

**FY 2010 Annual Grant Application**  
**Transportation Development Act/*TransNet* Bicycle**  
**and Pedestrian Projects**

**Project:**

**Escondido Creek Bike Path**  
**Lighting and Restriping**  
**(Broadway to Ash Street)**

**Submitted by:**

**City of Escondido**



**FY 2010 Annual Grant Application  
Transportation Development Act/*TransNet* Bicycle and Pedestrian Projects**

Applicant (Agency): City of Escondido

Project Name: Escondido Creek Bike Path Lighting and Restriping  
(Broadway to Ash Street)

Application Amount: \$157,500

Project Type: Bicycle Capital Improvement Design and Construction

Project Limits: Along the Escondido Creek Bike Path from Broadway to Ash Street  
(approx. 4,500')

**Project Description:** The proposed project involves the installation of lighting and restriping of the existing Class I bike path along the Escondido Creek Flood Control Channel from Broadway to Ash Street. This project is part of a comprehensive effort to increase public safety, combat graffiti, vandalism and other undesirable activities adjacent to and within the flood control channel and along the bike path. These activities have a direct and indirect adverse impact to the adjacent businesses and residents, and continued use of the Class I bicycle/pedestrian path. City staff has been working with the Police Department to extend the hours when the bike path is open during the evening on a trial basis to deter crime and increase bike path utilization. The grant monies available from SANDAG are proposed to be used in conjunction with available CDBG funding as a multi-pronged and multi-phased approach to enhance the safety and appearance of the pathway through the initial installation of lighting and landscaping at key points, along with a continuation of the ongoing effort to tackle the graffiti problem and criminal activities. The funds also would be used to offset the maintenance cost of restriping the path, which is affected by the continual removal of graffiti painted over the pathway surface and striping.

The proposed lights would be placed at appropriate intervals along the bike path where needed. There currently are existing street lights at some of the street entrances to the path, and at limited points along the pathway (including the Date St. Bridge). Available CDBG "Grants to Block" matching funds are proposed to supplement the proposed lights with the installation of security lighting placed along the rear of some of the commercial buildings that back up to the channel. In addition, the CDBG funds are proposed to be used to install landscaping (including a small community garden) and decorative fencing/gates along certain sections of the path to further deter graffiti and to enhance the aesthetics of this targeted section of the channel. The use of the supplemental funding has been included in the City Council report (Fiscal Analysis - attached) but will require separate Council action to set up the appropriate CIP budget to transfer funding and award any future construction contract.

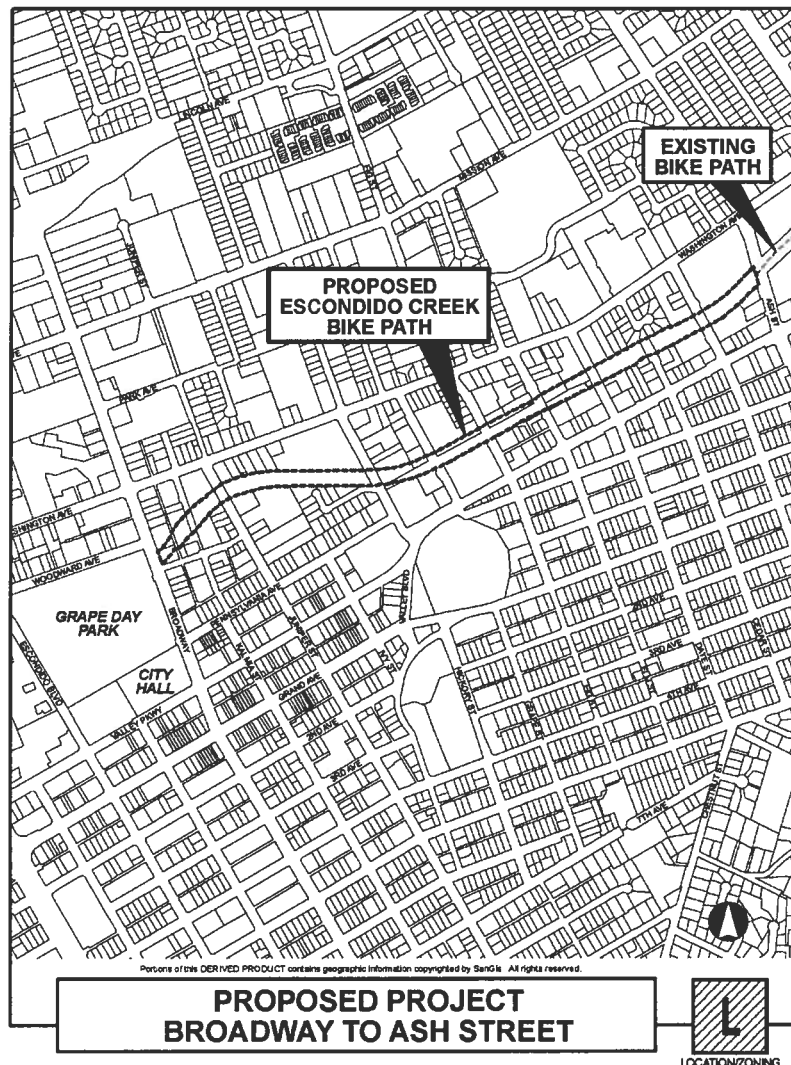
Summary of Cost Estimates:

<u>Category</u>	<u>Cost</u>
Feasibility Study (staff covered initial costs)	N/A
Engineering	
Project Management	\$5,500
Contract Engineering	N/A
Environmental Documentation - Exempt	\$50
Design	\$15,000
Construction	
Construction Management	\$10,000
Construction Contract	\$126,950
<b>Total Cost</b>	<b>\$157,500</b>

Funding Sources:

<u>Revenue Source</u>	<u>Amount</u>
TDA/TransNet Claim Amount	\$157,500

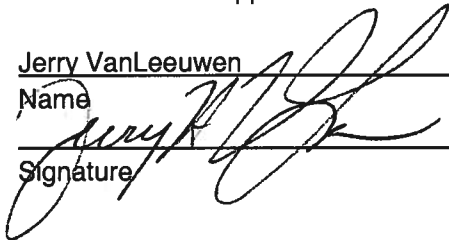
Project Location Map



Contact Person: Jay Paul  
 Title: Associate Planner  
 Address 201 N. Broadway, Escondido, CA 92025  
 Phone: (760) 839-4537 Fax: (760) 839-4313  
 E-mail: jpaul@ci.escondido.ca.us

Person Authorized to Submit Application:

I certify that I have reviewed the Bicycle and Pedestrian Claims Guidelines and the information submitted in this application is accurate and in accordance with these guidelines.

Jerry VanLeeuwen Director of Community Services  
 Name Title  
 May 6, 2009  
 Signature Date

**Project Funding:**

**Total Estimated Project Cost** (Please attach a detailed project estimate based on best available engineering) \$ 157,500

Revenues (Source and Amount):  
 Matching Funds (Category 9 of Project Selection Criteria)

<u>Revenue Source</u>	<u>Amount</u>
<u>CDBG matching "Grant to Block Program"</u>	<u>\$ up to 157,500</u>
<b>Total</b>	<b>\$ <u>315,000</u></b>

**TDA/TransNet** (Application Amount as shown in Category 10 of Project Selection Criteria) \$ 157,500

**Total Revenues** \$ up to 315,000

*Project Cost Estimates – See attached cost estimate sheets*

Contact Person: Jay Paul  
 Title: Associate Planner  
 Address 201 N. Broadway, Escondido, CA 92025  
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Name	Title
Signature	Date

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**TDA/TransNet** (Application Amount as shown in Category 10 of Project Selection Criteria) \$ 157,500

**Total Revenues** \$ up to 315,000

*Project Cost Estimates – See attached cost estimate sheets*

**Scope of Work:**

<b>Deliverables</b>	<b>Completion Date</b>
Grant awarded by SANDAG Board	July 2009
Request grant funds from SANDAG	Sept./October 2009
Final engineering design for lights	October 2009
Advertise for construction (bids) includes award of contract	Nov./Dec. 2009
Begin construction	Feb./March 2010
Project completion	June/July 2010

**Supporting Materials**

- A. Community Support/Consistency with Community Plan (Category 1) – The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or minute order documenting that action. Or, if the project is part of an approved Bicycle Plan, please attach a copy of the section that includes the project.

*City Council Resolution No. 2009-49 authorizing the request for FY 2010 TDA and TransNet funds for the design and construction of the Escondido Creek Bike Path Lighting and Restriping Project from Broadway to Ash Street is scheduled for Council adoption on May 6, 2009. A certified copy of Resolution No. 2009-49 will be forwarded to SANDAG following the Council meeting. The Class I Bicycle Facility is identified in the Escondido Bicycle Master Plan and also indicated as a Regional Bikeway Corridor in the 2030 SANDAG Regional Transportation Plan (Table 6.5 and Figure 6-12 of RTP, attached). The City Council staff report (attached) includes a Fiscal Analysis Section which describes the use of the CDBG "Grants to Block" matching funds to supplement this grant request up to \$157,500 as part of the Mission Park Neighborhood project. The CDBG funds would be used to further enhance the channel/bike path and aesthetics along the channel, in addition to encouraging additional use of the bike/pedestrian pathway. A separate Council action is required to set up the CIP budget to transfer the necessary funds for the project.*

- B. Minimum Design Standards (Category 2) – Projects applying for construction funds must provide actual drawings or cross-sections from the project itself, not generic standard drawings. If the applicant is seeking funding for the design and construction of a project, proposed cross-sections may be used in lieu of the actual plan drawings. If any part of a project is substandard, clearly illustrate that (provide photographs, if applicable) and provide an explanation as to why the minimum design standard is not being met.

*See Attached Preliminary Engineering Section. The request includes funds for final design and construction. The project design would conform to all required design standards for Class I bicycle paths.*

- C. Connect to Regional Transportation Corridor or Transit Linkage or Regional Bikeway Map (Category 3) – Provide a map which clearly illustrates the projects relationship to existing facilities. Show the project’s direct linkages to any regional bikeway (for bicycle projects) or direct continuous link to a local bus stop or direct link to an LRT/regional transit station. A direct link for a bicycle project is defined as connecting immediately to a regional bikeway with no gaps. A direct link between a pedestrian project and a transit facility is defined as one in which some part of the facility comes within 200 feet of a local bus stop or LRT/regional transit station.

*The Escondido Creek Bike Path is a Regional Bikeway that ties directly into the Escondido Transit Center, which provides local and regional bus access. The Transit Center also is the most easterly stop for light-rail transit line “Sprinter” from Escondido to Oceanside (Figures 6.8 and 6.9 of the SANDAG 2030 Transit Network and Mobility Plan, attached). The bike path also provides direct access to the inland rail trail, which terminates at the Transit Center, and also would provide a direct link from the Transit Center to the existing Class II bike lanes in Center City Parkway, which also is a Regional Bikeway (Figure 6.12 RTP, see attached exhibits).*

- D. Completes Connection/Linkage in Existing Bicycle/Pedestrian Network (Category 4) – List and briefly describe the linkages or connections to existing bicycle or pedestrian network. Provide a map which clearly illustrates the projects relationship to existing facilities.

*The Escondido Creek Bike Path is a Class I, approximately 7.5 mile bike path which is a major east-west spine in the Escondido bike system. The Escondido Creek Bike Path also is a Regional Bikeway that provides a direct link to the City’s Transit Center, light-rail transit line “Sprinter,” inland rail trail from Escondido to the Escondido Transit Center to Oceanside, the City’s central business and downtown area, and the Class II bike lanes along Centre City Parkway, which also are regional bikeways (see attached RTP exhibits). The proposed project would upgrade the existing bike path by providing for lighting to address criminal activities that affect the use of the bike path, and also to allow additional nighttime use of the channel.*

- E. Project Readiness (Category 5)

<u>Phase</u>	<u>Begin</u>	<u>Complete</u>
Feasibility Study	<u>N/A</u>	<u>N/A</u>
Preliminary Engineering	<u>3-09</u>	<u>4-09</u>
The Community Service Department and Planning Division has conducted preliminary field level review and initial analysis to determine the ability to install lighting along the channel, along with the potential costs and initial locations for the lights.		
Environmental Document/Certification	<u>Exempt</u>	<u>5-09</u>
The proposed project can proceed with the issuance of a Categorical Exemption, which can be issued at any time.		
Final Design	<u>9-09</u>	<u>10-09</u>
Advertise for Construction	<u>11-09</u>	<u>12-09</u>
Begin Construction	<u>2-10</u>	<u>6-10</u>

- F. Geographic Factors/GIS Analysis (Category 6) – SANDAG will perform a GIS analysis as described in the Bicycle and Pedestrian Claims Guidelines based upon a project map provided by the applicant. Briefly describe project limits and provide a location map clearly showing the project alignment. In addition, clearly show and label the following elements:
- major traffic generators within the project area (within ½-mile for pedestrian projects and within 1-mile for bicycle projects)
  - linkage or connections to existing bicycle or pedestrian facilities
  - linkage to any regional bikeway or public transit stop
- G. Geographic Factors/GIS Analysis (Category 6) – List and briefly describe major traffic generators served by the project.

Length of Bike Path	39,600 feet (7.5 miles) total length
Class	1 (Bike Path)
Schools Served	Montessori School, Glen View Elem., Palomar Community College, Grant Middle School, Escondido Charter School, Classical Academy, Escondido Continuation High School
Parks Served	Washington, Grape Day, Ryan and Lake Dixon
Employment Centers Served	Central/Downtown Business District, City Hall, Palomar Hospital, Gateway District, East Valley Parkway Corridor, Escondido Auto Park
Arterial Crossings	7
Transportation Facility Linkages	Direct linkage to Escondido Transit Center and Escondido to Oceanside Light Rail Station "Sprinter"
Path Width	10- to 12-foot-wide service road with clear areas on one or both sides depending on alignment

- H. Safety Improvements (Category 7) – Describe the safety issues addressed by the project. Please attach support documentation for safety and accident history. If collision data is provided, it must be specific in pointing out which collisions are applicable to the project and why it is relevant.

*The Escondido Police Department indicated there has been an increase in activity and calls for service associated with undesirable activities within and adjacent to the channel, including graffiti. Since the beginning of 2009 there have been over nine serious criminal events within the channel and bike path from 1-28-09 to 4-7-09 (see attached spread sheet). Since the spread sheet was prepared, the Police Department indicated there have been several more serious crimes within the channel involving robberies or injury to citizens from suspected local gangs or other*



suspects. During the daytime, the bike path is used often by pedestrians and bicyclists to access the local businesses and residences along and near the channel. The channel walls and bike path (including adjacent buildings and channel signage) constantly are vandalized or covered with graffiti. The proposed project would include lighting along the channel to help deter criminal activities, along with a pilot program to potentially allow the expanded use of the channel during early evening hours when the channel generally closes at dusk.

- I. Innovation and Design (Category 8) – Describe any design innovations for bicycle/pedestrian priority measures that are included within the project limits.

*The proposed project would provide for new lighting to help deter criminal activities and to allow a pilot program to expand the nighttime hours when the bike path would be left open. In addition, up to \$157,500 in matching CDBG funds is proposed to be made available to through the "Grants to Block" program to supplement the proposed lighting along the bike path and channel as a cooperative efforts between the City and the surrounding business and residential owners. These matching funds would be coordinated with the Mission Park Neighborhood Project Area, which is anticipated to include additional landscaping and a community garden/park along the channel/bike path near Lansing Circle. Other design elements being considered as part of the overall strategy to address the crime and usability of the bike path is to removed existing barriers/fencing along portions of the channel to provide additional access points through commercial and residential developments, and at cul-de-sacs, and to create a more open and inviting feeling rather than the existing fortress/walled in type atmosphere resulting from the perimeter fencing and gates.*

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

*Various projects associated with the Escondido Creek Bike Path have or will be assigned CIP project numbers. This project would be assigned a Capital Improvement Project Number if the grant request is successful. The City Council Resolution directs staff to set up a budget for the project.*

If the project is part of a larger capital improvement project, briefly discuss how the bicycle or pedestrian project costs were identified and a description of the other sources of funds for the overall project.

NO.

Briefly describe any other aspects of the project that is relevant to its evaluation.

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**Bicycle Master Plans, Pedestrian Master Plans, Education/Safety Programs and Bicycle Parking**

Bicycle Master Plans, Education/Safety Programs and Bicycle Parking projects will each be considered in a separate category. These types of projects are encouraged and will be evaluated by SANDAG staff.

**Basic Guidelines**

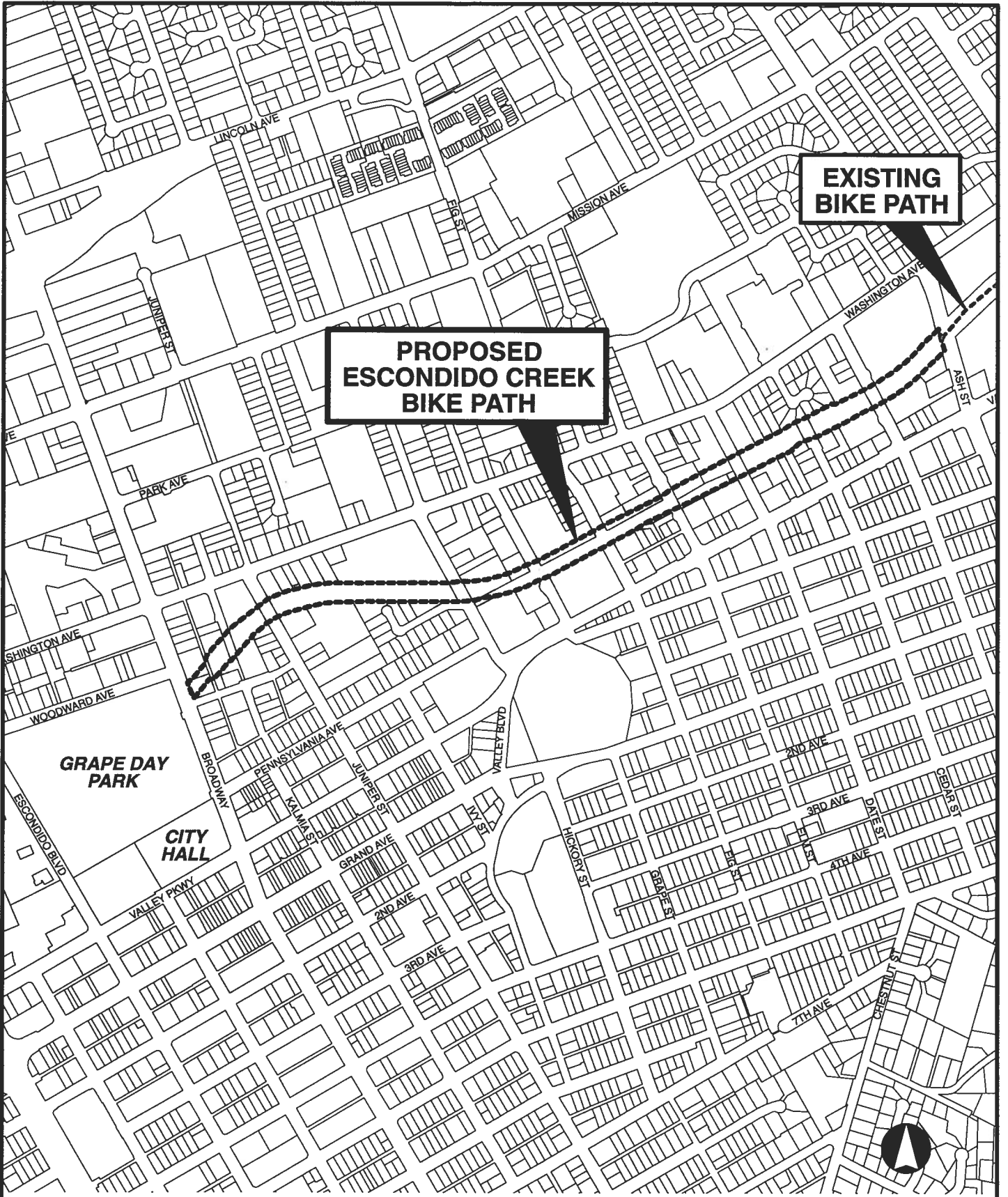
Bicycle Master Plans – Cities with population up to 75,000 will be eligible for a maximum of \$75,000. Cities with population greater than 75,000 will be eligible for a maximum of \$150,000. Beginning with the 2008 project application cycle, all cities will need to have a SANDAG-approved Bicycle Plan to be eligible for TDA/TransNet funds for individual projects.

Pedestrian Master Plans – An agency may submit an application for a pedestrian master plan no more frequently than once every five years. Jurisdictions with a population over 150,000 may submit applications for up to \$150,000, and jurisdictions with a population under 150,000 may submit applications up to \$100,000. In either case, the amount of the application must be substantiated by providing a scope of work and project budget to SANDAG.

Education/Safety Programs – An agency must submit a scope of work and a proposed schedule to be evaluated by SANDAG staff.

Bicycle Parking – Projects that conform to SANDAG's Bicycle Parking Guidelines and have a projected cost up to \$50,000 will be eligible.

All claims, including those supporting educational or promotional programs and claims for planning projects, must include a project budget, work program, and project schedule.



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**PROPOSED PROJECT  
BROADWAY TO ASH STREET**



LOCATION/ZONING

## Escondido Channel Bike Path (Ash Street to Broadway)



Looking west along bike path from Ash Street



Looking east along bike path from Beech St. entrance



Looking west along bike path at Date Street Bridge (bike path transitions from north side to south side of the channel at Date St.)



Looking east along bike path from Date St. Bridge (note graffiti along bike path painted over and in the channel).



Looking east along bike path from Hickory St.



Looking east along bike path from Juniper St.



**Looking west along bike path from Juniper St.**



**Looking east along bike path at Broadway entrance.**

# Street Light Distances

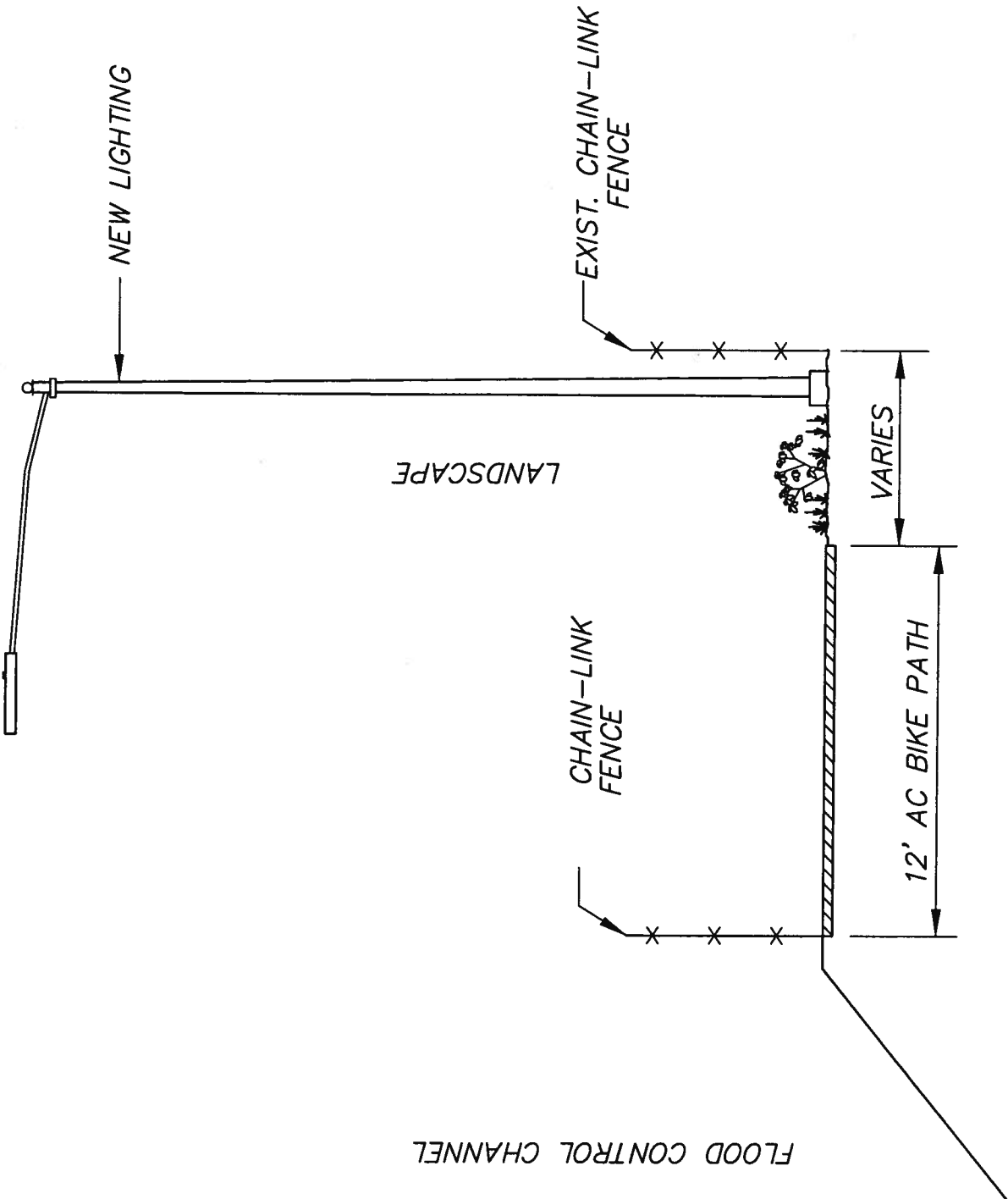
Typical Street Light Spacing                      300' same side of street, 150' alternate sides  
(150' average spacing between lights)

## EAST SIDE (East of Grape Day Park) Total 14,000 LF

Broadway to Juniper	500'	
Juniper to Hickory	1,100'	
Hickory to Fig	800'	
Fig to Date	800'	
<u>Date to Ash</u>	<u>1,400'</u>	
		(4,500 LF)
Ash to Harding	900'	
Harding to Rose	1,400'	
Rose to Midway	1,300'	
Midway to Citrus	2,400'	
Citrus to Washington	3,400'	

## WEST SIDE (West of Transit Center) Total 8,100 LF

Quince to Spruce	1,500'
Spruce to Tulip	1,100'
Tulip to I-15	1,400'
I-15 to Auto Park Way	1,500'
Auto Park Way to Harmony Grove	2,600'



## Escondido Channel Bike Path Proposed Lighting

NTS

# Cost Estimates

## Lighting Program

Distance:	Broadway to Ash Street Approx. 4,500 LF
Number of Lights:	up to 20
Cost per Light:	\$5,000 (includes purchase and install)
	Total 20 light = \$100,000
Final Engineering Design:	\$15,000
Surveying and Const. Staking:	\$5,000
Restriping:	\$12,500 towards restriping entire length (13,500 LF, two outside white and center yellow stripe)
10% Inspection:	\$10,000
<u>15% Contingency:</u>	<u>\$15,000</u>
<b>TOTAL COST</b>	<b>\$157,500</b>

Cost Estimates Provided by Design Engineering Division





Jim Maher  
Chief of Police  
700 West Grand Avenue,  
Escondido, CA 92025  
Phone: 760-839-4721 Fax: 760-839-  
4919  
jmaher@escondido.org

**PRESS RELEASE**  
**FOR IMMEDIATE RELEASE**

**DATE: 04-07-09**

**CONTACT: Lt. Bob Benton**

**CASE: 09-05039/ 09-05041**

**PHONE: (760) 839-4700**

**Escondido Police Investigate Assaults on Bicycle Path**

On 04-07-09, the Escondido Police Department investigated two attacks in the 1400 block and 1600 block of East Valley Parkway on the bicycle path adjacent to the Escondido Flood Control Channel. The first incident was reported by the victim when he arrived at Palomar Hospital at 1:20 a.m. He told officers that he was walking in the flood control at about midnight in the area of 1600 E. Valley Pkwy when he was assaulted by 3-5 Hispanic males described as approximately 20 years old.

At 1:30 a.m. officers who were investigating the first assault, detained four individuals found in the area. Two were subsequently arrested for curfew and outstanding warrants, the other two were cited. At this time it is unknown if they were related to the assault, however the investigation is continuing.

At 2:00 a.m. officers responded to a second report of an assault in the 1200 block of the flood control channel at East Valley pkwy. Witnesses reported a group of Hispanic males matching the previous descriptions attacked an individual who was sleeping near the path. The witnesses reported that one of the suspects struck the victim with a baseball bat several times including in the head. By the time officers arrived the suspects had fled. The victim was taken by paramedics to a local hospital for treatment.

The Escondido Police Department is reminding all persons that the Flood Control and bicycle path is closed from dusk to dawn every day. Violators may be cited and officers have recently increased enforcement in the area.

To report any suspicious activities in your neighborhood, you may contact the Police Department directly, or you may make an unidentified call on our Anonymous Tip Line at (760) 743-TIPS (8477) or via our Web site at [www.escondido.org/police](http://www.escondido.org/police).

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Print Page

*Real News • Really Local*

*Real News • Really Local*

**NORTH COUNTY TIMES**

**THE CALIFORNIAN**

Last modified Tuesday, April 7, 2009 7:40 PM PDT

## ESCONDIDO: Sleeping homeless man severely beaten

By COLLEEN MENSCHING - Staff Writer

ESCONDIDO ---- A homeless man in his 40s who was asleep in some bushes was gravely injured in an attack Tuesday morning, possibly by two young men wielding a baseball bat, police said.

Though the man suffered serious injuries and was in a medically induced coma Tuesday afternoon, he was in stable condition, Lt. Bob Benton said. No one had been arrested in connection with the crime.

The beating was the second of two attacks to occur along the city's flood control channel between 1 a.m. and 2 a.m. Tuesday, Benton said.

The first victim was assaulted in the channel near the 1300 block of East Valley Parkway at about 1:20 a.m., Benton said.

That man, said to be in his 30s, was able to escape to Palomar Medical Center on foot, where he was treated for minor injuries, Benton said.

The second man, who Benton said may be a day laborer, was sleeping on the side of a bicycle path near the channel when he was assaulted with a baseball bat.

A witness to that beating hopped over a small wall to get help from people at a nearby fast-food restaurant, Benton said.

So far, there is no clear motive for either attack, Benton said.

The assailants in both assaults have been described as between three and five Latino men in their 20s.

Benton said that at about 1:30 a.m., patrol officers encountered four teens near the flood control channel. One was arrested for an outstanding warrant and another was arrested for violating the city's curfew, he said.

Investigators do not yet know whether the teens were involved in, or have information about, Tuesday's attacks, Benton said.

Benton said the police department recently has increased its patrols of the flood control channel, mostly in response to reports of graffiti and vandalism, though two men were wounded in a shooting incident in the channel in December.

"This is the first time we've seen something where it's been back-to-back," Benton said.

Anyone with information about the attacks is asked to call the police department at (760) 839-4722, call the department's anonymous tip line at (760) 743-TIPS or send a tip via the Internet from the Web site [www.escondido.org/police](http://www.escondido.org/police).



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Chief of Police  
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Phone: 760-839-4721 Fax: 760-839-4919  
jmaher@escondido.org

## **PRESS RELEASE**

### **FOR IMMEDIATE RELEASE**

**DATE: 04-30-09**

**CONTACT: Sgt. Mike Kearney**

**PHONE: (760) 839-4972**

### **Escondido Graffiti Vandal Arrested**

On April 29, 2009 investigators from the Gang Investigations Unit of the Escondido Police Department arrested a 16-year-old juvenile identified as the number two graffiti vandal in Escondido. Graffiti investigators believe the juvenile is responsible for over 80 incidents of graffiti vandalism throughout the city. The estimated damage will likely reach over \$18,000.

Earlier this month the number one graffiti vandal was arrested. The combined estimated damage in that case was over \$40,000. In each of these cases the City of Escondido will aggressively seek restitution from the vandals for the cost of the graffiti clean up. These cases represent a continued focus on graffiti vandalism in the City of Escondido.

The investigation was aided by the use of Graffiti Tracker, a computer based system that analyzes and archives acts of graffiti. Detectives use the system to identify the most prolific vandals in Escondido. Recently the San Diego County Sheriff's Department contracted with Graffiti Tracker to use the system in nine of their contract cities. The use of Graffiti Tracker countywide will allow detectives to communicate better and identify similar acts of graffiti vandalism in neighboring cities.

The City of Escondido actively combats graffiti through a citywide Appearance and Compliance Team (ACT). The Police Department partners with City Code Enforcement, Public Works, and the City Attorney's office, to eradicate graffiti in Escondido.

To report and remove graffiti in the City of Escondido, call the graffiti hotline at (760) 839-4OFF. To contact the graffiti investigations unit, call (760) 839-4738 or anonymous information can be left at (760) 743-TIPS (8477). Citizens are also reminded that a graffiti rewards program is also available. This program pays up to \$1000 for information leading to the arrest of graffiti vandals within the City of Escondido. Information on the graffiti rewards program and other graffiti information can be accessed via the City of Escondido web site at <http://www.ci.escondido.ca.us/graffiti/index.html>.

**To report any suspicious activities in your neighborhood, you may contact the Police Department directly, or you may make an unidentified call on our "Anonymous Tip Line" at (760) 743-TIPS (8477) or via our Web site at [www.escondido.org/police](http://www.escondido.org/police).**

###



ESCONDIDO POLICE DEPARTMENT  
 FLOOD CONTROL ROBBERIES  
 YTD 2009

09-03202 03/02/09 MON 1735 44 MIDWAY/FCC BASEBALL BAT NO

SUSPECT HIT VICTIM IN THE HEAD WHEN HE COULDN'T PRODUCE MONEY.  
 LOSS: NONE

CASE#	DATE	DAY	TIME	BEAT	LOCATION	WEAPON	19 BOX
09-03257	03/03/09	TUE	1920	42	BEECHWOOD/ELMWOOD FCC USED AS ROUTE OF ESCAPE	HANDS	NO

SUSPECTS APPROACHED VICTIM AND OFFERED TO SELL HIM A RED BIKE. VICTIM DECLINED. SUSPECTS THEN ASKED VICTIM TO BUY THEM BEER. VICTIM REFUSED. SUSPECTS THEN ASKED FOR MONEY. THE VICTIM STARTED TO RUN AND 2 SUSPECTS CHASED HIM. THE SUSPECTS GRABBED HIM AND REACHED INTO HIS POCKET AND TOOK HIS WALLET. ONE SUSPECT WAS APPREHENDED.  
 LOSS: WALLET

CASE#	DATE	DAY	TIME	BEAT	LOCATION	WEAPON	19 BOX
09-03842	03/15/09	SUN	1600	42	FIG ST/FCC	KNIFE	NO

VICTIM HBD. SUSPECTS APPROACHED AND DEMANDED MONEY. SUSPECT TOLD VICTIM THAT HE WOULD KILL THEM IF THEY DIDN'T GIVE HIM MONEY, WHILE HOLDING A FOLDING KNIFE. SUSPECT DEMANDED #350. VICTIM GAVE THE SUSPECT ALL THE MONEY HE HAD AND RAN. ONE SUSPECT APPREHENDED.  
 LOSS: \$30

CASE#	DATE	DAY	TIME	BEAT	LOCATION	WEAPON	19 BOX
09-05039	04/06/09	MON	2355	44	ASTER PL/FCC	HANDS	YES

\*BATTERY CASE  
 THE VICTIM WAS WALKING WEST ON THE FCC AROUND ASTER PL. 5-6 HISPANIC GANG TYPE APPROACHED. ONE OF THE SUSPECTS CAME FACE TO FACE WITH THE VICTIM AND ASKED WHERE HE WAS FROM. THE VICTIM FEARED BEING HIT SO HE ELBOWED THE SUSPECT IN THE FACE. THE VICTIM WAS THEN JUMPED BY ALL THE SUSPECTS AND KNOCKED TO THE GROUND. THE VICTIM WAS KICKED AND SUFFERED

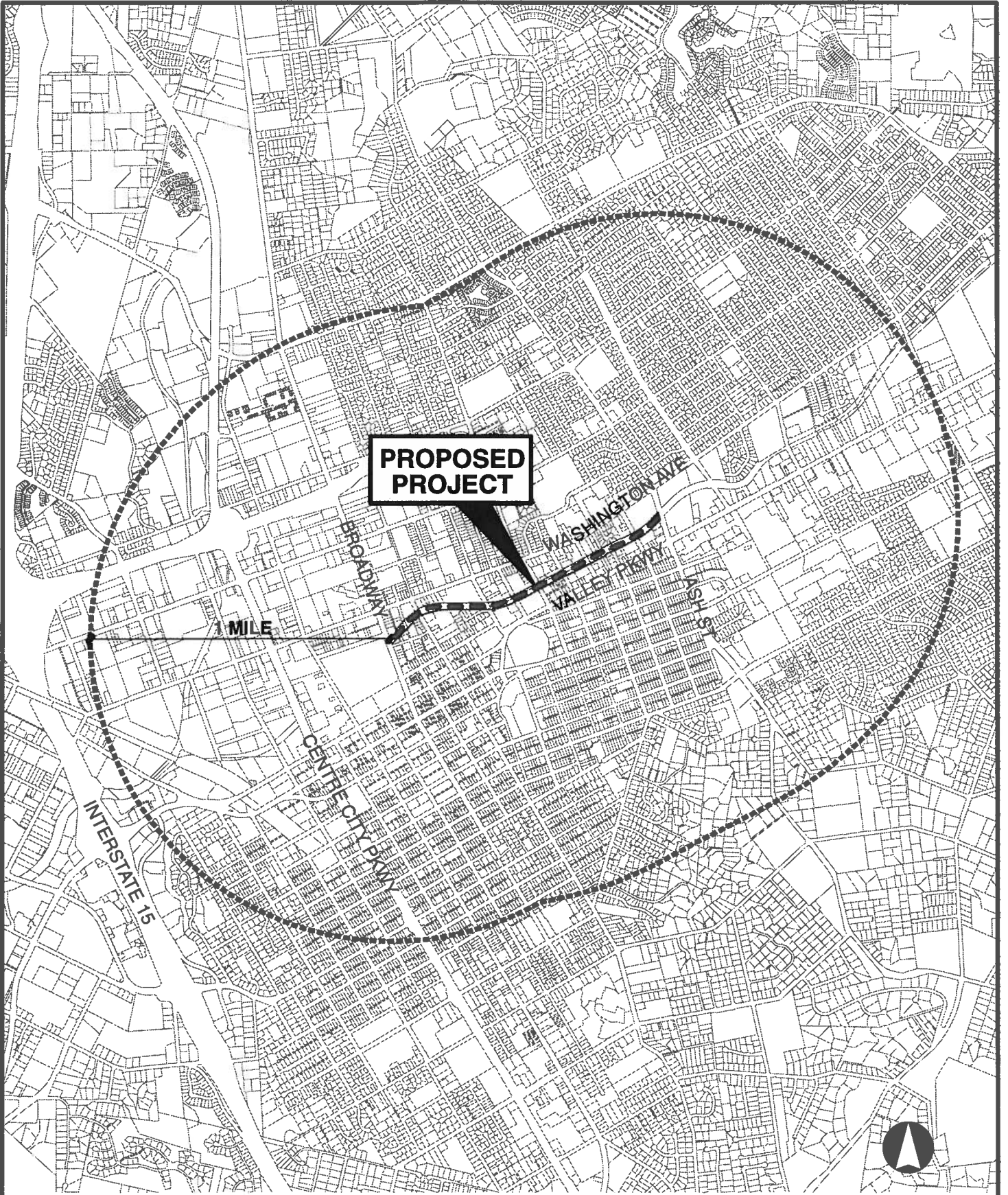
ESCONDIDO POLICE DEPARTMENT  
FLOOD CONTROL ROBBERIES  
YTD 2009

VISIBLE FACIAL INJURIES. THE VICTIM REMEMBERS HEARING DIABLOS.

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CASE#	DATE	DAY	TIME	BEAT	LOCATION	WEAPON	19 BOX
09-05041	04/07/09	TUE	0158	44	HARDING/FCC	BASEBALL BAT METAL PIPE	UNK

\*ATTEMPT HOMICIDE  
REPORT PENDING



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# PROPOSED PROJECT BROADWAY TO ASH STREET



LOCATION/ZONING



City of Escondido  
 Escondido Creek Bike Path Lighting and Restriping (Broadway to Ash Street)

**FY 2010 Bicycle Project Evaluation Criteria Matrix**

Category	Criteria	Potential Points	Score
1. Community Support/Consistency with Community Plan	Must have at least one of the following to qualify. Please attach supporting documentation. 1. Resolution or minutes from City Council, County Board of Supervisors, local planning group, or Planning Commission. Or 2. Project is part of a Bicycle Plan that has been approved within the last five years.	Pass/Fail	Pass
2. Minimum Design Standards	Must meet the minimum geometric standards set forth in the Caltrans Highway Design Manual. Design exceptions may be presented for consideration by the Bicycle-Pedestrian Working Group with the understanding that initial project proposals also must include a design that meets minimum standards.	Pass/Fail	Pass
3. Connect to Regional Transportation Corridor or Transit Linkage or Regional Bikeway Map - <b>20 Points Maximum</b>	Project is a part of, or connects to, a regional bikeway corridor as identified in the Regional Transportation Plan (RTP).	10	Pass
	Project provides a direct connection to local transit stop.	14	10
	Project provides a direct connection to regional transit station (light rail transit, transit center).	20	14
4. Completes Connection/Linkage in Existing Bicycle Network - <b>20 Points Maximum</b>	Provides segment of an identified and approved bicycle facility.	4	20
	Completes connection in existing network or upgrades existing facility.	20	4
5. Project Readiness * <b>20 Points Maximum</b>	Projects are eligible for points following completion of each phase.		20
	Feasibility Study	4	4
	Preliminary Engineering **	4	4
	Environmental Clearance	4	4
	Right-of-way Acquisition	4	4
	Final Design **	4	4
6. Geographic Factors/GIS Analysis - <b>20 Points Maximum</b>	Factors contributing to score are proximity to population and employment, population and employment densities, and activity centers.	0 to 20	
7. Safety Improvements - <b>20 Points Maximum</b>	Completes connection in existing network at location with documented safety or accident history. A. One to two correctable crashes involving non-motorized users within the last three years. B. Three to four correctable crashes involving non-motorized users within the last three years. C. Five or more correctable crashes involving non-motorized users within the last three years.	10	
	Bicycle priority measures. Dedicated bicycle signal heads, queue jumpers, bike box, colored lanes, cul-de-sac connector, bike boulevard, and bike station.	15	
		20	20
8. Innovation and Design - <b>10 Points Maximum</b>		10	10
<b>Subtotal</b>		<b>Subtotal</b>	
9. Regional Housing Needs Incentive - <b>50 Points Maximum</b>	Score is based on the formula provided in the currently adopted Policy No. 033.	0 to 50	32.7
10. Matching Funds - <b>25 Points Maximum</b>	Matching funds can be from any of the following sources: 1. Identified and approved capital funding from identified source. Please provide proof in the form of a resolution or letter of approval. 2. Approved match grant. 3. In-kind services. Please provide adequate support documentation.	(Matching Funds) / (Project Cost) x 25	25
11. Cost Benefit - <b>15 Points Maximum</b>	Subtotal Score / Grant Application Amount	0 to 15	
<b>Total Score</b>		<b>Total Score</b>	

Applicant (Agency): City of Escondido  
 Project Name: Escondido Creek Bike Path Lighting and Restriping (Broadway to Ash Street)

**FY 2010 Bicycle Project Evaluation Criteria Matrix**

Category	Criteria	Potential Points	Score
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\* Previous project milestones must be met before qualifying for subsequent funding.

\*\* Preliminary Engineering and Final Designs will be subject to design review by SANDAG.