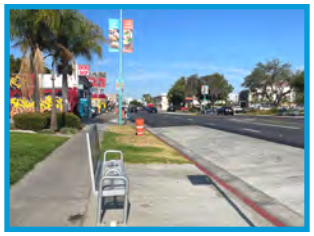
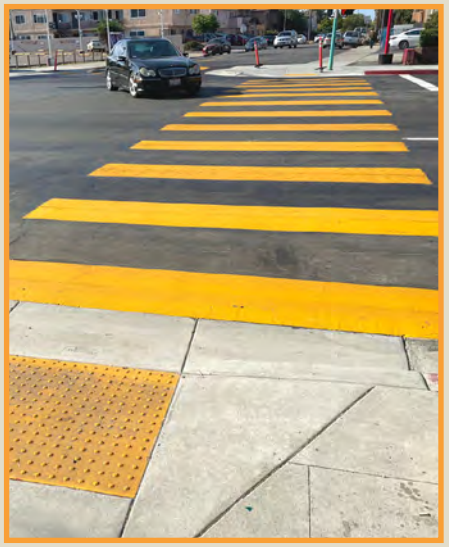
CITY OF SAN DIEGO SS4A APPLICATION

SAFE STREETS FOR ALL SAN DIEGANS

The City of SAN DIEGO





EL CAJON BOULEVARD SAFETY ENHANCEMENTS PROJECT

3 SUPPLEMENTAL ACTIVITIES

QUICK BUILDS | SPEED MANAGEMENT | SLOW STREETS

CONTENTS

PROJECT PARTNERS

Elected Officials:
- Mayor Todd Gloria
- U.S. Senator Dianne Feinstein
- U.S. Senator Alex Padilla
- Rep. Sara Jacobs (CA-53)
- Rep. Juan Vargas (CA-51)
- CA Senate President Pro Tempore Toni Atkins
- Assemblymember Akilah Weber
- Assemblymember Chris Ward
- County Supervisor Nathan Fletcher
- City Council President Sean Elo-Rivera

State & Regional Agencies:
- Caltrans
- SANDAG
- Port of San Diego
- North County Transit District (NCTD)
- San Diego Metropolitan Transit System (MTS)
- San Diego Unified School District
- San Diego Gas & Electric
- San Diego County Water Authority

Labor & Workforce:
- Li Una/Local 89
- San Diego Building Trades
- San Diego & Imperial Counties Labor Council

Community-Based Organizations:
- Bike SD
- Built Environment Team
- Circulate San Diego
- City Heights Area Planning Committee
- City Heights Community Development Corporation
- City Heights Town Council
- Climate Action Campaign
- El Cajon Blvd Business Improvement Association
- Little Saigon Foundation
- Mid-City Community Advocacy Network
- Partnership for the Advancement of New Americans
- Price Philanthropies
- San Diego Bike Coalition
- San Diego Chamber of Commerce
- San Diego State University (SDSU)
- San Ysidro Health
- Social Advocates for Youth San Diego
- VietVote

KEY INFORMATION TABLE

Application Name	**Safe Streets for All San Diegans: El Cajon Boulevard Safety Enhancements Project and 3 Supplemental Activities**
Lead Applicant	City of San Diego
If Multijurisdictional, additional eligible entities jointly applying	N/A
Roadway safety responsibility	☒ Ownership and/or maintenance responsibilities over a roadway network ☐ Safety responsibilities that affect roadways ☐ Have an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction
Population in Underserved Communities	**Implementation Activity: 88.2%** • Total Population of Project Census Tracts: 26,070 • Total Population of Project Disadvantaged Census Tracts: 22,997 **Supplemental Action Plan Activity A: 100%** • Total Population of Supplemental Action Plan Activity A Census Tracts: 440,333 • Total Population of Supplemental Action Plan Activity A Disadvantaged Census Tracts: 440,333 **Supplemental Action Plan Activity B: 37.8%** • Total Population of Supplemental Action Plan Activity B Census Tracts: 1,389,165 • Total Population of Supplemental Action Plan Activity B Disadvantaged Census Tracts: 440,333 **Supplemental Action Plan Activity C: 37.8%** • Total Population of Supplemental Action Plan Activity C Census Tracts: 1,389,165 • Total Population of Supplemental Action Plan Activity C Disadvantaged Census Tracts: 440,333
States(s) in which activities are located	California

KEY INFORMATION TABLE (CONT.)

Costs by State	**TOTAL: $18,750,000**
	• **Implementation Activity Total: $17,900,000**
	• **Supplemental Action Plan Activities Total: $850,000**
	  • Supplemental Action Plan Activity A: $500,000
	  • Supplemental Action Plan Activity B: $200,000
	  • Supplemental Action Plan Activity C: $150,000

Funds to Underserved Communities	**TOTAL: $16,420,100**
	• **Implementation Activity: $15,787,800**
	• **Supplemental Action Plan Activities Total: $632,300**
	  • Supplemental Action Plan Activity A: $500,000
	  • Supplemental Action Plan Activity B: $75,600
	  • Supplemental Action Plan Activity C: $56,700

Cost total for eligible activity (A) supplemental action plan activities in support of an existing Action Plan	**Cost Total of Supplemental Action Plan Activities: $850,000** • Supplemental Action Plan Activity A - Historically Disadvantaged Community Equity Quick-Build Program: $500,000 • Supplemental Action Plan Activity B - Comprehensive Speed Management Plan: $200,000 • Supplemental Action Plan Activity C - Slow Streets Program: $150,000
Cost total for eligible activity (B) conducting planning, design, and development activities for projects and strategies identified in an Action Plan	**TOTAL: $2,192,000**
Cost total for eligible activity (C) carrying out projects and strategies identified in an Action Plan	**TOTAL: $15,708,000**
Action Plan or Established Plan Link	Vision Zero Resolution and Policy (Appendix A) Vision Zero Strategic Plan (Appendix B) (City Strategic Plan Website)

OVERVIEW

The City of San Diego requests **$15 million** to implement the proposed **Safe Streets for All San Diegans: El Cajon Boulevard Safety Enhancements Project** and **3 supplemental action plan activities** to progressively improve the safety of all roadway users, especially in the City's historically disadvantaged and underserved communities.

The City is proud to have adopted a Vision Zero (VZ) resolution and policy (see Appendix A) and VZ Strategy (VZ plan) (see Appendix B) — and is determined to implement them in historically disadvantaged communities. The Safe Streets for All San Diegans application builds upon the City's VZ efforts through the following four key activities.

1 IMPLEMENTATION: EL CAJON SAFETY ENHANCEMENTS PROJECT (PROJECT)
Multimodal safety improvements along El Cajon Boulevard VZ priority corridor between Fairmont Avenue and Altadena Avenue, serving historically disadvantaged communities.

2 SUPPLEMENTAL A: HISTORICALLY DISADVANTAGED COMMUNITY QUICK-BUILD PROGRAM
Using public engagement techniques and collision data to identify community-supported quick build projects in disadvantaged communities throughout the City.

3 SUPPLEMENTAL B: COMPREHENSIVE SPEED MANAGEMENT PLAN
Utilize collision data to identify areas on the City's high-injury network where speed is the leading collision factor and develop a plan that reduces speed limits and incorporates complementary educational outreach tools.

4 SUPPLEMENTAL C: COMPREHENSIVE SLOW STREETS PROGRAM
Identify and evaluate traffic calming initiatives to reduce the number and severity of collisions throughout the City, especially in neighborhoods with high pedestrian and bike activity to create safer, more walkable/bikeable communities.

The City's proposed implementation grant is along El Cajon Boulevard—a centrally located commercial corridor housing 20% of San Diego's population within a five-mile radius—with a distinct diversity of neighborhoods, small businesses, community-based organizations, and neighborhood schools. Historically, El Cajon Boulevard has been one of the most dangerous and challenging streets for users in the City—evidenced by collision data analyzed in the VZ Strategy. From 2015-2020, there have been 57 collisions involving bicyclists or pedestrians in just the 0.6 miles of the Project area, with 9 of those collisions being serious or fatal. El Cajon Boulevard continues to serve as a major connector poised to see thoughtful and community-focused transit-oriented developments within the next decade.

Existing conditions of El Cajon Boulevard

"IN BOTH CASES, THE PEDESTRIANS WERE CROSSING STREETS (EL CAJON BLVD AND UNIVERSITY AVE) IDENTIFIED BY CIRCULATE SAN DIEGO AS THE MOST DANGEROUS IN THE CITY WHEN THEY WERE STRUCK BY A VEHICLE AND KILLED."

CIRCULATE SAN DIEGO ON TWO RECENT PEDESTRIAN DEATHS

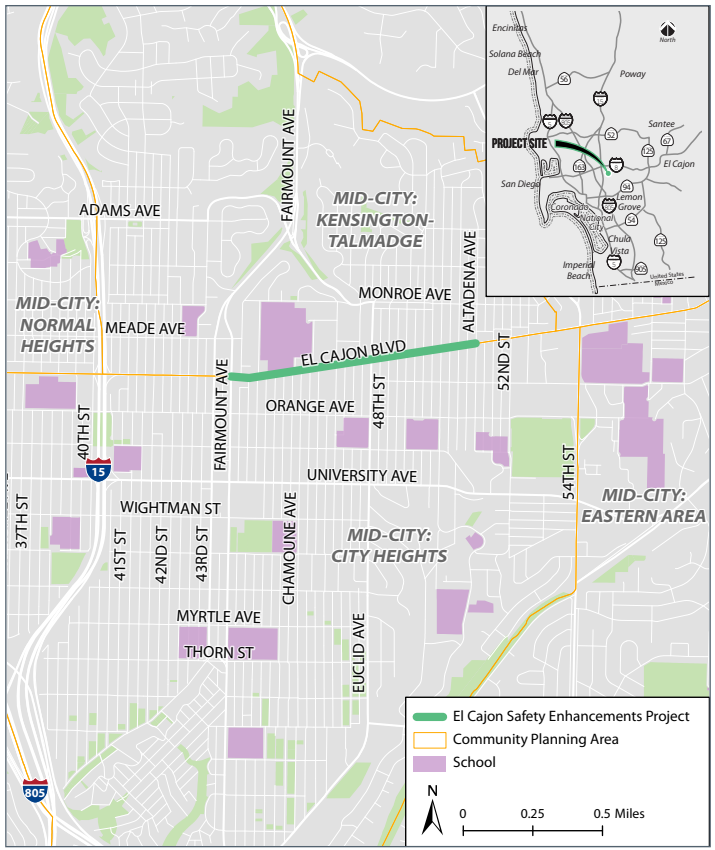
The Project will implement a complete street design transforming an underserved portion of El Cajon Boulevard into a safe, comfortable, and accessible street for all users by incorporating proven safety countermeasures, ADA-compliant infrastructure, and traffic calming improvements aligned with the City's VZ strategy. The Project is consistent with the City's and US Department of Transportation (USDOT)'s priorities to promote multi-modal transportation, reduce greenhouse gas emissions, and increase equity and access for historically disadvantaged communities. The Project will also fulfill the goals of the Safe Streets and Roads for All Grant Program (SS4A) by implementing countermeasures known to reduce the severity and frequency of collisions on a high injury network in the City.

PROJECT DESCRIPTION

» PROJECT LOCATION

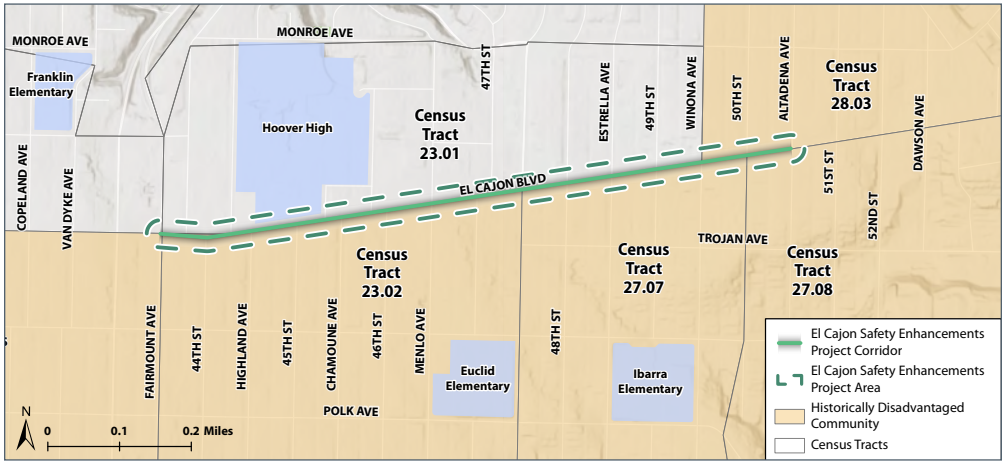
The Project and three city-wide Supplemental Activities are located within the City of San Diego in San Diego County, California. The Project provides 0.9 miles of vital safety and multi-modal improvements along El Cajon Boulevard from Fairmount Avenue to Altadena Avenue.

Figure 1: Project Vicinity Map



Census Tracts (CT) adjacent to the Project: **23.01,** 23.02, **27.07, 27.08,** and **28.03**. Bolded CT are identified as a historically disadvantaged community per the Transportation Disadvantaged Census Tracts.

Figure 2: Historically Disadvantaged Communities Surrounding Project



Source: SS4A Underserved Communities Census Tracts (Historically Disadvantaged Communities)

» CORRIDOR CONTEXT

The Project limits were strategically selected to eliminate traffic fatalities, increase roadway safety and enhance mobility benefits for historically disadvantaged communities (i.e., City Heights and Little Saigon) and nearby schools such as Hoover High School. The Project segment has an average Walk Score of 89 (out of 100). However, the corridor is challenged with older pedestrian infrastructure and lacks convenient and safe crossing opportunities for users of different abilities. It was a highway (U.S. Route 80) previously and thus, retains older highway design elements that contribute to safety challenges and make the corridor unfavorable to many users.

KEY CORRIDOR CONCERNS

- High vehicle speeds
- Lack of safe pedestrian crossing locations
- Access control
- Lack of accessible and comfortable pedestrian facilities

Existing conditions of El Cajon Boulevard

» BUILDING ON PREVIOUS EFFORTS

The Project builds on the City's long-standing commitment to create safer roadways for all users and implement complete streets that enable safe, attractive, and comfortable access to all within the public right-of-way.

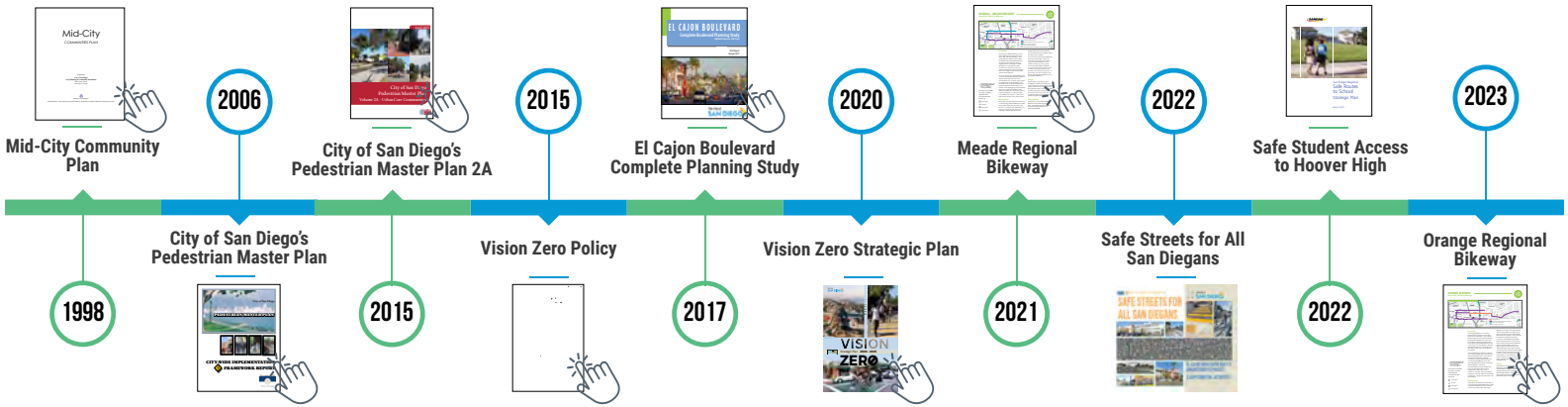
In 2015, the City adopted a VZ Resolution and Policy, which aims to reduce all traffic fatalities to zero by the Year 2025 (Vision Zero). To fulfill this vision, the City completed the VZ 2020-2025 Strategic Plan in 2020 to document the accomplishments since adoption of the VZ and the envisioned accomplishments for the program in the next 5 years to achieve zero severe injuries and fatalities. As part of these efforts, El Cajon Boulevard was identified as a **priority corridor** that needs improvements to address conditions that contribute to the number and severity of collisions. The Project is a priority project for the City as it supports, refines, and implements the recommendations from the City's VZ efforts.

Key communities and stakeholders along the corridor that have been engaged in the planning process with the City are eager for the improvements as they will: **boldly transform the transportation network, promote alternative travel options, create a complete street, and provide safe travel through and across El Cajon Boulevard**.

These efforts include the City's 1998 Mid-City Communities Plan, Pedestrian Master Plans from 2006 and 2015 (Volume 2A Urban Core Communities), and the El Cajon Boulevard Complete Planning Study (see Appendix C) completed in 2017. The Project also considers planned regional bicycle projects (Meade Regional Bikeway and Orange Regional Bikeway) in the Mid-City communities as well as ongoing collaboration with San Diego's Metropolitan Transit System (MTS). The Project will also build upon recent construction on the corridor, such as recent improvements at Hoover High School, to maximize these investments. The City is committed to utilizing additional local, state, and federal funding opportunities to revitalize the full corridor of El Cajon Boulevard to ensure it is in line with the City's embrace of complete streets.

Context of El Cajon Boulevard

Figure 3: Previous Efforts Timeline



PROPOSED IMPLEMENTATION IMPROVEMENTS

The City is requesting **$14.32 million** to fund implementation improvements along El Cajon Boulevard (see Appendix D for the concept design). The Project will provide immediate safety benefits along El Cajon Boulevard as the proposed improvements aim to decrease crash rates through several corridor-wide improvements. The Project will fulfill the SS4A's program goals of reducing motorist, pedestrian, and cyclist injuries and fatalities.

Figure 4: Existing Cross-Section of El Cajon Boulevard

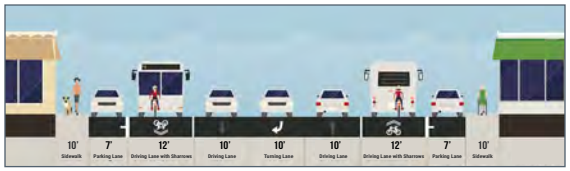


Figure 5: Proposed Cross-Section of El Cajon Boulevard

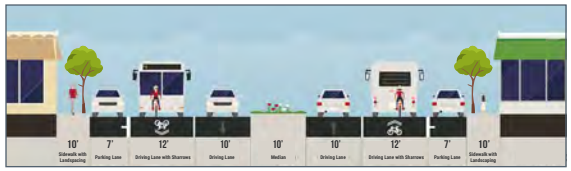
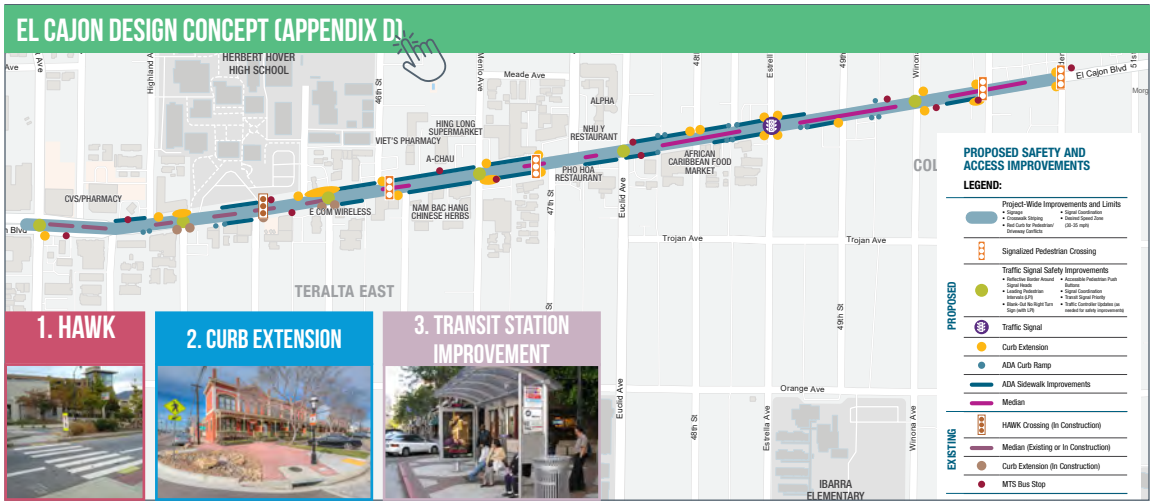
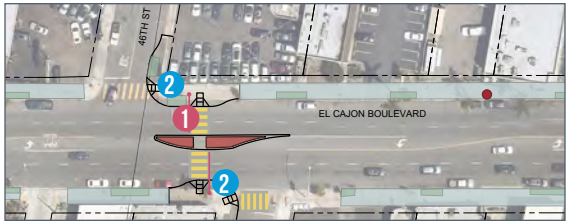


Figure 6: Program of Proposed Safety and Access Improvements





CHALLENGES	PROJECT IMPROVEMENT
Lack of controlled pedestrian crossings; wide crossing distance with no refuge	• Crossing improvements to increase visibility & shorten distance (i.e., HAWK crossings and curb extensions) • Pedestrian refuge in median
High vehicle speeds (Faster than posted 35mph)	• Improve signage • Narrow field of vision through curb extensions, tree-lined sidewalks and medians to create a desired speed zone • Apply reflective borders around transit signal heads • Review corridor speed limit as a pilot concept for the proposed Comprehensive Speed Management Plan
Lack of comfortable walking environment	• Pedestrian shade trees • Landscape and stormwater quality improvements
Older pedestrian infrastructure unable to serve users of different abilities	• Pedestrian refuges in the medians • ADA-compliant sidewalk improvements such as curb ramps and accessible push buttons
Lack of climate-appropriate landscaping	• Landscape and stormwater quality improvements • Drainage improvements and stormwater BMP improvements
Challenging pedestrian access and waiting areas for transit stops	• Reduce conflicts with raised median • Increase pedestrian visibility with red curb at driveways • Update traffic controller software to support pedestrian safety operations and transit signal priority • Implement lead pedestrian intervals (LPIs) and Blank-Out "No Right Turns" (NRT) signs

SUPPLEMENTAL ACTION PLAN ACTIVITIES

The City is requesting $680,000 to fund 3 city-wide supplemental action plan activities to continue the VZ policy and plan. The 3 proposed activities will continue the City's shift toward the principles of systemic safety.

- Expand the City's VZ by **improving safety in high-risk areas**
- **Increase equity** for historically disadvantaged communities and pedestrians with disabilities
- Collaborate and **engage with diverse community members**
- Carry on monitoring of collision data and past efforts to continue to **implement data-driven safety** solutions and strategies

HISTORICALLY DISADVANTAGED COMMUNITY QUICK-BUILD PROGRAM (SUPPLEMENTAL ACTION PLAN ACTIVITY A)

Establish a program to help the City evaluate and identify **quick-build** safety projects on the **high-injury network** in the City's **historically disadvantaged communities**.

TIME: 12 months

TOTAL COST: $500,000
SS4A Request: $400,000

What does this activity entail?

- Identify locations with **high crash rates** in disadvantaged communities through a **targeted equity assessment** and innovative data analysis
- Incorporate **community engagement**, outreach and collaboration to identify safety solutions that better serve the needs and concerns of community members

Why is this activity important?

- **38.2%** of the City is considered a **Historically Disadvantaged Community**
- Promote **equity** by investing in the safety needs of underserved communities
- Collect and monitor data from low-cost quick-build solutions to **inform future long-term projects**

COMPREHENSIVE SPEED MANAGEMENT PLAN (SUPPLEMENTAL ACTION PLAN ACTIVITY B)

Develop a comprehensive speed management plan that **reduces speed limits** and **includes complementary tools** such as education, outreach, and traffic calming.

TIME: 12 months

TOTAL COST: $500,000
SS4A Request: $400,000

What does this activity entail?

- Identify areas on **high-injury network** where speed is the leading collision factor
- Identify areas with high pedestrian/bicyclist activity that would **benefit from lower speed limits**
- Develop outreach and **behavioral engagement strategies** that will encourage speed limit adherence

Why is this activity important?

- Educate community members to **proactively prevent crashes**
- Reduce speeds to mitigate human mistakes and behavior that occur at high speeds and impact crash survival and injury severity
- Improve safety with **low-cost solutions and educational initiatives**

COMPREHENSIVE SLOW STREETS PROGRAM (SUPPLEMENTAL ACTION PLAN ACTIVITY C)

Create **safe community spaces** by evaluating and identifying **traffic calming** initiatives in neighborhoods with high pedestrian and bike activity.

TIME: 12 months

TOTAL COST: $500,000
SS4A Request: $400,000

What does this activity entail?

- Create **safe shared spaces** allowing residents get around their neighborhoods for essential travel
- Model after successful existing slow street program in Pacific Beach that **increased bicycle activity by 30%**

Why is this activity important?

- **Improve safety for all road users** with data-informed, effective proven safety countermeasures
- Encourage and increase the **accessibility of multimodal transportation**
- Create a **pedestrian/bicyclist-oriented community** that encourages the City's vibrant communities to grow and flourish

RESPONSE TO CRITERIA

» CRITERIA #1: SAFETY IMPACT

The Project would complete a critical step towards helping the City reach its VZ goals and improve safety for all people who use El Cajon Boulevard. The Project incorporates proven low-cost, high-impact safety countermeasures, and transformative design solutions to reduce the frequency and severity of collisions. Each proposed improvement was strategically selected to address observed safety concerns and transform the corridor to better serve its community, creating a place for people of all ages and abilities to thrive.

SAFETY PROBLEM: El Cajon is a key community corridor that thousands of people rely on to access schools, jobs and housing. However, the corridor experiences a high quantity and severity of crashes. It is a VZ high-priority corridor, and transformative improvements are critical to reduce and eliminate fatalities and severe injuries.

Fatal and injury-related collisions were pulled for the corridor using Transportation Injury Mapping System (TIMS) Statewide Integrated Traffic Records System (SWITRS) GIS Map tool for a 5-year period (2016-2020) (see Appendix E for the outputs obtained). A 100-foot buffer was utilized to obtain intersection-related collisions for the Project. Below are key collision findings for the corridor.

COLLISION FINDINGS

177	228	3	10	215	36	12
Total Collisions	Total Victims	Total Victims Killed	Total Serious Injury Victims	Total Victims With Injury	Total Pedestrian Victims	Total Bicyclist Victims

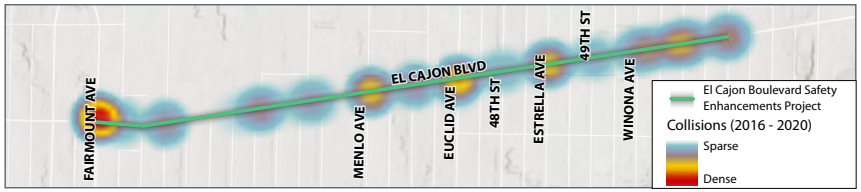
MOST COMON CRASH TYPES

35%	21%	14%
Broadside	Rear End	Vehicle/ Pedestrian

MOST COMMON CRASH FACTORS

25%	35%	35%
Automobile ROW	Improper Turning	Signals/Signs

Figure 7: Crash Hot Spots



SAFETY IMPACT ASSESSMENT: The proposed improvements were based off the City's VZ plan and complete street best practices, and supported by the Federal Highway Administration's Proven Safety Countermeasures and Caltrans 2022 Local Roadway Safety Manual.

IMPROVEMENT	SAFETY BENEFIT
Signalized Pedestrian Crossing	Provide controlled pedestrian crossings to create more opportunities to cross El Cajon Boulevard safely.
Curb Extensions	Visually and physically narrow the roadway, creating shorter and safer crossings for people walking at intersections.
Median	Control access to reduce vehicle conflicts and limit (or restrict) left turns to and from El Cajon Boulevard to controlled intersections.
Traffic Signal at Estrella Avenue	Provide traffic signal to improve safety at the intersection; recommended with the installation of the proposed median between Euclid Avenue and Winona Avenue.
Coordinated Signals	Coordinate corridor signal timing to encourage safe travel speeds.
Leading Pedestrian Intervals & Blank-Out "No Right Turn" Signs	Reduce conflicts between people walking and drivers turning across the pedestrian path of travel.
Reflective border around traffic signal heads	Improve the visibility of traffic signals to help drivers more safely navigate the intersection, reducing broadside and read-end crashes.
Pedestrian Refuge Islands	Allow people crossing the street to cross one direction of travel at a time and reduce roadway exposure time, helping to create a more comfortable walking and biking experience.
Install Red Curb	Improve visibility of people walking, biking, scooting and driving along El Cajon Boulevard at select driveways and intersections.
ADA Access Improvements (i.e., signals, curb ramps & sidewalk)	Improve access and safety along the corridor for people with vision impairments and different physical abilities. Upgrade all signalized intersections to Audible Pedestrian Signals.
Corridor Transformation	The proposed curb extensions, median, and stormwater BMP landscaping will physically and visually narrow the roadway, encouraging slower vehicle travel speeds, which helps make the corridor safer for everyone.

PROJECT AREA COMMUNITY INFO

28%
of the population in the Project census tracts live beneath the poverty line

88%
of the population lives in disadvantaged census tracts

83%
of the population in the Project census tracts are racial or ethnic minorities

19 of 26
census tracts within a mile of the Project that fall below statewide median (<$60,188)

20
schools within a mile of the Project

90%
students are eligible for Free or Reduced-Price Meal

19%
of households adjacent to the Project have no access to a vehicle

27%
of people within a mile of the Project commute to work via carpool, walking, biking, transit, or another alternative mode

» CRITERIA #2: EQUITY, ENGAGEMENT & COLLABORATION

Mid-City is a disadvantaged community and an area of persistent poverty. The Project area is home to vibrant Vietnamese, Latino, and African communities, with active community groups and minority-owned businesses. Community members have demonstrated their use of the corridor—including high pedestrian activity surrounding schools, high transit use of arterial BRT and local bus routes (with over 1,000 boarders per day), and robust auto volumes within the corridor.

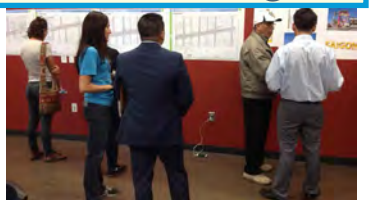
The proposed Project aims to directly address local community needs through improvements that deliver high return on investment by providing benefits to historically underserved populations disproportionally affected by fatal and severe collisions.

The plan builds upon community input from the El Cajon Complete Boulevard Planning Study. Public input for the study was solicited through the following approaches:

- The **walk audit** allowed for community members to view and provide feedback regarding the project area in real time, on location.
- The **focus group meeting** mainly involved the Little Saigon Foundation, where foundation members voiced their desire for the strong Vietnamese culture that is present in the area to be included in the proposed redesign.
- A **door-to-door survey,** in partnership with the El Cajon Boulevard Business Improvement Association and Little Saigon, allowed the small business owners that drive much of the economic activity of the area to provide input on design elements that could affect their business.
- Two l**arge public meetings** and **multiple ad-hoc working group meetings** allowed for direct public input on the safety issues/concerns and potential solutions to make the safer corridor for all roadway users.

"I BELIEVE THE STREET IS NOT JUST FOR THE CAR, BUT ALSO FOR THE PEOPLE AS WELL."

TRAM LAM, PRESIDENT OF THE LITTLE SAIGON FOUNDATION



Key takeaways from the outreach included a desire to:

- Maintain effective traffic operations along the corridor
- Improve the environment and facilities for pedestrian, bike, and transit users

To encourage participation, outreach included:

- Translations in prominent languages (Spanish and Vietnamese)
- Events at various times and locations to maximize participation
- In-person announcement distribution, personalized for community members and stakeholders

Ad-hoc working group participation included reviews and discussion on improvement options—these working groups included Business Improvement Association, Little Saigon, Circulate San Diego, the City Heights Community Development Corporation, and other neighborhood stakeholders.

» CRITERIA #3: EFFECTIVE PRACTICES & STRATEGIES

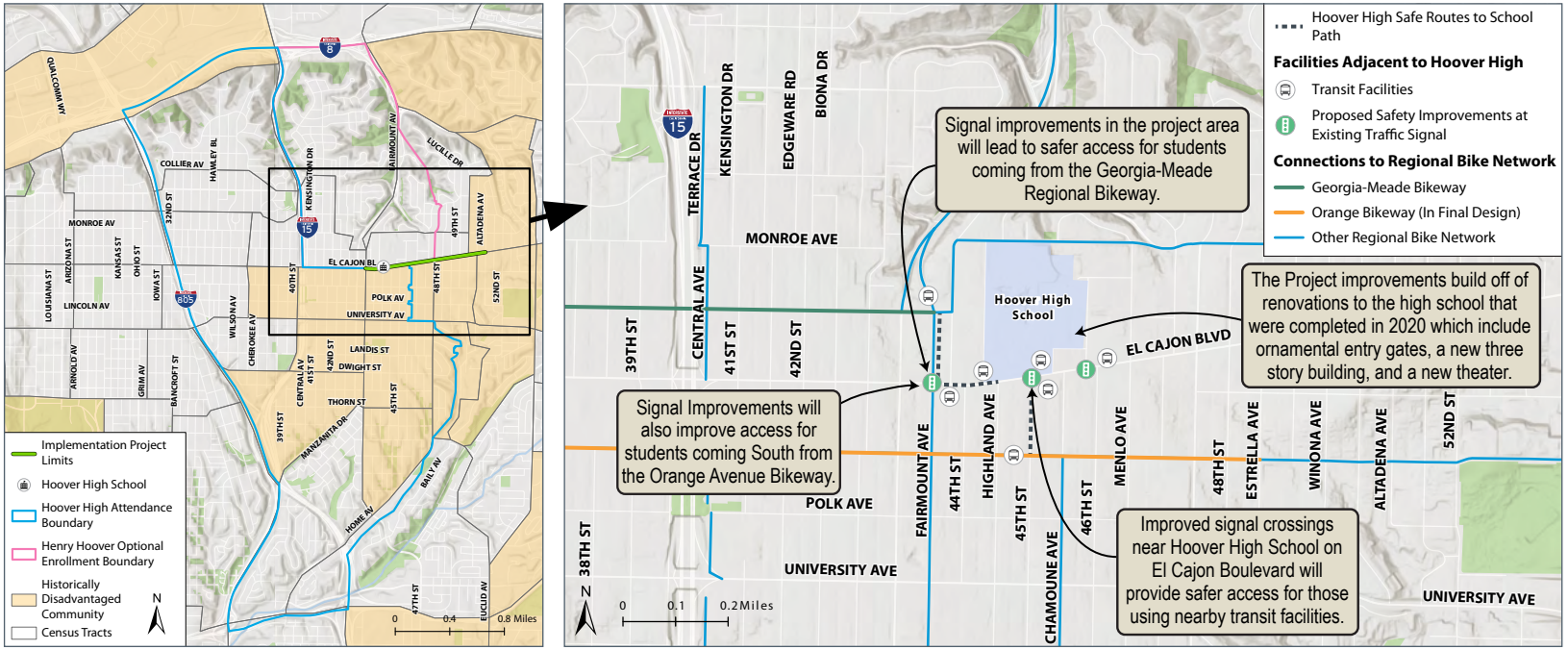
The Project incorporates a Safe System Approach through evidence-based roadway safety infrastructure and proven safety countermeasures and creates an environment that encourages adherence to safe speeds and provides more comfortable facilities.

The Project proposes traffic signals that are timed and coordinated to maintain efficient traffic operations at calmer traffic speeds—reinforcing positive driver behavior for traveling at or below the speed limit. These calmer speeds will support 1) driver awareness for vulnerable users, 2) reduce the severity of collisions, and 3) reduce the probability of fatalities and severe injuries.

The City's Complete Streets approach is also addressed throughout the Project, creating a more walkable environment through shade, landscaping, and refuge islands. It also means incorporating bike parking at key destinations and crosswalk visibility enhancements. To improve accessibility, ADA-compliant sidewalks, curb ramps, and accessible push buttons will be constructed. The plan also involves supplemental planning activities to further the City's a VZ initiatives.

PROPOSED COUNTERMEASURE & POTENTIAL CRASH REDUCTION	
Lead Pedestrian Interval	13% in pedestrian-vehicle crashes
Crosswalk Visibility	40% in pedestrian crashes
HAWK	55% in pedestrian crashes
Medians/ Refuge Islands	46% in pedestrian crashes
Signal Retiming	8-18% in total crashes
Speed Limits	26% reduction in fatalities

Figure 8: Supporting Safe Routes to Hoover High School from Historically Disadvantaged Communities in the School Boundary



» CRITERIA #4: CLIMATE CHANGE/SUSTAINABILITY & ECONOMIC COMPETITIVENESS

The Project will transform El Cajon Boulevard and provide safe access to:

- Hoover High School
- Community-based organizations (example: San Ysidro Health)
- MTS Rapid (a federally funded high-capacity transit corridor) - Connecting San Diego State University and Downtown San Diego to the Project area
- 1,000 plus locally owned businesses

The proposed recommendations would catalyze meaningful and transformative investments on El Cajon Boulevard to promote beautiful, vibrant, and welcoming areas for shopping, eating, neighborhood services, and pedestrian activity for residents and visitors.

CLIMATE CHANGE/SUSTAINABILITY

The Project proposes to implement storm water BMPs to meet regional water quality needs. The BMPs will incorporate sidewalk and median street trees to provide shade (a more comfortable and inviting pedestrian experience) and reduce greenhouse gas and heat island effects. The proposed BMP landscape will utilize drought-tolerant native trees and vegetation. Where feasible, the project construction will incorporate low-carbon pavement and construction materials, including recycled materials.

The Project will implement transit signal priority along the entire corridor to reduce delays at signals for MTS *Rapid* services, making transit more efficient to corridor users. Signal timing improvements and synchronization will promote continuous traffic flow, minimizing idling time and reducing greenhouse gas emissions.

The transformative corridor improvements will help make walking and biking safer and more comfortable, reduce growth in vehicle miles traveled, and help the City meet its mode share goals as stated in the City's Climate Action Plan.

ECONOMIC COMPETITIVENESS

The Project promotes economic opportunity to historically disadvantaged communities by:

- Creating an inviting multimodal corridor, encouraging economic vitality
- Connecting people to local and regional job centers

The Project corridor is home to many businesses and destinations, and **with this Project is primed for community-focused and transit-oriented development**. The Project area requires thoughtful development of a safe environment and efficient traffic flow. The Project approaches improvements with a Safe Systems Approach and targeted technology deployment.

A more comfortable experience will allow pedestrians to interact with and enjoy the corridor environment, including existing and future businesses. Twenty-five percent of the community live in poverty and will directly benefit from improvements to public transportation. Through MTS *Rapid*, these community members will have an affordable transportation option to school, work, and healthcare.

LABOR & WORKFORCE

The City is committed to strong labor standards and union representation in the development of this project by promoting equal employment and subcontracting opportunities within all aspects of City contracting. The City requires contractors and subcontractors to hire registered apprentices from approved apprenticeship programs on all of its public works contracts. The City recently created the Office of Labor Standards Enforcement (OLSE) to uplift health and safety labor standards, effectively enforce labor laws, and protect workers and citizens by combining oversight of the Minimum Wage and Earned Sick Days, Prevailing Wage, Living Wage and Labor Compliance programs.

PROJECT READINESS

Within 5 years, the City will be able to successfully implement the proposed improvements along El Cajon Boulevard (Project). Due to the aligment with the VZ Policy and VZ Strategy and the Project's support from partner agencies and stakeholders, the Project will be a priority for the City. The City is committing 20% of funds through local funding sources such as TransNet and City Funds (i.e., City discretionary CIP funds and City DIF/FBA funds).

» PROJECT PROCESS

The City is prepared and ready to execute the Project within 5 years of when the grant is executed. The Project will complete environmental, design, right of way, and construction by 2027 as indicated in the schedule. The following environmental requirements are expected:

NEPA – Categorical Exclusion expected to be processed through Caltrans Local Assistance

- Phase II Preliminary Site Assessment
- Transportation Impact Analysis Report
- Visual Scoping Memo
- Parking Impact Technical Memorandum
- Community Impact Assessment Memorandum
- Cultural resources

CEQA – Categorical Exemption (City to make final determination)

- Potential options for technical memos include:
- Hazardous materials tech memo
- Hydrology & water quality tech memo
- Transportation tech memo
- Cultural Resources

» RISKS AND MITIGATIONS

During the design and construction, the Project Manager (PM) and Construction Manager (CM) will oversee, manage, and control the budget, scope, and schedule in accordance with procedures outlined in state and federal manuals and City policies/standards. The City has formal risk management practices in place including identification, response strategies, monitoring, and control. As with any capital improvement project, the City regularly assesses risk at various stages and will continue to monitor risk throughout the construction and closeout.

POTENTIAL RISK	POTENTIAL MITIGATION(S)
BUDGET	Detailed budget tracking by project phase; coordination between City staff and relevant project development team members on all aspects for potential additional funds.
SCHEDULE	Detailed schedule tracking by project phase; regular schedule "look aheads"; accelerate project schedule where feasible.
ENVIRONMENTAL CLEARANCE/ PERMITTING	The City will hold several informational meetings early on in design phase with stakeholders.
DESIGN	Develop a Quality Assurance/Quality Control (QA/QC) Plan during the Final Design phase.
CONSTRUCTION	Weekly construction team meetings: develop a constructability review and update any necessary technical information prior to start

» SCHEDULE OF ACTIVITIES AND MILESTONES

It is expected the City would proceed with the project in June 2023. Preliminary work will take place until 2025 including design, environmental, and internal review. Construction will occur for the next two years with five months left for closure.

PROJECT PHASE	START	END	DURATION
NTP	Jun 2023	Jul 2023	2 months
Survey & Pothole	Jul 2023	Sep 2023	3 months
Design	Sep 2023	Mar 2025	18 months
Environmental	Mar 2024	Dec 2024	9 months
R/W Coordination	Dec 2024	Mar 2025	3 months
Internal Review	Mar 2025	Jun 2025	3 months
Bid Package	Jun 2025	Dec 2025	6 months
Construction	Dec 2025	Dec 2027	24 months
Close-Out	Dec 2027	May 2028	5 months

The City of San Diego has the following resources needed to accomplish this project on time and within budget:

- Dedicated staff for project development and community collaboration
- Subject matter experts
- Political, community, and internal support
- Experience implementing similar improvements
- Stable funding
- Partnerships with other agencies

SELF-CERTIFICATION

The City is a qualified applicant for the SS4A implementation grant and supplemental action plan activities. Appendix H for the completed self-certification eligibility worksheet.

S|S 4|A Safe Streets and Roads for All Self-Certification Eligibility Worksheet

This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: https://www.transportation.gov/SS4A

Instructions: This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- **Answer "yes" to Questions** 3 7 9
- **Answer "yes" to at least four of the six remaining Questions** 1 2 4 5 6 8

If both conditions are *not met*, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.

Lead Applicant: City of San Diego **UEI:**

1 **Are both of the following true?** • Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries? • Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?	■ YES ☐ NO If yes, provide documentation:	https://docs.sandiego.gov/c
2 **To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?**	■ YES ☐ NO If yes, provide documentation:	
3 **Does the Action Plan include all of the following?** • Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; • Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types; • Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and, • A geospatial identification (geographic or locational data using maps) of higher risk locations.	■ YES ☐ NO If yes, provide documentation:	a. Systemic Safety

U.S. Department of Transportation

Still have questions? Visit the SS4A website

SS4A Self-Certification Eligibility Worksheet | Page 1 of 2

S|S 4|A Safe Streets and Roads for All Self-Certification Eligibility Worksheet

4 **Did the Action Plan development include all of the following activities?** • Engagement with the public and relevant stakeholders, including the private sector and community groups; • Incorporation of information received from the engagement and collaboration into the plan; and • Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.	■ YES ☐ NO If yes, provide documentation:	https://www.circulatesd.org/
5 **Did the Action Plan development include all of the following?** • Considerations of equity using inclusive and representative processes; • The identification of underserved communities through data; and • Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.	■ YES ☐ NO If yes, provide documentation:	https://www.sandiego.gov/sites/default/files/vision_zero
6 **Are both of the following true?** • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	■ YES ☐ NO If yes, provide documentation:	https://www.sandiego.gov/sites/default/files/vision_zero
7 **Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?**	■ YES ☐ NO If yes, provide documentation:	See entire Vision Zero website:
8 **Does the plan include all of the following?** • A description of how progress will be measured over time that includes, at a minimum, outcome data. • The plan is posted publicly online.	■ YES ☐ NO If yes, provide documentation:	pg. 32 of Strategic Plan,
9 **Was the plan finalized and/or last updated between 2017 and 2022?**	■ YES ☐ NO If yes, provide documentation:	https://www.sandiego.gov/sites/default/files/vision_zero

U.S. Department of Transportation

Still have questions? Visit the SS4A website

SS4A Self-Certification Eligibility Worksheet | Page 2 of 2

BUDGET & FUNDING

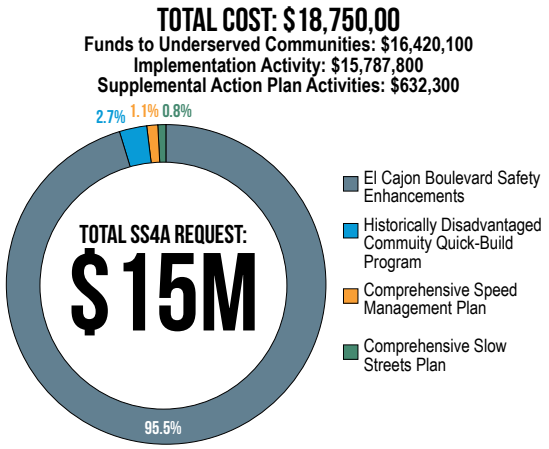
The City of San Diego requests **$15 million** of SS4A funding to help implement the proposed implementation activity and three supplemental action plan activities described in this application. The total costs for the implementation activity and three supplemental action plan activities is **$18.75 million**. Table 1 shows a breakdown of the total cost estimate, total SS4A funding federal share and total non-federal share funds for each activity. The City is committed to a 20% match of $3.75 million using non-federal share funds as shown in Table 2. The City is committed to ensuring that the implementation activity and supplemental action plan activities contribute to addressing safety issues in historically disadvantaged communities. About **$16.42 million** of the total costs are estimated to serve underserved communities.

Table 1: Summary of Funding

Item	Implementation Activity: El Cajon Boulevard Safety Enhancements Project	Supplemental Action Plan Activity A: Historically Disadvantaged Commuity Quick-Build Program	Supplemental Action Plan Activity B: Comprehensive Speed Management Plan	Supplemental Action Plan Activity C: Comprehensive Slow Streets Program	Total	Percent of Total Cost Estimate
Total Cost Estimate	**$17,900,000**	**$500,000**	**$200,000**	**$150,000**	**$18,750,000**	**100%**
Total SS4A Funding Federal Share	$14,320,000	$400,000	$160,000	$120,000	**$15,000,000**	**80%**
Total Non-Federal Share Funds	$3,580,000	$100,000	$40,000	$30,000	**$3,750,000**	**20%**

Table 2: Summary of Matching Funds

Matching Funds	Funding Type	Total
TransNet Regional Transportation Congestion Improvement Program (RTCIP)	Local	$1,500,000
TransNet Extension 70% CAP	Local	$1,500,000
City Discretionary Capital Improvements Program (CIP) Funds	Local	$300,000
City Development Impact Fees (DIF)/ Facilities Benefit Assessment (FBA) Funds	Local	$450,000
TOTAL	**20% MATCH**	**$3,750,000**



» FUNDS TO UNDERSERVED COMMUNITIES

The implementation and supplemental action plan activities will help address safety issues for underserved communities. The needs of disadavantaged communities were taken into careful consideration during the development of this application. The following amounts will be spent to make underserved areas safer:

$500,000 (100%)
of the supplemental action plan activity A budget

$75,600 (38%)
of the supplemental action plan activity B budget

$56,700 (38%)
of the supplemental action plan activity C budget

$15,787,800 (88%)
of the implementation activity (Project) budget

Table 3: Estimated Budget

ITEM	AMOUNT
SUBTOTAL BUDGET FOR (A) SUPPLEMENTAL ACTION PLAN ACTIVITIES	**$850,000**
SUPPLEMENTAL ACTION PLAN ACTIVITY A: HISTORICALLY DISADVANTAGED COMMUNITY QUICK-BUILD PROGRAM AND PROJECTS	**$500,000**
Project Management & Coordination	$60,000
Public Outreach & Engangement	$100,000
Public Workshops	$150,000
Data Analysis	$75,000
Report/Plan Document	$115,000
SUPPLEMENTAL ACTION PLAN ACTIVITY B: COMPREHENSIVE SPEED MANAGEMENT PLAN	**$200,000**
Project Management & Coordination	$24,000
Public Outreach & Engangement	$40,000
Public Workshops	$60,000
Data Analysis	$30,000
Report/Plan Document	$46,000
SUPPLEMENTAL ACTION PLAN ACTIVITY C: COMPREHENSIVE SLOW STREETS PROGRAM	**$150,000**
Project Management & Coordination	$18,000
Public Outreach & Engangement	$30,000
Public Workshops	$45,000
Data Analysis	$22,500
Report/Plan Document	$34,500

ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
ITEMIZED ESTIMATED COSTS OF THE (B) PLANNING, DESIGN, AND DEVELOPMENT ACTIVITIES				**$2,192,000**
Design Administration	3.5%	--	--	$356,900
Environmental	4%	--	--	$407,800
Right-of-Way Coordination (temporary construction easements)	2%	--	--	$203,900
PS&E	12%	--	--	$1,223,400
ITEMIZED ESTIMATED COSTS OF THE (C) PROPOSED PROJECTS AND STRATEGIES				**$15,708,000**
Construct curb extension (including curb ramps)	22	EA	$75,000	$1,650,000
Construct transit stop curb extension (including curb ramps)	2	EA	$200,000	$400,000
Construct ADA sidewalk improvements	17,030	SF	$18	$306,540
Construct ADA curb ramp (alley crossings)	15	EA	$7,500	$112,500
Construct median	4,400	SF	$32	$140,800
Relocate storm drain inlet	8	EA	$60,000	$480,000
Construct storm water BMPs and shade trees (10%)	1	LS	$654,484	$654,484
Traffic signal safety improvements (per corner/mast arm) -Leading Pedestrian Interval (LPI) and Blank-Out No Right Turn Sign, reflective border around traffic signal heads, accessible pedestrian push buttons, transit signal priority, assumes old mast arm must be replaced to current standards to meet safety requirements, and assumes new controller required to implement LPI and transit signal priority	21	EA	$95,000	$1,995,000
Install HAWK signal/signalized pedestrian crossing (assumes 2 mast arms)	4	EA	$150,000	$600,000
Install new signalized intersection (Estrella)	1	EA	$500,000	$500,000
Striping improvements	0.9	mile	$150,000	$135,000
Signage improvements	0.9	mile	$150,000	$135,000
Transit shelter	9	EA	$10,000	$90,000
Construction Items General Costs (Mobilization, SWPPP, etc.)	18%	--	--	$1,295,900
Contingency	20%	--	--	$1,699,100
Construction Administration	3%	--	--	$305,900
Construction Management & Engineering	15%	--	--	$1,529,200
PROJECT SUBTOTAL (C) (2021 DOLLARS)				**$12,029,500**
PROJECT SUBTOTAL (C) (2025 DOLLARS)				**$15,708,000**
PROJECT TOTAL (B+C) (2025 DOLLARS)				**$17,900,000**

SUPPORTING DOCUMENTS

- APPENDIX A. VISION ZERO RESOLUTION AND POLICY
- APPENDIX B. VISION ZERO STRATEGIC PLAN 2020 – 2025
- APPENDIX C. EL CAJON COMPLETE BOULEVARD PLANNING STUDY
- APPENDIX D. EL CAJON BOULEVARD CONCEPT
- APPENDIX E. COLLISION DATA
- APPENDIX F. COMMUNITY INPUT
- APPENDIX G. LETTERS OF SUPPORT
- APPENDIX H. SELF-CERTIFICATION ELIGIBILITY WORKSHEET