Active Transportation Program: Capital Grants
Pedestrian & Bicycle Facilities
Along Camino del Mar, Jimmy Durante and Via de la Valle

City of Del Mar
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Del Mar, CA 92014
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(858) 755-9313
City of Del Mar

Active Transportation Program - Cycle 1

Pedestrian and Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle

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ACTIVE TRANSPORTATION PROGRAM
CYCLE 1

APPLICATION
Part 1
(Includes Sections I, V, VI, VII, VIII & XI)

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

Project name: Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de l

For Caltrans use only:  ____TAP____STP____RTP____SRTS____SRTS-NI____SHA
 ____DAC ____Non-DAC ____Plan
I. GENERAL INFORMATION

Project name: Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Va

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)
City of Del Mar, 1050 Camino del Mar, Del Mar, CA 92014

2. PROJECT FUNDING
ATP funds Requested $ 812,000.00
Matching Funds $ 1,437,000.00
Other Project funds $
TOTAL PROJECT COST $ 2,249,000.00

3. APPLICANT CONTACT (Name, title, e-mail, phone #)
Kristen Crane, Assistant to the City Manager
kcrane@delmar.ca.us 858-755-9313

4. APPLICANT CONTACT (Address & zip code)
1050 Camino del Mar
Del Mar, CA 92014

5. PROJECT COUNTY(IES):
San Diego County

6. CALTRANS DISTRICT #- Click Drop down menu below
District 11

7. Application # 2 of 2 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your* MPO* or "Other" from the drop down menu>
SANDAG San Diego Association of Governments

9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>

10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>
Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. ☑ Yes, the applicant has a FEDERAL MA with Caltrans. 11-212374
12. ☑ Yes, the applicant has a STATE MA with Caltrans. 11-5356R

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☑ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:

15. Partner Type

16. Contact Information (Name, phone # & e-mail)

17. Contact Address & zip code

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

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

Project Type: (Select only one)

18. Infrastructure (IF) ☑
19. Non-Infrastructure (NI) ☐
20. Combined (IF & NI) ☐
I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. □ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
   - Bicycle Plan  □ Safe Routes to School Plan  □ Pedestrian Plan
   - Active Transportation Plan
   (If applying for an Active Transportation Plan- check any of the following plans that your agency
   already has):
   - Bike plan  □ Pedestrian plan  □ Safe Routes to School plan  □ ATP plan

22. □ Bicycle and/or Pedestrian infrastructure
   - Bicycle only: □ Class I  □ Class II  □ Class III
   - Ped/Other: □ Sidewalk  □ Crossing Improvement  □ Multi-use facility
   Other: Wider sidewalks, wider bike lanes, shorter crosswalks, ADA pedestrian ramps

23. □ Non-Infrastructure (Non SRTS)

24. □ Recreational Trails*- □ Trail  □ Acquisition
   *Please see additional Recreational Trails instructions before proceeding

If SRTS is selected, provide the following information:

26. SCHOOL NAME & ADDRESS:
Earl Warren Middle School (three bus stops located in the City of Del Mar)
155 Stevens Avenue, Solana Beach, CA 92075

27. SCHOOL DISTRICT NAME & ADDRESS:
San Dieguito Union High School District
710 Encinitas Boulevard, Encinitas, CA 92024

28. County-District-School Code (CDS)  29. Total Student Enrollment  30. Percentage of students eligible for
37 68346 6061998  702  free or reduced meal programs **
31. Percentage of students that  32. Approximate # of students living  33. Project distance from primary or
currently walk or bike to school  along school route proposed for
Unknown  74  middle school
3.16 miles

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

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

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

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

Notes:

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

Project name: Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Vall
**Project name:** Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Vall

### VI. ADDITIONAL INFORMATION
Only fill in those fields that are applicable to your project

### FUNDING SUMMARY

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

<table>
<thead>
<tr>
<th>Phase</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE Phase (includes PA&amp;ED and PS&amp;E)</td>
<td>$</td>
</tr>
<tr>
<td>Right-of-Way Phase</td>
<td>$</td>
</tr>
<tr>
<td>Construction Phase-Infrastructure</td>
<td>$ 812,000</td>
</tr>
<tr>
<td>Construction Phase-Non-infrastructure</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total for ALL Phases</strong></td>
<td>$ 812,000</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Fund Type</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>TransNet Commercial Paper Program</td>
<td>$ 1,437,000</td>
</tr>
<tr>
<td></td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>$</td>
</tr>
</tbody>
</table>

*Must indicate which funds are matching*

| Total Project Cost                       | $ 2,249,000 |
| Project is Fully Funded                  | Yes      |

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

<table>
<thead>
<tr>
<th>Request</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Request for funding a Plan</td>
<td>$</td>
</tr>
<tr>
<td>Request for Safe Routes to Schools Infrastructure work</td>
<td>$</td>
</tr>
<tr>
<td>Request for Safe Routes to Schools Non-Infrastructure work</td>
<td>$</td>
</tr>
<tr>
<td>Request for other Non-Infrastructure work (non-SRTS)</td>
<td>$</td>
</tr>
<tr>
<td>Request for Recreational Trails work</td>
<td>$</td>
</tr>
</tbody>
</table>

### ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Proposed Allocation Date</th>
<th>Proposed Authorization (E-76) Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA&amp;ED or E&amp;P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PS&amp;E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>01/01/2015</td>
<td>01/01/2015</td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.
## VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

<table>
<thead>
<tr>
<th>Start Date</th>
<th>End Date</th>
<th>Task/Deliverables</th>
</tr>
</thead>
<tbody>
<tr>
<td>09/16/2013</td>
<td></td>
<td>Project Study Report Approved</td>
</tr>
<tr>
<td>03/05/2014</td>
<td></td>
<td>Begin Design (PS&amp;E) Phase</td>
</tr>
<tr>
<td>03/05/2014</td>
<td></td>
<td>Begin Environmental (PA&amp;ED) Phase</td>
</tr>
<tr>
<td>06/23/2014</td>
<td></td>
<td>Circulate Draft Environmental Document</td>
</tr>
<tr>
<td>08/23/2014</td>
<td></td>
<td>Draft Project Report</td>
</tr>
<tr>
<td>09/30/2014</td>
<td></td>
<td>Begin Right-of-Way Phase</td>
</tr>
<tr>
<td>11/01/2014</td>
<td></td>
<td>End Environmental Phase (PA&amp;ED Milestone)</td>
</tr>
<tr>
<td>12/01/2014</td>
<td></td>
<td>End Right-of-Way Phase (Right of Way Certification Milestone)</td>
</tr>
<tr>
<td>05/01/2015</td>
<td></td>
<td>End Design Phase (Ready to List for Advertisement Milestone)</td>
</tr>
<tr>
<td>10/31/2015</td>
<td></td>
<td>Begin Construction Phase (Contract Award Milestone)</td>
</tr>
<tr>
<td>05/30/2016</td>
<td></td>
<td>End Construction Phase (Construction Contract Acceptance Milestone)</td>
</tr>
<tr>
<td>05/31/2016</td>
<td></td>
<td>Begin Closeout Phase</td>
</tr>
<tr>
<td>08/30/2016</td>
<td></td>
<td>End Closeout Phase</td>
</tr>
</tbody>
</table>
VIII. APPLICATION SIGNATURES

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

Signature: __________________________________ Date: ____________________________
Name: ___________________________________________ Phone: ________________________
Title: _____________________________________________ e-mail: _______________________

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

Signature: __________________________________ Date: ____________________________
Name: ___________________________________________ Phone: ________________________
Title: _____________________________________________ e-mail: _______________________

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

Signature: __________________________________ Date: ____________________________
Name: ___________________________________________ Phone: ________________________
Title: _____________________________________________ e-mail: _______________________

**Person to contact for questions:**

Name: ___________________________________________ Phone: ________________________
Title: _____________________________________________ e-mail: _______________________

**Caltrans District Traffic Operations Office Approval**

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

Signature: __________________________________ Date: ____________________________
Name: ___________________________________________ Phone: ________________________
Title: _____________________________________________ e-mail: _______________________

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm*
VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

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

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

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

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

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

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

N/A - Letters of Support from Caltrans (Required for projects on the State Highway System (SHS))
  - Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

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

- Additional documentation, letters of support, etc (optional)
ACTIVE TRANSPORTATION PROGRAM
CYCLE 1

APPLICATION
Part 2
(Includes Narrative Sections II, III & IV)

II. PROJECT INFORMATION
1. **Project Location**

   There are two segments for the location for this project.

   **Segment 1:** Camino del Mar, north from 15th Street to Jimmy Durante Boulevard to San Dieguito Drive

   **Segment 2:** South side of Via de la Valle between Camino del Mar (west-end) Jimmy Durante Boulevard (east-end)

2. **Project Coordinates**

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>32.975594</td>
<td>-117.263163</td>
</tr>
</tbody>
</table>

   (Decimal degrees)

3. **Project Description**

   The proposed project will construct street, sidewalk, and bicycle lane improvements to create continuous, aligned sidewalks and improved bicycle lanes within public right-of-way for better mobility. This project involves the City’s three main arterials -- Camino del Mar, Jimmy Durante Boulevard and Via de la Valle -- and includes four regional transit system stops, and two school bus stops that serve 31% of the Del Mar students attending the local middle school. The project will also improve pedestrian and bicycle neighborhood connectivity to and around the 22nd District Agricultural Association Del Mar Fairgrounds, through wider sidewalks, shorter distance crosswalks, 10 new ADA-accessible pedestrian ramps, increased visibility, wider and more consistent bike lanes, improved roadway surface for bicyclists, and enhanced roadway signage and striping. The project will also construct a 100’ diameter roundabout at the intersection of San Dieguito Drive and Jimmy Durante, which will improve traffic flow and pedestrian safety, but also help reduce emission of greenhouse gases by eliminating a significant amount of “stop and go” traffic at that location. Lastly, the project will also incorporate “green street” elements, with low-impact stormwater management provisions, permeable surfaces to maximize groundwater recharge, and a stormwater treatment area, which is important since the project area is about 1,000 feet from the Pacific Ocean.

4. **Project Status**

   The *Pedestrian and Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle* project is “shovel ready” and partially-funded. Design work and environmental review are well underway. Design is scheduled to be completed in summery 2014. Environmental review is currently in progress, with completion scheduled for November 2014. Construction is planned for 2015, pending project funding.

   The City of Del Mar is ready to contribute a 60% match toward the construction cost for this project ($1,218,000). Including the City’s prior/current $219,000 investment in the design and environmental work for this project, the City’s combined contribution toward the cost of this project is 64% ($1,437,000). The City of Del Mar is seeking a 40% contribution through the Active Transportation Program toward the construction costs for this project ($812,000).
III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant
Describe the need for the project and/or funding

This proposed project is critical to increase public safety, traffic safety, bicycle and pedestrian safety, along the City’s three main arterials of Camino del Mar, Jimmy Durante Boulevard, and Via de la Valle. This project will construct sidewalks, thereby providing a critical link between the 22nd District Agricultural Association Fairgrounds and the Del Mar Village and a pedestrian route around the Fairgrounds. These roadways accommodate more than 18,700 vehicles on a daily basis and function as an alternate route to the I-5 freeway, provide an east-west link between the freeway and the coast, serve a major North County Transit District regional bus route, and carry more than 400 bicyclists and 2,000 pedestrians each day. Within the project area, there are four transit stops and three school bus stops. Within the Village portion of the project area, five percent of vehicle accidents involve pedestrians and twelve percent involve bicycles.

The Pedestrian and Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle project is "shovel-ready" and partially-funded. Design work and environmental review are well underway, with anticipated completion by November 2014. The City of Del Mar is ready to contribute a 60% match toward the construction cost for this project ($1,218,000). Including the City’s $219,000 investment to-date (and committed for Fiscal Year 2014-2015) in the design and environmental work for this project, the City’s combined contribution toward the cost of this project is 64% ($1,437,000). The City of Del Mar is seeking a 40% contribution through the Active Transportation Program toward the construction costs for this project ($812,000).

2. Consistency with Regional Transportation Plan (100 words or less)
Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

On October 28, 2011, the San Diego Association of Governments (SANDAG) Board adopted the 2050 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The 2050 RTP and SCS guide the San Diego region toward a more sustainable future by integrating land use, housing, and transportation planning to create better links between jobs, homes, and activity centers by enabling more people to use transit and to walk and bike. The proposed Camino del Mar Complete Streets project to improve pedestrian, bicycle, and intersection safety directly complements SANDAG’s 2050 RTP and aligns with four of SANDAG’s six Sustainable Communities Strategies, including: 2) Develop Regional Bicycle Plan Early Action Program; 3) Prepare an Active Transportation Implementation Strategy; 4) Develop a Regional Transit Oriented Development Strategy; and 6) Develop a Regional Complete Streets Policy. The bicycle lanes in this project area, proposed for improvement through this project, are part of SANDAG’s Regional Bicycle Plan.
IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe how your project encourages increased walking and bicycling, especially among students.

The project area extends along three of the City’s arterial roadways and enhances the pedestrian corridor between the central Village area, public transit stops (regional bus transit and the Solana Beach commuter rail station), and the Del Mar Fairgrounds, which welcomes over three million visitors annually for over 350 regional events.

The proposed improvements along Via de la Valle frame the northern boundary of the Fairgrounds and will improve access for employees and visitors who depend upon bus services and the adjacent Solana Beach commuter rail station for transportation to/from the Fairgrounds. Likewise, the improvements along Jimmy Durante Drive will tremendously improve access for pedestrians and bicyclists between the Fairgrounds and the central business district of Del Mar where the hotels and restaurants are located. Currently, the network of sidewalks between these two areas (which are 0.9 miles apart) is incomplete, which presents safety challenges and makes it hazardous for those traveling by foot or bicycle.

The City’s Community (General) Plan prioritizes pedestrian mobility as a means of preserving and enhancing the special community character. At present, pedestrian “walkability” in Citywide is inconsistent, and sidewalks are not uniformly provided.

The purpose of this project is to construct sidewalks and pedestrian ramps to complete and enhance the sidewalk network in two areas, to increase visibility, to construct a roundabout, and to improve the width-consistency and roadway surface conditions for bicyclists.

The Safe Routes to School component of this project will also improve pedestrian and bicycle access to a school bus route that transports 31% of Del Mar seventh and eighth-grade students to Earl Warren Middle School in Solana Beach.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

This project will greatly improve quality of life in the Del Mar community by improving mobility for pedestrians, as well as safety and accessibility for bicyclists in the central Village area and to and around the Fairgrounds along the City’s main arterial roadways. This project will also improve access to regional transit system stops and school bus stops. The proposed improvements will enhance the walkability and accessibility of our community, not only for the 4,500 residents that call Del Mar home, but also for the nearly 2 million people who visit Del Mar annually to visit the beach, Fairgrounds, and the City’s dozens of well-regarded restaurants, hotels, and shops.

According to data collected as part the Village Specific Plan in 2012, pedestrian movements were monitored by counters installed at the corner of 14th Street and Camino del Mar (which is
immediately adjacent to this project area). These counters provided baseline walking data. On average, 1,066 pedestrians per day use the west side of the 14th Street and Camino del Mar intersection and 739 pedestrians per day used the east side. These averages are much higher on Saturdays, the overall peak day for pedestrians. On average, 1,680 pedestrians were counted on the west side of Camino del Mar on Saturdays and 1,037 were counted on the east side. The most traveled route was southbound on the west side of Camino del Mar. Although these counters were inclusive of 14th Street, which is one block north of the project area for this grant application, the data is representative.

Additionally, the Del Mar Fairgrounds, which is central to this project, welcomes over three million visitors annually to over 350 events hosted at their facilities, drawing people from all over Southern California. Constructing sidewalks between these two areas would enable more Fairgrounds visitors to walk between the hotels, restaurants, and Fairgrounds.

Camino del Mar is often overburdened by commuter traffic using Camino del Mar to bypass Interstate 5's congestion, typically in the weekday afternoons. In 2012, according to data collection as part of the Village Specific Plan process, the average daily traffic was 18,700 along Camino del Mar, exceeding current capacity of 15,500 vehicles. During seasonal events (race track or fair events), traffic volumes were recorded as high as 23,100 vehicles per day.

Del Mar is well suited for bicycle through-travel along the north-south corridor. The north-south route along Camino del Mar is relatively flat and the scenery makes it an attractive route to ride. The entire corridor is used for recreational cycling along the coast, as well as commuter traffic between the coastal cities and Torrey Pines Mesa, south of Del Mar. Camino del Mar includes five-foot wide striped bicycle lanes (Class II) throughout the entire study area. According to bicycle traffic counter data compiled as part of the Village Specific Plan, Camino del Mar bicycle lanes average 362 cyclists daily, and of those 46% (166) were riding southbound and 54% (196) northbound. Saturday record the highest amount of cyclists, with averages around 750 riders. The bicycle lanes along Jimmy Durante Boulevard and Via de la Valle provide bicycle access from the Del Mar Village and beach area to the nearby commercial areas in Solana Beach and the City of San Diego off Via de la Valle. Between 2003 and 2011, 12% of all reported traffic accidents along Camino del Mar involved bicycles. All of these bicycle lanes are identified as part of SANDAG's Regional Bicycle Plan.

According to the 2010 US Census, more than 32% of Del Mar residents are over age 60, which is the highest percentage in San Diego County. Additionally, the 2010 Census showed that 48% of Del Mar residents were over age 50. Forty percent of all residents live within a 10-minute walk of the southern segment of this project area. All of these improvements will enhance the walkability and accessibility of our community for all residents, but especially maturing residents.

A school bus route that transports Del Mar students to Earl Warren Middle School travels through the project area, with two stops. This school bus route serves 31% of the student population for this school that resides in the City of Del Mar.

The regional transit provider for this area, North County Transit District, reports that average ridership for this area is 176 passengers. That number is expected to increase with improved pedestrian and bicycle access between the transit stops and the visitor attraction/employment center.
No estimates are available for increases in pedestrian and bicycle use of Camino del Mar, Via de la Valle, or Jimmy Durante based on this project. However, safer conditions and improved accessibility are expected to generate additional use of this corridor by pedestrians and bicycles. Another expected long-term outcome is business revitalization, which will also result in additional pedestrians and bicycles.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

This project will improve walking and bicycle routes to, from, and between schools, transit facilities, an employment center, a central business area, the County fairgrounds, a regional trail system, a State park, a popular public beach, and numerous other points of interest.

A significant benefit of this project is that it will directly benefit traffic circulation and pedestrian and bicycle access for employees and visitors to the 22nd District Agricultural Association San Diego County Fairgrounds and between the Fairgrounds and the central business district of Del Mar where the hotels and restaurants are located. Currently, the network of sidewalks between these two areas (which are less than one mile apart) is incomplete, which presents safety challenges and makes it hazardous for those traveling by foot or bicycle.

Although there are no public schools within Del Mar, within this project area there is a school bus route that transports students to Earl Warren Middle School in the adjacent City of Solana Beach. This San Dieguito Union High School District school provides seventh and eighth grade for Del Mar residents. There are three (3) SDUHSD school bus stops within the City of Del Mar. Approximately 31% of the seventh and eighth-grade student population that resides in the City of Del Mar uses these bus stops on a daily basis. Two of these bus stops are located directly within the project area for this grant application, and the proposed project will enhance safety for students accessing the bus stops. The improvements proposed through this project will directly improve safety for students accessing these school bus stops by foot or bicycle, and will likely increase ridership for this school bus route, thereby avoiding parent transportation to and from the school.

This project will also directly benefit traffic circulation and pedestrian and bicycle access within North San Diego County, complementary to NCTD’s transit routes in Del Mar. There are four (4) NCTD bus stops within or immediately adjacent to this project area, serving 176 passengers daily. The improvements proposed by this project will improve access for employees and visitors who depend upon bus services and the adjacent Solana Beach commuter rail station for transportation to/from the Fairgrounds and other destinations.

The San Dieguito River Park extends along a 55-mile corridor that begins at the mouth of the San Dieguito River in Del Mar, and ends at the desert just east of Volcan Mountain. Part of the “Coast to Crest” trail traverses directly through this project area. Improving pedestrian and bicycle mobility in this area will improve access and safety for those using the River Park trail system. In fact, the roundabout will help those walking the trail to cross from one side to the other.

This project area is located about one and a half-miles north of the Torrey Pines State Park and Beach area, which includes many miles of trails. Completion of the sidewalks in this area would complete pedestrian access from the Del Mar Village to this amenity, enjoyed by thousands of visitors and residents annually.
D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

This project will improve connectivity and remove barriers to mobility by constructing 36,000 square feet of sidewalk and 10 pedestrian ramps where none exists currently. The project will also improve bike lanes by making the width more consistent and improving roadway surface conditions. Construction of a roundabout at key intersection will improve traffic circulation and improve safety conditions for pedestrians, bicyclists, and motorists. These improvements will make these areas more oriented toward pedestrians and bicyclists, providing better connectivity to transit stops and school bus stops.

- Projects with significant potential- 21 to 30 points
- Projects with moderate potential- 11 to 20 points
- Projects with minimal potential- 1 to 10 points
- Projects with no potential- 0 points
IV. NARRATIVE QUESTIONS- continued

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

According to data collected for the Del Mar Village Specific Plan prepared in August 2012, Del Mar’s accident data shows approximately 5% of vehicular accidents within the Village area (which is part of one segment of this project area) involve a pedestrian and 12% involve a bicycle. Many of these accidents were injury accidents, including one fatality. The community has often cited the speed of vehicles, lack of visibility and long crossings as detriments to pedestrian safety.

This project is directly intended to improve these conditions by:

- Constructing sidewalks where none currently exist;
- Improving intersection safety;
- Constructing pedestrian ramps;
- Increasing visibility for pedestrians, bicyclists, and motorists;
- Improve conditions of bicycle lanes;
- Improving roadway conditions and signage; and
- Constructing a roundabout.

B. Describe if/how your project will achieve any or all of the following:

- Reduces speed or volume of motor vehicles Yes
- Improves sight distance and visibility Yes
- Improves compliance with local traffic laws Yes
- Eliminates behaviors that lead to collisions Yes
- Addresses inadequate traffic control devices Yes
- Addresses inadequate bicycle facilities, crosswalks or sidewalks Yes

This project will achieve all of the objectives listed above by constructing a roundabout at a key intersection, narrowing lanes, widening bike lanes, constructing sidewalks where none exist, constructing 10 pedestrian ramps, clearing vegetation as necessary to improve visibility, improving roadway signagae and striping, improving roadway surface conditions, and improving the pedestrian corridor.

C. Describe the location’s history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

Extensive evaluation work for a portion of this project area (and adjacent to) was completed as part of the Village Specific Plan process in 2011 and 2012. According to data collection for the Village Specific Plan process, 5% of all vehicle accidents in the project area involve pedestrians and 12% involve bicycles. Preparation of the Village Specific Plan involved extensive community participation. Additionally, this project is consistent with the Camino del Mar Streetscape Plan adopted in 1996, which also involved extensive evaluation and community participation.
- Projects with significant potential - 16 to 25 points
- Projects with moderate potential - 8 to 15 points
- Projects with minimal potential - 1 to 7 points
- Projects with no potential - 0 points
IV. NARRATIVE QUESTIONS- continued

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

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

An extensive amount of public engagement has occurred over several decades leading to the proposal of this project, including:

- Del Mar Community Plan (1976; updated 1985), which calls for a pedestrian-oriented community;
- Community Del Mar Streetscape Plan (adopted in December 1996);
- Village Specific Plan (2011/2012; not updated; extensive public participation, including dozens of neighborhood “community conversation” meetings); and
- Development of the 10-year Capital Improvement Plan (including noticed City Council meetings; adoption in September 2013).

Additionally, this project was addressed by the City’s Planning Commission on July 9, 2013 and the City Council on June 1, 2013, to ensure the proposed 10-year Capital Improvement Plan was in conformance with the Del Mar Community (General) Plan and Streetscape Plan.

The bike lanes within this project area and proposed for improvement are part of SANDAG’s Regional Bicycle Plan, which also had a substantial public input process prior to adoption.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

As noted above, public engagement has occurred over several decades related to these proposed improvements for Camino del Mar. With the adoption of the Community Plan in 1976, Del Mar citizens expressed their goals and objectives for the City, many which related directly to the Village. Many planning studies related to the downtown, most with their own extensive public input programs and citizen advisory committees have been completed since the adoption of the Community Plan. One example is the Camino del Mar Streetscape Plan, adopted in December 1996, which clearly establishes a community vision for a pedestrian-oriented Village.

As part of the Village Specific Plan process, public participation and input was gained through a series of “Community Conversations” or neighborhood meetings, community meetings, and City Council workshop.

This project was addressed by the City’s Planning Commission on July 9, 2013 and City Council on June 1, 2013, to ensure the proposed 10-year Capital Improvement Plan was in conformance with the Del Mar Community (General) Plan and Streetscape Plan.
C. Is the project cost over $1 Million? Y/N  Yes

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N  Yes

- City of Del Mar’s 10-Year Capital Improvement Plan (adopted September 2013)
- SANDAG 2050 Regional Transportation Plan
- 2050 San Diego Regional Bicycle Plan

- Projects with substantial participation of community members- 11 to 15 points
- Projects with moderate participation of community members - 6 to 10 points
- Projects with minimal participation of community members- 1 to 5 points
- Projects with no participation of community members- 0 points
IV. NARRATIVE QUESTIONS- continued

4. COST EFFECTIVENESS (0-10 POINTS)

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

Many areas of the City of Del Mar were developed without sidewalks. In 2013, the City evaluated numerous sidewalk/streetscape/roadway/drainage improvement projects and identified a long-range plan and project prioritization. This project is identified as part of that plan as one of the top priority projects, chosen based on community input, consistency with the Community (General) Plan (1985) and the Camino del Mar Streetscape Plan (1996), the value it will add to the community, the need for it, and its anticipated usefulness. This project will preserve community character and address the community's priorities to improve bike lanes and pedestrian access along the main arterial corridors.

In evaluating the cost effectiveness of this project, the City of Del Mar evaluated potential benefits associated with the project, including transportation efficiency, safety, economic, environmental, health benefits, and other. The following resources were used for this analysis: “Evaluating Active Transportation Benefits and Costs” by Todd Litman; “Economic Benefits of Walkability: Case Study of La Jolla Boulevard, Bird Rock Community, San Diego” by Walk San Diego; “Local Roadway Safety Manual for California Local Road Owners” by Caltrans; “Economic Analysis Primer” by US Department of Transportation; “Walk this Way: The Economic Promise of Walkable Places in Metropolitan Washington, DC;” and “Current Parking Conditions and Recommendations – City of Del Mar Study (Walker Parking Consultants Study, October 16, 2013).

For many of the categories, there is believed to be a significant economic benefit, however calculating an exact financial amount over the course of the life of the project is infeasible given many unknown factors.

The most significant economic benefits associated with this project include: increased property values (which will result in increased property tax for the City of Del Mar); increased business activity associated with increased bicycle and pedestrian traffic as a result of improved conditions; increased transient occupancy tax and hotel occupancy; decreased claims liability associated with trip and fall claims on the sidewalk; and job creation for construction. The value of these benefits was totaled over the estimated lifespan for a project of this nature (30-years).

Literature on this topic advises to identify the estimated increase in pedestrian and bicycle miles traveled, and to then multiply by the unit values (per mile) for each respective benefit. In the case of this project, although pedestrian and bicycle miles are anticipated to increase, quantifiable projections for these increases are not available. Calculating the economic value of this benefit would require much more analysis, which would be cost-prohibitive at this time.

In total, over the life of this project, the estimated benefit is nearly $7.7 million.

The economic cost effectiveness analysis completed for this project, including the source materials referenced, is included as an attachment to this application.
B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., \( \frac{\text{Benefit}}{\text{Total Project Cost}} \) and \( \frac{\text{Benefit}}{\text{Program Funds Requested}} \)).

\[
\frac{\text{Benefit}}{\text{Total Project Cost}} = \frac{7,683,398}{2,249,000} = 3.42
\]

\[
\frac{\text{Benefit}}{\text{Program Funds Requested}} = \frac{7,683,398}{812,000} = 9.46
\]

The total cost for this project is $2,249,000. The benefit cost ratio based on the total project cost is 3.42. The total amount of ATP funds requested is $812,000. The benefit cost ratio based on the ATP funds requested is 9.46.

See attachment titled “Cost Effectiveness Analysis” for more details.

*Benefits must directly relate to the goals of the Active Transportation Program.

- Applicant considers alternatives and exceptionally justifies the project nominated - 5 points
- Applicant considers alternatives and adequately justifies the project nominated - 3 to 4 points
- Applicant considers alternatives and minimally justifies the project nominated - 1 to 2 points
- Applicant did not consider alternatives or justify the project nominated - 0 points

- Applicant logically described how project benefits were quantified and has a benefit-cost ratio greater than 1 - 5 points
- Applicant logically described how project benefits were quantified and has benefit-cost ratio less than 1 - 3 points
- Applicant did not logically describe how project benefits were quantified - 0 points
IV. NARRATIVE QUESTIONS- continued

5. IMPROVED PUBLIC HEALTH (0-10 points)

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

The Pedestrian and Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle project to construct pedestrian, bicycle and intersection safety improvements will improve public health by creating a more pedestrian-friendly and bicycle accessible community, as well as provide enhanced access to public transit. This project will also be beneficial from a public health perspective for an aging population.

A review of the City of Del Mar’s status within the County of San Diego’s Community Health Statistics showed that, fortunately, the health of Del Mar’s population is generally better than the averages for the County and sub-region of the County that Del Mar is part of (Central Coast). However, it is important to note that Del Mar welcomes over 3 million visitors annually; providing a more walkable, bicycle-oriented community is beneficial not only to Del Mar’s 4,500 residents, but all of these visitors as well.

According to the 2010 US Census, more than 32% of Del Mar residents are over age 60, which is the highest percentage in San Diego County. Additionally, the 2010 Census showed that 48% of Del Mar residents were over age 50. Since this project includes part of Del Mar’s central village area, which is within a 10-minute walk for 40% of Del Mar residents, this project will improve public health for residents of all ages by encouraging physical activity and walking/bicycling as a mode of transportation. This project better enables aging residents to stay in their own homes, particularly those who are no longer able to drive, by improving access for pedestrians to services and public transit.

Numerous studies describe the public health benefits associated with this type of project. For example, according to a study by the Victoria Transport Policy Institute “Evaluating Active Transportation Benefits and Costs,” residents in the most walkable areas, with good street connectivity and land use mix, were half as likely to be overweight as those in the least walkable neighborhoods.

This project, which adheres to the “Complete Streets” approach, will provide opportunities for increased physical activity by incorporating features that promote regular walking, cycling, and transit use. A report prepared by the National Conference of State Legislators found that the most effective policy avenue for encouraging bicycling and walking is incorporating sidewalks and bike lanes into community design – essentially, creating Complete Streets.

Walking and cycling are among the most practical and effective ways to be physically active. Walkability has a direct and specific relation to the health of residents. A comprehensive study of walkability has found that people in walkable neighborhoods did about 35-45 more minutes of moderate intensity physical activity per week and were substantially less likely to be overweight or obese than similar people living in low-walkable neighborhoods.

Regarding an aging population as related to Del Mar, according to a study by Rebecca H. Hunter, MEd, from the Program on Aging at the University of North Carolina School of Medicine, next to driving or riding in cars, walking is the most frequent mode of transportation for older adults. Walking is key to maintaining physical and mental well-being, as well as social engagement.
It has been cited by the “WalkWise, Drive Smart” program from Hendersonville, North Carolina, in partnership with the American Association of Retired Persons (AARP), considering our rapidly aging population, it is important to develop safer and more walkable communities so older adults, including those with functional impairments, can continue to be mobile.

Additionally, according to “Smart Growth America,” a recent comprehensive assessment by public health researchers of actions to encourage more physical activity recommended building more sidewalks, improving transit service, and shifting highway funds to create bike lanes.

Smart Growth America also cites one study that found that 43% of people with safe places to walk within 10 minutes of home met recommended activity levels; among those without safe places to walk just 27% met the recommendation. Residents are 65% more likely to walk in a neighborhood with sidewalks.

Easy access to transit can also contribute to healthy physical activity. Nearly one-third of transit users meet the Surgeon General’s recommendations for minimum daily exercise through their daily travels. The project area for this project includes a regional public transit route and six stops. Improved conditions for pedestrians will enhance access to public transit.

Lastly, Smart Growth America states that a community with a Complete Streets policy ensures streets are designed and altered to make it easy for people to get physical activity as part of their daily routine, helping them stay trim, avoid heart disease, and receive the many other benefits of physical activity.

This proposed project for the Camino del Mar Complete Streets Network is closely aligned with all of these goals, and will be beneficial for all Del Mar residents and visitors.

- Applicant exceptionally described how the project will improve public health and addresses high risk populations - 7 to 10 points
- Applicant adequately described how the project will improve public health and addresses high risk populations - 4 to 6 points
- Applicant minimally described how the project will improve public health - 1 to 3 points
- Applicant did not describe how the project will improve public health - 0 points
IV. NARRATIVE QUESTIONS - continued

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

A. I. Is the project located in a disadvantaged community? Y/N  No

II. Does the project significantly benefit a disadvantaged community? Y/N  No

   a. Which criteria does the project meet? (Answer all that apply)

      o Median household income for the community benefited by the project: $ ________

      o California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the
        community benefited by the project: ________

      o For projects that benefit public school students, percentage of students eligible for the Free or
        Reduced Price Meals Programs: 10.22 %

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

      Not Applicable

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what
   percentage of the project funding will benefit that community, for projects using the school based criteria
   describe specifically the school students and community will benefit.

   This project is beneficial to a disadvantaged community in that it will improve pedestrian and
   bicycle access to the Del Mar Fairgrounds, which includes a residential component for 1,200
   low-income temporary workers.

   The 22nd District Agricultural Association Fairgrounds property comprises roughly 20 percent
   of the land area of the City of Del Mar. The annual San Diego County Fair and the Del Mar
   thoroughbred horse race meet employ a large number of workers in temporary positions and
   for numerous other events conducted intermittently on the property. Jobs associated with the
   annual Fair and race meet are primarily low-paying positions. Due to the temporary nature of
   the work, workers are usually residents of lower-cost communities in the region, but travel to
   the Fairgrounds when temporary employment is available.

   Housing is available on the Fairgrounds for approximately 1,200 people on a seasonal basis. Current
   on-site housing for temporary employees is provided in the form of up to 110 recreational vehicle
   (RV) parking spaces and multiple dorm buildings containing basic sleeping rooms with shared bathroom facilities. Many of the employees utilizing the various sleeping quarters, especially during the Del Mar Fair and horse racing season, are persons with lower incomes, such as carnival workers and equine grooms. During the Del Mar Fair, both the rooms and RV facilities are available to carnival workers, Future Farmers of America (FFA) members, and 4-H members and their parents. Carnival operators and commercial exhibitors also are able to utilize the RV facilities during the Fair. During racing season, the sleeping rooms and RV parking facilities are available to horse handlers and grooms. For the remainder of the year the sleeping rooms are locked and not used. The RV spaces are available for the remainder of the year for use by persons exhibiting at the various shows occurring on the site and by persons traveling in their RVs. In most cases, these temporary housing arrangements are in substandard conditions.
The 22nd District Agricultural Association has adopted a (2008) Master Plan that includes a residential component. It identifies the demolition of the existing dormitory style housing now used by seasonal workers and construction of 78 new replacement units to be available for its seasonal workers, as well as for some of its permanent employees. The City is working with the District to facilitate the construction of those new units in a manner that meets the definition of dwelling units under both the California Building Code and the U.S. Census Bureau.

On February 19, 2013, the Del Mar City Council adopted a resolution to initiate a partnership between the City and the 22nd DAA to carry out shared goals regarding housing at the Fairgrounds property. On March 12, 2013, the Board of Directors of the 22nd DAA adopted a similar resolution.

- Project clearly and significantly addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 5 points
- Project adequately addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 3 points
- Project minimally addresses health, safety, and/or infrastructure challenges in the disadvantaged community - 1 points

- 80% to 100% of project funding benefits the disadvantaged community - 5 points
- 60% to 79% of project funding benefits the disadvantaged community - 4 points
- 40% to 59% of project funding benefits the disadvantaged community - 3 points
- 20% to 39% of project funding benefits the disadvantaged community - 2 points
- 1% to 19% of project funding benefits the disadvantaged community - 1 points
- 0% of project benefits the disadvantaged community - 0 points
IV. NARRATIVE QUESTIONS - continued

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

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

- Project Description
- Project Map
- Detailed Estimate
- Preliminary Plan
- Project Schedule

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: http://calocalcorps.org

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N Yes

   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

   Steve Kirsch (steve.kirsch@ccc.ca.gov; 619-250-5799)
   Virginia Clark (virginia.Clark@ccc.ca.gov; 916-341-3147)

   Date Information Submitted – Friday, May 16, 2014

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N Yes

   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

   Cynthia Vitale (calocalcorps@gmail.com; 916-558-1516)

   Date Information Submitted – Friday, May 16, 2014

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N Yes, as feasible

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

The CCC representative's response is that they will pass in participating with this ATP project.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

CALCC was contacted regarding this project. As a result, the City of Del Mar was contacted by the Urban Corps of San Diego County indicating that they would be interested in partnering on: curb and gutter; sidewalks; pedestrian ramps; and retaining walls.
Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate.

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<tr>
<td></td>
<td>The applicant intends to partner with a conservation corps to the maximum extent possible- 0 points</td>
</tr>
<tr>
<td></td>
<td>The applicant did not seek partnership with a conservation corps, or indicated that they do not intend to partner with the corps to the maximum extent possible- (-)5 points</td>
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*If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*
IV. NARRATIVE QUESTIONS- continued

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

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

The City of Del Mar has and continues to perform satisfactorily on past grants. Currently, the City of Del Mar has a $25,000 Active Transportation Program grant through SANDAG for bicycle facilities. The project is on-track to be completed by the June 30, 2014 deadline.

The City of Del Mar has entered Master Agreements with CalTrans and the Federal Highway Administration and successfully completed these projects, most recently for completed reconstruction of the historic North Torrey Pines Bridge.

- The applicant has no past grant experience or has performed satisfactorily on past grants - 0 points
- The applicant has not performed satisfactorily on past grants and/or has not adequately described how they will deliver this project (-)10 points
## PROJECT PROGRAMMING REQUEST

**DTP-0001 (Revised July 2013)**

### General Instructions

- **New Project**: [ ]
- **Project Title**: Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle
- **Location, Project Limits, Description, Scope of Work**: See attached.
- **Includes ADA Improvements**: [ ]
- **Includes Bike/Ped Improvements**: [ ]
- **Purpose and Need**: See attached.
- **Project Benefits**: See attached.
- **Supports Sustainable Communities Strategy (SCS) Goals**: [ ]
- **Reduces Greenhouse Gas Emissions**: [ ]

### Project Milestone

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<tr>
<td>Project Study Report Approved</td>
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<td>Begin Environmental (PA&amp;ED) Phase</td>
<td>03/05/14</td>
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<td>Circulate Draft Environmental Document</td>
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<td>Draft Project Report</td>
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<td>End Environmental Phase (PA&amp;ED Milestone)</td>
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### ADA Notice

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

Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle

**Additional Information**

The Camino del Mar/Jimmy Durante/Via de la Valle project is "shovel-ready" and partially-funded. Design work and environmental review are well underway, with anticipated completion by November 2014. The City of Del Mar is ready to contribute a 60% match toward the construction cost for this project ($1,218,000). Including the City’s $219,000 investment in the design and environmental work for this project, the City’s combined contribution toward the cost of this project is 64% ($1,437,000). The City of Del Mar is seeking a 40% contribution through the Active Transportation Program toward the construction costs for this project ($812,000).
Date: 5/16/14

**Project Title:** Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle

### Proposed Total Project Cost ($1,000s)

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Notes:
- This project is currently in the design phase. The City of Del Mar to date has spent $50,000 on this project. It is anticipated the City of Del Mar will spend $169,000 in FY 2014-2015 on engineering design and environmental work.

#### Fund No. 1: TransNet Commercial Paper Program

<table>
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<tr>
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<th>15/16</th>
<th>16/17</th>
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<th>18/19</th>
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</table>

**Program Code**

**Funding Agency**

- Reflects City of Del Mar spending on engineering design and environmental work ($219,000 between FY 2014 and FY 2015), and a 60% match for ATP grant for construction ($1,216,000).

#### Fund No. 2: Active Transportation Program Grant Funds (this Application)

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**Program Code**

**Funding Agency**

- The City of Del Mar is applying for $812,000 in Active Transportation Program grant funding for this project, which is 40% of the construction costs.
Project Programming Request – Continued

City of Del Mar

Project 2 of 2

Location, Project Limits, Description, Scope of Work

This project is located within the City of Del Mar in San Diego County. The area for this project is divided into two segments. One section of the project extends along Camino del Mar, from 15th Street north to Jimmy Durante Boulevard to the intersection with San Dieguito Drive. The other section of the project is along the southern side of Via de la Valle from Camino del Mar on the west to Jimmy Durante Boulevard on the east.

The proposed project will construct street and sidewalk improvements to create continuous, aligned sidewalks within public right-of-way for better pedestrian mobility. The project will also improve pedestrian and bicycle neighborhood connectivity to and around the Del Mar Fairgrounds through wider sidewalks, shorter distance crosswalks, 10 new ADA-accessible pedestrian ramps, increased visibility, wider and more consistent bike lanes, improved roadway surface for bicyclists, and enhanced roadway signage and striping. This project will also construct a 100’ diameter roundabout at the intersection of San Dieguito Drive and Jimmy Durante, which will improve traffic flow and pedestrian safety, but also help reduce emission of greenhouse gases by eliminating a significant amount of “stop and go” traffic at that location. Lastly, this project will also incorporate a stormwater treatment area.

Purpose and Need

The Del Mar Fairgrounds annually hosts approximately 350 events, drawing about 3 million visitors, most notably the San Diego County Fair and the thoroughbred races. These events have a regional audience and bring visitors from around San Diego County and beyond. Additionally, the Fairgrounds is also a regional employment hub.

The purpose of the proposed project is to increase public safety, traffic safety, and pedestrian safety along the City’s main arterials of Camino del Mar (which is Del Mar’s main arterial in the heart of the Village), Jimmy Durante Boulevard, and Via de la Valle.

These roadways are heavily-traversed, not only by residents and visitors to Del Mar, but they also serve as a regional thoroughfares. For example, Camino del Mar provides an alternate north-south route parallel to the Interstate 5 freeway along the coast. Average daily counts on Camino del Mar include: 2,000 pedestrians; 4,000 bicyclists; and 18,700 vehicles.

Public safety is increasingly compromised due to increased conflicts between automobile, pedestrians, and bicycles in the project area. Del Mar’s accident data shows that 5% of vehicular accidents within the Village involve a pedestrian. Many of these incidents were injury accidents, including one fatality.

The Fairgrounds property is one mile from the Del Mar Village where the majority of hotels, restaurants, and businesses are located. There is currently no sidewalk connection between the Village and the
Fairgrounds, making it either unsafe for pedestrians travelling between the Village and Fairgrounds or generating vehicle trips that could be avoided if the pedestrian facilities were improved.

Additionally, a regional transit line runs through the project area. Within the project area, along Camino del Mar, there are four North County Transit District transit stops. One mile north of the project area is the Solana Beach station for the Coaster commuter rail. While the transit stops are nearby the Fairgrounds, currently there are no sidewalks along Via de la Valle or Camino del Mar/Jimmy Durante Boulevard connecting the transit stops to the Fairground entrances, which presents safety challenges and makes it less appealing for visitors/employees to use public transit and then travel by foot to their final destination. This project would construct the necessary sidewalks to connect the Fairgrounds to the transit stops.

While there are no public schools located within the City of Del Mar, this project area includes a San Dieguito Union High School District bus stop that transports students to Earl Warren Middle School in the adjacent city of Solana Beach. It is estimated that more than 30% of Earl Warren students that reside in Del Mar utilize the school bus route that serves these two stops.

Lastly, an important cross-county 55-mile regional trail passes directly through this project area. The trail is part of the San Dieguito River Park corridor that begins at the mouth of the San Dieguito River in Del Mar (less than a mile from the project area) and traverses east to the desert just beyond Volcan Mountain in Julian. Improving pedestrian and bicycle mobility in this area will improve access to the trail and safety for those using it.

Project Benefits

This project will add 36,000 square feet of sidewalk, 7,200 linear feet of curb and gutter, 10 new pedestrian ramps, 40,000 square feet of pavement grind and overlay, one stormwater treatment area, masonry retaining walls 7,000 square feet in area, and a 100' diameter roundabout with splitter islands.

Sustainable Community Strategies

On October 28, 2011, the SANDAG Board of Directors approved the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) for the San Diego region, becoming the first large region in California to prepare an RTP under California climate change legislation (SB 375).

Of the six strategies identified, the four applicable to this proposed project include:

2) Develop Regional Bicycle Plan Early Action Program

The project area includes Class II bike lanes along Camino del Mar, Jimmy Durante, and Via de la Valle that are identified within the SANDAG 2050 Regional Bicycle Plan (established in October 2011). Improving these bike lanes, as planned through this project, is consistent with this Sustainable Communities Strategy.
3) **Prepare an Active Transportation Implementation Strategy**

The SANDAG 2050 Regional Transportation Plan encourages the concept and implementation of Active Transportation. In addition, the SANDAG Regional Comprehensive Plan (RCP), adopted in 2004, is also consistent with the vision of increased implementation of Active Transportation by calling for more transportation options, and a balanced regional transportation system to support smart growth and a more sustainable region. Toward that end, the RCP established a regional objective to “create more walkable and bicycle-friendly communities consistent with good urban design concepts.”

4) **Develop a Regional Transit Oriented Development Strategy**

This project is consistent with the Regional Transit Oriented Development Strategy that SANDAG is developing, in that it will encourage walking and biking, it is compatible with and adjacent to public transit, and therefore, will encourage transit ridership. Forty percent of Del Mar residents live within a 10-minute walk of a portion of this project area. Four NCTD bus stops are located within this project area, as well as one school bus stop. The Solana Beach Coaster commuter rail station is less than one-mile from this project area, using the Class I Coastal Rail Trail.

6) **Develop a Regional Complete Streets Policy**

This proposed project is consistent with the “Regional Complete Streets Policy” that SANDAG is currently considering.
VIII. APPLICATION SIGNATURES

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

Signature: ____________________________ Date: May 19, 2014
Name: Scott W. Huth Phone: (858) 755-9313
title: City Manager e-mail: ahuth@delmar.ca.us

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

Signature: ____________________________ Date: May 19, 2014
Name: Eric Minicilli Phone: (858) 755-9313
title: Public Works Director e-mail: ericm@delmar.ca.us

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

Signature: ____________________________ Date: May 19, 2014
Name: Eric R Dill Phone: 760-753-6491
title: Associate Superintendent e-mail: eric.dill@sdusd.net

Person to contact for questions:

Name: Kristen M. Crane Phone: (858) 755-9313 x132
title: Assistant to the City Manager e-mail: kcrane@delmar.ca.us

Caltrans District Traffic Operations Office Approval*

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

Signature: ____________________________ Date: ____________________________
Name: ____________________________ Phone: ____________________________
title: ____________________________ e-mail: ____________________________

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm
SUMMARY

APPLICATION PACKAGE

SIDEWALK CONNECTIVITY #1
CAMINO DEL MAR - DOWNTOWN
$185,000

TOTAL = $185,000

APPLICATION PACKAGE

SIDEWALK CONNECTIVITY #2
JIMMY DURANTE BOULEVARD - SOUTH
$1,771,800

SIDEWALK CONNECTIVITY #3
VIA DE LA VALLE
$810,500

TOTAL = $2,582,300

CITY OF DEL MAR
STATEWIDE ACTIVE TRANSPORTATION PROGRAM
GRANT APPLICATION PACKAGES
MAY 5, 2014

LEGEND
- PROPOSED SIDEWALK
- PROPOSED SIDEWALK AND CURB & GUTTER
- EXISTING SIDEWALK
- PROPOSED PEDESTRIAN RAMPS
- EXISTING BUS STOP
- EXISTING SCHOOL BUS STOP
Jimmy Durante Blvd. Existing Conditions
Western Alignment (SB):

Jimmy Durante Boulevard Looking South at Camino del Mar Overcrossing

Jimmy Durante Boulevard looking north from north of the Camino del Mar overcrossing

Jimmy Durante Boulevard looking south to skewed angle intersection with Camino del Mar
Camino Del Mar Existing Conditions
Eastern Alignment (NB):

Camino del Mar looking north from Seaview Avenue

Camino del Mar looking north from Seaview Avenue

Camino del Mar looking north at David Way
Existing Conditions
Pedestrians in Arterial Streets

Pedestrians walking on-street along Jimmy Durante and Camino del Mar due to lack of sidewalks between the Del Mar Village and the Del Mar Fairgrounds.
LEGEND

- PROPOSED SIDEWALK
- PROPOSED SIDEWALK AND CURB & GUTTER
- EXISTING SIDEWALK
- PROPOSED PEDESTRIAN RAMP
- EXISTING BUS STOP
- EXISTING SCHOOL BUS STOP

CITY OF DEL MAR
PEDESTRIAN AND BICYCLE FACILITIES ALONG
JIMMY DURANTE AND VIA DE LA VALLE
STATE ATP GRANT APPLICATION
MAY 16, 2014
CITY OF DEL MAR - STATE OF CALIFORNIA

PLANS FOR THE CONSTRUCTION OF

PEDESTRIAN AND BICYCLE FACILITIES

JIMMY DURANTE BOULEVARD AND VIA DE LA VALLE

MAY, 2014
NEW 5" SIDEWALK BEHIND EXISTING CURB

DAVID WAY

JIMMY DURANTE BLVD

PRELIMINARY PLANS - NOT FOR CONSTRUCTION

City of Del Mar
1000 Camino del Mar, Del Mar, CA 92014
www.delmahr.com

CITY OF DEL MAR
PEDESTRIAN AND BICYCLE FACILITIES
JIMMY DURANTE BOULEVARD AND VIA DE LA VALLE

4-12-2006

ORIGINAL SCALE

C-2
## PROJECT COSTS AND FUNDING

**TOTAL ESTIMATED PROJECT COST: Itemized Engineer's Cost Estimate**

Pedestrian and Bicycle Facilities along Jimmy Durante and Via de la Valle

**SIDEWALK IMPROVEMENTS COST ESTIMATE**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Approximate Quantity</th>
<th>Unit</th>
<th>Item Description (in words)</th>
<th>Unit Price (figures)</th>
<th>Total (figures)</th>
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<th>Item Description (in words)</th>
<th>Unit Price (figures)</th>
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**GRAND TOTAL** $2,249,400.00
City of Del Mar

**Project:** Pedestrian and Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle

**Internet Reference Materials:**

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<th>Resource Name</th>
<th>Link</th>
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<tr>
<td><strong>Local Reference Materials</strong></td>
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<tr>
<td>Del Mar Community Plan</td>
<td><a href="http://www.delmar.ca.us/DocumentCenter/View/250">http://www.delmar.ca.us/DocumentCenter/View/250</a></td>
<td>Established in 1985. Functions as the General Plan. Goal #2 identified in the Community Plan says:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>“Minimize the impact of the automobile on the character of Del Mar and emphasize a more pedestrian oriented environment, safer sidewalks, landscaped buffer zones, and alternate means of transportation.”</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Not only is this project consistent with the Community Plan; it helps bring that vision to fruition.</td>
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<tr>
<td>Village Specific Plan <em>(Not Adopted)</em></td>
<td><a href="http://www.delmar.ca.us/326/Plans-Not-Adopted">http://www.delmar.ca.us/326/Plans-Not-Adopted</a></td>
<td>Extensive specific plan process to enhance the Del Mar Village; proposed project incorporates elements of the Village Specific Plan.</td>
</tr>
<tr>
<td>City of Del Mar – Selection of Sidewalk, Streets, and Drainage Projects and Funding Strategies</td>
<td><a href="http://ca-delmar.civicplus.com/AgendaCenter/ViewFile/Item/285?fileId=310">http://ca-delmar.civicplus.com/AgendaCenter/ViewFile/Item/285?fileId=310</a></td>
<td>Approved by the City Council in September 2013; Establishes a prioritization plan and funding strategy for various sidewalk improvement projects around the City, including the areas included as part of this project.</td>
</tr>
<tr>
<td><strong>Regional Reference Materials</strong></td>
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<tr>
<td>SANDAG 2050 Regional Transportation Plan</td>
<td><a href="http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf">http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf</a></td>
<td>Adopted by SANDAG in October 2011; Outlines projects for transit, rail and bus services, express or managed lanes, highways, local streets, bicycling, and walking. Result will be an integrated, multimodal transportation system by mid-century. Proposed project is consistent with SANDAG 2050 RTP.</td>
</tr>
<tr>
<td>SANDAG Sustainable Community Strategies</td>
<td><a href="http://www.sandag.org/uploads/projectid/projectid_360_17113.pdf">http://www.sandag.org/uploads/projectid/projectid_360_17113.pdf</a></td>
<td>Developed as part of the SANDAG 2050 RTP.</td>
</tr>
<tr>
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<td>This proposed project is consistent with the following Sustainable Communities Strategies for the San Diego region:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Develop regional bicycle plan early action program; 3) Prepare an active transportation implementation strategy; 4) Develop regional transit oriented development strategy; and 5) Develop a regional complete streets policy.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The bike lanes that are part of this project are part of the SANDAG Coastal Rail Trail Class II bike lanes identified as part of the existing bicycle system.</td>
</tr>
</tbody>
</table>

Page 54 of 67
May 16, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874, Sacramento, CA 94274-0001

Subject: Support of the City of Del Mar's Application for the CALTRANS Active Transportation Program

To Whom It May Concern:

I write in strong support of the City of Del Mar's application for grant funding through the CALTRANS Active Transportation Program for the Camino del Mar Complete Streets Network: Pedestrian, Bicycle, and Intersection Safety Improvements and the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle project.

The projects will complete the pedestrian and bicycle transportation network along Del Mar’s three main arterials. Both projects strongly align with the criteria for the Active Transportation Program.

The proposed projects will directly benefit traffic circulation and pedestrian and bicycle access within North San Diego County. Within each project area, there are regional transit system stops for the North County Transit District, as well as school bus stops that transport students to nearby schools.

There are no public schools within the City of Del Mar, so improving safe access to these bus stops provides safer pedestrian and bicycle access to schools. Plus, the Del Mar Fairgrounds is located within one of the project areas. The Fairgrounds is home to over 350 regional events annually and is visited by more than three million people during the year. The largest events during the year are the annual San Diego County Fair and the Del Mar Thoroughbred Races.

The improvements proposed by both projects will improve access for employees and visitors who depend upon bus service and the adjacent Solana Beach commuter rail station for transportation to and from the Fairgrounds and other destinations.
Camino del Mar is a center point for both project areas and serves as a major bicycling corridor. It is traveled by an average of more than 400 cyclists each day and 2,000 pedestrians.

I urge your support of the City of Del Mar’s applications for Active Transportation Program grants for these important projects that will improve safety and provide additional public access to the coastal zone, with an emphasis on bicycle and pedestrian transportation options.

Warmly,

TONI G. ATKINS
Speaker of the Assembly
78th District

TGA:ds
April Nitsos, Chief
CALTRANS Office of Active Transportation and Special Programs
Division of Local Assistance, MS 1
P.O. Box 942874, Sacramento, CA 94274-0001

RE: Support for City of Del Mar’s CALTRANS Active Transportation Program Grant Applications

Dear Ms. Nitsos:

I am writing to express support for the City of Del Mar’s application for grant funding through the CALTRANS Active Transportation Program for two important projects in my district: the Camino del Mar Complete Streets Network Pedestrian, Bicycle, and Intersection Safety Improvements, and the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle project. As projects that will complete the pedestrian and bicycle transportation network along Del Mar’s three main arterials, both of these projects strongly align with the criteria for the Active Transportation Program.

These projects would directly benefit traffic circulation and pedestrian and bicycle access for the region. Within each project area, there are public transit system and school bus stops that transport students to nearby schools. There are no public schools within the City of Del Mar, so improving safe access to these bus stops provides safer pedestrian and bicycle access for children. Camino del Mar, which is a central point for both project areas, serves as a major bicycling corridor traveled by an average of more than 400 cyclists and 2,000 pedestrians each day.

In addition, the Del Mar Fairground is located within one of the project areas. Every year, the Fairground provides 350 regional events, including the San Diego County Fair and the Del Mar Thoroughbred Races, and is visited by more than three million people. The improvements proposed by both of these projects would increase access for employees and visitors who depend on bus services and the adjacent Solana Beach commuter rail station for transportation to and from the Fairgrounds and other destinations.

The projects are ideal to meet CALTRANS’s program goals and I urge your support of the City of Del Mar’s applications for the Active Transportation Program grant. Please contact me at (619) 645-3133 should you have any questions.

Sincerely,

MARTY BLOCK
State Senator, 39th District
May 8, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-0001

Subject: Support of the City of Del Mar’s Application for the Caltrans Active Transportation Program

To Whom It May Concern:

On behalf of the San Dieguito Union High School District (SDUHSD), which provides middle and high school education for residents of the City of Del Mar, this letter is sent to express support for the City of Del Mar’s application for grant funding through the Caltrans Active Transportation Program for the Camino del Mar Complete Streets Network: Pedestrian, Bicycle, and Intersection Safety Improvements and the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valde project.

As projects that will complete the pedestrian and bicycle transportation network along Del Mar’s three main arterials, both of these projects strongly align with the criteria for the Active Transportation Program.

Although there are no public schools located within the City of Del Mar’s boundaries, SDUHSD provides student bus transportation to Earl Warren Middle School, which provides seventh and eighth grade for Del Mar residents and is located in the neighboring City of Solana Beach. There are three (3) SDUHSD school bus stops within the City of Del Mar. Approximately 31% of the seventh and eighth-grade student population that resides in the City of Del Mar uses these bus stops on a daily basis.

Each of these three bus stops is located directly within the project areas for these two grant applications, and the proposed projects will enhance safety for students accessing the bus stops. Two of the bus stops are located within the Camino del Mar Complete Streets Network: Pedestrian, Bicycle, and Intersection Safety Improvements project area at Camino del Mar and Ninth Street and Camino del Mar and 15th Street, while the third is located at the corner of Jimmy Durante Boulevard and San Dieguito Drive within the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante and Via de la Valde project area. The improvements proposed through these two projects will directly improve safety for students accessing these three school bus stops by foot or bicycle.

On behalf of the San Dieguito Union High School District, we urge your support of the City of Del Mar’s application for the Active Transportation Program grant funds.

Sincerely,

[Signature]

Rick Schmitt
Superintendent
May 19, 2014

CALTRANS
Division of Local Assistance, MS 1
Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Support for City of Del Mar’s Application for the CALTRANS Active Transportation Program

To Whom it May Concern:

On behalf of the North County Transit District (NCTD), the regional transit agency serving North San Diego County, including Del Mar, this letter is sent to express support for the City of Del Mar’s application for grant funding through the CALTRANS Active Transportation Program for the Camino del Mar Complete Streets Network: Pedestrian, Bicycle, and Intersection Safety Improvements and the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle project.

As projects that will complete the pedestrian and bicycle transportation network along Del Mar’s three main arterials, both of these projects strongly align with the criteria for the Active Transportation Program. Both of these proposed projects will directly benefit traffic circulation and pedestrian and bicycle access within North San Diego County, complementary to NCTD’s transit routes in Del Mar.

There are six (6) NCTD bus stops within or immediately adjacent to the Camino del Mar Complete Streets Network: Pedestrian, Bicycle, and Intersection Safety Improvements project area that provide transit access for approximately 176 passengers on an average weekday. Within the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante and Via de la Valle project area (or immediately adjacent to), there are four (4) NCTD bus stops. The improvements proposed by both of these projects will improve access for employees and visitors who depend upon bus services and the adjacent Solana Beach commuter rail station for transportation to/from the Fairgrounds and other destinations.

On behalf of the North County Transit District, we urge your support of the City of Del Mar’s application for Active Transportation Program grant funds.

Sincerely,

Matthew O. Tucker
Executive Director
May 19, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874, Sacramento, CA 94274-0001

Subject: Support of the City of Del Mar’s Application for the CALTRANS Active Transportation Program

To Whom it May Concern:

On behalf of the 22nd District Agricultural Association – which encompasses the Del Mar Fairgrounds and provides 350 regional events annually for over three million visitors, most notably the San Diego County Fair and the Del Mar Thoroughbred Races – this letter is sent to express support for the City of Del Mar’s application for grant funding through the CALTRANS Active Transportation Program for the Camino del Mar Complete Streets Network: Pedestrian, Bicycle, and Intersection Safety Improvements and the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle project.

As projects that will complete the pedestrian and bicycle transportation network along Del Mar’s three main arterials, both of these projects strongly align with the criteria for the Active Transportation Program.

Both of these proposed projects will directly benefit traffic circulation and pedestrian and bicycle access for visitors to the San Diego County Fairgrounds.

The Fairgrounds sits prominently within the project area for the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante and Via de la Valle project. The proposed improvements along Via de la Valle frame the northern boundary of the Fairgrounds and will improve access for employees and visitors who depend upon bus services and the adjacent Solana Beach commuter rail station for transportation to/from the Fairgrounds. Likewise, the Camino del Mar Complete Streets Network: Pedestrian, Bicycle, and Intersection Safety Improvements project area will tremendously improve access for pedestrians and bicyclists between the Fairgrounds and the central business district of Del Mar where the hotels and restaurants are located. Currently, the network of sidewalks between these two areas is incomplete, which presents safety challenges and makes it hazardous for those traveling by foot or bicycle.

On behalf of the 22nd District Agricultural Association, we urge your support of the City of Del Mar’s application for the Active Transportation Program grant funds.

Sincerely,

[Signature]
Timothy J. Fennell
CEO/General Manager
22nd District Agricultural Association
May 19, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874, Sacramento, CA 94274-0001

RE: SUPPORT OF THE CITY OF DEL MAR'S APPLICATION FOR THE CALTRANS ACTIVE TRANSPORTATION GRANT

Dear Sir/Ma'am:

This letter is sent to express support for the City of Del Mar’s application for grant funding through the CALTRANS Active Transportation Program (ATP) for the Camino del Mar Complete Streets Network: Pedestrian, Bicycle, and Intersection Safety Improvements and the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle project.

These two projects will complete the pedestrian and bicycle transportation network along Del Mar’s three main arterials. The projects also strongly align with the criteria for the ATP and will critically improve public safety in this community.

Both of these proposed projects will directly benefit traffic circulation as well as pedestrian and bicycle access within North San Diego County. Within each project area, there are regional transit system stops (for the North County Transit District), as well as school bus stops that transport students to nearby schools. There are no public schools within the City of Del Mar, so improving safe access to these bus stops, essentially provides safer pedestrian and bicycle access to schools. Additionally, the Del Mar Fairgrounds, which is located within one of the project areas, hosts 350 regional events annually and is visited by more than three million people. The most notable events are the San Diego County Fair and the Del Mar Thoroughbred Races. The improvements proposed by both of these projects will improve access for employees and visitors who depend upon bus services and the adjacent Solana Beach commuter rail station for transportation to and from the Fairgrounds and other destinations. Lastly, Camino del Mar, which is a center point for both project areas, serves as a major bicycling corridor, traveled by an average of more than 400 cyclists each day and 2,000 pedestrians.

As the Sheriff’s Department Captain for this area, I urge your support of the City of Del Mar’s applications for the Active Transportation Program grant.

Sincerely,

WILLIAM D. GORE, SHERIFF

Theresa Adams-Hydar, Captain
Encinitas Patrol Station, SDSD

WDG:tmah

Keeping the Peace Since 1850
May 15, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874, Sacramento, CA 94274-0001

Subject: Support of the City of Del Mar’s Application for the CALTRANS Active Transportation Program

To Whom it May Concern:

On behalf of the San Dieguito River Park Joint Powers Authority, this letter is sent in support of the City of Del Mar’s application for funding through the CALTRANS Active Transportation Program for the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle project.

The San Dieguito River Park extends along a 55-mile corridor that begins at the mouth of the San Dieguito River in Del Mar, and ends at the desert just east of Volcan Mountain. Part of the trail traverses directly through this project area. Improving pedestrian and bicycle mobility in this area will improve access and safety for those using the River Park trail system.

This project that will complete the pedestrian and bicycle transportation network along two of Del Mar’s main arterials, strongly aligns with the criteria for the Active Transportation Program.

On behalf of the San Dieguito River Park JPA, we urge your support of the City of Del Mar’s application for the Active Transportation Program grant funds.

Sincerely,

Dick Bobertz
Executive Director
May 16, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874, Sacramento, CA 94274-0001

Subject: Support of the City of Del Mar’s Application for the CALTRANS Active Transportation Program

To Whom it May Concern:

On behalf of the San Dieguito River Park Joint Powers Authority, this letter is sent in support of the City of Del Mar’s application for funding through the CALTRANS Active Transportation Program for the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle project.

The San Dieguito River Park extends along a 55-mile corridor that begins at the mouth of the San Dieguito River in Del Mar, and ends at the desert just east of Volcan Mountain. Part of the trail traverses directly through this project area. Improving pedestrian and bicycle mobility in this area will improve access and safety for those using the River Park trail system.

This project that will complete the pedestrian and bicycle transportation network along two of Del Mar’s main arterials, strongly aligns with the criteria for the Active Transportation Program.

On behalf of the San Dieguito River Park JPA, we urge your support of the City of Del Mar’s application for the Active Transportation Program grant funds.

Sincerely,

Dave Roberts
Chair, San Dieguito River Park JPA Board of Directors
Supervisor, County Board of Supervisors
May 14, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874, Sacramento, CA 94274-0001

Subject: Support of the City of Del Mar's Application for the CALTRANS Active Transportation Program

To Whom it May Concern:

This letter is sent on behalf of the Del Mar Village Association (DMVA) to express support for the City of Del Mar's application for grant funding through the CALTRANS Active Transportation Program for the Camino del Mar Complete Streets Network: Pedestrian, Bicycle, and Intersection Safety Improvements and the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle project. As projects that will complete the pedestrian and bicycle transportation network along Del Mar's three main arterials, both of these projects strongly align with the criteria for the Active Transportation Program.

The DMVA is a 501(c)3 non-profit organization focused on, among other initiatives, encouraging economic development and promoting a pedestrian-friendly environment and a sense of community for the village of Del Mar. DMVA works with local merchants, businesses, hoteliers, and restaurateurs to encourage visitors to “shop, dine, and play” in Del Mar.

The two projects that the City of Del Mar is proposing will fit well with DMVA's goals and will greatly improve quality of life in our community by improving mobility for pedestrians, as well as safety and accessibility for bicyclists in the central village area and along the City’s main arterial roadways. These projects will also improve access to regional transit system stops and school bus stops within the Del Mar village. All of these improvements will enhance the walkability and accessibility of our community, not only for the 4,500 residents that call Del Mar home, but also for the nearly 2 million people who visit Del Mar annually to visit the beach, Fairgrounds, and the City’s dozens of well-regarded restaurants, hotels, and shops.

We urge your support of the City of Del Mar's applications for the Active Transportation Program grant.

Sincerely,

Jen Grove
Executive Director
Del Mar Village Association

P.O. Box 592
Del Mar, CA 92014
Phone: 858-755-1179
Fax: 858-755-1179
May 14, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874, Sacramento, CA 94274-0001

Subject: Support of the City of Del Mar’s Application for the CALTRANS Active Transportation Program

To Whom it May Concern:

This letter is sent on behalf of Del Mar Community Connections to express support for the City of Del Mar’s application for grant funding through the CALTRANS Active Transportation Program for the Camino del Mar Complete Streets Network: Pedestrian, Bicycle, and Intersection Safety Improvements and the Pedestrian & Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle project.

As projects that will complete the pedestrian and bicycle transportation network along Del Mar’s three main arterials, both of these projects strongly align with the criteria for the Active Transportation Program.

According to the 2010 US Census, more than 32% of Del Mar residents are over age 60, which is the highest percentage in San Diego County. Additionally, the 2010 Census showed that 48% of Del Mar residents were over age 50.

Del Mar Community Connections is a 501(c)3 non-profit organization led by a volunteer Board of Directors dedicated to providing programs and services that allow our maturing residents to live safely, vibrantly and independently in the homes they love in Del Mar. The two projects that the City of Del Mar is proposing will greatly improve mobility for pedestrians in the central village area and along the City’s main arterial roadways. These projects will also improve access to regional transit system stops and bicycle safety. All of these improvements will enhance the walkability and accessibility of our community for all residents, but especially maturing residents.

I urge your support of the City of Del Mar’s applications for the Active Transportation Program grant.

Sincerely,

Buck Abell
Vice President
Board of Directors
Del Mar Community Connections
## Cost Effectiveness Analysis

**Project:**  
Pedestrian and Bicycle Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle

### Transportation Benefits

<table>
<thead>
<tr>
<th><strong>Benefit</strong></th>
<th><strong>Requirement</strong></th>
<th><strong>Description</strong></th>
<th><strong>Potential Increase in Accessible Property Value</strong></th>
<th><strong>Annual Increase in Property Tax Revenue Based upon LIRF Turnover Annually</strong></th>
<th><strong>Total Lifetime Property Tax Revenue Increase to Del Mar</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased property values</td>
<td>4</td>
<td>$505,120</td>
<td>$2 million in construction costs for bike lanes creates 13 to 14 jobs</td>
<td>$2,700 residences in Del Mar</td>
<td>$360,800,000.00</td>
</tr>
</tbody>
</table>

### Job Creation

- Project construction cost = $2,25 million = estimated 11 new jobs at estimated $60,000/year

### Business Activity Stimulated from Pedestrian/Bicycle Traffic and Improved Parking Availability Due to the Reduction of Cars

- Assumes 5% increase in sales tax revenue ($7,250 annually over life of the project [10 years], $72,500 over 10 years)
- Assumes 10% increase in sales tax revenue ($20,000 annually over life of the project [10 years], $200,000 over 10 years)

### Reduction in Liability Claims to City of Del Mar

- Assumes no Liability claims are expected to be filed during the study period.

### Business and Economic Development

- Assumes property tax revenue of $100,000/year for the two claims with a market value of $143,000 / 10 years = $14,300 per year in 30-year project life = $429,000 cost savings over project life.
<table>
<thead>
<tr>
<th>Benefit</th>
<th>Source</th>
<th>Lifetime Economic Value</th>
<th>Notes</th>
<th>Current Annual TOT</th>
<th>Estimated Annual TOT Increase (15%) + Room Rate/Occupancy Increase (6%) for 66% of the rooms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transient Occupancy Tax</td>
<td>$ 5,770,078</td>
<td>Del Mar has 344 total rooms, 334 of which will benefit from this project by enhanced pedestrian access to its famous beaches and downtown. The increased pedestrian access is anticipated to have a positive impact on room rates of 10 percent, and on occupancy of 5 percent. Assumes TOT increases $192,351 over life of the year (10 years).</td>
<td>$ 1,940,000.00</td>
<td><strong>$ 193,350.93</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Environmental
- Decreased Pollution
- Greenhouse Gas Emission Reduction
- Fuel Savings
- Energy Conservation
- Improved Mobility for Non-Drivers/Seniors
- Improved Community Liability

### Health Benefits
- Improved Health for Pedestrians
- Improved Health for Cyclists
- Savings in Health Care Costs (Societal)
- Reduced Death/Injuries

### Other Benefits
- Consumer Savings
- User Enjoyment
- Parking Costs Savings
- Road Maintenance Savings
- Deceleration
- Noise Reduction
- Vehicle Operating Costs

**Total Benefit** $ 7,683,298  
Estimated Economic Benefit Associated with this Project

### Cost Effective Analysis

<table>
<thead>
<tr>
<th>Benefit</th>
<th>Cost Effective Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benefit</td>
<td>$ 7,683,298</td>
</tr>
<tr>
<td>Program Funds Requested</td>
<td>$812,000</td>
</tr>
</tbody>
</table>

\[
\text{Benefit} = \frac{\text{Total Project Cost}}{\text{Program Funds Requested}} = \frac{7,249,000}{812,000} = 3.42
\]

\[
\text{Benefit} = \frac{\text{Total Project Cost}}{\text{Program Funds Requested}} = \frac{7,249,000}{812,000} = 9.46
\]

**Sources:**
3. "Evaluating Active Transport Benefits and Costs" by Todd Litman (http://vtfs.org/rent_time.pdf)
City of Del Mar

Alternative Transportation Program – Regional

Project: Pedestrian & Bicycle Facilities Along Camino del Mar, Jimmy Durante, and Via de la Valle

Supplemental Questionnaire for SANDAG

PROJECT READINESS – COMPLETION OF MAJOR MILESTONES:

Which of the following steps for the project have been completed?

- Community Active Transportation Strategy/Neighborhood-Level Plan/Corridor Study
  - The City implemented a neighborhood-level Community Plan in 1976, with amendments in 1985, which identifies goals, objectives and policies for environmental and transportation management.
  - The City implemented the Camino del Mar Streetscape Plan corridor study in 1996 and a Sidewalks, Streets & Drainage 10-year Capital Improvements Plan, which outline a streetscape concept and plans for: pedestrian improvements, residential access connections, bicycle improvements, traffic improvements, accessibility improvements, lane width reduction, and parking improvements.

- Environmental Documentation/Certification
  - The environmental documentation/certification is scheduled to start at the end of June 2013, and will last 20 weeks.

- Right-of-Way Acquisition
  - No right-of-way acquisition is required.

- Final Design
  - Final design is from the end of June to October 2014.
LINKAGES TO BICYCLE, PEDESTRIAN, AND TRANSIT NETWORKS:

Provide a map that clearly illustrates the project's relationship to existing local and regional bicycle, pedestrian, and transit facilities. Specifically, note if the projects closes any gaps in bicycle and pedestrian facilities.

- Following is a map that indicates gaps (highlighted red & green areas) in existing sidewalk, curb and gutter infrastructure. The project will add new sidewalk, curb and gutter in order to ensure continuity along the entireties of Camino del Mar and Via de la Valle. Camino del Mar provides the only local access points to school & public transit facilities, as illustrated by the bus stop icons below, and is the thoroughfare to the nearby North County Transit District Coaster station. Closing the gaps in pedestrian facilities is key to ensuring safe access to these transit facilities.

- Bicycle facilities (lanes) are currently in existence, but would be enlarged through this project to enhance cyclist safety.
EFFECTIVENESS AND COMPREHENSIVENESS OF PROPOSED PROJECT:

Describe the specific traffic calming, pedestrian, and bicycle treatments being proposed and why they are particularly suited to address the needs of the project area.

- Camino del Mar, Jimmy Durante, and Via de la Valle are the City’s primary arterial streets and border the 22nd District Agricultural Association property (Del Mar Fairgrounds), which yields a high volume of vehicular, pedestrian, and bicycle activity annually. Therefore, traffic calming is of great importance to ensure pedestrian and bicycle safety in this area. The Pedestrian & Bicycle Facilities Along Camino del Mar, Jimmy Durante, and Via de la Valle project slows traffic through a variety of “road diet” mechanisms: narrowing travel lanes, widening bike lanes, adding sidewalks, and adding a roundabout.

COMPLEMENTARY PROGRAMS:

Describe any programs that complement the proposed capital improvements, including awareness, education efforts, increased enforcement, bicycle parking, etc. and who will be implementing them. In order to achieve points, programs must be included in the project Scope of Work, Schedule, and Budget.

- The City is currently completing a two-pronged bicycle parking infrastructure and public educational outreach initiative, funded through a 2013-14 SANDAG Bicycle Parking Facilities grant. This project scope nets an additional 62 Del Mar-branded bike racks and digital/print media that will complement the improved bicycle treatments proposed in the Pedestrian & Bicycle Facilities Along Camino del Mar, Jimmy Durante, and Via de la Valle project.

INNOVATION:

Is this project an FHWA or State Experimentation Effort? Does this project propose any solutions that are new to the San Diego region?

- As defined in Section 9 (Innovation) of the Active Transportation Program Call for Projects, this project incorporates the following innovative solutions: buffered bike lanes, colored bike facilities, shared lane markings, traffic circles and roundabouts, and Rectangular Rapid Flash Beacons.