City will review the possibility of downgrading three streets in order to install road diets will further decrease collisions, increase use and improve the ultimate cost effectiveness of the project. Reducing vehicle lanes will slow traffic, allow safer crossings, and may accommodate bicyclists within the existing roadways, dramatically increasing opportunities for active transportation. By constructing complete streets with places for all, residents are safer and more people are able to use active transportation, reducing greenhouse gases, increasing access to goods and services, and improving physical health.



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.)

Based on the project funding information provided earlier in the application, the following Leveraging and Matching amounts are designated for this project. Applicants must review and verify these values meet the following criteria:

Leveraging Funds

Non-ATP funds; either already expended by the applicant or funds to be programmed for use on elements within the requested ATP project. This non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs.

Matching Funds

The portion of the Leveraging funding that can be used as the local match if Federal ATP funding is programmed. These must be non-federal funds not yet expended and provided by the applicant in a specific project phase.

If these numbers do not match this criteria and/or the applicant's expectations, the numbers inputted earlier need to be revised.

Funding in \$1,000s

PA&ED Phase Project Delivery Costs:

Leveraging Funding: \$0
Match Funding: \$0

Designate the Funding Type: _____
Designate the Funding Type: _____

PS&E Phase Project Delivery Costs:

Leveraging Funding: \$0
Match Funding: \$0

Designate the Funding Type: _____
Designate the Funding Type: _____

Right of Way Phase Project Delivery Costs:

Leveraging Funding: \$0
Match Funding: \$0

Designate the Funding Type: _____
Designate the Funding Type: _____

Construction Phase Project Delivery Costs:

Leveraging Funding: \$0
Match Funding: \$0

Designate the Funding Type: _____
Designate the Funding Type: _____

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS:

Leveraging Funding: \$0
Match Funding: \$0

Designate the Funding Type: _____
Designate the Funding Type: _____

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs: \$1,632

Leveraging Funding: \$0

% of Total Project Cost: 0.00 %

Match Funding: \$0

% of Total Project Cost: 0.00 %

Total Points received for "leveraging funding": (Auto-calculated)

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project. (Max of 100 Words)

Words Remaining: 30

The City is requesting ATP funds for this entire project. These funds will be leveraged by other projects along the Creek, including the fully funded Escondido Creek Trail Missing Link project (\$1,270,000 to construct new Class I/Cycle Track lanes to connect the Creek Trail to the Escondido Transit Center) and a fully funded pedestrian activated signal crossing at the Escondido Creek and El Norte Boulevard (\$335,000).



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)

- Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

Step 1: The applicant must submit the following information via email concurrently to both the CCC AND certified community conservation corps at least 5 days 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

Click on the following links for the California Conservation Corps and community conservation corps Representative ATP contact information:

<http://calocalcorps.org/active-transportation-program/>

<http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>

The applicant must also attach any email correspondence from the CCC and certified community conservation corps or Tribal corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

Escondido Creek Trail Bike Path Improvements - CCC Response.pdf

Attach submittal email, response email and any attachment(s) from the certified community conservation corps:

Escondido Creek Trail Bike Path Improvements - CalCC Response.pdf

Attach submittal email, response email and any attachment(s) from the Tribal corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the certified community conservation corps, or the Tribal corps and determined the following: (check appropriate box)

- Applicant intends to utilize the CCC, certified community conservation corps, or the Tribal corps on the following items listed below. (0 points) (Max of 50 Words)

Words Remaining: 34

Urban Corps of San Diego is interested in partnering on the pedestrian ramps for this project.

- No corps can participate in the project. (0 points)
- At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
- the CCC the community conservation corps the Tribal corps (if applicable)



Part B: Narrative Questions

Detailed Instructions for Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 - 10 points)

For Caltrans use only.



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
Signature Page.pdf	
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
Engineers Checklist.pdf	
Project Location Map (Required for all applications)	Attachment C
Location Map - Creek Trail Improvements.pdf	
Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment D
Maps - Existing Conditions and Preliminary Plan.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
photos.pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
EngrEstimate-(Attachment F) - Esc Creek.xlsm.pdf	
Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Letters of Support (10 maximum) (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment H
Exhibit 22-F State Funding	Attachment I
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment J



CITY OF ESCONDIDO
CONSULTING AGREEMENT FOR DESIGN PROFESSIONALS

(ONLY for licensed architects, landscape architects, professional engineers, and professional land surveyors who are performing design services for the City)

This Agreement is made this _____ day of _____, 20__.

Between: CITY OF ESCONDIDO
a Municipal Corporation
201 N. Broadway
Escondido, California 92025
Attn: _____
760-xxxx
("CITY")

And: [Name]
[Street address]
[City, state, zipcode]
[Attn: (name of contact)]
[Insert telephone number]
("CONSULTANT")

Witness that whereas:

- A. It has been determined to be in the CITY's best interest to retain the professional services of a consultant to [insert brief description of what CONSULTANT will do here]; and
B. The CONSULTANT is considered competent to perform the necessary professional services for CITY;

NOW, THEREFORE, it is mutually agreed by and between CITY and CONSULTANT as follows:

- 1. Services. The CONSULTANT will furnish all of the services as described in "Attachment A" which is attached and incorporated by this reference.
2. Compensation. The CITY will pay the CONSULTANT in accordance with the conditions specified in "Attachment A," in the sum of \$_____. Any breach of this Agreement will relieve CITY from the obligation to pay CONSULTANT, if CONSULTANT has not corrected the breach after CITY provides notice and a reasonable time to correct it.
3. Scope of Compensation. The CONSULTANT will be compensated for performance of tasks specified in "Attachment A" only. No compensation will be provided for any other tasks without specific prior written consent from the CITY.

4. Duties. CONSULTANT will be responsible for the professional quality, technical accuracy, timely completion, and coordination of all reports and other services furnished by the CONSULTANT under this Agreement, except that the CONSULTANT will not be responsible for the accuracy of information supplied by the CITY.
5. Personnel. The performance of services under this Agreement by certain professionals is significant to the CITY. CONSULTANT will assign the persons listed on "Attachment B," which is attached and incorporated by this reference, to perform the Services described in Paragraph 1, and will not add or remove persons from the list without the prior written consent of the CITY. CONSULTANT will not subcontract any tasks under this Agreement without obtaining the advance written consent of the CITY.
6. Termination. Either CONSULTANT or the CITY may terminate this Agreement with thirty (30) days advance written notice.
7. City Property. All original documents, drawings, electronic media, and other material prepared by CONSULTANT under this Agreement immediately becomes the exclusive property of the CITY, and may not be used by CONSULTANT for any other purpose without prior written consent of the CITY.
8. Insurance.
 - a. The CONSULTANT shall secure and maintain at its own costs, for all operations, the following insurance coverage, unless reduced by the City Attorney:
 - (1) General liability insurance. Occurrence basis with minimum limits of \$1,000,000 each occurrence, \$2,000,000 General Aggregate, and \$1,000,000 Products/Completed Operations Aggregate; and
 - (2) Automobile liability insurance of \$1,000,000 combined single-limit per accident for bodily injury and property damage, unless waived as provided in 8(b) below; and
 - (3) Workers' compensation and employer's liability insurance as required by the California Labor Code, as amended, or certificate of sole proprietorship; and
 - (4) Errors and Omissions professional liability insurance with minimum coverage of \$1,000,000.
 - b. It is the parties' understanding that the use of a motor vehicle is not a primary subject of this Agreement. CONSULTANT acknowledges that operating a motor vehicle is outside the scope of this Agreement and occurs only at the convenience of the CONSULTANT. A waiver of automobile liability insurance is only effective if both sets of initials appear below, otherwise such insurance is required.

 Acknowledged by CONSULTANT _____

 Waiver appropriate by CITY _____
 - c. Each insurance policy required above must be acceptable to the City Attorney:
 - (1) Each policy must provide for written notice within no more than thirty (30) days if cancellation or termination of the policy occurs. Insurance coverage must be provided by an A.M. Best's A- rated, class V carrier or better, admitted in California, or if non-admitted, a company that is not on the Department of Insurance list of unacceptable carriers.
 - (2) All non-admitted carriers will be required to provide a service of suit endorsement in addition to the additional insured endorsement.

- (3) Both the General Liability and the Automotive Liability policies must name the CITY specifically as an additional insured under the policy on a separate endorsement page. The CITY includes its officials, employees, and volunteers. The endorsement must be ISO Form CG2010 11/85 edition or its equivalent for General Liability endorsements and CA 20-01 for Automobile Liability endorsements.
 - (4) The General Liability policy must include coverage for bodily injury and property damage arising from CONSULTANT's work including its ongoing operations and products-completed operations hazard.
 - (5) The General Liability policy must be primary and noncontributory and any insurance maintained by CITY is excess.
 - d. In executing this Agreement, CONSULTANT agrees to have completed insurance documents on file with the CITY within fourteen (14) days after the date of execution. Failure to comply with insurance requirements under this Agreement will be a material breach of this Agreement, resulting in immediate termination at CITY's option.
9. Indemnification. CONSULTANT (which in this paragraph 9 includes its agents, employees and subcontractors, if any) agrees to indemnify, defend, and hold harmless the CITY from all claims, lawsuits, damages, judgments, loss, liability, or expenses, including attorneys' fees, for any claim of liability arising out of, pertaining to, or relating to the negligence, recklessness, or willful misconduct of CONSULTANT in the performance of this Agreement. However, CONSULTANT's responsibility for defense costs shall not exceed the percentage of CONSULTANT's fault.
10. Anti-Assignment Clause. The CONSULTANT may not assign, delegate or transfer any interest or duty under this Agreement without advance written approval of the CITY, and any attempt to do so will immediately render this entire Agreement null and void.
11. Costs and Attorney's Fees. In the event that legal action is required to enforce the terms and conditions of this Agreement, the prevailing party will be entitled to reasonable attorneys' fees and costs.
12. Independent Contractor. CONSULTANT is an independent contractor and no agency or employment relationship, either express or implied, is created by the execution of this Agreement.
13. Merger Clause. This Agreement and its Attachments, if any, are the entire understanding of the parties, and there are no other terms or conditions, written or oral, controlling this matter. In the event of any conflict between the provisions of this Agreement and any of its Attachments, the provisions of this Agreement must prevail.
14. Anti-Waiver Clause. None of the provisions in this Agreement will be waived by CITY because of previous failure to insist upon strict performance, nor will any provision be waived by CITY because any other provision has been waived, in whole or in part.
15. Severability. The invalidity in whole or in part of any provision of this Agreement will not void or affect the validity of any other provisions of this Agreement.
16. Choice of Law. This Agreement is governed by the laws of the State of California. Venue for all actions arising from this Agreement must be exclusively in the state or federal courts located in San Diego County, California.

17. Multiple Copies of Agreement/Counterparts. Multiple copies and/or counterparts of this Agreement may be executed, including duplication by photocopy or by computerized scanning device. Each duplicate will be deemed an original with the same effect as if all the signatures were on the same instrument. However, the parties agree that the Agreement on file in the office of the Escondido City Clerk is the copy of the Agreement that shall take precedence should any differences exist among copies or counterparts of the document.
18. Provisions Cumulative. The foregoing provisions are cumulative and in addition to and not in limitation of any other rights or remedies available to the CITY.
19. Notices to Parties. Any statements, communications or notices to be provided pursuant to this Agreement must be sent to the attention of the persons indicated below. Each party agrees to promptly send notice of any changes of this information to the other party, at the address first above written.
20. Business License. The CONSULTANT is required to obtain a City of Escondido Business License prior to execution of this Agreement.
21. Compliance with Applicable Laws, Permits and Licenses. CONSULTANT shall keep itself informed of and comply with all applicable federal, state, and local laws, statutes, codes, ordinances, regulations, and rules in effect during the term of this Agreement. CONSULTANT shall obtain any and all licenses, permits, and authorizations necessary to perform services set forth in this Agreement. Neither CITY, nor any elected nor appointed boards, officers, officials, employees, or agents of CITY shall be liable, at law or in equity, as a result of any failure of CONSULTANT to comply with this section.
22. Immigration Reform and Control Act of 1986. CONSULTANT shall keep itself informed of and comply with the Immigration Reform and Control Act of 1986. CONSULTANT affirms that as an employer in the State of California, all new employees must produce proof of eligibility to work in the United States within the first three days of employment and that only employees legally eligible to work in the United States will be employed on this public project. CONSULTANT agrees to comply with such provisions before commencing and continuously throughout the performance of this Agreement.

IN WITNESS WHEREOF, the parties below are authorized to act on behalf of their organizations, and have executed this Agreement as of the date set forth below.

CITY OF ESCONDIDO

Date: _____

Signature

Department or Division Head Name & Title

Date: _____

[CONSULTANT COMPANY NAME]

Signature

Name & Title (please print)

APPROVED AS TO FORM:

OFFICE OF THE CITY ATTORNEY
MICHAEL R. MCGUINNESS, City Attorney

By: _____

THE CITY OF ESCONDIDO DOES NOT DISCRIMINATE AGAINST QUALIFIED PERSONS WITH DISABILITIES.

IN WITNESS WHEREOF, the parties below are authorized to act on behalf of their organizations, and have executed this Agreement as of the date set forth below.

CITY OF ESCONDIDO

Date: _____

Jeffrey R. Epp
City Manager

Date: _____

[CONSULTANT COMPANY NAME]

Signature

Name & Title (please print)

APPROVED AS TO FORM:

OFFICE OF THE CITY ATTORNEY
MICHAEL R. MCGUINNESS, City Attorney

By: _____

THE CITY OF ESCONDIDO DOES NOT DISCRIMINATE AGAINST QUALIFIED PERSONS WITH DISABILITIES.

IN WITNESS WHEREOF, the parties below are authorized to act on behalf of their organizations, and have executed this Agreement as of the date set forth below.

CITY OF ESCONDIDO

Date: _____

Paul McNamara
Mayor

Date: _____

Zack Beck
City Clerk

Date: _____

[CONSULTANT COMPANY NAME]

Signature

Name & Title (please print)

APPROVED AS TO FORM:

OFFICE OF THE CITY ATTORNEY
MICHAEL R. MCGUINNESS, City Attorney

By: _____

THE CITY OF ESCONDIDO DOES NOT DISCRIMINATE AGAINST QUALIFIED PERSONS WITH DISABILITIES.

EXHIBIT 10-B SUGGESTED CONSULTANT EVALUATION SHEET *

<u>CONSULTANT/FIRM NAME:</u>		
Criteria	Max Points	Rating
Understanding of the work to be done	25	
Experience with similar kinds of work	20	
Quality of staff for work to be done	15	
Capability of developing innovative or advanced techniques	10	
Familiarity with state and federal procedures	10	
Financial responsibility	10	
Demonstrated Technical Ability	10	
Total	100	

Evaluator

Contract Office

Print Name: _____

Initials: _____

Signature: _____

Date: _____

Date: _____

*Notes:

1. To maintain the integrity of a competitive negotiation/qualifications based selection procurement, the total of all allowable non-qualifications based evaluation criterion (such as local presence or DBE participation) cannot exceed ten (10) percent of the total evaluation criteria. The ten percent limitation applies only to non-qualifications based evaluation criterion and should not be considered as a limitation for specific DBE contract goals established by a contracting agency in accordance with its approved DBE program. (see http://www.fhwa.dot.gov/programadmin/172qa_07.cfm).
2. For projects other than “Architectural & Engineering” services, as defined in Section 10.1, cost is one of the criteria, or may be the sole criterion. DBE participation by the consultant shall not be used as one of the criteria listed above.
3. The evaluation criteria and suggested maximum points shown above are not mandatory, but are recommended in the interest of maintaining consistency among the hundreds of agencies utilizing federal or state funds.
4. The evaluation criteria and weighted values must be identified in the RFP. If the RFP has different evaluation criteria or weighted values then the information above would have to be changed to match. The Contract Office is to initial and date in the space provided to verify that the criteria and weighted values used in the evaluation sheet are appropriate and that the sheet has been completed correctly.
5. Caltrans participation on the interview panel does not relieve the local agency of its responsibility to ensure that proper procurement procedures are followed and requirements are met.

Distribution: Local Agency Project Files