SANDAG Transportation Grant
City of Del Mar Application
for
Coast to Crest Trail Bike & Pedestrian Improvements
"Reach the Beach"
July 17, 2012
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CAPITAL GRANT APPLICATION FORM

Project Title:
Coast to Crest Trail Bike & Pedestrian Improvements: Reach the Beach

Applicant (Jurisdiction):
City of Del Mar

Amount Requested:
$1,056,000

APPLICATION CHECKLIST

☑ Ten hard copies and one CD of the complete Active Transportation application (including all attachments, clearly labeled).

☑ Resolution authorizing the application, committing to provide matching funds, and authorizing staff to accept grant funds and execute the grant agreement, and documenting community support.

☑ Format: narrative pages on 8.5x11 paper, all narrative text has at least 1 inch margins on all sides and no less than 10pt. font size (footers and headers exempt from the above requirements).

☑ Baseline data collection included in Scope of Work, Schedule, and Budget.

☑ Documentation of matching funds.

☑ Vicinity maps showing project location and local/regional street, bicycle, transit, and highway facilities within and near the project area (may be printed on up to 11x17 paper).

☑ Documentation of support for the project from community groups or individuals (recommended but not required).

☑ Aerial photos and other photographs depicting existing conditions.

☑ Feasibility study or project study report (include in CD ONLY, do NOT attach as hard copy).

☑ Completed application form:
□ Project Summary
□ Project Location Map
□ Project Costs & Funding Sources
□ Project Readiness
□ Project Connections and Safety

☑ Quality of Project
□ Supportive Policies and Programs
□ Scope of Work, Schedule, and Budget
□ Engineer’s Estimate
□ Plans showing that minimum design standard has been met

If any of the above are not included with the application by the deadline (with the exception of documentation of community support), the application will be deemed ineligible.
GRANTEE STATEMENTS

☑️ The proposed grantee has read the standardized sample grant agreement.

☑️ The proposed grantee understands that SANDAG will not reimburse applicants for expenses incurred prior to execution of a grant agreement.

☑️ If the SANDAG Board of Directors approves the grant, the proposed grantee agrees to sign and return the standardized grant agreement to SANDAG, without exceptions, within 45 days of receipt.

☑️ The proposed grantee agrees to comply with SANDAG’s Board Policy No. 035 Competitive Grant Program Procedures, which outlines “use-it-or-lose-it” project milestones and completion deadlines. Board Policy No. 035 is included in the standardized grant agreement as Attachment B, and is also on the SANDAG website at the following link: http://www.sandag.org/organization/about/pubs/policy_35.pdf

☑️ The proposed grantee understands that all invoices must be accompanied by a written progress report of the charges for both requested reimbursement of grant and matching funds and submitted to SANDAG no less frequently than quarterly. Invoice and progress report templates are available on the SANDAG website at the following link: http://www.sandag.org/grants/forms

☑️ The proposed grantee understands that upon approval of funding by the SANDAG Board of Directors, the applicant will provide a copy of their approved indirect cost rate audit or their proposed indirect cost rate methodology, if charging for overhead, to SANDAG for review and approval, which must occur prior to execution of the grant agreement.

☑️ The proposed grantee understands that a resolution including the requirements of Board Policy No. 035, Section 4.1, must be submitted to SANDAG at least two weeks prior to the recommendation by the Transportation Committee of the list of grant projects to be considered eligible. SANDAG will provide applicants with advance notice of the Transportation Committee’s anticipated meeting dates.

I certify that I agree with the above statements, have reviewed the Active Transportation Grant Program Guidelines, and that the information submitted in this application is accurate and in accordance with these guidelines.

I have the authorization to submit this grant on behalf of my organization.

Gretchen S. Crowson  
Assistant to City Manager

<table>
<thead>
<tr>
<th>Grantee Name (print or type)</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gretchen Crowson</td>
<td></td>
</tr>
</tbody>
</table>

Grantee Signature (signature cannot be electronic)  
Date (mm/dd/yyyy)

CAPITAL GRANTS FY 2011/2012 ACTIVE TRANSPORTATION GRANT APPLICATION FORM
PROJECT SUMMARY

Applicant (Agency):
City of Del Mar

Project Title:
Coast to Crest Trail Bike & Pedestrian Improvements: Reach the Beach

Project Area Limits: e.g. 4th St. between Laurel St. and Ash St., and 5th St. between Laurel St. and Ash St.
Between Jimmy Durante Blvd. and Hwy 101 at the San Dieguito Lagoon.

Project Description: (6 lines max)
Complete Coast to Crest Trail in the San Dieguito Lagoon Area by bridging/crossing impediments and completing gaps to provide bicyclists and pedestrians a safe, healthy, enjoyable way to reach the beach and the California Coastal Trail.

Primary Contact Person (Project Manager):
Gretchen Crowson

Title:
Assistant to the City Manager, City of Del Mar

Street Address:
1050 Camino del Mar

City and Zip Code:
Del Mar, CA 92014

Phone:
858-755-9313

E-mail Address:
gcrowson@delmar.ca.us

Is this project in your agency's adopted capital improvement program? (Y/N) N

Is the project part of a larger capital improvement project?
If so, describe the larger project in its entirety, as well as the funding sources:
See attached page

Active Transportation Grant Funds Request $1,056,000

Matching Funds $0

Total Project Cost $1,056,000

Total Project Cost = Active Transportation Grant Funds + Matching Funds

Can this project be broken into phases? (Y/N) Y If yes, briefly list phased scope and costs:
(Please use separate page if necessary.)
See attached page
PROJECT COSTS AND FUNDING

TOTAL ESTIMATED PROJECT COST:

Project Cost Estimates: On a separate sheet, provide an itemized engineer's cost estimate for all eligible expenses.

Summary of Cost Estimates

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
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<tr>
<td>Baseline Data Collection</td>
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<tr>
<td>Environmental Clearance</td>
<td>$90,000</td>
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<tr>
<td>Right-of-way Acquisition</td>
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</tr>
<tr>
<td>Structural Eng/Traffic/Final Design</td>
<td>$150,000</td>
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<tr>
<td>Permits</td>
<td>$20,000</td>
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<tr>
<td>Construction</td>
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<tr>
<td>Construction Management</td>
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<tr>
<td>Construction Contract</td>
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Funding Sources

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<tr>
<td>Other</td>
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</table>

MINIMUM DESIGN STANDARDS & GUIDELINES

Clearly illustrate that the minimum design standard is being met. Plans provided must be actual cross-section drawings. (Provide photographs, if applicable) See Eligibility Criteria for more information on design standards and guidelines.

See Appendix A.
## PROJECT READINESS

### COMPLETION OF MAJOR MILESTONES

| Phase                                  | Task                                                                 | Start Date | Completion Date                           |
|----------------------------------------|                                                                     |            |                                          |
| 1. Community Active Transportation Strategy/Neighborhood-level plan/corridor study | Identify feasible alignment for project, examine constraints and opportunities, 30% engineering plans, cost estimate. | Done.      | Done. Preferred alignment accepted by JPA Board on 2/17/12. |
| 2. Environmental Documentation/Certification | Initial Study and Wetland Delineation                                | Done       | Done                                      |
| 3. Right-of-Way Acquisition            | Identified public property for trail alignment, obtained permission/easement | June 2013   | December 2013                             |
| 4. Final Design (requires coordination with SANDAG railroad doubletracking project) | 60, 90, 100%                                                       | February 2013 | June 2014                                |
## Reach the Beach Trail Segment Summary of Probable Costs

### Construction Costs

<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
<th>Costs</th>
<th>Quantity</th>
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<th>High</th>
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<tr>
<td>Mobilization/De-mobilization (10%)</td>
<td>LS</td>
<td></td>
<td></td>
<td>$ 168,000</td>
<td>$ 189,000</td>
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<tr>
<td>Demolition</td>
<td>LS</td>
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<td>Clear &amp; Grub</td>
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<td>$ 0.45</td>
<td>34,000</td>
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<tr>
<td>Trail Grading along Railroad/Camino del Mar</td>
<td>CY</td>
<td>$ 30.00</td>
<td>7,400</td>
<td>$ 222,000</td>
<td>$ 222,000</td>
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<tr>
<td>Jimmy Durante Blvd. User Actuated Crossing</td>
<td>Ea.</td>
<td>$ 60,000</td>
<td></td>
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<td>60,000</td>
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<tr>
<td>Camino del Mar User Actuated Crossing</td>
<td>Ea.</td>
<td>$ 39,000</td>
<td></td>
<td>39,000</td>
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<tr>
<td>8' wide, 3&quot; Decomposed Granite Trail</td>
<td>SF</td>
<td>$ 3.00</td>
<td>32,000</td>
<td>$ 96,000</td>
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<td>6' wide, 3&quot; Decomposed Granite Trail</td>
<td>SF</td>
<td>$ 3.00</td>
<td>3,150</td>
<td>$ 9,450</td>
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<tr>
<td>6&quot; Class 2 Base (Railroad &amp; Camino del Mar sections)</td>
<td>SF</td>
<td>$ 0.50</td>
<td>6,800</td>
<td>$ 3,400</td>
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<td>Lodgepole Fencing</td>
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<td>$ 13.50</td>
<td>8,000</td>
<td>$ 108,000</td>
<td>$ 108,000</td>
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<td>Stevens Creek Bridge</td>
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<td>$ 110,000</td>
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<td>215,000</td>
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<tr>
<td>Railroad Berm Tunnel (12ft vs 9ft Clearance)</td>
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<td>$ 430,000</td>
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<tr>
<td>Retaining Walls @ Railroad (interim)</td>
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<td>Retaining Walls @ CDM</td>
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<td>420</td>
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<td>Railing/Fencing @ Walls</td>
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<td>$ 25,800</td>
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<td>NCTD (Flagging, Trackwork, Busing...)</td>
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<td>$ 200,000</td>
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<td>Construction Admin</td>
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$ 2,173,050 $ 2,546,250

With 25% Contigency $ 2,716,313 $ 3,182,813

### Design and Engineering Costs

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<thead>
<tr>
<th>Cost Description</th>
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<tr>
<td>Trail Design</td>
<td>$ 50,000</td>
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<tr>
<td>Jimmy Durante Crossing + Traffic Study</td>
<td>$ 15,000</td>
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<tr>
<td>Camino del Mar Crossing + Traffic Study</td>
<td>$ 15,000</td>
<td>$ 30,000</td>
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<tr>
<td>Stevens Creek Bridge</td>
<td>$ 50,000</td>
<td>$ 60,000</td>
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<tr>
<td>Railroad Underpass</td>
<td>$ 155,000</td>
<td>$ 175,000</td>
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<tr>
<td>Railroad/CdM Retaining Walls</td>
<td>$ 90,000</td>
<td>$ 110,000</td>
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<tr>
<td>Utility Coordination</td>
<td>$ 10,000</td>
<td>$ 25,000</td>
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<td>Mitigation</td>
<td>$ 25,000</td>
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<td>Permitting</td>
<td>$ 50,000</td>
<td>$ 100,000</td>
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$ 460,000 $ 670,000

With 15% Contigency $ 529,000 $ 770,500

### Total Anticipated Project Costs w/ Contigency

$ 3,245,313 $ 3,953,313

For Budgetting Purposes Say:

$ 3,200,000 $ 4,000,000
PROJECT CONNECTIONS AND SAFETY

**Existing California Coastal Trail**

**Barrier: Hwy 101**

**Barrier: Fairgrounds**

**Barrier: Railroad Tracks**

**Existing Coast to Crest Trail**

**Barrier: Jimmy Durante Blvd. & Bridge**

Figure 6 - CtCT Coastal Zone Trail
PROPOSED REACH THE BEACH PROJECT COMPONENTS

Figure 14 - Preferred Alignments

Future Permanent Seasonal Platform By SanDAG

Figure 15 - Preferred Alternative

Active Transportation Grant
Public Works Plan
Safety Improvements and Overcoming Barriers (250 words max plus collision data attachments)

Describe, in bullets, the specific safety issues addressed by the project. Please attach documentation for safety and collision history. If collision data is provided, it must be annotated to highlight collisions applicable to the project and why they are relevant.

If applicable,(1) attach a map and/or photos indicating gaps and barriers, including changes in facility type where appropriate; (2) describe any locations within the project limits where barriers or hazardous conditions exist that prohibit safe access for bicyclists and pedestrians.

- The San Dieguito Lagoon project area west of I-5 is bisected by barriers to pedestrian and bicycle users, including Jimmy Durante Boulevard, the railroad and Highway 101.
- There are no crossings of these facilities in the project area to enable safe travel by bicyclists or pedestrians.
- There are gaps in the trail system in this area that causes people to do risky things like run across Jimmy Durante Blvd., the railroad tracks and Highway 101, largely because they can see existing paths on the other side of these barriers and they have a goal to reach the beach.

To solve these problems, the Reach the Beach project will:

- Provide a user-activated crosswalk on Jimmy Durante Blvd.
- Provide a cantilever trail/path on the side of Jimmy Durante Bridge to separate recreational cyclists, pedestrians, families, children, disabled users and elderly from the vehicle lanes.
- Provide a trail undercrossing under the south side of the railroad bridge.
- Provide a tunnel for bikes/pedestrians through the railroad berm on the north side of the lagoon.
- Provide a user-activated crosswalk on Highway 101.

Vehicle Speed Limit and Average Daily Traffic (ADT)

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<tr>
<th>Street Name</th>
<th>Speed Limit</th>
<th>ADT</th>
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<tr>
<th>Street Name</th>
<th>Speed Limit</th>
<th>ADT</th>
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<th>Street Name</th>
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<th>ADT</th>
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<tbody>
<tr>
<td></td>
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</table>
QUALITY OF PROJECT

For this section, please provide answers in bullet format. A short, concise narrative may be provided, if necessary, to describe the project.

Effectiveness and Comprehensiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures, and Relationship to Program Objectives

Describe the need for traffic calming, pedestrian, and bicycle improvements in the project area, in bullets. (*lines max)

See attached page.

List the goals of the project, in bullets. (*lines max)

See attached page.

Describe the proposed improvements and why they are particularly suited to address the needs stated above, in bullets. (*lines max)

See attached page.

INNOVATION

Is this or will this project be an FHWA or State experimentation effort? □ Yes □ No If yes, evidence must be attached.

Does this project propose any solutions that are new to the region? If so, please describe, in bullets. (*lines max)

1. We are considering new techniques and designs for user-activated crosswalks. That level of design detail has not been completed yet.
2. The tunnel under the railroad berm is new to the region, but not unique. Encinitas has designed similar structures through the railroad berm in their area.
SUPPORTIVE POLICIES AND PROGRAMS

COMPLEMENTARY PROGRAMS

Describe in bullets, any programs that complement the proposed capital improvements: awareness, education efforts, increased enforcement, bicycle parking. Describe who will be responsible in implementing the programs and how they relate directly to the capital improvements. In order to receive points, programs must be included in project Scope of Work, Schedule, and Budget.

None are proposed as part of the Reach the Beach Project.

SUPPORTIVE POLICIES AND PLANS

Cite in bullets, any policy language in approved plans that support this project, or cite Community Active Transportation Strategy that was completed prior to this application.

See attached page.

Briefly describe any other relevant aspects of the project.

See attached page.
# SANDAG ACTIVE TRANSPORTATION GRANT PROGRAM SCOPE OF WORK, SCHEDULE, AND BUDGET

**Project Title:** Coast to Crest Trail Bike & Pedestrian Improvements: Reach the Beach

**Project Location/Limits:**
Between Jimmy Durante Blvd. to just west of Highway 101 at the San Dieguito Lagoon.

**Project Description:**
Complete Coast to Crest Trail in the San Dieguito Lagoon Area by bridging/crossing impediments and completing gaps to provide bicyclists and pedestrians a safe, healthy, enjoyable way to reach the beach and the California Coastal Trail.

**Contract No.:** SANDAG Use Only  
**Claim (TDA)/Project (TNet) No.:** SANDAG Use Only

<table>
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<tr>
<th>Task No.</th>
<th>Task Description</th>
<th>Deliverable/s</th>
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<th>Completion Date</th>
<th>SANDAG Funds</th>
<th>Matching Funds</th>
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<td>1</td>
<td>Baseline Data Collection</td>
<td>Collected data &amp; forms</td>
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<td>$5,000</td>
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<td>2</td>
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<td>CEQA Document</td>
<td>Jun-13</td>
<td>Dec-13</td>
<td>$90,000</td>
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<td>2.2</td>
<td>Prepare Construction Plans and Specs</td>
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<td>Jun-13</td>
<td>Dec-13</td>
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<td>4</td>
<td>Project Construction</td>
<td>Completed Project</td>
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<td>4.1</td>
<td>Construct Cantilever at Jimmy Durante Bridge</td>
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<td>Sep-14</td>
<td>Jan-15</td>
<td>$192,000</td>
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<td>4.2</td>
<td>Construct User Activated Crosswalk at Jimmy Durante Blvd</td>
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<td>Mar-15</td>
<td>Jun-15</td>
<td>$60,000</td>
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<td>4.3</td>
<td>Construct Trail across Fairgrounds property next to river</td>
<td></td>
<td>Jan-15</td>
<td>Mar-15</td>
<td>$50,000</td>
<td>$0</td>
<td>$50,000</td>
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<td>4.4</td>
<td>Construct Bridge over Stevens Creek</td>
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<td>Sep-14</td>
<td>Jan-15</td>
<td>$110,000</td>
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<td>Construct User Activated Crosswalk at Highway 101</td>
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<td>Mar-15</td>
<td>Jun-15</td>
<td>$39,000</td>
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<td>4.6</td>
<td>Construct Trail with Retaining Walls at Camino del Mar</td>
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**TOTALS**
$1,056,000 $0 $1,056,000

## PROJECT REVENUES

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RESOLUTION
RESOLUTION NO. 2012-34

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DEL MAR, CALIFORNIA, AUTHORIZING THE FILING OF AN APPLICATION FOR THE ACTIVE TRANSPORTATION GRANT PROGRAM FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS FOR COAST TO CREST TRAIL BIKE AND PEDESTRIAN IMPROVEMENTS, AND ACCEPTING THE TERMS OF THE GRANT AGREEMENT.

WHEREAS, $8.8 million of Transportation Development Act/TransNet funding for capital and non-capital active transportation projects is available to local jurisdictions and the County of San Diego from Fiscal Year 2011-2012; and

WHEREAS, City of Del Mar wishes to receive $671,873 in Active Transportation Grant funds for the following project: Coast to Crest Trail Bike and Pedestrian Improvements; and

WHEREAS, City of Del Mar understands that the Active Transportation Grant Program funding is fixed at the programmed amount, and therefore project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, City of Del Mar agrees to complete the proposed grant project within a timely matter and in compliance with Board Policy No. 035.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Del Mar that the City of Del Mar is authorized to submit an application to SANDAG for Active Transportation Grant Program funding in the amount of $671,873 for Coast to Crest Trail Bike and Pedestrian Improvements; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund Coast to Crest Trail Bike and Pedestrian Improvements, City Council of Del Mar commits to providing $0 of matching funds and/or in-kind contributions and authorizes City of Del Mar staff to accept the grant funds, execute the attached grant agreement with SANDAG with no exceptions, and complete the Project.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Del Mar, California, at a Regular Meeting held the 18th day of June 2012.

CARL HILLIARD, Mayor
City of Del Mar
Resolution No. 2012-34
Page 2 of 2

APPROVED AS TO FORM:

Leslie E. Devaney, City Attorney
City of Del Mar

ATTEST AND CERTIFICATION:

STATE OF CALIFORNIA
COUNTY OF SAN DIEGO
CITY OF DEL MAR

I, MERCEDES MARTIN, City Clerk of the City of Del Mar, California, DO HEREBY CERTIFY, that the foregoing is a true and correct copy of Resolution 2012-34, adopted by the City Council of the City of Del Mar, California, at a Regular Meeting held the 18th day of June 2012, by the following vote:

AYES: Mayor Hilliard, Deputy Mayor Sinnott, Council Members Filanc, Haydu and Mosier

NOES: None

ABSENT: None

ABSTAIN: None

Mercedes Martin, City Clerk
City of Del Mar
TEXT ATTACHMENTS

- Project Summary Attachment:
  - Larger Capital Improvement Project
  - Phased Construction
- Quality of Project Attachment
- Supportive Policies and Programs Attachment
IS THIS PROJECT PART OF A LARGER CAPITAL IMPROVEMENT PROJECT?

Yes. This grant request will construct a portion of the larger capital improvement project known in the aggregate as “Reach the Beach”. The larger capital improvement project requires that certain elements be carried out by other agencies when the double-tracking of the railroad is implemented. Those elements are the undercrossing under the south end of the new railroad bridge (when it is installed), the tunnel through the railroad berm, and the portion of the trail on the embankment on the west side of the railroad berm. These elements are included in the Public Works Plan for the I-5 widening/LOSSAN corridor projects. Exact costs of these elements have not been identified.

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PHASES

This grant project can successfully be done in phases, including the various components to be constructed. The construction components listed below are in order of priority for the grant funds.

1st phase. Preliminary Engineering: Complete CEQA, Complete Construction Documents, Obtain Permits

2nd phase: Construction:
1. Construct Cantilever at Jimmy Durante Bridge (not in bird nesting season)
2. Construct User-Activated Crosswalk at Jimmy Durante (ok during bird nesting season)
3. Construct Trail (0.61 miles long along river and Stevens Creek on Fairgrounds property (not in bird nesting season)
4. Construct Bridge over Stevens Creek to future tunnel (not in bird nesting season)
5. Construct User-Activated Crosswalk at Highway 101 (ok during bird nesting season)
6. Construct trail with retaining walls west of railroad to Highway 101 (not in bird nesting season).
QUALITY OF PROJECT

Need
- The coastal portion of the Coast to Crest Trail, which provides a safe, fun, aesthetic experience for bicyclists and pedestrians, stops just east of Jimmy Durante Boulevard.
- There is a desire by trail users, both bicyclists and pedestrians, to use the Coast to Crest Trail to reach the beach and to reach the California Coastal Trail.
- To enable the Coast to Crest Trail to reach the beach, there is a need to provide safe ways for bicyclists and pedestrians to cross Jimmy Durante Boulevard, Jimmy Durante Bridge, the railroad tracks, and Highway 101, as there are no crossings of these facilities in the project area to enable safe, healthy, emission-free travel by bicyclists or pedestrians.

Goals
- To extend the Coast to Crest Trail via two routes, one south and one north of the river, from east of Jimmy Durante Blvd. to the beach west of Highway 101.
- To provide a safe, healthy alternative to motorized travel.
- To reduce greenhouse gas emissions by providing barrier-free alternatives to motorized travel.
- To complete gaps in the Coast to Crest Trail system in the coastal area.
- To facilitate bicycle and pedestrian access to the future Seasonal Rail Platform at the Fairgrounds.
- To connect to the California Coastal Trail.
- To make it more desirable and attractive for all people, including families and children, seniors and disabled individuals to get out walking and biking.

Proposed Reach the Beach Project Improvements
- Provide a user-activated crosswalk on Jimmy Durante Blvd.
- Provide a cantilever trail/path on the side of Jimmy Durante Bridge to separate recreational cyclists, pedestrians, families, children, disabled users and elderly from the vehicle lanes.
- Provide a Class I bike path trail along the north side of the San Dieguito River for a 0.28 mile distance along the Fairgrounds and for a distance of 0.33 mile along the Fairgrounds parallel to the railroad track and Stevens Creek.
- Provide a bridge over Stevens Creek to connect the trail with the railroad tunnel.
- Provide a tunnel for bikes/pedestrians through the railroad berm on the north side of the lagoon.
- Provide a user-activated crosswalk on Highway 101.
- Provide a trail undercrossing under the south side of the railroad bridge.
SUPPORTIVE POLICIES AND PLANS

- The San Dieguito River Park Concept Plan, adopted in 1993, and updated 2002, which was endorsed by the City of San Diego and the City of Del Mar, includes the concept of the Coast to Crest Trail, a multi-use, non-motorized trail extending from the ocean at Del Mar to the river's source on Volcan Mountain. An alignment for the entire trail has been planned, and 35 of the planned 55 miles are open for public use. To get to the Coast, the trail must get to the beach.

- The Park Master Plan for the Coastal Area, which was adopted by the Board of Directors of the San Dieguito River Park Joint Powers Authority in 2000 states, "Although an alignment for the Coast to Crest Trail has not been identified at this time that would connect to the beach at the San Dieguito inlet, it is the goal of the San Dieguito River Park and this plan that someday the Coast to Crest Trail will begin at the beach."

- The Park Master Plan for the Coastal Area also states, "This Plan proposes that at every feasible opportunity, the Coast to Crest Trail will connect with other regional and community trail systems. This connectivity greatly expands access into the various trails, making them more useful and desirable as a recreational and transportation network." One of the trails specifically mentioned was the California Coastal Trail, or as it was known then, the Coastal Rail Trail. The Park Master Plan states, "In order to intersect with the Coastal Rail Trail at the San Dieguito Lagoon, the Coast to Crest Trail would have to reach Highway 101."

OTHER RELEVANT ASPECTS OF THE REACH THE BEACH PROJECT

- Property Ownership. One of the relevant aspects of planning this project is that the alignment for where the trail will go is entirely on property owned by public agencies. 0.61 miles of the bike path/trail will go along the edge of property owned by the 22nd Agricultural District, the State Agency that operates the Fairgrounds. The Ag District was required to provide space for the trail under a Consent Order from the California Coastal Commission. For these reasons, no right of way acquisition is required.

- Railroad. SANDAG is planning to doubletrack the railroad as it goes through the San Dieguito Lagoon Area. SANDAG is currently in preliminary engineering and NEPA/CEQA for both the bridge replacement/double track and the platform projects. SANDAG is coordinating design of the Reach the Beach project in the railroad right-of-way.

- Public Works Plan. SANDAG and Caltrans have been working with all of the permitting agencies on the widening of I-5 and the LOSSAN project. The two projects are being consolidated into one Public Works Plan for permitting purposes. The Reach the Beach project in the public right-of-way is included in the Public Works Plan.

- Feasibility Analysis. The State Coastal Conservancy provided funding for the Feasibility Analysis that compared and evaluated all of the options for reaching the beach. This study is included in CD form per the grant requirements. It is also on the San Dieguito River Park website. Please go to this link: http://www.sdrp.org/projects/Reach%20the%20Beach/Reachthebeach.htm
PHOTOGRAPHS

These photographs illustrate the barriers and impediments to bicyclists and pedestrians that will be removed with this grant project.
EXISTING CONDITIONS – ALL BARRIERS

Above: This is the current situation at the north edge of the San Dieguito River, west of Jimmy Durante Blvd., along the Fairgrounds. With this grant, a beautiful trail along the river will be constructed.
The railroad, looking west from the Fairgrounds.
Above: Beachgoers jaywalking across Highway 101.
Above: South Trestle of Railroad Bridge.
SUPPORT LETTERS
July 11, 2012

Scott Huth
City Manager, City of Del Mar
1050 Camino Del Mar
Del Mar, CA 92014

Dear Mr. Huth,

I am writing in support of the city of Del Mar’s application for SANDAG Active Transportation Grant funding to finance the “Reach the Beach” trail project.

The Reach the Beach project would live up to its name by providing two pedestrian connections to the beach – one on each side of the San Dieguito River. In addition to trails, the project would provide pedestrians and bicyclists with safe routes across busy Jimmy Durante Boulevard and Camino del Mar. Plans include crossings beneath the railroad tracks, where pedestrians now are prohibited.

The planned amenities would greatly enhance options for local pedestrians and bicyclists. They would also provide a tremendous regional benefit to visitors of the San Dieguito River Park. The regional park, which stretches from Volcan Mountain to the beach at Del Mar, has opened 35 miles of trails to the public. Of the 20 miles that remain for construction, the westernmost stretch – which is crisscrossed by busy roads and the train tracks – presents difficult challenges for planning and construction.

That is why -- in my position as a county Supervisor representing Del Mar and as a member of the San Dieguito River Park Joint Powers Authority Board of Directors -- I enthusiastically offer my full support of your grant application.

Sincerely,

PAM SLATER-PRICE
District 3 Supervisor
San Diego County Board of Supervisors

PSP/ak
July 16, 2012

To: SANDAG
Re: Reach the Beach Active Transportation Grant

This letter will serve as support for the grant request from City Of Del Mar which seeks to fund key elements of the Reach the Beach project. The Friends of the San Dieguito River Valley has a long and significant relationship with this project, funding one half of the mile markers for the entire length of the Coast to Crest trail and working to beautify lagoon elements such as the Grand Avenue Bridge.

The grant proposal is to design and implement the portions of the Reach the Beach project that are outside of the railroad right-of-way. The portions that this grant application will include are the area north of the river along the Fairgrounds (.28 mile) and the area parallel to the railroad track and Stevens Creek along the Fairgrounds (.33 mile). In addition, the project would include a cantilever on the Jimmy Durante Boulevard Bridge for trail use, and a user activated flashing light for trail users to cross Jimmy Durante north of the bridge in order to make the connection between the existing boardwalk east of Jimmy Durante, and the new trail section west of Jimmy Durante.

The Friends feel that this is a vital connection to the western end of the Coast to Crest Trail that will provide a safer environment for people to engage in healthy, outdoor activities.

Thank you,

Maggie Brown, President
Friends of the San Dieguito River Valley
APPENDIX A
MINIMUM DESIGN STANDARDS & GUIDELINES

The Coast to Crest Trail Bike & Pedestrian Improvements: Reach the Beach Project is designed to meet the minimum design standards and guidelines for bicyclists, pedestrians and for ADA purposes. Attached are cross-sections and alignments to show that the minimum design standard has been met.
Figure 8 - Adjacent to Existing Developed Lands

Figure 9 - Adjacent to Sensitive Natural Resources

Reach the Beach Trail Design Criteria
Jimmy Durante Cantilever

A cantilever along the east side of the Jimmy Durante Boulevard Bridge similar to the one along the west side of the Camino del Mar Bridge could get users from the existing CtCT terminus on the north side of the Jimmy Durante Boulevard Bridge to the intersection with San Dieguito Road. The existing bridge is a 262.5 foot long 6-span precast/prestressed concrete slab bridge founded on piers consisting of reinforced concrete caps with pile extensions. Due to the difficulties of working in the river a cantilever sidewalk of 8-feet in width is proposed to be added to the bridge. In order to reduce the loading to the bridge a cantilever sidewalk comprised of steel stringers with timber or fiberglass decking is recommended (see Figure 20). The sidewalk will span between support brackets attached to the existing pier caps to remove any load from the existing superstructure. An analysis will need to be performed to confirm the adequacy of the existing substructure to support the new loads.

Signalized Pedestrian Crossing

As is discussed in section 4.2.1, there are currently plans to install a traffic signal at the intersection of San Dieguito Road and Jimmy Durante Boulevard as mitigation for increased traffic due to the development on the southeast corner of the intersection. Discussions with City of Del Mar staff have indicated that even if this development does not proceed as planned, the City intends to install the traffic signal in the future, which could include a user-actuated crossing system. Users of the trail can use this crossing to safely reach the Riverpath Del mar.
Figure 17- Railroad Underpass Conceptual Details