La Jolla Band of Luiseno Indians

Long Range Transportation Plan
2024 to 2044

Prepared by
La Jolla Band of Luiseno Indians
&
Division of Transportation Staff
Pacific Regional Office
Bureau of Indian Affairs
2800 Cottage Way
Sacramento, California

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Vice Chairman, Jack Musick
Tribal Secretary, Angela Miner
Tribal Treasurer, Joseph Amago
Tribal Council Member, John Paipa
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John Paipa
Council Member

Resolution No. TC2024-26
Adoption of the La Jolla Band of Luiseno Indians
2024 Long Range Transportation Plan
October 2, 2024

WHEREAS the La Jolla Band of Luiseno Indians ("Tribe") located in San Diego County, is a federally recognized Indian Tribe governing itself according to its Constitution duly approved on September 7, 1995, and amended September 20, 2010; and

WHEREAS the Tribe has conducted a series of meetings to determine Tribal transportation needs and means for their resolution including 1. the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, which conducted a Tribal Transportation Safety Assessment (TTSA) study and 2. SANDAG and La Jolla Band of Indians coordinated and submitted a grant application to the U.S. Department of Transportation (US DOT) Safe Streets and Roads for All (SS4A) program and US DOT selected the SANDAG grant proposal, which includes funding for La Jolla Band of Indians' safety plan element (Project); and

WHEREAS the Tribe, with assistance from the U.S. Bureau of Indian Affairs, has reviewed its past, current, and future economic transportation programs, projects, and potentials; and

WHEREAS these efforts have resulted in preparation of a 2024 La Jolla Band of Luiseno Indians Long Range Transportation Plan,

NOW THEREFORE BE IT RESOLVED that the Tribal Council hereby adopts the 2024 La Jolla Band of Luiseno Indians Long Range Transportation Plan.

CERTIFICATION

WE THE UNDERSIGNED OFFICIALS of the La Jolla Band of Luiseno Indians Tribal Council hereby certify that the foregoing resolution No. TC2024-26 was adopted at a duly called meeting of the Tribal Council this 2 day of October 2024 by a vote of 4 in favor 0 against 1 abstaining.

Wendy Schlater, Tribal Chairwoman

Jack Musick Sr., Vice-Chairman

Angela Miner, Secretary

Joseph Amago, Treasurer

John Paipa, Council Member

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1.0 Background

1.1 Through an agreement with the Federal Highway Administration (FWHA), the Bureau of Indian Affairs (BIA) provides technical assistance per Tribal request to compile Long Range Transportation Plans (LRTP) for all Indian reservations to receive Highway Trust Funds (HTF) for road construction and maintenance on the Indian Reservation Road System. The main objectives of the Program Agreement with Tribes are:

1. To establish a process for determining transportation needs on reservations, and
2. Update existing Long Range Transportation Plans (LRTP) that define those needs and recommend improvements to address the needs.

1.2 Through the Tribal Transportation Program Agreement with the Bureau of Indian Affairs Division of Transportation, Tribes have the capacity of the Secretary of Interior to plan and expedite transportation related projects and maintenance of existing roads. The Program Agreement is a five-year scope of work, which coincides with the 5-year required LRTP updates.

1.3 To implement the Program Agreement and the prioritize road related projects within the LRTP, the Tribal Shares[1] are executed by the BIA through a Reference Funding Agreement (RFA) with Tribes every year.

1.4 The RFA funds are applied to eligible projects[2] listed within Appendix A, Subpart B, 25 CFR 170.176.

1.5 Tribes can access the link below that provides the Tribal Transportation Program Delivery Guide -2017[3] as a resource manual on technical detail information regarding transportation related topics.

[1] https://flh.fhwa.dot.gov/programs/ttp/documents/fy16-20-tribal-shares.pdf

[2] https://www.gpo.gov/fdsys/pkg/CFR-2011-title25-vol1/pdf/CFR-2011-title25-vol1-part170-subpartB-appA.pdf

[3] https://www.bia.gov/sites/bia.gov/files/assets/bia/ois/webteam/pdf/idc2-060917.pdf

2.0 Introduction

25 CFR Part 170 states the Long-Range Transportation Plan (LRTP) should have a 20-year horizon, and strategies within the LRTP to address future land use, economic development, traffic demand, public safety, and health & social needs. The Tribal government uses its TTP long-range transportation plan to develop transportation projects as documented in a Tribal priority list or TTIP and to identify and justify the Tribe's update to the National Tribal Transportation Facility Inventory (NTTFI). It is suggested TTP LRTP are to be reviewed annually and updated every five years.

The main objectives of this program are:

1. To establish a process for determining transportation needs on Reservations and Rancherias.
2. To assist Tribes in updating the existing LRTP to define transportation needs and recommend improvements to existing roads on Tribal lands.

Within this overall program, the BIA Sacramento Area Office during 1996-97 prepared transportation plans for Reservations/Rancherias throughout California that contained a public road system.

This 2024 Long Range Transportation Plan (LRTP) is an update and addendum to all existing LRTPs, which takes into consideration the integration of the 2017 to 2023 Tribal Safety Plans, the Project Review Reports, the Level of Service (LOS) data collection with engineer cost estimates that make up the statewide list, and the last 5-year Fast Act TIP list.

2.1 Tribal Participation: PRO BIADOT Transportation Mini-Symposiums

This LRTP update takes into consideration the BIA staff engaging with Tribes to meet the criteria regarding Tribal input to compile this LRTP. The following Tables 1, 2, and 3 show BIA staff collaborating with tribes regarding data gathering to compile this LRTP update.

Table 1. Transportation Mini-Symposiums - Tribal Participation

Spring 2017	Location	# of Mtgs.
	Southern Agency	2
	Central Agency	2
	Northern Agency	2

Table 2. Transportation Mini-Symposiums Safety Plans - Tribal Participation

Fall 2017	Location	# of Mtgs.
	Northern Agency	2
	Central Agency	2
	Southern Agency	2

Table 3. Level of Service Field Data Collection - Tribal Staff Participation

Spring & Summer 2018	Location	# of Tribes
	Southern Agency	23
	Central Agency	36
	Northern Agency	15
		74

During the spring of 2017 a Transportation Mini-Symposium was conducted. The BIA and tribal staff collaborated and had dialogue on the Program Agreement, the FAST Act, the 25 CFR Part 170, Financial Reporting, PORT, and other items of importance regarding road related projects. This allowed tribal staff to familiarize themselves with an overview on the functions of the Tribal Transportation Program.

During the summer and fall of 2017 another Transportation Mini-Symposium on Safety Plans was conducted. The BIA and tribal staff worked together and had dialogue on the upcoming FY2017 and FY2018 Safety Funds competitive grant for Safety Plan projects. BIA staff and tribal staff conducted field visits to collect existing road data, and BIA provide technical assistance in terms of engineering cost estimates to Tribes, which was applied to the competitive grant.

From January to the end of summer 2018, BIA staff worked with tribes on identifying existing Deferred Maintenance of roads (DMR) and conducted the level of services (LOS) on all BIA routes.

2.2 Study Area

The La Jolla Reservation comprises 9,440 acres in northern San Diego County approximately 20 miles northeast of Escondido, California. The Reservation, which is just to the east of the Rincon Reservation, is accessed from SR 76.

Figure 1. La Jolla Reservation

The terrain of the Reservation is generally hilly with some areas of extreme slope. The San Luis Rey River flows east to west through the valley. Elevations range from approximately 2,000 feet in the valley to about 4,800 feet in the surrounding hills. Native vegetation includes black oak, scrub oak, manzanita, and sagebrush.

The Mediterranean climate of the area is characterized by warm, dry summers and cool, wet winters. Temperatures average 75 degrees F. in the summer to 45 degrees F. in the winter. Average annual precipitation is 30-40 inches, most of it as snow in the higher elevations.

2.3 Purpose and Scope of the Plan

The scope of services for this study involves:

- Identifying the public roads that compose the BIA and Tribal Road System.
- Conduct the level of service (LOS) data on existing BIA roads to assess transportation needs on the Reservations and Rancherias.
- Performing transportation engineering and planning evaluations necessary to identify existing and future deficiencies on the existing road system.
- Developing a plan to improve the existing and future needs within the study area.
- Identifying specific improvement projects, establishing road priorities, and determine a reasonable implementation time frame.

3.0 Tribal Profile

3.1 Demographics

The La Jolla Band of Indians' Reservation is located in northeast San Diego County, approximately 20 miles east of Interstate 15 on State Highway 76 and approximately 22 miles from the city of Escondido on Palomar Mountain. Map 1 to the right shows the location of the Reservation in San Diego County. The Reservation was established in 1875 via Executive Order under President Grant that formed the present land base of the Tribe which is approximately 9,986 acres. The land is held in trust for the Tribe by the U.S. Department of the Interior through the Bureau of Indian Affairs.

The Reservation is located in a remote, rural, mountainous area adjacent to the Cleveland National Forest Service, at the foot of Palomar Mountain. The elevation on the Reservation ranges from approximately 920 feet to 5,080 feet above sea level. The geographical location of the land includes the San Luis Rey River which runs through the Reservation. "The land is characterized by rugged topography, with elevations ranging from 920 feet above mean sea level at the Reservation's western border to 5,080 feet at the northeast corner. Palomar Mountain (elevation 6,140 feet), site of the Palomar Observatory, is just north of the Reservation.

The mountain ranges generally trend in a northwest-southeast direction, broken up by faults and river valleys. The land's steep slopes limit the potential areas for development on the Reservation;

however, the rugged topography also provides opportunities for the occurrence of springs.

The La Jolla Band currently has approximately 792 members. The median household income is about $42,083 and 41.8% of tribal members earned less than $25,000. The unemployment rate is approximately 15%. Jobs on the Reservation are shown below.

Employment opportunities Jobs

Tribal Administration 10
La Jolla Indian Campground 18
La Jolla Zoom Zipline 6
Mountain Bike Park 9
Water Park 9
The Grill 6
Trading Post 11
Education 5
Avellaka 4
Tribal Office of Historic Preservation 3
Tobacco Control 2
Forestry 9
Fire Station 4
Police Department 2
Water Department 5
Public Works 7
Environmental Protection 3
Total 113

4.0 Existing Transportation and Land Use

4.1 System Description

The La Jolla Reservation is served by two major highways, SR 76 and County Route 6, and a network of BIA routes and Tribal roads.

SR 76 runs east/west through the Reservation and is the main access to and through the Reservation. S6, a San Diego County Road, runs northeast from SR 76 in Cuca Rancho Park to Birch Hill and Palomar Mountain. Several BIA roads, totaling approximately 6.4 miles, provide access within the Reservation and, along with Tribal Roads, serve Tribal facilities and residential development.

As shown in Table 3-1, the IRR System serving the Reservation was determined by the Tribe to include SR 76 and County Road S6, the BIA Public Road System, and several Tribal Roads.

4.2 Transportation Needs

Safety

The major traffic safety issue on the Reservation is the narrowness of SR 76 and the sight distance problem at several of the intersection roads, particularly BIA Routes 42 and 46.
The BIA Routes have the highest ADT's because of the recreational activities served by both Routes. Improving SR 76 to current width standards would improve safety. This would be particularly important, since almost all internal trips on the Reservation utilize SR 76.

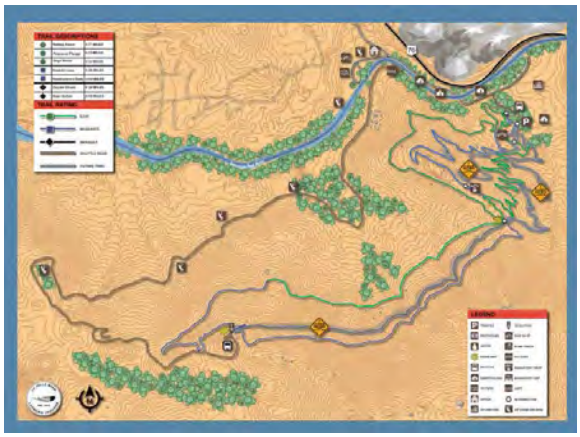
Another safety issue is to upgrade roads on the Reservation which do not have an all-weather surface. Ingress and egress to Tribal homes is particularly important on those roads, especially during inclement weather.

Capacity

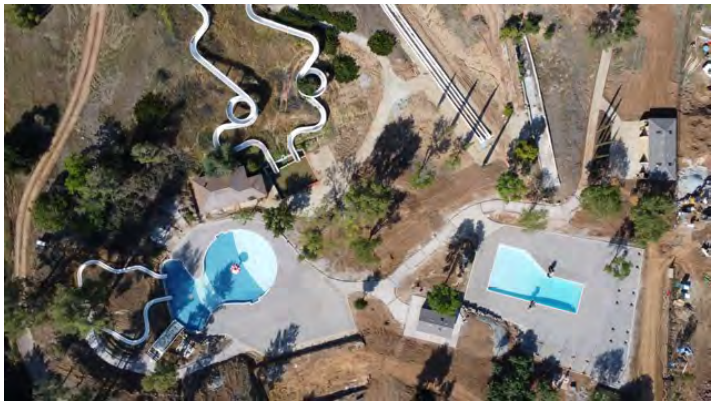
There are no capacity deficiencies on the IRR System nor are any anticipated.

Existing Development

There are several Tribal enterprises located on the La Jolla Indian Reservation. These include the 800-space La Jolla Indian Campground, the 1.86 mile zipline, an 18-trail Mountain Bike Park, a brand new Water Park, a Splash Pad. In terms of anchor institutions there is a solid waste transfer station, a brand new 6,000 square foot fire station, a Tribal administration center including a gymnasium and Education Department, modulars for Environmental Protection, Natural Resources, Tribal Historic Preservation, and Avellaka (domestic violence) Departments.



Mountain Bike Park



Water Park

New Development

New developments identified by the Tribe includes 6-8 HUD units on Route 41 and another 18 units, the locations of which are unknown. A water bottle filling plant is also planned along SR 76. This development may require construction of new roads for access. A 10,000 square foot Welcome Center, funded by the U.S. Economic Development Administration, is planned at the southern end of Sengme Oaks. A new Cultural Center Complex, funded by the BIA Tribal Climate Resilience program, is now in the design stage.

The General Council has approved acquisition of eight (8) parcels of land which are now in the process of being take into Trust. These are shown in the updated Land Status Map, below.

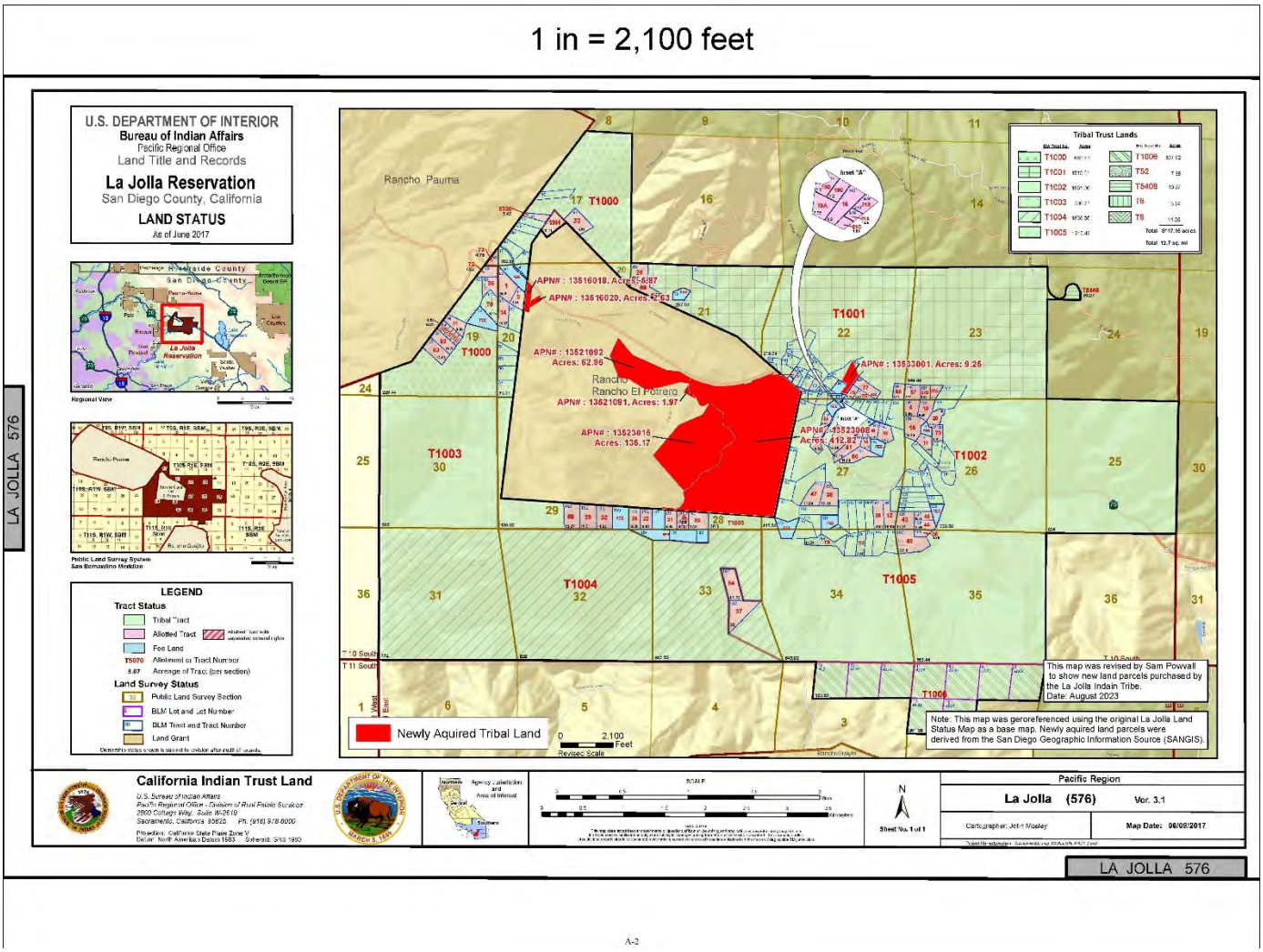


Figure 1.a. La Jolla Land Status Map

Future Travel Demand

There are no volume projections for State, County or BIA Roads on the Reservation.

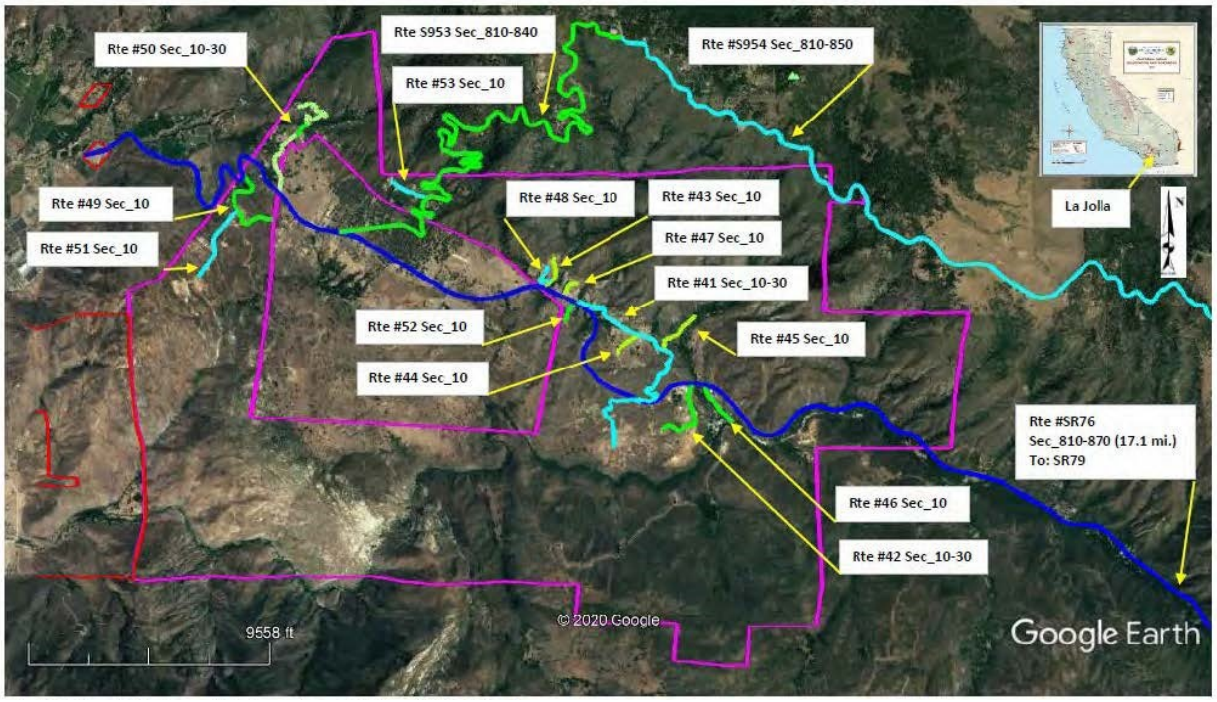
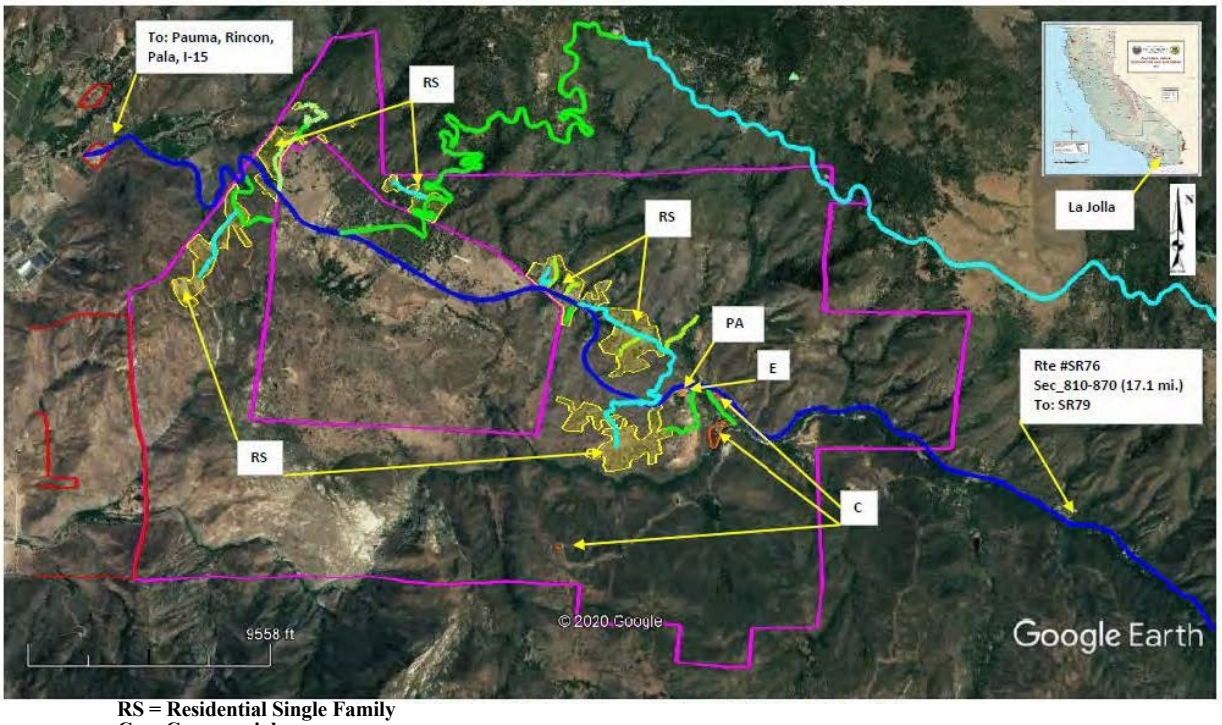


Figure 2. La Jolla –Existing Official Roads



RS = Residential Single Family
C = Commercial
PA = Public Administration
E = Education

Figure 3. La Jolla: Existing Official Roads and Land Use

In accordance with 25 CFR Part 170, subsection 170.411, the above **Figure 3** addresses items (a) through ((h). **Figure 3** shows the land uses abutting the existing roadways. The main regional arterial is SR-76 which runs west to east. **Figure 3** shows the existing designated land uses, and open space could consist of cultural, environmental, and traditional sensitive area.

5.0 Transportation Improvement Program

5.1 Road Inventory

TABLE 4: Existing TIP

La Jolla Reservation

Indian Reservation Road System

Route No./Name	Class	ADT	Surface Type	Length	Width	General Condition	Maint. Resp.	Design Adequacy
BIA								
41A Poomacha Rd								
Section 10	4: Rural Local	60	Paved	0.20	12	Very Poor	BIA	No
20	4: Rural Local	210	Paved	0.63	18 c/g	Poor	BIA	No
30	4: Rural Local	50	Paved	0.25	10	Poor	BIA	No
41B20	4: Rural Local	10	Paved	0.25	10	Fair	BIA	No
Section 10	4: Rural Local	>260	Paved	0.58	22 c/g	Fair-Poor	BIA	
20	4: Rural Local	20	Paved	0.25	12	Fair	BIA	
41C	4: Rural Local	50	Paved	0.15	12	Poor	BIA	No
42 Sergeant Dr								
Section 10	4: Rural Local		Paved	0.25	22	Fair	BIA	No
20	4: Rural Local		Paved	0.05	22 c/g	Fair-Good	BIA	No
43	4: Rural Local	50	Paved	0.25	12	Fair-Poor	BIA	No
44	4: Rural Local		Paved	0.05	14	Fair	BIA	No
45	4: Rural Local		Paved	0.25	20	Fair	BIA	No
46	4: Rural Local		Paved	0.35	22	Fair	BIA	
47	4: Rural Local	70	Paved	0.15	12	Fair-Poor	BIA	No
48	4: Rural Local	30	Paved	0.20	12	Fair-Poor	BIA	No
49	4: Rural Local	100	Earth	0.60	16-22	Fair	BIA	No
50								
Section 10 on rea.	4: Rural Local	280	Paved	0.15	22	Good	BIA	Yes
20 on rea.	4: Rural Local	220	Paved	0.40	16-18	Fair	BIA	No
30 off rea.	4: Rural Local	40	Gravel	0.10	12-16	Poor	BIA	No
20	4: Rural Local	30	Paved	0.65	16	Fair	BIA	No
Route 51	4: Rural Local	2	Earth	0.75 est.	8	Very Poor	BIA	No
Route 52								Maint. Only
Section 10	4: Rural Local	2	Earth	0.90 est.	8	Very Poor	BIA	Maint.Only.
20	4: Rural Local	90	Earth	0.50	16	Very Poor	BIA	No
Tribal								
Unnamed HUD Rd	4: Rural Local	50	Earth	0.10	18	Poor	Tribe	No
Hamidi's Rd	4: Rural Local	50	Paved	0.20	12	Very Poor	?	No
Unnamed Rd to S. of SR 76	4: Rural Local	60	Paved	0.15	12	Poor	?	No
Campground Roads	4: Rural Local	>100	Earth	3.50	12-30	Poor	Tribe	No
County								
S6 La Jolla								
Section 10 off rea.	4: Rural Light Collector		Paved	0.50	24/2-4 p	Fair	County	Yes
20 on rea.	4: Rural Light Collector		Paved	1.00	24/2-4 p	Fair	County	Yes
State								
SR 76								
Section 10 off rea.	4: Minor Arterial	3250(1992)	Paved	0.00	24/1-2 p	Fair	State	No
20 off rea.	4: Minor Arterial		Paved	1.70	24/2-4p	Fair	State	No
30 off rea.	4: Minor Arterial		Paved	0.50	24/1-4 p	Fair	State	No
40 off rea.	4: Minor Arterial		Paved	0.50	24	Fair	State	No
50 off rea.	4: Minor Arterial		Paved	0.20	24/1 p	Fair	State	No
60 off rea.	4: Minor Arterial		Paved	0.95	24/1 p	Fair	State	No
70 off rea.	4: Minor Arterial	3200(1992)	Paved	2.70	24/1-3 p	Fair	State	No
80 on rea.	4: Minor Arterial		Paved	0.05	24/1-3 p	Fair	State	No
90 Bridge on rea.								
100 on rea.	4: Minor Arterial		Paved	0.65	24/1-2 p	Fair	State	No
110 on rea.	4: Minor Arterial		Paved	0.40	24/3-5 p	Fair	State	No
120 on rea.	4: Minor Arterial		Paved	1.95	24/1-3	Fair	State	No
130 off rea.	4: Minor Arterial		Paved	0.40	24/1 p	Good	State	Yes
140 Bridge off rea.								
150 off rea.	4: Minor Arterial		Paved	4.60	24/1 p	Good	State	Yes

(Source: 1996 LRTP)

Table 4, above, reflects the existing transportation system within the community, designated 'official roads' within RIFDS, (source: La Jolla LRTP, 1997 & 2013).

5.2 Public Relations Report

The Public Relations Report, **Table 4**, show the funds that were distributed per MAP21, FAST Act, and road maintenance funds. The Native American Housing Assistance Self-Determination Act (NAHASDA) generated population estimates are the driving factor in the amount of TTP funds Tribes are awarded.

Table 5. Long Range Transportation Plan Master Inventory - 2023

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2023 Inventory

For construction costs use the Greenbook Report

Filter Criteria: J 2023 54 576

Italicized fields are direct update data and bold fields are derived data.

Location ID	J54576	J54576	J54576	J54576	J54576	J54576	J54576	J54576	J54576
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Southern	Southern	Southern	Southern	Southern	Southern	Southern	Southern	Southern
Reservation	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla
Road Name	Church R								
4-IRR Route Number	0041	0041	0041	0041	0042	0042	0042	0043	
5-Section Number	10	20	30	40	10	20	30	10	
10-Class	4	4	4	4	4	4	4	4	
15-Length of Section	0.7	1.1	0.7	0.8	0.2	0.2	0.2	0.3	
18-Bridge Number									
19-Bridge Condition									
20-Bridge Length									
32-County	*073*	*073*	*073*	*073*	*073*	*073*	*073*	*073*	
33-Congressional District	*48*	*48*	*48*	*48*	*48*	*48*	*48*	*48*	
7-State	CA	CA	CA	CA	CA	CA	CA	CA	
8-Ownership	1	1	1	2	1	1	1	1	
12-Construction Need	1	1	1	2	1	1	1	1	
11-Terrain	2	2	2	1	2	2	2	2	
25-Roadbed Condition	5	2	3	3	3	3	3	3	
24-Surface Condition Index	40	0	20	10	20	20	30	10	
16-Surface Width	20	16	24	12	12	24	24	14	
13-Surface Type	4	1	5	4	4	4	4	4	
9-Federal Aid Category	1	1	1	1	1	1	1	1	
28-Right of Way Status	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	
29-Right of Way Width	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
TTAM BIA Share	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent									
17-Shoulder Width	0	0	0	0	0	0	1	0	
14-Shoulder Type							4		
22-Existing ADT	60	210							
21-ADT Year	2001	2001	2001	2001	2001	2001	2001	2001	
23-Percent Trucks	5	10	5	0	2	2	2	2	
34-Owner Route Number									
Roadway Width	**20**	**16**	**24**	**12**	**12**	**24**	**26**	**14**	
TTAM Future ADT	**89**	**312**	**74**	**74**	**74**	**74**	**74**	**74**	
TTAM ADS Number	**11**	**11**	**11**	**10**	**11**	**11**	**11**	**11**	
TTAM Future Surface Type	**G**	**P**	**G**	**G**	**G**	**G**	**G**	**G**	
35-Drainage Condition	*3*	*0*	*3*	*3*	*3*	*3*	*3*	*3*	
36-Shoulder Condition	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
39-Right of Way Utility	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
40-Right of Way Cost	*60*	*60*	*65*	*65*	*60*	*60*	*60*	*60*	
26-Level of Maintenance	*4*	*1*	*4*		*4*	*4*	*4*	*4*	
27-Snow & Ice Control	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
41-Begin Latitude									
42-End Latitude									
43-Begin Longitude									
44-End Longitude									
45-Atlas Map Number [99]									
46-50 Grade/Sight/Curve/Stop / Safe	75 00 0	71 30 9	75 00 0	75 20 0	53 20 0	74 10 0	75 00 0	73 50 7	
51-Road Category									
52-Year of Construction Change	*1959*		*1959*	*1959*	*1985*	*1959*	*1959*	*1985*	
Update Year	**2001**	**2001**	**2001**	**2001**	**2001**	**2001**	**2001**	**2001**	
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	

18-JAN-23

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Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2023 Inventory

For construction costs use the Greenbook Report

Filter Criteria: J | 2023 | 54 | 576

Italicized fields are direct update data and bold fields are derived data.

Location ID	J54576	J54576	J54576	J54576	J54576	J54576	J54576	J54576
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Southern	Southern	Southern	Southern	Southern	Southern	Southern	Southern
Reservation	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla
Road Name								
4-IRR Route Number	0044	0045	0046	0047	0048	0048	0049	0049
5-Section Number	10	10	10	10	10	20	10	20
10-Class	4	4	4	4	4	4	4	4
15-Length of Section	0.2	0.4	0.5	0.3	0.1	0.2	1.4	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*073*	*073*	*073*	*073*	*073*	*073*	*073*	*073*
33-Congressional District	*48*	*48*	*48*	*48*	*48*	*48*	*48*	*48*
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	1	1	1	1	1	1	1	1
12-Construction Need	1	1	1	1	1	1	0	4
11-Terrain	2	2	2	2	2	2	3	3
25-Roadbed Condition	3	2	3	3	3	3	5	0
24-Surface Condition Index	20	0	20	30	10	30	100	0
16-Surface Width	16	14	24	14	14	8	22	0
13-Surface Type	4	1	4	4	4	4	5	0
9-Federal Aid Category	1	1	1	1	1	1	1	
28-Right of Way Status	*1*	*1*	*1*	*1*	*1*	*1*	*0*	*0*
29-Right of Way Width	*0*	*0*	*0*	*0*	*0*	*0*	*60*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	2	0
14-Shoulder Type							2	
22-Existing ADT			150	70			125	
21-ADT Year	2001	2001	2001	2001	2001	2001	2001	
23-Percent Trucks	2	2	10	5	2	2	5	0
34-Owner Route Number								
Roadway Width	**16**	**14**	**24**	**14**	**14**	**8**	**26**	**0**
TTAM Future ADT	**74**	**74**	**223**	**104**	**74**	**74**	**186**	**74**
TTAM ADS Number	**11**	**11**	**11**	**11**	**11**	**11**	**12**	**12**
TTAM Future Surface Type	**G**	**G**	**G**	**G**	**G**	**G**	**G**	**G**
35-Drainage Condition	*3*	*0*	*3*	*3*	*3*	*3*	*2*	*0*
36-Shoulder Condition	*0*	*0*	*0*	*0*	*0*	*0*	*2*	*0*
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
39-Right of Way Utility	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*
40-Right of Way Cost	*60*	*60*	*60*	*60*	*60*	*60*	*55*	*55*
26-Level of Maintenance	*4*	*1*	*4*	*4*	*4*	*4*	*4*	
27-Snow & Ice Control	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]								
46-50 Grade/Sight/Curve/Stop / Safe	*75000*	*73009*	*73100*	*73507*	*73207*	*73207*	*50000*	*50009*
51-Road Category							A	
52-Year of Construction Change	*1959*		*1959*	*1985*	*1985*	*1985*	*1997*	
Update Year	**2001**	**2001**	**2001**	**2001**	**2001**	**2001**	**2001**	**2001**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2023 Inventory

For construction costs use the Greenbook Report

Filter Criteria: J | 2023 | 54 | 576

Italicized fields are direct update data and bold fields are derived data.

Location ID	J54576	J54576	J54576	J54576	J54576	J54576	J54576	J54576
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Southern	Southern	Southern	Southern	Southern	Southern	Southern	Southern
Reservation	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla
Road Name						Diamond	Parcell	Sr-76
4-IRR Route Number	0050	0050	0050	0050	0051	0052	0053	0076
5-Section Number	10	20	30	40	10	10	10	810
10-Class	4	4	4	4	4	3	3	2
15-Length of Section	0.1	0.6	0.2	0.5	0.6	0.3	0.2	5.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*073*	*073*	*073*	*073*	*073*	*073*	*073*	*073*
33-Congressional District	*48*	*48*	*48*	*48*	*48*	*48*	*48*	*48*
7-State	CA	CA	CA	CA	CA	CA	CA	CA
8-Ownership	1	1	1	1	1	1	1	3
12-Construction Need	1	1	1	1	1	1	1	0
11-Terrain	1	1	2	2	3	1	1	3
25-Roadbed Condition	2	3	2	4	2	5	2	5
24-Surface Condition Index	0	20	0	30	0	30	0	80
16-Surface Width	14	14	14	14	14	10	16	24
13-Surface Type	1	5	5	4	1	4	1	5
9-Federal Aid Category	1	1	1	1	1	1	1	2
28-Right of Way Status	*0*	*0*	*0*	*1*	*1*	*1*	*1*	*0*
29-Right of Way Width	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	11.47
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	2
14-Shoulder Type								3
22-Existing ADT	280	220			90			4400
21-ADT Year	1990	1990	1990	2001	2001			2005
23-Percent Trucks	5	5	0	1	1			10
34-Owner Route Number						052	053	SR76
Roadway Width	**14**	**14**	**14**	**14**	**14**	**10**	**16**	**28**
TTAM Future ADT	**416**	**327**	**74**	**74**	**134**	**37**	**37**	**6534**
TTAM ADS Number	**10**	**10**	**11**	**11**	**12**	**18**	**18**	**6**
TTAM Future Surface Type	**P**	**P**	**G**	**G**	**G**	**E**	**E**	**P**
35-Drainage Condition	*0*	*3*	*0*	*1*	*0*	*2*	*0*	
36-Shoulder Condition	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
39-Right of Way Utility	*0*	*0*	*0*	*1*	*1*	*2*	*2*	
40-Right of Way Cost	*65*	*65*	*60*	*60*	*55*	*1*	*2*	
26-Level of Maintenance	*1*	*4*	*4*	*4*	*1*	*1*	*1*	
27-Snow & Ice Control	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
41-Begin Latitude								*33.19981200*
42-End Latitude								*33.24315500*
43-Begin Longitude								*116.71040900*
44-End Longitude								*116.77894400*
45-Atlas Map Number [99]						*01*	*01*	*00*
46-50 Grade/Sight/Curve/Stop / Safe	*7 5 0 0 9*	*7 5 5 0 7*	*6 3 1 0 9*	*2 1 * 0 4*	*4 3 0 0 9*	*8*	*3*	
51-Road Category						*A*	*A*	
52-Year of Construction Change		*1985*	*1959*	*1985*		*1975*		*1959*
Update Year	**2001**	**2001**	**2001**	**2001**	**2001**	**2004**	**2004**	**2007**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2023 Inventory

Filter Criteria: J 2023 54 576

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	Location ID	J54576	J54576	J54576	J54576	J54576	J54576	J54576	J54576
	Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
	Agency	Southern	Southern	Southern	Southern	Southern	Southern	Southern	Southern
	Reservation	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla
	Road Name		Sr-76	Sr-76		Sr-76	Sr-76		South Gr
4	IRR Route Number	0076	0076	0076	0076	0076	0076	0952	S953
5	Section Number	820	830	840	850	860	870	810	810
10	Class	2	2	2	2	2	2		5
15	Length of Section		3.4	3.9		2.6	2.0	0.5	0.9
18	Bridge Number	171			169				
19	Bridge Condition	9			9				
20	Bridge Length	64			6				
32	*County*	*073*	*073*	*073*	*073*	*073*	*073*	*073*	*073*
33	*Congressional District*	*48*	*48*	*48*	*48*	*48*	*48*	*48*	*48*
7	State	CA	CA	CA	CA	CA	CA	CA	CA
8	Ownership	3	3	3	3	3	3	5	5
12	Construction Need	0	0	0	0	0	0	2	0
11	Terrain		3	3		3	3	1	3
25	Roadbed Condition		5	5		5	5	5	5
24	Surface Condition Index		80	80		80	80		80
16	Surface Width		24	24		24	24		24
13	Surface Type		5	5		5	5	4	5
9	Federal Aid Category		2	2		2	2	2	1
28	*Right of Way Status*		*0*	*0*		*0*	*0*		*0*
29	*Right of Way Width*		*0*	*0*		*0*	*0*		*0*
	TTAM BIA Share	11.47	11.47	11.47	11.47	11.47	11.47	0	100
30	Additional Incidental Percent								
17	Shoulder Width		2	2		2	2	0	3
14	Shoulder Type		3	3		3	3		3
22	Existing ADT		4400	11150		11150	11150		400
21	ADT Year		2005	2005		2005	2005		2005
23	Percent Trucks		10	10		10	10		3
34	Owner Route Number		SR76	SR76		SR76	SR76	S0006	S6
	Roadway Width		**28**	**28**		**28**	**28**		**30**
	TTAM Future ADT		**6534**	**16558**		**16558**	**16558**		**594**
	TTAM ADS Number		**6**	**6**		**6**	**6**		**15**
	TTAM Future Surface Type		**P**	**P**		**P**	**P**		**P**
35	*Drainage Condition*								
36	*Shoulder Condition*								
37/38	*# RR X I NG/RR XING TYPE*								
39	*Right of Way Utility*								
40	*Right of Way Cost*								
26	*Level of Maintenance*								
27	*Snow & Ice Control*								
41	*Begin Latitude*								*33.29390000*
42	*End Latitude*								*33.29620000*
43	*Begin Longitude*								*116.90090000*
44	*End Longitude*								*116.89150000*
45	*Atlas Map Number [99]*	*00*	*00*	*00*	*00*	*00*	*00*		*00*
46-50	*Grade/Sight/Curve/Stop / Safe*								
51	*Road Category*								
52	*Year of Construction Change*		*1959*	*1959*		*1959*	*1959*		*1969*
	Update Year	**2007**	**2007**	**2007**	**2007**	**2007**	**2007**	**1974**	**2008**
	Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2023 Inventory

Filter Criteria			
J	2023	54	576

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	J54576	J54576	J54576	J54576	J54576	J54576	J54576
Region	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific	Pacific
Agency	Southern	Southern	Southern	Southern	Southern	Southern	Southern
Reservation	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla	La Jolla
Road Name	South Gr	South Gr	East Gra	East Gra	East Gra		East Gra
4-IRR Route Number	S953	S953	S954	S954	S954	S954	S954
5-Section Number	820	830	810	820	830	840	850
10-Class	5	5	5	5	5	5	5
15-Length of Section	1.0	4.9	1.8	0.2	9.2		0.1
18-Bridge Number						578	
19-Bridge Condition						9	
20-Bridge Length						100	
32-County	*073*	*073*	*073*	*073*	*073*	*073*	*073*
33-Congressional District	*48*	*48*	*48*	*48*	*48*	*48*	*48*
7-State	CA	CA	CA	CA	CA	CA	CA
8-Ownership	5	5	5	5	5	5	5
12-Construction Need	0	0	0	0	0	0	0
11-Terrain	3	3	3	3	3		3
25-Roadbed Condition	5	5	5	5	5		5
24-Surface Condition Index	80	80	80	80	80		80
16-Surface Width	24	24	24	24	24		24
13-Surface Type	5	5	5	5	5		5
9-Federal Aid Category	1	1	1	1	1		1
28-Right of Way Status	*0*	*0*	*0*	*0*	*0*		*0*
29-Right of Way Width	*0*	*0*	*0*	*0*	*0*		*0*
TTAM BIA Share	100	100	100	100	100	100	100
30-Additional Incidental Percent							
17-Shoulder Width	3	3	2	2	3		2
14-Shoulder Type	3	3	3	3	3		3
22-Existing ADT	400	400	400	400	400		400
21-ADT Year	2005	2005	2005	2005	2005		2005
23-Percent Trucks	3	3	3	3	3		3
34-Owner Route Number	S6	S6	S7	S7	S7		S7
Roadway Width	**30**	**30**	**28**	**28**	**30**		**28**
TTAM Future ADT	**594**	**594**	**594**	**594**	**594**		**594**
TTAM ADS Number	**15**	**15**	**15**	**15**	**15**		**15**
TTAM Future Surface Type	**P**	**P**	**P**	**P**	**P**		**P**
35-Drainage Condition							
36-Shoulder Condition							
37/38 # RR X I NG/RR XING TYPE							
39-Right of Way Utility							
40-Right of Way Cost							
26-Level of Maintenance							
27-Snow & Ice Control							
41-Begin Latitude	*33.29620000*	*33.30000000*	*33.31310000*	*33.29970000*	*33.29770000*	*33.23970000*	*33.23930000*
42-End Latitude	*33.30000000*	*33.31290000*	*33.29970000*	*33.29770000*	*33.23970000*	*33.23930000*	*33.23890000*
43-Begin Longitude	*116.89150000*	*116.88760000*	*116.86520000*	*116.84240000*	*116.84040000*	*116.76900000*	*116.76900000*
44-End Longitude	*116.88760000*	*116.86540000*	*116.84240000*	*116.84040000*	*116.76900000*	*116.76900000*	*116.76890000*
45-Atlas Map Number [99]	*00*	*00*	*00*	*00*	*00*	*00*	*00*
46-50 Grade/Sight/Curve/Stop / Safe							
51-Road Category							
52-Year of Construction Change	*1969*	*1969*	*1969*	*1969*	*1969*		*1969*
Update Year	**2008**	**2008**	**2008**	**2008**	**2008**	**2008**	**2008**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

18-JAN-23

La Jolla might be in the process of identifying additional roads to be added to the inventory list, which would reflect the communities existing and future growth development pattern, see **Figure 3**.

Potential additions to Indian Reservation Road Inventory

The La Jolla Indian Campground Road provides access to the 800 space campground. This road includes several bridges which are in need of repair. Placing the road and bridges on the inventory will assist in efforts to obtain funds for repair and damage mitigation. Here are the requirements for obtaining bridge assistance from BIA:

A complete application package for preliminary engineering consists of:

(a) the TTP Bridge Program certification checklist.
(b) an FHWA approved TTP Tribal Transportation Improvement Program (TTIP).
(c) a description of the project scope of work.
(d) detailed cost estimate for PE.
(e) NBI data sheet; and
(f) an acknowledgment by the Tribe of the project specific funding requirements and that any excess funds will be returned to FHWA for further distribution.

A complete application package for construction consists of:
(a) a copy of the approved plans, specifications, and estimate (PS&E).
(b) the TTP Bridge Program certification checklist.
(c) NBI data sheet.
(d) an FHWA approved TTP Tribal Transportation Improvement Program (TTIP).
(e) all environmental and archeological clearances and complete grants of public rights-of-way that must be acquired prior to submittal of the construction application package; and
(f) an acknowledgment by the Tribe of the project specific funding requirements and that any excess funds will be returned to FHWA for further distribution

Flood Damaged Roads

Damages from Tropical Storm Hilary, August 19-21, 2023, resulted in President Biden's declaration of disaster DR-4743

1. Eastern Tank Road Repair.
2. Campground Road
    a. Culverts Restored banks and sandbags 100 sandbags x $150 = $15,000
3. Third Gate
4. Zipline Road (Vallecitos Road)
5. Parcell Road
6. Church Road
7. Christy Nelson Road
8. Mountain Bike Park Access Road
9. Mountain Bike Parking Area
10. Mountain Bike Trails

These damages were similar in the severe storms of December 2022-February 2023 which resulted in disaster declaration DR-4683 as well as the Valentine's Day flood every of February, 2019.

Table 6: 5-Year Tribal Transportation Improvement Program

FY 2022, 2023, 2024, 2025, 2026 Pacific Region Tribal Transportation Improvement Program

Agency	J54576-Southern	**Miles of Ownership and Surface Type**				
Tribe	La Jolla	**Ownership**	**Earth (LM)**	**Gravel (LM)**	**Paved (LM)**	**Null (LM)**
Population (NAHASDA)	322	**BIA**	2.4	0	6.6	0
Metropolitan Planning Organization	San Diego Assoc. of Governments (SANDAG)	**Tribe**	0	0	0.8	0
Caltrans District	11	**State**	0	0	17.1	0
Road Maintenance Funding	see below	**Urban**	0	0	0	0
Program Delivery Type	G2G	**County & Township**	0	0	18.6	0
Total Miles	45.5	**Other BIA**	0	0	0	0
LRTP Date:	2002 can not be uploaded, origional is avalible in pro	**Other**	0	0	0	0
FY 2022 TTP Funding	$ 340,467.79	**NOTES: FY 2022 RFA - Includes prior year funds.**				
FY 2023 TTP Funding	$ 146,290.41	**FAST Act TTP remaining funds: $153,689.52**				
FY 2024 TTP Funding		**Highway Infrastructure Program Funds: $48,644.61**				
FY 2025 TTP Funding		**FY2022 TTP Funds**				
FY 2026 TTP Funding		**STRA-22 at $138,133.66**				
FY 2027 TTP Funding		**FY2023 at $146,290.41**				
	$ 486,758.20					

Contact Information Tribal: La vonne Peck Phone: (760) 742-3772

Transportation Bill- MAP-21, FY-14,FY-15 STRA-21: FY2022 to 2026

Contact Information BIA (TEPOC) Lorenzo Dugi Phone No. (916)978-6098

Transportation Bill - FAST ACT- FY-16- FY-2020

Tribal Transportation Program

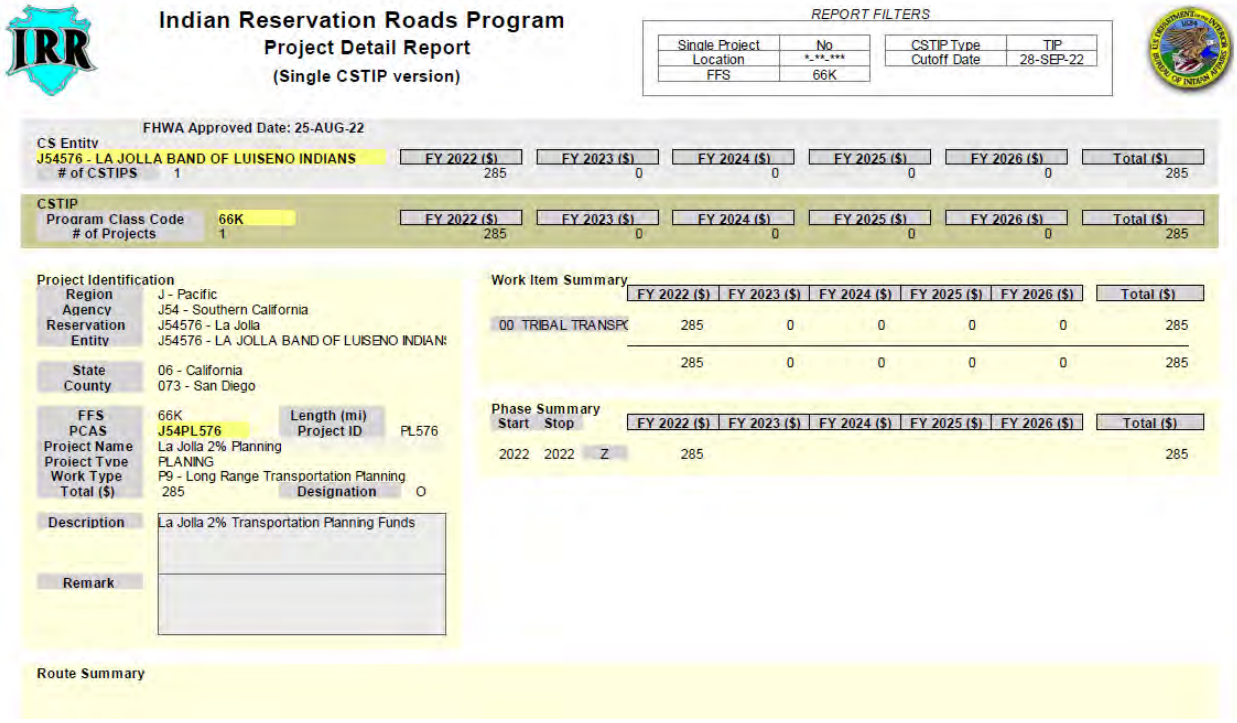
Project Name	Project Type	Project Description/Summary	Program Delivery Type	BIA Contact (TEPOC)	P.L. 93-638 Awarding Offical	Project Amount		
Rehab	Construction		G2G	Leonard Gilmore	N/A			
Planning	Planning	LRTP	G2G	Leonard Gilmore	N/A			

Road Maintenance Program

Surface Type	Length	Work Description	Program Delivery Type	BIA Contact (AOTR)	P.L. 93-638 Awarding Offical	Project Amount		
			P.L. 93-638	Leonard Gilmore	Sanda Yeaguas		FY-22	$ 35,928.61
			P.L. 93-638	Leonard Gilmore			FY-23	$ 35,240.31
			P.L. 93-638	Leonard Gilmore			FY-24	
			P.L. 93-638	Leonard Gilmore			FY-25	
			P.L. 93-638	Leonard Gilmore			FY-26	
			P.L. 93-638	Leonard Gilmore			FY-27	

5.2.1 Bureau of Indian Affairs – there are 12 BIA routes on the FY2020 road inventory list, which consist of approximately 10.3 miles of BIA roads.

Table 7. FY2022 FAST Act – CSTIP 66K 2% Planning



Indian Reservation Roads Program
Project Detail Report
(Single CSTIP version)

REPORT FILTERS

Single Project	No	CSTIP Type	TIP
Location	*-**-***	Cutoff Date	28-SEP-22
FFS	66K		

FHWA Approved Date: 25-AUG-22

CS Entity
J54576 - LA JOLLA BAND OF LUISENO INDIANS
# of CSTIPS 1

FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
285	0	0	0	0	285

CSTIP
Program Class Code 66K
# of Projects 1

FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
285	0	0	0	0	285

Project Identification
Region: J - Pacific
Agency: J54 - Southern California
Reservation: J54576 - La Jolla
Entity: J54576 - LA JOLLA BAND OF LUISENO INDIANS
State: 06 - California
County: 073 - San Diego
FFS: 66K
PCAS: J54PL576
Project Name: La Jolla 2% Planning
Project Type: PLANING
Work Type: P9 - Long Range Transportation Planning
Total ($): 285
Length (mi):
Project ID: PL576
Designation: O
Description: La Jolla 2% Transportation Planning Funds
Remark:

Work Item Summary

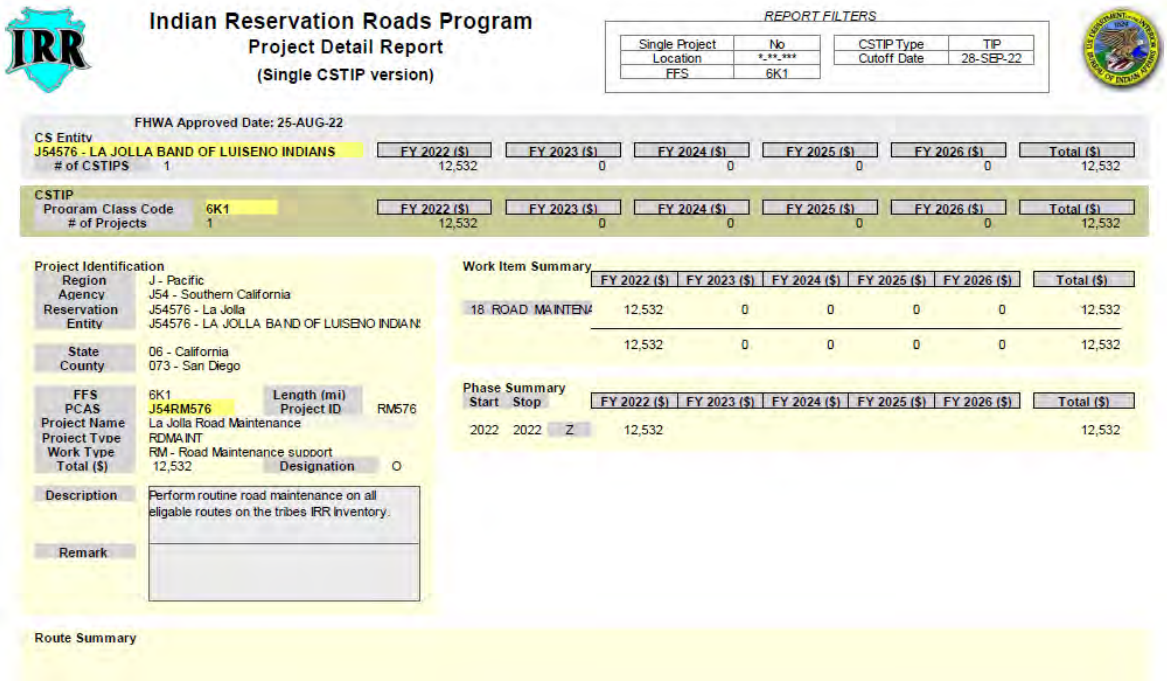
	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
00 TRIBAL TRANSP	285	0	0	0	0	285
	285	0	0	0	0	285

Phase Summary

Start	Stop		FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
2022	2022	Z	285					285

Route Summary

Table 8. FY2022 FAST Act - CSTIP 6K1 Road Maintenance



Indian Reservation Roads Program
Project Detail Report
(Single CSTIP version)

REPORT FILTERS

Single Project	No	CSTIP Type	TIP
Location	*-**-***	Cutoff Date	28-SEP-22
FFS	6K1		

FHWA Approved Date: 25-AUG-22

CS Entity
J54576 - LA JOLLA BAND OF LUISENO INDIANS
# of CSTIPS 1

FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
12,532	0	0	0	0	12,532

CSTIP
Program Class Code 6K1
# of Projects 1

FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
12,532	0	0	0	0	12,532

Project Identification
Region: J - Pacific
Agency: J54 - Southern California
Reservation: J54576 - La Jolla
Entity: J54576 - LA JOLLA BAND OF LUISENO INDIANS
State: 06 - California
County: 073 - San Diego
FFS: 6K1
PCAS: J54RM576
Project Name: La Jolla Road Maintenance
Project Type: RDMAINT
Work Type: RM - Road Maintenance support
Total ($): 12,532
Length (mi):
Project ID: RM576
Designation: O
Description: Perform routine road maintenance on all eligable routes on the tribes IRR inventory.
Remark:

Work Item Summary

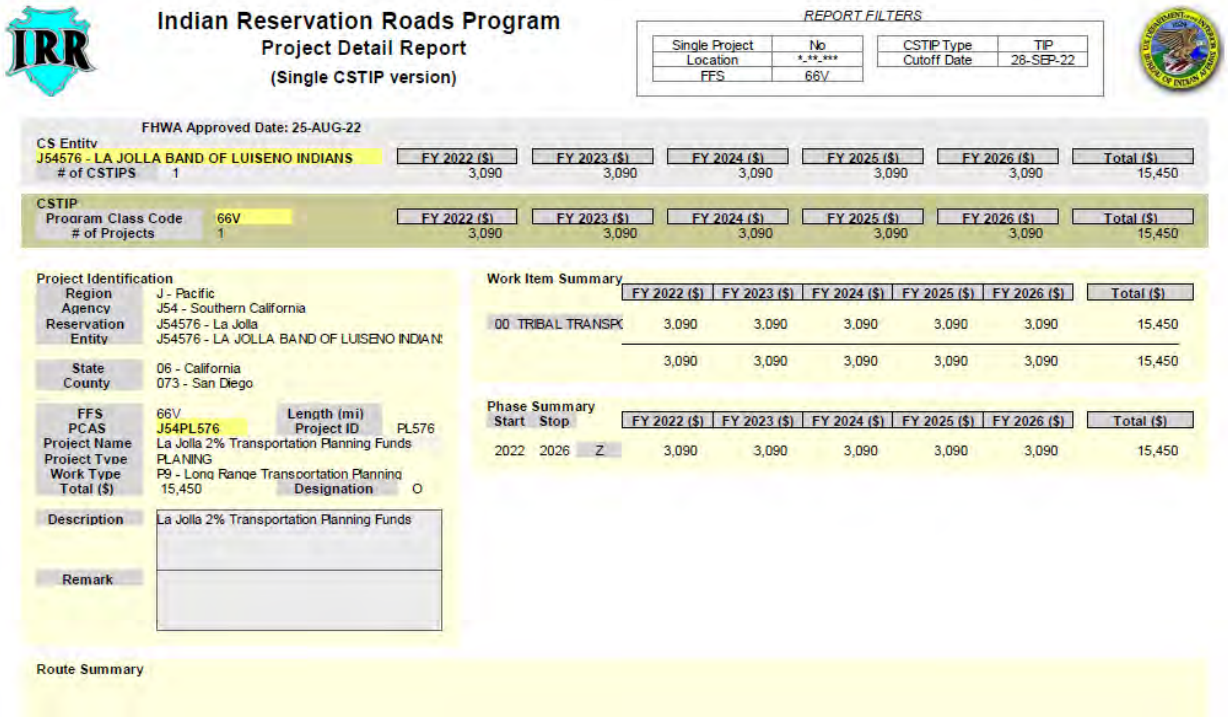
	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
18 ROAD MAINTEN	12,532	0	0	0	0	12,532
	12,532	0	0	0	0	12,532

Phase Summary

Start	Stop		FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
2022	2022	Z	12,532					12,532

Route Summary

Table 9. FY2022 to 2026 CSTIP 66V - 2% Planning.



Indian Reservation Roads Program
Project Detail Report
(Single CSTIP version)

REPORT FILTERS

Single Project	No	CSTIP Type	TIP
Location	*-**-***	Cutoff Date	28-SEP-22
FFS	66V		

FHWA Approved Date: 25-AUG-22

CS Entity: J54576 - LA JOLLA BAND OF LUISENO INDIANS
# of CSTIPS: 1

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
	3,090	3,090	3,090	3,090	3,090	15,450

CSTIP
Program Class Code: 66V
# of Projects: 1

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
	3,090	3,090	3,090	3,090	3,090	15,450

Project Identification

Region	J - Pacific
Agency	J54 - Southern California
Reservation	J54576 - La Jolla
Entity	J54576 - LA JOLLA BAND OF LUISENO INDIAN
State	06 - California
County	073 - San Diego
FFS	66V
PCAS	J54PL576
Project Name	La Jolla 2% Transportation Planning Funds
Project Type	PLANING
Work Type	P9 - Long Range Transportation Planning
Total ($)	15,450
Length (mi)	
Project ID	PL576
Designation	O
Description	La Jolla 2% Transportation Planning Funds
Remark	

Work Item Summary

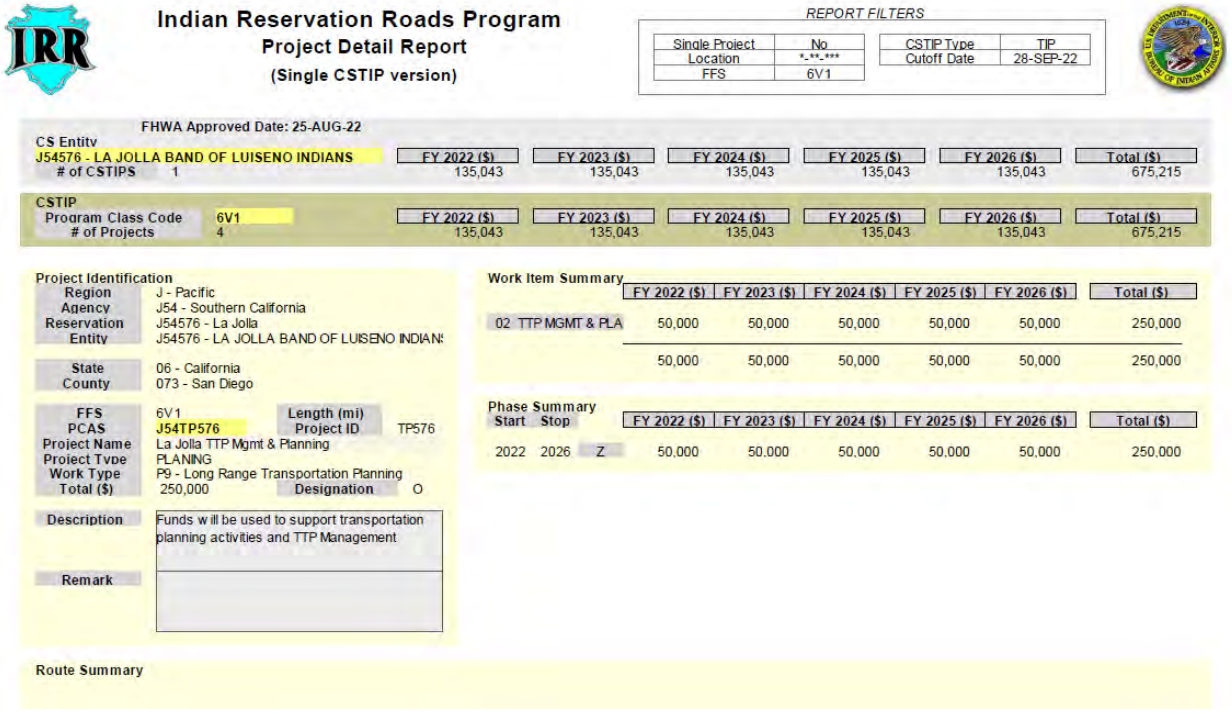
	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
00 TRIBAL TRANSP(	3,090	3,090	3,090	3,090	3,090	15,450
	3,090	3,090	3,090	3,090	3,090	15,450

Phase Summary

Start	Stop		FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
2022	2026	Z	3,090	3,090	3,090	3,090	3,090	15,450

Route Summary

Table 10. FY2022 to 2026 CSTIP 6V1 - Long Range Transportation Planning (LRTP)



Indian Reservation Roads Program
Project Detail Report
(Single CSTIP version)

REPORT FILTERS

Single Project	No	CSTIP Type	TIP
Location	*-**-***	Cutoff Date	28-SEP-22
FFS	6V1		

FHWA Approved Date: 25-AUG-22

CS Entity: J54576 - LA JOLLA BAND OF LUISENO INDIANS
# of CSTIPS: 1

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
	135,043	135,043	135,043	135,043	135,043	675,215

CSTIP
Program Class Code: 6V1
# of Projects: 4

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
	135,043	135,043	135,043	135,043	135,043	675,215

Project Identification

Region	J - Pacific
Agency	J54 - Southern California
Reservation	J54576 - La Jolla
Entity	J54576 - LA JOLLA BAND OF LUISENO INDIAN
State	06 - California
County	073 - San Diego
FFS	6V1
PCAS	J54TP576
Project Name	La Jolla TTP Mgmt & Planning
Project Type	PLANING
Work Type	P9 - Long Range Transportation Planning
Total ($)	250,000
Length (mi)	
Project ID	TP576
Designation	O
Description	Funds will be used to support transportation planning activities and TTP Management
Remark	

Work Item Summary

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
02 TTP MGMT & PLA	50,000	50,000	50,000	50,000	50,000	250,000
	50,000	50,000	50,000	50,000	50,000	250,000

Phase Summary

Start	Stop		FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
2022	2026	Z	50,000	50,000	50,000	50,000	50,000	250,000

Route Summary

Table 11. FY2022 to 2026 CSTIP 6V1- Equipment Acquisition

Indian Reservation Roads Program
Project Detail Report
(Single CSTIP version)

REPORT FILTERS

Single Project	No	CSTIP Type	TIP
Location	*-**-***	Cutoff Date	28-SEP-22
FFS	6V1		

FHWA Approved Date: 25-AUG-22

CS Entity: J54576 - LA JOLLA BAND OF LUISENO INDIANS
# of CSTIPS: 1

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
	135,043	135,043	135,043	135,043	135,043	675,215

CSTIP
Program Class Code: 6V1
# of Projects: 4

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
	135,043	135,043	135,043	135,043	135,043	675,215

Project Identification

Region	J - Pacific
Agency	J54 - Southern California
Reservation	J54576 - La Jolla
Entity	J54576 - LA JOLLA BAND OF LUISENO INDIANS
State	06 - California
County	073 - San Diego
FFS	6V1
PCAS	J54EQ576
Project Name	La Jolla Equipment Acquisition (RM)
Project Type	RDMAINT
Work Type	T1 - Acquisition of Equipment/Vehicles
Total ($)	50,000
Length (mi)	
Project ID	EQ576
Designation	O
Description	Purchase of equipment to support the routine road maintenance on all eligible roads on the tribes inventory
Remark	

Work Item Summary

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
15 EQUIPMENT ACQ	10,000	10,000	10,000	10,000	10,000	50,000
	10,000	10,000	10,000	10,000	10,000	50,000

Phase Summary

Start	Stop		FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
2022	2026	CE	10,000	10,000	10,000	10,000	10,000	50,000

Route Summary

Table 12. FY2022 to 2026 6V1 CSTIP – Road Maintenance

Indian Reservation Roads Program
Project Detail Report
(Single CSTIP version)

REPORT FILTERS

Single Project	No	CSTIP Type	TIP
Location	*-**-***	Cutoff Date	28-SEP-22
FFS	6V1		

FHWA Approved Date: 25-AUG-22

CS Entity: J54576 - LA JOLLA BAND OF LUISENO INDIANS
# of CSTIPS: 1

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
	135,043	135,043	135,043	135,043	135,043	675,215

CSTIP
Program Class Code: 6V1
# of Projects: 4

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
	135,043	135,043	135,043	135,043	135,043	675,215

Project Identification

Region	J - Pacific
Agency	J54 - Southern California
Reservation	J54576 - La Jolla
Entity	J54576 - LA JOLLA BAND OF LUISENO INDIANS
State	06 - California
County	073 - San Diego
FFS	6V1
PCAS	J54RM576
Project Name	La Jolla Road Maintenance
Project Type	RDMAINT
Work Type	RM - Road Maintenance support
Total ($)	350,000
Length (mi)	
Project ID	RM576
Designation	O
Description	Perform routine road maintenance on all eligable routes on the tribes IRR inventory.
Remark	

Work Item Summary

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
18 ROAD MAINTEN	70,000	70,000	70,000	70,000	70,000	350,000
	70,000	70,000	70,000	70,000	70,000	350,000

Phase Summary

Start	Stop		FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
2022	2026	Z	70,000	70,000	70,000	70,000	70,000	350,000

Route Summary

Table 12.a. FY2022 to 2026 6V1 CSTIP - Transit

Indian Reservation Roads Program
Project Detail Report
(Single CSTIP version)

REPORT FILTERS

Single Project	No	CSTIP Type	TIP
Location	*-**-***	Cutoff Date	28-SEP-22
FFS	6V1		

FHWA Approved Date: 25-AUG-22

CS Entity
J54576 - LA JOLLA BAND OF LUISENO INDIANS
# of CSTIPS 1

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
	135,043	135,043	135,043	135,043	135,043	675,215

CSTIP
Program Class Code 6V1
# of Projects 4

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
	135,043	135,043	135,043	135,043	135,043	675,215

Project Identification

Region	J - Pacific
Agency	J54 - Southern California
Reservation	J54576 - La Jolla
Entity	J54576 - LA JOLLA BAND OF LUISENO INDIAN
State	06 - California
County	073 - San Diego
FFS	6V1
PCAS	J54TR576
Project Name	La Jolla Transit
Project Type	TRANSIT
Work Type	T4 - Planning for Mass Transit Facilities
Total ($)	25,215
Length (mi)	
Project ID	TR576
Designation	O
Description	Funds will be used for the planning and development of a tribal transit system.
Remark	

Work Item Summary

	FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
16 TRANSIT/OTHER	5,043	5,043	5,043	5,043	5,043	25,215
	5,043	5,043	5,043	5,043	5,043	25,215

Phase Summary

Start	Stop		FY 2022 ($)	FY 2023 ($)	FY 2024 ($)	FY 2025 ($)	FY 2026 ($)	Total ($)
2022	2026	CE	5,043	5,043	5,043	5,043	5,043	25,215

Route Summary

6.0 Transportation & Safety Plan Integration

6.1 Need for Safety Plans

Each year under the FAST Act 2% of the available TTP funds are set aside to address transportation safety issues in Native America. Funds are available to federally recognized Indian tribes through a competitive, discretionary program. Awarded annually, projects are chosen whose outcomes will address the prevention and reduction of death or serious injuries in transportation related incidents, such as motor vehicle crashes. Transportation fatalities and injuries severely impact the quality of life in Indian country. Statistics are consistently higher than the rest of the nation as a whole.[4]

The La Jolla Band of Luiseño Indians (LJBLI) requested that the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley conduct a Tribal Transportation Safety Assessment (TTSA) study for the Tribal lands. Two professionals collaborated to produce the suggestions in the report using the latest Crash data and conducting an online "virtual" field review of the locations. This study included an online review of the area and a meeting with stakeholders and tribal staff on August 11, 2023.

[4] https://flh.fhwa.dot.gov/programs/ttp/safety/ttpsf.htm

The primary objective of TTSA study is to suggest ways to improve traffic safety for motorists as well as pedestrians and bicyclists on the roadways within the LJBLI tribal land, as well as roadways accessing the tribal lands.

SANDAG is working with the Tribe to achieve La Jolla Band of Luiseño Indians SS4A Action Plan development shall include inclusive and representative processes through all project phases. Prepare a technical equity assessment report for review by Tribal Council. Include USDOT FHWA's Safe System Approach, which is a guiding principle to address the safety of all road users that involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives such as socioeconomic demographics, public health approaches, structural issues, etc. Maps, charts, tables, and other infographics that summarize and illustrate main points and concepts are to be included as applicable.

CRASH HISTORY AND DATA

The LJBLI is located in northern San Diego County, California, at the foot of Palomar Mountain. The La Jolla Band belongs to the Luiseño Tribe and the Luiseño traditional territory covered lands north of the Kumeyaay's' land, including most of the San Luis Ray and Santa Margarita drainages. The total land base of La Jolla Band of Luiseño Indians spans 9,440 acres along the southern slopes of Mount Palomar and descends in cascading terraces to the cool forest of upper reaches of the San Luis Rey River. The La Jolla Reservation was federally established in December 1875 with traditional Luiseño territory. The tribe in 2018 acquired a 548-acre property within the boundaries of the reservation. In 2020 it acquired an additional 4 smaller parcels. It is now in the process of acquiring a 62-acre parcel and 2-acre parcel that are immediately west of the 548-acre parcel. All are in the process of being placed in trust.

According to the Enrollment Committee, as of June 2023, the La Jolla Band of Luiseño Indians has 792 enrolled members. A large portion of those who live off the reservation live in the neighboring towns of Escondido and the Town of Valley Center.

The tribe operates the La Jolla Indian Campground with tubing along the banks of the San Luis Rey River and is the only campground with tubing access along the river. The La Jolla Zip Zoom is part of the La Jolla Campground and is more than a mile long over several towers, providing riders with spectacular views of mountain peaks, lush green canyons and rustic steep slopes of the reservation. The Luiseño Bike Park features miles of mountain bike trails carved out of the scenic Palomar Mountains and is open year-round.

Access to and from the reservation is primarily served by personal vehicles. The nearest public transportation system is seven miles from the reservation where the local city bus system serves the area. The closest communities where reservation residents can go to get public supplies and other services are the cities of Escondido (25 miles), Temecula (25 miles), and Ramona (34 miles). The town of Valley Center (18 miles) is the closest town to offer necessities.

TRAFFIC CRASH REPORTING AND HISTORY

The California Highway Patrol (CHP) maintains a traffic crash database called the Statewide Integrated Traffic Records System (SWITRS). Law enforcement agencies from around the state take reports of traffic crashes that occur on California's state highways and other roadways. They send the reports to the California Highway Patrol, which enters them into SWITRS.

The LJBLI is located within San Diego County. The La Jolla Tribal Police Department is responsible for investigating traffic crashes that occur in the reservations. San Diego County Sheriff is responsible for investigating traffic crashes that occur in the incorporated areas of Pauma Valley including the tribal areas within the county. The California Highway Patrol is responsible for investigating traffic Crashes that occur on the state highways within the county.

Based on traffic crash data stored in the SWITRS database 286 traffic crashes occurred within a one-mile radius of the LJBLI between January 1, 2011, and December 31, 2022. These crashes resulted in 13 fatalities and involved 2 pedestrian victims. Of the 286 total crashes, 80 were reported within the boundaries of LJBLI, including 5 fatalities.

The SWITRS data contained in this report was obtained from SafeTREC's Traffic Injuries Mapping System (TIMS) in California Tribal Areas (Tribal Crash Data Tool) which can be accessed at the following link: https://tribaldata.berkeley.edu/. This data tool provides tribes with access to a web-based interactive analysis and mapping tool for tribal areas. The tool is password protected and has features for mapping and analyses of data related to the tribal areas.

Another approach to collecting data at tribal lands is through crowdsourcing. SafeTREC has also developed Street Story, which is a community engagement tool that allows communities to enter and collect information about transportation Crashes, near misses, general hazards and safe locations to travel (https://safetrec.berkeley.edu/programs/tribal-road-safety-program/tribal- street-story). Street Story was not utilized for this study. The Street Story for California tribes can be accessed at: https://streetstory.berkeley.edu/tribal.

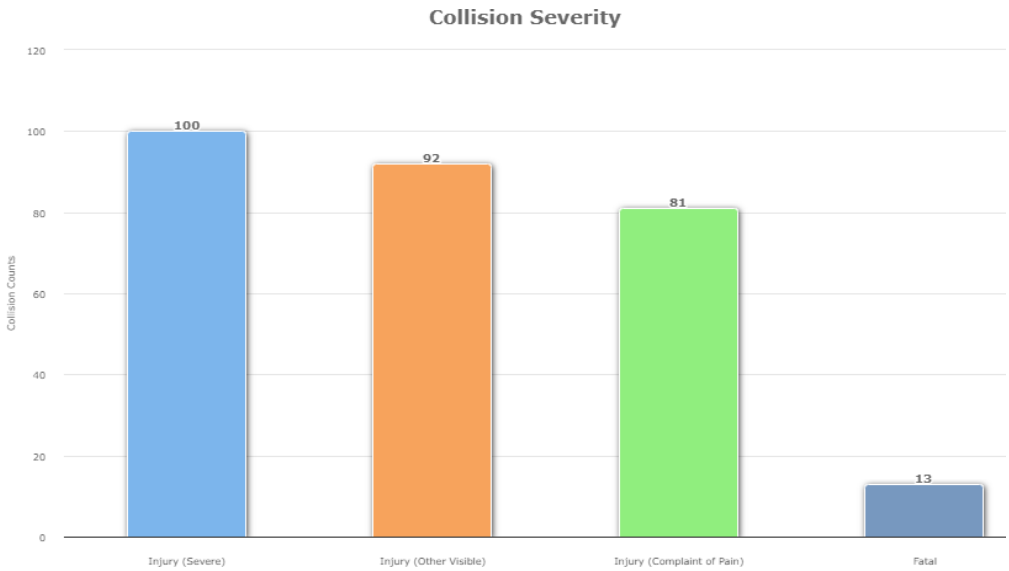
STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (SWITRS) STATISTICAL DATA

The Tribal Crash Data Tool was used to generate data on the crashes that occurred between January 1, 2011, and December 31, 2022 within a one-mile radius of the reservation are as follows:

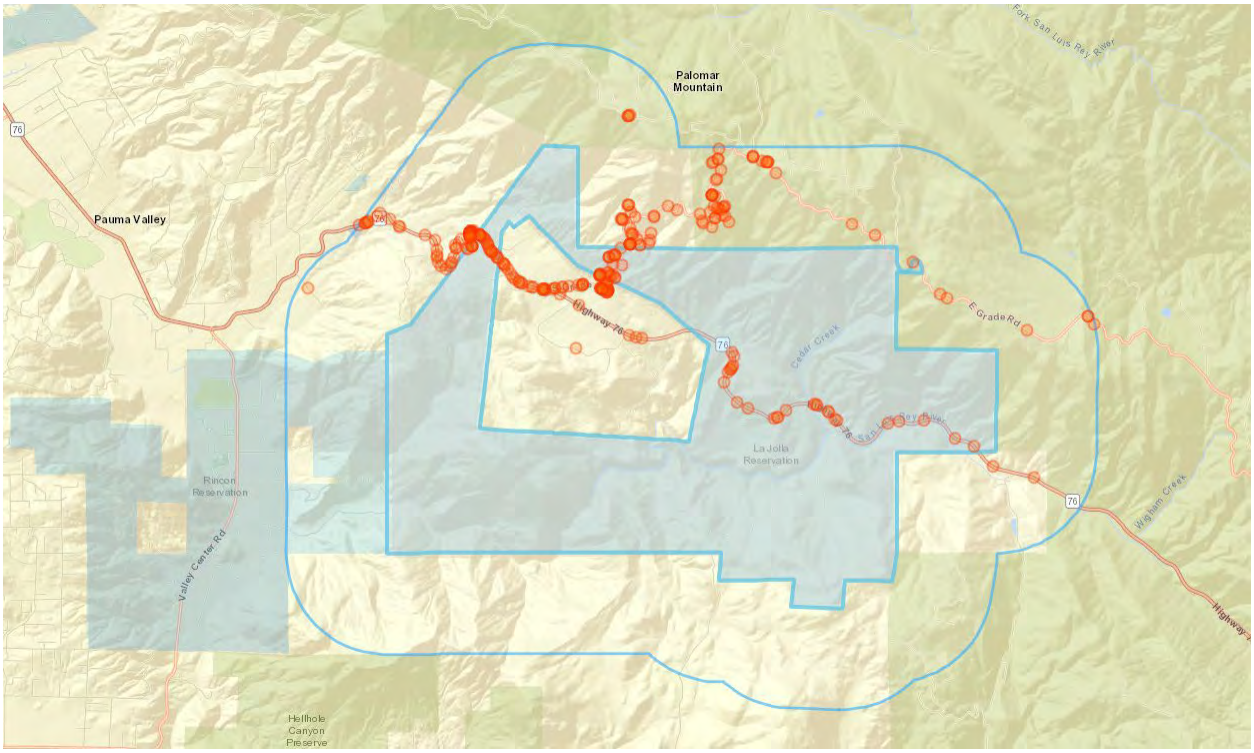
Road	#Crashes
State Route 76	145
South/East Grade Road	137
State Park Road	2
CA 76	2

State Route 76 is the main highway that passes through the La Jolla Band of Luiseño Indians.

Traffic Crashes Resulting in Injury or Death
Fatal Traffic Crashes Out of the 286 Crashes, 13 Crashes resulted in fatality (see Table 2.2 for details).



Map of Crash Locations within 1-mile Radius of LJBLI



The 286 traffic crashes resulted in 353 victims sustaining fatal or serious injury; 105 serious injuries serious and 13 fatalities.

Traffic Crashes That Produced Serious Injuries

Table below lists the traffic crashes that produced serious bodily injuries (excluding fatal Crashes) that occurred within a one-mile radius of the La Jolla Band of Luiseño Indians between January 1, 2011 and December 31, 2022.

Fatal Crashes within a 1-Mile Radius of La Jolla Band of Luiseño Indians

Crash Date	Primary Road	Secondary Road	Distance	Director	PCF Violation
2/13/2011	RT 76	SOUTH GRADE RD	1584	West	Driving Under the Influence
3/13/2011	SOUTH GRADE RD	RT 76	4224	North	Driving Under the Influence
8/22/2011	RT 76	SOUTH GRADE RD	2640	West	Pedestrian Violation
1/8/2012	RT 76	SOUTH GRADE RD	5280	West	Unsafe Speed
5/4/2013	SOUTH GRADE RD	RT 76	17952	North	Unsafe Speed
9/21/2013	SOUTH GRADE RD	RT 76	10560	North	Unsafe Speed
8/20/2013	RT 76	SOUTH GRADE RD	15312	East	Improper Turning
6/1/2014	SOUTH GRADE RD	RT 76	991	North	Wrong Side of Road
6/26/2016	SOUTH GRADE RD	EAST GRADE RD	3696	South	Improper Turning
8/27/2016	SOUTH GRADE RD.	SR-76	3062	North	Improper Turning
9/18/2016	SOUTH GRADE RD	SR-76	14784	North	Improper Turning
8/4/2019	SR-76	POOMACHA RD.	417	East	Unsafe Speed
2/27/2021	SR-76	HAROLDS RD	672	North	Driving Under the Influence

The traffic crashes were spread out through the week with the highest number on Sunday (100), and the lowest on Tuesday (15), as shown in Chart

Traffic Crashes by Day of Week

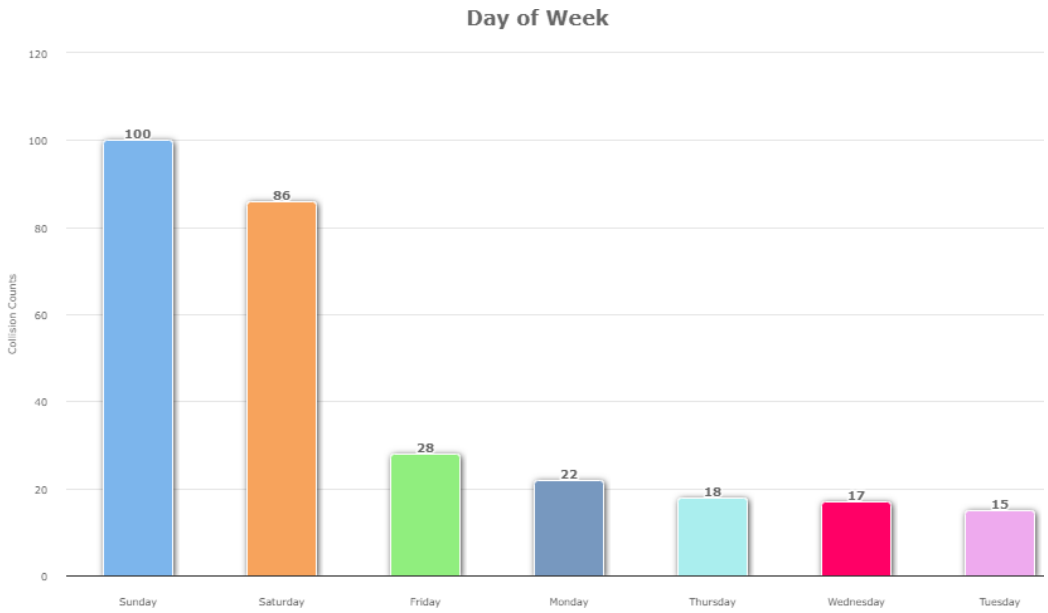
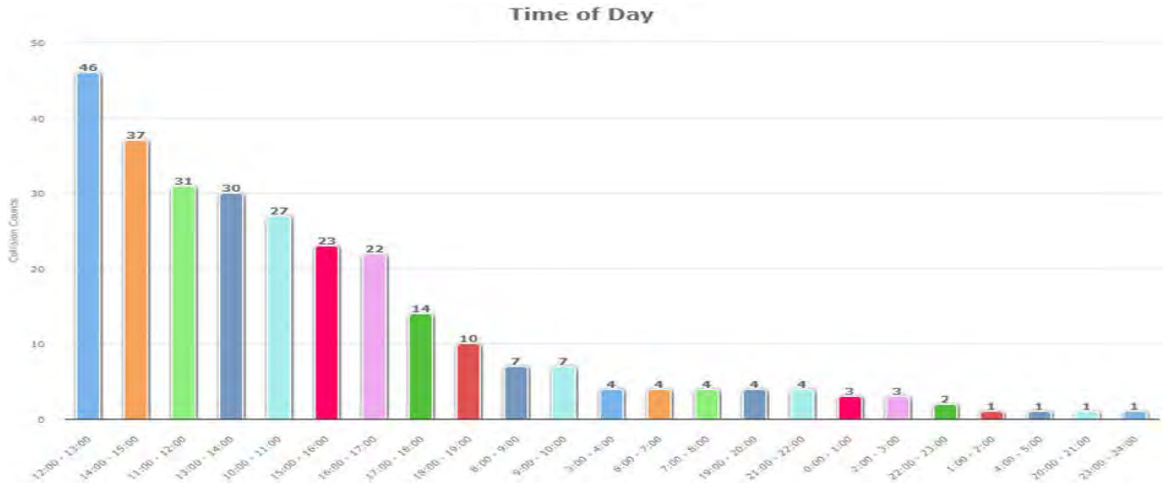


Chart lists the hours at which the 286 crashes occurred. The peak period was between 12p.m. and 1 p.m. (46 crashes).

Traffic Crashes by Hour of the Day

Chart illustrates the types of crashes that occurred near the La Jolla Band of Luiseño Indians.



Overturned vehicle was the most prevalent type followed by hit objects

Traffic Crashes by Type

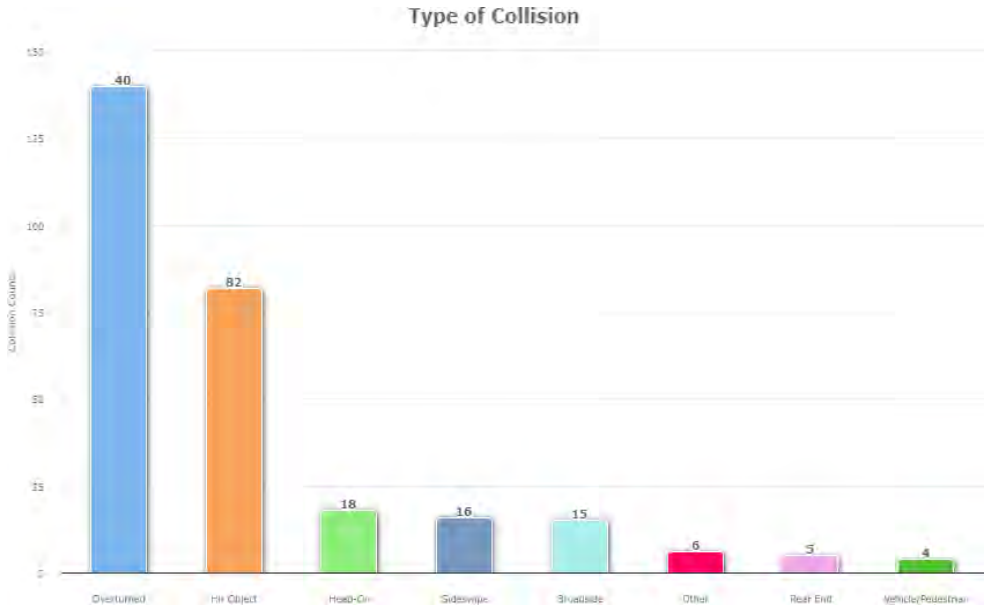
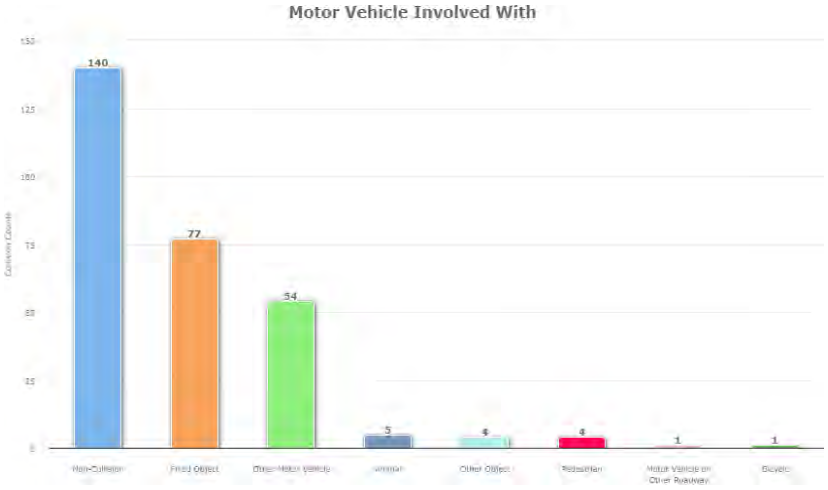


Chart shows the items with which vehicles collided (other motor vehicles, pedestrian, fixed object, etc.). The majority of the crashes (140) were non-collision followed by fixed objects (77).

Overturned vehicles and hit object crashes are both roadway departure crashes. Based on Tribal Transportation Strategic Safety Plan, 63% of all reported motor vehicle fatalities in tribal areas are due to roadway departure crashes. The majority of roadway departure fatalities (71%) involve only one vehicle. Nine in ten roadway departure fatalities occur in rural areas, with a significant portion, 47%, taking place on minor collector or lower classification rural roadways. Traffic volumes are typically lower at night, yet 43% of roadway departure crashes occur in the dark and 6% during dusk or dawn.

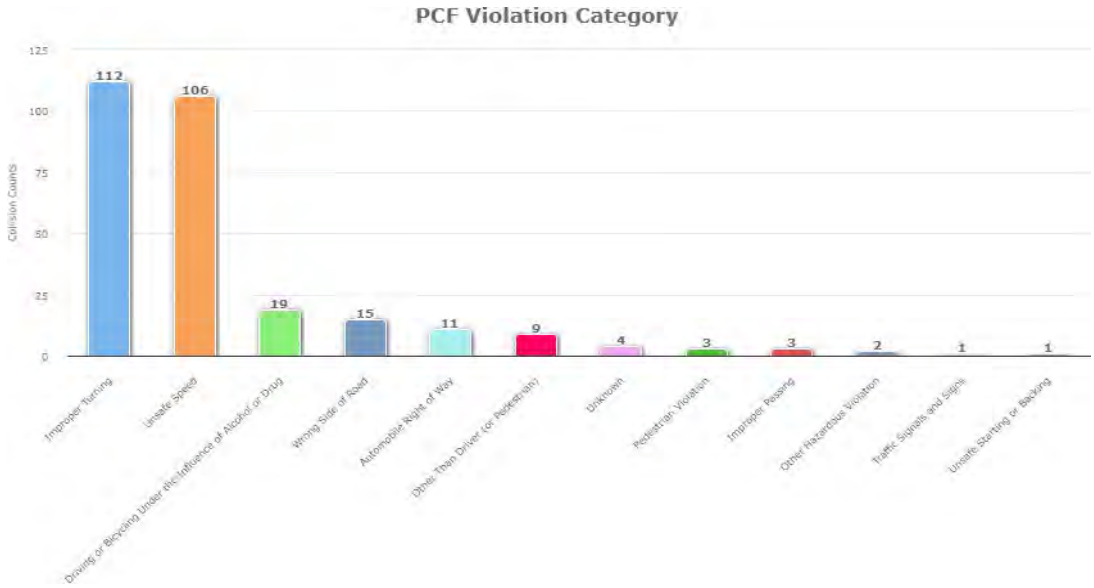
Motor Vehicle Involved With



Police officers who investigate a traffic crash attempt to discover the cause through interviews with involved parties and witnesses and examination of the physical evidence at the scene. When an officer concludes that a driver has committed a traffic violation that was the proximate cause, it is known as the Primary Crash Factor (PCF).

Chart shows the PCFs of all 286 Crashes within a 1-mile radius of the La Jolla Band of Luiseño Indians for January 1, 2011, through December 31, 2022. The leading cause (39.16%) was determined to be improper turning followed by speeding (37.1%).

Primary Crash Factors near the La Jolla Band of Luiseño Indians



COMMUNITY ENGAGEMENT SURVEY

DISCUSSION OF PROCESS

Effective planning to improve transportation safety begins with public input. As part of the Tribal Transportation Safety Assessment (TTSA), a survey was developed to solicit the tribal community's concerns and suggestions for the safety of motorists, pedestrians, and bicyclists on and around their tribal lands, as well as the existing conditions of roads and infrastructure facilities.

The community engagement survey was developed via an online platform, Qualtrics. The survey respondents could input their responses directly into the Qualtrics online survey, and their responses would be forwarded to SafeTREC electronically. For tribal community members who did not have access to the internet, we suggested the tribal government staff make prints of the survey to mail to them. All responses would remain completely anonymous and be used only for this safety assessment project.

The following questions were asked in the survey:

1. *Do you live on Tribal property?*
2. *On a scale of 1 through 5, how would you rank the following safety concerns (1 = most concern, 5 = least concern)?*
    - *Pedestrian Walkways and Sidewalks*
    - *Bike Paths and Bike Lanes*
    - *Transit Services*
    - *Traffic Crashes*
    - *Emergency Services*
3. *What are the travel destinations within your tribal land: Housing, School, Cultural/Historic Monuments, Recreational Use, Shopping Center, Businesses, Including Tribally-Owned Businesses, Medical, Appointments, Prescription Pickup, Work, and Entertainment Facility?*
4. *What are the travel destinations outside your tribal land: Housing, School, Cultural/Historic Monuments, Recreational Use, Shopping Center, Businesses, Including Tribally-Owned Businesses, Medical, Appointments, Prescription Pickup, Work, And Entertainment Facility?*
5. *Do you know of specific locations where crashes have occurred? If so, please list the location, severity of the crash, an approximate date if you know it, and if the crash was reported to CHP or any other enforcement agency.*
6. *Please list the specific locations in your tribal land that you believe need improvement for walking, biking, traveling in a wheelchair, or transit.*
7. *Please list the safety issues you are concerned about for each location listed above.*
8. *Please indicate what, from the following list, you would suggest for improvement to make it feel safer:*

    - *Slower speeds*
    - *Better or more sidewalks*
    - *Better or more bike lanes or pathways*
    - *Fewer cracks in the pavements*
    - *More lighting*
    - *More stop signs and/or signals*
    - *Better or more crosswalks*
    - *More places for people to sit or rest (ex. benches)*
    - *Education for road users on how to use the road safely*
    - *More enforcement*
    - *Community events that encourage walking and biking*
9. *Is there any transit available within or accessing your community? Are there any improvements needed to the transit system? If yes, what do you think is needed?*
10. *Is there any school bus available for your community's school children?*
11. *Are there law enforcement and emergency services in your community?*
12. *Have there been delays in receiving emergency services?*
13. *What are some other transportation safety issues or concerns related to vehicular traffic, and pedestrian, bicycle, and transit safety that you wish to be evaluated in your community?*

DISCUSSION OF SURVEY RESULTS

The purpose of this survey was to provide an opportunity for the community to be heard and to provide feedback about pedestrian, bicycling, transit facilities and transportation safety issues in and around their community. The survey responses could have contributed to the success of the tribe's future applications for funding to implement improvements. Unfortunately, we did not receive any response to the survey from the tribal community within the limited time for this assessment. As a result, we cannot report about the results of the survey and concerns of the community.

TRAFFIC ENGINEERING ASSESSMENT & IMPROVEMENT MEASURES

The La Jolla Band of Luiseño Indians (LJBLI) has a total land base of 8,541 acres in trust status and 612 acres in fee status. In 2018 the tribe acquired a 548-acre property within the boundaries of the Reservation. In 2020 it acquired an additional four smaller parcels. It is now in the process of acquiring a 62-acre parcel and a 2-acre parcel that are located immediately west of the 548- acre parcel. All the newly acquired parcels will soon be placed in trust. The tribal lands are mainly to the south of Hwy 76. The La Jolla Band of Luiseño Indians is committed to reducing the risk of deaths and serious injuries that occur because of incidents within their transportation system. As part of that effort, the tribe is planning on preparing a long-range transportation plan for their tribe. The tribe has developed a comprehensive economic development strategy, which has been developed in cooperation with the Tribal Council, tribal members and consultants, who have a strong history of working with La Jolla. The plan identifies multiple expansion opportunities for visitors and enhancements t to the campground amenities and services. These developments are expected to attract more visitors and traffic volume is expected to increase near the reservation.

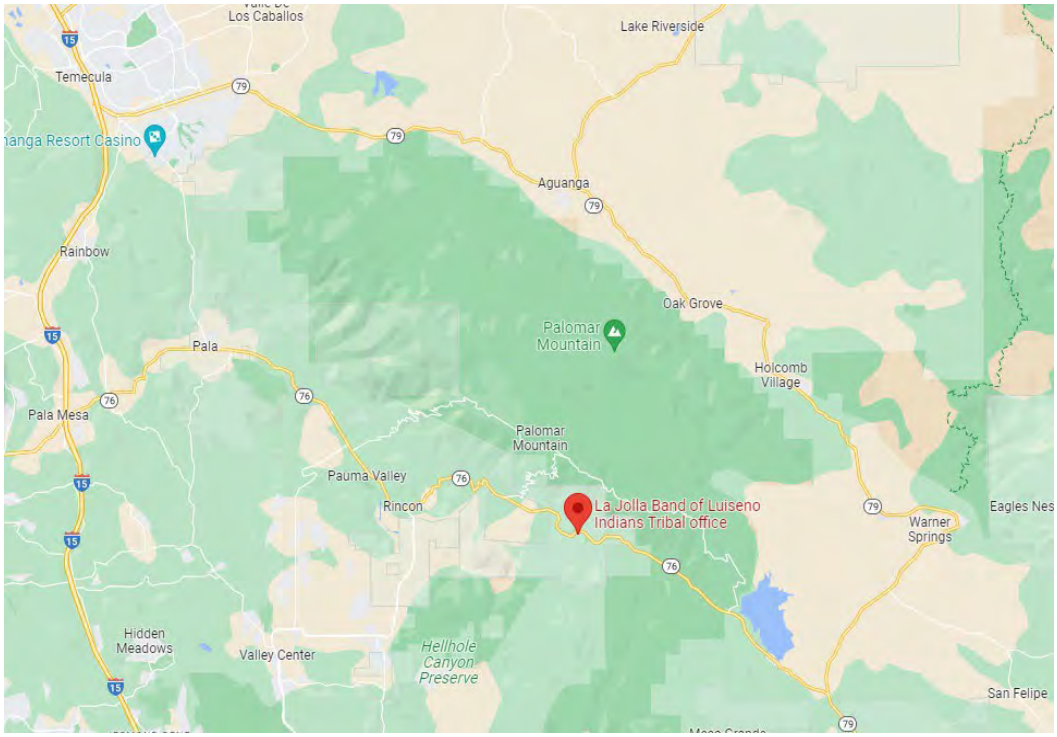


Figure 4-1: Existing Local Road Network

Existing Conditions

Highways and Roads

The tribal lands are connected with streets maintained by several jurisdictions including the State Department of Transportation (Caltrans) and the County of San Diego. Most roads leading directly to tribal lands are in excellent condition. Cooperation with adjacent jurisdictions is apparent.

Speeding is a major concern for tribal representatives. The crash history indicates excessive speed is the highest factor causing crashes. This chapter presents virtual observations and suggestions made during the kickoff meeting and the virtual field audit conducted on Friday, August 11, 2023.

Suggestions in this chapter are based on best practices and discussions with the participants regarding local needs and feasibility. It should be noted that these suggestions are based on virtual field observations by the TTSA evaluators and discussions with LJBLI staff. These suggestions are intended to guide LJBLI staff in making decisions for future safety improvement projects in the tribe; however, they may not incorporate all factors relevant to pedestrian and bicycling safety issues in the tribe. This report is conceptual in nature, and conditions may exist in the focus areas that were not observed and may not be compatible with suggestions presented below. Before finalizing and implementing any physical changes, LJBLI staff may choose to conduct more detailed studies or further analysis to refine or discard the suggestions in this report, if they are found to be contextually inappropriate or appear not to improve safety or accessibility due to conditions including, but not limited to, high vehicular traffic volume or speeds, physical limitations on space or sight distance, or other potential safety concerns.

The selected emphasis areas were included in the grant application and were discussed during the project kickoff meeting.

STUDY LOCATIONS

The focus of the LJBLI safety assessment comprised the following areas of concern which were identified at the conference call and the virtual site visit:

1. Highway 76 and Sengme Oaks Road
    a. Visibility coming out of Sengme Oaks Road Intersection, which provides access to the LJBLI tribal office and Sengme Oaks Water Park.
    b. Proximity to the intersection of Highway 76 and Campground Road.
2. Highway 76 and Campground Road
    a. Visibility coming out of Campground Road Intersection, which provides access to the C-Store and the Gas Station.
    b. Proximity to the intersection of Highway 76 and Sengme Oaks Road.

Based on the above areas of concern, four (4) focus areas were identified and are discussed in more detail in the following sections of this report. Another area requiring review for safety is the intersection of Poomacha Road with Highway 76. Currently the Tribe is requesting an encroachment permit for the new Emergency Operations Center at Diamond Hill and Highway 76.

Figure 4-2: Focus Areas

The analysis of these focus areas identified engineering related improvements suggested for the locations with highest crash rates to correct existing crash patterns and reduce the frequency of crashes going forward. Suggested improvements are broken down into the following categories:

- *Short Term (6-12 months)*
- *Medium Term (12-24 months)*
- *Long Term (2-5 years)*

The document provided by the Tribal staff, Preliminary Area Allocation Planning, by "nelsondesign collaborative", dated September 19, 2023, suggested construction of two roundabouts that might provide more improved safety at these two intersections.

Focus Area #1: Highway 76 and Sengme Oaks Road

Existing Conditions

Sengme Oaks Road provides access to the LJBLI tribal office and Sengme Oaks Water Park from Highway 76. It also serves as the access roadway to the tribal offices on the south side of Highway 76. Highway 76 and Sengme Road is a three-legged intersection with stop control on Sengme Road. Highway 76 is 24 feet wide between the two white edge lines and has two lanes 12-foot wide. No parking is allowed on the highway and there are no pedestrian or bicycle facilities near the intersection. The speed limit on Highway 76 is 55 miles per hour (MPH), but there are curve- warning signs near the intersection with a curve advisory speed of 50 MPH.

Figure 4-3: Highway 76 Facing West
Turning out (left and right turns) of Sengme Oaks Road is challenging, mainly due to the high approach speeds east and west on Highway 76. In addition, there is limited sight distance due to the horizontal curves on Highway 76 in both directions towards the intersection.

The line of sight to turn into Highway 76 from Sengme Road is very limited due to curves on both sides of the intersection, which makes it difficult to see oncoming traffic on Highway 76. In addition, there is an embankment on Sengme Oaks Road, which makes the problem worse. Caltrans is aware of this concern. Figure 4-4 illustrates the limited sight distance at the intersection for drivers traveling northbound on Sengme Oaks Road and looking to the west. The sight distance is limited to approximately 425 feet, which is not sufficient to ensure that stopping sight distance is available. The stopping sight distance on a 55-MPH roadway is 500 feet, which is 75 feet longer than the current sight distance. However, in certain locations the sight distance may exceed the stopping sight distance to allow drivers to avoid making last-minute erratic maneuvers. This distance (Decision Sight Distance) required for a 55-MPH roadway is 865 feet.
Similarly, as shown in Figure 4-5, there is limited sight distance for drivers traveling northbound on Sengme Oaks Road and looking to the east. The sight distance is limited to approximately 350 feet, which is significantly shorter than the 500 to 865 feet needed for safe maneuvers at the intersection.

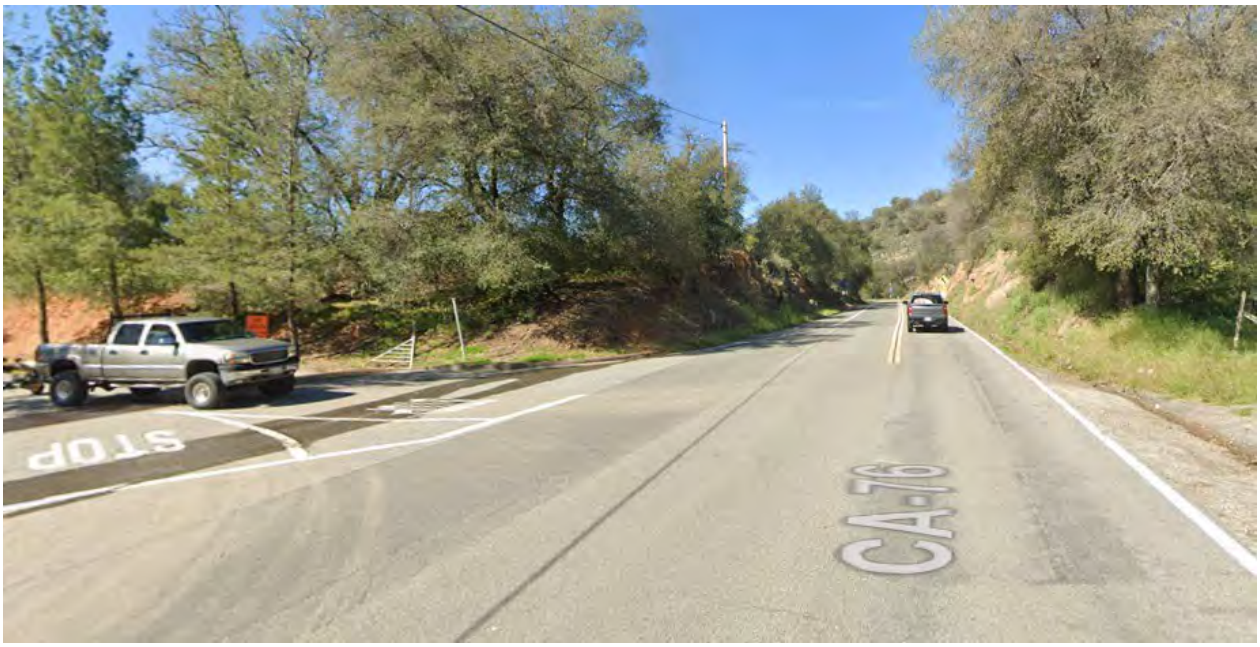


Figure 4-4: Northbound Traffic View on Sengme Oaks Road Looking West

Figure 4-5: Northbound Traffic View on Sengme Oaks Road Looking East

Possible Safety Improvements

Consider implementing the following improvements:

Short Term (6-12 months)

- Coordinate with Caltrans and the county to study line-of-sight adequacy in light of the actual approach speed from both east and west direction.
- Consider coordinating with Caltrans to install driver speed feedback signs in both directions to the approach of the intersection. The speed display signs may be augmented with warning signs to drivers to reduce speed and could also have the pavement speed limit legends.
- Coordinate with Caltrans to install advanced intersection warning signs with flashing lights to draw more attention to the signs.
- Consider beginning the discussion with Caltrans to define the short, mid-term and long-term safety solutions for the intersection. The short-term solutions may be congruent with the long-term solutions.
- The team evaluating the intersection may conduct a night survey and measure the lighting levels at the intersection. Consider adding streetlights at the intersection to improve the visibility for drivers on Highway 76 of vehicles exiting Sengme Oaks Road.

Medium Term (12-24 months)

- Considering the ultimate solution, include acceleration and deceleration lanes.
- Consider the design and installation of a roundabout at this intersection. It is suggested to consider the advantages of a roundabout control at this intersection.
- Consider and discuss innovative solutions with Caltrans to assist drivers in judging gap sizes at study intersection by providing an automated real-time system to inform drivers on Sengme Oaks Road of suitability of gaps for making turning maneuvers at the intersection.

Long Term (2- 5years)

Tribal Communities throughout California use cultural identity signs in combination with speed display signs, intersection warning signs, and advance street name signs to send clear messages to drivers on the highways that they need to slow down. Capturing drivers' attention from all major approaches requires the development of an extensive plan by all stakeholders, especially the jurisdictions maintaining the approaching roadways.

It is suggested to first develop the cultural identity signs and determine the appropriate size considering the speed, exact locations, and the appropriate distance to allow drivers to slow down and be able to make the decision to turn in.

- Tribal community signage may be in advance of the immediate intersection to the west for the eastbound traffic and east of the Campground Road for the westbound traffic on Highway 76.

- The next step is to coordinate with Caltrans on the installation of the warning and regulatory signs in harmony with the cultural signs.

1.1.1. Focus Area #2: Highway 76 and Campground Road

Campground Road provides access to the C-Store, the gas station, and the La Jolla Zip Zoom Ziplines. New enterprises, including the Welcome Center, expansion of the ziplines, and additional RV parking spaces are envisioned at the reservations which will also have access from the Campground Road. The traffic at this intersection is already very heavy, and during the July 4 weekend there are often over 50 vehicles backed up on Highway 76 trying to make a left turn into Campground Road from the westbound direction.

Figure 4-6 illustrates the limited sight distance at the intersection for drivers traveling northbound on Campground Road and looking to the west. The sight distance is limited to approximately 350 feet. Similarly, as shown in Figure 4-7, there is limited sight distance for drivers traveling northbound on Campground Road and looking to the east. The sight distance is limited to approximately 275 feet. Available sight distances on both directions are significantly lower than the 500 to 865 feet needed for safe maneuvers at the intersection.

Figure 4-6: Northbound traffic view on Campground Road looking west

Figure 4-7: Northbound traffic view on Campground Road looking east

Possible Safety Improvements

Consider implementing the following improvements, which is like the intersection of Highway 76 and Sengme Oaks Road, since both the intersections are next to each other and have similar sight distance concerns:

Short Term (6-12 months)

- Coordinate with Caltrans and the county to study line-of-sight adequacy due to the actual approach speed from both east and west direction.
- Consider coordinating with Caltrans to install driver speed feedback signs in both directions to the approach of the intersection. The speed display signs may be augmented with warning signs to drivers to reduce speed and could also have the pavement speed limit legends.
- Coordinate with Caltrans to install advanced intersection warning signs with flashing lights to draw more attention to the signs.
- Consider initiating the discussion with Caltrans to define the short, mid-term and long- term safety solutions for the intersection. The short-term solutions may be congruent with the long-term solutions.
- The team evaluating the intersection may conduct a night survey and measure the lighting levels at the intersection. Consider adding streetlights at the intersection to improve the visibility for drivers on Highway 76 of vehicles exiting Campground Road.

Medium Term (12-24 months)

- Considering the ultimate solution, include acceleration and deceleration lanes.
- Consider the design and installation of a roundabout at this intersection. It is suggested to consider the advantages of a roundabout control at this intersection. The roundabout may consider the driveway to the gas station and include it as one approach for the roundabout.
- Consider and discuss innovative solutions with Caltrans to assist drivers in judging gap sizes at study intersection by providing an automated real-time system to inform drivers on Campground Road of suitability of gaps for making turning maneuvers at the intersection.

Long Term (2- 5years)

- Both intersections of Campground and Sangme Oaks Road's tribal signage may be planned together to cover the entire LJBLI area.
- Consider moving the driveway to the gas station to the other side of the gas station and have a separate access point from Highway 76. This will eliminate the confusion at the driveway and its close proximity to the intersection of Highway 76 and Campground Road.
- Consider additional access points for the new planned development and the expansion of the RV parking spaces to avoid additional added traffic volume on Campground Road.

As part of a conceptual land use planning process, Nelson Design Group was retained to review these areas of traffic safety concerns and provided the following graphic depicting potential improvements including moving entry, via roundabout, to governmental offices further west of Sengme Oaks, and creating exit roundabout, further east of Campground Road, in both cases providing better line of sight for traffic.

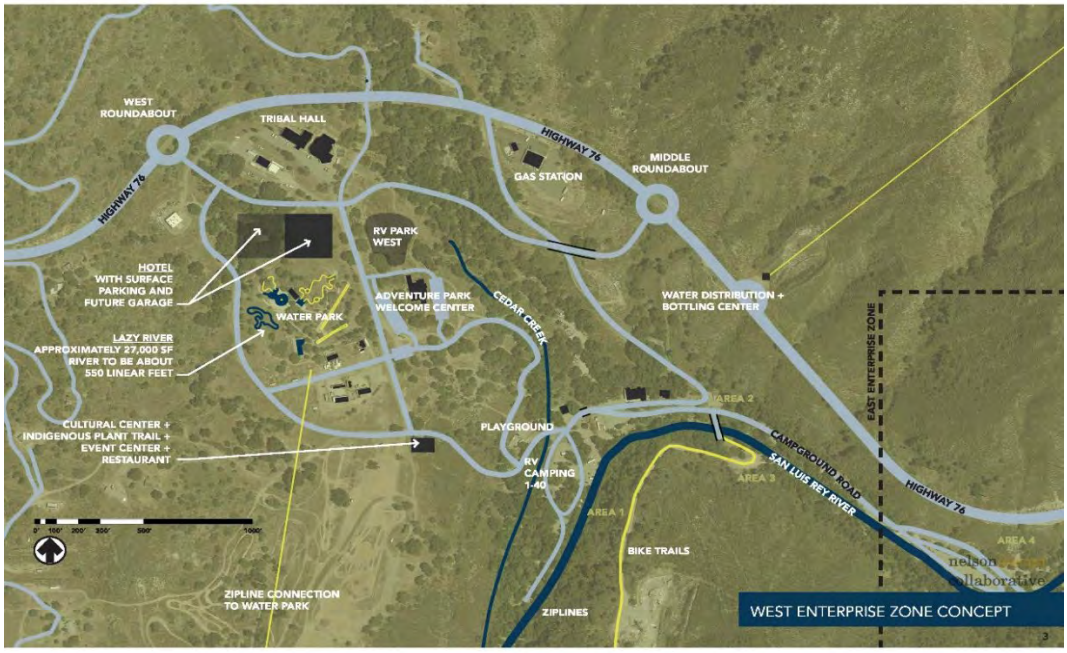


Figure 4-8 Proposed Roundabouts and Road Realignments

7.0 Deferred Maintenance Roads:

7.1 Purpose and Need

The purpose in conducting the Level of Service (LOS) data collection in regards to existing Deferred Maintenance Roads is to identify existing BIA roads within the boundaries of tribal lands that are in need of future maintenance. A LOS rating is applied to existing roads to determine a priority for maintenance, which in turn is given a cost estimate by engineers, thus allows the Tribes and BIA to apply existing and future TTP funds.

7.2 Level of Service

In **Table 12.b.**, shows the existing BIA routes with LOS rating, and the ratings indicate the higher the number the higher the need for road maintenance and repair. This list will be updated in the near future to reflect the recent data collected regarding the LOS rating that was conducted in the summer of 2018. Some roads are now in better condition as a result of Tribal accomplishments to repair their road system.

Table 12.b. La Jolla: Deferred Maintenance Assessment for Roads

J54576 - La Jolla					
Route Number	Qtr	Surface Type Code	Length (mi)	Level Of Service Code	Maintenance Need ($)
0041	3	1 - Earth Road	1.1	2-Good	1,196
0041	3	4 - Bitumenous < 2"	0.7	5-Failing	3,491
0041	3	5 - Bitumenous > 2"	0.7	3-Fair	3,229
0042	3	4 - Bitumenous < 2"	0.6	4-Poor	2,385
0043	3	4 - Bitumenous < 2"	0.3	3-Fair	923
0044	3	4 - Bitumenous < 2"	0.2	2-Good	323
0045	3	1 - Earth Road	0.4	5-Failing	1,245
0046	3	4 - Bitumenous < 2"	0.5	2-Good	806
0047	3	4 - Bitumenous < 2"	0.3	3-Fair	923
0048	3	4 - Bitumenous < 2"	0.3	3-Fair	923
0049	3	5 - Bitumenous > 2"	1.4	2-Good	4,106
0050	3	1 - Earth Road	0.1	2-Good	109
0050	3	5 - Bitumenous > 2"	0.8	3-Fair	3,690
0050	3	4 - Bitumenous < 2"	0.5	3-Fair	1,538
0051	3	1 - Earth Road	0.6	2-Good	653
0052	3	4 - Bitumenous < 2"	0.3	3-Fair	923
0053	3	1 - Earth Road	0.2	3-Fair	345
		Reservation Total:	9.0		26,804

(Source: RIFDS DMR, 2013)

The LOS/DMR data collect were used by BIA Engineers to generate approximate cost estimates to rehabilitate an existing BIA road with the full depth reclamation (FDR) approach or considered a routine maintenance (ROU) activity for the tribe to consider depending on their constraint TTP funds and other funding sources. This information is listed in the next section on Suggested Implementation of LRTP: LOS & Safety Plan - Road Maintenance Projects.

7.3 Suggested Implementation of LRTP: LOS & Safety Plan - Road Maintenance Projects

The cost estimates generated by BIA staff in the tables below are based on commercial estimates. These estimates will change with time, distance, and material cost. Tribes can consider one of two possible options to address the need to repair, restore, and preserve existing roadway surface conditions within tribal lands regarding BIA own roads.

Option One – a Tribe with an established Transportation Program, with its own equipment and labor can address their road maintenance needs with TTP funds.

Option Two – to reduce the cost for road maintenance activities (patch work, signs, stripping, etc.) to Tribes. A "host" Tribe can consider the California Indian Tribal Transportation Alliance (CITTA) approach. The CITTA was initiated in the spring of 2019, which considers the "host" Tribe to apply their TTP funds for road maintenance activities and partner with other Tribes who have access to equipment and labor, hence the "host" Tribe will go into an agreement with the partnering Tribe(s) to pay for equipment and labor cost. In this approach the Tribe could have a potential savings of approximately 40% in comparison to commercial cost depending on distance, maintenance activities, and material cost.

Option Three – a Tribe can bid out for a commercial contract.

7.3.1 FY2020 & FY2025: Short Range - Road Maintenance Projects

Table 13. Rte. #41 Sec_10

Reservation Name: La Jolla	Route No. 41	Section 10		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Crack Sealing	408.00	L.F	$2.00	816.00
Striping White fog line	6626.00	L.F	$0.50	3,313.00
Striping, Double yellow center line	3313.00	L.F	$1.50	4,969.50
Slurry seal	882.67	S.Y	$2.25	1,986.01
Culvert Cleaning	350.00	L.F	$9.51	3,328.50
Sub - Total				14,413.01
Mobilization and Traffic control				2,161.95
Sub-total-1				16,574.96
Water cost	350.00	L.F	$7.91	2,768.50
Sub-total-2				2,768.50
TOTAL COST				19,343.46

(Source: BIA Roads, 2019)

Table 14. Rte. #41 Sec_20

Reservation Name: La Jolla	Route No. 41	Section 20		
Recommended Repair (Unpaved)	Quantity	Unit	Unit Cost	Amount
Culvert Cleaning	348.00	L.F	$9.51	$3,309.48
Vegetation Removal	9656.00	L.F	$1.14	$11,007.84
Ditch Cleaning	4828.00	L.F	$1.14	$5,503.92
Curing Seal	3058.00	Gal.	$2.25	$6,880.50
Stabilized and grade surface	10193.00	S.Y	$12.00	$122,316.00
Sub- Total				$149,017.74
Mobilization and Traffic control				$22,352.66
Sub-total-1				$171,370.40
Geotechnical Report for Mix design	1.00	EACH	$5,000.00	5,000.00
R value test and compaction test	1.00	L.S	$3,000.00	3,000.00
Water cost	348.00	L.F	$7.91	2,752.68
Sub-total-2				10,752.68
TOTAL COST				182,123.08

Table 15. Rte. #41 Sec_30

Reservation Name: La Jolla	Route No. 41	Section 30		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Striping White fog line	7246.00	L.F	$0.50	3,623.00
Striping, Double yellow center line	3623.00	L.F	$1.50	5,434.50
Slurry seal	8052.00	S.Y	$2.25	18,117.00
Culvert Cleaning	100.00	L.F	$9.51	951.00
Sub - Total				28,851.50
Mobilization and Traffic control				4,327.73
Sub-total-1				33,179.23
Water cost	100.00	L.F	$7.91	791.00
Sub-total-2				791.00
TOTAL COST				33,970.23

Table 16. Rte. #42 Sec_10, 20, 30

Reservation Name: La Jolla	Route No. 42	Section 10,20,30		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Striping White fog line	6336.00	L.F	$0.50	3,168.00
Striping, Double yellow center line	3168.00	L.F	$1.50	4,752.00
Culvert Cleaning	28.00	L.F	$9.51	266.28
Culvert Repair (labor, equipment & material)	2.00	L.F	$200.00	400.00
Curing Seal	2022.00	Gal.	$2.50	5,055.00
Stabilize with AC Surface	6,740.00	S.Y	$23.63	159,266.20
Sub - Total				172,907.48
Mobilization and Traffic control				25,936.12
Sub-total-1				198,843.60
Geotechnical Report for Mix design	1.00	EACH	$5,000.00	5,000.00
R value test and compaction test	1.00	L.S	$3,000.00	3,000.00
Water cost	28.00	L.F	$7.91	221.48
Sub-total-2				8,221.48
TOTAL COST				207,065.08

Table 17. Rte. #43 Sec_10

Reservation Name: La Jolla	Route No.43	Section 10		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Striping White fog line	2946.00	L.F	$0.50	1,473.00
Remove vegetation	2946.00	LF	$1.14	3,358.44
Curing Seal	688.00	Gal.	$2.50	1,720.00
Stabilize with AC Surface	2,292.00	S.Y	$23.63	54,159.96
Sub - Total				60,711.40
Mobilization and Traffic control				9,106.71
Sub-total-1				69,818.11
Geotechnical Report for Mix design	1.00	EACH	$5,000.00	5,000.00
R value test and compaction test	1.00	L.S	$3,000.00	3,000.00
Water cost	0.00	L.F	$7.91	0.00
Sub-total-2				8,000.00
TOTAL COST				77,818.11

Table 18. Rte. #44 Sec_10

Reservation Name: La Jolla	Route No. 44	Section 10		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Striping White fog line	2030.00	L.F	$0.50	1,015.00
Slurry seal	1805.00	S.Y	$2.25	4,061.25
Remove vegetation	2030.00	LF	$1.14	2,314.20
Sub - Total				7,390.45
Mobilization and Traffic control				1,108.57
Sub-total-1				8,499.02
TOTAL COST				8,499.02

Table 19. Rte. #49 Sec_10

Reservation Name: La Jolla	Route No. 49	Section 10		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Crack Sealing	768.00	L.F	$2.00	1,536.00
Chip Seal	10907.00	S.Y	$4.00	43,628.00
Striping White fog line	8180.00	L.F	$0.50	4,090.00
Striping, Double yellow center line	4090.00	L.F	$1.50	6,135.00
Install/Replace signs	1.00	EACH	$250.00	250.00
Slurry seal	10907.00	S.Y	$2.25	24,540.75
Remove vegetation	8180.00	LF	$1.14	9,325.20
Culvert Cleaning	760.00	L.F	$9.51	7,227.60
Culvert Repair (labor, equipment & material)	0.00	L.F	$200.00	0.00
Sub - Total				96,732.55
Mobilization and Traffic control				14,509.88
Sub-total-1				111,242.43
Water cost	760.00	L.F	$7.91	6,011.60
Sub-total-2				6,011.60
TOTAL COST				117,254.03

Table 20. Rte. #50 Sec_10

Reservation Name: La Jolla	Route No.50	Section 10		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Crack Sealing	276.00	L.F	$2.00	552.00
Striping White fog line	5506.00	L.F	$0.50	2,753.00
Striping, Double yellow center line	2753.00	L.F	$1.50	4,129.50
Install/Replace signs	6.00	EACH	$250.00	1,500.00
Slurry seal	6730.00	S.Y	$2.25	15,142.50
Sub - Total				24,077.00
Mobilization and Traffic control				3,611.55
Sub-total-1				27,688.55
TOTAL COST				27,688.55

Table 21. Rte. #50 Sec_20

Reservation Name: La Jolla	Route No.50	Section 20		
Recommended Repair (Unpaved)	Quantity	Unit	Unit Cost	Amount
Vegetation Removal	180.00	L.F	$1.14	$205.20
Ditch Cleaning	180.00	L.F	$1.14	$205.20
Road Way Grading	1760.00	S.Y	$3.00	$5,280.00
Gravel 6" deep	294.00	C.Y	$22.00	$6,468.00
Sub- Total				$12,158.40
Mobilization and Traffic control				$1,823.76
Sub-total-1				$13,982.16
TOTAL COST				13,982.16

Table 22. Rte. #50 Sec_30

Reservation Name: La Jolla	Route No. 50	Section 30		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Crack Sealing	440.00	L.F	$2.00	880.00
Striping White fog line	6180.00	L.F	$0.50	3,090.00
Striping, Double yellow center line	3090.00	L.F	$1.50	4,635.00
Install/Replace signs	6.00	EACH	$250.00	1,500.00
Slurry seal	7554.00	S.Y	$2.25	16,996.50
Remove vegetation	3090.00	LF	$1.14	3,522.60
Culvert Cleaning	430.00	L.F	$9.51	4,089.30
Sub - Total				34,713.40
Mobilization and Traffic control				5,207.01
Sub-total-1				39,920.41
Water cost	430.00	L.F	$7.91	3,401.30
Sub-total-2				3,401.30
TOTAL COST				43,321.71

Table 23. Rte. #51 Sec_10

Reservation Name: La Jolla	Route No.51	Section 10		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Crack Sealing	456.00	L.F	$2.00	912.00
Striping White fog line	6410.00	L.F	$0.50	3,205.00
Striping, Double yellow center line	3205.00	L.F	$1.50	4,807.50
Install/Replace signs	6.00	EACH	$250.00	1,500.00
Slurry seal	9972.00	S.Y	$2.25	22,437.00
Remove vegetation	0.00	LF	$1.14	0.00
Culvert Cleaning	1100.00	L.F	$9.51	10,461.00
Sub - Total				43,322.50
Mobilization and Traffic control				6,498.38
Sub-total-1				49,820.88
Water cost	1100.00	L.F	$7.91	8,701.00
Sub-total-2				8,701.00
TOTAL COST				58,521.88

Table 24. Rte. #52 Sec_10

Reservation Name:La Jolla	Route No.52	Section 10		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Striping White fog line	1788.00	L.F	$0.50	894.00
Install/Replace signs	6.00	EACH	$250.00	1,500.00
Remove vegetation	894.00	LF	$1.14	1,019.16
Curing Seal	447.00	Gal.	$2.50	1,117.50
Stabilize with AC Surface	1,490.00	S.Y	$23.63	35,208.70
Sub - Total				39,739.36
Mobilization and Traffic control				5,960.90
Sub-total-1				45,700.26
Geotechnical Report for Mix design	1.00	EACH	$5,000.00	5,000.00
R value test and compaction test	1.00	L.S	$3,000.00	3,000.00
Sub-total-2				8,000.00
TOTAL COST				53,700.26

Table 25. Rte. #53 Sec_10

Reservation Name: La Jolla	Route No. 53	Section 10		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Crack Sealing	440.00	L.F	$2.00	880.00
Striping White fog line	3136.00	L.F	$0.50	1,568.00
Striping, Double yellow center line	1568.00	L.F	$1.50	2,352.00
Install/Replace signs	6.00	EACH	$250.00	1,500.00
Slurry seal	3833.00	S.Y	$2.25	8,624.25
Remove vegetation	3136.00	LF	$1.14	3,575.04
Culvert Cleaning	255.00	L.F	$9.51	2,425.05
Sub - Total				20,924.34
Mobilization and Traffic control				3,138.65
Sub-total-1				24,062.99
Water cost	255.00	L.F	$7.91	2,017.05
Sub-total-2				2,017.05
TOTAL COST				26,080.04

Table 26. Rte. #47 Sec_10

Reservation Name: La Jolla	Route No. 47	Section 10		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Crack Sealing	630.00	L.F	$2.00	1,260.00
Striping White fog line	2452.00	L.F	$0.50	1,226.00
Install/Replace signs	6.00	EACH	$250.00	1,500.00
Slurry seal	1908.00	S.Y	$2.25	4,293.00
Culvert Cleaning	114.00	L.F	$9.51	1,084.14
Sub - Total				9,363.14
Mobilization and Traffic control				1,404.47
Sub-total-1				10,767.61
Water cost	114.00	L.F	$7.91	901.74
Sub-total-2				901.74
TOTAL COST				11,669.35

Table 27. Rte. #48 Sec_10

Reservation Name: La Jolla	Route No. 48	Section 10		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Striping White fog line	2464.00	L.F	$0.50	1,232.00
Install/Replace signs	6.00	EACH	$250.00	1,500.00
Remove vegetation	1232.00	LF	$1.14	1,404.48
Culvert Cleaning	95.00	L.F	$9.51	903.45
Curing Seal	4928.00	Gal.	$2.50	12,320.00
Stabilize with AC Surface	1,643.00	S.Y	$23.63	38,824.09
Sub - Total				56,184.02
Mobilization and Traffic control				8,427.60
Sub-total-1				64,611.62
Geotechnical Report for Mix design	1.00	EACH	$5,000.00	5,000.00
R value test and compaction test	1.00	L.S	$3,000.00	3,000.00
Water cost	95.00	L.F	$7.91	751.45
Sub-total-2				8,751.45
TOTAL COST				73,363.07

Table 28. Rte #45 Sec_10

Reservation Name: La Jolla	Route No. 45	Section 10		
Recommended Repair (Unpaved)	Quantity	Unit	Unit Cost	Amount
Culvert Cleaning	20.00	L.F	$9.51	$190.20
Vegetation Removal	4276.00	L.F	$1.14	$4,874.64
Ditch Cleaning	4276.00	L.F	$1.14	$4,874.64
Curing Seal	1069.00	Gal.	$2.25	$2,405.25
Stabilized and grade surface	3564.00	S.Y	$12.00	$42,768.00
Sub- Total				$55,112.73
Mobilization and Traffic control				$8,266.91
Sub-total-1				$63,379.64
Geotechnical Report for Mix design	1.00	EACH	$5,000.00	5,000.00
R value test and compaction test	1.00	L.S	$3,000.00	3,000.00
Water cost	20.00	L.F	$7.91	158.20
Sub-total-2				8,158.20
TOTAL COST				71,537.84

Table 29. Rte. #46 Sec_10

Reservation Name: La Jolla	Route No. 46	Section 10		
Recommended Repair (Paved)	Quantity	Unit	Unit Cost	Amount
Striping White fog line	5592.00	L.F	$0.50	2,796.00
Striping, Double yellow center line	2796.00	L.F	$1.50	4,194.00
Culvert Cleaning	241.00	L.F	$9.51	2,291.91
Curing Seal	2051.00	Gal.	$2.50	5,127.50
Stabilize with AC Surface	6,835.00	S.Y	$23.63	161,511.05
Sub - Total				175,920.46
Mobilization and Traffic control				26,388.07
Sub-total-1				202,308.53
Geotechnical Report for Mix design	1.00	EACH	$5,000.00	5,000.00
R value test and compaction test	1.00	L.S	$3,000.00	3,000.00
Water cost	241.00	L.F	$7.91	1,906.31
Sub-total-2				9,906.31
TOTAL COST				212,214.84

7.3.2 FY2025 to FY2030: Intermediate Range - Road Maintenance Projects

7.3.3 FY2030 to FY2040: Long Range Road Maintenance Projects

PROPOSED PROJECTS

The following improvement projects are proposed for the La Jolla Reservation. Based on need and funding potential, the projects are listed for implementation in three groups: Near- term projects which represent immediate needs and should be implemented within the next 5 years; mid-term projects to be implemented within 6-10 years; and long-term projects which will not be implemented until after 10 years.

Preliminary planning cost estimates also are provided for each proposed project. These costs are intended for planning purposes only and do not represent construction estimates, since no engineering plans exist for these projects. As projects are better defined in the future or when preliminary engineering has taken place, these costs should be replaced with more accurate estimates. Also, for reconstruction projects, a percentage of new construction costs are sometimes used to reflect the fact that some type of road already exists.

When this occurs, the percentage will be indicated after the construction category. Unit costs for various road sections are documented in Appendix A.

1 . <u>Signing</u>

Several locations were identified where traffic control signing was required. These are:

BIA Route 41B, Section 10: New "Children Playing" sign (1 sign) BIA

Route 41C: Stop sign at [BIA Route 44] intersection (1 sign)

BIA Route 42: Stop sign at intersection with Tribal Headquarters (1 sign)
BIA Route 44: Stop sign at BIA Route 41 (1 sign)

BIA Route 45: Stop sign at BIA Route 41B (1 sign)

Unnamed Road S. of SR 76: Stop sign at SR 76 intersection (1 sign)
6: Curve warning signs (5 signs) S

11 signs	*$175/sign*	*$*	*1,925*

Total estimated cost of this project would be $1,925 and would be the responsibility of the BIA.

2 . <u>BIA Route 50: Reconstruction</u>

With the exception of the southern 0.15 of a mile, BIA Route 50 is a 12 to 18-foot wide paved road in fair to poor condition. The road serves 18 homes. The fire department, which serves a large area, is also located on the road. The road is inadequate to serve the volume of traffic it carries (over 250 ADT), and the Tribe has indicated that improvement of this road is their first priority.

Under this project, the northern 1.15 miles of the road would be reconstructed to a 24-foot wide paved road, with 20 feet of paved travel way and 2-foot paved shoulders (Rural Design Guideline 18: Rural Local). Also, shoulders would be reclaimed and the road overlaid on the first 0.15 of a mile portion. Total estimated cost of the project would be $787,800 and would be the responsibility of the BIA.

Preconstruction		*295,800*
Grade & Drain (75%)	*59,800*	
Paving	*73,600*	
Incidentals	*<u>98,900</u>*	
Overlay (0.15 of a mile @ $51,360 mile)		*<u>7,700</u>*
Subtotal	*606,000*	
Contingency (30%)	*<u>181,800</u>*	
TOTAL PROJECT COST	*787,800*	

<u>Poomacha Road (BIA Route 41A): Reconstruction</u>

Currently, BIA Route 41A (Poomacha Road) is a 1.33 mile, 10 to 18-foot wide, paved road in poor condition. The road serves 21 homes. In order to meet current design standards, the road would be reconstructed to a 26-foot paved road, with 20 feet of paved travel way and 3- foot paved shoulders (Rural Design Guideline 15: Rural Local). Total estimated cost of the project would be $918,600 and would be the responsibility of the BIA.

Preconstruction	*82,500*
Grade and Drain (75%)	*342,100*
Gravel	*74,500*
Paving	*91,800*

Incidentals	*115,700*
Subtotal	*706,600*
Contingency (30%)	*212,000*
TOTAL PROJECT COST	*918,600*

3. BIA Route 41B (La Jolla Road): Reconstruction

BIA Route 41B is a 0.83 of a mile long paved road in fair to poor condition. The first 0.58 of a mile portion of the road is 22 feet wide and serves 26 homes and a church. The last 0.25 of a mile portion is only 12 feet wide. Under this project, the road would be reconstructed to 26 feet wide, with 20 feet of paved travel way and 3-foot paved shoulders (Rural Design Guideline 15: Rural Local). Total estimated cost of the project would be $573,300 and would be the responsibility of the BIA.

Preconstruction	*51,500*
Grade and Drain (75%)	*213,500*
Gravel	*46,500*
Paving	*57,300*
Incidentals	*72,200*
Subtotal	*441,000*
Contingency (30%)	*132,300*
TOTAL PROJECT COST	*573,300*

5. BIA Route 41C: Reconstruction

BIA Route 41C is a 0.15 of a mile long, 12-foot wide paved road in poor condition. The road serves five homes. In order to meet current design standards, the road would be reconstructed to a 24-foot wide paved road, with 20 feet of paved travel way and 2-foot paved shoulders (Rural Design Guideline 18: Rural Local). Total estimated cost of this project would be $118,300 and would be the responsibility of the BIA.

Preconstruction	*9,200*
Grade and Drain	*51,500*
Gravel	*7,800*
Paving	*9,600*
Incidentals	*12,900*
Subtotal	*91,000*
Contingency (30%)	*27,300*
TOTAL PROJECT COST	*118,300*

6. BIA Route 42: Reconstruction

BIA Route 42 is a 0.3 of a mile long, 22-foot wide paved road in fair condition. The road serves three homes and provides access to a go-cart racetrack, Water Park, and the Tribal Headquarters. In order to meet current design standards, the road would be widened to 34 feet,

with 22 feet of paved travel way and 6-foot paved shoulders (Rural Design Guideline 7: Rural Major Collector). This width of road will allow on-street parking since it serves a high use recreational area in the summer. Total estimated cost of the project would be $190,500 and would be the responsibility of the BIA.

Preconstruction	*15,911*
Grade and Drain (75%)	*33,100*
Gravel	*37,200*
Paving	*36,300*
Incidentals	*24,000*
Subtotal	*146,500*
Contingency (30%)	*44,000*
TOTAL PROJECT COST	*190,500*

BIA Route 44: Reconstruction

BIA Route 44 is a 0.5 of a mile long, 14-foot wide paved road in fair condition. The road currently serves four homes and another is planned. In order to meet current design standards, the road would be reconstructed to a 24-foot wide paved road, with 20 feet of paved travel way and 2-foot paved shoulders (Rural Design Guideline 18: Rural Local). Total estimated cost of the project would be $338,100 and would be the responsibility of the BIA.

Preconstruction	*30,500*
Grade and Drain (75%)	*128,600*
Gravel	*26,000*
Paving	*32,000*
Incidentals	*43,000*
Subtotal	*260,100*
Contingency (30%)	*78,000*
TOTAL PROJECT COST	*338,100*

8. *BIA Route 45: Reconstruction*

BIA Route 45 is a 0.25 of a mile long, 20-foot wide paved road in fair condition. The road serves four homes as well as a church, cemetery, and basketball court. The Tribe also indicated plans to construct additional HUD housing on the road in the future. In order to meet current design standards, the road would be widened and overlaid to 24 feet, with 20 feet of paved travel way and 2-foot paved shoulders (Rural Design Guideline 18: Rural Local). Total estimated cost of the project would be $169,100 and would be the responsibility of the BIA.

Preconstruction	*15,300*
Grade and Drain (75%)	*64,300*
Gravel	*13,000*
Paving	*16,000*
Incidentals	*21,500*
Subtotal	*130,100*
Contingency (30%)	*39,000*
TOTAL PROJECT COST	*169,100*

9. *BIA Route 46: Reconstruction*

BIA Route 46 is a 0.35 of a mile long, 22-foot wide paved road in fair condition. Field inventory indicated pavement breaking up on steep sections of the road. The road serves the 600-unit campground and store.

Under this project, the road would be widened and overlaid to a width of 28 feet, with 20 feet of travel way and 4-foot paved shoulders (Rural Design Guideline 12: Rural Minor Collector). Total estimated cost would be $260,400 and would be the responsibility of the BIA.

Preconstruction	*23,100*
Grade and Drain (75%)	*90,000*
Gravel	*21,700*
Paving	*34,000*
Incidentals	*31,500*
Subtotal	*200,300*
Contingency (30%)	*60,100*
TOTAL PROJECT COST	*260,400*

10. *BIA Route 47: Reconstruction*

BIA Route 47 is a 0.15 of a mile long, 12-foot wide paved road in poor condition, with severe cracking. The road serves seven homes. In order to meet current design standards, the road would be reconstructed to a 24 foot wide paved road, with 20 feet of paved travel way and 2-foot paved shoulders (Rural Design Guideline 18: Rural Local). Total estimated cost of this project would be $101,500 and would be the responsibility of the BIA.

Preconstruction	*9,200*
Grade and Drain (75%)	*38,600*
Gravel	*7,800*
Paving	*9,600*
Incidentals	*12,900*
Subtotal	*78,100*
Contingency (30%)	*23,400*
TOTAL PROJECT COST	*101,500*

11. BIA Route 48: Reconstruction

BIA Route 48 is a 0.175 of a mile long project.

Preconstruction	*10,700*
Grade and Drain (75%)	*45,000*
Gravel	*9,100*
Paving	*11,200*
Incidentals	*15,100*
Subtotal	*91,100*
Contingency (30%)	*27,300*
TOTAL PROJECT	*118,400*

12. BIA Route 49: Reconstruction

BIA Route 49 is a 0.6 of a mile long, 16 to 20-foot wide earth road in fair condition. The road serves 10 homes. In order to meet current design standards, the road would be reconstructed to a 24-foot wide paved road, with 20 feet of paved travel way and 2-foot paved shoulders (Rural Design Guideline 18: Rural Local). Total estimated cost of the project would be $405,900 and would be the responsibility of the BIA.

Preconstruction	*36,600*
Grade and Drain (75%)	*154,400*
Gravel	*31,200*
Paving	*38,400*
Incidentals	*51,600*
Subtotal	*312,200*
Contingency (30%)	*93,700*
TOTAL PROJECT COST	*405,900*

13. BIA Route 52 (Red Gate Road): Reconstruction

The eastern 0.5 of a mile of BIA Route 52 is a 16-foot wide earth road in very poor condition. The road serves 9 homes. Under this project, the road would be reconstructed to a 24-foot wide paved road, with 20 feet of paved travel way and 2-foot paved shoulders (Rural Design Guideline 18: Rural Local).

Total estimated cost of the project would be $338,100 and would be the responsibility of the BIA.

Preconstruction	*30,500*
Grade and Drain (75%)	*128,600*
Gravel	*26,000*
Paving	*32,000*
Incidentals	*43,000*
Subtotal	*260,100*
Contingency (30%)	*78,000*
TOTAL PROJECT COST	*338,100*

14. *Unnamed HUD Road: Reconstruction*

This unnamed HUD road extends 0.1 of a mile north off BIA Route 52 to serve five homes. This earth road is 18 feet wide and in poor condition. In order to meet current design standards, the road would be reconstructed to a 24-foot wide paved road, with 20 feet of paved travel way and 2-foot paved shoulders (Rural Design Guideline 18: Rural Local). Total estimated cost of the project would be $67,600 and would be the responsibility of the BIA. The road should be placed on the BIA Public Road System.

Preconstruction		*6,100*
Grade and Drain		*25,700*
Gravel	*5,200*	
Paving	*6,400*	
Incidentals	*8,600*	
Sub Total	*52,000*	
Contingency (30%)	*15,600*	
TOTAL PROJECT COST		*67,600*

15. *Harold's Road: Reconstruction*

Harold's Road is a 0.2 of a mile long, 12-foot wide paved road that extends off BIA Route 50 to serve five homes. The road is in very poor condition and does not meet the current AASHTO design standards. Under this project, the road would be reconstructed to a 24-foot wide paved road with 20 feet of paved travel way and 2-foot paved shoulders (Rural Design Guideline 18: Rural Local).

Total estimated cost of the project would be $135,300 and would be the responsibility of the BIA.

Preconstruction	*12,200*
Grade and Drain (75%)	*51,500*
Gravel	*10,400*
Paving	*12,800*
Incidentals	*17,200*
Subtotal	*104,100*
Contingency (30%)	*31,200*
TOTAL PROJECT COST	*135,300*

16. Unnamed Road off SR 76: Reconstruction

Currently a 0.15 of a mile long, 12-foot wide paved road extends south off SR 76 to serve six homes. The road is in poor condition and washed out in some locations. Under this project, the road would be reconstructed to a 24-foot wide paved road, with 20 feet of paved travel way and 2-foot paved shoulders (Rural Design Guideline 18: Rural Local). Total estimated cost of this project would be $101,500 and would be the responsibility of the BIA.

Preconstruction	*9,200*
Grade and Drain (75%)	*38,600*
Gravel	*7,800*
Paving	*9,600*
Incidentals	*12,900*
Subtotal	*78,100*
Contingency (30%)	*23,400*
TOTAL PROJECT COST	*101,500*

17. SR 76 Widening

SR 76 is a 24-foot wide travel way with 1-4 foot shoulders. The highway is in fair condition; however the road does not meet the current AASHTO standards for the volume of traffic it carries. In addition, the Tribe has indicated that at the intersection of BIA Route 42, which accesses the Tribal Headquarters and water park, the narrow width of the road and sight distance problem create a dangerous situation for traffic turning onto Route 42.

Under this project, the road would be widened to 40 feet, with 24 feet of paved travel way and 8-foot paved shoulders (Rural Design Guideline 6: Rural Minor Arterial). Acceleration and deceleration lanes for eastbound traffic and a left-turn lane for westbound traffic would be added at the BIA Route 42 intersection.

Total estimated cost of this 15.5 mile project to be added at the BIA Route 42 intersection. Total estimated cost of this 15.5 mile project would be $12,281,500 and would be the responsibility of the State.

Preconstruction	*1,379,500*
Grade and Drain (50%)	*3,185,300*
Gravel (50%)	*1,085,000*
Paving	*2,123,500*
Incidentals	*1,674,000*
Acceleration/deceleration lanes	*20,000*
Left turn lane	*15,000*
Subtotal	*9,447,300*
Contingency (30%)	*2,834.200*
TOTAL PROJECT COST	*12,281,500*

18. Campground Roads Upgrade

The Tribe has a 2.0 mile network of roads serving their campgrounds along the San Luis Rey River. These roads are earth roads and range in width from 12 to 30 feet depending on how they are graded. These roads need to be upgraded to gravel surfaces in order to provide better access and to control dust which is a problem throughout the summer.

These roads should be reconstructed to a width of 24 feet with a gravel surface (Design Guideline 20: Rural Local). This 3.50 mile project is estimated to cost $1,370,700 and would be the responsibility of the BIA.

Preconstruction	*126,000*
Grade and Drain (75%)	*532,900*
Gravel	*161,000*
Incidentals	*234.500*
Subtotal	*1,054,400*
Contingency (30%)	*316,300*
TOTAL PROJECT COST	*1,370,700*

19. CR S6 Overlay

In the mid-term period (6-10 years) it is anticipated the CR S6 will need an overlay to maintain its structural integrity. When this is done, the shoulders need to be extended slightly in some areas in order to meet current AASHTO design standards. This 1.5 mile project is estimated to cost $107,900 and would be the responsibility of San Diego County.

CR S6 (1.5 miles $55,320/mile)	*83,000*
Contingency (30%)	*24,900*
TOTAL PROJECT COST	*107,900*

20. BIA Route 43: Reconstruction

BIA Route 43 is a 0.25 of a mile long, 12-foot wide paved road in fair to poor condition. In order to meet current design standards, the road would be reconstructed to a 24-foot wide paved road, with 20 feet of paved travel way and 2-foot paved shoulders (Rural Design Guideline 18: Rural Local). The estimated cost of this project would be $258,700 and would be the responsibility of the BIA.

Preconstruction	*15,300*
Grade and Drain (75%)	*64,300*
Gravel	*13,000*
Paving	*16,000*
Incidentals	*21,500*
Subtotal	*130,100*
Contingency (30%)	*169,100*
TOTAL PROJECT COST	*258,700*

PRIORITIZATION

Based on Tribal needs, the prioritization of short-term projects would be as shown below with signing being the first priority and BIA Route 52 reconstruction being the fourth priority. However, the order of priorities is not set for mid-term and long-term projects, since their order of importance is likely to change over time.

Short-term projects

1. *Signing*
2. *Unnamed HUD: - Road Upgrade*
3. *BIA Route 50: - Reconstruction*
4. *BIA Route 52: - Reconstruction*

Mid-term Projects

BIA Route 42: - Reconstruction
Campground Roads: - Upgrade
Poomacha Road (BIA Route 41A): - Reconstruction
BIA Route 41B: - Reconstruction
BIA Route 41C: - Reconstruction
BIA Route 45: - Reconstruction
BIA Route 46: - Reconstruction
BIA Route 49: - Reconstruction
Harold's Road: - Reconstruction
Unnamed Road (off SR 76): - Reconstruction
SR 56 Overlay

Long-term Projects

BIA Route 43: - Reconstruction
BIA Route 44: - Reconstruction
BIA Route 47: - Reconstruction
BIA Route 48: - Reconstruction SR 76 Widening

IMPLEMENTATION

Implementation of projects is divided into three time frames: Short-term, Mid-term, and Long-term. Short-term projects are those that can be implemented in the next five years; Mid-term projects would be implemented in the 6 to 10-year period; and Long-term projects are those in the 11 to 20-year period.

The following proposed implementation schedule is based on a realistic approach to construction timing in that it recognizes that there must be a compromise between need/priority and the ability to fund the project through whichever Agency or Agencies have the responsibility.

Road Changes

The BIA Public Road System on the Reservation would be increased by 3.95 from 8.35 miles to 13.3 miles. The following roads would be added to the BIA Public Road System:

Unnamed HUD Road (0.1 of a mile)
Harold's Road (0.2 of a mile)
Unnamed Road off SR 76 (0.15 of a mile)
Campground Roads (3.5 miles)

Maintenance

The estimated annual cost for maintenance of the projected system (8.15 miles) is $8,800.

8.05 miles of paved road @	*2,500/mile*	*20,100*
3.50 miles of gravel road @	*1,900/mile*	*6,600*
1.65 miles of earth road @	*1,300/mile*	*2,100*

Summary of Project Costs

Proposed projects call for a total of $18,645,125 in construction, $6,255,725 of which is the responsibility of the BIA. The State will be responsible for $12,281,500 and the County will be responsible for $107,900.

RECOMMENDATIONS

The Tribe should request that the unnamed Tribal housing road be placed on the BIA Public Road System as soon as possible.

All BIA routes should be named and signed for easy identification, particularly to aid emergency vehicle response.

The most critical projects to implement are: traffic control signing, improvements to BIA Routes 50 and 52, and upgrade of the unnamed HUD road.

The BIA needs to establish a regular maintenance program including seal coats, crack sealing, pothole repair, and shoulder and drainage maintenance.

Where appropriate to project implementation or for better maintenance, the BIA should work closely with the County and CalTrans to coordinate and/or jointly participate in projects.

The BIA should adopt and implement this updated Reservation transportation plan as the official long-range comprehensive planning guide for transportation on the La Jolla Reservation.

It is recommended that the Tribe adopt this updated transportation plan and eventually integrate the plan as part of a Tribal comprehensive plan. By making the transportation plan part of the Tribe's long-range plan, transportation will always be integrated with and supportive of the Tribe's long-range land use and development objectives. Furthermore, transportation plans can be updated simultaneously with other elements of the plan, thereby reflecting changes in socioeconomic needs and objectives of the Tribe.

The plan should be reviewed annually by the Tribe and the Southern California Agency Road Engineer to assess changing needs and priorities. This should be a formalized process and will require coordination between the BIA Area Office, BIA Southern California Agency, and the Tribe. Specifically, this process would evaluate maintenance priorities of the BIA system, new construction or upgrading priorities and their implementation schedule, Inter-Agency coordination to address specific problems on County Roads, and to input into the annual BIA budgeting process.

It is recommended that the BIA work with the Tribe to undertake major revisions to this plan every five years. This updating process should be coordinated at the Agency level. Further, minor alterations to the plan can occur more frequently, particularly if new projects are identified during annual Tribal/BIA/Southern California Agency review.

La Jolla Band of Luiseno Indians Active Transportation Program - Funded for $4,855,000

As the grant award recipient, the La Jolla Band of Luiseno Indians ("Tribe") has elected to enter into an Intergovernmental Fund Transfer Agreement ("Agreement") with the California State Department of Transportation ("Caltrans") and the United States Department of the InteriorBureau of Indian Affairs ("BIA") in order to transfer funding for a Cal trans Sustainable Transportation Planning Grant through the Agreement, pursuant to 23 U. S.C. § 202 (a)(9). This statute permits the transfer of the Caltrans's contract and obligation authority ("Funds") for the project to the Tribe through the United States Department of Transportation-Federal Highway Administration ("FHWA") and the BIA via the Tribe's existing Tribal Transportation Program ("TTP") Agreement. Upon receipt of the Funds from Cal trans, BIA shall be responsible for all stewardship and oversight responsibility associated with the Funds.

The Tribe's Active Transportation Program ("ATP") Project (together, "Project") consists of both infrastructure and non-infrastructure elements under the ATP. The Project is more fully described in the Tribe's ATP application dated May 19, 2014 and approved for the ATP by the California Transportation Commission ("CTC") on August 20, 2014. The elements include, but are not limited to, project approval and environmental documentation ("P A&ED"), plans, specifications and estimates ("PS&E"), right-of-way, and construction of the infrastructure portion of the project. The non-infrastructure elements include, but are not limited to, community outreach, education, reduction of Tribal community greenhouse gas emissions, augmenting Tribal and wider public health and knowledge (together "Education") , law enforcement by local California Highway Patrol and Tribal Public Safety to make the community more aware of the new facilities and safety associated with non-motorized forms of transportation (together "Enforcement").

The infrastructure portion of the Project involves developing PS&E and the civil engineering for constructing approximately IO miles of multi-use trails and sidewalks to connect the Tribe's largest housing regions to State Highway 76 (Hwy 76), where the majority of students catch the school bus. The safe transportation areas for pedestrians and travelers includes the construction capital outlay for: bus stop shelters and bike stands, 31,000 feet of sidewalks, 35,000 feet of multi-purpose trail, 70,000 feet of fencing, trail signage and installation, and 12 pedestrian signs with radar. With proper signage, safe walking and biking routes, increased law enforcement presence, and families will decrease the amount of trips generated reducing greenhouse gas emissions that have a negative impact on air quality. The Tribe has been working with the California Conservation Corps and CALCC regarding the La Jolla Reservation Trail, a walking/riding/hiking trail that would extend from Mile Markers (MM) 37 to 42 along Hwy 76, connecting both sides of the Reservation where safe walking access is currently unavailable.

The Project will create safety, transportation, and health-oriented channels with our Tribal Community partners in order to:

- Increase the proportion of biking and walking trips on the Reservation;
- Increase safety for non-motorized users on the Reservation;
- Increase the percentage of non-motorized users on the Reservation;
- Augment Tribal public health, including the reduction of childhood obesity;
- Achieve Tribal community greenhouse gas reduction;
- Ensure that our disadvantaged community is the goal of all program benefits.

Active Transportation Assessment for the La Jolla Band of Luiseno Indians

A Healthy Works project prepared by WalkSanDiego

I. Introduction

To begin addressing chronic health disparities through changes to the physical environment, the La Jolla Band of Luiseño Indians received funding from the San Diego Association of Governments' (SANDAG) Healthy Works program. Healthy Works was launched in cooperation with the County of San Diego Health and Human Services Agency, through the federal Centers for Disease Control and Prevention's "Community Putting Prevention to Work". The grant project is designed to assess opportunities to increase physical activity and active transportation among resident families by providing safe pedestrian/bike paths within tribal residential areas.

Purpose of this Report

An initial phase of this project included workshops and walk audits with residents, as well as initial recommendations regarding potential Outdoor Learning Environment (playground) sites, an existing, under-construction Ballfield/basketball court/garden and affiliated uses in the Poomacha neighborhood, roadway constraints, relative traffic volumes, and other considerations. This report builds on that work to provide preliminary recommendations for (a) providing feasible and economic physical improvements in key areas, and (b) relevant policy language for possible adoption.

Pathway Assessment and Recommendations

Tribal stakeholders identified four primary targets for walking/biking safety assessment/improvement, including bus stop access, as follows:

1. Poomacha residential area, including access to Tribal Hall/Gas Station
2. Harold's Road residential area
3. Church Road residential area, including access to Tribal Hall/Gas Station
4. Red Gate residential area

Following General Recommendations, specific recommendations address challenges in each of the four areas. In addition, accompanying maps show *initial* suggestions for locations of traffic calming treatments and walking path enhancements. Exact locations and design details are beyond the scope of this report, but using the approaches suggested below, could be carried out by tribal members in close consultation with residents.

Funding Sources

Appendix A of this report lists multiple funding sources available for active transportation projects at the federal, state and local levels.

Policy Recommendations

In addition to specific facility recommendations, the report lists possible policies the tribe could adopt to incorporate active transportation as future infrastructure and health programs are considered.

Walk Audit Results

In a previous phase of this project, nine tribal members participated in a "Walk Audit" – a facilitated, on-the-ground assessment of walking conditions. In general, participants concluded the reservation is not currently very safe for pedestrians. However, participants emphasized their interest in creating strong partnerships to help create safer conditions.
Following the walk audit, the group prioritized pedestrian safety improvements for the reservation, based on the perceived level of threat and the feasibility of implementing changes. The top areas were as follows:

- School bus stop safety – travel to the stops, and safety of waiting areas.
- Improving road shoulders of the narrow tribal roads, to incorporate walkways
- Providing signage to encourage safer behavior by motorists
- Improving visibility of pedestrians by controlling brush that blocks views
- Providing more substantial curbs
- Providing safe places to cross busy roads

A primary objective identified by participants was providing more safety for children, who could benefit from both reduced risk of injury and increased opportunities for outdoor physical activity. Accordingly, a top concern of parents is providing greater safety along roads within each residential area, as well as from the residential areas to school bus stops located on SR76, the major artery to and through the community. With safer conditions, participants expressed an interest in conducting walk-to-school campaigns and pedestrian safety education for children.

Barriers to Active Transportation

Tribal stakeholders have identified several barriers to walking and bicycling ("active transportation"), all of which are addressed in more detail in the Recommendations Chapter. The primary barriers and potential solutions are as indicated in the following table.

Barriers to Active Transportation on the La Jolla Reservation

Barriers to Active Transportation	Potential Solutions
Speeding traffic, inattentive driving	Traffic calming treatments, signage, education campaigns
Narrow roads with no side paths	Provision of safer roads, side paths, and separate trails as needed
Lack of safe crossings of SR76	Work with Caltrans to provide safer crossings

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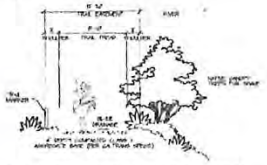
Traffic and weather exposure at bus stops	Bus stop shelters
Lack of curbs protecting side paths	"Natural" barriers such as large logs and rocks alongside key roads
Lack of recreation opportunities near homes	Development of playgrounds near housing clusters
Low bicycle ownership rates among residents	Donations or grants for bicycles and helmets
Perception of threat from loose dogs	Dog leash policies, enforcement
Need for promotion of routine active transportation	Physical activity education and promotion

II. General Recommendations for Increasing Physical Activity

Consistent with grant objectives, WalkSanDiego considered various ways to couple physical environmental changes with programmatic initiatives to increase physical activity among tribal members. While not an exhaustive list, the following table is meant to stimulate ideas by tribal stakeholders to offer programs and induce behavioral change toward a more active community.

General Recommendations

Issue	Short-Term Solutions	Long-Term Solutions
Need for a cultural shift to prioritize physical activity.	Prioritizing physical activity is difficult with any population. Starting with children is a long-term strategy that also helps engage their parents, and ultimately the rest of the tribal members.	Communicate the health and economic benefits of physical activity through education events, fun activities such as dances and traditional games.[1] Reinforce safety with road signage and other physical changes in each residential area.
Unsafe vehicle speeds	- Undertake a speed education campaign aimed at all tribal members. California Highway Patrol provides excellent presentations at no cost. - Couple education campaigns with installation of warning signs on approaches to a small number of key areas.	Install traffic calming devices in key areas (See Pomacha recommendations)
Few opportunities for physical activity  Lack of safe bus access = vehicle conflicts	- Prioritize **walking to *marked* bus stops** by improving safety and convenience of walking routes and encouraging their regular use. - Restore the **basketball court** in the Church Road area. (Provide basketballs if necessary.) - Start a weekend or afternoon **Hiking Club** for children and their parents. Emphasize "training" for hikes through routine walking and other fitness activities. - Establish a **Walking Program**, such as setting a tribal goal of 100,000 miles walked; support with paper or online trip tracking,[9] give-away pedometers and prizes for most	- Map where students live and consider establishing new bus stops at locations that are more safe/convenient to pedestrians. - Seek grants from Kaboom.org, etc. to fund development of playgrounds in each residential area. - Focus on walking to safe bus stops by improving walking safety per residential area recommendations, improving trail and roadside path links to bus stops, and providing benches and/or shelters at each bus stop waiting area to make them visible to motorists and create a sense of the bus stop as

	miles walked in a year. - Seek **donated mountain bicycles** and bicycle helmets from Wal-Mart or other vendor, and distribute to children who attend a **"Bicycle Rodeo"** safety training. Contact San Diego County Bicycle Coalition or County Sheriff for volunteer trainers.	a normal pedestrian destination.  Rural bus shelter
Safe walking/biking facilities	In rural areas, roadway shoulders usually serve walking/biking. This should generally be the case for the various tribal residential areas. However, where speeds are a factor, simple traffic calming devices (Road Lumps and/or protective barriers) may be sufficient to slow traffic and make walking/biking safe. Simple surface treatments can reduce winter mud. *Lowest-cost solutions should be pursued first, evaluated, and others added as needed until pedestrians/bicyclists feel safe and well-accommodated.*  Rocks and logs define a trail or road	Separate paths should be considered where vehicles remain a hazard. Given the rural context and lower costs, trails are appropriate and feasible facilities. Where roads provide direct access, trails can be built alongside the road. Where roads are winding and indirect, separate trails that provide a more direct route should be considered. The image below depicts the County of San Diego's typical trail section[iii] (which is probably wider than necessary for tribal purposes).  SECTION A-A TYPICAL MULTI-USE TRAIL (COUNTY TYPE A - URBAN/ SUBURBAN TRAIL) NOT TO SCALE
Loose dogs	Establish and enforce tribal policies for keeping dogs penned or leashed.	Reinforce through ongoing tribal communications, emphasizing the impediment loose dogs pose, especially to children seekin r h sical activit .

III. Active Transportation Assessment in Target Areas

This section summarizes the findings in each target area, and provides recommended short-term and long-term solutions. Short-term solutions are lower cost and should be tried first. Long-term solutions require more funding and detailed design by qualified transportation professionals.

1a. Poomacha Area

Issue	Short-Term Solutions	Long-Term Solutions
Straight, flat road encourages unsafe vehicle speeds, inattentive driving.  Poomacha Road at Ballfield	Install speed-limit signs, and carry out speed enforcement. The effectiveness of "Children at Play" signs is unstudied. However, warning signs to slow down when approaching the Ballfield or area of dense housing is recommended, with a *speed limit specified.* Unique, eye-catching signs, such as the one seen here, or different tribal-themed designs may be more effective, and can be rotated between neighborhoods every 2 years to retain their novelty. However, *no signage is likely to be effective unless coupled with education campaigns* targeted at all residents.  	Install Speed Lumps, also called Speed Pillows or Speed Cushions, which include wheel cut-outs matching the larger wheelbase of fire trucks.  Speed Lumps slow most vehicles except fire trucks To discourage drivers from using the adjacent fields to avoid the Speed Lumps, it may be necessary to strategically place heavy logs and rocks alongside the road or extending into the field.

No designated walking or biking paths	If the short-term solutions are effective in reducing vehicle speeds, the existing streets could be used safely by pedestrians and bicyclists.	Side paths may be installed on one or both sides of roads, where the topography and available right-of-way allow. Three possible forms of side path are recommended for consideration: 1. Widen the asphalt pavement and provide a side path on the pavement, separated by a white guide stripe. 2. Install a trail-like side path using gravel, decomposed granite, or similar material, with or without an asphalt curb or lined with protective rocks or logs. This alternative requires more ongoing maintenance than asphalt. 3. Where space allows, construct a non-contiguous trail parallel to the roadway or in a separate alignment. 4. On walkable dirt roads, apply gravel as needed to reduce mud. *Note: Road widening tends to increase speeds. Therefore, physical separation of any side path is recommended if widening occurs.* Providing dedicated side paths should first be considered for the areas of greatest conflict, such as the road segments approaching and surrounding the Ballfield complex. Local residents should be closely consulted on the exact locations.
Bus-stop access via existing roadway is overly long and unsafe.	Clear and improve the existing hillside trail system and promote as school bus stop access. (Routinely walking up and down hills is one of the most fitness-promoting activities available.) May require filling depressions with gravel, or building water diversion channels to prevent muddy conditions or trail erosion caused by rain. Encourage trail use through promotional activities and native-themed signs at both ends of the trail. If desired, native plant species can also be pointed out using small signs.	Because the hilly portion of Poomacha Road from SR76 southward has very limited usable right-of-way, and because the trail alternative is shorter and more convenient, the long-term recommendation is only to consider a higher level of trail development, such as the County of San Diego trail standard,[iv] maximizing water runoff, etc.  Trail to Poomacha bus stop

1b. Poomacha to Tribal Hall

Issue	Short-Term Solutions	Long-Term Solutions
Local road between Poomacha and Tribal Hall could be a convenient route for residents, particularly students to access the Tribal Hall, Education Center, and Gas Station. The road is currently blocked to vehicle use by a landowner. 	Designate the roadway at least temporarily as a walking and bicycling corridor. Apply gravel as necessary to reduce mud in winter.	Depending on the wishes of Tribal members, improve the roadway for safe vehicle, pedestrian, and bicycle access per the Poomacha Area recommendations, or permanently designate the road as a pedestrian/bike corridor and emergency fire access road. For the latter option, the road could be developed as a primitive trail, and encouraged for recreational use via mile-markers, signage and education. An example of a promotional sign, from Columbia, Missouri, is shown here. 
Education Center staff is reluctant to allow children to walk home, including those from Poomacha who could use this route.	Adopt a Tribal policy encouraging families to allow children to walk or bike as much as possible, if safe conditions exist. If necessary and appropriate, ask parents to sign a hold-harmless waiver, releasing staff from liability for allowing children to walk home from the Education Center.	Work with parents to determine what safety improvements would make them comfortable enough to allow their children to walk home from the Education Center. Prioritize those improvements.

2. Harolds Road Residential Area		
Issue	**Short-Term Solutions**	**Long-Term Solutions**
Unsafe vehicle speeds  Harolds Road with dirt walking area	Signage (see Poomacha Recommendations)	Traffic calming devices (see Poomacha recommendations)
School bus stop access	Place rocks and/or large-diameter logs alongside the road to prevent vehicles from veering into the pedestrian path. 	Construct permanent roadside path (see Poomacha recommendations for options) and encourage children to use it. Improve any off-street short-cuts students are already using.

3. Church Road Residential Area

Issue	Short-Term Solutions	Long-Term Solutions
Unsafe vehicle speeds and lack of separate pedestrian/bike facilities	Place roadside rocks or logs at strategic locations to increase perception of a narrow roadway.	Traffic calming Speed Lumps (see Poomacha recommendations) Provide roadside trails in areas of greatest conflict, where visibility is obscured, or where road width is particularly narrow.
School bus stop access  Church Road near bus stop	Improve any off-street short-cuts (trails) students are already using, including a stairway in the steep section near the bus stop. Paint side guide stripes on improved roads to create a space for walking/biking and to discouraging speeding.	Provide roadside path (see Poomacha recommendations for options) and encourage children to use it.
Church Road to Tribal Hall/Gas Station access requires crossing SR76; traffic is too fast for safe pedestrian crossings. 	Warning signage on approaches from east and west, and at Tribal Hall and Gas Station crossing locations. 	A pedestrian-activated HAWK signal or standard 3-way signal may be warranted per Caltrans warrant process.  HAWK Signal

4. Red Gate Residential Area

Issue	Short-Term Solutions	Long-Term Solutions
Unsafe vehicle speeds, encouraged by wider, smoother roadway and longer sight-lines, and lack of markings.  Pasatl Road in Red Gate area	- Repaint white side guide stripes, leaving a center width of no more than 16 feet. This will provide a perception of a narrow road and leave room for walking and bicycling. - DO NOT repaint center yellow stripe. This creates ambiguity for drivers, causing them to slow down. - Speed limit signs, if coupled with education and enforcement (signs alone accomplish very little).  Rural road with guide stripes and no center line	If roadway markings, and/or signs and education fail to deter speeding, Speed Lumps (see Poomacha recommendations) are recommended near clusters of homes or on approaches to the proposed playground location, if developed.
No designated walking or biking paths	See Poomacha recommendations	See Poomacha recommendations
School bus stop access 	The current Red Gate bus stop is inconvenient and unsafe for walking. Consider moving the bus stop (or adding a bus stop) at the eastern (unpaved) intersection of Red Gate Road and SR76, and make safety improvements as needed to accommodate walking to this stop.	In the paved portion of the route to the new bus stop, calm traffic using Speed Lumps and markings, or provide a 5` trail adjacent to the curb.

IV. Costs

The facility improvements recommended for consideration entail improvement costs that can vary considerably depending on whether abutments, retaining walls, railings, and other improvements are needed. The table below includes the estimated base cost for various side path or trail improvements.

Treatment	Approximate Cost[v]
Maintenance of existing trails to infill eroded areas, clear brush, etc.	Highly variable
5' wide trail, "Natural Tread Surface with Binder"[vi]	$15/linear ft.
Asphaltic concrete path	$10/linear ft.
Curbs	$8/linear ft.
3' high wood fencing along parts of trail	$12/linear ft.
5' standard concrete sidewalk	$25-70/linear ft.

V. Funding Sources

Funding is available for active transportation infrastructure and education programs at the federal, state and local level. As San Diego's Metropolitan Planning Organization (MPO), SANDAG plays an important role as the local manager of much of this funding. Appendix A of this report outlines funding sources available to the La Jolla Band of Luiseño Indians at these multiple levels.

V. Policy Recommendations

This section recommends policy goals and language supportive of transportation decisions that benefit all roadway users and underscore the Tribe's commitment to improving health by providing more active transportation opportunities. The purposes of the suggested policies are as follows:

- Recognition that roads serve multiple users
- Identification of goals related to safe pedestrian connections and crossings
- Encouragement of street connectivity that benefits pedestrians and bicyclists
- Use of performance standards to measure progress
- Promotion of amenities that make walking and bicycling more comfortable

- Emphasis on the relationship between active transportation and good health

Draft Policy Language

The La Jolla Tribe of Luiseño Indians has a vision to provide its residents with safe, viable transportation options that lead to safer road conditions for all users, encourage better connectivity between residential areas and local destinations, and promote better health for residents of all ages. The Tribe recognizes that walking and biking are easy ways to achieve 30 minutes (60 minutes for children) of daily physical activity, as recommended by the federal Centers for Disease Control and Prevention. Accordingly, future decisions related to infrastructure and health programs will consider the importance of walking and biking facilities to promote a healthier, more walkable environment. Related goals and policies follow.

Goal 1	**Provide safe, walkable, bikable streets that encourage more walking and bicycling.**
Policy 1.1	Design streets to be safe for all users including pedestrians, bicyclists, parents with strollers, the elderly, children, transit riders, and people with disabilities.
Policy 1.2	Construct sidewalks or trails along principal roadways with special emphasis given to roads connecting to transit, school bus stops and popular community destinations.
Policy 1.3	Require new road construction to include pedestrian and bike facilities as appropriate.
Policy 1.4	Construct traffic calming treatments along key corridors to slow traffic and promote safe walking and biking conditions.
Policy 1.5	Develop policies and enforcement techniques requiring dog owners to leash dogs in desired areas.
Goal 2	**Ensure a safe, convenient and continuous network of walking and biking facilities.**
Policy 2.1	Develop a cohesive pedestrian network of paths, sidewalks and street crossings that allow pedestrians of all ages to easily access residential areas, activity centers, and transit stops.
Policy 2.2	Prepare and maintain an inventory of all missing and incomplete walking segments.
Policy 2.3	Prioritize desired pedestrian connections to implement with future funding.
Policy 2.4	Locate key community destinations, such as playgrounds, to maximize accessibility by pedestrians and bicyclists.
Goal 3	**Provide an inviting, well-designed street environment with appropriate amenities to make walking more comfortable.**
Policy 3.1	Provide weather-protected, well-designed, comfortable bus stops.

Policy 3.2	Prioritize bus stop improvements at those stops with a higher number of users.
Policy 3.3	Supply street signage to warn drivers of the presence of pedestrians.
Policy 3.4	Keep bus stops, roads, and trails clear of brush.
Policy 3.5	Provide pedestrian-scaled lighting in key areas as appropriate.
Goal 4	**Design safe crossings**
Policy 4.1	Where needed, mark crosswalks consistent with Caltrans guidelines and maintain the markings over time.
Goal 5	**Educate residents and leaders of the importance of walking and biking as well as designing safe walking and biking facilities.**
Policy 5.1	Pursue and implement programs that educate pedestrians and drivers about safe travel behavior.
Policy 5.2	To promote physical activity in all residential areas, encourage the development of recreation opportunities, as well as a network of pedestrian walkways and streets/trails safe for cycling.

ABOUT WALKSANDIEGO

WalkSanDiego (www.walksandiego.org) is a nonprofit organization founded in 1998 and dedicated to creating and promoting walking as a fundamental opportunity for people of all ages and abilities throughout the San Diego region. The organization specializes in working closely with community residents to provide safe and inviting walking environments, address traffic safety concerns, and provide opportunities for physical activity in meeting everyday needs. This report is an example of the brief "investigate-document-analyze-recommend" reporting style we believe makes the most difference helping residents or local governments improve the walking environment.

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[i] A local resource on traditional Native American games is the Barona Museum and Cultural Center (contact Cheryl Hinton, (619) 443-7003; chinton@barona-nsn.gov.)

[ii] E.g., see SANDAG's iCommute Trip Tracker webpage at http://www.icommutesd.com/Commuters/TripTracker.aspx.

[iii] County of San Diego, Department of Parks and Recreation, River Trails Plan, http://www.co.san-diego.ca.us/parks/riverway.html, accessed 12/12/11.

[iv] Ibid.

[v] Ibid.

[vi] Ibid.

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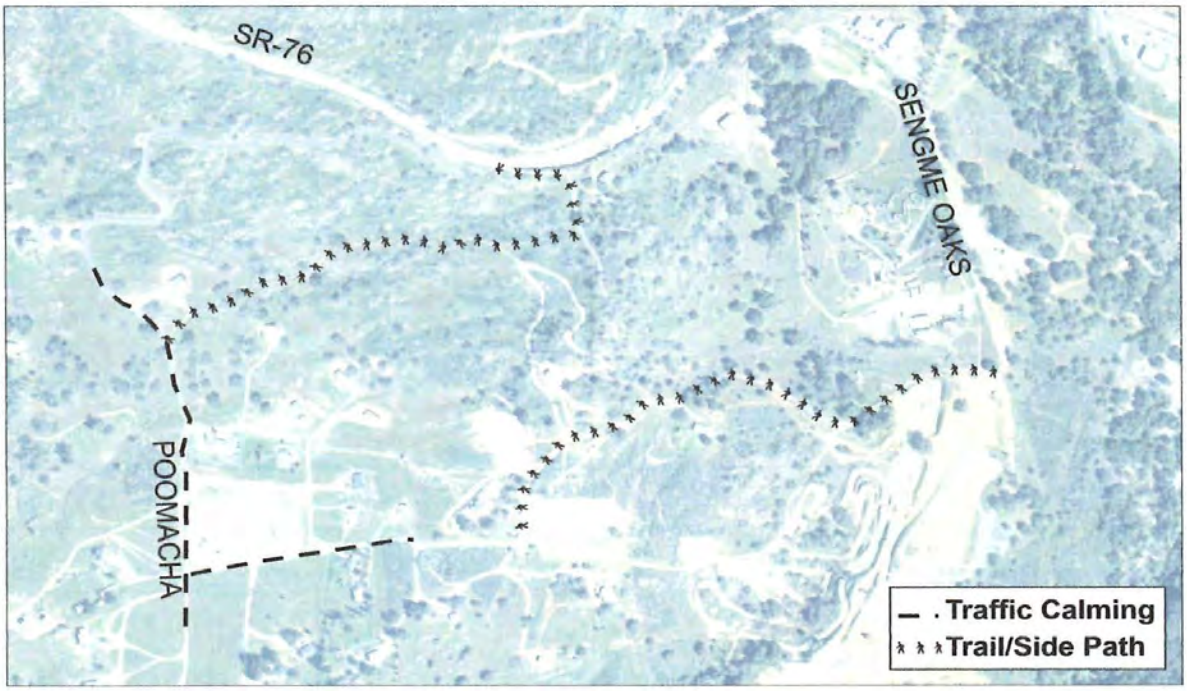
Poomacha Road Area



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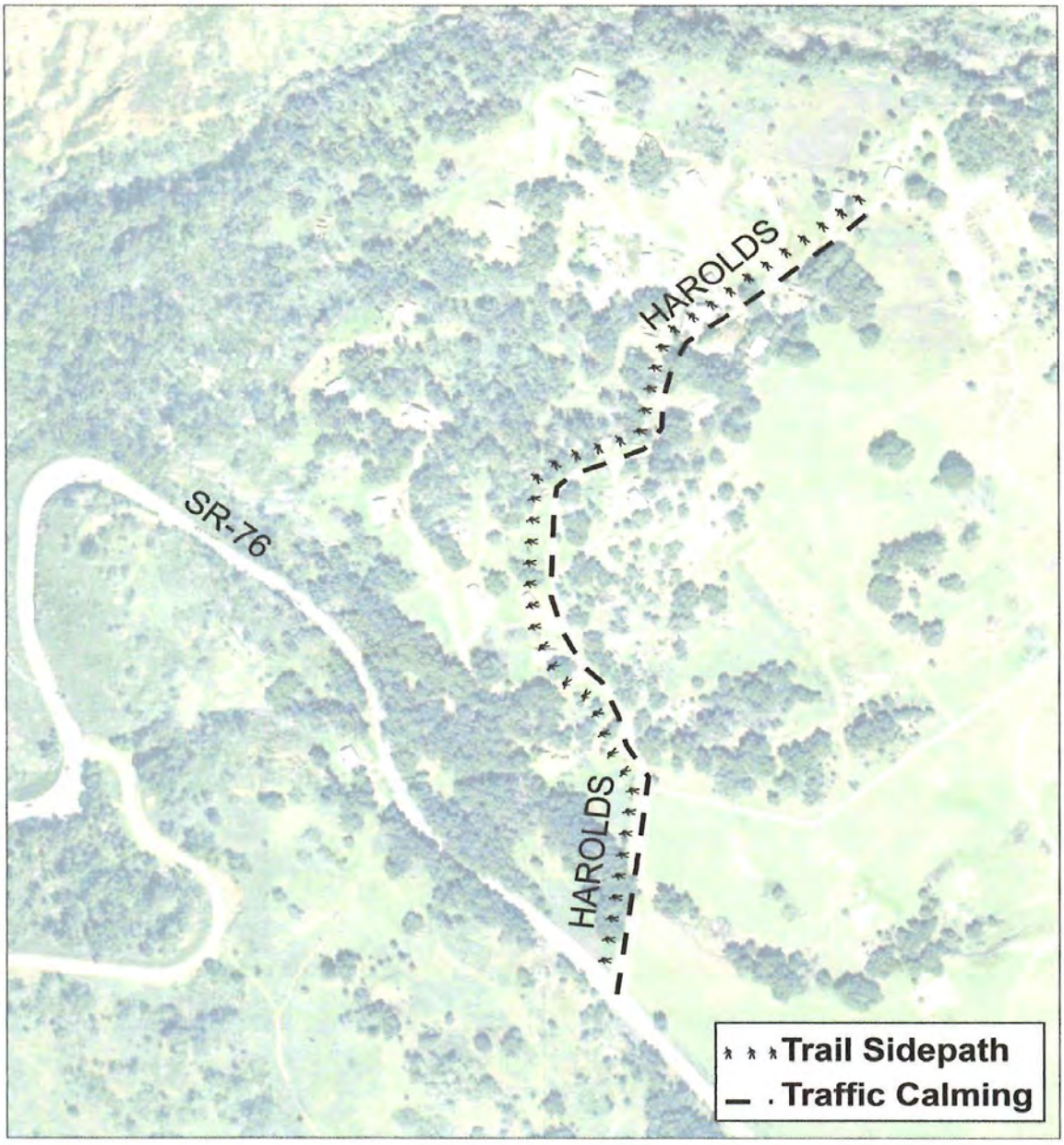
Harolds Road Area



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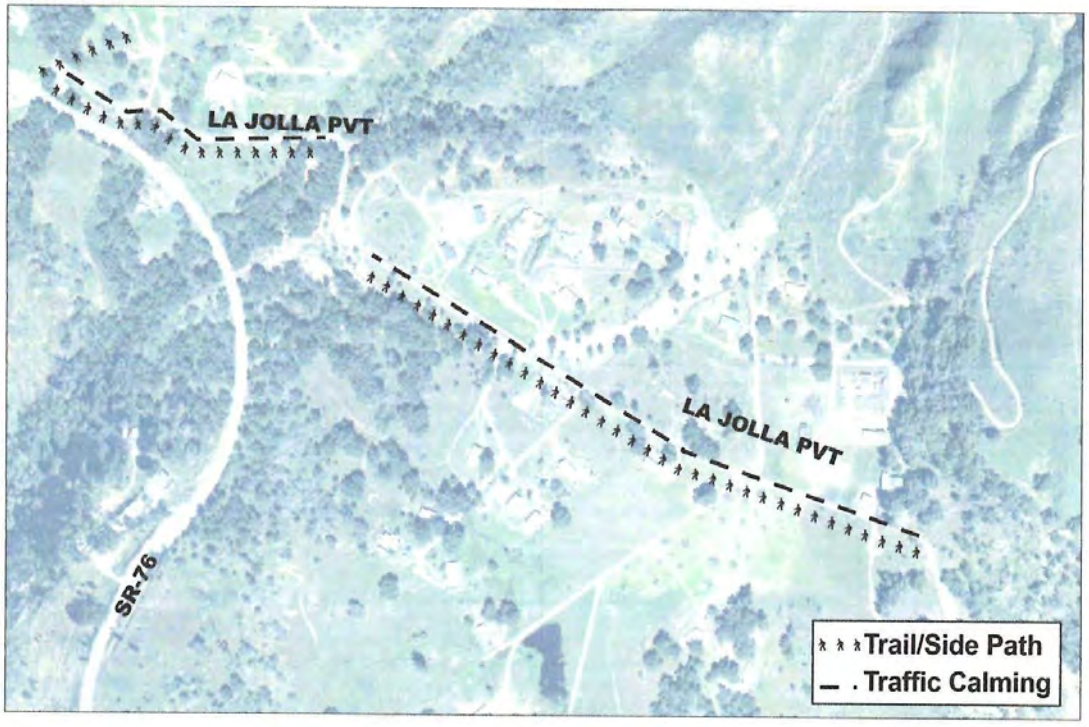
Church Road Area



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Red Gate Area