

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

Applicant (Agency): City of National City

Project Name: City of National City Bicycle Master Plan

Application Amount: \$50,000

Project Type: Bicycle Master Plan

Project Limits: Within the City of National City

Project Description: Update the City's "Draft" Bicycle Master Plan to satisfy the requirements of Section 891.2 of the California Streets and Highways Code for adoption, improve bicycle circulation and connectivity with neighboring jurisdictions, and provide consistency with the Regional Transportation Plan and San Diego Regional Bicycle Plan.

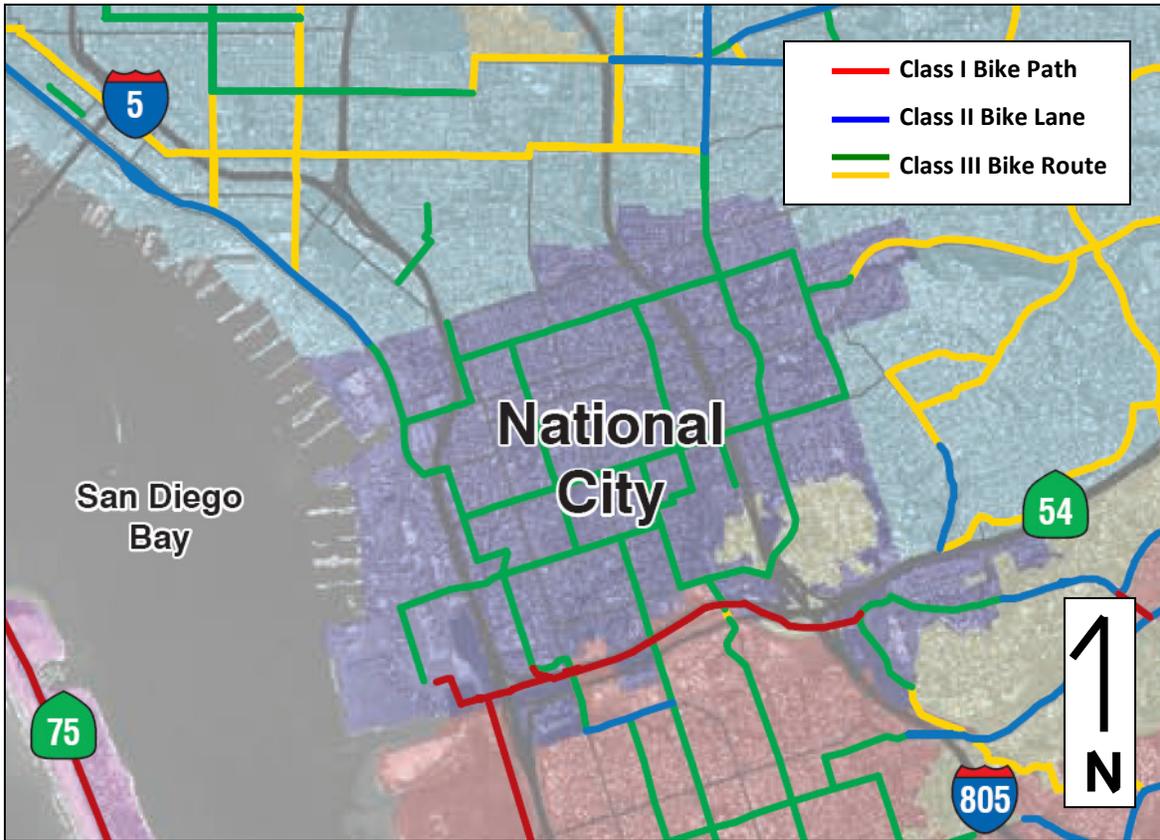
Summary of Cost Estimates:

<u>Category</u>	<u>Cost</u>
Feasibility Study	\$50,000
Engineering	
Project Management	
Contract Engineering	
Environmental Documentation	
Design	
Construction	
Construction Management	
Construction Contract	
<b>Total</b>	\$50,000

Funding Sources:

<u>Revenue Source</u>	<u>Amount</u>
TDA/ <i>TransNet</i> Claim Amount	\$35,000
City of National City matching funds	\$15,000
<b>Total</b>	\$50,000

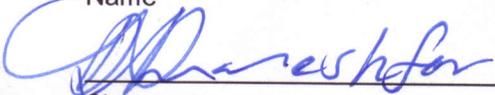
**Project Location Map:**



Contact Person: Stephen Manganiello  
 Title: Traffic Engineer  
 Address City of National City  
1243 National City Boulevard  
National City, CA 91950  
 Phone: 619-336-4382 Fax: 619-336-4397  
 E-mail: smanganiello@nationalcityca.gov

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.

 Maryam Babaki, P.E. City Engineer  
 Name Title  
 5/6/09  
 Signature Date

**Project Funding:**

**Total Estimated Project Cost** (Please attach a detailed project estimate based on best available engineering) \$50,000

*Project Cost Estimates* – On a separate sheet provide an itemized cost estimate for all eligible expenses. Be as accurate as possible to avoid future cost overruns. Projects with cost overruns have three options for moving the project forward depending on what percentage over the original grant amount the revised project cost will be. Applicants may ask for a recommendation from the BPWG to amend original allocation for up to five percent of the original cost estimate (up to the amount available in the reserve). Projects that require more than five percent additional funding can resubmit the project in a subsequent funding cycle with the adjusted project amount. Lastly, the applicant can choose to complete the project with their own funding.

**Matching Funds** (Category 9 of Project Evaluation Criteria)

<u>Revenue Source</u>	<u>Amount</u>
<u>City of National City</u>	<u>\$15,000</u>
<b>TDA/TransNet</b> (Application Amount as shown in Category 10 of Project Evaluation Criteria)	<u>\$35,000</u>
<b>Total Revenues</b>	<u>\$50,000</u>

### **Scope of Work**

In the section below, state the project deliverables (including specific quantities and locations of improvements) and anticipated completion dates. Please note that if this project is funded, this scope of work will be added to the grant agreement and the grantee will be held to this scope of work for the purpose of project oversight.

<b>Deliverables</b>	<b>Completion Date</b>
Execute Grant Agreement	September 2009
Complete Public Workshops	November 2009
Complete Research and Data Collection	November 2009
Complete Evaluation and Recommendations	January 2010
Complete Bicycle Master Plan Document for Public Review	February 2010
Present "Final" Document to City Council for adoption	March 2010
Submit "Final" Document to SANDAG Board of Directors for review and approval	March 2010
Submit "Final" Document to Caltrans Bicycle Facilities Unit for adoption	April 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.
- 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.
- 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 600 feet of a local bus stop or LRT/regional transit station.

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.

E. Project Readiness (Category 5)

<b>Phase</b>	<b>Begin</b>	<b>Complete</b>
Feasibility Study	<u>September 2009</u>	<u>January 2010</u>
Preliminary Engineering	_____	_____
Environmental Document/Certification	_____	_____
Final Design	_____	_____
Advertise for Construction	_____	_____
Begin Construction	_____	_____
Project Completion	_____	_____

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:

- a. major traffic generators within the project area (within ½-mile for pedestrian projects and within 1-mile for bicycle projects)
- b. linkage or connections to existing bicycle or pedestrian facilities
- c. 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.

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.

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

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

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.

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

Background: The City of National City's Engineering Department applied for a FY 2006 TDA / TRANSNET Bicycle and Pedestrian Projects Grant in April 2005 for development of a City Bicycle Master Plan. The City was awarded \$73,488 to develop the Plan. Numerous public workshops, extensive research and data collection, and development of a "Draft" Bicycle Master Plan document were accomplished with the Grant funds. Unfortunately, due to budget issues and staff turnover, the document was never updated to a level suitable for adoption by City Council, the SANDAG Board of Directors and the Caltrans Bicycle Facilities Unit. Specifically, the "Draft" Bicycle Master Plan does not meet all of the requirements of Section 891.2 of the California Streets and Highways Code. Since completion of the "Draft" document, the City hired a new City Engineer, a new Senior Planner, and a Traffic Engineer (after not having one for over 10 years). All three of these staff members have experience with bicycle facilities planning and preparation of Master Plan documents. Should FY 2010 TDA / TRANSNET Bicycle and Pedestrian Projects funds be awarded to the City, these specific staff members will directly oversee the update of the City's existing "Draft" Bicycle Master Plan to assure compliance with all requirements of Section 891.2 of the California Streets and Highways Code for adoption. National City represents a "critical" link in the Regional Bikeway Network given its location between the City of San Diego and City of Chula Vista. As such, funding for the Bicycle Master Plan update will provide the City of National City an opportunity to develop new goals, objectives, & policies for consistency with the Regional Transportation Plan and San Diego Regional Bicycle Plan, which will greatly benefit planners and policy makers, residents, and active bicyclists both locally and across the region.

### **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 2010 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.

# City of National City Bicycle Master Plan

## Detailed Scope of Work & Cost Estimate

<b>1 Project Meetings and Public Workshops</b>		
1.1	Project Meetings	\$3,000
1.2	Public Workshops	\$7,000
<b>Subtotal</b>		<b>\$10,000</b>
<b>2 Research and Data Collection</b>		
2.1	Review existing local and regional bicycle facility maps, General Plan Circulation Element, National City Downtown Specific Plan, and other pertinent documents.	\$1,000
2.2	Conduct a field review & document existing bike facilities, including transit centers, trolley stations, etc.	\$3,000
2.3	Review the regional bikeway system to determine and evaluate continuity and flow characteristics of the City of National City bikeway system into adjacent communities and jurisdictions.	\$1,000
<b>Subtotal</b>		<b>\$5,000</b>
<b>3 Evaluation &amp; Recommendations</b>		
3.1	Develop new goals, objectives, & policies for consistency with the City's General Plan & Circulation Element, City's Downtown Specific Plan, Regional Transportation Plan, and San Diego Regional Bicycle Plan.	CA Streets & Hwys Code
3.2	Estimate the number of existing and future bicycle commuters in the National City area and estimated increase in bicycle commuters resulting from the implementation of the Bicycle Plan	891.2 a
3.3	Review and prepare as needed map and description of existing and proposed land use settlement patterns including, but not limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and employment centers.	891.2 b
3.4	Review and prepare as needed map and description of existing and proposed bikeways within the City.	891.2 c
3.5	Review and prepare as needed map and description of existing and proposed "end-of-trip" bicycle support facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	891.2 d
3.6	Review and prepare as needed map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not limited to, parking facilities at trolley and trans	891.2 e
3.7	Review and prepare as needed map and description of existing and proposed facilities for changing and storing clothes and equipment within the City.	891.2 f
3.8	Review and prepare as needed comprehensive description of bicycle safety and education programs within the City. Any program efforts by the local Police Department shall be discussed.	891.2 g
3.9	Review and prepare as needed the extent of citizen and community involvement in the development of the Master Plan, including letters of support and meetings held during the planning process.	891.2 h
3.10	Review and prepare as needed how the bicycle transportation plan will be coordinated and is consistent with other supporting facilities, local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs t	891.2 i
3.11	Review and prepare as needed proposed bicycle facilities and implementation priority.	891.2 j
3.12	Review and prepare as needed past expenditures for bicycle facilities and future financial needs for projects to improve safety and convenience for bicycle commuters within the plan area.	891.2 k
3.13	Prepare data in GIS compatible digital format (ESRI ArcGIS 9.2) shapefiles.	
<b>Subtotal</b>		<b>\$20,000</b>
<b>4 Reports and Presentations</b>		
4.1	Revise "Draft" Bicycle Master Plan document incorporating required additional findings and recommendations.	
4.2	Hold a Community "Open House" to present the "Updated" Bicycle Master Plan.	
4.3	Revise document incorporating comments from Community "Open House".	
4.4	Present "Final" Bicycle Master Plan to City Council for for review, approval and adoption.	
4.5	Submit "Final" Bicycle Master Plan to SANDAG Board of Directors and Caltrans Bicycle Facilities Unit for review, approval and adoption (optional presentation to Bicycle-Pedestrian Working Group).	
<b>Subtotal</b>		<b>\$15,000</b>
<b>TOTAL</b>		<b>\$50,000</b>