

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Westside and Lower West Neighborhood Active Transportation Plan Implementation

Resolution ATP-P-2526-03B

(to be completed by CTC)

1. FUNDING PROGRAM

- ☒ 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 10/16/2025 (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 10/16/2025 meeting the Commission approved the Active Transportation Program and included in this program of projects the Westside and Lower West Neighborhood Active Transportation Plan, 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:
- ☒ 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 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 Westside and Lower West Neighborhood Active Transportation Plan Implementation

Resolution ATP-P-2526-03B

(to be completed by CTC)

Joshua Haggmark

Digitally signed by Joshua Haggmark
Date: 2025.07.29 14:28:38 -07'00'

7/29/2025

Date

Joshua Haggmark

Acting Public Works Director

Project Applicant

Joshua Haggmark

Digitally signed by Joshua Haggmark
Date: 2025.07.29 14:28:52 -07'00'

7/29/2025

Date

Joshua Haggmark

Acting Public Works Director

Implementing Agency



08/08/2025

Date

Scott Eades

District Director

California Department of Transportation



Dina El-Tawansy (Oct 21, 2025 06:28:41 PDT)

10/21/2025

Date

Dina El-Tawansy

Director

California Department of Transportation



Paul Golaszewski for

10/28/2025

Date

Tanisha Taylor

Executive Director

California Transportation Commission

baseline-agreement-form-2023_signed-for SE sig

Final Audit Report

2025-08-08

Created:	2025-08-04
By:	Debbie Barlow (s142765@dot.ca.gov)
Status:	Signed
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"baseline-agreement-form-2023_signed-for SE sig" History

-  Document created by Debbie Barlow (s142765@dot.ca.gov)
2025-08-04 - 11:48:04 PM GMT- IP address: 149.136.25.245
-  Document emailed to Scott Eades (scott.eades@dot.ca.gov) for signature
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Signature Date: 2025-08-08 - 7:40:12 PM GMT - Time Source: server- IP address: 174.194.195.101
-  Agreement completed.
2025-08-08 - 7:40:12 PM GMT



Baseline Agreement Fact Sheet

Project Title:	Westside and Lower West Neighborhood Active Transportation Plan Implementation				
Location:	Westside and Lower West Neighborhoods, which are approximately 1.4 miles from Downtown Santa Barbara and 0.4 to 2.5 miles from Santa Barbara's Waterfront.				
Work Description:	The Westside & Lower West Neighborhoods Active Transportation Plan Implementation Project provides active transportation routes to disadvantaged schools & completes network gaps.				
Project Cost:	\$21,315,000 (Total ATP Request: \$19,182,000)				
Performance Measure:	ATP Indicator	Measures/Outcomes	Unit	Current	Projected
					Outcome Year
	Counts	Bicycle Counts	Each	1801	2251 2029
		Pedestrian Counts	Each	2151	2689 2029
	The Westside & Lower West Neighborhoods Active Transportation Plan Implementation Project provides active transportation routes to disadvantaged schools & closes gaps in the network. There are approximately 1.4 miles from Downtown Santa Barbara and 0.4 to 2.5 miles from Santa Barbara's Waterfront. The projects' purpose is to implement the Westside and Lower West Neighborhoods Active Transportation Plan that includes infrastructure projects to address neighborhood safety and mobility concerns. This will provide safe pedestrian and bicycle routes to disadvantaged schools and completes major infrastructure gaps. Weeklong counts video-based counts were performed at seven neighborhood locations. Based on these seven locations, estimates were created for two additional neighborhood locations per the Interim Count Methodology. Of the nine total locations, all will have enhanced pedestrian facilities and are reflected in the "current" volumes above (sum of daily averages). Of the nine locations, five will have enhanced cycling facilities and the sum of the five locations is reflected in the "current" volumes above (sum of daily averages). A 25% increase in both modes is expected.				
Notes:	Category	Outputs	Unit	Total	
	Active Transportation	Pedestrian/Bicycle facilities constructed	LF	10,595	
	Active Transportation	Sidewalk	LF	4,100	
	Active Transportation	NI Program at four schools, Community Event	EA	4	

RECEIVED

2025 AUG 20 A 11: 14

COUNTY OF SANTA BARBARA

Posting Start Date (Above)

BOARD OF SUPERVISORS



Posting End Date (Above)

County Clerk of the Board Signature _____

NOTICE OF EXEMPTION

TO: COUNTY CLERK OF THE BOARD
COUNTY OF SANTA BARBARA
105 E. ANAPAMU STREET
SANTA BARBARA, CA 93101

FROM: CITY OF SANTA BARBARA
PLANNING DIVISION
P.O. Box 1990
SANTA BARBARA, CA 93102-1990

Project Title: Westside and Lower West Neighborhoods Transportation Management Plan Implementation Project

Project Applicant: City of Santa Barbara

MST Number: N/A

Assessor's Parcel Number: N/A, Public Rights-Of-Way

Land Use Zone: C-G, C-R, C-2, SD-3, RS-6, C-R, R-2, R-M, RM-H, RS-15

Projection Location (Specific): Westside, Lower West, Bel Air, Samarkand, Oak Park and West Downtown Neighborhoods

Project Location: City of Santa Barbara / County of Santa Barbara

Project Description:

The Westside and Lower West Neighborhoods Active Transportation Plan Implementation Project (Project) will provide safe pedestrian and bicycle routes to schools, parks, and neighborhood services, and completes major infrastructure gaps between the Westside and Lower West neighborhoods and crosstown connections.

Features of the Project include a one-mile class IV bike path on Modoc Road adjacent to La Cumbre Junior High and Santa Barbara Community Academy, connecting to the Las Positas/Modoc Multiuse Path and recently completed neighborhood bike routes; New traffic signal at Modoc Road and Portesuello Avenue; Completion of the bike route between the Westside and Lower West neighborhoods; Sidewalk infill on Valerio Street, Manitou Road, Pedregosa Street, Arrellaga Street, Calle Real, and Euclid Avenue; Sidewalk widening on Carrillo Street and Portesuello Avenue; Safety enhancements to existing crosswalks and 15 new crosswalks, including curb extensions, rectangular rapid flashing beacons (RRFBs); and Corridor lighting along San Andres Street (Mission Street to Arrellaga Street, and Carrillo Street to Canon Perdido), Modoc Road (between Las Positas Road and Mission Street), and at the Portesuello Avenue and Gillespie Street intersection).

Notice of Exemption

Westside and Lower West Neighborhoods Transportation Management Plan Implementation Project

Page 2 of 4

Name of Public Agency Approving Project: City of Santa Barbara
Name of Person or Agency Carrying Out Project: City of Santa Barbara
Lead Agency Contact: Kaitlin Mamulski Telephone: (805) 897-2685

Exempt Status: Exempt under CEQA Section § 15301 (c)

Reason Why Project is Exempt:

Archaeology. The City's Master Environmental Assessment (MEA) archaeological sensitivity map identifies that portions of the Project is within an area sensitive for potential subsurface prehistoric sites, within the Prehistoric Watercourse Buffer, American Period (1870-1900), Early 20th Century (1900-1925) and Hispanic-American Transition Period (1848-1870). However, the Project is proposed in areas already disturbed by existing roadway development at depths of approximately 4 feet below surface which would impact archeological resources. Since the Project roadway improvements would occur within these previously disturbed and developed areas, additional disturbances associated with the proposed Project would not impact archeological resources. An analysis of as-built documents was conducted alongside the proposed depths of disturbance for each project area to determine prior depth of ground disturbance. This analysis determined that all project areas with proposed ground disturbances have already been disturbed to depths which would impact archaeological resources. Therefore, additional disturbances associated with the proposed Project would not impact archaeological resources.

The Project is subject to standard provisions per City Ordinance (SBMC 22.12), MEA Guidelines (2025), and standard City permit conditions, specifying procedures in the event of unanticipated discovery of archeological resources during earthwork in order to protect any important resources encountered. Procedures provide for temporarily redirecting or suspending activities until a qualified archaeologist is retained to evaluate the find and consult with a qualified Barbareño Chumash representative, and as needed any measures are implemented to protect important resources (such as mapping or collecting resources, preserving in place, and/or monitoring further earthwork). In the event human remains are encountered, State regulations also apply. With adherence to the Ordinance, MEA Guidelines, and standard permit conditions, the effect on archaeological resources is considered less than significant.

Biology. The Project is located within the existing paved roadway facilities, which contains no important biological resources. The MEA identifies no biological resources in the public ROW. There is a small section of Coast Live Oak Woodland habitat near the proposed sidewalk infill along West Valerio Street. Also, a portion of the new path connecting from the end of Euclid Street to West Micheltorena Street is located within the Eucalyptus Grove habitat. No trees are proposed to be removed in these locations. Therefore, the Project's effect on biological resources is considered less than significant.

Creeks. Sidewalk infill along Euclid Street between the northern end and West Victoria Street is located adjacent to Mission Creek. Standard construction-related measures for dust and equipment controls, water quality protection, and nesting bird protections such as pre-construction nesting bird surveys and Worker's Environmental Awareness Program training, would be applied as applicable consistent with construction specifications.

The Project shall be constructed in accordance with City Municipal Code and City staff will prepare documentation to receive Tier II, Tier III, and Tier IV Storm Water approval through the City of Santa Barbara Creeks Division, including infiltration testing, Best Management Practices (BMPs) implementation, and infiltration basin details. All storm water measures will be in accordance with City of Santa Barbara Creeks Division Storm Water BMP Guidance Manual.

Notice of Exemption

Westside and Lower West Neighborhoods Transportation Management Plan Implementation Project

Page 3 of 4

Due to the limited Project scope of work, no significant water pollutants would result from the Project construction. The Project is subject to appropriate City BMPs during construction in order to minimize and avoid water quality impacts and would be consistent with the City NPDES general permit. Therefore, the Project's effect on creeks is considered less than significant.

High Fire Hazard Areas. The MEA map identifies that the Project is located within a designated High Fire Hazard zone. A portion of the Project located on West Valerio Street is located within the Coastal Interior High Fire hazard limits area. The proposed scope of work is located within the City's public ROW and is limited to sidewalk infill.

Work in High Fire Hazard Areas will not be permitted on "Red Flag Alert" days, as required by the Santa Barbara City and County Fire Departments. All work within High Fire Hazard areas is subject to regulation and BMPs as outlined by the Project Specifications and Contract documents. Therefore, with adherence to the BMPs the Project would create a less than significant effect in terms of fire hazards.

Geology. The MEA maps indicate that portions of the Project site may be subject to potential geologic and soil hazards associated with expansive soils, soil erosion, and shallow ground water. The Project is limited to surface reconfigurations of existing roadway facilities, and soil conditions are feasibly addressed with standard engineering design techniques to address any liquefaction or other seismic issues will be consistent with State standards for public safety. BMPs included in the construction specifications will be implemented to minimize any potential erosion effects during construction. Therefore, with adherence to BMPs and standard engineering techniques, the effect on geological hazards is considered less than significant.

Historic Structures. The Project limits are adjacent to designated City Landmarks including Santa Barbara Junior High, National Guard Armory and Santa Barbara High School and is adjacent to eight designated Structures of Merit which are important for their architectural style.

The City's Architectural Historian has reviewed the proposal and concludes the Project as proposed would not compromise or significantly alter any of the contributing elements or setting of the adjacent City Landmarks. There are two City Landmarks in the project area, La Cumbre Junior High School (2225 Modoc Road) and the Girl Scout House (1838 San Andres Street). There are no proposed safety improvements next to the Girl Scout House. A multiuse path is proposed along City ROW adjacent to La Cumbre Junior High. The multiuse path would not have a significant impact on important historic resources.

Given the minor nature of the Project's safety improvements, the effect on historic structures is considered less than significant.

Noise. The MEA map identifies that the Project is located in areas where the average ambient noise levels range from less than 60 A-weighted decibels (dBA) to greater than 70 dBA Day-Night Average Sound Level (Ldn) near Highway 101. Sensitive noise receptors in the area include La Cumbre Junior High School, Santa Barbara Community Academy, Elings Park, Oak Park, and the Westside Neighborhood Center. Noise from construction activities with the Project will be increased periodically during construction but will comply with the City construction noise guidance and criteria. Noise from construction personnel vehicle trips during the construction will also contribute to a temporary yet negligible noise increase along roadways due to existing noise conditions. Construction noise levels to sensitive receptors will be noticeable but temporary, occur within limited hours, and construction activities will avoid and minimize impacts to sensitive receptors to the maximum extent feasible.

The Noise Ordinance (Chapter 9.16 of the SBMC) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The Noise Ordinance establishes limitations on hours of construction and motorized equipment operations and provides criteria for defining noise nuisance in general. The Project, including night work, will comply with Noise

Notice of Exemption

Westside and Lower West Neighborhoods Transportation Management Plan Implementation Project

Page 4 of 4

Ordinance regulations, therefore the short-term construction related noise impacts are considered less than significant.

Trees. A total of 33 trees, 30 street trees (in public ROW) and 3 setback trees (on private property), are proposed to be removed with the Project. A total of six oak trees are proposed to be removed ranging in diameter at breast height from 4" to 54". All other trees proposed for removal are non-native species, including Jacaranda, Eucalyptus, Red Flowering Gum, Red River Gum, Yucca Palm, Chinese Privet, Shamel Ash, Southern Magnolia, and Crape Myrtle. The stumps will be grinded in place; there will be no excavation of the removed trees. It is a Project goal to design around and retain as many trees as feasible. The trees proposed for removal conflict with the proposed new path and sidewalk. Pending further site evaluation, approximately 66 trees will be planted as part of the Project. The Project team will continue to work with the City Arborist throughout construction of the Project. The Project will include standard tree protection measures (such as fencing and no storage within root zone) as recommended by the City Arborist. The net addition of new street trees within the Project neighborhoods will balance out the loss of established trees in the community, and therefore the impacts to trees are considered less than significant.

Visual. The above ground features of the Project include placement of new street lighting, traffic signals, and pedestrian activated RRFBs. The addition of traffic safety elements will improve circulation safety within the existing corridors along Modoc Road, Portesuello Avenue, and San Andres Street. No portion of the Project is located within the historic El Pueblo Viejo District. The MEA map does not identify any important open space, hill side or unique visual resource within the Project area. All proposed streetlights are consistent with the City's Construction Standard Details, which have been previously approved through the design review boards/commissions.

The scope of work is limited to safety enhancements within existing roadway facilities, therefore, the Project will have a less than significant effect on visual resources.

The Project is not anticipated to result in any significant impacts towards the environmental resources, therefore, the Public Works Department recommends that the Case Planner consider this Project as exempt, as defined in the CEQA review process classified under the 15301 (c) Existing Facilities categorical exemption of the CEQA Guidelines.

Environmental Analyst Signature: _____



Date: 08/19/2025

PROJECT PROGRAMMING REQUEST

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

General Instructions

Amendment (Existing Project) Y/N					Date:	8/4/25
District	EA	Project ID		PPNO	MPO ID	
05		0523000099		3113A		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SB	Various Westside			City of Santa Barbara		
				MPO	Element	
				SBCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Alexis Lopez		805-564-5526		alopez@santabarbaraca.gov		
Project Title						
Westside and Lower West Neighborhood Active Transportation Plan Implementation						
Location (Project Limits), Description (Scope of Work)						
Westside and Lower West Neighborhoods, which are approximately 1.4 miles from Downtown Santa Barbara and 0.4 to 2.5 miles from Santa Barbara's Waterfront.						
The Westside & Lower West Neighborhoods Active Transportation Plan Implementation Project provides active transportation routes to disadvantaged schools & closes gaps in the network.						
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						
The Project provides safe pedestrian and bicycle routes to disadvantaged schools and completes major infrastructure gaps.						
Purpose and Need						
Project purpose is to implement the Westside and Lower West Neighborhoods Active Transportation Plan that includes infrastructure projects to address neighborhood safety and mobility concerns.						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities constructed			LF	10,595
Active Transportation		Sidewalk			LF	4100
Active Transportation		NI Program at four schools, Community Event			EA	4
NHS Improvements	No	Roadway Class	NA	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					10/18/23	03/23/23
Circulate Draft Environmental Document			Document Type	CE/CE	10/18/24	07/23/25
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					04/10/25	10/16/25
Begin Design (PS&E) Phase					08/21/25	10/17/25
End Design Phase (Ready to List for Advertisement Milestone)					02/11/27	02/11/27
Begin Right of Way Phase					08/21/25	10/17/25
End Right of Way Phase (Right of Way Certification Milestone)					02/11/27	02/11/27
Begin Construction Phase (Contract Award Milestone)					05/19/27	05/19/27
End Construction Phase (Construction Contract Acceptance Milestone)					10/10/28	10/10/28
Begin Closeout Phase					10/11/28	10/11/28
End Closeout Phase (Closeout Report)					10/10/29	10/10/29

PROJECT PROGRAMMING REQUEST

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

Date: 8/4/25

District	County	Route	EA	Project ID	PPNO	
05	SB	Various Westside		0523000099	3113A	
Project Title: Westside and Lower West Neighborhood Active Transportation Plan Implementation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
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					1,500			1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W					100			100	
CON						17,715		17,715	
TOTAL			2,000		1,600	17,715		21,315	

Fund No. 1:	Infrastructure Cycle 6								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)			1,925					1,925	PA&ED was allocated on 3/23/2023.
PS&E					1,000			1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W					100			100	
CON						16,157		16,157	
TOTAL			1,925		1,100	16,157		19,182	

Fund No. 2:	Local								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)			75					75	
PS&E					500			500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						1,558		1,558	
TOTAL			75		500	1,558		2,133	



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-2

PROJECT NAME:

Westside and Lower West Neighborhood Active Transportation Plan Implementation

PROJECT DESCRIPTION:

The Westside & Lower West Neighborhoods Active Transportation Plan Implementation Project provides active transportation routes to disadvantaged schools & completes network gaps.

PROJECT LOCATION:

Westside and Lower West Neighborhoods, which are approximately 1.4 miles from Downtown Santa Barbara and 0.4 to 2.5 miles from Santa Barbara's Waterfront.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ 1,925	\$ 1,000	\$ 100	\$ 16,059	\$ 98	\$ -
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 \$
21,315	19,182	2,133	-	2,133	-	-



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 A: General Application Questions.....3

Part A1: Applicant Information..... 3

Part A2: General Project Information 4

Part A3: Project Type 6

Part A4: Project Details..... 9

Part A5: Project Schedule 12

Part A6: Project Funding..... 14

Project Program Request (PPR)..... 17

Part A7: Screening Criteria 19

Part B: Narrative Questions20

Part C: Application Attachments51

**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:

5007

IMPLEMENTING AGENCY'S NAME:

Santa Barbara, City of

IMPLEMENTING AGENCY'S ADDRESS

630 Garden Street

CITY

Santa Barbara

ZIP CODE

CA

93101

IMPLEMENTING AGENCY'S CONTACT PERSON:

Jessica Grant

CONTACT PERSON'S TITLE:

Supervising Transportation Planner

CONTACT PERSON'S PHONE NUMBER:

805-897-2542

CONTACT PERSON'S EMAIL ADDRESS :

jgrant@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 implementing 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

Westside and Lower West Neighborhood Active Transportation Plan Implementation

PROJECT / APPLICATION NUMBER:

2

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)**Words Remaining:** 0

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

-Existing Conditions-

The Westside and Lower West are adjacent, disadvantaged neighborhoods containing single-family homes, apartment buildings, condominiums, neighborhood serving retail, three elementary schools, one junior high school, two neighborhood parks, the Westside Community Center, and the Boys and Girls Club. The City conducted a robust bilingual community engagement effort to listen to neighborhood concerns related to pedestrian, bicycle, and traffic safety. The City also conducted a Vision Zero Traffic Safety Analysis to identify locations where future collisions can be prevented. Neighborhood feedback and the traffic safety analysis were summarized in the Westside and Lower West Neighborhoods Active Transportation Plan identifying infrastructure projects to address neighborhood safety and mobility concerns. City Council unanimously approved the Plan in March 2020 and adopted a Resolution of Support to seek grant funds.

-Project Scope-

The Westside and Lower West Neighborhood Active Transportation Plan Implementation Project transforms the neighborhood by completing cycling and pedestrian features needed to transform the way the community accesses important destinations.

Cycling features include:

1) a mile-long lighted class IV all ages and abilities bike path adjacent to La Cumbre Junior High and Santa Barbara Community Academy replaces part-time class II lanes, completing a missing gap between the Las Positas/Modoc Multiuse Path and the neighborhood bike boulevards; and

2) bike lanes and bicycle boulevard features to close a gap between the Westside and Lower West, providing a continuous route through the neighborhoods.

Pedestrian features include:

1) sidewalk infill on six streets to complete safe walking routes to school and provide access to important destinations including the Westside Community Center;

2) providing safety enhancements (curb extensions, RRFBs, refuge islands, lighting) at 15 neighborhood crosswalks; and

3) pedestrian scale sidewalk lighting along San Andres Street, the neighborhood's main street.

-Expected Benefits-

The Project provides safe pedestrian and bicycle routes to disadvantaged schools and completes major infrastructure gaps.

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: 2

Transform the City's Westside and Lower West Neighborhoods by constructing separated bike paths, bike lanes, bike boulevards, pedestrian-scale lighting, curb extensions, pedestrian refuge islands, pedestrian activated rapid flashing beacons, sidewalks, and access ramps.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)**Characters Remaining:** 2

The Westside & Lower West Neighborhoods Active Transportation Plan Implementation Project provides active transportation routes to disadvantaged schools & completes network gaps.

PROJECT LOCATION: (Max of 180 Characters)**Words Remaining:** 25

Westside and Lower West Neighborhoods, which are approximately 1.4 miles from Downtown Santa Barbara and 0.4 to 2.5 miles from Santa



Barbara's Waterfront.

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

Please describe any project design elements intended to minimize exposure to air pollution and circumstances that make locating project components in close proximity to heavily travelled freeways or roadways unavoidable, and explain why this project location was chosen.

(Max of 300 words)

Words Remaining: 222

The Project includes an important sidewalk infill connection on Calle Real to the existing Junipero Street pedestrian overcrossing of Highway 101 that is within 500' of Highway 101. Highway 101 is a barrier to active transportation connections and concentrates access across the freeway to bridge locations. The Junipero Street pedestrian overcrossing allows active transportation users to avoid crossing Highway 101 at busy interchanges that have high traffic volume ramps. In this case, providing a 500' buffer is unavoidable.

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

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. 34.41876 N / long. -119.71621 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format)

Lat. 34.41876 N / long. -119.71621 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? 2

Project Number	Past Project Funding	Funded Amount \$	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
2933	Active Transportation Program (ATP)	\$4,437,000	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
2601	Active Transportation Program (ATP)	\$15,556,000	Infrastructure (I)	Adjacent project limits with no overlapping scope 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.

Active Transportation Program funds will be requested for FY 26/27 to fund construction.

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 Westside and Lower West Transportation Plan (2020)

Is your project in a current Plan?

☒ Yes ☐ No

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

☒ Bicycle Transportation % of Project 50 %☒ Pedestrian Transportation % of Project 50 %☒ 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: 4

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



School Name: La Cumbre Junior High School
School Address: 2255 Modoc Road
District Name: Santa Barbara Unified School District
District Address: 720 Santa Barbara Street, Santa Barbara, CA 93101
Co.-Dist.-School Code: 42-76786-6060040
School Type: 7 to 8
Project improvements maximum distance from school 0.00 mile

Total student enrollment: 472
Approximate # of students living along route proposed for improvement: 280
Percentage of students eligible for free or reduced meal programs** 85 %

**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 La Cumbre Map and Letter.pdf

School Name: Santa Barbara Community Academy
School Address: 850 Portesuello Avenue
District Name: Santa Barbara Unified School District
District Address: 720 Santa Barbara Street, Santa Barbara CA 93101
Co.-Dist.-School Code: 42-76786-6116875
School Type: K to 6
Project improvements maximum distance from school 0.00 mile

Total student enrollment: 241
Approximate # of students living along route proposed for improvement: 65
Percentage of students eligible for free or reduced meal programs** 82 %

**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 SB Comm Academy Map and Letter.pdf



School Name: Harding University Partnership
School Address: 1625 Robbins Street
District Name: Santa Barbara Unified School District
District Address: 720 Santa Barbara Street, Santa Barbara CA 93101
Co.-Dist.-School Code: 42-76786-6045850
School Type: Pre-K to 6
Project improvements maximum distance from school 0.10 mile

Total student enrollment: 374
Approximate # of students living along route proposed for improvement: 226
Percentage of students eligible for free or reduced meal programs** 76 %

**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 Harding Map and Letter.pdf

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 0.80 mile

Total student enrollment: 312
Approximate # of students living along route proposed for improvement: 12
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#05 McKinley Map and Letter.pdf

**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: <u>0</u> Linear Feet	Class 2: <u>870</u> Linear Feet
	Class 3: <u>4,485</u> Linear Feet	Class 4: <u>5,240</u> Linear Feet
Signalized Intersections:	New Bike Boxes: <u>1</u> Number	Timing Improvements: <u>1</u> Number
Un-Signalized Intersections:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>3,850</u> Linear Feet
Bike Share Program:	New Station: <u>0</u> Number	New Bikes: <u>0</u> Number
Bike Racks/Lockers:	New Racks: <u>0</u> Number	New Secured Lockers: <u>0</u> Number
Other Bicycle Improvements:	#1: _____ #: <u>0</u>	#2: _____ #: <u>0</u>

☒ **Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 50 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <u>3,450</u> Linear Feet	New (over 8' wide): <u>650</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>24</u> Number	Reconstruct Ramp to Standard: <u>44</u> Number
Signalized Intersections:	New Crosswalk: <u>0</u> Number	Enhance Existing Crosswalk: <u>0</u> Number
	Ped-Heads: <u>0</u> Number	Shorten Crossing: <u>0</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
	New RRFB/Signal: <u>7</u> Number	
	Shorten Crossing: <u>9</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Roadway Segments: <u>5,650</u> Linear Feet
Lighting:	Intersection: <u>10</u> Number	Trash Cans: <u>0</u> Number
Pedestrian Amenities:	Benches: <u>0</u> Number	Shade Tree Type: <u>TBD</u>
	Shade Trees: <u>5</u> Number	
Other Ped Improvements:	#1: <u>Refuge islands</u> #: <u>3</u>	#2: _____ #: <u>0</u>

☐ **Multi-use Trail Improvements**☐ **Vehicular-Roadway Traffic-Calming Improvements**☒ **Non-Infrastructure Components**

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

☐ Regional Initiative <u>0 %</u>	☐ First Last Mile <u>0 %</u>
☐ Community Initiative <u>25 %</u>	☐ Other: _____, <u>0 %</u>
☐ Safe Routes to School <u>75 %</u>	

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

Regional Community Initiatives:

<u>0</u>	Number of walk or bike audits
<u>0</u>	Number of bicycle skills/safety classes
<u>0</u>	Number of pedestrian skills/safety classes
<u>2</u>	Number of community demonstration projects/pop-ups/open street events

ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

5-Santa Barbara. City of-2

Westside and Lower West Neighborhood Active Transportation Plan Implementation

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):

23	Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education
7	Number of school assemblies receiving pedestrian/bicycle safety instruction/education
0	Number of afterschool programs receiving pedestrian/bicycle safety instruction/education
0	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)
0	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:

Number of _____

Number of _____

Communications:

Check the box if the program will include the communication type.

☒ Traditional media (radio ads, TV ads, newspaper ads, flyers, etc.)	☐ Social media (Twitter, Facebook, Instagram, etc.)
☐ Large media (bus-wraps, billboards, etc.)	☒ Program website
☒ Print/electronic publications (newsletters, blogs, etc.)	☒ Other; Posters, school events through online Parent Square, hard copy fliers through school Thursday

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

Collaborative Partnerships:

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

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

8/19/2023

Notice to Proceed with Federally Reimbursable ATP Work:

10/18/2023

Expected or Past Start Date for PA&ED activities:

10/18/2023

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:

4/10/2025

* 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.

PS&E Project Delivery Phase:Will ATP funds be used in this phase of the project? ☒ Yes ☐ No**Proposed CTC "PS&E Allocation" Date:**

6/22/2025

Notice to Proceed with Federally Reimbursable ATP Work:

8/21/2025

Expected or Past Start Date for PS&E activities:

8/21/2025

Time to complete the final Plans, Specification & Estimate:

18

months

Expected or Past Completion Date for the PS&E Phase:

2/11/2027

* 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.

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:**

6/22/2025

Notice to Proceed with Federally Reimbursable ATP Work:

8/21/2025

Expected or Past Start Date for R/W activities:

8/21/2025

Time to complete the R/W Engineering, Acquisition, and Utilities:

18

months

Expected or Past Completion Date for the R/W Phase:

2/11/2027

* 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.

Construction Project Delivery Phase:Will ATP funds be used in this phase of the project? ☒ Yes ☐ No**Proposed CTC "CON Allocation" Date:**

3/20/2027

Notice to Proceed with Federally Reimbursable ATP Work:

5/19/2027

Expected Start Date for Construction activities:

5/19/2027

Time to complete the Construction activities:

17

months

Expected or Past Completion Date for the CON Phase:

10/10/2028



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:

3/20/2027
5/19/2027

Notice to Proceed with Federally Reimbursable ATP Work:

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	1,925	23/24	75	-	-	75	-
PS&E	1,500	1,000	24/25	500	-	-	500	-
R/W	100	100	24/25	-	-	-	-	-
CON	17,617	16,059	26/27	1,558	-	-	1,558	-
NI-CON/ PLAN	98	98	26/27	-	-	-	-	-
TOTAL	21,315	19,182		2,133	-	-	2,133	-

* 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: 10

The Project involves safety enhancements to an existing streets. Minimal excavation is proposed, and all work will occur in areas of previously disturbed and/or developed. It is anticipated that the Project can be implemented without any barriers to environmental clearance.

If "Yes", applicants requesting SHA must also attach an ["Exhibit 25-F"](#)

Att#06 Part A-6 Exhibit 25F State Funding.pdf

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.



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

v1.3

5-Santa Barbara, City of-2

Westside and Lower West Neighborhood Active Transportation Plan Implementation

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	Various Westside			Santa Barbara, City of		
				MPO	Element	
				SBCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Jessica Grant		(805) 897-2542		jgrant@santabarbaraca.gov		
Project Title						
Westside and Lower West Neighborhood Active Transportation Plan Implementation						
Location (Project Limits), Description (Scope of Work)						
Westside and Lower West Neighborhoods, which are approximately 1.4 miles from Downtown Santa Barbara and 0.4 to 2.5 miles from Santa Barbara's Waterfront.						
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.)						
The Project provides safe pedestrian and bicycle routes to disadvantaged schools and completes major infrastructure gaps.						
Purpose and Need						
Project purpose is to implement the Westside and Lower West Neighborhoods Active Transportation Plan that includes infrastructure projects to address neighborhood safety and mobility concerns.						
Category		Outputs/Outcomes		Unit	Total	
Active Transportation		Pedestrian/Bicycle facilities miles constructed		Miles	2.78	
Active Transportation		Crosswalk		Each	15	
Active Transportation		NI Program at four schools, Community Event		Each	4	
NHS Improvements: No		Roadway Class: No		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					10/18/2023	
Circulate Draft Environmental Document (Document Type)		CE/CE			10/18/2024	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					4/10/2025	
Begin Design (PS&E) Phase					8/21/2025	
End Design Phase (Ready to List for Advertisement Milestone)					2/11/2027	
Begin Right of Way Phase					8/21/2025	
End Right of Way Phase (Right of Way Certification Milestone)					2/11/2027	
Begin Construction Phase					5/19/2027	
End Construction Phase					10/10/2028	
Begin Closeout Phase					10/11/2028	
End Closeout Phase (Closeout Report)					10/10/2029	



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

Additional Information

Date: 5/28/2022

ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

5-Santa Barbara. City of-2

Westside and Lower West Neighborhood Active Transportation Plan Implementation

Project Programming Request (PPR)

Date: 5/28/2022

Project Information:

Project Title:	Westside and Lower West Neighborhood Active Transportation Plan Implementation				
District	County	Route	EA	Project ID	PPNO
5	Santa Barbara	Various			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
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	1,500	0	0	0	1,500	
R/W	0	0	0	100	0	0	0	100	
CON	0	0	0	0	0	17,715	0	17,715	
TOTAL	0	0	2,000	1,600	0	17,715	0	21,315	

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	1,925	0	0	0	0	1,925	Caltrans
PS&E	0	0	0	1,000	0	0	0	1,000	Notes:
R/W	0	0	0	100	0	0	0	100	
CON	0	0	0	0	0	16,059	0	16,059	
TOTAL	0	0	1,925	1,100	0	16,059	0	19,084	

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	98	0	98	
TOTAL	0	0	0	0	0	98	0	98	

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	

**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: 131

Portions of the Project's scope are included in various unfunded capital improvement projects in the City's 2022-2026 Capital Improvement Program. The majority of the Street's Capital Budget funds are used for maintenance of existing infrastructure projects. Any safety and active transportation projects require grant funding.

The Active Transportation Program is a critical source of funding to construct 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

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 Disadvantaged Community Map.pdf

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: Free or Reduced Priced School Meals

At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx> (auto filled from Part A). Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.

NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

School Name	School Enrollment	% of Students Eligible for FRPM
La Cumbre Junior High School	472	85 %
Santa Barbara Community Academy	241	82 %
Harding University Partnership	374	76 %
McKinley Elementary	312	84 %

Highest percentage of students eligible from above (autofill): 85% (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: 82%
(to be used for severity calculation only)

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 meets an important community need. (Max of 500 Words)

Words Remaining: **0**

The Project is entirely within the Westside and Lower West disadvantaged neighborhoods, which are served by four schools that meet the disadvantaged definition as shown above (Attachment 8). The Project includes both bicycle and pedestrian features to improve mobility within neighborhood to provide access to the neighborhoods' most important destinations.

-Cycling Gap Closures-

The Project closes two important gaps in the neighborhood's bike network.

In 2022, two bike boulevards will be constructed on Gillespie and San Pascual Streets through the heart of the Westside as part of a separate project, but gaps will remain on either end of the bike boulevards. This Project closes those gaps, creating a continuous route through the neighborhood and makes two connections to the 30-mile regional Coastal Bike Route. On one end, a new class IV bike path next to La Cumbre Junior High and Santa Barbara Community Academy provides a physically separated route that meets a need for a safe cycling route to school, and provides an all ages and abilities connection between the bike boulevards and the new Las Positas/Modoc Multiuse Path. On the other end, a combination of new bike boulevards (class III), class II bike lanes, and a short class IV connector creates a new route that connects the Westside and Lower West neighborhoods. The two gap closures create a



continuous all ages and abilities route through the Westside and Lower West. Attachment 10 (map 1) illustrates gaps in the bike network. The routes through the Westside and Lower West are designed so that the majority of the neighborhood is never more than a few blocks from an all ages and abilities route, providing easy access to the neighborhood's most important destinations. Attachment 10 (map 2) illustrates improved cycling access to three elementary schools, one junior high school, two neighborhood parks, neighborhood serving retail (grocery, laundromat, hardware store, neighborhood medical clinic), the Westside Boys and Girls Club, and several bicycle and pedestrian overpasses over Highway 101 that provide access into the Downtown and Oak Park area, which has the region's only level 1 trauma hospital and a large concentration of medical facilities.

-Improved Connections for Pedestrians-

Currently, missing sidewalks limit resident's access to the most important destinations in the neighborhood. Features in this project complete those connections, including:

- Installing missing sidewalks and access ramps along Valerio Street to provide continuous sidewalk between Harding Elementary and Elings Park (regional park with sports fields and recreation);
- Installing missing sidewalk on Manitou Road, Pedregosa Street, and Calle Real, to create a safe walking space to La Cumbre Junior High and Santa Barbara Community Academy;
- Installing missing sidewalk along Euclid Avenue to create continuous sidewalk to the Westside Community Center.

-Community Need-

The Westside and Lower West are heavily reliant on active transportation to access daily needs as illustrated in the census tract characteristics map (in Attachment 31), yet experience high frequencies of collisions, demonstrating the challenges residents face.

Community support is reflected in the City Council adopted Westside and Lower West Active Transportation Plan.

2. Explain how the disadvantaged community residents will have physical access to the project.

(Max of 500 Words)

Words Remaining: 0

The Project includes cycling and pedestrian features within the disadvantaged Westside and Lower West neighborhoods, which have a combined 4,800 housing units, to improve access to important community destinations. Residents will have easy access to the Project whether the Project features are right out their front door or as they walk and bike to school, to the neighborhood businesses along San Andres Street, to the Westside Neighborhood Medical Clinic, to the Westside Boys and Girls Club, Bohnett Park, Parque de Los Ninos, or Elings Regional Park. The Project includes a non-infrastructure component to encourage families to use the new facilities after construction.

For cyclists, the Westside and Lower West disadvantaged neighborhoods are adjacent, but disconnected from each other and from regional cycling routes. Two new bike boulevards will be constructed in 2022 as part of a separate project, but gaps will remain on either end of the bike boulevards. Proposed cycling facilities will close these gaps, resulting in a continuous, all ages and abilities network through both neighborhoods.

New pedestrian facilities include six sidewalk infill segments to provide access to Elings Park, the Westside Community Center, the neighborhood-serving retail area, La Cumbre Junior High, and Santa Barbara Community Academy. Seven new crosswalks with enhanced safety features (intersection lighting, curb extensions, RRFBs) and pedestrian-scale sidewalk lighting enhance the pedestrian experience on San Andres Street, the main street through the neighborhood and primary transit corridor. Two enhanced crossings on Chino Street improves walking access to Harding Elementary, and two enhanced crossings on Modoc Road improve walking access to La Cumbre Junior High and the Junipero Street pedestrian/bike overpass, which leads to the hospital and Oak Park. A new sidewalk on Calle Real provides a new route to the Junipero Street pedestrian/bike overpass which creates a new walking route to La Cumbre Junior High.

The Project includes a non-infrastructure component that will provide neighborhood and school bike rides and walks so the community can get comfortable with their new infrastructure. Bike education is part of the elementary and secondary school curriculum. Sixth graders typically have a four week bike education course with neighborhood bike rides during the last week. When this infrastructure is installed, there will be a specific neighborhood ride with students of Harding and SB Community Academy Schools to experience the separated bike paths on Portesuello and Modoc Streets. There will also be a neighborhood ride coordinated with La Cumbre Junior High Students through their physical education classes. Our nonprofit bike education partners provide league certified instructors to accompany the students on their rides. A bicycle fleet is available for students that do not have a bike. The lower grade levels will participate in neighborhood walks and will be taught how to use features like pedestrian activated rapid flashing beacons. A common walking route for students after school is along San Andres Street, where new curb extensions, pedestrian lighting and flashing beacons will be installed, to get to the Westside Boys and Girls Club, Westside Community Center, or their apartment complex.

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: 1

The City has received many comments from residents in the Westside and Lower West about traffic conditions in their neighborhoods, and the effect that traffic has on walking and cycling comfort. Due to the complexity of circulation in the neighborhood, the City initiated a neighborhood wide engagement effort to develop comprehensive solutions to address residents' concerns. The result of this effort is the Westside and Lower West Neighborhoods Active Transportation Plan.

The process is summarized below (Attachment 9):



The City initiated a bilingual engagement effort in March 2019 to listen to concerns related to walking, cycling, and traffic safety. The engagement effort consisted of a Listening Workshop on April 6, 2019, a follow-up survey and a City TV segment. This effort yielded input from over 250 responses. Specific engagement was targeted to families with children attending public schools (Harding, McKinley, Santa Barbara Community Academy and La Cumbre Junior High). As noted above, all four schools qualify as disadvantaged communities based on percent of students eligible for free or reduced price meals.

Paralleling the engagement effort, the Traffic Engineering group conducted a Vision Zero Traffic Safety Analysis that analyzed the history of collisions and concerns identified within the neighborhoods, which identified the need for safety improvements and better traffic safety education.

Proposed solutions were presented at a bilingual Approach Workshop on June 1, 2019, which were based upon the outcome of neighborhood input and the Vision Zero Traffic Safety Analysis. The goal of an Approach Workshop is to gain neighborhood insights into the proposals in order to fine-tune the proposed solutions.

An additional Approach Workshop on January 23, 2020 focused specifically on the Modoc Road corridor between Las Positas Road and Mission Street. At the April 2019 Listening workshop, the neighborhood identified a need for stronger bicycle and school connections on this portion of Modoc to connect to the Las Positas/Modoc Multiuse Path to the west. The Las Positas/Modoc Path provides off-street coastal access, and to the west, access to UCSB. Several options were presented to the neighborhood, and a raised and separated all ages and abilities bike path was supported.

In January 2022, virtual and in person bilingual workshops were held to confirm continued support for seeking implementation funding through ATP.

Residents and nonprofit bike and walking advocates, which have strong relationships within the community and provide an additional voice for disadvantaged community members, participated in City meetings including the Transportation and Circulation Committee, Neighborhood Advisory Council, and at the City Council. The outpour of community participation lead to unanimous City Council approval of the Westside and Lower West Active Transportation Plan and Council support to apply for grant funding to design and construct these needed safety and active infrastructure improvements.

The City has several 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 are designed to prevent mass evictions. The City also has mediation services for tenants.

Attach Documentation

Att#09 Part B-1 Disadv Comm Engagement.pdf

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Fully _____

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
La Cumbre Junior High School	472	280
Santa Barbara Community	241	65
Harding University Partnership	374	226
McKinley Elementary	312	12
Total	1,399	583

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: **1**

The Westside and Lower West neighborhoods are adjacent, disadvantaged neighborhoods. The Lower West has the highest housing densities in the City. The two neighborhoods sit in a long (2.5 miles), thin (1/2 mile) area between a steep hill on the west and by Highway 101 on the east. These two barriers have created traffic patterns and connectivity deficiencies that make active transportation challenging. There is a strong need for active transportation. With low access to automobiles, and short distances to important destinations, active transportation can improve health, safety and mobility for neighborhood residents.

-Connectivity Needs-

The Project addresses the most important active transportation needs for walking and cycling by closing gaps, improving routes, and removing barriers throughout the entire Westside and Lower West disadvantaged neighborhoods.

The connectivity needs to increase cycling are:

- Safe access to four neighborhood public schools (three elementary, one junior high).
- Safe access to two neighborhood parks (Bohnett Park and Ninos Park), the Boys and Girls Club, and the Westside Community Center (especially from schools to these destinations).
- Safe access to the neighborhood serving retail area for access to daily needs, groceries, healthcare, and employment.
- Connecting two neighborhood bike boulevards (construction 2022) to regional cycling routes that provide access to important regional destinations such as Downtown (social services, employment), and Oak Park (recreation, Cottage Hospital and employment). Access to the nearby 30-mile long regional Coastal Bike Route provides access to UCSB, and the Waterfront (employment and recreation).



•Creation of a continuous, all ages and abilities route that connects both neighborhoods. Currently, there is no safe cycling connection between the Westside and Lower West even though they abut one another.

Safe connectivity needs to increase walking are:

- New sidewalks on Euclid Avenue to access the Westside Community Center (recreation, social services, civic engagement), especially for after school programs for students;
- Improved crosswalks on Modoc Road to get to La Cumbre Junior High;
- New sidewalks on Manitou and Pedregosa to get to La Cumbre Junior High;
- Improved crosswalks and lighting along San Andres Street (the main commercial and transit corridor);
- Improved crosswalks on Chino Street to get to Harding Elementary;
- New sidewalk on Valerio Street to access Elings Regional Park.
- New sidewalk on Calle Real to access the Junipero Street pedestrian and bike overcrossing, which provides direct access to La Cumbre Junior High.

At the conclusion of construction, residents will receive education and encouragement to walk and bike in their neighborhood given the historic safety issues.

-Mobility-

The Project addresses three neighborhood mobility challenges:

- Limited access to vehicles;
- Safety accessing important destinations;
- Poor access to transit stops.

American Community Survey (ACS) and Healthy Places Index (HPI) data reveals a strong need for active transportation in census tracts 11.01, 11.02 and 12.06 (see map Attachment 31-page 11). Access to automobiles ranges from the 11th to the 44th percentiles, which is very low compared to the rest of California. The reliance on active commuting is between the 80th and 92nd percentiles, which is high.

During community engagement, residents said safety is a major concern for their families, which is confirmed by collision records and HPI data (Attachments 14, 15, 31), which ranks tracts 11.02 and 12.06 in the 75th and 80th percentiles for highest number of pedestrian involved collisions compared to the rest of California. In addition to physical improvements, safety education is also included.

Two transit lines serve San Andres Street. Either the beginning or return of residents' transit trips require crossing busy San Andres Street to access transit stops. Most transit stops do not have safe crosswalks nearby. This project includes safe crosswalks at transit stops, so crossing San Andres Street will no longer be a barrier to using transit.

-Local Health Concerns-

There is a local health disparity in the Project area. The census tracts that make up the Westside and Lower West rank between the 12th and 40th percentiles for residents living in poverty compared to the rest of California, and low levels of education. According to Cottage Health, residents in our region living in poverty and have low educational attainment have obesity rates twice as high as residents with higher incomes and education (Attachment 31, Community Health Needs Assessment).

Because of this disparity, local health officials have identified obesity prevention as their top priority for improving community health (see Community Health Improvement Plan and support letter in Attachment 31). One of the objectives in their Community Health Plan is to partner with local agencies to increase the access to bike paths. Recently, the City began a partnership with County public health and the local hospital network to improve data sharing and establishment of safety priorities for vulnerable road users.

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

-Outcomes-

Providing quality active transportation facilities that residents need will improve their access to everyday needs (work, school and recreational commutes). The Project also meets ATP's goals to:

- Increase the proportion of trips accomplished by active transportation;
- Increase safety and mobility for non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals;
- Enhance public health; and
- Ensure that disadvantaged communities fully share in the benefits of the ATP.



The Project fulfills a need for physical infrastructure improvements to increase walking and biking in the neighborhood to school, work, and neighborhood services.

B. Describe how the proposed project will address the active transportation need: (0-19 points)**1. Closes a gap?**☒ Yes ☐ NoNo. of gaps: 2 Total length of gap(s) (feet): 6,500

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 ATP Need Bike Gaps and Inadequate Facilities.pdf

- 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**

Referencing Attachment 10 (map 1 illustrates gaps, map 2 illustrates solutions), the Project closes two major gaps in the neighborhood cycling network:

•A new raised class IV facility on Portesuello (in front of La Cumbre Junior High) connects the Gillespie Street Bike Boulevard (construction 2022) to Modoc Road and the multiuse path on Modoc and Las Positas Roads.

•The gap between the Westside and Lower West neighborhoods is closed by a combination of bike boulevards, a short class IV path, and class II bike lanes.

By closing these gaps, the entire Westside and Lower West neighborhoods are connected by an all ages and abilities route, and have access to the 30-mile Coastal Route, the region's most important route. The cycling routes provide direct access to schools, neighborhood-serving retail area, two neighborhood parks, Boys and Girls Club, and pedestrian/bike overpasses over Highway 101 that provide access into Downtown and Oak Park.

2. Creates new routes?☒ Yes ☐ No

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

- a. Must provide a map of the new route location.

Att#11 ATP Need Inadequate Sidewalk Facilities.pdf

- b. Describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate. (Max of 150 Words)

Words Remaining: **0**

The following routes are not adequate to meet the community's needs.

Lack of cycling routes(Attachment 10):

1)Connecting the Westside and Lower West neighborhoods. Currently no safe connection exists.

2)The existing part time class II bike lanes on Modoc to access La Cumbre Junior High and neighborhood bike boulevards are not suitable for all ages and abilities due to high speed traffic, and provides no access after 6pm or on weekends.

Lack of sidewalk on(Attachment 11):

1)Valerio to access Elings Park, meaning pedestrians have to walk in the street with traffic.

2)Manitou/Pedregosa. The narrow, curved street with limited sight lines is a walking route to La Cumbre, and does not provide a safe space to walk.

3)Euclid to access the Westside Community Center, meaning pedestrians have to walk in the street and through a dark, unimproved area.

4)Calle Real. Missing critical SRTS sidewalk link to existing pedestrian overcrossing of Highway 101.



- c. 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: 0

The Project addresses the needs and inadequate routes mentioned above.

For cycling (Attachment 10 map 2):

1)A combination of bike boulevards, a short class IV path, and class II lanes creates an all ages and abilities route connecting the Westside and Lower West. The route provides safe access to four important overpasses over Highway 101.

2)A raised class IV path replaces the part time class II lanes to provide safe, all ages and abilities access to La Cumbre Junior High and connect to neighborhood bike boulevards and the Junipero overpass with access to the hospital.

New sidewalk on (Attachment 11):

1)Valerio provides access between Harding Elementary and Elings Park.

2)Manitou/Pedregosa provides a safe walking space to La Cumbre Junior High.

3)Euclid, plus lighting provides a safe walking space to the Westside Community Center.

4)Calle Real, provides a safe walking space to access a pedestrian overpass to La Cumbre Junior High.

3. Removes barrier to mobility?

☒ Yes ☐ No

a. Type of barrier: Safety

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

Att#12 ATP Need Barriers.pdf

- 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: 0

Referencing the attached map (Attachment 12):

1)The neighborhoods' most significant safety barriers are street crossings along San Andres Street, which is the main pedestrian and transit corridor. While all schools are within walking distance, families decide to drive to avoid crossing San Andres Street. Residents relying on transit must navigate poor visibility and accessibility at intersections. Seven intersection crosswalk enhancements (curb extensions, rapid flashing beacons, crosswalk lighting) and pedestrian-scale sidewalk lighting prevents collisions and ensures walkability and overall safety.

Other neighborhood barriers to mobility include:

2)Chino Street. Parents walking their children to Harding Elementary have expressed concerns about crossing Chino to get to school as Chino is a busy cut-through street from other neighborhoods. Crosswalks at Arrellaga and Victoria Streets are enhanced with refuge islands and curb extensions to make crossing Chino safe.

3)Modoc Road. Two important crosswalks are enhanced with rapid flashing beacons adjacent to La Cumbre Junior High.

- 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: 5

Referencing the attached map (Attachment 12):

1) Seven new crosswalks with safety features and lighting along San Andres Street provide residents with improved access to the neighborhood-serving retail area, transit stops, and schools, making better use of existing sidewalks.

2) New enhanced crosswalks at two intersections along Chino Street provide families with improved walking access to Harding Elementary. Families that live west of Chino Street have improved walking access to the neighborhood services and transit stops along San Andres Street.

3) Two safe school crosswalks on Modoc Road provide improved access to La Cumbre Junior High and Santa Barbara Academy. One of the Modoc Road crosswalks provides direct access to the Junipero Street pedestrian/bike overpass over Highway 101, providing connections to the proposed Calle Real sidewalk, and to the Oak Park neighborhood, where the hospital and majority of



the region's major medical facilities are concentrated.

4. Other improvements to existing routes?

☐ Yes ☒ No

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 NI Program Map.pdf

- 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: 44

Referencing the attached map (Attachment 13):

The non-infrastructure program builds momentum for the community to use its new facility. There will be two community rides where participants learn how to safely interact with other road users while maintaining personal safety using the new infrastructure. City staff and our non-profit advocacy partners will guide and educate community members on the ABC quick check (air, brakes, cranks/chain/cogs); teach how to be safe, visible, and predictable riders; provide tips on safely navigating intersections; and how to use pedestrian activated flashers. 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 with BCycle, the City's bike share operator, for a low cost and maintenance-free travel option (\$150 per year for unlimited 30 minute rides and only \$25 per year for unlimited 30 minute rides for qualified low income families). City staff and our non-profit advocacy partners will also draw attention to the bike share e-bike docking stations available at key destinations along the route. We anticipate residents and families from the immediate and adjacent neighborhoods to attend.

There will be education and encouragement offerings at each of the three neighborhood elementary schools and junior high. 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 including reuse of the bike fleet and safety videos.

**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

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: 0

In addition to the TIMS mapping tool(Attachment 14), results from the City's Vision Zero Collision Analysis is included in Attachment 15. The Vision Zero Analysis was performed using collision data from SWITRS and police collision records. Data was analyzed to identify repeating patterns. Identifying safety improvements at these locations is a priority to prevent future collisions.

The highest concentration of collisions within the project area is on San Andres Street. As a corridor, San Andres Street ranks #14 for highest number of pedestrian and bike involved collisions in the City, despite being a shorter street than most others on the list. Factoring for length, San Andres ranks #7.

Governor's Office of Traffic Safety rankings show the City ranks 8/105 for highest number of pedestrian involved collisions, and 4/105 for highest number of bicycle involved collisions.

Collision diagrams illustrating 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 addresses collision patterns. The details of the collisions were obtained from local collision reports.

Data and methodologies Attachment (optional)

Att#15 Part B-3 Other Collision Data.pdf

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:

10



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities			0	0
Injuries	43	78	121	12.1
Total	43	78	121	12.1



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: 2

-The Project Location Is A Top City Priority To Address Safety Deficiencies-

The Project area is a top priority to improve cycling and pedestrian safety based on the collision record and the Vision Zero Analysis. The attached data shows the Project area has an unacceptable concentration of collisions resulting in severe injuries to pedestrians and cyclists. There is an average of approximately 12 bike or pedestrian involved collisions in the project area resulting in an average of 1.5 serious injuries annually. The City Council adopted a Vision Zero Strategy in 2018 that prioritizes transportation safety and a goal of eliminating all severe and fatal collisions citywide by 2030. As part of the effort to identify the City's highest priorities, a collision analysis was performed to identify where collisions have happened in the past ten years (the analysis period for the Vision Zero study).

The City's Vision Zero Strategy is corridor focused. Projects along corridors with a repeat pattern of collisions are the highest priority. San Andres Street is a high priority corridor. In terms of pedestrian and bike involved collisions per mile, San Andres Street ranks #7 in the City.

Modoc Road is also an important corridor based on both the collision record specifically involving cyclists and comments received from concerned parents during the Westside engagement effort. Because of parent's safety concerns, virtually no students bike to school on Modoc Road.

-Addressing Collision Patterns-

The analysis of the TIMS collision data shows distinct collision patterns:

- Vehicles sideswiping or broadside into cyclists on Modoc Road (15 collisions resulting in 14 injuries).
- Bike-involved collisions on San Andres Street (21 collisions - various types resulting in 20 injuries).
- Pedestrian involved collisions on San Andres Street (12 collisions resulting in 12 injuries).

The Project includes proven safety countermeasures (Attachment 15) to prevent these repeating collisions.

On Modoc Road, bike involved collisions are eliminated by creating physical separation between cyclists and drivers with a new class IV path.

The bike-involved collisions on San Andres Street are eliminated by providing cyclists with high quality parallel routes (the bike boulevards) north of Carrillo Street, and new class II bike lanes on San Andres Street south of Carrillo Street. On San Andres Street through the neighborhood-serving retail area (north of Carrillo Street), there is a high frequency of transit stops and commercial loading activity, which makes it impossible create a new all ages and abilities cycling facility on San Andres Street that would eliminate cycling conflicts. To address the need, two parallel bicycle boulevards are being created under a separate project: San Pascual Street (one block east), and Gillespie Street (two blocks west). The bike boulevards have been designed to minimize stops to create safe, efficient alternatives to using San Andres St for through trips. This Project adds safe, high quality connections to the bike boulevards creating continuous routes through the neighborhood.

The repeating pattern of pedestrian-involved collisions on San Andres Street are addressed by crosswalk safety enhancements at seven intersections along the corridor (curb extensions, lighting, rapid flashing beacons).

Due to expressed longstanding fears of walking and cycling in the neighborhood, non-infrastructure programs are included to encourage and educate the community on their new facilities. The first event will be a community celebration and grand opening. The grand opening will include education on the purpose of the safety features mentioned above, and how to use the facilities. After the ceremonial beginning, 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 bike boulevards that run parallel to San Andres Street; and how to use the pedestrian activated flashers. For community members that do not have a bicycle, we will have electric bikes available from the City's bikeshare program. If community members are interested in a membership, they can sign up with BCycle, the City's bikeshare operator, for a low cost – maintenance free travel option. City staff and our non-profit



advocacy partners will also draw attention to the bikeshare e-bike docking stations available at key destinations along the route.

Because this is a radical transformation of the active transportation facilities in the neighborhood, education and encouragement is also needed to introduce students to the facilities at each of the four public schools. Our non-profit advocacy partners will organize student walks and bike rides as well as provide standard rules of road 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 use the facility's features. The video can be reused for future school years too. 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.

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:** 41

The three corridors in the Project area most impacted by speeding are San Andres Street (31mph 85th percentile speed), Modoc Road (39mph 85th percentile speed), and Calle Real (40mph 85th percentile speed). The speeds are high given the context of surrounding land uses, access frequency, and bicycle and pedestrian activity. There is a 25mph school zone for part of Modoc Road, but is routinely ignored by drivers.

Another neighborhood speed-related issue is vehicle turning speed at intersections. For example, the Valerio Street/Calle Canon intersection is part of a busy cut through route to another neighborhood over the hill. Residents frequently complain about the turning speeds at this intersection. Uphill (towards Elings Park) is free flowing, and downhill is stop controlled. A large corner radius for the downhill movement contributes to poor stop sign compliance. There was a student severely injured on his way to Elings Park several years ago, hit by an uphill driver making this turn too fast.

b. Anticipated speed and/or volume after project completion : (Max of 200 Words)**Words Remaining:** 0

New project features along San Andres and Modoc will have a calming effect on speeds.

On San Andres Street, crosswalks are enhanced at seven intersections with curb extensions, lighting, and rapid flashing beacons. These features will create more side friction and changes the character of the corridor. Target "after" operating speeds are 25mph.

On Modoc Road, nearly 1/3 of the roadway width is converted to a class IV bike path with physical separation, and elevating path to sidewalk height. This also creates side friction and change the character of the corridor from a wide open street, to a corridor that is friendly for all users. Target "after" operating speeds are 30mph.

A new sidewalk on Calle Real will result in a slight decrease in speed, but more importantly will create a dedicated safe space.

At the Valerio/Calle Canon intersection, a refuge island forces uphill drivers to turn slowly, and in the downhill direction, reduced corner radii improves stop sign compliance.

These target speeds improve safety and comfort for all. The severity of collisions will be reduced, and driver reaction time will be greatly increased so the collisions like rear ending cyclists and colliding with pedestrians crossing the street are addressed.

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: 74

The two most impacted corridors for sight lines are San Andres Street and Modoc Road.

On San Andres Street, the dense neighborhood has a high demand for on street parking. Tightly parked vehicles and parkway trees can limit pedestrian sight lines at corners.

On Modoc Road, there are two issues that limit sight lines. First, the dense tree canopy create shadows on the road, and some of the highly confident cyclists that use Modoc have complained that drivers do not see them due to the shadows. Second, several intersections (Kentia, Eucalyptus) are in the middle of roadway curves. Drivers pulling out onto Modoc from the southwest side of the road have to check for conflicts by looking back over their shoulders (i.e. greater than 90 degrees).

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

Words Remaining: 2

On San Andres Street, curb extensions improve sight lines for pedestrians around parked vehicles and reduce the street crossing distance, which reduces pedestrians exposure to traffic. The rapid flashing beacons and lighting provide additional visibility to pedestrians in the roadway especially during early morning, dusk, and evening hours.

On Modoc Road, the lighted class IV path is placed on the northeast side of the road (the opposite side that has sight line issues). Both sides of Modoc Road were evaluated for pathway alignment. Initially, the preference was to place the path on the same side of the road as the La Cumbre Junior High. However, sight line concerns at the intersections mentioned above steered the path to the opposite side of the road, which has good sight lines and low volume side streets. Two crosswalks with rapid flashing beacons provide safe access between the path and the school. The planned alignment also provides a superior connection at the southern end of the class IV path (to the San Pascual Street bike boulevard), and the Junipero Street overcrossing of Highway 101, which provides access to Oak Park, bike lanes to Downtown, and the new wide sidewalk on Calle Real.

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: 0

There is a pattern of bike-involved collisions along Modoc Road where cyclists are being sideswiped or broadsided by drivers along the entire corridor. The existing Modoc part time class II bike lanes leave cyclists exposed to high speed passing vehicles. The exposure to traffic is the reason the route is only used by highly confident commuter cyclists. Students avoid cycling in the Modoc part time bike lanes due to safety concerns even though Modoc passes directly in front of La Cumbre Junior High.

Project includes alternative bike routes to avoid conflicts on San Andres.

Other Project area needs for physical separation include Calle Real, Valerio Street and Manitou/Pedregosa. Calle Real is a high speed street that lacks sidewalks and has no convenient parallel streets. On Valerio Street, a popular walking route between Harding Elementary and Elings Park, a lack of sidewalks means pedestrians walk in the street mixing with cut through traffic. On Manitou/Pedregosa, this walking route to La Cumbre Junior High is a curving narrow street with limited sight lines and no shoulders. The constrained area of the street is only several hundred feet long so pedestrians typically dash through this area until they can get to a shoulder.

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

Words Remaining: 9

Residents expressed a strong concern for distracted drivers. Many shared stories of parked vehicles being hit by drivers not paying attention to the road. To address these concerns, residents requested physical separation from traffic.

On Modoc Road, a vertical curb and raised class IV path for cyclists of all ages and abilities creates physical separation from traffic. A separated path is the best solution for Modoc Road given the traffic characteristics (speeds, volumes). The FHWA's Bikeway Selection Guide recommends physical separation for these conditions. See FHWA Bikeway Selection Guide documentation in Attachment 15.

New bike boulevards on San Pascual and Gillespie Streets (both are parallel to San Andres Street) provide cyclists with quality alternatives to cycling on San Andres Street. This essentially creates separation from San Andres Street traffic. This Project provides excellent connectivity to the bike boulevards, so the bike boulevards are an easy to use alternative to San Andres Street where there are more prevalent conflict points.

On Calle Real, West Valerio Street and Manitou/Pedregosa, sidewalk infill provides families a dedicated space to walk to school or parks that is outside the roadway and away from exposure to traffic.

4. Improves compliance with local traffic laws for both motorized and non-motorized users?

☒ Yes ☐ Noa. Which Law: Failure to Yield

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

Words Remaining: 1

Project features have been thoughtfully designed to maximize safety and comfort for vulnerable road users. Each feature is being designed in context to the characteristics of the corridor and intersection. For example, on San Andres Street, improving driver yielding on this busy street requires curb extensions, lighting, and rapid flashing beacons. On less busy streets, the reduced corner radii slows vehicle turning speeds, thus improving driver yielding by turning vehicles.



At the Valerio/Calle Canon intersection, a new refuge island forces uphill drivers to turn slowly, and in the downhill direction, reduced corner radii improves stop sign compliance. There was one severely injured student on his way to Elings Park several years ago, hit by an uphill driver making this turn too fast. The slower turning speeds and improved stop sign compliance will result in improved yielding.

At the Calle Real/Treasure intersection, cyclists routinely cycle the wrong way along the Calle Real shoulder because there is no convenient parallel route. The intersection is very wide, which increases exposure to traffic and invites drivers to roll through the stop sign. Curb extensions and a new wide sidewalk provide a safe, predictable space with greatly reduced exposure to traffic and improved yielding.

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:** 32

The issues described above also make the existing facilities inadequate or unsafe. This a large, comprehensive project that fixes many active transportation deficiencies all over the neighborhood. The most significant inadequate facilities are:

- Modoc Road existing part time, class II bike lanes (7am-6pm Monday through Friday). Outside these hours, street parking replaces the class II bike lanes, forcing cyclists to share the lane with high speed traffic.
- San Andres Street intersection crossings and dark sidewalks.
- Portesuello Avenue (La Cumbre Junior High frontage) gap in cycling network.
- Westside to Lower West cycling network gap.
- W Valerio Street (no sidewalk, high speed traffic turning at Calle Canon).
- Manitou/Pedregosa (no sidewalk along curving, narrow street limited sight lines and no shoulders).
- Euclid Avenue (no sidewalk and no safe connection to Westside Community Center from the Micheltorena Street/Highway 101 overpass).
- Calle Real (no sidewalk and no safe connection to the Junipero Street/Highway 101 pedestrian overcrossing, which provides direct access to La Cumbre Junior High).

b. How are they inadequate? (Max of 200 Words)**Words Remaining:** 0

The facilities are inadequate because:

- Modoc lacks separation between high speed traffic and cyclists resulting in collisions. The part time bike lanes disappear overnight and weekends.
- San Andres intersections are challenging to cross, resulting in pedestrian involved collisions. Challenging sight lines and shadows make pedestrians hard to see.
- Portesuello cycling network gap between the Gillespie Street bike boulevard and Modoc Road discourages families from riding to school, or accessing the 30-mile long Coastal Bike Route on Las Positas and Modoc (west of the Project).
- Westside to Lower West gap in the cycling network between these adjacent neighborhoods. The lack of a defined, high quality route results in cyclists mixing with vehicles in poor locations.
- Valerio lacks sidewalk so pedestrians walk in the street with busy cut through traffic. High speed turning vehicles at Calle Canon place pedestrians at risk.
- Manitou/Pedregosa lacks sidewalks and shoulders, forcing pedestrians to walk in the street. Roadway curves reduce sight distance.
- Euclid Avenue lacks sidewalks, so pedestrians either walk in the street, or beside a dark unimproved bridge embankment to get to the Westside Community Center.
- Calle Real lacks sidewalks, so pedestrians and cyclists walk or ride in the shoulder next to high speed traffic.

c. How does the project address the inadequacies? (Max of 200 Words)**Words Remaining:** 0

The inadequacies are addressed with:

- Physical separation on Modoc, creating a full time, dedicated safe space for bike riders of all ages and abilities.
- Curb extensions, lighting and RRFBs along San Andres making street crossings safe and easy.



- A new class IV bike path on Portesuello provides safe connections to the front door of La Cumbre Junior High, and provides a safe connection between the Gillespie Street Bike Boulevard and Modoc Road so the neighborhood has access to regional bike routes.
- A combination of class II, class III, and class IV facilities connecting the Westside to the Lower West, completing this major gap in the network.
- A new sidewalk on Valerio providing dedicated space for pedestrians outside the road. A refuge island and reduced corner radii addresses high speed turns.
- A new sidewalk on Manitou/Pedregosa providing dedicated space for pedestrians outside the road.
- A new sidewalk with pedestrian scale lighting on Euclid providing a safe space for pedestrians to access the Westside Community Center from the Micheltorena Street/Highway 101 overpass.
- A new sidewalk on Calle Real with safe intersection at Treasure provides a safe dedicated space to access the Junipero Street/ Highway 101 overcrossing with access to La Cumbre Junior High.

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: 109

The lack of safe space for cyclists and pedestrians at Project locations can lead to unpredictable movements. Examples include:

- Pedestrians crossing mid-block on San Andres Street. There is poor driver yielding at intersections, so pedestrians tend to dash across the road when they see a gap in traffic.
- Cycling on sidewalks along Modoc Road due to high speed traffic creating conflicts between cyclists and pedestrians.
- Cycling the wrong way on the shoulder along Calle Real (which is a one way street) because there is no convenient parallel route.

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

Words Remaining: 36

The Project will implement high quality, safe space for cyclists and pedestrians. Movements will be safe and predictable.

On San Andres Street, evenly spaced crosswalks with curb extensions, lighting, and rapid flashing beacons provide safe predictable crossings for pedestrians at the most frequently used locations. 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.

On Modoc Road, a physically separated class IV bike path provides a safe space for cyclists including less confident cyclists. Education and encouragement will be provided so cyclists know how to use the facility, and the importance of being a predictable roadway user.

On Calle Real, a wide sidewalk (10-feet for most of route) will be shared by pedestrians and cyclists so that cyclists are no longer forced to ride in the shoulder against traffic. Curb extensions significantly narrow the intersection of Calle Real and Treasure, reducing pedestrian and cyclist exposure to traffic.

**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/Nl 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: 0

Five important documents provide citywide policies and plans setting the foundation for this Project include:

- 1) General Plan Circulation Element (2011) 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."
- 2) The 2006 Pedestrian Master Plan (PMP) included an extensive public participation process to understand the needs and priorities of residents and stakeholders from all over the City. The PMP resulted in policies prioritizing pedestrian safety and comfort.
- 3) The 2016 Bicycle Master Plan included an extensive public process with multi-media community engagement with over 1,400 responses. The BMP defined safety and connectivity needs in the Project area.
- 4) The 2018 Vision Zero Strategy, which prioritizes safety and sets a goal of eliminating serious and fatal injuries caused by traffic collisions. San Andres Street was identified as a priority corridor.
- 5) Westside and Lower West Active Transportation Plan (2020). This plan built off previous plans to identify specific solutions. Engagement began in March 2019 to listen to resident concerns related to walking, cycling, and traffic safety. The engagement effort consisted of a Listening Workshop in April 2019, a follow-up survey (targeting school families), a City TV segment, and a Vision Zero traffic safety analysis.

Solutions were presented at a bilingual Approach Workshop in June 2019. The Approach Workshop goal was to engage the neighborhood to gain insights into the proposals to fine-tune the solutions. The engagement established a comprehensive list of needed improvements and the highest priorities. An additional Approach Workshop in January 2020 focused specifically on the Modoc Road corridor between Las Positas Road and Mission Street, where several alternative alignments for the proposed class IV path were presented.

The result of the citywide policy documents and the neighborhood specific engagement is the Westside and Lower West Active Transportation Plan, which was unanimously approved by the City Council. The highest priority and impactful needs are included in this application.

In January 2022, virtual and in-person bilingual workshops were held to confirm continued support for seeking implementation funding through ATP.

Residents and nonprofit bike and walking advocates, which provide an additional voice for disadvantaged community members and schools, will continue to be engaged through the design, construction, and operation of the Project to ensure success.

- 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 2006 PMP included an extensive public participation process to understand the needs and priorities of residents and stakeholders from all over the City. 354 participants took part in creating the plan that established policies prioritizing pedestrian safety and comfort.

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 in areas of the city that are less civically engaged, including Westside and Lower West residents. One example: instead of relying on residents to attend meetings, intercept interviews were performed in the neighborhoods. Based on community input, and after five bilingual workshops (two primarily in Spanish), the highest neighborhood priority was a bike route connecting the Westside and Lower West neighborhoods.



Project specific bilingual engagement for the Westside and Lower West neighborhoods began in March, 2019, to listen to concerns related to pedestrian, bicycle, and traffic safety. The engagement effort was targeted towards families of four neighborhood schools, but all residents were invited to participate. The engagement effort consisted of a Listening Workshop on April 6, 2019, and a follow-up survey along with a City TV segment. This effort yielded input from over 250 neighborhood residents. The Listening Workshop and survey were advertised through Nextdoor, City's News in Brief, flyers posted in local businesses along San Andres Street, and through stakeholder websites/listserves. Specific engagement targeted families at the schools via Parent Square (online news platform for parents/teachers/staff) with additional flyers in students' Thursday take home folders.

Proposed solutions were presented at an Approach Workshop on June 1, 2019, which were based upon the outcome of the Vision Zero traffic safety analysis and neighborhood input. The goal of an Approach Workshop is to gain neighborhood insights into the proposals in order to fine-tune proposed solutions. Workshop results were also shared at the August 2019 La Cumbre Junior High beginning of school year family open house. At the workshops, residents identified a need for a stronger cycling and school connections on Modoc Road. In response, an additional Approach Workshop on January 23, 2020, focused specifically on solutions for the Modoc Road corridor.

Workshops were bilingual, open to the public, family friendly, and hosted at accessible neighborhood schools.

Key stakeholders include local advocacy groups COAST (Coalition for Sustainable Transportation), and SB Bike (bicycle coalition), and the school district. These organizations have strong relationships in the community, and will be partners in delivering the NI component of the Project.

In addition to the public workshops, residents and stakeholders also participated in publicly noticed meetings before the Transportation and Circulation Committee, Neighborhood Advisory Council, and City Council.

On March 10, 2020, City Council unanimously adopted the Plan.

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 engage the community. The City has found that both virtual and in-person workshops were valuable to obtain a cross section of the community with diverse backgrounds. In January 2022, workshops (virtual and in-person at Bohnett Park) were held to confirm continued support for seeking implementation funding. In addition to meeting advertisements mentioned above, posters on A-frames placed throughout the neighborhood advertised meetings. Anecdotally three-quarters of participants learned about meetings via the posters. Through these workshops, the need for a sidewalk on Calle Real was identified and added to the project scope.

In May 2022, City Council affirmed their continued Project support.

Reference Attachment17.



- 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: 1

Community feedback from the Listening Workshop, Survey and Approach Workshops is detailed in the Westside and Lower West Neighborhoods Active Transportation Plan (Attachment 17). The City also consulted with local advocacy groups (COAST and SB Bike), local public health officials, Safe Kids, and the school district, and all have provided their support (Attachments 2-5, 29, 31). Three themes emerged from the community engagement:

- 1.Improvements to make the walking experience safer and more inviting;
- 2.Neighborhood lighting improvements to enhance walking and biking; and
- 3.Bicycle improvements to create safer routes to school and work and close gaps in the bicycle facility network.

The community feedback can be summarized as a need to improve user comfort for Westside and Lower West residents through a variety of new and enhanced infrastructure features.

Based on feedback during the engagement process, new infrastructure features were identified and several previously identified features have been given greater priority. A new feature identified during the process is a mile long class IV protected bike path along Modoc Road and Porteseullo Avenue. The path will be adjacent to La Cumbre Junior High and Santa Barbara Community Academy completing a missing gap between the Las Positas/Modoc Multiuse Path and the neighborhood bike boulevards. The community strongly desired the path have lighting. Other community identified priorities include: safety improvements to make crossing San Andres Street easier; pedestrian-scale lighting along San Andes Street; closing the gap in the cycling network between the Westside and Lower West neighborhoods; good lighting and safe sidewalk access to the Westside Community Center; safe sidewalk access from Harding Elementary to Elings Park along Valerio Street; and sidewalk infill on Calle Real to improve access to La Cumbre Junior High..

Implementation of the Westside and Lower West Active Transportation Plan is a priority. These disadvantaged neighborhoods are among the most reliant upon active transportation in the city to access everyday needs, yet investment in the neighborhood's infrastructure is lacking. The gaps in the cycling network are regionally significant due to the importance of nearby destinations.

With increased safety resulting from Project implementation, the ATP's goal to increase biking and walking will be met as the routes accommodates all ages and abilities. This disadvantage community benefits as the improvements are along their daily routes (Attachment 8) and aim to enhance their health whether they're walking or biking to school, to work, the neighborhood businesses, or to the nearby parks.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)**
(Max of 400 words)

Words Remaining: 215

The Project will continue its bilingual multi-media community engagement approach through the design and permitting process, and construction. The City website will provide information and construction updates. The City will continue to send information through the schools, City's News in Brief, Nextdoor.com, the Project-specific interested party list, and utilization of other neighborhood/stakeholder/school listserves and other media outlets to post information on discretionary approval and funding meetings. The use of posters on A-frames will continue as that has proven to be an effective way to inform the community of engagement opportunities. Additional community open house meetings are anticipated before the Project's discretionary approvals, and in preparation for construction.

Both 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 events and elementary school events, including standard rules of the road (for all users) safety education, bike rodeos (skills and safety clinic) and neighborhood rides and walks to safely use the new facility. Both COAST and SB Bike 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: 0

Yes. The Project came from the Westside and Lower West Neighborhoods Transportation Management Plan, which City Council unanimously adopted on March 10, 2020. Although called a "Transportation Management Plan", the plan focused on active transportation needs in the Westside and Lower West neighborhoods. The Santa Barbara County Association of Governments also have the Project included in the 2050 Regional Transportation and Sustainable Communities Plan. Reference Attachment 16.

Engagement for the Westside and Lower West neighborhoods began in March, 2019, to listen to concerns related to pedestrian, bicycle, and traffic safety. The engagement effort was targeted towards families of four neighborhood schools, but all residents were invited to participate. To reach residents, the engagement effort consisted of a bilingual Listening Workshop on April 6, 2019, and a follow-up bilingual survey along with a City TV segment. This effort yielded input from over 250 neighborhood residents.

Proposed solutions were presented at an Approach Workshop on June 1, 2019, which were based upon the outcome of the Vision Zero traffic safety analysis and neighborhood input. The goal of an Approach Workshop is to gain neighborhood insights into the proposals in order to fine-tune proposed solutions. Workshop results were also shared at the August 2019 La Cumbre Junior High beginning of school year family open house. At the workshops, residents identified a need for a stronger cycling and school connections on Modoc Road. In response, an additional bilingual Approach Workshop on January 23, 2020, focused specifically on solutions for the Modoc Road corridor.

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 Approved Plans Documentation.pdf

Attach any applicable Public Participation & Planning documents:

Att#17 Part B-4 Public Planning Engagement.pdf

**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

As described in Attachment 17, community members provided their insight on how to improve walking and cycling in their neighborhood, and the Traffic Engineering team identified safety needs to prevent future collisions. The interactive process with the community resulted in creation of their Neighborhood Active Transportation Plan that includes improvements to address their needs.

This is a large project that fixes many neighborhood active transportation deficiencies. Each of the solutions developed in collaboration with the community have been tailored to each specific location to create a low stress experience whether walking or cycling. We learned from the neighborhood that safety and comfort are key.

Several examples:

• On Modoc Road, the existing part time class II bike lanes are only used by highly confident riders even though the route passes in front of La Cumbre Junior High School and Santa Barbara Community Academy. Traffic conditions create a high stress environment for cyclists, and consequently parents do not let their children bike to school. With operating speeds near 40mph, the 25mph school zone speed limit is ignored. To attract families back to Modoc Road, the part time class II lanes are replaced with a raised, physically separated class IV path. A separated path is the best solution for Modoc Road to create a safe, low stress facility given the traffic characteristics (speeds, volumes). The FHWA's Bikeway Selection Guide recommends physical separation for these conditions (Attachment 15).

• A combination of bike boulevards (class III), bike lanes (class II), and a short class IV connector path complete the cycling connection between the Westside and Lower West neighborhoods. Each feature is appropriate for the street and traffic conditions. The bike boulevards are along quiet neighborhood streets with safety upgrades at intersections for user comfort and safety. The class II bike lanes are needed on San Andres below Carrillo due to higher traffic volumes (5,500 per day). A separated 250-foot long 10-foot wide class IV connector is needed on Carrillo (arterial street) due to even higher traffic volumes (18,000 per day). This combination of facility types maximizes user comfort and minimizes stops for cyclists, creating a safe and efficient new route connecting the neighborhoods.

• A new sidewalk on West Valerio provides access between Harding Elementary and Elings Park. This sidewalk has a high stress street crossing at Calle Canon, and is a busy cut through route to another neighborhood (3,000 vehicles per day). A refuge island and reduced corner radii slow traffic and improve stop sign compliance to improve pedestrian comfort.

• San Andres Street is the neighborhood's busiest street. The neighborhood serving retail area is a gathering place to connect with friends and relatives. With traffic volumes over 10,000 per day near the neighborhood serving retail area, crossing the street to access shops, services, or transit is stressful. Curb extensions with rapid flashing beacons and pedestrian scale lighting create safe, comfortable walking conditions.

• A new sidewalk connecting the Micheltorena Street/Highway 101 overcrossing to Euclid Avenue creates a new connection to the Westside Community Center. The new sidewalk, complete with pedestrian scale lighting for safety and comfort, shaves 1/4 mile off the current walking route.

• A new sidewalk on Calle Real provides a new, direct route for students to access the Junipero Street pedestrian overcrossing of Highway 101 where none previously existed. With traffic speeds of 40mph, pedestrians face a hostile, high stress environment using the shoulder



on Calle Real because the alternative route through the neighborhood with sidewalks is over 1/3 mile longer. The sidewalk planned for Calle Real goes beyond minimum standards to provide an 8' to 10' wide sidewalk for safety and comfort. Families will now have options to walk and bike to school whereas before they had no choice but to drive.

Adjacent Land Uses:

The Westside/Lower West include some of the highest residential density in the city. Neighborhood residential density has continued to rise with the adoption of two housing incentive programs - Average Unit Density Program and Accessory Dwelling Unit Program. These programs added hundreds of new units, which put an increased demand on active transportation and transit. The Project brings safety and comfort for Westside residents getting to school, neighborhood services, and work.

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:

The Project includes features that are new to our region, and traditional features that are proven to be effective. Each feature is tailored to the location to maximize user safety and comfort.

Features new to our region include:

- A raised class IV path on Modoc Road. This will be the first class IV, two way path in our region. Also new to our region is the significant reallocation of space from vehicle traffic serving to active transportation serving. About 1/3 of Modoc Road is converted to an all ages and abilities path, closing a gap in the all ages and abilities network. The two-way path was placed on the same side of Modoc Road that has low-volume, dead end residential side streets to minimize turns across the path for safety. Path users are prioritized with several raised crossings, which act like speed humps to slow traffic and to prevent drivers 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. An exclusive bike phase at the Modoc Road and Las Positas Road traffic signal will provide a direct connection between the new class IV path, and the existing Modoc/Las Positas multi use path. This exclusive bike phase is new to our region, and inspired by facilities in Eugene and Portland. Path lighting makes the facilities safe and comfortable at all hours.
- A short class IV connector path on Carrillo Street closes a gap in the cycling network between the Westside and Lower West neighborhood. The short connector path eliminates the need for cyclists to make an uncontrolled left turn across busy Carrillo Street (18,000 vehicles per day), instead providing access to the nearby traffic signal at San Andres Street where they can cross safely. The use of a short Class IV connector has been used in other bike friendly cities (Portland), but is new to our region.

Proven safety countermeasures in Attachment 15 (Safety Feature Documentation) are used in the Project and include:

- Curb extensions, pedestrian activated rapid flashing beacons, and lighting add safety and comfort to street crossings on San Andres Street, the neighborhood's busiest street. This configuration is successfully used at other local intersections.
- Refuge islands on medium volume streets (Chino Street, Valerio/Calle Canon intersection) are cost effective features to improve yielding to pedestrians and calm traffic.
- Completing sidewalk on six streets to provide access to important community destinations including Elings Park (via West Valerio Street), the Westside Community Center (via Euclid Avenue), and La Cumbre Junior High School and Santa Barbara Community Academy (via Manitou/Pedregosa and Calle Real).
- Pedestrian scale sidewalk lighting on San Andres Street improves safety and user comfort after dark. An example of a pedestrian scale sidewalk light is shown in Attachment 26 (photo #1).

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

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:

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 utilizing traffic counts, followed by post-project counts to compare.



Second, traffic counts and Safe Routes to School (SRTS) Program mobility surveys will provide data on who is using the facility to commute to and from school. The cycle track and existing bicycle boulevards are designed for all ages and abilities. If we are missing a targeted audience, we will adapt curriculum and community events accordingly. For example, low-income senior and disabled individuals living in the Pilgram Terrace affordable housing community (across from La Cumbre Junior High), may benefit from a targeted skills and walk/bike ride of the Modoc cycle track and how to use the RRFBs at crosswalks. Pre-project and post project mobility surveys will document the anticipated mode shift.

Third, the facility needs to be used safely. Vision Zero Collision data and analysis and SRTS hazard safety assessments (specific to physical infrastructure barriers) 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 SRTS and CycleMAYnia (a month long bike advocacy event dedicated to community rides and bike safety education). Tallies of participants will be included. While this NI component will allow for targeted SRTS programming at area schools, our SRTS 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 keep track of the larger community ride events at this facility. The local funding sources have been constant in both the SRTS 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: 12

This Project transforms the Westside and Lower West neighborhoods as the Project addresses significant barriers along major SRTS and destination routes, with active transportation being a viable, safe and healthy option.

-Transformation to Safe Bike Facilities-

The Project completes the remaining bike network connections within the Westside and Lower West neighborhoods and will also connect to the larger city/county network. The connections include a Class IV facility on Modoc Road that completes a gap between the Las Positas/Modoc Multiuse Path (part of the regional 30 mile Coastal Bike Route) and the neighborhood bike boulevards on San Pascual and Gillespie Streets. The new class IV path provides direct access to Junipero Pedestrian/Bike Bridge, an important connection that leads to Oak Park and Cottage Hospital, which in the City's only hospital and the Central Coast's only Level 1 Trauma Center and one of the largest employers in the City. On the other end of the neighborhood, a combination of class II, and class III and class IV completes the connection from the Westside to the Lower West, creating a continuous all ages and abilities route from the Las Positas/Modoc Multiuse Path to another segment of the regional Coastal Bike Route along the Waterfront and providing La Cumbre Junior High School students living in the Lower West neighborhood safe access to school.

-Transformation to Safe Pedestrian Facilities-

The pedestrian experience is transformed by enhancing Westside and Lower West Streets to provide a safe and low stress environment on the busier neighborhood streets. Ultra safe and accessible crosswalks will remove barriers to crossing busy streets, sidewalks will provide dedicated space to access important destinations including schools, the Westside Community Center and the Boys and Girls Club, and lighting will improve pedestrian visibility on the most actively used streets during the early morning, dusk and evening hours.

-Project's Regional Significance -

In addition to serving existing residents in these neighborhoods, the Project is of regional significance because of the connections made to regional bike routes, and the opportunity to support existing and new housing and new active transportation users to meet our regional housing needs and our transportation goals. The Westside/Lower West neighborhoods are in close proximity to Downtown, Waterfront, Mesa (location of Santa Barbara City College), and Oak Park (location of only hospital) neighborhoods, which are all major employment areas. Connections to these adjacent neighborhoods are also important as they provide additional recreational and coastal access for Westside and Lower West residents to enjoy. These important destinations are less than 1/2 mile away from the Westside and Lower West via active transportation-friendly overpasses over Highway 101.

-Project's Synergy to Existing, Planned and Future Housing-

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." The Project connects people, places, goods, and services locally and regionally and the Project is important to support the City's housing production goals. The City incentivizes 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/AUD 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. Areas east of San Andres Street can be (have been) developed at 28-36 residential units per acre.

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

City Council has also authorized staff to pursue a Prohousing Designation. The City's application would follow the Housing Element Update in early 2023. The Project would support continued higher density developments (most with affordability restrictions). The new developments are active transportation-oriented, requiring high-quality covered and secured bicycle parking, and parking maximums.

Policies for Transportation, Safety, Climate Action, Housing, and adjacent projects that contribute to transformation are documented in Attachment 18.

**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: 1

Three nearby funded projects contributing to the transformative nature of this Project:

1. The Las Positas/Modoc Road Multiuse Path is a 2.6 mile path and is part of the 30-mile Coastal Bike Route, the most important regional route. Construction on this Project was completed in the spring of 2022. The City Council report approving the construction contract for Las Positas/Modoc is also attached (Attachment 18). Providing a safe, high quality connection to this path for Westside and Lower West residents is critical for work, school, and coastal access. This Project proposes a class IV path along Modoc Road to connect to the Las Positas/Modoc Multiuse Path.

2. Carrillo/San Andres intersection improvements. This Project was completed in the spring of 2022, and reconfigured the intersection to improve lighting, reduce pedestrian crossing distances and accommodate the short Class IV path in this Project. The future configuration of the intersection is reflected in the plans in Attachment 25 (pages 21/22). The City Council report approving the construction contract is in Attachment 18.

3. The San Pascual Street and Gillespie Street Bike Boulevards will transform two neighborhood streets into calm, bike and pedestrian-friendly streets in strategic locations. The San Pascual Street bike boulevard will provide access to a high density housing area, and to the Boys and Girls Club. The Gillespie Street bike boulevard provides safe routes to school access to Harding, La Cumbre, and Santa Barbara Community Academy, and forms the backbone of the Westside route. This Project connects to Gillespie Street to create a continuous route through the Westside and Lower West neighborhoods. Construction will begin the summer/fall of 2022. The City Council report approving the construction contract is in Attachment 18.

-Policies Attributing to the Project's Transformative Nature-

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 (Attachment 18).

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."

The Project is consistent with the City's Pedestrian and Bicycle Master Plans (both referenced earlier), Climate Action Plan, and SBCAG's RTP/SCS (Attachment 18).

The Project which implements the safety infrastructure projects called out in the Westside and Lower West Active Transportation Plan, received a categorical exemption under the California Environmental Quality Act.

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 areas east of San Andres allow higher density, affordable housing near schools, 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 Traffic Management Strategy and map in Attachment 18). The Average Unit Density Program(AUD) strategically allows increased density in certain areas of the City, like the Westside/Lower West neighborhoods, to reduce reliance on vehicles for everyday needs.

With recent State law housing legislation, cities are limited on right-of-way improvements for private development. For example, right-of-way improvements are not required for ADUs and single family subdivisions (SB9). The Project focuses on corridor completions to meet



existing/future active transportation needs.

Att#18 Part B-6 Transformative Doc.pdf



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: \$75

Designate the Funding Type: _____

PS&E Phase Project Delivery Costs:

Leveraging Funding: \$500

Designate the Funding Type: _____

Right of Way Phase Project Delivery Costs:

Leveraging Funding: \$0

Designate the Funding Type: _____

Construction Phase Project Delivery Costs:

Leveraging Funding: \$1,558

Designate the Funding Type: _____

Projects with NON-INFRASTRUCTURE (NI) elements:

Leveraging Funding: \$0

Designate the Funding Type: _____

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs: \$21,315

Leveraging Funding: \$2,133

% of Total Project 10.01 %

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.pdf

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 Response.pdf

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

Att#21 Part B-9 CALCC Consultation Response.pdf

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

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

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

Att#23 Part C Att B Eng Checklist.pdf

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

Att#01 Part A-2 Location Map.pdf

Project Layout/Plans showing existing and proposed conditions**Attachment D**

(Required for all Infrastructure Projects)

Att#25 Part C Att D Plans.pdf

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

Att#26 Part C Att E Photos.pdf

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

Att#27 Part C Att F Cost Estimate.pdf

Non-Infrastructure Work Plan (Exhibit 25-R)**Attachment G**

(Required for all projects with Non-Infrastructure Elements)

Att#28 Part C Att G Exhibit 25-R for NI.xlsx

Plan Scope of Work (Exhibit 25-Plan)**Attachment H**

(Required for all Plan Projects)

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

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

Att#06 Part A-6 Exhibit 25F State Funding.pdf

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

**Active Transportation Program
Benefits Form**

EXHIBIT C

Project Information	
Project Title: Westside and Lower West Neighborhood Active Transportation Plan Implementation	Date: 6/24/25
Project Identifier (EA, PPNO, etc): 3113A	

Contact Information	
Nominating Agency: City of Santa Babara	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	1801	2251	2029
	Pedestrian Counts	Each	2151	2689	2029
In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.					
Week long counts video based counts were performed at seven neighborhood locations. Based on these seven locations, estimates were created for two additional neighborhood locations per the Interim Count Methodology. Of the nine total locations, all will have enhanced pedestrian facilities and are reflected in the "current" volumes above (sum of daily averages). Of the nine locations, five will have enhanced cycling facilities and the sum of the five locations is reflected in the "current" volumes above (sum of daily averages). A 25% increase in both modes is expected.					