ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Cliff Drive: Urban Highway to Complete Street Transformation Project

Resolution ATP-P-2526-01B
(to be completed by CTC)

1. FUNDING PROGRAM

- [x] Active Transportation Program
- [ ] Local Partnership Program (Competitive)
- [ ] Solutions for Congested Corridors Program
- [ ] State Highway Operation and Protection Program
- [ ] Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on 8/14/2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, City of Santa Barbara, and the Implementing Agency, City of Santa Barbara, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 8/14/2025 meeting the Commission approved the Active Transportation Program and included in this program of projects the Cliff Drive: Urban Highway to Complete Street Transforma, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- [x] Resolution G-22-70, "Adoption of Program of Projects for the Active Transportation Program", dated 12/7/2022
- [ ] Resolution , "Adoption of Program of Projects for the Local Partnership Program", dated
- [ ] Resolution , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- [ ] Resolution , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- [ ] Resolution , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 City of Santa Barbara agrees to secure funds for any additional costs of the project.

4.6 City of Santa Barbara agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 City of Santa Barbara agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 City of Santa Barbara agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Cliff Drive: Urban Highway to Complete Street Transformation Project

Resolution: ATP-P-2526-01B

(to be completed by CTC)

Brian D'Amour — Digitally signed by Brian D'Amour Date: 2025.06.24 16:44:58 -07'00' — 6/24/2025

Brian D'Amour

Acting Public Works Director

Project Applicant

Brian D'Amour — Digitally signed by Brian D'Amour Date: 2025.06.24 09:23:59 -07'00' — 6/24/2025

Brian D'Amour

Acting Public Works Director

Implementing Agency

06/26/2025

Tim Campbell for Scott Eades

District Director

California Department of Transportation

Dina El-Tawansy (Aug 8, 2025 17:26:35 PDT) — 08/08/2025

Director

California Department of Transportation

01/23/2026

Tanisha Taylor

Executive Director

California Transportation Commission

DIRECTOR'S SIGNATURE REQUEST

SB-1 Project Baseline Agreement

The Commission adopted the original SB-1 Accountability and Transparency Guidelines on March 21, 2018, and a revised version on March 23, 2023. The Guidelines require the development of project baseline agreements for Commission adopted SB-1 programs, subject to certain cost thresholds and conditions. The baseline agreement is to be signed by the Project Applicant, Implementing Agency, Caltrans District Director, Caltrans Director of Transportation, and the Executive Director of the California Transportation Commission. It is anticipated that the Commission will approve the baseline agreement at their meeting scheduled for: 07/15/2025

Attached baseline agreement is for Project:

Cliff Drive: Urban Highway to Complete Street Transformation Project

Project is funded from the following SB-1 Program(s) (please select):

☐ SHOPP ☐ TCEP ☐ SCCP ☐ LPP ☑ ATP

1. BASELINE AGREEMENT REVIEW & APPROVAL: Signature confirms applicable HQ Division(s) (selected below) is/ are aware of the project and commits to supporting oversight (through Headquarters or District) and compliance with the Accountability and Transparency Guidelines.

District Contact: Name: Leif Kohler Phone: (805) 458-1502

HQ Program Coordinator: Kendall Lim Digitally signed by Kendall Lim Date: 2025.06.24 11:57:01 -07'00'

Signature

Select Lead Division:

If on-system:	*If administered by Rail:*	*If off-system and non-Rail:*
☐ Project Management	☐ Rail	☑ Local Assistance
		Dee Lam Digitally signed by Dee Lam Date: 2025.06.30 10:38:05 -07'00'
Signature	Signature	Signature
		06/30/2025
Date	Date	Date
Sujaya Kalainesan, *Division Chief (Acting)*	**Kyle Gradinger,** *Division Chief*	**Dee Lam,** *Division Chief*

2. CONCURRENCE BY: Signature acknowledges Program responsibilities with regards to Project and appropriate resources have been assigned to support the delivery of the project.

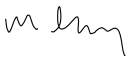
On-System Projects	*Off-System Projects*
	07/08/2025
Donna Berry *Project Delivery* Date	**Marlon Flournoy** *Planning & Modal Programs* Date

3. CONCURRENCE BY: Programming and Chief Financial Officer Concurrence (All Projects):

James R. Anderson 07/10/2025	Steven D Keck 07/10/2025
James R. Anderson *Financial Programming* Date	**Steven Keck** *Chief Financial Officer* Date

NEXT STEPS

4. Send an email/notification to SB-1 Program for Director's signature
5. SB-1 Program to return Director signed copy of Baseline Agreement to Lead HQ Division/HQ Coordinator

Signature: 

Email: marlon.flournoy@dot.ca.gov

SB1 BA Internal Routing Slip_04_16_25

Final Audit Report 2025-07-08

Created:	2025-07-08
By:	Lakresha Jenkins (s157936@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAALQWvxPnDtpUM5UzQB2-MpC-rspBFGI1t

"SB1 BA Internal Routing Slip_04_16_25" History

Document digitally presigned by Kendall Lim (kendall.lim@dot.ca.gov)
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Document digitally presigned by Dee Lam (dee.lam@dot.ca.gov)
2025-06-30 - 5:38:05 PM GMT- IP address: 149.136.17.249

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2025-07-08 - 3:35:55 PM GMT- IP address: 149.136.17.249

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2025-07-08 - 3:37:08 PM GMT

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2025-07-08 - 3:37:16 PM GMT- IP address: 54.172.240.148

Document e-signed by Marlon Flournoy (marlon.flournoy@dot.ca.gov)
Signature Date: 2025-07-08 - 6:36:43 PM GMT - Time Source: server- IP address: 149.136.17.248

Agreement completed.
2025-07-08 - 6:36:43 PM GMT

SB1 BA Internal Routing Slip

Final Audit Report 2025-07-10

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By:	Ayana Webb (s152747@dot.ca.gov)
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"SB1 BA Internal Routing Slip" History

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Document e-signed by Steven Keck (steven.keck@dot.ca.gov)
Signature Date: 2025-07-10 - 9:44:24 PM GMT - Time Source: server- IP address: 149.136.17.251

Agreement completed.
2025-07-10 - 9:44:24 PM GMT

Baseline Agreement Fact Sheet

<table>
<tr><td>Project Title:</td><td>Cliff Drive: Urban Highway to Complete Street Transformation Project</td></tr>
<tr><td>Location:</td><td>The Project is located on Cliff Drive from Arroyo Burro Beach County Park to Castillo Street.</td></tr>
<tr><td>Work Description:</td><td>Design and construct a 3.1-mile-long multiuse path and 11 new crosswalks along Cliff Drive from the Arroyo Burro Beach County Park entrance to Castillo Street.</td></tr>
<tr><td>Project Cost:</td><td>$33,991,000 (Total ATP Request: $27,191,000)</td></tr>
<tr><td>Performance Measure:</td><td>
<table>
<tr><th rowspan="2">ATP Indicator</th><th rowspan="2">Measures/Outcomes</th><th rowspan="2">Unit</th><th rowspan="2">Current</th><th colspan="2">Projected</th></tr>
<tr><th>Outcome</th><th>Year</th></tr>
<tr><td rowspan="2">Counts</td><td>Bicycle Counts</td><td>Each</td><td>1,006 per day</td><td>2,040 per day</td><td>2029</td></tr>
<tr><td>Pedestrian Counts</td><td>Each</td><td>985 per day</td><td>1,467 per day</td><td>2029</td></tr>
</table>
This Project will transform Cliff Drive from a street that favors efficient movement of traffic into a neighborhood street that is inviting to cyclists and pedestrians by adding a 3.1-mile-long path and frequent pedestrian crossing opportunities. Cliff Drive will no longer be a barrier to cyclists and pedestrians in accessing key community destinations and schools.

Weeklong video based turning movement counts were performed at four locations along the Cliff Drive corridor as outlined in the Interim Count Guidance document. The sum of the average daily volume is reflected above for each mode. The counts were performed in good weather in May (before the school year was finished). We are projecting a 100% increase in cycling activity along the corridor, and a 50% increase in pedestrian activity along the corridor. Proposed outputs are based on the 60% plans and engineers estimate and are measured quantities for physicals features. Initial assumptions are based on community feedback, safety concerns, and police incident reports. Post project counts should be performed in the spring or fall, when school is in session and weather is good.
</td></tr>
<tr><td>Notes:</td><td>
<table>
<tr><th>Category</th><th>Outputs</th><th>Unit</th><th>Total</th></tr>
<tr><td>Active Transportation</td><td>Pedestrian/Bicycle facilities constructed</td><td>LF</td><td>18,034</td></tr>
<tr><td>Active Transportation</td><td>Crosswalk</td><td>EA</td><td>10</td></tr>
<tr><td>Active Transportation</td><td>NI Program at 3 schools, Community Wide NI</td><td>EA</td><td>3</td></tr>
</table>
</td></tr>
</table>

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
LAPG -25I (Revised 28 Feb 2022 v1.01)

EXHIBIT A

General Instructions

Amendment (Existing Project)	No	**Date:**	6/24/25

District	EA	Project ID	PPNO	MPO ID	
05		0223000101	3120A		

County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
SB	Cliff Drive			City of Santa Barbara	
				MPO	**Element**
				SBCAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Alexis Flores	805-564-5526	alopez@santabarbaraca.gov

Project Title

Cliff Drive: Urban Highway to Complete Street Transformation Project

Location (Project Limits), Description (Scope of Work)

The Project is located on Cliff Drive from Arroyo Burro Beach County Park to Castillo Street.

Design and construct a 3.1 mile long multiuse path and 11 new crosswalks along Cliff Drive from the Arroyo Burro Beach County Park entrance to Castillo Street.

Component	Implementing Agency
PA&ED	City of Santa Barbara
PS&E	City of Santa Barbara
Right of Way	City of Santa Barbara
Construction	City of Santa Barbara

Legislative Districts

Assembly:	3, 7	Senate:	1, 9	Congressional:	2, 4

Project Benefits

This Project will transform Cliff Drive from a street that favors efficient movement of traffic into a neighborhood street that is inviting to cyclists and pedestrians by adding a 3.1 mile long path and frequent pedestrian crossing opportunities. Cliff Drive will no longer be a barrier to cyclists and pedestrians in accessing key community destinations and schools.

Purpose and Need

This Project will transform Cliff Drive from a street that favors efficient movement of traffic into a neighborhood street that is inviting to cyclists and pedestrians by adding a 3.1 mile long path and frequent pedestrian crossing opportunities. Cliff Drive will no longer be a barrier to cyclists and pedestrians in accessing key community destinations and schools.

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities constructed	LF	18,034
Active Transportation	Crosswalk	EA	10
Active Transportation	NI Program at 3 schools, Community Wide NI	EA	3

NHS Improvements	Yes		Roadway Class	3		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals	Yes					Reduces Greenhouse Gas Emissions	Yes

Project Milestone			Existing	Proposed
Project Study Report Approved				
Begin Environmental (PA&ED) Phase			10/14/23	03/23/23
Circulate Draft Environmental Document	**Document Type**	CE/CE	10/14/24	10/14/24
Draft Project Report				
End Environmental Phase (PA&ED Milestone)			04/06/25	06/26/25
Begin Design (PS&E) Phase			08/18/25	08/18/25
End Design Phase (Ready to List for Advertisement Milestone)			02/08/27	02/08/27
Begin Right of Way Phase			08/18/25	08/18/25
End Right of Way Phase (Right of Way Certification Milestone)			02/08/27	02/08/27
Begin Construction Phase (Contract Award Milestone)			08/16/27	05/16/27
End Construction Phase (Construction Contract Acceptance Milestone)			02/05/29	02/05/29
Begin Closeout Phase			02/06/29	02/06/29
End Closeout Phase (Closeout Report)			02/05/30	02/05/30

PROJECT PROGRAMMING REQUEST

Date: 6/24/25

Additional Information

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

Date: 6/24/25

District	County	Route	EA	Project ID	PPNO	
05	SB	Cliff Drive		0223000101	3120A	
Project Title:	Cliff Drive: Urban Highway to Complete Street Transformation Project					

Existing Total Project Cost ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Implementing Agency**
E&P (PA&ED)									City of Santa Barbara
PS&E									City of Santa Barbara
R/W SUP (CT)									City of Santa Barbara
CON SUP (CT)									City of Santa Barbara
R/W									City of Santa Barbara
CON									City of Santa Barbara
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)			2,000					2,000	
PS&E					1,886			1,886	
R/W SUP (CT)									
CON SUP (CT)									
R/W					130			130	
CON						29,975		29,975	
TOTAL			2,000		2,016	29,975		33,991	

Fund No. 1:	**ATP: Infrastructure**								**Program Code**
Existing Funding ($1,000s)									20.30.720
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)			1,920					1,920	
PS&E					1,086			1,086	
R/W SUP (CT)									
CON SUP (CT)									
R/W					30			30	
CON						24,087		24,087	
TOTAL			1,920		1,116	24,087		27,123	

Fund No. 2:	**Local Match**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									City of Santa Barbara
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)			80					80	
PS&E					800			800	
R/W SUP (CT)									
CON SUP (CT)									
R/W					100			100	
CON						5,820		5,820	
TOTAL			80		900	5,820		6,800	

Fund No. 3:	ATP: NI								Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						68		68	
TOTAL						68		68	

Fund No. 4:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

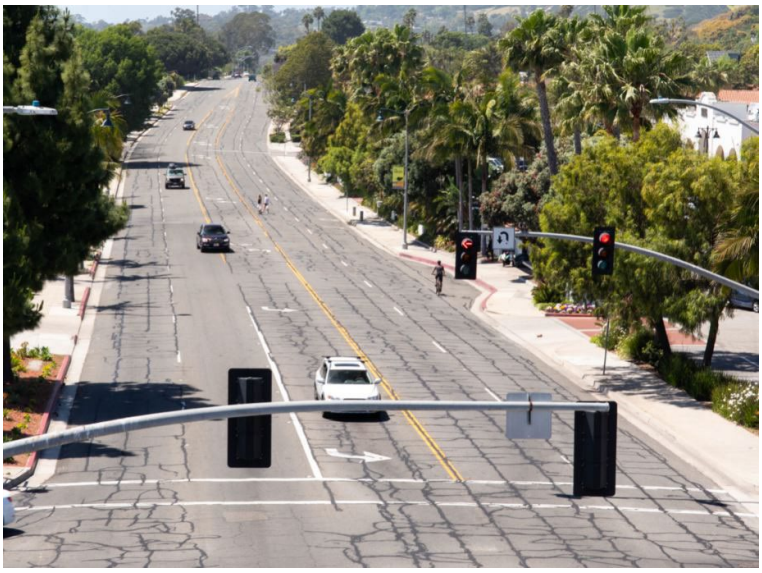
EXHIBIT B

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: Santa Barbara, City of

PROJECT TYPE: Infrastructure + NI - Large



PROJECT APPLICATION NO.: 5-Santa Barbara, City of-1

PROJECT NAME: Cliff Drive: Urban Highway to Complete Street Transformation Project

PROJECT DESCRIPTION: Design and construct a 3.1 mile long multiuse path and 11 new crosswalks along Cliff Drive from the Arroyo Burro Beach County Park entrance to Castillo Street.

PROJECT LOCATION: The Project is located on Cliff Drive from Arroyo Burro Beach County Park to Castillo Street.

ATP FUNDED COMPONENTS

Infrastructure								Non-Infrastructure		Plan	
PA&ED		PS&E		R/W		CON					
$	1,920	$	1,086	$	30	$	24,087	$	68	$	-
FY	23/24	FY	24/25	FY	24/25	FY	26/27	FY	26/27	FY	-

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
33,991	27,191	6,800	-	6,800	-	-

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

APPLICATION INDEX PAGE

Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

LOCODE:	IMPLEMENTING AGENCY'S NAME:		
5007	Santa Barbara, City of		
IMPLEMENTING AGENCY'S ADDRESS	**CITY**		**ZIP CODE**
630 Garden Street	Santa Barbara	CA	93101
IMPLEMENTING AGENCY'S CONTACT PERSON:	**CONTACT PERSON'S TITLE:**		
Derrick Bailey	Principal Transportation Engineer		
CONTACT PERSON'S PHONE NUMBER:	**CONTACT PERSON'S EMAIL ADDRESS :**		
805-564-5544	dbailey@santabarbaraca.gov		

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.

X

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans? ☒ Yes ☐ No

Implementing Agency's Federal Caltrans MA Number 05-5007F15

Implementing Agency's State Caltrans MA Number 00167s

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implemening agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? ☐ Yes ☒ No

Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** 1

Cliff Drive: Urban Highway to Complete Street Transformation Project

PROJECT / APPLICATION NUMBER: 1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words) **Words Remaining:** 5
(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Cliff Drive (formerly State Route 225) is a wide, high speed urban highway through the Mesa neighborhood. Frustrated by traffic conditions on SR 225, community members lobbied Caltrans to relinquish the street to local control in 2014 to address a lack of safe cycling facilities, very long roadway segments with no safe crosswalks, and safety issues caused by high traffic speeds.

In 2018, Cliff Drive was designated as a high priority corridor under the Council adopted Vision Zero Strategy due to the corridor's frequency of severe and fatal collisions. Adjacent to Cliff Drive are three elementary schools, neighborhood-serving retail, City College, parks and open space, and access to transit.

The corridor is the final gap in the regional Coastal Bike Route, a 30-mile long route from UCSB to Ventura County.

The Project addresses the community's frustrations with safety and mobility by removing unnecessary traffic lanes and converting the space to a new, safe path for all ages and abilities. The Project includes strong connections to three adjacent elementary schools, City College, parks, neighborhood-serving retail, and constructs 11 new crosswalks and adds safety enhancements to four existing crosswalks so that the entire neighborhood can safely access the path.

The Project addresses community desires to transform this high speed urban highway to a neighborhood serving street benefiting residents with enhanced mobility and improved safety, turning this street into a place for people. The safe, high quality pedestrian and bicycle improvements facilitate mobility for economically diverse neighborhood residents going to school, work, parks, or neighborhood services and retail. The improvements also benefit regional and cross town cyclists. The Project improves public health by providing safer routes to schools and more attractive commuting options, and will reduce greenhouse gas emissions with a transportation mode shift toward walking and bicycling.

OUTCOME/OUTPUT: (Max of 35 Words)
This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)
Words Remaining: 7

3.1 mile long multiuse path, 11 new crosswalks and safety enhancements for four existing crosswalks to close the final gap in the 30-mile long regional Coastal Bike Route.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 21

Design and construct a 3.1 mile long multiuse path and 11 new crosswalks along Cliff Drive from the Arroyo Burro Beach County Park entrance to Castillo Street.

PROJECT LOCATION: (Max of 180 Characters) **Words Remaining:** 87

The Project is located on Cliff Drive from Arroyo Burro Beach County Park to Castillo Street.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found here. ☐ Yes ☒ No

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Att#01 Part A-2 Location Map.pdf | Remove | Open File

CITIES:
List all cities that this project will affect. All cities must be located within the State of California.

City Code: SB City Name: Santa Barbara

PROJECT COORDINATES:
For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.
For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

Infrastructure Project Coordinates: (latitude/longitude in decimal format) Lat. 34.40151 N / long. -119.72207 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format) Lat. 34.40151 N / long. -119.72207 W

Congressional District(s): 0 2 4

State Senate District(s): 0 1 9 **State Assembly District(s):** 0 3 7

Caltrans District: 5

County: Santa Barbara

MPO: SBCAG

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located outside one of the large MPOs in a UZA with Pop > 50,000 and <= 200,000

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☒ Yes ☐ No If yes, how many previous awards? 1

Project Number	Past Project Funding	Funded Amount $	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
2601	Active Transportation Program (ATP)	$15,556,000	Infrastructure (I)	Adjacent project limits with no overlapping scopes of or limits of work

Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.) Infrastructure + NI - Large

Will construction funds be requested for this project? ☒ Yes ☐ No
* Large Projects are not required to request construction funds

Explain when and what funds are proposed to fund the construction phase.

Allocation will be requested in FY 26/27. A combination of ATP and local funds will be used for the construction phase.

Indicate any of the following plans that your agency currently has: (Check all that apply)

☒ Bicycle Plan ☒ Pedestrian Plan ☒ Safe Routes to School Plan ☐ Active Transportation Plan ☐ None

☐ Other plans that include Bicycle and/or Pedestrian Improvements

Is your project in a current Plan? ☒ Yes ☐ No

PROJECT SUB-TYPE (check all Project Sub-Types that apply)**:**

☒ **Bicycle Transportation** % of Project 70 %

☒ **Pedestrian Transportation** % of Project 30 %

☒ **Safe Routes to School** ***(Also fill out Bicycle and Pedestrian Sub-Type information above)***

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

☒ **Safe Routes for Seniors**

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

☐ **Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 3

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.

Remove School

School Name: McKinley Elementary
School Address: 350 Loma Alta Drive
District Name: Santa Barbara Unified School District
District Address: 720 Santa Barbara Street, Santa Barbara, CA 93101
Co.-Dist.-School Code: 42-76786-6045884
School Type: Pre-K to 6
Project improvements maximum distance from school 0.00 mile

Total student enrollment: 312
Approximate # of students living along route proposed for improvement: 96
Percentage of students eligible for free or reduced meal programs** 84 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Att#02 Part A-3 McKinleySR2S.pdf | Remove | Open File

Remove School

School Name: Washington Elementary
School Address: 290 Lighthouse Road
District Name: Santa Barbara Unified School District
District Address: 720 Santa Barbara Street, Santa Barbara, CA 93101
Co.-Dist.-School Code: 42-76786-6045934
School Type: K to 6
Project improvements maximum distance from school 0.15 mile

Total student enrollment: 600
Approximate # of students living along route proposed for improvement: 363
Percentage of students eligible for free or reduced meal programs** 40 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Att#03 Part A-3 Washington SR2S.pdf | Remove | Open File

Remove School

School Name: Monroe Elementary
School Address: 431 Flora Vista Drive
District Name: Santa Barbara Unified School District
District Address: 720 Santa Barbara Street, Santa Barbara, CA 93101
Co.-Dist.-School Code: 42-76786-6045892
School Type: Pre-K to 6
Project improvements maximum distance from school 0.00 mile

Total student enrollment:	402
Approximate # of students living along route proposed for improvement:	197
Percentage of students eligible for free or reduced meal programs**	48 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Att#04 Part A-3 Monroe SR2S.pdf | Remove | Open File

Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian **or** Bicycle Improvement).

☒ Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 100 %
(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: 16,059 Linear Feet		Class 2: 0 Linear Feet	
	Class 3: 1,975 Linear Feet		Class 4: 0 Linear Feet	
Signalized Intersections:	New Bike Boxes: 0 Number		Timing Improvements: 0 Number	
Un-Signalized Intersections:	New RRFB/Signal: 14 Number		Crossing-Surface Improvements: 0 Number	
Mid-Block Crossing:	New RRFB/Signal: 1 Number		Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 11 Number		Roadway Segments: 0 Linear Feet	
Bike Share Program:	New Station: 0 Number		New Bikes: 0 Number	
Bike Racks/Lockers:	New Racks: 33 Number		New Secured Lockers: 0 Number	
Other Bicycle Improvements:	#1: 4305' path lighting #: 0		#2: #: 0	

☒ Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 0 %
(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): 0 Linear Feet	New (over 8' wide): 0 Linear Feet	
	Widen Existing: 585 Linear Feet	Reconstruct/Enhance Existing: 0 Linear Feet	
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet		
ADA Ramp Improvements:	New Ramp (none exist): 20 Number	Reconstruct Ramp to Standard: 58 Number	
Signalized Intersections:	New Crosswalk: 10 Number	Enhance Existing Crosswalk: 9 Number	
	Ped-Heads: 0 Number	Shorten Crossing: 8 Number	
	Timing Improvements: 0 Number		
Un-Signalized Intersections:	New Traffic Signal: 3 Number		
	New RRFB/Signal: 11 Number	Crossing-Surface Improvements: 0 Number	
	Shorten Crossing: 21 Number		
Mid-Block Crossing:	New RRFB/Signal: 1 Number	Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 17 Number	Roadway Segments: 0 Linear Feet	
Pedestrian Amenities:	Benches: 0 Number	Trash Cans: 0 Number	
	Shade Trees: 177 Number	Shade Tree Type: TBD	
Other Ped Improvements:	#1: Refuge islands #: 5	#2: #: 0	

☐ Multi-use Trail Improvements

☒ Vehicular-Roadway Traffic-Calming Improvements

Road Diets:	Remove Travel Lane: 4,975 Linear Feet	Remove Right-Turn Pocket: 0 Number	
Speed Feedback Signs:	Speed Feedback Signs: 0 Number		
Signalized Intersections:	Timing Improvements: 0 Number	New Roundabout: 0 Number	
Un-Signalized Intersections:	New Traffic Signal: 0 Number	New Roundabout: 0 Number	
Other Traffic-Calming Improvements:	#1: #: 0	#2: #: 0	

☒ Non-Infrastructure Components

NI Program Type: *Indicate the NI program type. If more than one, indicate the percentage split based on cost.*

- ☐ Regional Initiative 0 %
- ☒ Community Initiative 30 %
- ☒ Safe Routes to School 70 %
- ☐ First Last Mile 0 %
- ☐ Other: , 0 %

Program Activities: *Insert the number of each type of activity included in the program. Do not double count.*

Regional Community Initiatives:

0	Number of walk or bike audits
0	Number of bicycle skills/safety classes
0	Number of pedestrian skills/safety classes
1	Number of community demonstration projects/pop-ups/open street events
0	Number of community encouragement (i.e. bike to work days)
0	Number of community challenges (i.e. bike to work month challenge)
0	Number of community workshops/stakeholder meetings

Safe Routes to School (SRTS):

21	Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education
0	Number of school assemblies receiving pedestrian/bicycle safety instruction/education
0	Number of afterschool programs receiving pedestrian/bicycle safety instruction/education
3	Number of bike rodeos
0	Number of pedestrian 'mock city' safety skills events
0	Number of schools with walking school bus program (defined as planned route with meeting points, a timetable and a schedule of trained volunteers)
3	Number of schools with bicycle train program (defined as a planned route with meeting points, a timetable and a schedule of trained volunteers)
0	Number of SRTS encouragement days (i.e. designated monthly bike/walk to school days X number of school months X number of school involved)
0	Number of student-led leadership initiatives (e.g., student patrols, peer-led learning)
0	Number of training sessions to implement the SRTS program (i.e training for volunteer walking school bus leaders, crossing guards, etc.)

Other:

2	Number of Educational videos for school education (English, Spanish)
	Number of

Communications: *Check the box if the program will include the communication type.*

- ☐ Traditional media (radio ads, TV ads, newspaper ads, flyers, etc.)
- ☐ Large media (bus-wraps, billboards, etc.)
- ☒ Print/electronic publications (newsletters, blogs, etc.)
- ☐ Social media (Twitter, Facebook, Instagram, etc.)
- ☐ Program website
- ☒ Other; School events online through Parent Square, hard copies with Thursday folders; Vision Zero Messaging

What languages, if any, will the selected communications be translated to:

Spanish

Collaborative Partnerships: *Check all parties that have a committed role in the project beyond submitting a letter of support.*

- ☐ Local Public Health Department
- ☐ Law Enforcement
- ☒ Non-Profit Organizations/Community Based Organizations
- ☐ Schools/School Districts
- ☐ Public Works Departments
- ☐ Other;

☐ **Plan Type (only intended for Plans)**

Right of Way (R/W) Impacts (Check all that apply)

☐ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)

☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

☒ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.

**See the application instructions for more details on the required coordination and documentation from these agencies.*

Attach a letter of support or neutrality from each separate agency. Combine all letters in one pdf attachment.

Att#05 Part A-4 SBCC ROW Support Letter.pdf | Remove | Open File

The following information should be based on specific prior coordination and agreement between the agencies:

What is the total additional months needed (all project phases) for all of these agencies to complete their required oversite responsibilities and to complete any required actions that are necessary based on the expected R/W impacts? 18

Has the project schedule been developed to account for this time? Yes

☐ Program/Plan will likely have an open street/demonstration on state highway.

Part A5: Project Schedule

NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
3) The proposed CTC Allocation dates must be between July 1, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PA&ED Allocation" Date: 8/15/2023
Notice to Proceed with Federally Reimbursable ATP Work: 10/14/2023
Expected or Past Start Date for PA&ED activities: 10/14/2023
Time to complete the separate CEQA & NEPA studies/approvals: 18 months *(See note #2, above)*
Expected or Past Completion Date for the PA&ED Phase: 4/6/2025

** Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

Attach

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PS&E Allocation" Date: 6/19/2025
Notice to Proceed with Federally Reimbursable ATP Work: 8/18/2025
Expected or Past Start Date for PS&E activities: 8/18/2025
Time to complete the final Plans, Specification & Estimate: 18 months
Expected or Past Completion Date for the PS&E Phase: 2/8/2027

** Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.*

Attach

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "R/W Allocation" Date: 6/19/2025
Notice to Proceed with Federally Reimbursable ATP Work: 8/18/2025
Expected or Past Start Date for R/W activities: 8/18/2025
Time to complete the R/W Engineering, Acquisition, and Utilities: 18 months
Expected or Past Completion Date for the R/W Phase: 2/8/2027

** PS&E and Right of Way phases can be allocated at the same CTC meeting.*

** Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.*

Attach

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date: 6/17/2027
Notice to Proceed with Federally Reimbursable ATP Work: 8/16/2027
Expected Start Date for Construction activities: 8/16/2027
Time to complete the Construction activities: 18 months
Expected or Past Completion Date for the CON Phase: 2/5/2029

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: *(This includes combined "I" and "NI" projects)*

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:	6/17/2027
Notice to Proceed with Federally Reimbursable ATP Work:	8/16/2027
Expected Start Date for "NI" or "Plan" Construction activities:	6/1/2028
Time to complete the CON-Phase activities:	8 months
Expected Completion Date for the CON Phase:	1/26/2029

Part A6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	*ATP Allocation Year* *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	2,000	1,920	*23/24*	80	-	-	80	-
PS&E	1,886	1,086	*24/25*	800	-	-	800	-
R/W	130	30	*24/25*	100	-	-	100	-
CON	29,907	24,087	*26/27*	5,820	-	-	5,820	-
NI-CON/ PLAN	68	68	*26/27*	-	-	-	-	-
TOTAL	**33,991**	**27,191**		**6,800**	**-**	**-**	**6,800**	**-**

* *The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.*

** *Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)*

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over $1M must be eligible to receive federal funding. Agencies with projects under $1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding. A request for State-Only funds does not guarantee it will be received.

Do you believe your project warrants receiving state-only funding? ☒ Yes ☐ No

If "Yes", provide a brief explanation. (Max of 50 Words) **Words Remaining:** 4

The Project involves safety enhancements to an existing roadway corridor. Minimal excavation is proposed, and all work will occur in areas that have been previously disturbed and/or developed. There are minimal conflicts with utilities, only three overhead utility poles are in conflict with the proposed alignment.

If "Yes", applicants requesting SHA must also attach an "Exhibit 25-F"

Att#06 Part A-6 Exhibit 25-F State Funding.pdf [Remove] [Open File]

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

Amendment (Existing Project) Y ☐ N ☒						Date: 5/28/2022
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Project. ID/prg.**	
5						ATP

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SB	Cliff Drive			Santa Barbara, City of	
				MPO	**Element**
				SBCAG	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Derrick Bailey	(805) 564-5544	dbailey@santabarbaraca.gov

Project Title

Cliff Drive: Urban Highway to Complete Street Transformation Project

Location (Project Limits), Description (Scope of Work)

The Project is located on Cliff Drive from Arroyo Burro Beach County Park to Castillo Street.

Component	**Implementing Agency**
PA&ED	Santa Barbara, City of
PS&E	Santa Barbara, City of
Right of Way	Santa Barbara, City of
Construction	Santa Barbara, City of

Legislative Districts

Assembly:	, 3, 7	**Senate:**	, 1, 9	**Congressional:**	, 2, 4

Project Benefits (If more space is needed, use the Additional Information field on the next page.)

This Project will transform Cliff Drive from a street that favors efficient movement of traffic into a neighborhood street that is inviting to cyclists and pedestrians by adding a 3.1 mile long path and frequent pedestrian crossing opportunities. Cliff Drive will no longer be a barrier to cyclists and pedestrians in accessing key community destinations and schools.

Purpose and Need

This Project will transform Cliff Drive from a street that favors efficient movement of traffic into a neighborhood street that is inviting to cyclists and pedestrians by adding a 3.1 mile long path and frequent pedestrian crossing opportunities. Cliff Drive will no longer be a barrier to cyclists

Category	**Outputs/Outcomes**	**Unit**	**Total**
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	3.1
Active Transportation	Crosswalk	Each	11
Active Transportation	NI Program at 3 schools, Community Wide NI	Each	3

NHS Improvements:Yes	Roadway Class: Yes	Reversible Lane Analysis: No

Inc. Sustainable Communities Strategy Goals:Yes Reduces Greenhouse Gas Emissions: Yes

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		10/14/2023
Circulate Draft Environmental Document (Document Type) CE/CE		10/14/2024
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		4/6/2025
Begin Design (PS&E) Phase		8/18/2025
End Design Phase (Ready to List for Advertisement Milestone)		2/8/2027
Begin Right of Way Phase		8/18/2025
End Right of Way Phase (Right of Way Certification Milestone)		2/8/2027
Begin Construction Phase		8/16/2027
End Construction Phase		2/5/2029
Begin Closeout Phase		2/6/2029
End Closeout Phase (Closeout Report)		02/05/2030

Additional Information

Date: 5/28/2022

Project Programming Request (PPR)

Date: 5/28/2022

Project Information:					
Project Title:	Cliff Drive: Urban Highway to Complete Street Transformation Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
5	Santa Barbara	Cliff Dr			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	0	2,000	0	0	0	0	**2,000**
PS&E	0	0	0	1,886	0	0	0	**1,886**
R/W	0	0	0	130	0	0	0	**130**
CON	0	0	0	0	0	29,975	0	**29,975**
TOTAL	**0**	**0**	**2,000**	**2,016**	**0**	**29,975**	**0**	**33,991**

Notes:

ATP Funds	Infrastructure Cycle 6							Program Code
Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	1,920	0	0	0	0	**1,920**	Caltrans
PS&E	0	0	0	1,086	0	0	0	**1,086**	**Notes:**
R/W	0	0	0	30	0	0	0	**30**	
CON	0	0	0	0	0	24,087	0	**24,087**	
TOTAL	**0**	**0**	**1,920**	**1,116**	**0**	**24,087**	**0**	**27,123**	

ATP Funds	Non-Infrastructure Cycle 6							Program Code
Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	68	0	**68**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**68**	**0**	**68**	

ATP Funds	Plan Cycle 6							Program Code
Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

ATP Funds	Previous Cycle							Program Code
Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Project Programming Request (PPR)

Date: 5/28/2022

Project Information:					
Project Title:	Cliff Drive: Urban Highway to Complete Street Transformation Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
5	Santa Barbara	Cliff Dr			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:	**Local**								**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	80	0	0	0	0	**80**	Santa Barbara, City of
PS&E	0	0	0	800	0	0	0	**800**	**Notes:**
R/W	0	0	0	100	0	0	0	**100**	
CON	0	0	0	0	0	5,820	0	**5,820**	
TOTAL	**0**	**0**	**80**	**900**	**0**	**5,820**	**0**	**6,800**	

Fund No. 3:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 4:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 5:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 6:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 7:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Part A7: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. **Demonstrated fiscal needs of the applicant:**

   - **Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program?** ☐ Yes ☒ No

   - **Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?** ☒ Yes ☐ No

     If "Yes", explain why the other project cannot fund the proposed project. (Max of 200 Words) **Words Remaining:** 134

     The project is identified in the City's Capital Improvement Plan. Currently, no local funding sources are available to implement the Project, and grant funding is needed to move forward. There are no adjacent private developments planned that could contribute to the Project.

     The Active Transportation Program is a critical source of funding to implement projects within the City's disadvantaged communities where active transportation is a necessity.

   - **Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?** ☐ Yes ☒ No

2. **Consistency with an adopted regional transportation plan:**

   - **Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?** ☒ Yes ☐ No

     The applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

     Att#07 Part A-7 RTP.pdf [Remove] [Open File]

     Note: Projects not providing proof will be disqualified and not be evaluated.

3. **Is the Implementing Agency Caltrans?** ☐ Yes ☒ No

Part B: Narrative Questions

Question #1

QUESTION #1
DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ **This project does not qualify as a Disadvantaged Community.**

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

Att#08 Part B-1 Disadd Comm Map.pdf | Remove | Open File

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Healthy Places Index**
- **Other**

Select Option: Other

Other

- Project is located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) or is being submitted by a federally recognized Tribal Government?

  ☐ Yes ☐ No

- If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment to demonstrate that the community's median household income is at or below 80% of that state median household income. (Max of 100 Words)

  Words Remaining:

- Regional definition: For the statewide and small urban & rural competitive portions of the Active Transportation Program a regional definition of disadvantaged communities must be adopted as part of a regular 4-year cycle adoption of a Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) by an MPO or RTPA per obligations with Title VI of the Federal Civil Rights Act of 1964. Any regional definition, such as "environmental justice communities" or "communities of concern," must document a robust public outreach process that includes the input of community stakeholders, and be stratified based on severity. If the applicant believes a project benefits a disadvantaged community based on an adopted regional definition, the applicant must submit for consideration the regional definition, as well as how their specific community qualifies under that definition. (Max of 200 Words)

  Words Remaining: 1

The Santa Barbara County Association of Governments developed a regional definition of Environmental Justice Communities as part of the 2021 Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS). Environmental Justice Communities are defined using US Census data to identify census block groups where any of five subsets are above certain thresholds: Minority, Low-Income, Low-Mobility, Low-Community-Engagement, and Housing Costs.

The specific qualifications for block 12.06(3) are: Minority (31% higher than County), Low Income (poverty is 270% higher than County), Low Mobility (31% higher than County zero car households), Low Community Engagement (5% higher than County English not spoken very well), and Housing Costs (90% higher than County rent or mortgage over 50% of income).

The specific qualifications for block 13.04(1) are: Low Mobility (zero car households, elderly, disabled), Low Community Engagement (no high school diploma, linguistic isolation).

The Project connects areas that are identified as Environmental Justice Communities as illustrated in the attached map (Attachment 8).

By closing a gap in the bike network and providing safe sidewalks and crosswalks, the Project will connect disadvantaged communities

to schools, health care, education, employment areas, and recreational facilities.

The Environmental Justice Communities Documentation is in Attachment 31 - Part C Attachment K.

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or important community need. (Max of 500 Words)

Words Remaining: 7

The Project addresses a major deficiency in the community's active transportation network. Through the 2016 Bicycle Master Plan (BMP), residents of the disadvantaged communities described the poor access to important destinations via active transportation within their neighborhood, how they are disconnected from the regional cycling network, and how Cliff Drive is a barrier to mobility.

As shown on Attachment 8, important nearby destinations near the disadvantaged communities include: three elementary schools, neighborhood retail and services (including two grocery stores and employment opportunities), City College, Elings Regional Park, Arroyo Burro County Beach, and neighborhood parks. All these destinations are immediately adjacent to Cliff Drive.

At both ends of Cliff Drive, there are important regional Class 1 pathway connections that form the 30-mile long Coastal Bike Route, the region's most important all ages and abilities route. Cliff Drive is the final gap in the Coastal Bike Route. Due to the characteristics of Cliff Drive, disadvantaged community residents cannot safely access these paths. Access to these paths would provide disadvantaged community residents connections to UCSB, Downtown and the Waterfront, which are the region's most important employment areas.

Cliff Drive is a barrier to active transportation because it was designed over half a century ago as an urban highway. High speed traffic and a lack of active transportation facilities make the street hostile for people that rely on walking, biking, and transit.

Transit stops along Cliff Drive are difficult to access due to a lack of nearby crosswalks. Crosswalks on Cliff Drive have extreme spacing, anywhere between 1/3 mile to 1.3 miles apart, meaning transits users have to dash across the road to access most transit stops.

Families that live on the opposite side of Cliff Drive from their designated elementary school drive their children to school due to traffic safety concerns and the lack of active transportation infrastructure.

A new 3.1 mile all ages and abilities path improves safety and mobility along Cliff Drive to access important destinations within the neighborhood and connects to adjacent Class 1 paths to complete the final gap in the 30-mile long Coastal Bike Route. Eleven new crosswalks, safety enhancements to four existing crosswalks, and strong connections to schools improves access to education and to all transit stops along Cliff Drive.

At Project completion, a community celebration ride and walk will commence to educate and encourage cyclists and pedestrians on how to use the new facilities. Specific events and rides will target elementary school students to provide education on safety riding skills and encourage use of the new path. For community members that do not have a bicycle, we will have electric bikes available from the City's bike share program.

Specific curriculum will be developed in collaboration with our non-profit advocacy partners for the neighborhood's elementary schools on how to use the new facility. Included in the curriculum will be multiple student walks and bike rides, standard rules of the road (for all users), safety education, helmet fittings, and bike repair.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: 1

Attachment 8 shows the Project passing directly through one low-income block group (#1- Lower West neighborhood), one block group with mobility challenges (#2 west Cliff Drive), plus the HUD-subsidized Villa Santa Fe low income senior complex (106 units). Villa Santa Fe is not part of the regional definition, but these low income senior residents have specific mobility needs that this Project will address.

Disadvantaged community residents from the Lower West neighborhood (#1 on the map) have access to the Project via the Westside Bike Route, a 2.8 mile route through the Westside and Lower West neighborhoods. The connecting intersection at Rancheria Street is enhanced with high visibility crosswalks and green conflict stripping that cue drivers to expect pedestrian and cycling activity, plus improved access ramps and traffic signal features. This important intersection currently serves over 1,600 pedestrians and cyclists per day providing access between the Lower West and City College. Attachment 26 (photos #17 and #18) shows the existing narrow sidewalk between Rancheria Street and City College that will be converted into a multiuse path.

Lower West residents can also access the new path via a widened sidewalk with pedestrian scale lighting in front of McKinley Elementary, a disadvantaged school with 84% of students eligible for the free or reduced meal program. Curb realignments at the Loma Alta Road and Cliff Drive intersection (next to McKinley) reduce vehicle turning speeds and shorten the crossing distance so families and students have less exposure to traffic. City College students and employees living in the Lower West neighborhood also benefit from the curb realignments and new sidewalk to get across the street to campus. Attachment 26 (photo #16) shows the narrow sidewalk that leads to McKinley Elementary.

Disadvantaged community residents on west Cliff Drive (#2 on the map) will have easy access to the path via neighborhood streets that intersect with Cliff Drive. The path and adjacent sidewalks will include fully compliant ADA features to improve mobility whether to access nearby neighborhood retail, or transit service that is essential for this community. Families will have safe access to Monroe Elementary via the existing signalized intersection at Flora Vista, which will be enhanced with a median refuge island, a widened sidewalk to Red Rose, and curb extensions at the school entrance at Red Rose.

Students living near City College in high density apartments depend on active transportation to get to school. Connections from the path to City College bike parking areas and the on-campus path system are incorporated into the design.

Villa Santa Fe low income senior residents rely on transit to access important destinations. Currently, residents must take circuitous bus routes to be dropped off on the same side of Cliff Drive as their complex. A new crosswalk at Santa Cruz provides access to a bus stop directly across from their complex, so they can take the most direct transit route. Attachment 26 (photo #11) shows the location of the new crosswalk that will benefit Villa Santa Fe low income senior residents.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community. (Max of 500 Words)

Words Remaining: 0

Years before plans for the Project were developed, the community advocated through grassroots efforts for the relinquishment of SR 225 from Caltrans to local control so the street could be transformed from a high speed urban highway to a people serving, neighborhood street.

The 2006 Pedestrian Master Plan (PMP) identified Cliff Drive as especially challenging for pedestrians due to roadway and traffic characteristics. While the PMP is a good guiding policy document, it did not identify specific projects on Cliff Drive due to Caltrans ownership in 2006.

In 2014, Cliff Drive was relinquished to the City.

Neighborhood specific engagement was initiated through the 2016 Bicycle Master Plan (BMP). The 2016 BMP took a different approach than most BMPs. Typically, a Transportation Planning firm is hired to prepare a BMP. Instead, the City hired a firm that specializes in public engagement to reach residents that are less civically engaged, including Lower West residents (disadvantaged community). One example: instead of relying on residents to attend meetings, intercept interviews were performed in the neighborhood. Based on community input, and after five bilingual (including two primarily in Spanish) workshops were conducted, Cliff Drive was designated a priority biking corridor. See BMP documentation in Attachment 9.

Between 2018 and early 2022, the City undertook an interactive concept-design process to follow through on the needs identified in the PMP and BMP. During the interactive process, the community made choices between a two-way path and one-way cycle tracks, where crosswalks are needed, lighting needs, and how to make connections to important community destinations. Vulnerable road users (seniors, transit riders, and students) requested crosswalks with enhanced safety features at critical locations (transit stops, neighborhood entry points, near City College). In the fall of 2019, based on community input, the City presented conceptual drawings at a community workshop and received overwhelming support for the plan. Crosswalks near City College were among the most popular and supported project features. The workshop was advertised through the three nearby elementary schools, Nextdoor, the City's News in Brief, through various media outlets including the Mesa Paper, and stakeholder websites/listserves. More detailed documentation for the 2018-2022 process is in Attachment 17 demonstrating strong community support.

Further engagement was performed to City College (including low-income students); the City's Transportation and Circulation Committee; the Bicycle Coalition (SB Bike), who operate a bicycle repair shop serving low income cyclists near the proposed path; and the Coalition for Sustainable Transportation (COAST), a local advocacy group that provides safe routes to school education. Both SB Bike and COAST, whose organizations merged in 2021, have strong relationships in the community, are partners in community engagement, and are a voice for our disadvantaged community. In May 2022, the Project received unanimous support by City Council.

The City has programs and ordinances to prevent resident displacement and gentrification. There are programs that incentivize development of low income and workforce housing, and strong ordinances that protect tenant rights and were designed to prevent mass evictions. The City also has mediation services for tenants.

Attach Documentation

Att#09 Part B-1 Disadd Comm Engagement.pdf | Remove | Open File

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Partially

E. Severity: (0 - 4 points)

a. Auto calculated

Part B: Narrative Questions

Question #2

QUESTION #2
POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-38 POINTS)

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
McKinley Elementary	312	96
Washington Elementary	600	363
Monroe Elementary	402	197
Total	**1,314**	**656**

A. Statement of project need. Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
  - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
  - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
  - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://healthyplacesindex.org)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words) **Words Remaining:** 0

Cliff Drive was part of State Route 225 until 2014. As a Caltrans facility, Cliff Drive performed as intended: a high speed, highly efficient urban highway with infrequent crosswalks and no safe bicycling facilities. In response to community requests for change, Caltrans applied a road diet to about 1-mile of the 3-mile corridor in 2011. Unfortunately, traffic speeds did not change, no crosswalks were added, and the road diet bike lanes do not connect to other cycling facilities. Most cyclists do not feel comfortable using the road diet bike lanes due to adjacent traffic speeds. The community advocated for the relinquishment of Cliff Drive so operational decisions could be made locally. The community vision for a people-focused street instead of a traffic-focused street resonated with elected officials, who approved the relinquishment.

The 2016 Bicycle Master Plan laid the framework for creating a citywide network of all-ages-and-abilities bikeways. Among all projects identified, Cliff Drive stands out for several reasons:

-Connectivity Needs-

The Project is needed for both regional and neighborhood connectivity.

Regionally, Cliff Drive completes the final gap in the 30-mile Coastal Bike Route. The Coastal Route connects the region's most important destinations and employment areas, including UCSB, Goleta, Santa Barbara, Summerland, Carpinteria, and the Rincon Bike Path, which provides access into Ventura County (Attachment 10-Map 1).

Locally along Cliff Drive, the new path is needed for direct access to Arroyo Burro Beach, Douglas Family Preserve, Elings Regional Park, three elementary schools (Monroe, Washington, McKinley), neighborhood-serving retail and services, and City College. Neighborhood

retail and services are concentrated near the center of the project, so the new path provides convenient access to daily needs, which will increase walking and biking (Attachment 10-Map 2).

The neighborhoods at the eastern end of the corridor (near City College) have a high concentration of low income, disadvantaged residents. These neighborhoods need bike path access so local and regional destinations are accessible without an automobile.

The Project addresses a need for families to walk or bike to school. Strong connections are designed into the Project between the path and school entrances to increase walking and biking to schools.

The Project is especially important for City College. The 14,000 student college has limited on-site parking, and encourages students to travel to campus via walking, bike, or bus to address traffic congestion. City College has a bike share program, and in partnership with the local bicycle coalition, has a bicycle repair shop on campus to serve low-income students and nearby residents. City College is poorly connected to adjacent neighborhoods, where many students and staff live (Attachment 26 photos #14-#18). This is an opportunity to greatly increase walking and biking trips by providing safe, connected facilities. The Projects high quality connections from nearby neighborhoods to the two main entrances fulfills an important transportation need (Attachment 10-Map 3).

-Mobility Challenges-

The Project addresses three neighborhood mobility challenges:

•Limited access to vehicles, especially disadvantaged residents;
•Safety along this collision prone corridor;
•Poor access to schools and transit.

Disadvantaged neighborhoods near the east end of Cliff Drive have low automobile access (13th percentile) compared to the rest of California according to the Healthy Places Index. Providing active transportation facilities allows these disadvantaged residents to safely access everyday needs and employment opportunities without the expensive investment in an automobile.

Cliff Drive is a high speed urban highway with a history of collisions that result in severe injuries or fatalities. The history of severe collisions, and lack of safe cycling or crosswalk facilities create real and perceived fears accessing important destinations along the corridor. As a result, families that live across Cliff Drive from their designated elementary school typically choose to drive.

Four transit lines serve Cliff Drive. Transit stops are challenging to access because either the beginning or return of the transit trip requires crossing Cliff Drive. Most transit stops do not have safe crosswalks nearby, so pedestrians that rely on transit have to dash across this high speed road or take circuitous transit routes to drop them off on the same side. The Project includes safe crosswalks at all transit stops, which will increase walking trips to transit stops and increase transit use.

Because this is a radical transformation of the corridor, education and encouragement is needed to initially introduce neighborhood residents, City College students, and elementary students to the facility. Local funding will be used to sustain education.

-Local Neighborhood Health-

Local health officials have identified obesity prevention as their top priority for improving community health (Community Health Plan, Attachment 31). One of the objectives in their Plan is to partner with local agencies to increase the access to bike paths. Locally, obesity rates in neighborhoods with low income and low education levels are twice as high as residents with higher income and education levels, so the disadvantaged communities will greatly benefit from this project.

The City's Vision Zero Strategy acknowledges that injuries from collisions are a public-health issue. According to the Governor's Office of Traffic Safety, the City ranks fourth in the state for number of cyclists killed or injured, and 8th for number of pedestrians killed or injured. Cliff Drive ranks #2 in the City for highest number of severe or fatal injuries, and #4 for pedestrian and bike involved collisions.

In cooperation with the local health officials, solutions have been developed to address the health and safety issues along Cliff Drive (see letters of support in Attachment 31).

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. Closes a gap? ☒ Yes ☐ No

No. of gaps: 1 Total length of gap(s) (feet): 16,059

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

a. Must provide a map of each gap closure identifying gap and connections.

Att#10 Part B-2 ATP Needs Gap Closure.pdf | Remove | Open File

b. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destinations must be identified*. (Max of 150 Words)

Words Remaining: 0

The Project closes the final gap in the Coastal Bike Route, a 30-mile long route that extends from UCSB in the west to Ventura County in the east. As the region's most important bike route, it provides access to all major employment areas. As illustrated in Attachment 10 -Map 1, there are multiple active projects to complete the Coastal Route, with Cliff Drive being the final gap.

While closing the gap is important from a regional perspective, the Project also provides needed access within the neighborhood. The Project provides access to Arroyo Burro Beach, Douglas Family Preserve, Elings Park, three elementary schools (Monroe, Washington, McKinley), neighborhood-services and retail (Attachment 10-Map 2), and City College (Attachment 10 -Map 3). Special care has been given to incorporate safe connections directly onto school and City College campuses from the path so that parents are comfortable letting their children walk or bike to school.

2. Creates new routes? ☐ Yes ☒ No

3. Removes barrier to mobility? ☒ Yes ☐ No

a. Type of barrier: Safety

b. Must provide a map identifying the barrier location and improvement.

Att#11 Part B-2 ATP Needs Barrier Removal.pdf | Remove | Open File

c. Describe the existing negative effects of the barrier to be removed and how the project addresses the existing barrier. (Max of 150 Words)

Words Remaining: 4

At a public meeting in the spring of 2019, a resident commented that "the Mesa feels like two separate neighborhoods because of Cliff Drive".

Traffic safety issues along Cliff Drive are a barrier to crossing the street (Attachment 11).

The history of severe collisions, lack of safe cycling facilities, and lack of safe pedestrian crossing locations create real and perceived fears accessing important destinations along the corridor. As a result, families that live across Cliff Drive from their designated elementary school typically choose to drive. College students living across Cliff Drive have challenges getting to school, and residents that rely on transit have challenges accessing transit stops.

This Project increases walking and biking trips by providing a safe pathway, eleven new crosswalks, safety enhancements to four existing crosswalks, and strong connections to schools. The Project includes an education and encouragement component at the conclusion of construction.

d. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destination must be identified*. (Max of 150 Words)

Words Remaining: 1

As mentioned above, the Project completes the final gap in the region's most important bike route and is designed for all ages and abilities.

The Project provides safe access to important neighborhood destinations such as Arroyo Burro Beach, Douglas Family Preserve, Elings Park (regional park), three elementary schools (Monroe, Washington, McKinley), neighborhood services and retail (including a produce stand, two grocery stores, bank, local eateries, pharmacy, ice cream shop), and City College.

Special care has been given to incorporate safe connections to schools from the path so that parents are comfortable letting their children walk or bike to and from school. The Project includes a path connection and enhanced crossing from Cliff to Monroe Elementary; a widened sidewalk and curb realignment adjacent to McKinley Elementary; crossing enhancements to Washington Elementary; and direct connections to City College's bicycle parking and on-campus pathway network to maximize safety and active transportation circulation.

4. Other improvements to existing routes? ☒ Yes ☐ No

a. Must provide a map of the new improvement location.

Att#12 Part B-2 ATP Needs Imprv to Existing Routes.pdf | Remove | Open File

b. Explain the improvement. (Max of 150 Words) **Words Remaining:** 0

In 2011, prior to the 2014 relinquishment of SR 225 from Caltrans to the City, Caltrans applied a road diet to 1 mile of the 3 mile long corridor in response to community requests. The bike lanes created as part of the road diet do not connect to important destinations, and are next to high speed traffic (operating speeds near 45 mph). Consequently, the bike lanes are only used by highly confident cyclists that are comfortable mixing with traffic. Improvements are needed to make the cycling facilities continuous along the entire corridor, and suitable for all ages and abilities.

Attachment 12 shows locations of existing cycling facilities.

The Project creates a continuous all ages and abilities path with physical separation from traffic, and changes the character of the corridor to promote lower speeds by reducing the amount of space available for traffic and converting it to space for active transportation.

c. Describe how the project links or connects, or encourages use of existing routes to important or community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destinations must be identified*. (Max of 150 Words) **Words Remaining:** 0

The Project completes the final gap in the region's most important bike route, which will result in increased use along already established portions of the Coastal Route.

In the context of improvements to existing routes, a separated facility will best address mobility needs with a safe, low stress facility. A separated facility is needed based on Cliff Drive traffic characteristics. See proven safety countermeasures(Attachment 15 – FHWA Bikeway Selection Guide).

Safe access is provided to important destinations such as Arroyo Burro Beach, Douglas Family Preserve, Elings Park(regional park), three elementary schools (Monroe, Washington, McKinley), neighborhood services and retail, and City College. Special care has been given to incorporate safe connections to schools from the path so that parents are comfortable letting their children walk or bike to school. The Project includes safe crosswalks at all transit stops, so crossing Cliff Drive will no longer be a barrier to transit use.

5. Implements a non-infrastructure program? ☒ Yes ☐ No

a. Provide a map identifying the NI Program's Boundaries. If it's a SRTS NI program, identify the school locations.

Att#13 Part B-2 ATP Needs Non Infrastructure Locations.pdf Attach

b. Describe the NI program, the population it will serve, and how the program will use NI components (i.e., encouragement and education) to address the need(s) identified in above with the goal of increasing walking and/or biking to community identified destinations within the program area. (Max of 500 words) **Words Remaining:** 0

The non-infrastructure program builds momentum for our community to use this transformative new facility.

The first event will be a community celebration/grand opening ride. The community has been asking for this transformation for a long time, so this will be their chance to experience their neighborhood from a new perspective - on a low stress separated multiuse path. After the ceremonial opening, the community will be able to explore the entire route and how to access the important community destinations along it. City staff and our non-profit advocacy partners will guide and educate community members on the ABC quick check (air, brakes, cranks/chain/cogs); share how to be safe, visible, predictable riders; provide tips on navigating intersections that run parallel and perpendicular to Cliff Drive; and how to use the pedestrian activated flashers and the pedestrian hybrid beacon. For community members that do not have a bicycle, we will have electric bikes available from the City's bike share program. If community members are interested in a membership, they can sign up, for a low cost and maintenance-free travel ($150 per year and only $25 per year for low income residents). City staff and our non-profit advocacy partners will also draw attention to the bike share e-bike docking stations installed at key destinations along the route. We anticipate residents from the immediate and adjacent neighborhoods to attend, as well as students, faculty and staff from area elementary schools and Santa Barbara City College.

Our second event will include education and encouragement at each of the three elementary schools along the Cliff Drive corridor – McKinley, Monroe, and Washington Schools. City staff will work with our non-profit advocacy partners to organize multiple student walks and bike rides, as well as provide standard rules of the road (for all users) safety education. A safety video specific to this facility will be created so it can be used in initial outreach to the schools on how to safely navigate the facility's features and how to safely interact with drivers. The video will be reused for future school years, and will become part of future SRTS safety curriculums. Before students go on the neighborhood ride, they will be required to complete four bike education sessions (from their PE class) the week of or week prior to the neighborhood ride. For those students that do not own a bicycle, our non-profit advocacy partners will have fleet bicycles available for students to use for the bike sessions and neighborhood ride. Helmet fittings will be available to students needing a new helmet or help adjusting helmets they may already own. Bike repair will be available the week of the neighborhood ride to ensure students' bikes are in working condition.

Although the ATP grant would fund the first year of community and school related rides and events, continued community events would be a staple in the regional CycleMAYnia program. Specific facility education and encouragement would continue through our yearly Safe Routes to School Program contract with our non-profit advocacy partners.

Part B: Narrative Questions

Question #3

QUESTION #3
POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
   a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
   b. **Project Area Collision Map - identifying the past crash locations within the project limits**
   c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
   d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc. in Attachment J**

   Combine the various maps/summaries into one PDF file and attach it in the field below.

   Att#14 Part B-3 TIMS Collision Data.pdf [Remove] [Open File]

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (https://streetstory.berkeley.edu/), Crowd Source, etc.)

   The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

   (Max of 200 Words) (optional) **Words Remaining:** 1

   In addition to collisions identified in the TIMS report, six additional Project area collisions were identified through a search and analysis of City police records and have been added to the TIMS report (see Attachment 14).

   Results from the City's Vision Zero and High Collision Location Analyses are included in Attachment 15. Cliff Drive is the City's highest priority Vision Zero corridor. As a corridor, Cliff Drive ranks #1 for highest number of pedestrian and bike involved collisions resulting in severe or fatal injury in the City (averaging 2.3 severe or fatal injuries per year), and #3 for overall highest number of pedestrian and bike involved collisions.

   Governor's Office of Traffic Safety rankings show the City ranks 4/105 for highest number of bicycle involved collisions and 8/105 for highest number of pedestrian involved collisions compared to other cities in California (Attachment 15).

   Collision diagrams that illustrate individual collisions identified in the TIMS output are in Attachment 15. This documentation demonstrates that collisions within the area of influence are correctable by the countermeasures included in the Project. This level of detail is not provided in the TIMS output, but is important to demonstrate the Project will address the collision patterns.

   Data and methodologies Attachment (optional)

   Att#15 Part B-3 Additional Collision Data.pdf [Remove] [Open File]

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

   How many years of collision data were used in the Heat Maps and collision summaries: 7

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities		1	1	0.14
Injuries	24	13	37	5.29
Total	**24**	**14**	**38**	5.43

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):
As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words) **Words Remaining:** 0

-The Project Location Is A Top City Priority To Address Safety Deficiencies For Vulnerable Road Users (Pedestrians and Cyclists)-

Cliff Drive (Cliff) is the City's highest priority Vision Zero corridor because it ranks #1 for highest number of pedestrian and bicycle involved collisions resulting in severe or fatal injuries, and #3 for overall number of pedestrian and bike involved collisions. Although the TIMS map shows a lower density of collisions on Cliff compared to the compact downtown area, a closer analysis reveals a high number of collisions spread out over the 3-mile long corridor, making this project a high priority.

Collisions on Cliff are much more likely to result in severe or fatal injury than elsewhere in the City for two reasons: traffic characteristics (high operating speeds); and roadway characteristics (lack of cycling facilities and lack of frequent, safe pedestrian crossing locations, which is an issue for seniors, families/students, disabled). Both of these characteristics are a holdover from the original Caltrans design of Cliff as an urban highway. Attachment 15's pie chart shows the high proportion of severe and fatal injuries on Cliff compared to citywide. A pedestrian or cyclist involved in a collision on Cliff is nearly three times more likely to be severely or fatally injured compared to elsewhere in the City.

Two recent traffic collision analyses revealed the safety needs on Cliff:

1) High Collision Location Report and Analysis. This bi-annual analysis identifies high collision locations (hot spots) throughout the City for all collision types (as opposed to Vision Zero, which focused on serious and fatal collisions). Cliff ranks #3 for overall highest number of pedestrian and bike involved collisions, and has some of the highest individual intersections in the City (Attachment 15).

2) Vision Zero Analysis. The Project area ranks #1 for collisions resulting in severe or fatal injuries to pedestrians and cyclists in the City. In 2018, City Council adopted the Vision Zero Strategy that prioritizes transportation safety and a goal to eliminate all severe and fatal injuries resulting from collisions. Cliff is a designated Vision Zero priority corridor due to the repeating pattern of collisions resulting in severe and fatal injuries (Attachment 15).

-How The Project Addresses Collisions Patterns-

The analysis of collision data shows three distinct, repeating collision patterns along Cliff:

1) Vehicles colliding with cyclists at side-streets. Further analysis reveals that most collisions are a result of cyclists riding where drivers do not expect to see them such as against traffic or along the sidewalk. This is due to cyclists not feeling comfortable riding in the street with high speed traffic.

2) Vehicles rear-ending cyclists in locations with no bike lanes or shoulders, and side-swiping cyclists in locations with bike lanes or shoulders.

3) Vehicles colliding with pedestrians crossing at uncontrolled locations. This is due to the extreme spacing of crosswalks along Cliff. Currently, crosswalks are spaced anywhere from 1/3 of a mile to 1.3 miles apart.

The Project includes proven safety countermeasures to prevent future bicycle-involved collisions (Attachment 15 Proven Safety Countermeasures). A physically separated path provides a safe, predictable place to ride without exposure to high speed traffic. To ensure path safety at side-streets and driveways, safety features have been designed into the project: raised side-street crossings to slow vehicles and prevent them from accelerating through turns, traffic signals with turn arrows to restrict turning movements, pathway lighting at conflict points, sight line improvements, and green conflict striping.

The Project also includes proven safety countermeasures to prevent future pedestrian-involved collisions (Attachment 15 Proven Safety Countermeasures). The extreme crosswalk spacing is eliminated with 11 new crosswalks plus safety enhancements to four existing crosswalks. The crosswalks align with major neighborhood entry points and transit stops, so all major pedestrian movements are accommodated. These crosswalks are equipped with a variety of proven safety features including curb extensions to reduce crossing distances and improve sight lines, median refuge islands, RRFBs, the City's first pedestrian hybrid beacon, safety lighting, high visibility crosswalk markings, smaller radius corners to slow vehicle turning speeds, and traffic signals. The pedestrian safety features are tailored to each specific location to address existing safety issues, and to provide safe access to the new pathway.

Due to the long standing fears of walking or cycling on Cliff, non-infrastructure programs are included to encourage and educate the community on their new facilities. The first event will be a community celebration ride and grand opening. The grand opening will include education on the purpose of the safety features mentioned above, and how to use the facilities. The project includes the City's first pedestrian hybrid beacon, so additional user and driver education will be critical. After the ceremonial beginning, the community will be able to explore the entire route and the important community destinations along the route will be activity centers. City staff and our non-profit advocacy partners will be along the route with information stations to talk to residents about important safety features, and point out easy access points.

Because this is a radical transformation of the corridor, education and encouragement is included to introduce elementary students to the facility at the three elementary schools along the Cliff corridor. After safety education and bike rodeo (skills/safety class), students will have both a bike ride and a walk to teach them about the important safety features, such as how to activate the new pedestrian flashers systems, and how to safely interact with all road users.

B. Safety Countermeasures (10 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users? ☒ Yes ☐ No

a. Current speed and/or volume: (Max of 200 Words) **Words Remaining:** 8

Cliff Drive is a wide street with a high design speed and infrequent stops, so it is not a surprise that operating speeds are high.

Designed as an urban highway with infrequent traffic signals and crosswalks, Cliff Drive has prevailing operating speeds in the mid-40mph range (over 10% of traffic exceeds 50mph), despite high priority speed enforcement from the Police Department. These operating speeds are not appropriate for streets that are shared with cyclists, pedestrians and provide access to elementary schools. The posted speed limit is 40mph, the lowest the City can post due to the Engineering and Traffic Survey requirements for establishing speed limits in the California Vehicle Code. Two 25mph school zones are ignored by drivers.

Traffic volumes range from 13,000 to 21,000 per day. Most sections of Cliff Drive can comfortably accommodate traffic demand with one vehicle lane in each direction, which provides an opportunity to convert space from traffic serving to active transportation serving.

High speeds are a contributing factor to the pattern of bike and pedestrian involved collisions, and result in severe or fatal injuries. Lower operating speeds are needed to eliminate bike and pedestrian involved collisions.

b. Anticipated speed and/or volume after project completion : (Max of 200 Words) **Words Remaining:** 28

To lower operating speeds, the character of the corridor must change. The community vision is for a street design that self-enforces vehicle speeds. Project features to change the character of the corridor include:

• A new pathway with raised curbs and parkway trees creates physical separation from vehicular traffic. The space needed for the path reduces the existing curb to curb street width from 64-feet to 38-feet at most pedestrian crossing locations. The wide open feel of the corridor is eliminated.

• Eleven new crosswalks are added to the corridor and safety features are added to four existing crosswalks, eliminating long distances of unimpeded traffic flow on the street.

• Raised side street crossings for the path will act like speed humps, reducing vehicle turning speeds and prevent drivers from accelerating through turns across the path.

The target "after" operating speed is 30mph, which will improve safety and comfort for all users.

Lower operating speeds combined with the physically separated path and new crosswalk features prevents future bike and pedestrian involved collisions.

2. Improves sight distance and visibility between motorized and non-motorized users? ☒ Yes ☐ No

a. Current sight distance and/or visibility issue: (Max of 200 Words) **Words Remaining:** 69

Sight distance and visibility issues are related to high operating speeds. At high speeds, drivers need to see farther down the road, and are much less likely to notice pedestrians trying to cross the street, or cyclists sharing the road.

With a posted speed limit of 40mph (but operating speeds in the mid 40mph range), drivers have to see and react to pedestrian or cycling activity from over 400-feet away to avoid conflicts. From 400-feet away, pedestrians and cyclists appear very small and are hard to notice.

It is difficult for pedestrians to judge gaps in traffic with high operating speeds. A vehicle traveling 45mph will travel nearly 1/4 mile during the time it takes for a pedestrian to cross Cliff Drive, which is 64-feet wide along most of the corridor.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words) **Words Remaining:** 0

Project features improving visibility include 1)lowering operating speeds, and 2)installing curb extensions at crosswalks:

1) The change in roadway characteristics results in slower operating speeds. At slower operating speeds, less visibility is needed compared to higher speeds. For example, the distance needed to see and react to pedestrian and cycling activity at the target speed of 30mph is 200-feet, which is half the amount needed for current operating speeds.

2) Curb extensions reduce the crossing distance at most crossings from 64-feet to 38-feet, reducing the amount of time pedestrians are in the street exposed to traffic. Curb extensions improve visibility between pedestrians and approaching drivers by providing pedestrians a safe, prominent location to approach the crosswalk and indicate their intentions to cross the street. Crosswalks will have either rapid flashing beacons, a pedestrian hybrid beacon, or traffic signals to alert drivers to pedestrian activity. The curb extensions will be designed to prevent stopping near intersections so that sight lines are maintained (delivery vehicles are frequent violators of parking restrictions near intersections using only signs or curb markings).

Lower operating speeds combined with the curb extensions improves visibility and prevents future bike and pedestrian involved collisions (Attachment 15 -Proven Safety Countermeasures).

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users? ☒ Yes ☐ No

a. Current conflict point description: (Max of 200 Words) **Words Remaining:** 1

The collision record indicates there are three types of conflict points for cyclists, and one type of conflict point for pedestrians along Cliff Drive.

1) For cyclists, at locations with bike lanes or shoulders, high speed traffic is just a few feet away across a painted line and no physical separation, and cyclists are exposed to side-swipe collisions.

2) For cyclists, locations with no bike lanes or shoulders are conflicts points as cyclists are exposed to rear end collisions by high speed vehicles.

3) For cyclists, intersections are conflict points. The pattern of collisions at intersections are result of cyclists riding where drivers do not expect to see them such as against traffic or along the sidewalk. This is due to cyclists not feeling comfortable riding in the street with high speed traffic.

The FHWA Bikeway Selection Guide (Attachment 15) recommends a separated facility given the traffic characteristics on Cliff Drive.

4) For pedestrians, the extreme crosswalk spacing results in a lack of safe locations to cross Cliff Drive. Pedestrians dash across the street whenever and wherever they can find a gap in traffic. The collision history points to continuous conflicts points along the corridor due to lack of safe and predictable crossings.

b. Improvement that addresses conflict point: (Max of 200 Words) **Words Remaining:** 3

Project features to fully mitigate the conflicts are:

1 & 2) A physically separated path mitigates the risk of rear end and side swipe collisions. The path will be physically separated from traffic with a raised curb and parkway.

3) The path provides a safe, predictable space to ride. Pathway users are given safe priority at side street crossings with raised crossings to slow traffic and improve sight lines, medians to physically prevent turning movements across the path, and traffic signals with turn arrows to prevent conflicts.

4) Eleven new crosswalks, and safety enhancements at four existing crosswalks. The crosswalks align with major neighborhood entry points, and provide easy access to transit stops so that all major pedestrian movements are accommodated. Pedestrians no longer have to dash across the street at unexpected locations. The crosswalks include proven safety countermeasures including reduced crossing distances (curb extensions), median refuge islands, RRFBs, a pedestrian hybrid beacon, safety lighting, and traffic signals. The crosswalk safety features are tailored to each specific location. All corner access ramps replaced with the Project have reduced turning radii to slow vehicle turning speeds.

Attachment 15 includes safety documentation demonstrating the Project includes superior safety countermeasures.

4. Improves compliance with local traffic laws for both motorized and non-motorized users? ☒ Yes ☐ No

a. Which Law: Speeding

b. How will the project improve compliance: (Max of 200 Words) **Words Remaining:** 10

As mentioned above, current vehicle operating speeds are not appropriate for streets that are shared with cyclists, pedestrians and provide access to elementary schools. Traveling at high speeds on Cliff Drive is easy because of the high design speed and wide open character of the road with infrequent stops. To illustrate the high rates of speed that happen, in 2016, a single vehicle collided with a tree along the roadside and killed three passengers. The police determined the vehicle was traveling 93 miles per hour prior to the collision. In the spring of 2020, a driver crashed into parked vehicles near Salida Del Sol, and severely injured her passenger. She was traveling over 100 miles per hour prior to the crash. If a cyclist had been present when these collisions happened, they would have surely been killed.

Reaching these dangerous and inappropriate speeds is currently possible due to the existing character of the corridor.

The Project radically changes the character of the corridor with a narrower traveled way and more frequent stops. This results in lower operating speeds and eliminates the high end speeds that have previously ended with tragedy.

5. Addresses inadequate vehicular traffic control devices? ☐ Yes ☒ No

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks? ☒ Yes ☐ No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 200 Words) **Words Remaining:** 83

There are three types of inadequate facilities along Cliff Drive:

1) The sections with class II bike lanes or shoulders are inadequate for cyclists as described below. The western end of Cliff Drive near the roundabout has roadway shoulders that function as bike lanes. The eastern end of Cliff Drive has bike lanes where the road diet was installed in 2011.

2) For cyclists, the sections with no bike lanes or no shoulder (where cyclists have to share the lane with high speed traffic) is inadequate.

3) For pedestrians, there are only six marked crosswalk locations along the 3.1 mile corridor, resulting in extreme distances between crosswalks. Crosswalk spacing is anywhere between 1/3 mile to 1.3 miles.

b. How are they inadequate? (Max of 200 Words) **Words Remaining:** 2

1) For cyclists, the sections with shoulders or class II bike lanes are inadequate due to cyclists proximity to high speed traffic. Cyclists are separated only by a white painted line, exposing cyclists to severe or fatal injury if side-swiped by an adjacent high speed vehicle. Existing facilities are not designed for all ages and abilities.

2) For cyclists, locations with no shoulder or bike lanes are inadequate because cyclists have to share the lane with high speed traffic, which creates a risk of rear-end collisions. For example, in 2013 a young cyclist was rear-ended and killed near Flora Vista, a location with no bike lanes. During the robust community engagement effort during the 2016 Bicycle Master Plan Update, the community affirmed that Cliff Drive is very difficult to bike along, and physical separation from high speed traffic is necessary.

3) For pedestrians, the extreme spacing of safe crosswalks is inadequate and impedes mobility. Pedestrians dash across the street at mid-block or at unmarked crosswalk locations, exposing them to high speed traffic. Solutions require careful design. Painted crosswalks alone are not sufficient to provide pedestrian safety on Cliff Drive due to traffic speeds, crossing distances, and traffic volumes.

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining:** 11

Project features to fully mitigate the inadequacies are:

1 & 2) As recommended in the FHWA Bikeway Selection Guide (Attachment 15), a safe, continuous, physically separated path designed for all ages and abilities addresses the pattern of rear end and side-swipe collisions. To address the pattern of collisions between vehicles and cyclists at side-streets and driveways, pathway users are given safe priority with raised crossings to slow traffic and improve sight lines, medians to physically prevent turning movements across the path, green conflict markings, and traffic signals with turn arrows to prevent conflicts.

3) Eleven new, safe, and predictable crosswalks, and safety improvements at four existing crosswalks address the pattern of pedestrian involved collisions at uncontrolled locations. The result is safe crosswalks at all major neighborhood entrances and transit stops, so all major pedestrian movements are accommodated. The crosswalks include proven safety countermeasures including reduced crossing distances (curb extensions), median refuge islands, RRFBs, a pedestrian hybrid beacon, safety lighting, and traffic signals. The crosswalks safety features are tailored to each specific location and will be ADA compliant.

Attachment 15 includes safety documentation demonstrating the Project includes superior safety countermeasures.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users? ☒ Yes ☐ No

a. List of behaviors: (Max of 200 Words)

Words Remaining: 88

Three behaviors contributing to the collision patterns involving non-motorized users are addressed.

1) Speeding. The existing design of the corridor as an urban highway encourages speeding. Typical operating speeds are in the mid-40mph range, with over 10 percent of drivers exceeding 50mph. Examples of extreme speeds were shared above.

2) Cyclists riding in places not expected by drivers. The lack of safe, predictable space for cyclists results in cyclists riding in places that drivers are not expecting like the wrong way along Cliff Drive or along the sidewalk.

3) Pedestrians crossing at unexpected locations. Extreme spacing of crosswalks creates a condition where pedestrians are crossing in unpredictable locations to reach their destinations.

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words)

Words Remaining: 2

1) Speeding is addressed by radically changing the character of the corridor. The wide open feel of the corridor and long distances of unimpeded traffic flow are eliminated by the Project.

2) Unpredictable cyclist movements are addressed by the new path, which provides a safe, predictable space to ride. Due to the unique safety concerns at intersections with two-way paths, the Project includes raised crossings and tight corner radii to reduce vehicle speeds and accelerating across the path. In some locations, turning movements are controlled by traffic signals turn arrows to eliminate conflicts. Education and encouragement will be provided so cyclists know how to use the facility, and how to interact with all road users.

3) Pedestrians crossing in unexpected locations are addressed by constructing eleven new crosswalks, and safety improvements at four existing crosswalks, eliminating the extreme spacing of crosswalks. The result is safe crosswalks at all major neighborhood entrances and transit stops. All major pedestrian movements are accommodated, creating predictable pedestrian movements and eliminating the pattern of pedestrian involved collisions. Education and encouragement will be provided so pedestrians know how to use the new traffic control devices, and the importance of crossing in safe, predictable locations.

Part B: Narrative Questions

Question #4

QUESTION #4
PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 400 words)

Words Remaining: 2

The community's desire to transform Cliff Drive has a long history. The 1974 Bicycle Master Plan (BMP) identified the need for cycling facilities along Cliff Drive, and documented the safety concerns for cyclists on Cliff Drive (which existed as state highway until 2014). The corridor's inadequacies were addressed in the 2006 Pedestrian Master Plan (PMP). The PMP included a robust public process, including the formation of a Technical Advisory Committee and public workshops. While the PMP established City policies and needs, it did not identify specific projects on Cliff Drive due to Caltrans ownership.

The community's desire to transform Cliff Drive is the reason Cliff Drive was relinquished from Caltrans to the City in 2014 (Attachment 17).

The 2016 BMP was the first planning document prepared addressing Cliff Drive after relinquishment. The 2016 BMP affirmed the needs identified in the 1974 BMP. The Mesa neighborhood has challenging topography with cliffs on one side, and a steep hill on the other side. Consequently, solutions for the gap closure were focused on Cliff Drive, which is the only continuous corridor through the neighborhood. The 2016 BMP went further than the 1974 BMP, acknowledging that the City must transition from a network of on-street bike lanes to a network of separated facilities, particularly on higher speed and higher traffic volume streets, so the network will be used by all ages and abilities.

In preparation for ATP Cycle 6, the City performed a project-specific engagement and interactive design process with the community and stakeholders in 2018 through early 2022. The process picked up where policy documents left off by identifying project design details. The effort began with City staff attending several community meetings to listen to community ideas. Staff followed up with presentations in summer of 2019 showing examples of facilities in other cities (including alternative treatments at intersections), followed by robust community engagement on topics such as a two-way versus one-way cycle paths, style and frequency of crosswalks, circulation issues to make the path safe, and access to important destinations. With community feedback, staff developed a concept design, which was presented to the community in October 2019 and refined between October 2019 and April 2022. The design was very well received and the community is incredibly excited for their community developed project.

The Project is documented City's Capital Improvement Program and SBCAG's Regional Transportation Plan, which also included robust community engagement.

B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (3 points max) (Max of 600 words)

Words Remaining: 0

The 1974 BMP included a two-part survey of 181 city residents to identify most desired bikeways in the City. Cliff Drive was identified as a desired bikeway, but it did not come to fruition under Caltrans' ownership.

The 2006 PMP included an extensive public participation process to understand the needs and priorities of residents and stakeholders from all over the City. There were 354 participants that took part in creating the plan. While the PMP is a good guiding policy document, it did not identify specific projects on Cliff Drive due to Caltrans ownership.

A wide cross section of the community (including low income seniors, families, City College students, transit riders, and bike and pedestrian non-profits) advocated for the relinquishment of State Route 225 from Caltrans control starting the early 2000's. Much of the discussion took place outside formal City meetings, as documented in the attached news articles (Attachment 17). The City ultimately took ownership in 2014 with a goal in transforming the entire roadway for all road users.

The 2016 BMP was the first planning document to address Cliff Drive as a city owned/operated road. The BMP included an extensive public process with bilingual multi-media community engagement including an online survey that received over 1,400 responses. There were five community summit workshops, including one on the Mesa and one on the Westside with Spanish as the primary language. There were also six noticed public hearings with City boards, commissions, and City Council. The primary focus of the Mesa summit was Cliff Drive.

In 2018, project-specific engagement was initiated, including a study for the three most challenging intersections that included roundabouts

as alternatives. Frequent technical meetings with City Departments, SB Bike Coalition, Coalition for Sustainable Transportation (COAST), Metropolitan Transit District, City College, and adjacent property owners took place to work out technical and functional issues. Specific public and stakeholder engagement meetings included:

•City Council kick-off (May 2019)
•Transportation and Circulation Committee (June 2019)
•Metropolitan Transit District (June 2019)
•COAST (July 2019)
•Public workshop (August 2019)
•Bicycle Coalition (September 2019)
•City College Board of Trustees (September 2019)
•Business owners (October 2019)
•Public workshop (October 2019)
•Transportation and Circulation Committee (October 2019)
•Online survey (October 2019 to January 2020)
•County Parks (November 2019)
•City Council (February 2020)
•Public workshops (January 2022 virtual and in-person)
•Bike coalition and COAST (April 2022)
•Business Stakeholders (April 2022)
•Public workshops (April 2022 virtual and in-person)
•Transportation and Circulation Committee (April 2022)
•City College Board of Trustees (May 2022)
•City Council approval (May 2022)

Within the community engagement, we heard from low income seniors, transit riders, low-income/historically disadvantaged residents, families and students. Each user has specific needs (for example, low income seniors desire safe crosswalks to access bus stops and churches). Due to COVID-19, there was a pause in project development that was resumed in 2021. The City pivoted to a mixture of virtual and in person workshops to continue community engagement. The City has found that both virtual and in-person workshops were valuable to engage a cross section of the community with diverse backgrounds. Recent in-person workshops have taken place in outdoor settings such as local parks and along sidewalks on Cliff Drive. Posters on A-frames placed throughout the project area have been used to advertise for meetings and anecdotally three-quarters of participants learn about meetings via the posters.

Public meetings are open to all community members and held at fully accessible locations.

The public and the same stakeholders will be engaged through environmental review, design, construction, and operation to learn how to effectively and safely use the new facility and interact with all road users.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (2 points max)
(Max of 400 words)
Words Remaining: 0

Public input resulted in a much more comprehensive project than originally envisioned by City staff.

Based on comments from the public during the relinquishment discussions prior to 2014, City staff envisioned a project that expanded the Class II bike lane network to all of Cliff Drive, and establish two or three new crosswalks along the 3.1 mile route. The City began to explore options for funding this type of project.

As the community pointed out, a completed class II network on Cliff Drive would remain a gap in the regional network except for highly confident riders that are comfortable riding next to high speed traffic. The needs of elementary students, families, elderly, and other less confident riders would have been left out of a class II project.

Based on the 2016 BMP engagement, the community overwhelmingly expressed a desire for a route suited for all ages and abilities along Cliff Drive to complete the final gap in the regional Coastal Route.

During project-specific engagement for an all ages and abilities route, public input led to the incorporation of the following:

•A two-way path (as opposed to one-way cycle tracks). The community felt the connectivity and sense of community created would be superior with a two-way path (94% support), except adjacent to the commercial area where cycle tracks are necessary to maximize safety and connections to neighborhood serving retail and services.

•Eleven new crosswalks. These crosswalks provide access from the neighborhood to the path, important community destinations, and transit stops.

•A strong connection from the path to the elementary schools. Solutions identified include: improved access to Monroe via a widened, 400' long sidewalk and safety improvements to the existing crosswalks across Cliff Drive and at the Monroe Elementary entrance; and a strong connection from the path to McKinley Elementary school via a widened, 185' long sidewalk with pedestrian scale lighting.

Roadway projects that affect traffic capacity and parking are typically very controversial. At public meetings and workshops, City staff made a point to describe the expected changes in vehicle travel time, parking, and vehicle access for path safety. The community overwhelmingly supported the plan and welcomed the tradeoffs because the Project improves mobility and changes the character of the corridor. Because of the strong community support, the City Council unanimously approved the plan in May 2022 and provided a Resolution of Support to seek Active Transportation Program Grant Funding (Attachment 17).

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)
(Max of 400 words)
Words Remaining: 149

As standard protocol, the Project will proceed through the City's extensive community-based engagement process during environmental review, design and construction. Project status and upcoming meeting information are routinely disseminated via the City's website, mailers, newspaper ads, press releases, schools, City weekly newsletter, social media, project-specific interest lists, other neighborhood and stakeholder listserves, and television and online media outlets.

Although the Project features are now very well defined because of public engagement that has already taken place, additional engagement and community meetings will take place during the environmental review, prior to final design. Standard protocol includes a kick-off design workshop, and follow-up workshops showing detailed renderings. Stakeholder groups will be engaged throughout. Future meetings will continue to be both virtual and at accessible public facilities to maximize public participation.

City College will be closely involved with design, as coordination is needed for right of way easements and connections to the College's on site path network. The College has expressed support, as the Project includes active transportation access to the College (Attachment 5 - letter of support) and enhances transit access.

SB Bike and Coalition for Sustainable Transportation (COAST) will be involved with delivering the NI portion of this Project and will assist with the community event and elementary school events, including standard rules of the road (for all users) safety education, bike rodeos and neighborhood rides and walks to safely use the new facility. SB Bike and COAST have strong relationships with the community and schools and are partners in community engagement.

E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan.(1 point max)

(Max of 300 words)

Words Remaining: 58

The Project is specifically listed in two Transportation Plans: the City's 2016 Bicycle Master Plan (BMP) and SBCAG's 2050 Regional Transportation Plan and Sustainable Community Strategy (RTP).

Public engagement that identified the need for the Project was through the 2016 BMP. Based on community support for the Project, the Project was included in the region's 2050 RTP.

The 2016 BMP took a different approach than most BMP's. Typically, a Transportation Planning firm is hired to prepare a BMP. Instead, the City hired a firm that specializes in public engagement to reach residents in neighborhoods that are less civically engaged, including Lower West residents. One example: instead of relying on residents to attend meetings, intercept interviews were performed in the neighborhood. The community engagement process also included five bilingual (including two primarily in Spanish) workshops, one of which was in the Mesa neighborhood (held at Washington Elementary) and one on the Westside (in Spanish). The highest neighborhood priorities identified at the Mesa workshop was an all-ages and abilities bike facility on Cliff Drive. At the Westside workshop, the highest neighborhood priorities were a new route within their neighborhood and along Cliff Drive.

For the 2050 RTP, the Community Environmental Council (CEC) was contracted to engage the community, particularly with non-English speaking residents. The CEC utilized community ambassadors to engage neighborhoods and special interest groups. Due to COVID 19 health orders at the time of the RTP preparation, public workshops and hearings were virtual.

Attach the applicable plan page with the project highlight:

Att#16 Part B-4 RTP and BMP Documentation.pdf | Remove | Open File

Attach any applicable Public Participation & Planning documents:

Att#17 Part B-4 Public Planning Documentation.pdf | Remove | Open File

Part B: Narrative Questions

Question #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question, consider the following:

- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network:
  - What is the current stress level? (low, medium, or high?)
  - If the stress level is medium or high, is the project going beyond minimum design standards to maximize comfort for all ages and abilities?
  - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
  - Does the project expand on or create a low-stress network?

(Max of 700 words) **Words Remaining:** 1

Transforming Cliff Drive from a vehicle-serving urban highway to a neighborhood-serving street with a path for all ages and abilities is both a local and regional priority. The Project completes the final link in the Coastal Bike Route, the region's most important all ages and abilities route.

Due to topography, the route has to be along Cliff Drive (as opposed to an alternative alignment). Cliff Drive is the spine of the neighborhood with critical connections on both sides of the street to get to and from neighborhoods, goods and services, schools and nearby destinations. Creating an all ages and abilities route along Cliff Drive presents challenges given the high operating speeds near 45mph. Traffic volumes range from 13,000 per day on the western end of the corridor to 21,000 per day on the eastern end. Existing cycling stress levels are "high" due to the speed and frequency at which vehicles pass cyclists. Planned low income housing near the eastern end of the corridor, forecasted infill development within the entire neighborhood, and growth at City College will result in 1% annual traffic growth.

The community felt strongly that a two-way path would be the best fit for their neighborhood, except adjacent to the commercial area where cycle tracks will be utilized to maximize safety and connections to neighborhood serving retail and services. Benefits with this configuration include a stronger sense of community and possibilities for engaging neighbors along the path, and superior connectivity to adjacent destinations. While the majority of the Project is adjacent to residential homes and apartments, the path also passes by these important destinations: three important parks (Arroyo Burro Beach, Elings Park, and the Douglas Family Preserve), three elementary schools (Monroe, Washington, and McKinley), City College (the region's 14,000-student community college), and neighborhood services and retail including two grocery stores.

The path will be designed for all ages and abilities with physical separation to create a low stress cycling environment. The path width is 12-feet wide for the majority of the Project, while sections near City College are 14-feet to 15-feet wide to accommodate anticipated higher demand, and the entire path is separated from traffic by raised curbs and parkways. Most traffic lanes are narrowed from 12-feet to 10 or 11-feet wide, and some vehicular lanes are eliminated to create space for the path.

The Cliff Drive path closes a gap in the region's low stress network. To the west is the recently completed Las Positas Road class 1 multiuse path. By the end of 2024, the gap to the west will be completed by the County of Santa Barbara creating a continuous low stress connection to Goleta and UCSB, and to the east, projects by SBCAG, Caltrans, and the County will be completed creating a continuous low stress connection into Ventura County via the Rincon Bike Path.

Cliff Drive currently lacks bike parking and space for bike share stations, further exacerbating cycling access in the neighborhood. The project includes convenient bike parking and space to create e-bike share docking stations to expand the bike share network in the neighborhood.

Two-way paths adjacent to streets can create safety issues associated with turning traffic. To ensure path safety and low stress at intersections, minor side streets are narrowed with curb extensions and the crossings are raised to reduce vehicle speeds and accelerating when crossing the path. At major side streets and driveways, vehicle turns across the path will be controlled with traffic signals with turn arrows. All side streets crossing the path are well illuminated for night time safety. Segment lighting is focused near neighborhood's

commercial area, and near City College because more evening use is expected in those areas.

The stress level for pedestrians is also high. A combination of extreme crosswalk spacing, wide crossing distances, and high approach speeds make crossing Cliff Drive challenging.

The stress level will go from high to low by transforming Cliff Drive from a high speed urban highway to a people serving, neighborhood scaled street. The narrowing of Cliff Drive combined with eleven new crosswalks will result in a dramatic reduction in operating speeds. Lower operating speeds, and safe, high quality street crossings will result in low stress levels for pedestrians.

B. Innovative Project Elements

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements. (Max of 500 words)

Words Remaining: 0

The Project creates an all ages and abilities network. By completing this challenging gap in the Coastal Route, the region's vision of a 30-mile connected route will be realized. The Project utilizes both innovative features that are new to our region, and proven safety countermeasures.

Project features new to our region include:

•Reallocation of space. Up to 40% of the roadway footprint is being converted from traffic serving into active transportation and parkway space to provide separation between the path and vehicular traffic. The community's embrace of the transformative nature of the Project speaks to their commitment to prioritize active transportation. Parkway trees transform the street from a concrete jungle to an urban forest, providing shade and comfort for path users.

•Safety features. The Project is unique because of the amount of safety features being incorporated into the design of the path. As mentioned above, two-way paths can create specific safety concerns at side streets and driveways, where vehicular traffic will cross the path. For the Project to be successful, all ages and abilities have to feel safe. Path users are prioritized with raised crossings, which act like speed humps to slow traffic and to prevent vehicles from accelerating across the path. Raised crossings are new to our region but are recognized in the Massachusetts Separated Bike Lane Design Guide as an effective strategy to improve safety at local street crossings and driveways. Other important safety features to reduce conflicts at driveways and intersections include turn restrictions, driveway eliminations, traffic signals with turn arrows, lighting, and green conflict pavement markings. For pedestrians, one of the new crosswalks will be controlled with a pedestrian hybrid beacon, which will be the City's first.

Proven safety countermeasures in the Project include curb extensions, RRFBs, lighting, high visibility crosswalk markings, and traffic signals (Attachment15-Proven Safety Countermeasure documentation).

The NI is innovative as it focuses on community/school based curriculum and field experience specific to the neighborhood.

Features not included but considered are one-way cycle tracks (for the entire project) and roundabouts. The community supports a two-way path instead of one-way cycle tracks due to superior connectivity to important destinations and more opportunities to interact with neighbors. The exception will be cycle tracks near the commercial area to maximize safety and connectivity to neighborhood serving retail. Roundabouts were considered at three challenging intersections, but were eliminated from consideration due to the size of the footprint needed to accommodate roundabouts. Sketches of the roundabouts are shown in the public participation attachment.

The Project is a gap closure in the all ages and abilities network. In order to make the Project successful and complement adjacent Coastal Route facilities, all ages and abilities have to feel safe and protected from traffic, which is the reason for the significant amount of safety features in the design. Given the robust community outreach, the safety improvements are supported by the community, stakeholders, Santa Barbara Unified School District, and City College. The Project is a community legacy and will be a treasured asset.

C. NI Evaluation and Sustainability

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining: 65

First, the effectiveness of the non-infrastructure program will be directly reflected by the number of community members using the facility. With traffic counts, we can see how many cyclists and pedestrians are using the facility. A pre-project baseline will be established, followed by post-project counts to compare.

Second, this facility is designed for all ages and abilities. The traffic counts and Safe Routes to School Program (SR2S) mobility surveys will provide data on who is using the facility to commute to and from school. A baseline mobility survey will be done prior to the Project. Training and events can be modified to attract targeted audiences like school aged children, families, college faculty/staff/students, and

seniors. For example, we will work with our partners at Cycling Without Age to get low income seniors who live at the large senior housing development adjacent to the path out on trishaw e-bikes. This could help members of our senior population, generally more underrepresented users, to experience the new biking and walking path in their neighborhood. Post project mobility surveys will be done.

Third, the facility needs to be used safely. Vision Zero Collision data and analysis and Safe Routes to School hazard safety assessments will be part of the facility's evaluation. Behavioral issues can be addressed in school safety curriculum, Vision Zero messaging, Parent Square posts (communication tools to families with K-12 aged children) and through the City's various media platforms.

Fourth, while the NI covers the initial events with the community ride and specific curriculum to be used for the neighborhood's elementary schools on how to use the new facility, event and school programming will continue for years to come with local funding sources dedicated in Santa Barbara County towards the Safe Routes to School Program and CycleMAYnia (a month long bike advocacy event dedicated to community rides and bike safety education). While this NI component will allow for targeted SRTS programming at area schools, our Safe Routes to School Program contract requires SBBIKE+COAST to document and provide safety trainings, helmet fittings and neighborhood rides/walks for their K-12 education at all City schools. We will also track attendance of the larger community ride events at this facility. The local funding sources have been constant in both the Safe Routes to School Program and CycleMAYnia Program with each jurisdiction in Santa Barbara County providing yearly funding.

Local funding will be used to sustain education and encouragement in the schools. The initial events will help the City better scope the local funding needed for a sustained education/community engagement program. The videos and multimedia materials created with this Project will be reused.

Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

A. Describe how your project will transform the non-motorized environment. Address the potential for this project to support existing and planned housing, especially affordable housing. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) **Prohousing Designation Program** and to describe how local policies align with prohousing criteria. If housing is not an issue for the community, explain why it is not a concern. If applicable, include discussion of the transformative nature of the non-infrastructure component. (Max of 750 words)

Words Remaining: 10

The City's General Plan states "While sustaining or increasing economic vitality and quality of life, Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and attractive that the use of an automobile is a choice and not a necessity." The City's vision is the integration of land use and transportation to promote sustainable alternatives to automobile use. For the City to be healthy and vibrant, new development and redevelopment must compliment high quality active transportation and transit facilities. New active transportation facilities are designed to maximize connectivity, user comfort, and user safety, consistent with the City's Pedestrian Master Plan, Bicycle Master Plan, and Vision Zero Strategy.

The Project transforms how people move within the Mesa and Lower West neighborhoods. All of the neighborhood's most important destinations connect along this safe, attractive path. The Project changes the character of the corridor from a wide, high speed urban highway to a complete street for all users. Between 25% to 40% of the roadway footprint will be converted from traffic serving to active transportation serving purposes. At most of the new crosswalks, the crossing distance will be reduced from 64-feet to 38-feet. Parkway trees are added to enhance the separation between the path and traffic, and to add shade for path users and to enhance the City's urban forest. The result will be a street with a much different character that complements the neighborhoods and is inviting for the community to use.

The Project is much more than a neighborhood route because it completes the final gap in the region's most important bike route, the 30-mile all ages and abilities Coastal Route. The 30-mile Coastal Route links the region's most important destinations together: UCSB, Goleta, City College, Santa Barbara, Summerland, Carpenteria, and connects directly with the Rincon Path that provides access into Ventura County.

This is a transformation that the community has long advocated for. As State Highway 225 (Cliff Drive), the community was not satisfied with the effects high speed traffic had on their neighborhood, and they advocated the City and Caltrans for change, which ultimately resulted in the relinquishment of the highway to the City in 2014. The Project fulfills the vision the community developed over the past two decades.

Cliff Drive connects people, places, goods, and services locally and regionally and the Project is important to support the City's housing production goals. The City promotes housing near job centers and daily destinations to reduce vehicle miles traveled. Residents living near job centers and daily destinations are much more likely to walk, bike, or use transit. In 2013, the City established a new multi-unit development program, which relies heavily on active transportation. Developers are given incentives in strategic locations to improve affordability through increased zoning intensities, less on-site vehicle parking, and providing quality, secured bike parking to reduce reliance on vehicles. The Average Unit Density (AUD) program is available at the eastern end of the Cliff Drive corridor (closer to City College and Downtown), and near the neighborhood serving retail area. Residents of existing higher density areas along this corridor, including larger student-oriented developments near City College and the intersection of Cliff and Meigs; and the large low income senior housing development will now have the opportunity to use the all age and abilities facility to walk and bike to school, work, shopping, and recreation.

The City's Accessory Dwelling Unit (ADU) Ordinance has added hundreds of units to the Mesa neighborhood. Most of these units do not require parking as most properties are located within a half mile from transit (on Cliff Drive). Safe access to transit and active transportation is crucial for residents/students/families living in these units.

City Council has authorized staff to pursue a Prohousing Designation. The City's application will follow the Housing Element Update in early 2023. Goal LG1 of the City's General Plan Land Use Element prioritizes City's resources: Prioritize the use of available resources capacities for additional affordable housing for extremely low, very low, low, moderate, and middle income households over all other new development. The Cliff Drive facility would support the new higher density developments near City College, Cliff and Meigs, and support students commuting to City College from new developments in different parts of the City. The new developments are active transportation-oriented and required to provide high-quality covered and secured bicycle parking and limited automobile parking (no automobile parking is required in the Central Business District).

B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project.

As you address this question consider items like the following:
- Transit
- The overall non-motorized network
- Land Use
- Local policies and/or ordinances

Please attach documentation that supports the transformative nature of the project. This could include:
- The meeting minutes voting to fund the project, or
- The approved environmental document, or
- An HCD Prohousing Designation certification or a copy of the submitted application form, or
- A local Housing Element that is in compliance with the State Housing Element Law, or
- Other important documentation demonstrating the transformation

(Max of 600 words)

Words Remaining: 105

The Project's significant transformation is from a vehicular-dominated roadway to an attractive, neighborhood and regional serving active transportation corridor. The Project addresses significant safety issues and collision patterns and is consistent with the City's Vision Zero Strategy to eliminate all fatalities and severe injuries (referenced earlier). The Project is consistent with the City's General Plan Circulation Element's comprehensive goal and vision, which states: "While sustaining or increasing economic vitality and quality of life, Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and attractive that the use of an automobile is a choice and not a necessity." No longer will residents feel forced into a vehicle along this corridor without active transportation options. The Project is also consistent with the City's PMP, BMP (both referenced earlier), Climate Action Plan, Local Coastal Plan, and Regional Transportation Plan/Sustainable Communities Strategy (Attachment 18).

The City's Traffic Management and Housing policies support new, affordable housing in strategic locations to reduce dependency on vehicle trips for daily needs. The Project is needed to support these policies so that the appropriate infrastructure is in place to support redevelopment. As mentioned in part A, land use in several neighborhoods along Cliff Drive allow higher density, affordable housing near commercial centers, parks, Downtown, and City College. The priority of housing in strategic locations supports the City's Traffic Management Strategy, which acknowledges that vehicle trip generation is lower near employment centers than outlying areas (see Attachment 18 - Traffic Management Strategy and map). The AUD and ADU housing programs strategically allow increased density to reduce reliance on vehicles for everyday needs.

Other nearby funded projects that will contribute to the transformative nature of this Project are illustrated in Attachment 10 - Map 1 (regional gap closures). There are five active and funded projects along the Coastal Route by different agencies in our region. When combined with this Project for Cliff Drive, the 30-mile long regional route will be completed for all ages and abilities.

This 30-mile route will provide regional access to existing and future residents along the Cliff Drive corridor. The most immediate nearby project is the Las Positas and Modoc Roads Multiuse Path project, a 2.7 mile path that connects to Cliff Drive at the roundabout. Construction was completed in the spring of 2022. The construction award City Council Report for the Las Positas/Modoc path is in Attachment 18.

Although the transit services along Cliff Drive are existing, access to bus stops is severely limited by lack of safe street crossing locations. The Project's eleven new crosswalks and safety enhancements to four existing crosswalks to transform access to transit stops. The Project also strengthens safe routes to four schools (three elementary schools and City College).

City Council unanimously supported the Project and adopted a Resolution of Support to seek Active Transportation Program Funding (Attachment 17). City College, Santa Barbara Unified School District, and additional stakeholder letters of support are also included in this application.

Att#18 Part B-6 Transformative Documentation.pdf | Remove | Open File

Part B: Narrative Questions

Question #7

QUESTION #7
SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)

A. The evaluators will consider the following: (7 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance

Part B: Narrative Questions

Question #8

LEVERAGING FUNDS (0-5 POINTS)

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is being submitted by a Tribal Government and/or is on Tribal Lands

A. The application funding plan will show all federal, state and local funding for the project: (5 points max)

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:
Leveraging Funding: $80 Designate the Funding Type: City Funds

PS&E Phase Project Delivery Costs:
Leveraging Funding: $800 Designate the Funding Type: City Funds

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $100 Designate the Funding Type: City Funds

Construction Phase Project Delivery Costs:
Leveraging Funding: $5,820 Designate the Funding Type: City Funds

Projects with NON-INFRASTRUCTURE (NI) elements:
Leveraging Funding: $0 Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs:	$33,991
Leveraging Funding:	$6,800
% of Total Project	20.01 %

Total Points received for "leveraging funding": (Auto-calculated)

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

Leverage Justification Attachment
Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding

Att#19 Part B-8 Leveraging Letter.pdf	Open File	Remove

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.
(Max of 100 Words)
Words Remaining:

Part B: Narrative Questions

Question #9

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (-5 to 0 POINTS)

- ☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- ☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)
- ☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

California Conservation Corps ATP webpage

Or

Certified Local Conservation Corps ATP webpage

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

Att#20 Part B-9 CCC Consultation.pdf | Remove | Open File

Attach submittal email, response email and any attachment(s) from the CALCC:

Att#21 Part B-9 CALCC Consultation.pdf | Remove | Open File

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Attach

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- ☐ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)
- ☐ No corps can participate in the project. (0 points)
- ☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
  - ☐ the CCC ☐ the CALCC ☐ the Tribal Corps (if applicable)

Part B: Narrative Questions

Question #10

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.

Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations.

Application Signature Page (Required for all applications) — **Attachment A**

Att#22 Part C Att A Signature Page.pdf | Remove | Open File

Engineer's Checklist (Required for Infrastructure & Combo Projects) — **Attachment B**

Att#23 Part C Att B Eng Checklist.pdf | Remove | Open File

Project Location Map (Required for all applications) — **Attachment C**

Att#01 Part A-2 Location Map.pdf | Remove | Open File

Project Layout/Plans showing existing and proposed conditions — **Attachment D**
(Required for all Infrastructure Projects)

Att#25 Part C Att D Plans.pdf | Remove | Open File

Photos of Existing Conditions (Required for all applications) — **Attachment E**

Att#26 Part C Att E Photos.pdf | Remove | Open File

Project Estimate (Required for all Infrastructure Projects) — **Attachment F**

Att#27 Part C Att F Eng Cost Est.pdf | Remove | Open File

Non-Infrastructure Work Plan (Exhibit 25-R) — **Attachment G**
(Required for all projects with Non-Infrastructure Elements)

Att#28 PartC Att G NI Exhibit25R.xlsx | Remove | Open File

Plan Scope of Work (Exhibit 25-Plan) — **Attachment H**
(Required for all Plan Projects)

| Attach |

Letters of Support (10 maximum) and Support Documentation — **Attachment I**
(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

Att#29 Part C Att I Letters of Support.pdf | Remove | Open File

Exhibit 25-F State Funding — **Attachment J**

Att#06 Part A-6 Exhibit 25-F State Funding.pdf | Remove | Open File

Additional Attachments — **Attachment K**
(Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)

Att#31 Part C Att K Other Attachments.pdf | Remove | Open File

CALIFORNIA TRANSPORTATION COMMISSION

Active Transportation Program
Benefits Form

EXHIBIT C

Project Information	
Project Title: Cliff Drive: Urban Highway to Complete Street Transformation Project	Date: 06/18/2025
Project Identifier (EA, PPNO, etc):	

Contact Information			
Nominating Agency: City of Santa Barbara		Agency Completing Form: City of Santa Barbara	
Contact Person: Alexis Lopez	Phone: 805-564-5526	Contact Person: Alexis Lopez	Phone: 805-564-5526
Email Address: alopez@santabarbaraca.gov		Email Address: alopez@santabarbaraca.gov	

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	1006/day	2040/day	2029
	Pedestrian Counts	Each	985/day	1467/day	2029

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

Week long video based turning movement counts were performed at four locations along the Cliff Drive corridor as outlined in the Interim Count Guidance document. The sum of the average daily volume is reflected above for each mode. The counts were performed in good weather in May (before the school year was finished). We are projecting a 100% increase in cycling activity along the corridor, and a 50% increase in pedestrian activity along the corridor. Proposed outputs are based on the 60% plans and engineers estimate and are measured quantities for physicals features. Intial assumptions are based on community feedback, safety concerns, and police incident reports. Post project counts should be performed in the spring or fall, when school is in session and weather is good.