CITY OF GOLETA

HOLLISTER AVENUE CLASS I BIKE PATH SAFE ROUTES TO SCHOOL PROJECT

ACTIVE TRANSPORTATION PROGRAM
CYCLE 1

PROJECT PRIORITY: 1 OF 2

TABLE OF CONTENTS

I. GENERAL INFORMATION....4
II. PROJECT INFORMATION....6
III. SCREENING CRITERIA....8
IV. NARRATIVE QUESTIONS....11
V. PROJECT PROGRAMMING REQUEST....26
VI. ADDITIONAL INFORMATION....29
VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION....30
VIII. APPLICATION SIGNATURES....31
IX. ADDITIONAL APPLICATION ATTACHMENTS....32

APPENDICIES:

ATTACHMENT A - FIGURES

Figure 1 – Project Location Map
Figure 2 – City of Goleta, California
Figure 3 – Project Location and Area
Figure 4 – Project Location Neighborhoods
Figure 5 – Student Travel Paths
Figure 6 – Users and Destinations
Figure 7 – Citywide Bikeways Map
Figure 8 – Accident Locations

ATTACHMENT B - PHOTOS
ATTACHMENT C – Hollister Avenue Class I Bike Path Traffic Analysis (Cover)
ATTACHMENT D – SBCAG 2040 Regional Transportation Improvement Plan
ATTACHMENT E – Ellwood Elementary Student Travel Talley and Walk and Bike to School Day Stats
ATTACHMENT F – Dos Pueblos High School Transportation Study
ATTACHMENT G – Kittleson & Associates, Inc. Techincal Memorandum
ATTACHMENT H – City of Goleta Traffic Collision Reports
ATTACHMENT I – Public Meeting Notices/Agendas/Invitations
ATTACHMENT J – City of Goleta Bicycle Transportation Plan and 2009 Resolution
ATTACHMENT K – Preliminary Plans
ATTACHMENT L – Project Schedule
ATTACHMENT M – Detailed Engineer's Estimate
ATTACHMENT N – Letters of Support

ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

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

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

Project name:	HOLLISTER AVENUE CLASS I BIKE PATH SAFE ROUTES TO SCHOOL PRC

For Caltrans use only: ____TAP _____STP____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

I. GENERAL INFORMATION

Project name:	HOLLISTER AVENUE CLASS I BIKE PATH SAFE ROUTES TO SCHOOL PROJECT

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) CITY OF GOLETA, 130 CREMONA DRIVE, SUITE B, GOLETA CA 93117-5514	2. PROJECT FUNDING ATP funds Requested $ 1,644,000.00 Matching Funds (If Applicable) $ 0.00 Other Project funds $ 136,000.00 TOTAL PROJECT COST $ 1,780,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) ROSEMARIE GAGLIONE, P.E., INTERIM PUBLIC WORKS DIRECTOR, RGAGLIONE@CITYOFGOLETA.ORG, (805) 961-7569	
4. APPLICANT CONTACT (Address & zip code) 130 Cremona Dr, Suite B, Goleta, CA 93117-5514	5. PROJECT COUNTY(IES): SANTA BARBARA COUNTY
6. CALTRANS DISTRICT #- Click Drop down menu below District 5	7. Application # 1 of 2 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	Other
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	SBCAG
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Small Urban (Pop =or<200,000 but > than 5,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 05-5481R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00076S

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

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

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

Project Type: (Select only one)

18. Infrastructure (IF) ☒ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

Project name: HOLLISTER AVENUE CLASS I BIKE PATH SAFE ROUTES TO SCHOOL PROJECT

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☒ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☒ Class I ☐ Class II ☐ Class III
    Ped/Other: ☒ Sidewalk ☐ Crossing Improvement ☒ Multi-use facility

    Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☒ Safe routes to school- ☒ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
ELLWOOD ELEMENTARY SCHOOL 7686 Hollister Ave, Goleta, CA 93117
27. SCHOOL DISTRICT NAME & ADDRESS:
GOLETA UNION SCHOOL DISTRICT 401 North Fairview Avenue, Goleta, CA 93117

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
42 69195 6045421	485	51.10
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school
19.5% Walk and 5.5% Bike	390	50' (Across Hollister. Proj .ends at school)

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

☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

II. PROJECT INFORMATION

1. Project Location

The City of Goleta (City) in the County of Santa Barbara, California (See Figures Attachment A - Figure 1) is one of the northern most communities in Southern California. The City is situated in the broader Goleta Valley region which is bordered to the north by the Santa Ynez Mountains, to the south by the Pacific Ocean, to the east by the City of Santa Barbara and to the west by the Gaviota coastline. Immediately adjacent to the University of California at Santa Barbara (UCSB), the City has a significant student, faculty and staff population in addition to being home to many working class families.

The City of Goleta is bisected by United States Highway 101 (US 101) and the Union Pacific Railroad (UPRR). Other major east–west roadways are Cathedral Oaks Road to the north of US 101 and Hollister Avenue to the south of US 101. Hollister Avenue is the main east-west corridor through Goleta's commercial core and Old Town Goleta. Major north-south roadways include Fairview and Patterson Avenues and Storke, Los Carneros, and Cathedral Oaks Roads which provide access to the US 101. State Route 217 (SR 217), which runs northeast-southeast between the US 101 and UCSB, provides another connection to the City (Attachment A -Figure 2).

The Hollister Avenue Class I Bike Path Safe Routes to School (Project) is in close proximity to several prominent natural and community features, including the Pacific Ocean, Goleta Beach Park, the Goleta Slough, the Ellwood-Devereux Open Space, Ellwood Main Monarch Butterfly Grove, UCSB, the Santa Barbara Municipal Airport, Girsh Park, Camino Real Marketplace retail and entertainment areas, and Goleta's light industrial/high tech employment centers.

The Project is located on Hollister Avenue in the western portion of the City between the entrance to the Ellwood Elementary School/Ellwood Mesa Open Space parking lot and Pacific Oaks Road (Attachment A - Figure 3).

2. Project Coordinates

Latitude	34.429594 (Decimal degrees)	Longitude	-119.896492 (Decimal degrees)

3. Project Description

The Hollister Avenue Class I Bike Path Safe Routes to Schools (Project) proposes to construct a Class I bike path on the south side of Hollister Avenue from Pacific Oaks Road to Ellwood Elementary School. The Ellwood Elementary School is located on the north side of Hollister Avenue. Students attending the elementary school predominately live south of Hollister Avenue in the residential areas between Pebble Beach Drive and the commercial area at Pacific Oaks Road. In the one-mile reach west of Pacific Oaks Road to Pebble Beach Drive, Hollister Avenue is a four lane divided roadway, with Class II bike lanes on both sides and with a mix of raised concrete medians, turn pockets and two-way left-turn lanes. The City has identified a need to improve pedestrian and bicycle safety between the residential areas and the school, proposing to reconfigure the road corridor to reduce the traffic lane widths in favor of increasing widths for pedestrians and bicyclists. The Project scope of work will include reducing the through traffic lanes from 13+ feet wide to 12 feet wide, reconstructing the existing raised concrete medians, and reducing median turn lanes from between 14 and 18 feet wide to 10 feet wide to allow construction of the Class I bike/pedestrian facility on the south side of Hollister Avenue. Improvements will also include a new bicycle detection signal system, a traffic signal at Cannon Green Drive and restriping.

The project will reduce motor vehicle speed, separate bicyclists and pedestrians from motor vehicles, and increase the useable width for active transportation uses along the south side of Hollister Avenue.

4. Project Status

The Project is currently in the final design stage. The City's consultant has prepared design alternatives, performed the initial California Environmental Quality Act (CEQA) documentation and presented the alternatives to the City, City Council, and the public. The Project has a CEQA Categorical Exemption (CE). The consultant is finalizing the project plans and specifications. The Project will be constructed entirely within existing City Right of Way. The Project will be "shovel ready" and the City

will continue to seek funding sources to complete the Project. Upon receiving ATP Grant funding, the City and consultant team will complete the National Environmental Policy Act (NEPA) environmental documentation, prepare the final plans, specifications and estimates, and advertise and bid the Project for construction.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Hollister Avenue within the project limits is a four lane arterial carrying and Average Daily Traffic (ADTJ) volume of over 6,000 ADT at the western end and over 12,000 ADT at the eastern end of the project. Year 2035 build out conditions show volumes increasing to over 9,000 ADT at the western end and over 18,000 ADT at the eastern end (See Attachment C). The posted speed limit along this stretch of Hollister Avenue is 45 mph. The Hollister Avenue corridor within and adjacent to the project limits contains a variety of uses including retail commercial, restaurants, offices, schools, recreation and residential.

Ellwood Elementary School is a Kindergarten thru 6th grade school located at the western end of the project. The majority of the school's population (approximately 80%) lives in the dense residential area south of Hollister Avenue bounded by Pacific Oaks Road and Ellwood Elementary (See Figure 4). For the majority of the school's students, the close proximity of the residential area to the school makes walking and bicycling a very viable commute choice. The residential neighborhoods to the south of Hollister Avenue are also home to many Goleta Valley Jr. High School (GVJHS) students. These students travel along the sidewalk on the south side of Hollister Avenue to access the Santa Barbara Metropolitan Transit District (MTD) bus stops during their school commute. A large number of Dos Pueblos High School (DPHS) students live in this area as well. Unfortunately, currently there is no good direct access to school for these students via biking or walking. However, the City is in the planning and preliminary engineering phase of a General Plan approved Capital Improvement Program project which will construct a new overcrossing over US 101 connecting the neighborhoods and DPHS on the north

side of US 101 with the neighborhoods on the south side of Hollister Avenue. A new Class I bike lane along the south side of Hollister Avenue would provide a safe and convenient connection to Elwood Elementary School, GVJHS MTD bus stops and to the new future US 101 overcrossing.

West of Pacific Oaks Road (approaching Ellwood School), the Hollister Avenue roadway width increases and traffic volumes drop off, giving vehicles traveling in this portion of Hollister Avenue the "feel of the open road" which is conducive to speeding. The traffic volumes combined with the higher speeds makes traveling in the Class II bike lanes difficult for bicyclists–particularly the young or inexperienced riders. Because younger students are less experienced riders, are learning to navigate the roads, do not always pay attention, may engage in horseplay or be easily distracted, and tend to ride on the sidewalk, providing a Class I facility will increase the safety for these students traveling to and from school. (See Photos Attachment B).

There were six bicyclist injury collisions along the 1.1 mile project corridor in the past five years. Several of these were due to bicyclist riding the wrong way – against traffic. Field observations showed that many users from the residential neighborhoods on the south side of Hollister Avenue tend to ride the wrong way in the Class II bike lanes (See Photos) rather than attempt to cross over the four lanes on Hollister Avenue to access the bike lanes on the north side. When parents and students do propely use the westbound Class II bike lane, automobile/cyclist conflicts arise when vehicles try to use the Class II bike lane space to turn right into the school (See Photos). Many users were also observed riding bicycles, scooters or skateboard on the sidewalk on the south side of Hollister Avenue, competing with pedestrians for the limited sidewalk space. Most of these incidents involved children going to or from Ellwood Elementary School, but there were adult bicyclists observed on the sidewalks as well. (See Photos) The Ellwood Elementary School parents and the community has long been asking for a safer bicycle facility along this route, not only for the school children but for all users. A Class I facility will provide a much safer and needed buffer for students bicycling, scootering, skateboarding and walking to school.

A separated, buffered twelve foot wide Class I/ multi-use facility would provide additonal width for all users. Constructing a Class I bike path will supplement the existing Class II bike lanes that will still be available for the more experienced adult bicyclists. The Class I bike path will allow children from elementary school through high school the opportunity to bicycle to school more safely. The Class I bike path will also provide a connection to the retail centers, grocery stores, restaurants, and recreational and open space areas along the Hollister Avenue corridor in and adjacent to the Project limits. The Class I facility will allow more families to go to the store, eat out, or access Goleta's parks, beaches and open spaces on their bikes. Bicycle commuters to UC Santa Barbara (UCSB) will also find this new bike path an attractive connection to the existing bike lanes and the planned multi-use paths being proposed south of the City limits.

Measure A local discretionary funds and Measure A grant funds have allowed the City to complete planning and preliminary engineering phases, and enter the design phase for the Project. The only piece still missing is the construction funding for this much anticipated and needed Safe Routes to School Project. If successful with this ATP grant application, the City will be able to finally put into place a project for which the entire community has been wanting for many years. ATP grant funds will make it possible for the City to not only provide Elwood Elementary School with a safer route to school for the students in the adjacent residentail neighborhoods but will also complete an important segment in our active transportation network.

2. Consistency with Regional Transportation Plan

The Hollister Class I Bike Path Project is included in the 2040 Regional Transportation Plan/Sustainable Communities Strategy (2040 RTP/SCS), adopted by the Santa Barbara County Association of Governments (SBCAG), the Metropolitan Planning Organization (MPO), on August 15, 2013. The Hollister Class I Bike Path Project is listed as a Programmed Project in the RTP/SCS Appendix E under the City of Goleta Bike/Ped project type (2040 RTP ID# Go-305).

IV. NARRATIVE QUESTIONS

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

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

Class II bike paths do not provide any buffer between motorized vehicles and bicyclists. Currently many parents do not allow their children (particularly the Ellwood Elementary students) to bike to school because they view the trip along Hollister to be unsafe. Walking can sometimes be viewed as difficult because at certain times of the day there are various modes of transportation (pedestrians, bicycles, scooters, skateboards, etc.) competing for the same space within the existing five foot sidewalk. By narrowing the travel lanes, adding a landscaped buffer zone, and widening and converting the sidewalk to a twelve foot Class I/ multi-purpose path, the project will reduce motor vehicle speed, separate bicyclists and pedestrians from motor vehicles, and increase the useable active transportation width thus greatly improving safety. Safer conditions for student bicyclists will encourage more students to ride their bikes to school. Opening up more width to accommodate pedestrians and bicyclists will make the trip down Hollister Avenue to Ellwood Elementary more pleasant, encouraging others to walk. In school surveys, students and parents have indicated they would bike or walk more frequently if there was a Class I bike path along Hollister Avenue. Conversations City staff had with parents and the crossing guard at the school on February 27, 2014, indicated overwhelming support, excitement, and a sense of “why hasn’t it been built yet?” questioning for the project.

The future construction of the Hwy 101 overpass will open up a new opportunity for DPHS students living in the neighborhood area south of Hollister Avenue by providing a more direct path to walk or bike to school. The Class I bike path along Hollister Avenue will provide a safe separated connection to the future overpass, making bicycling more attractive to the high school students as well.

The Class I bike path will provide connection to the retail centers, grocery stores and eateries at the Camino Real Marketplace shopping area, the Ellwood Mesa open space areas and its recreational opportunities, as well as the soccer and baseball fields located at Girsh Park, all located along the Hollister Avenue corridor in and adjacent to the project limits. The Class I facility will attract more families to use active transportation modes to go to the store, eat out, or access Goleta's parks, beaches and open space by removing what some perceive to be a safety and comfort barrier of not having a separated facility for bicycling and walking. Bicyclists commuting to UCSB will also find this new bike path an attractive and convenient connection to the existing Class II bike paths and future planned multi-purpose facilites to access the UCSB campus and Isla Vista.

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

Students

Ellwood Elementary School is a Kindergarten thru 6th grade school, with a current (2014) student population of 485 students. The majority of the school's population lives in the dense residential area south of Hollister Avenue bounded by Pacific Oaks Road and Ellwood Elementary school. Figure 5 shows the travel routes for students living in the project area and illustrates Hollister Avenue is the main travel hub for children to travel between home and school. School records show that approximately 50 students who live in areas to the west of Cathedral Oaks Road (such as the Dos Pueblos Ranch, and El Capitan areas) are bussed to school each day, however there is no school bus service for the 80% of the student population who reside in the residential areas south of Hollister Avenue. This means that 80% of the student population walks, bikes or are driven to school.

Student commute travel mode counts were conducted by Ellwood Elementary School and the Coalition for Sustainable Transportation's (COAST) Safe Routes To School (SRTS) Program using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School for 2013 (See Attachment E) . The data was gathered for the morning commute trip and the afternoon commute

trip. The count data is presented in the following table to show the existing commuting trends for Ellwood Elementary students:

Ellwood Elementary 2013 - AM and PM Travel Mode Comparison								
	# of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning Commute	1181	17%	6%	6%	65%	4%	0.4%	1%
Afternoon Commute	1149	22%	5%	12%	47%	9%	3%	2%

Note: Percentages may not total 100% due to averaging and rounding.

According to the statistics shown in the table and based on a student population of 472 (student enrollment at time of survey), only 92 students typically walk to school on an average day, and a mere 26 students ride their bikes. Considering approximately 378 students live less than a mile from the school, these totals would appear to be low. By comparison when travel mode counts were recorded during special events promoting active transportation such as Ellwood School Walk and Bike to School Days (See Attachment E) these numbers increased significantly; in 2011 over 243 students walked, while over 50 students rode bikes; and in 2013 on Bike to School Day a combined 186 students walked or road their bikes to school that day. That is over half the student population living in the area south of Hollister Avenue. These statistics show that there is the desire and ability for Ellwood Elementary school children to use active modes of transportation to get to and from school. With a Class I bike path which would provide increased safety and comfort for school children to travel between home and school the current number of kids bicycling would increase greatly.

The residential neighborhoods to the south of Hollister Avenue within the project limits is also home to many GVJHS students. MTD runs a special direct bus line (line 2630) for GVJHS students between the residential neighborhood along Hollister Avenue west of Pacific Oaks Road and GVJHS. There are a total of seven bus stops for this line along Hollister Avenue and six are

within the project limits. According to Ms. Davies the attendance technician at GVJHS over 60 students are bussed via line 2630 (consisting of one entire bus load) from the south Hollister Avenue neighborhoods. These students travel along the sidewalk on south Hollister to access the MTD bus stops during their school commute.

The Dos Pueblos High School Transportation Study (COAST, 2014) (Attachment F) shows that approximately 400 DPHS students live in the neighborhoods south of Hollister Avenue. Currently there is no direct access to school for these students via bike, however the City of Goleta is in the planning and preliminary engineering phase of a project which will construct a new overcrossing over US 101 connecting the neighborhoods and DPHS on the north side of Hollister Avenue and US 101 with the neighborhoods on the south side of Hollister Avenue. Construction of this overpass will double the number of students who could feasibly bike to school. With the new overcrossing in place a large number of DPHS students will also use the Class I Bike Path.

Commuters

To estimate the increase in bicycle and pedestrian volumes associated with the Hollister Avenue Class I Bike Path the City recruited Kittelson and Associates, Inc. to look at the increased demand which would result from the new facility (See Attachment G).

There are some light industrial and office buildings located on the north side of Hollister Avenue within the project limits however, the majority of the large employment centers are located to the east of the project. This includes the large retail center of the Camino Real Marketplace, as well as the UCSB campus located to the east of the project and south of the City limits. Most commuters living in the residential areas along and south of Hollister Avenue within the project limits would be traveling to the east on Hollister Avenue.

Existing Bicycle and Pedestrian Volume

Intersection counts were performed along the proposed corridor in May 2013. The data was collected using video data collection as part of the Hollister Avenue Class I Bicycle Lane Study. The

highest bicycle and pedestrian volumes during both the AM and PM peak periods occurred at Hollister Avenue and Pacific Oaks Avenue. The peak period bicycle and pedestrian counts are shown in the following table.

Hollister Avenue & Pacific Oaks Avenue Peak Period Bicycle and Pedestrian Counts

Peak Period	Bicyclist	Pedestrians
AM	81	74
PM	64	64

Bicycle Demand

After construction of the Class I facility, expected bicycle demand was calculated by adapting the Benefit-Cost Analysis Tool (developed as part of *NCHRP Report 522: Guidelines for Analysis of Investments in Bicycle Facilities*) to the local conditions of the City of Goleta, where possible. This adapted methodology for estimating the use of a new facility is based on two assumptions:

All existing commuter bicyclists, defined as the highest bicyclist count available from intersection counts along the corridor (see Bicycle and Pedestrian Volume above), will use the new facility; and,

The new facility will induce new bicyclists based on the local bicycling commute rate (based on the 2012 ACS 5-year estimates), children's bicycling rate (5%, based on the 2011 NHTS), and nearby residential population. The method uses Census commute shares to extrapolate high, moderate, and low estimates of new bicyclists, the results of this analysis is shown in the following table:

Total New Bicyclists by Non-Commute Bicyclist Estimate

Estimate	Total New Bicyclists
High	220
Moderate	131
Low	118

For the complete explanation of the methodology used to calculate the estimated new bicyclists see the full Kittleson and Assoc. technical memorandum in Attachment G.

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

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

The Hollister Avenue Class I bike path will provide connection from the neighborhoods south of Hollister Avenue to schools, recreational opportunities, employment, retail, and education centers. Hollister Avenue acts as a main hub for the transportation system of Goleta, with Goleta's main employment centers, retail centers, and education centers located directly adjacent or to the north or south connected via Goleta's system of Class I, II and III bike lanes.

The westerly terminus of the Class I bike path project is at the signalized main entrance to Ellwood Elementary School on Hollister Avenue. Directly opposite the school entrance is the entrance to Santa Barbara Shores County Park providing access to numerous recreational trails including the California Coastal Trial and the Juan Bautista de Anza Trail. The easterly terminus of the project is at Pacific Oaks, connecting the residential area south of Hollister with the retail and commercial areas of the University Plaza Shopping Center and Camino Real Market Place. This large shopping area houses two of the City of Goleta's principal employers in Costco and Home Depot (http://www.cityofgoleta.org/Modules/ShowDocument.aspx?documentid=7229) and offers multiple employment opportunities which can easily be reached by bicycle and walking for residents living in the area west of Pacific Oaks Road. The Hollister Avenue Class I bike path will connect with existing Class II bike lanes on Pacific Oaks Road, Phelps Road and Storke Road (See Figure 6). These existing Class II bike lanes lead to the UCSB campus, which enrolls over 21,000 students and employs over 1000 faculty. The proposed Hollister Avenue Class I bike path will also connect to a future Class I/multi-purpose facility planned to parallel the Devereux Creek area from Hollister Avenue south, crossing Phelps Road and heading southeast through the UCSB Ocean Meadows Open Space area and eventually connecting to the UCSB campus area. This proposed facility in conjunction with a new Class I bike path along

south Hollister Avenue will provide a vital active transportation link to connect western Goleta with UCSB.

MTD serves the City of Goleta with transit stops along Hollister Avenue and at Santa Barbara Shores County Park. The Hollister Avenue Transit Corridor has the highest concentration of transit routes and greatest frequency of service due to the large-scale employers and commercial services located along the Hollister Corridor. The Class I Hollister Avenue bike path would provide connection to the bus stops along Hollister Avenue.

This project will remove barriers for those living along the stretch of Hollister Avenue located in the project limits, by providing a separated, buffered, active transportation facility. Separating bicyclists and pedestrians from the vehicles on this busy section of arterial, providing them with a space of their own. The Project will removes the barrier of concern for safety and discomfort for potential bicyclists and pedestrians who desire to use active transportation modes to access school, work, shopping and recreation, but choose not to because they feel intimidated in doing so adjacent to a high speed busy four lane street.

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

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

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

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

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

This section of Hollister Avenue is the main east-west connection between employment, residential, and recreational land uses in western Goleta and is also the main travel route for 80% of

Ellwood Elementary's student population between school and home. Over the last 10 years the stretch of Hollister Avenue between Storke Road and Cathedral Oaks Road has had over a dozen traffic collisions involving vehicles and either a pedestrian or a bicycle. The City of Goleta Public Works Department ten year Traffic Collision Report Summaries for the project limits are included in Attachment H. Figure 7 shows the locations of all the injury collisions occurring along Hollister Ave between Pacific Oaks and Ellwood Elementary School.

The traffic collision reports showed that many of the collisions resulted from vehicles turning onto or off of Hollister Avenue at un-signalized intersections resulting in a collision with a bicyclist. Four of these collisions occurred at the intersection of Hollister Avenue and Cannon Green Drive. As part of the Class I Bike Path project a new signal will be installed at Cannon Green Drive, thus eliminating many of these types of collisions. The Class I bike path will be located further back from the edge of traveled way, thus allowing space for bicyclists to cross side streets behind a vehicle which is waiting to pull out from an un-signalized intersecting road onto Hollister Avenue. This design will provide room for a vehicle to pull forward and look for a gap prior to making a turn onto Hollister without conflicting with bicyclists on the Class I facility and will help reduce conflicts between bicyclists turning vehicles.

The majority of the collisions along this stretch of Hollister Avenue involved bicyclists traveling the wrong way on Hollister Avenue. The bulk of the residential area within the project limits is located on the south side of Hollister Avenue, thus many bicyclists and pedestrians begin or end their journey on this side of Hollister Avenue. There are limited opportunities for bicyclists or pedestrians to cross Hollister Avenue at a controlled intersection with signals existing at only three intersections in this stretch spaced roughly 0.5 mile apart. Controlled north/south Hollister Avenue crossings currently exist at the western end at the Ellwood Elementary School entrance, at Mathilda Drive and the eastern end of the project at Pacific Oaks Road. Rather than cross the four lane arterial at an uncontrolled intersection, bicyclists choose to stay on the side of the street of their origination or destination. The Class I bike path

would provide a two-way separated path on the south side of Hollister Avenue adjacent to the majority of the residential areas, eliminating the need for bicyclists to cross Hollister Avenue in order to travel in an easterly or westerly direction.

The construction of a new Class I bicycle facility along Hollister Avenue is expected to highly reduce the occurrences of bicycle collisions with vehicles by removing the bicyclists from that section of the right of way used by vehicles. When combined with the planned future multi-purpose trail through the Ellwood Devereux Open Space area, planned Class II bike lanes access to the beach along Elderberry Drive, and the planned Juan Bautista De Anza trail improvements, the new Hollister Avenue Class I bicycle facility project forms an critical piece in the City's alternatives modes network which will allow pedestrians and cyclists to safely travel for work, school, or recreational purposes in Western Goleta.

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

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

Throughout the planning and preliminary engineering phases of the project, there have been multiple opportunities for the public to offer input and/or ask questions regarding the Hollister Avenue Class I bike path. Each time, they have been overwhelmingly supportive.

Early in the process it was thought that a "road diet", reducing Hollister Avenue from four lanes and a center turn lane to two travel lanes and a center turn lane, would be the best way to fit a Class I facility within the existing right of way. There were members of the public who, while supportive of a Class I facility, did not want to see the roadway reduced to one travel lane in each direction. This was the only contentious part of the project. After performing a field survey of the road right of way, the design team found that a Class I facility could be installed without losing any travel lanes.

The Class I bike path project was discussed at the City of Goleta's Regional Bikeway stakeholder meetings held on November 1, 2012 and March 10, 2013 (See Attachment I). These

Regional Bikeway stakeholder meetings included representatives from the City of Goleta, City of Santa Barbara, County of Santa Barbara, UC Santa Barbara, Traffic Solutions, Santa Barbara Bicycle Coalition (SB Bike), and COAST. The purpose of these meetings is to discuss the existing bikeways in and around the City and proposed future bike lane and muli-purpose facility projects and coordinate these efforts amongst all the local agencies, and stakeholders, with the common goal of a comprehensive, coordinated and connected bikeway system in Santa Barbara County.

The Class I bike path project was also presented and discussed at SB Bike's advocacy committee meeting (see Attachment I) held at Decker's in the City of Goleta. This meeting was open to the general public and was well attended.

The City is planning an additional public outreach/open house meeting early this summer where we can let people know that the two lane Hollister Avenue option is no longer an alternative and that the project can be installed while saving all existing travel lanes and the center turn lane. The meeting will be held at the Ellwood Elementary School early this summer to present the Class I bike path design as it progresses and to answer questions and foster additional input on the details of the bike path location (inside or outside of the sidewalk) and the landscaping/aesthetics. This will be a great opportunity for the community to have input on a planting palette for this roadway.

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

There has been a Class I bike facility identified for this stretch of Hollister Avenue since before Goleta incorporated as a City in 2002. This is a busy street segment with an elementary school at the western end and retail and employment centers at the eastern end. In 2007, the Project was presented at a City Council meeting along with a list of capital projects the City plans on building over the next 20 years. All Council meetings and Planning Commission meetings are televised and open to the public.

Since that time, this project has been included in the annual updates to the Planning Commission and City Council for every year since 2003. The City also posts information about our capital program

on its web site. The City has a web site specifically dedicated to this purpose, "ProjectGoleta.org." Our active and upcoming projects have information sheets that include the staff contact for each project.

In December of 2009, the City Council adopted two resolutions; one to amend the City's Bicycle Transportation Plan (BTP) to include the Class I bike path project and a second resolution to commit matching funds for the grant. This was a noticed Council meeting with an agenda and staff reports available to the public.

In February of 2010, the City held a Community Open House to discuss the future Highway 101 Overcrossing being designed by the City to span Highway 101 and the Union Pacific Railroad (UPRR) in western Goleta. . The new overcrossing would be located within the limits of the Class I bike path project, and will include sidewalks and Class II bike lanes We explained to participants at the Open House that the design of that project was accommodating the future Hollister Class I Bike Lane project in its design. This event was widely publicized with flyers that were mailed to half the City (See Attachment I), reverse 911 phone calls, newspaper ads and the City website.

In 2011, the City applied for a Measure A Safe Routes to School Grant, administered SBCAG. The City received $107,000 towards the cost of designing the project. This award was posted as an informational item at the regional Technical Transportation Advisory Committee (TTAC), recommended for approval by the South Coast Sub-Regional Committee and ultimately approved and awarded by the SBCAG Board. All of these meetings, agendas and staff reports were available to the public.

C. Is the project cost over $1 Million? Y/N Y

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

Yes, the Project is listed in the City's General Plan (http://www.cityofgoleta.org/index.aspx?page=194), circulation element and was also first presented in the City's Capital Improvement Program in 2007 to City Council. In December of 2009, the City

Council adopted a resolution to amend the City of Goleta's Bicycle Transportation Plan (adopted in 2005) (See Attachment J) to include this project.

4. COST EFFECTIVENESS *(0-10 POINTS)*

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

We explored four build alternatives including:

Reducing the number of through traffic lanes from four lanes to two lanes to provide for wide median, landscape buffer, and separate Class 1 bike path while maintaining the existing sidewalk. This option was not chosen because future traffic volumes require 4 through lanes at the Pacific Oaks signalized intersection thus requiring either the Class 1 be terminated short of the Pacific Oaks intersection or additional right of way. Terminating the Class 1 short of the Pacific Oaks intersection also prohibits westbound cyclist from accessing the Class 1 until the next signalized intersection at Entrance Road, 0.5 miles west.

Constructing the Class 1 along the north side (school side) of Hollister Avenue, minimizing the number of intersections. This option was not chosen because within the reach of the project, there is only one existing signalized intersection at entrance road. A Class I bike path along the north side would be under-utilized. There is a signal controlled crosswalk at the west terminus of the project right in front of the elementary school which is manned with a school crossing guard during morning and afternoon school commute hours. This provides the opportunity for bicyclists and pedestrians to cross Hollister Avenue from the south side of the road to the school on the north side and vice versa.

Maintaining the number of traffic lanes, provide separate Class 1 bike trail and sidewalk. This option was not chosen because fencing or railing must be used to separate the bicyclist from the vehicular traffic to meet the minimum for Class 1 width requirement. The introduction of railing or fencing would introduce new restrictions to corner sight distance, increasing potential conflicts between turning vehicles and trail users and would require additional maintenance.

Maintaining the number of traffic lanes, incorporate existing sidewalk into width for Class 1 multi-purpose path. This option was chosen because it allowed a reasonable buffer area to separate vehicular traffic from Class 1 users, does not introduce new sight restrictions. Additionally, the buffer area can also be used to treat stormwater improving water quality.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).

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

Benefits for the proposed bicycle improvement were calculated using *NCHRP Report 552*'s Benefit-Cost Analysis Tool methodology. Benefits were calculated for four types: mobility benefit, health benefit, recreation benefit, and decreased auto use benefit. The complete cost benefit analysis and methodology for estimating the project benefits can be found in Attachment G.

A summary of the total benefit for mobility, health, recreation and decreased auto use of the Hollister Class I Bicycle Path project by the high, moderate, and low estimates of adult non-commute bicyclists are as follows:

Total Annual Benefit, High	$670,866
Total Annual Benefit, Moderate	$334,644
Total Annual Benefit, Low	$285,530

With Caltrans' Cal-B/C estimating the average cost of an accident at $52,500, the project would generate a safety benefit of an estimated $28,350 per year.

Taking low annual benefit associated with the Class I bike path ($285,530) adding the calculated safety benefit of $28,350, the total project benefit would be $313,880. This benefit assumes that the project goes into service in 2016. Annual benefits were calculated out to the year 2030, and the benefit numbers were discounted to 2015 values at a 3% rate resulting in a total benefit cost of $5,837,827. Based on the total project benefit and the total costs associated with all the phases of the project ($1,780,000), the B/C ($5,837,827/$1,780,000) ratio is 3.3. Looking at only the B/C of the total project

benefit compared to the program funds requested ($1,644,000) the B/C ($5,837,827/$1,644,000) would be 3.6.

5. IMPROVED PUBLIC HEALTH *(0-10 points)*

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

The Hollister Class I Bikeway Project provides ample opportunity for the improvement of public health through the creation of public infrastructure that will encourage bicycling and walking in the City of Goleta. In Santa Barbara County (the county in which Goleta is located), approximately 49,000 children and adults have been diagnosed with asthma (www.californiabreathing.com). The highest risk factor for in Santa Barbara County, more than twice that of any other risk factor is obesity. Physical activity is among the most effective ways to combat obesity. The US Department of Health and Human Services 2008 Physical Activity Guidelines for Americans recommends at least 2.5 hours of moderate activity (such as brisk walking or brisk bicycling) a week. (http://www.webmd.com/fitness-exercise/walking-for-wellness) The proposed project provides significant opportunities to increase physical activity through increased walking and bicycling.

The proposed project will create a safe and convenient alternative modes corridor which will provide new connections for the residential neighborhoods in south western Goleta to the City's bicycle and pedestrian network. These connections all have Hollister Avenue as their "hub", as Hollister forms the arterial spine of the transportation network in much of Goleta. Residents and commuters alike will be able to use the new facility on their way to work, for shopping, or for recreational use, all of which contributes to improved public health. In addition to the health benefits created by increased walking and bicycling associated with the new infrastructure, the project will also result in a reduction in greenhouse gas emissions as residents elect to travel by bike or foot instead of in automobiles.

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

A. I. Is the project located in a disadvantaged community? Y/N N

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

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

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

Ms. Virginia Clark, virginia.clark@ccc.ca.gov, 916. 341.3147
Phone conversation on Thursday, May 15 at 5:01 pm.
E-mailed information on Friday, May 16 at 2:27 pm.

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

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

Ms. Cynthia Vitale, calocalcorps@gmail.com, 916. 558.1516
E-mailed information on Friday, May 16 at 2:26 pm.

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

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

Melanie Wallace, Region I Analyst with CCC replied on 5/19/14 expressing interest in participating in this project.

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

Paige Brokaw with CALCC replied on 5/19/14 stating CALCC will not be able to participate on this project

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

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

The City has received grants from the Federal Highway Safety Improvement Program, Measure A Regional Bicycle and Pedestrian Program Grants and Measure A Safe Routes to School, Proposition 84 grant funding, Community Development Block Grant (CDBG) funding, State Parks grant funding, Highway Bridge Program and others. The City has not had any grant failures to date. When awarded this ATP grant for construction funding for the Project, the City will adjust the priorities in the Capital Improvement Program and focus resources on this Project.

Project name:	HOLLISTER AVENUE CLASS I BIKE PATH SAFE ROUTES TO SCHOOL PROJECT

V. PROJECT PROGRAMMING REQUEST

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

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

Notes:

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project | **Date:** 5/20/14

District	EA	Project ID	PPNO	MPO ID	TCRP No.
05				6090	

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SB				City of Goleta	
				MPO	**Element**
				SBCAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Teresa Lopes	805.961.7563	tlopes@cityofgoleta.org

Project Title

Hollister Class 1 Bike

Location, Project Limits, Description, Scope of Work ☐ See page 2

In Goleta, on Hollister Avenue from Ellwood School to Pacific Oaks Road, reconstruct Hollister Avenue to reduce traveled way widths, widen south sidewalk to Class 1 multi-purpose path standards, add landscape buffer area for Low-Impact Design. Project includes modifying traffic signal at Entrance Road, adding traffic signal at Cannon Green Road, upgrading ADA curb ramps at all intersections along path.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	City of Goleta
PS&E	City of Goleta
Right of Way	N/A
Construction	City of Goleta

Purpose and Need ☐ See page 2

The community has long been asking for a safer bicycle facility along this route, particularly for the students attending Ellwood Elementary School. South of Hollister Avenue from Pacific Oaks west to Ellwood Elementary is a dense residential area. There are many school children living there who would love to be able to enjoy teh benefits of bicycling to school but cannot because the existing wide avenue with only Class II bike lanes is not suited for younger children. The majority of the students (approx. 80%) live within less than a mile of the school.

Project Benefits ☐ See page 2

Provide a Class I bike facility which would give the students of Ellwood Elementary school a safer route to school. The project will separate bicycles from the adjacent four lane arterial of Hollister Aveneu. The project will provide a separate, buffered, wide area for active transportation use, encouraging more users along Hollister to choose active transportation as their mode of travel.

☐ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			**N/A**
Begin Environmental (PA&ED) Phase			N/A
Circulate Draft Environmental Document	**Document Type**	CE	N/A
Draft Project Report			N/A
End Environmental Phase (PA&ED Milestone)			12/18/09
Begin Design (PS&E) Phase			07/01/13
End Design Phase (Ready to List for Advertisement Milestone)			09/30/14
Begin Right of Way Phase			N/A
End Right of Way Phase (Right of Way Certification Milestone)			N/A
Begin Construction Phase (Contract Award Milestone)			03/01/15
End Construction Phase (Construction Contract Acceptance Milestone)			09/01/15
Begin Closeout Phase			09/01/15
End Closeout Phase (Closeout Report)			12/01/15

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/20/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SB				6090	

Project Title: Hollister Class 1 Bike

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	28							28	
PS&E	108							108	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,644						1,644	
TOTAL	136	1,644						1,780	

Fund No. 1:	Active Transportation Grant - Safe Routes To School								Program Code
Proposed Funding ($1,000s)									70.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,644						1,644	
TOTAL		1,644						1,644	

Fund No. 2:	Measure A								Program Code
Proposed Funding ($1,000s)									Measure A
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)	28							28	SBCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	28							28	

Fund No. 3:	Measure A Grant								Program Code
Proposed Funding ($1,000s)									Measure A
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									SBCAG
PS&E	108							108	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	108							108	

Project name:	HOLLISTER AVENUE CLASS I BIKE PATH SAFE ROUTES TO SCHOOL PROJECT

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)	**Amount**
PE Phase (includes PA&ED and PS&E)	$ 0
Right-of-Way Phase	$ 0
Construction Phase-Infrastructure	$ 1,644
Construction Phase-Non-infrastructure	$
Total for ALL Phases	**$** 1,644

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
Measure A	$ 28
Measure A Grant	$ 108
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 1,780
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$
Request for Safe Routes to Schools Infrastructure work	$ 1,644
Request for Safe Routes to Schools Non-Infrastructure work	$
Request for other Non-Infrastructure work (non-SRTS)	$
Request for Recreational Trails work	$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction		05/27/2015

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: HOLLISTER AVENUE CLASS I BIKE PATH SAFE ROUTES TO SCHOOL PROJECT

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables

Project name: HOLLISTER AVENUE CLASS I BIKE PATH

VIII. APPLICATION SIGNATURES

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

Signature: _____ Date: 5-19-14
Name: Michelle Greene Phone: (805) 961-7522
Title: Interim City Manager e-mail: mgreene@cityofgoleta.org

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

Signature: _____ Date: 5/19/2014
Name: Rosemarie Gaglione, P.E. Phone: (805) 961-7569
Title: Interim Public Works Director e-mail: rgaglione@cityofgoleta.org

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

Signature: _____ Date: 5/19/2014
Name: William Banning Phone: (805) 681-1200 Ext. 201
Title: Superintendent, Goleta Union School District e-mail: wbanning@goleta.k12.ca.us

Person to contact for questions:

Name: Abby Vasquez Phone: (805) 571-3774
Title: Principal, Ellwood Elementary School e-mail: avasquez@goleta.k12.ca.us

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

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

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

Project name:
HOLLISTER AVENUE CLASS I BIKE PATH SAFE ROUTES TO SCHOOL PROJECT

IX. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☐ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum photo size 3 x 5 inches
  - ☐ Optional video and/or time-lapse
- ☒ Preliminary Plans- **REQUIRED for Construction phase only**
  - ☒ Must include a north arrow
  - ☒ Label the scale of the drawing
  - ☒ Typical Cross sections where applicable with property or right-of-way lines
  - ☒ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - ☒ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - ☒ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - ☒ Must identify all items that ATP will be funding
  - ☒ Contingency is limited to 10% of funds being requested
  - ☒ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☐ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☒ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☒ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

ATTACHMENT A

Application Figures

FIGURES

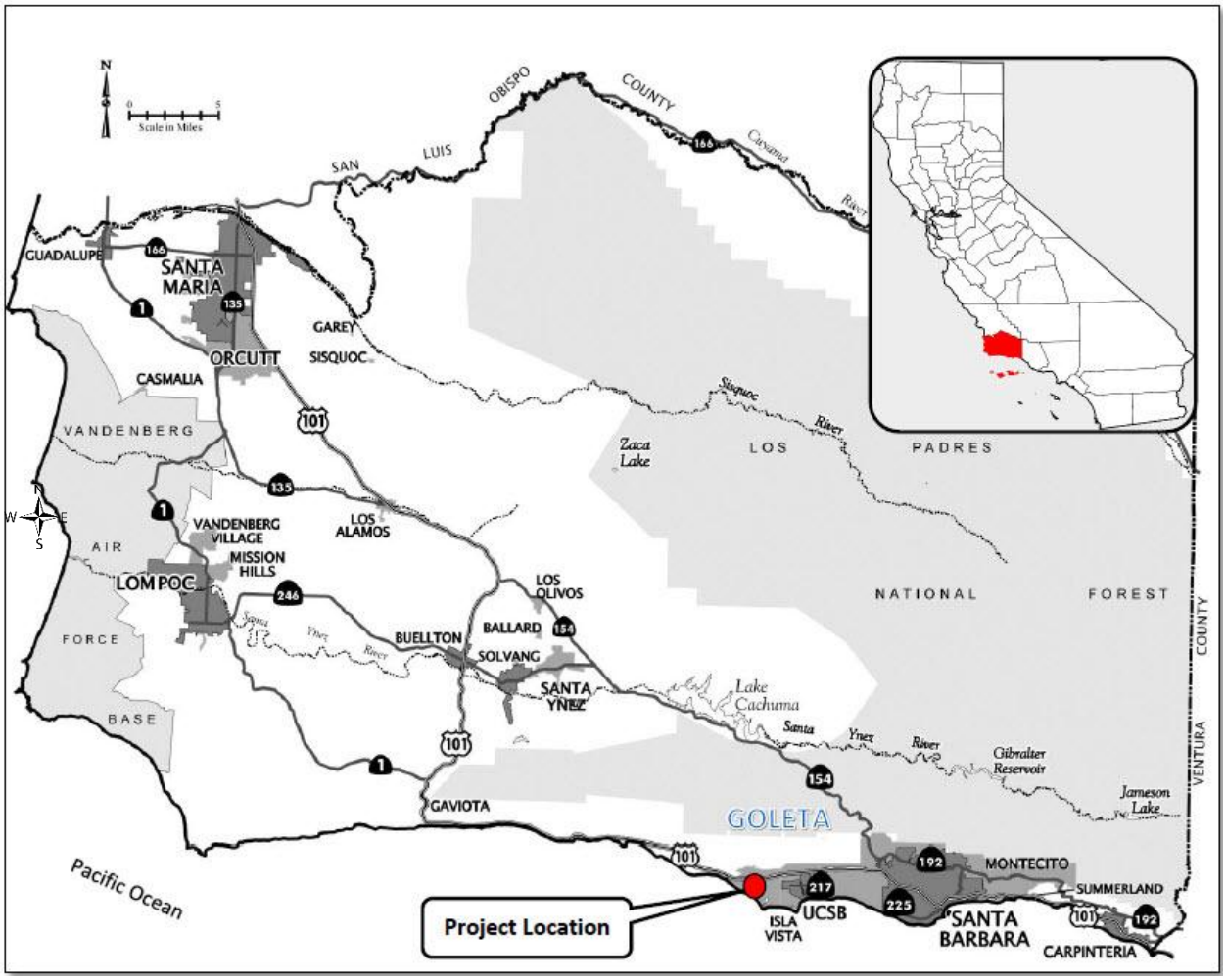

Figure 1 – Project Location Map

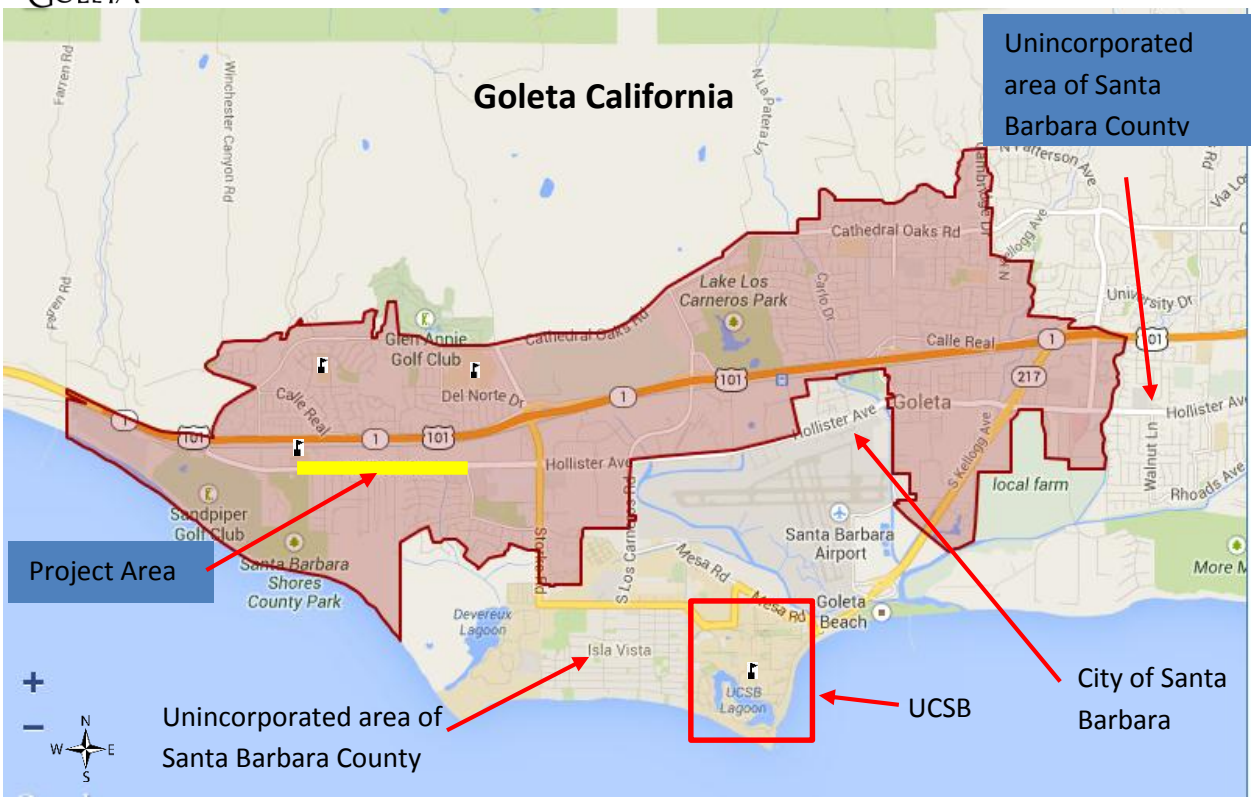

Figure 2 – City of Goleta, California

Figure 3 – Project Location and Area

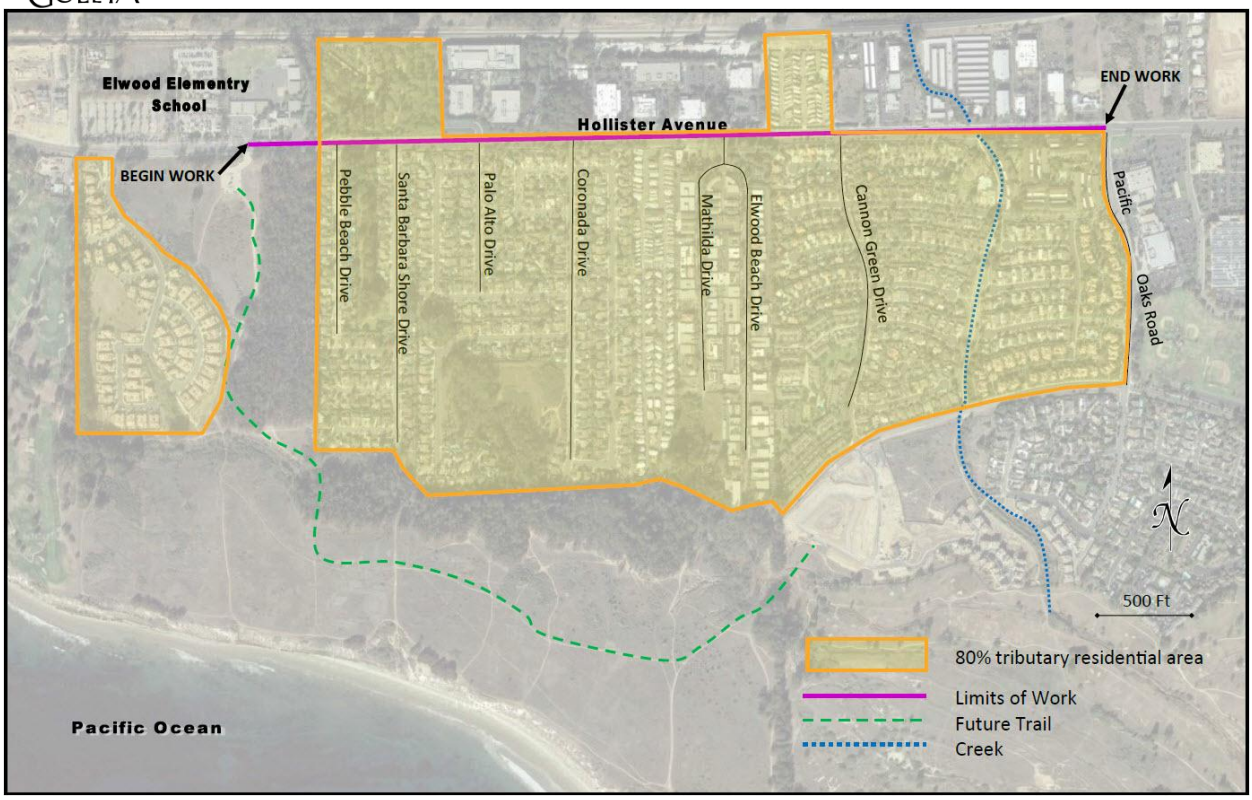

Figure 4 – Project Location Neighborhoods

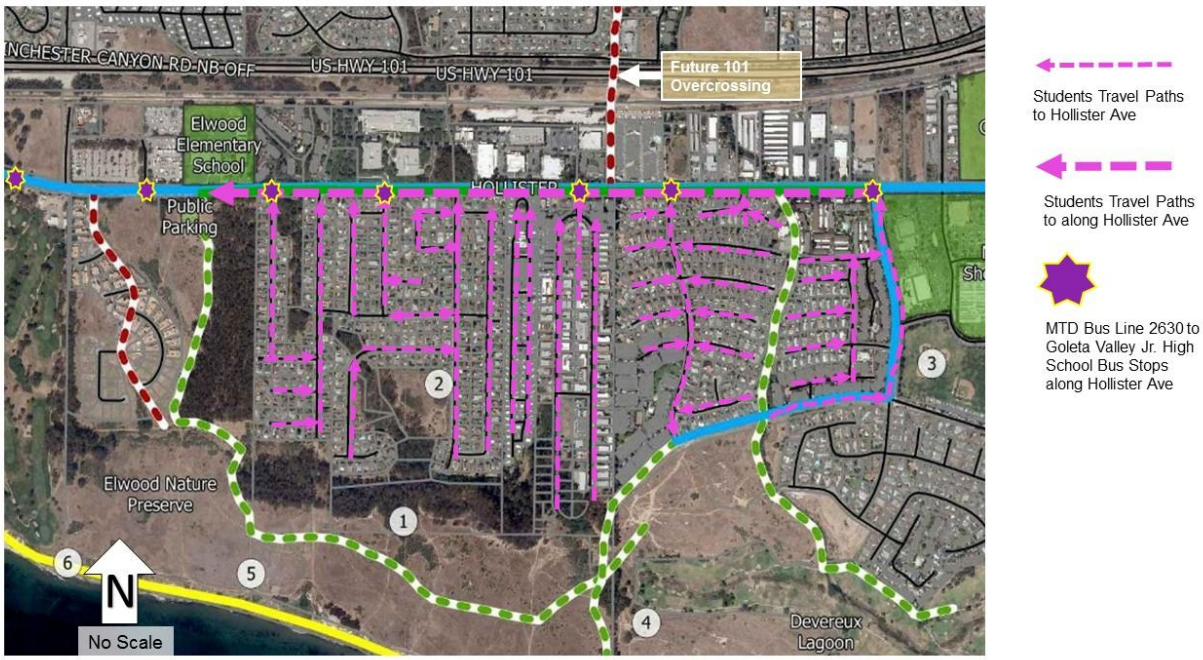

Figure 5 – Student Travel Paths

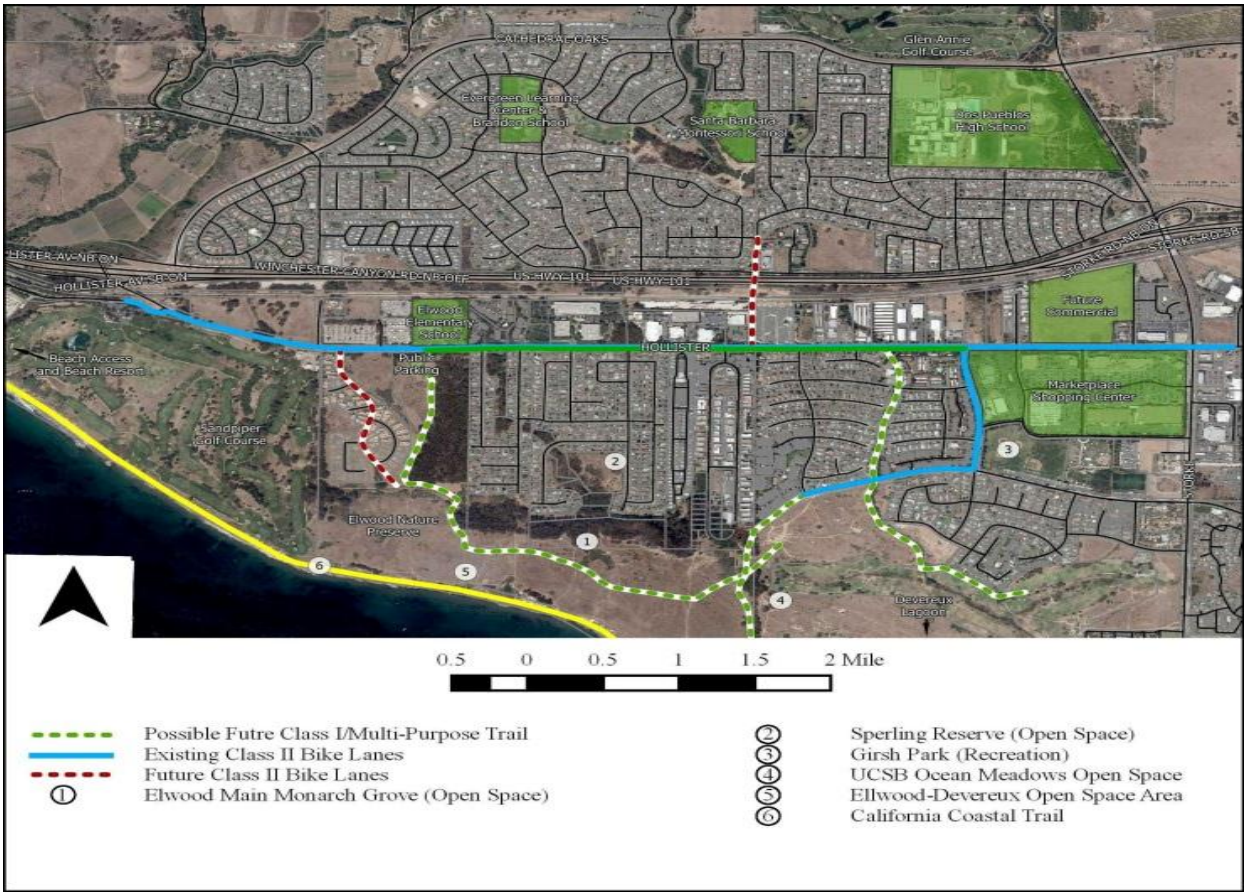

Figure 6 – Users and Destinations

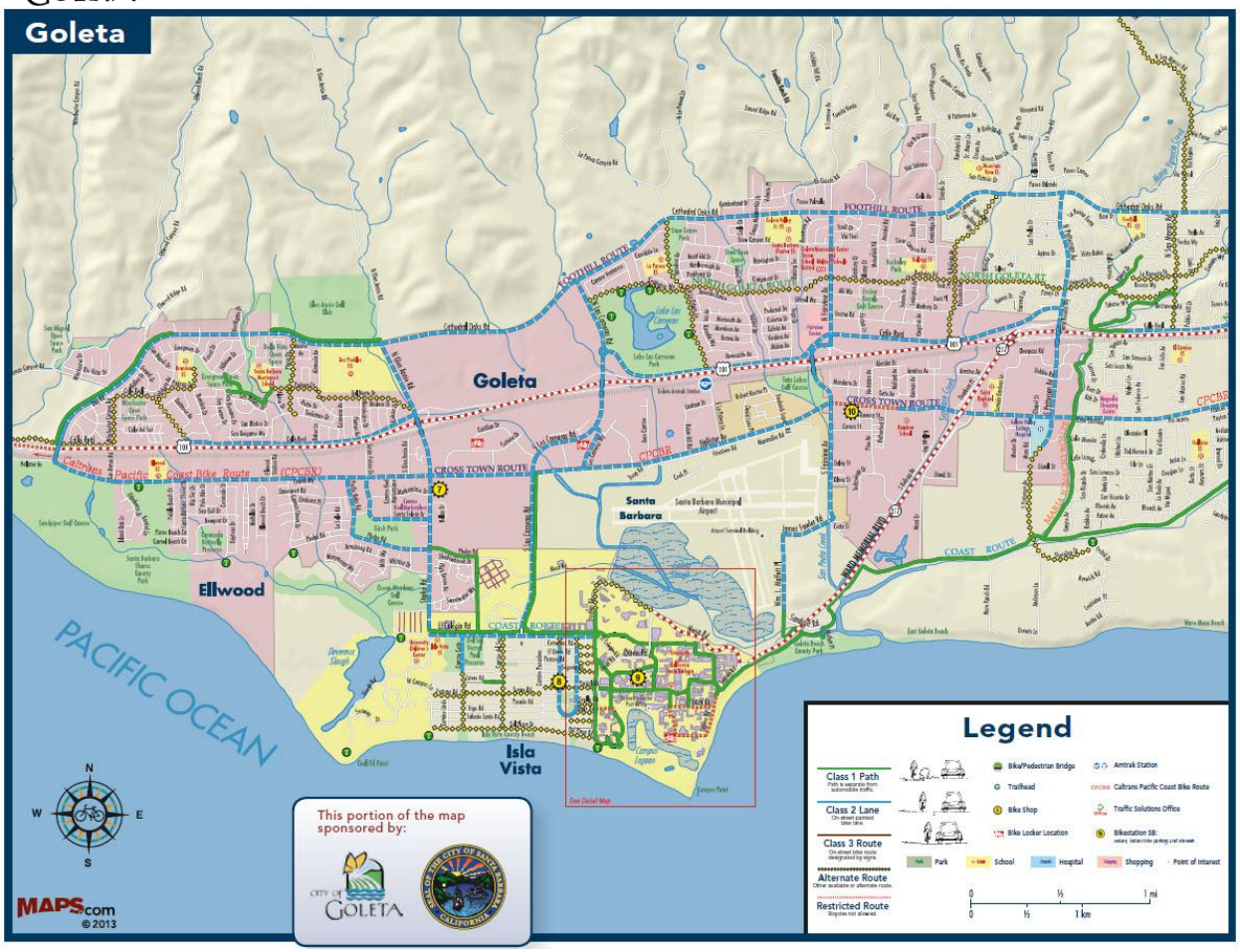

Figure 7 – Citywide Bikeways Map

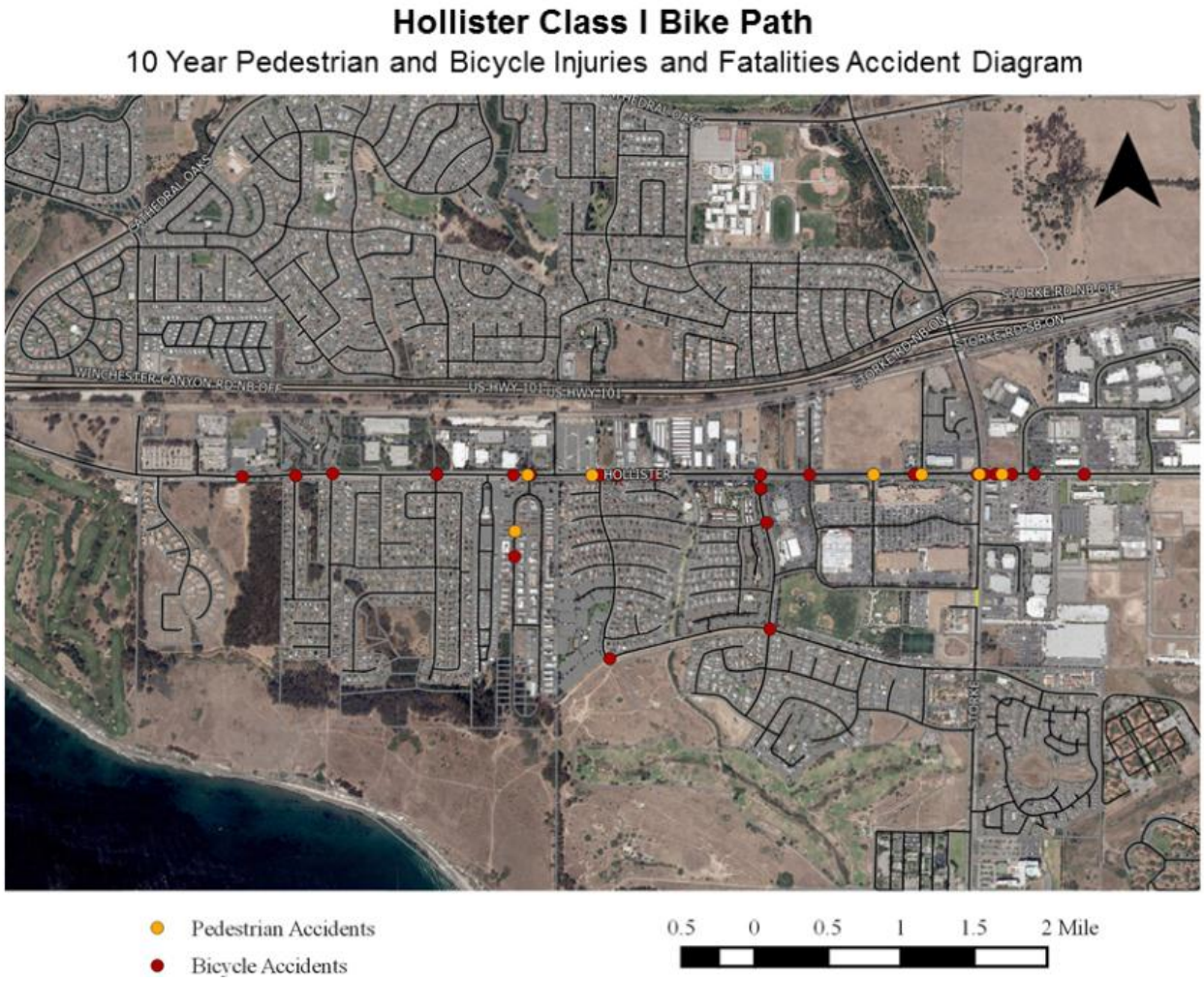

Figure 8 – Accident Locations

ATTACHMENT B

Application Photos

Photo 1 – students walking, biking etc. on sidewalk

Photo 2 – Existing Hollister Photos 002

Photo 3 – Existing Hollister Photos 005

Photo 4 – Existing Hollister Photos 006

Photo 5 – Existing Hollister Photos 009

Photo 6 – Existing Hollister Photos 011

Photo 7 – Existing Hollister Photos 013

Photo 8 – Existing Hollister Photos 015

Photo 9 – Existing Hollister Photos 016

Photo 10 – Existing Hollister Photos 018

Photo 11 – Ellwood_Sch_AM_drop-off_02-27-14_005

Photo 12 – Ellwood_Sch_AM_drop-off_02-27-14_012

Photo 13 – Ellwood_Sch_AM_drop-off_02-27-14_013

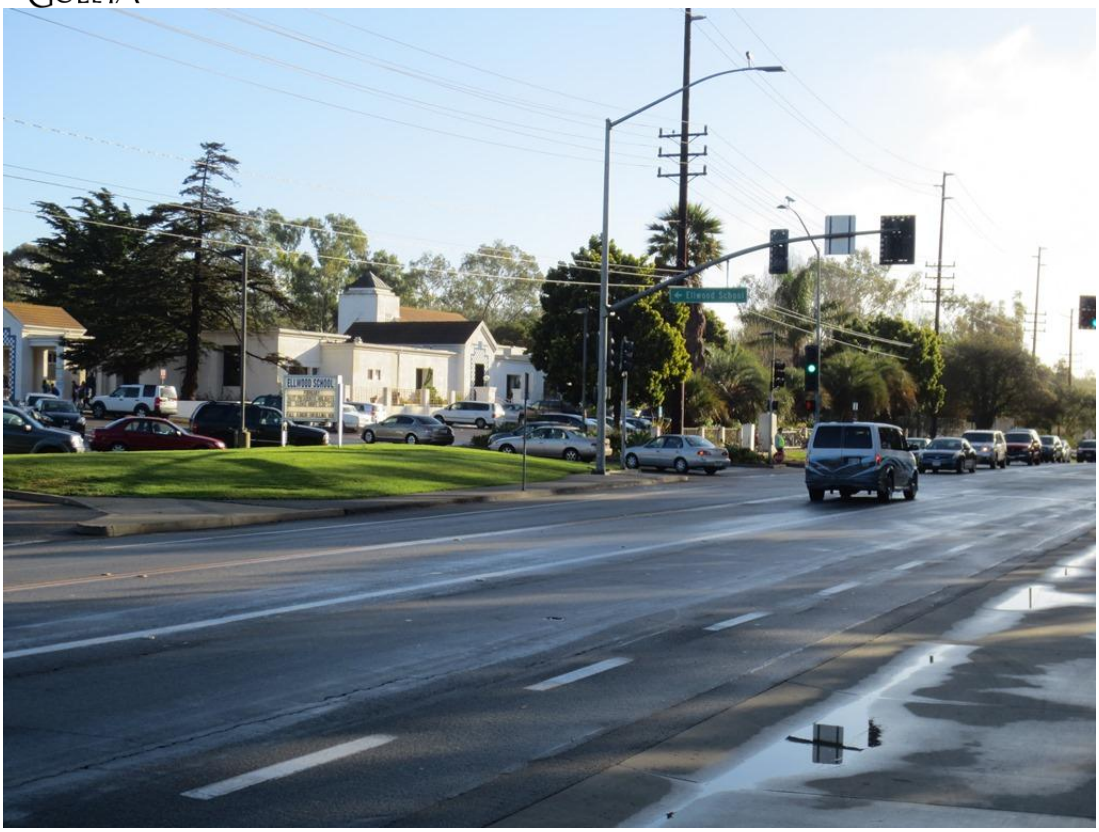

Photo 14 – Ellwood_Sch_AM_drop-off_02-27-14_008

Photo 15 – Child cycling in Class II bike lane

Photo 16 – Crossing guard on Hollister 2

Photo 17 – Bikes at the bike rack

Photo 18 – Kids walking to school

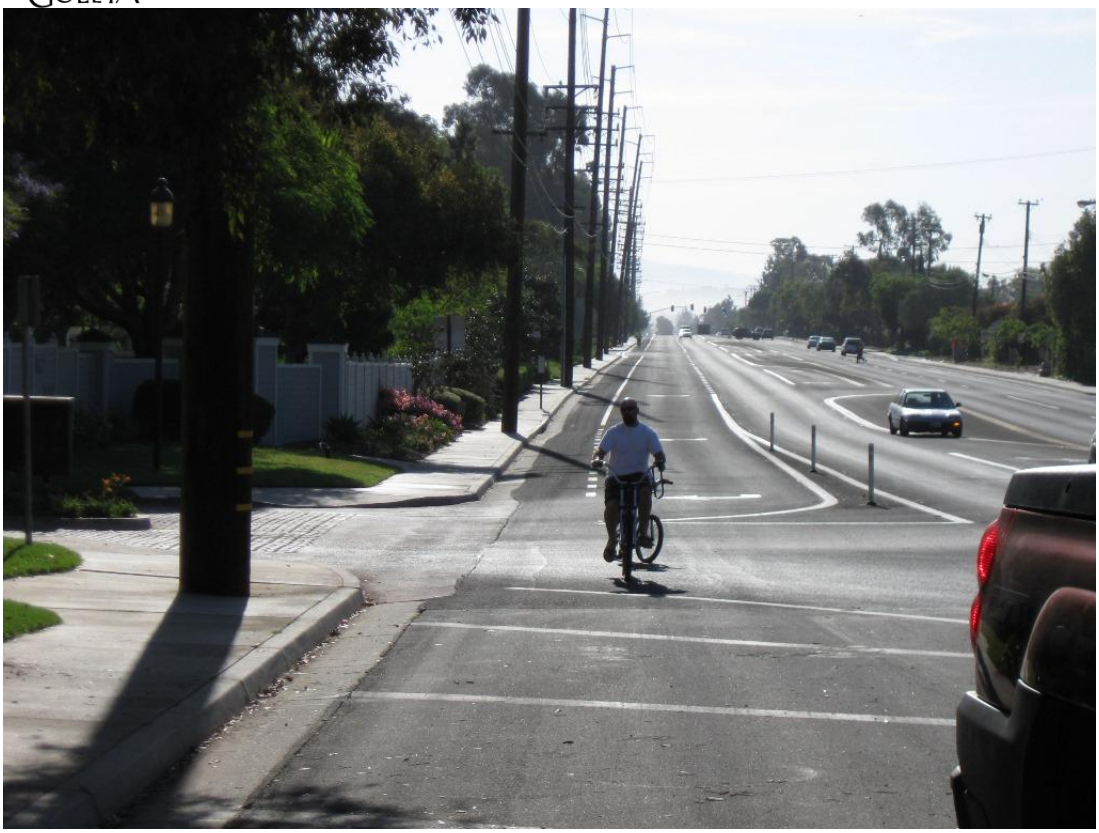

Photo 19 – Parent leading a child on bikes

Photo 20 – Adult riding on sidewalk on Hollister Avenue2

Photo 21 – students walking, biking etc. on sidewalk

Photo 22 – Lady with stroller and Child riding scooter on sidwalk

Photo 23 – child on skateboard on sidewalk

ATTACHMENT C

Hollister Avenue Class I Bike Path

Traffic Operations Analysis

Kittleson & Associates, Inc, October 2013

DRAFT TRAFFIC OPERATIONS ANALYSIS

HOLLISTER AVENUE CLASS I BIKE PATH

City of Goleta
October 2013

Prepared for:

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Valley Springs, CA 95252

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

MOVING**FORWARD**THINKING™

ATTACHMENT D

SBCAG 2040 RTP

2040 REGIONAL TRANSPORTATION PLAN

and Sustainable Communities Strategy

SBCAG
santa barbara county association of governments

FINAL

2040 Regional Transportation Plan & Sustainable Communities Strategy

Adopted August 15, 2013

Prepared by:

Santa Barbara County Association of Governments
260 North San Antonio Road, Suite B
Santa Barbara, CA 93110
805-961-8900
www.sbcag.org

Contents

Chapter 1 Executive Summary 1–1

Chapter 2 Vision & Scope 2–1

2.1 Purpose 2–1

2.2 Legal Authority & Requirements 2–3

2.3 Issues & Challenges 2–13

Chapter 3 Setting & Background 3–1

3.1 Geography & Resources 3–2

3.2 Population 3–24

3.3 Economy & Employment 3–52

3.4 Transportation System / Existing Infrastructure & Needs 3–59

Chapter 4 Policy Element 4–1

4.1 Plan Goals & Objectives 4–1

4.2 Policies 4–4

4.3 Indicators / Performance Measures 4–14

Chapter 5 Planning Process 5–1

5.1 Integrated Planning Program 5–1

5.2 Public Input 5–4

5.3 Technical Methodology 5–13

Chapter 6 Sustainable Communities Strategy & Performance Element 6–1

6.1 Description of Alternative Scenarios Studied 6–3

6.2 Preferred Scenario / Sustainable Communities Strategy 6–6

6.3 Land Uses & Housing Need 6–7

6.4 Transportation Network 6–29

6.5 Protection of Resources & Farmland 6–31

6.6 Performance Results 6–41

Chapter 7 Action Element 7–1

7.1 Transportation Projects, Programs, & Strategies 7–7

7.2 Congestion Management Program 7–21

7.3 State Implementation Plan & Transportation Control Measures 7–24

7.4 Intermodal Connectivity 7–25

7.5 Goods Movement 7–25

7.6 Coordinated Public Transit – Human Services Transportation 7–26

7.7 Measure A 7–27
7.8 Safety & Security Programs 7–29
7.9 Environmental Mitigation Program 7–33
7.10 Enhanced Transit Strategy 7–47
7.11 Illustrative Projects (Unconstrained) 7–50
Chapter 8 Financial Element 8–1
8.1 Funding Sources 8–1
8.2 Estimated Project Costs by Project Type & Demonstration of Fiscal Constraint 8–7
Chapter 9 Conclusions 9–1
9.1 Charting a Course Toward Regional Sustainability & Prosperity 9–1
9.2 Regional Transportation Needs & Fiscal Constraints 9–2
9.3 Future Work & Tool Enhancements 9–2
9.4 Regional Coordination 9–3
Appendix A Glossary & Acronyms A–1
Appendix B Public Participation B–1
B.1 State Requirements B–1
B.2 Federal Requirements B–4
B.3 Stakeholders B–8
B.4 Public Participation Plan B–15
Appendix C Noticing & Public Comments C–1
C.1 Noticing & Meeting Materials C–1
C.2 Public Comments During Initial Public Draft Plan Preparation C–66
C.3 Public Comments on Draft RTP-SCS with SBCAG Responses C–113
C.4 Public Comments on Draft EIR for RTP-SCS C–200
C.5 Comments from Public Comment Meeting & Public Hearings C–238
Appendix D Technical Methodology D–1
D.1 Land Use, Travel & Emissions Models D–1
D.2 Regional Greenprint Methodology D–12
D.3 Capabilities & Limitations D–16
D.4 Technical Methodology Memorandum Submitted to Air Resources Board D–20
D.5 Scenario Performance Results D–39
Appendix E RTP Project Lists E–1
E.1 Programmed Projects List - Measure A Projects E–1
E.2 Programmed Projects List - Other Projects E–8

E.3 Planned Projects List E–17
E.4 Illustrative Projects List E–28
E.5 Airport Projects List E–32
Appendix F Revenue Sources F–1
F.1 Federal Funds F–1
F.2 Federal Transit Funds F–6
F.3 State Funds F–12
F.4 Regional Funds F–18
F.5 Local Funds F–21
Appendix G Adopting Resolution G–1

Tables

Table 1: Population Growth 2000-2010, Santa Barbara County Jurisdictions 2–21
Table 2: Population Forecast 2010-2040, Santa Barbara County 2–21
Table 3: Santa Barbara County Travel Characteristics 2–23
Table 4: Potentially Disadvantaged Populations in Santa Barbara County—Poverty, Age, Disability 2–27
Table 5: Potentially Disadvantaged Populations in Santa Barbara County—Race 2–29
Table 6: Potentially Disadvantaged Populations in Santa Barbara County—Hispanic or Latino 2–30
Table 7: Multi-Modality in Santa Barbara County Jurisdictions 2–56
Table 8: Countywide Summary of Generalized Land Use Categories 3–5
Table 9: Summary of UCSB 2025 Long Range Development Plan 3–15
Table 10: Santa Barbara Communities Population, Area and Density, 2010 3–18
Table 11: Supervisorial Districts Population and Area 3–19
Table 12: 2010 Census Housing Unit Mix 3–29
Table 13: Santa Barbara County Physical Housing Characteristics for Occupied Housing Units 3–29
Table 14: Regional Housing Need Allocation 2014-2022 3–33
Table 15: Monthly Housing Costs as a Percentage of Household Income, Owner-occupied Housing Units 3–38
Table 16: Monthly Housing Costs as a Percentage of Household Income, Renter-Occupied Units 3–38
Table 17: Largest Employers in Santa Barbara County 3–57
Table 18: Employment Forecast by Sector, Santa Barbara County, 2010-2040 (1,000's) 3–59
Table 19: Estimated Mileage* of Maintained Public Roads and VMT by Jurisdiction in Santa Barbara County 3–60
Table 20: National Highway System Roadways in Santa Barbara County 3–62
Table 21: Volume/Capacity Ratios 3–71

E.2 PROGRAMMED PROJECTS LIST - OTHER PROJECTS

Cost figures are in thousands of dollars.

Project Type	Subtype	2040 RTP ID#	2013 FTIP #	Project Status (12/2011)	Route #	Project Title	Project Description	Project Purpose (Strategy)	Regional Benefits	Planning Doc / Funding Source	Year Operational	YOE $ Total ($000)
ITS		CT-500		Design	101	Flashing Beacons and Bicycle Detection	Project located along Route 101 in SLO County at Wellsona Rd. as well as in Santa Barbara County at Gaviota Tunnel and Arroyo Quemado Bridge.	Bicycle Safety	Santa Barbara/San Luis Obispo Counties	SHOPP, Minor B	2012	**$240**
RAIL		CT-700	CT21	Environmental		Santa Barbara County Rail Siding Project (Ortega) (LOSSAN #SB-11)	Create new sections of double track in Santa Barbara County based on modeling results, engineering feasibility and environmental constraints. From MP 380.7 to MP 273.2, Pacific Surfliner route.	Inadequate passing opportunities, Improve on-time performance.	South Coast	2010 STIP	2017	**$14,450**
RAIL		CT-701	CT22	Environmental		VEN - SB Rail Siding Project (Seacliff)	From MP 423.0 to MP 368.6, Pacific Surfliner route, complete environmental clearance, design, engineering and permitting for siding projects in Santa Barbara and Ventura Counties.	Inadequate passing opportunities, Improve on-time performance.	South Coast	2010 STIP	2017	**$9,870**
	Local Projects-Various											
HWY	Maintenance & Rehabilitation	Var-101	LOCALHSIP	Ongoing		Highway Safety Improvement Program	Highway Safety Improvement Program *(Note that HSIP replaces HES)*	Reduce the frequency and severity of collisions on all public roads.	Countywide	HSIP, Local	Ongoing	**$5,775**
ST/RDS	Maintenance & Rehabilitation	Var-200		Ongoing		System-Level Maintenance & Rehabilitation	Maintenance of city streets and county roads including patching, overlay, and sealing; maintenance of street lights and traffic signals; and snow removal and storm damage repair		Countywide		Ongoing	**$143,589**
ST/RDS	Maintenance & Rehabilitation	Var-201	CT14	Ongoing		Lump Sum - Local Agency - HBP and Seismic Project	Local HBP Lump Sum	HBP and Seismic (Non-capacity increasing projects only (includes seismic retrofit). Projects are consistent with 40 CFR part 93.126, 127, 128, exempt tables 2 & 3)	Countywide	HBP, Local Bridge Seismic Retrofit Account, Local	Ongoing	**$113,073**
ST/RDS	Maintenance & Rehabilitation	Var-202	LOCAL HR3	Ongoing		High Risk Rural Roads Program	Improvements of site distance, roadway width, super elevation change to alignment and traffic information signs. Projects are consistent with the applicable classifications under 23 CFR 771.117(c) and (d).	Reduce the number of vehicular traffic incidents	Countywide	HR3, Local	Ongoing	**$4,126**
BIKE/PED		Var-300	SRTS	Ongoing		Safe Routes To School	Infrastructure-related projects that are consistent with the applicable classifications under 23 CFR 771.117(c) and (d).	Improve the ability of students to walk and bicycle to school	Countywide	SRTS	Ongoing	**$3,742**
TRANSIT	Operations	Var-400	VAR01			Volunteer Driver Program	Community Partners in Caring driver program for seniors who are unable to access public transportation		North County	FTA 5317 (New Freedom), Loc Funds - Private Funds	Ongoing	**$605**
TDM		Var-600	VAR14			CalVans Voucher Program	Operating Assistance to continue marketing of the CalVans Voucher Program to those not aware of the transportation options provided by the CalVans. The vouchers provide a 50% reduction in the actual cost for the rider.		Countywide	FTA 5316 (JARC)	2013	**$50**
	City of Carpinteria											
ST/RDS	Construction	C-200				Carpinteria Avenue Bridge Replacement Project	Replace the existing bridge. Does not increase transportation related capacity	Replaces a structurally deficient hydraulically obsolete roadway bridge	Carpinteria	Measure A and HBP	2014	**$10,000**
	City of Goleta											
HWY	Construction	Go-100		ROW and Final design	101	Los Carneros Overhead Replacement Project	Location: Hwy 101 and Los Carneros Rd Interchange. Widen approach to SB ramp and replace RR bridge.	Excessive delays, forecasted low LOS (E).	Goleta	General Plan, GTIP/ HBP, Developer Impact Fees	2013	**$9,020**
HWY	Construction	Go-101				Storke Road Widening	Location: Storke Rd from Whittier to City limits. Widen roadway.	Forecasted low LOS, ADT projected to exceed capacity in 2007.	Goleta	General Plan, GTIP/Measure A, Local, Developer Impact Fees	2015	**$2,950**

E.2 PROGRAMMED PROJECTS LIST - OTHER PROJECTS

Cost figures are in thousands of dollars.

Project Type	Subtype	2040 RTP ID#	2013 FTIP #	Project Status (12/2011)	Route #	Project Title	Project Description	Project Purpose (Strategy)	Regional Benefits	Planning Doc / Funding Source	Year Operational	YOE $ Total ($000)
HWY	Construction	Go-103	GOLETA18		101	Highway 101/Cathedral Oaks Landscaping Enhancement	Design and install landscaping at the Highway 101/Cathedra Oaks Interchange			RSTP, STIP	2012	**$351**
ST/RDS	Construction	Go-200	GOLETA08	ROW and Final Design		Fowler & Ekwill / Fairview / Kellogg / Rt217	Local road improvements & interchange modifications at Ekwill and Fowler Rds. Construct new east-west roadways & extend Fowler Rd and Ekwill St from Fairview Ave on the west to Kellogg Ave & Route 217 on the east.	Provides alternate east/west route to improve operation of Hollister and reduce congestion.	Goleta	General Plan, GTIP, Old Town Revitalization Plan/STIP-RIP	2015	**$17,766**
ST/RDS	Construction	Go-201		Design		Hollister Redesign	Modify Hollister Ave left turn channelization and raise medians in Old Town area.	Low LOS. Improve pedestrian access.	Goleta	General Plan, GTIP/STIP, Local Measure D, Developer Impact Fees, RDA	2017	**$14,084**
ST/RDS	Construction	Go-202		Preliminary Engineering		Hollister Avenue Bridge Replacement	Remove existing bridge over San Jose Creek and replace with a new, wider bridge with greater hydraulic capacity. Additional width for sidewalks and bike lanes.	The existing bridge was constructed with reactive aggregate and has a limited life span. The bridge needs to be replaced before load restrictions are imposed which would greatly impact commuters and businesses from both Goleta and Santa Barbara. Hollister is the only parallel route to Hwy 101 connecting Goleta and Santa Barbara without interruption.	Goleta Valley	General Plan (San Jose Creek)/ HBP, Measure A, local funds: (SR68.6 and FO)	2015	**$4,875**
ST/RDS	Construction	Go-203		Design		Los Carneros at Calle Real Roundabout	Install a roundabout at the intersection of Los Carneros and Calle Real to replace the three way STOP controls.	The intersection is currently STOP controlled in all directions. The minor leg (Calle Real) used to be the only leg with a STOP control, until a spike in broadside collisions was noted. The three-way STOP is an interim measure. The proximity to the Los Carneros Interchange with its signalized ramps makes installing traffic signals at the intersection of Los Carneros and Calle Real infeasible. There is ample right of way to construct a roundabout at this location and it is the optimal operational solution.	Goleta	General Plan, GTIP/SLPP, Developer Impact Fees, Measure A	2012	**$995**
ST/RDS	Construction	Go-204				Hollister Avenue Capacity Improvement Project	Project will construct an additional lane on the Hollister Avenue WB from Storke Road to Marketplace.	Installation of this additional lane is necessary to accommodate planned development.	Goleta Valley	General Plan, GTIP/ Developer Impacts fees, local funds	2013	**$675**
ST/RDS	Construction	Go-205				Patterson Avenue/Hwy 101 Interchange NB and SB Ramp Modifications	Widen or replace existing overcrossing and overhead to accommodate additional turn lanes and Class II bike lanes. Additional left turn onto SB ramp, additional right turn onto SB ramp, additional right turn onto the NB ramp. Signal modifications as necessary to accommodate peds and bikes.	Overall traffic volumes and turning movement volumes are expected to increase and these extensive modifications are necessary to accommodate planned development.	Goleta Valley	General Plan, GTIP/ Developer impact fees, local funds	2018	**$6,800**
ST/RDS	Construction	Go-206				Hollister Avenue/Patterson Avenue Operational Improvements	Add a WB Hollister Avenue free right turn lane onto NB Patterson Avenue; Widen Hollister on the south side as necessary; install a new traffic signal at the Hollister Avenue/Patterson Avenue intersection.	Overall traffic volumes and turning movement volumes are expected to increase and these extensive modifications are necessary to accommodate planned development.	Goleta Valley	General Plan, GTIP/ Developer impact fees	2016	**$1,277**
ST/RDS	Construction	Go-207				Los Carneros Road Capacity Improvements	Widen Los Carneros Road to Four Lanes from Hollister Avenue to the City Limits	Additional lanes are necessary to accommodate planned development	Goleta Valley	General Plan, GTIP/ Developer impact fees	2014	**$3,580**

E.2 PROGRAMMED PROJECTS LIST - OTHER PROJECTS

Cost figures are in thousands of dollars.

Project Type	Subtype	2040 RTP ID#	2013 FTIP #	Project Status (12/2011)	Route #	Project Title	Project Description	Project Purpose (Strategy)	Regional Benefits	Planning Doc / Funding Source	Year Operational	YOE $ Total ($000)
ST/RDS	Construction	Go-208				Los Carneros & Hollister Operational Improvements	Add a double left turn from Hollister to SB Los Carneros; median modifications on Hollister east of Los Carneros; minor traffic signal modification at Hollister & Los Carneros	Intersection modifications necessary to support ongoing development	Goleta Valley	General Plan, GTIP/ Developer impact fees	2014	**$765**
ST/RDS	Construction	Go-209				Los Carneros/Calle Koral Operational Improvements	Additional NB through lane on Los Carneros and signal modifications to allow for construction of the western leg of the intersection.	Additional lanes are necessary to accommodate planned development	Goleta Valley	General Plan, GTIP/ Developer impact fees	2015	**$345**
ST/RDS	Construction	Go-210				Storke Road Capacity Improvements Hollister to 101	Install additional NB lane on Storke Road from Hollister to the SB on-ramp. Ramp intersection modifications as necessary.	Lane addition and interchange modifications necessary to support planned development	Goleta Valley	General Plan, GTIP/ Developer impact fees	2014	**$760**
ST/RDS	Construction	Go-211				Los Carneros Way Realignment Project	Realign Los Carneros Way to meet Calle Koral approximately 400 ft. southeast of its current location. This will allow for improved operations and safety while handling increased traffic volumes.	Improved operations and safety while proving increased roadway LOS though buildout.	Goleta	General Plan, GTIP/ Developer impact fees	2015	**$400**
ST/RDS	Construction	Go-212				Fairview Avenue and Stow Canyon Road Traffic Signal Installation	Install traffic signals at the intersection of Fairview Avenue and Stow Canyon Road; install frontage improvements on east side of Fairview to accommodate bikes/peds	Traffic signals will be necessary to accommodate planned growth.	Goleta	General Plan, GTIP/ Developer impact fees	2016	**$275**
ST/RDS	Construction	Go-213				Fairview Avenue and Calle Real Intersection Operational Improvement Project	Add additional eastbound through lane on Calle Real in western leg of intersection by adding separate turn pocket. Add additional northbound left turn lane on Fairview Avenue in the southern leg of the intersection to accommodate double left turns. Add Class II bike lanes in both directions on Fairview Avenue in southern leg.	Modifications are necessary to maintain acceptable LOS at this intersection.	Goleta Valley	General Plan, GTIP/ Developer impact fees	2017	**$1,940**
ST/RDS	Construction	Go-214				Fairview Avenue/Hwy 101 Interchange SB Ramp Modifications	Ramp and intersection improvements to allow for right turn lane; install bike activated signal at the SB on-ramp.	Modifications are necessary to maintain acceptable LOS at this intersection, and to allow for a better walking and biking experience. Modifications will encourage walking and cycling.	Goleta Valley	General Plan, GTIP/ Developer impact fees	2019	**$4,900**
ST/RDS	Construction	Go-215				Fairview Avenue/Hwy 101 Interchange NB Ramp Modifications	Add WB though lane on the NB off-ramp to SB Fairview Avenue. Replace traffic signals at intersection and relocate standards. Add additional right turn lane from NB Fairview Avenue at NB 101 on-ramp.	Modifications are necessary to maintain acceptable LOS at this intersection, and to allow for a better walking and biking experience. Modifications will encourage walking and cycling.	Goleta Valley	General Plan, GTIP/ Developer impact fees	2019	**$3,980**
ST/RDS	Construction	Go-216				Phelps Road Extension	Phelps Rd, Los Carneros to Storke. Circulation improvements. LOS improvements for Storke/Hollister, El Colegio/Los Carneros and Los Carneros/Hollister Intersections. (County/UCSB/City of Goleta joint project)	Improve circulation, LOS.	Goleta, Isla Vista, UCSB	General Plan, GTIP/ Measure A, Local, Developer Impact Fees, UCSB	2025	**$544**
ST/RDS	Construction	Go-217				South Fairview Improvements	Location: Fairview Ave, Hollister Ave to Fowler Rd. Construct class II bike lanes, landscaped raised medians, and vehicle capacity modifications.	Forecasted low LOS. Improve circulation around Hollister corridor.	Goleta	General Plan, BTP/ Measure A, Local	2016	**$1,480**
BIKE/PED		Go-300		Preliminary Engineering		San Jose Creek Bikeway-Middle Segment	Construct class I bike path from north of Calle Real to Hollister.	Bicycle access (may be) under highway, regional bikeway segment. Improves cross-town bicycle circulation. Links access north of Highway 101 to UCSB and the beach.	Goleta Valley	General Plan, Old Town Revitalization Plan, BTP/RSTP	2015	**$300**
BIKE/PED		Go-302				Goleta Sidewalk Infill Project	Install 5,000 linear feet of curb, gutter and sidewalk at various locations in the City.	Project will encourage walking, improve safety and drainage.	Goleta	General Plan - Maintenance/ Measure A, local funds	ongoing	**$280**

E.2 PROGRAMMED PROJECTS LIST - OTHER PROJECTS

Cost figures are in thousands of dollars.

Project Type	Subtype	2040 RTP ID#	2013 FTIP #	Project Status (12/2011)	Route #	Project Title	Project Description	Project Purpose (Strategy)	Regional Benefits	Planning Doc / Funding Source	Year Operational	YOE $ Total ($000)
BIKE/PED		Go-303				Cathedral Oaks Class I Bike Path	Construct a Class I bike path on Cathedral Oaks from Glen Annie to La Patera, 1.63 miles	This Class I bike path will encourage bicycling and improve safety for cyclists of all skill levels.	Goleta Valley	General Plan, BTP, GTIP/ Developer Impact fees, Measure A, local funds	2020	**$1,290**
BIKE/PED		Go-304				Patterson Avenue Class II Bike Lanes	Construct Class II bike lanes in both directions on Patterson Avenue between Hollister Avenue and the City Limits.	While this project is less than a mile in length, it will increase the connectivity and improve safety for cyclists, thereby encouraging cycling by persons of less than top skill levels.	Goleta Valley	General Plan, BTP, GTIP/ Developer Impact fees, Measure A, local funds	2018	**$129**
BIKE/PED		Go-305				Hollister Class I Bikeway	Construct class 1 bike path, Pacific Oaks-Ellwood Elementary.	Safety	Goleta Valley	General Plan, BTP/Measure A, Local	2015	**$606**
BIKE/PED		Go-306				La Patera Overcrossing	Location: Goleta Old Town Calle Real. Construct new pedestrian overcrossing.	Bike/pedestrian access over Hwy 101.	Goleta	General Plan, BTP, GTIP/ RTIP/STIP, Regional Measure A, Local funds	2025	**$36,000**
BIKE/PED		Go-307				Bikeway infill project	Location: A. La Patera, railroad to Hollister Ave, B. Hollister Ave, Kellogg to Maria Ignacio, C. Patterson Ave, Hollister to Atascadero Creek, D. Patterson Ave, Pacific Oaks. Construct A. Class II, B. Class I, C. Class I, D. Class II bike path.	Improve bicycle circulation, connectivity filling missing segment of bikeway.	Goleta Valley	General Plan, BTP/Measure A, Local	2016	**$850**
	City of Guadalupe											
TRANSIT	Operations	Gu-400	GUAD4			Operating Assistance for Guadalupe Transit	Transit Operating Assistance for Guadalupe Transit	Provide operating assistance for Guadalupe Transit	Guadalupe/ Santa Maria Valley	FTA 5311 (Rural & Small Transit), TDA	Ongoing	**$656**
TRANSIT	Capital	Gu-401	GUAD11			City of Guadalupe Hybrid Vehicle	Project will purchase a hybrid vehicle for City of Guadalupe.		Guadalupe/ Santa Maria Valley	Demo-LU, Local	2012	**$38**
	City of Lompoc											
TRANSIT	Operations	COLT-400	LOMPOC9			Operating Assistance for COLT	Transit Operating Assistance for COLT	Provide operating assistance for COLT	Lompoc Valley	FTA 5307 (Urban Area Formula), TDA	Ongoing	**$12,022**
TRANSIT	Operations	COLT-401	LOMPOC13			Operating Assistance for Wine Country Express	Transit Operating Assistance for Wine Country Express	Provide operating assistance for Wine Country Express	Lompoc Valley, Santa Ynez Valle	FTA 5316 (JARC), TDA	Ongoing	**$469**
TRANSIT	Capital	COLT-402	LOMPOC8			Bus Stops and Shelters	Bus stops and shelters - City of Lompoc Transit.		Lompoc Valley	FTA 5307, TDA	2012	**$240**
TRANSIT	Capital	L-403	LOMPOC19			City of Lompoc Electric Utility Vehicle and Charging Station Purchase	Project to purchase electric vehicles and charging stations.		Lompoc Valley	Demo-LU, Local	2012	**$70**
	City of Santa Barbara											
ST/RDS	Construction	SB-200	SBCITY3	PA&ED		Intersection Improvements – Las Positas and Cliff	Construct roundabout	Improve LOS during peak hours	Santa Barbara/ Goleta	STIP-RIP	2016	**$750**
ITS		SB-500	SBCITY15			State Street Smart Corridor	Advanced Traffic Corridor System. Project #102.		Santa Barbara	TCRP - Traffic Congestion Relief Fund	2014	**$922**
	City of Santa Maria											

ATTACHMENT E

Ellwood School Travel Tally and Counts

Student Travel Tally Report: One School in One Data Collection Period

School Name: Ellwood

School Group: Coalition For Sustainable Transportation

School Enrollment: 472

% of Students reached by SRTS activities: 76-100%

Number of Classrooms Included in Report: 18

Set ID: 13614

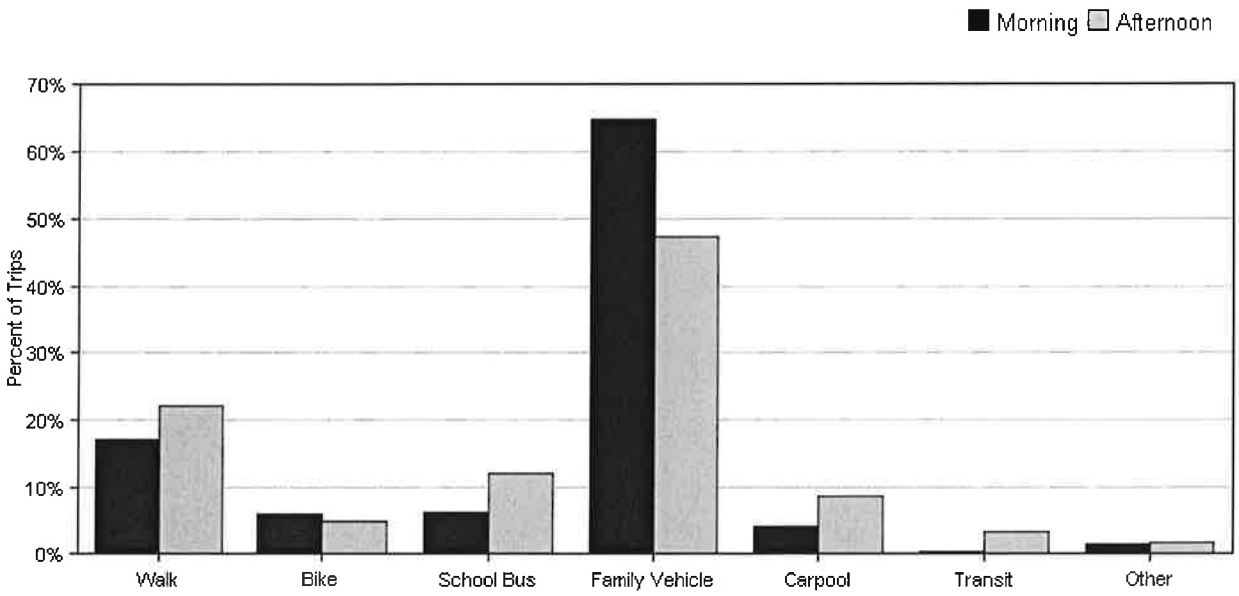
Month and Year Collected: September 2013

Date Report Generated: 05/15/2014

Tags:

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

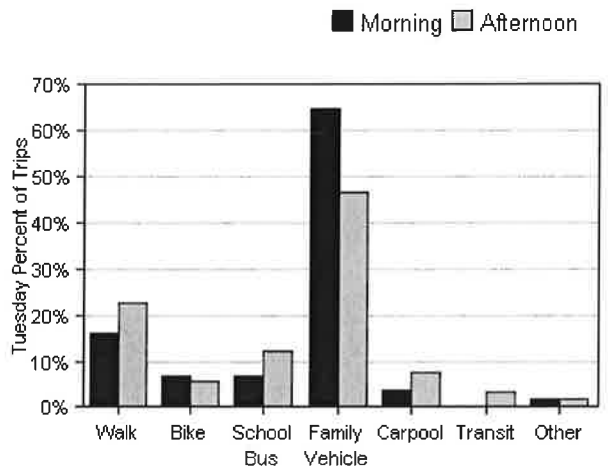


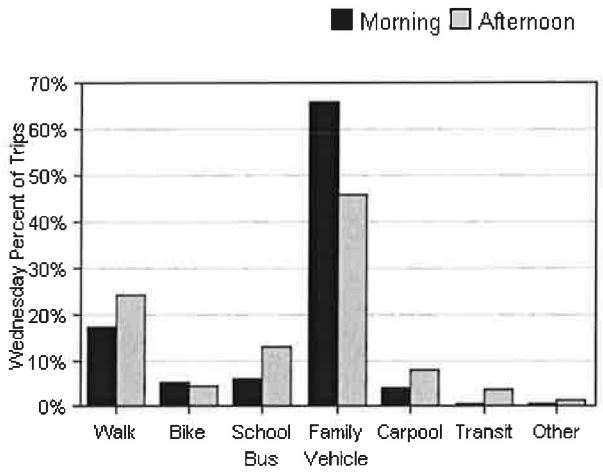
Morning and Afternoon Travel Mode Comparison

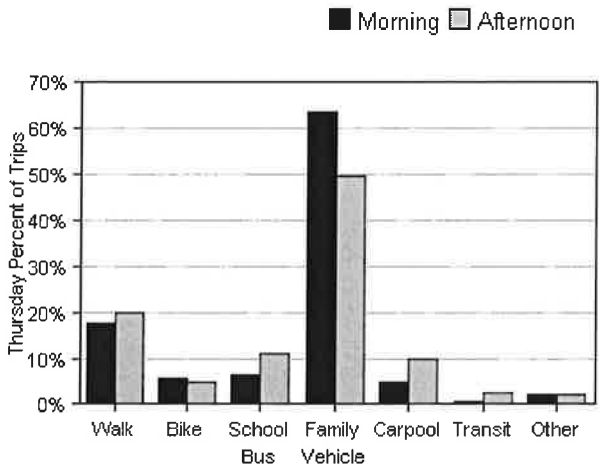
	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1181	17%	6%	6%	65%	4%	0.4%	1%
Afternoon	1149	22%	5%	12%	47%	9%	3%	2%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day





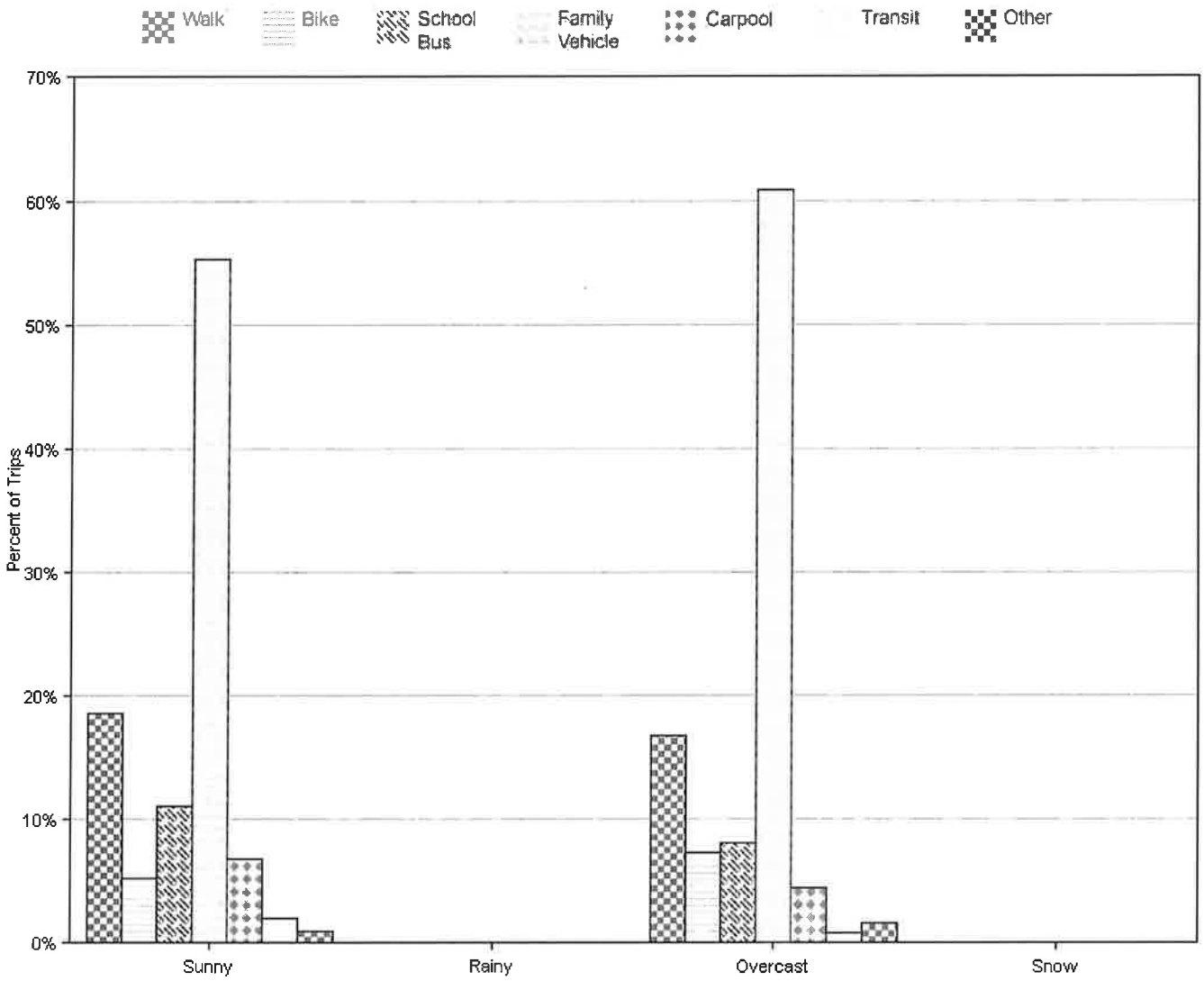


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	380	16%	7%	7%	65%	4%	0.3%	2%
Tuesday PM	377	23%	6%	12%	47%	8%	3%	2%
Wednesday AM	397	17%	5%	6%	66%	4%	0.5%	0.8%
Wednesday PM	392	24%	5%	13%	46%	8%	4%	1%
Thursday AM	404	18%	5%	6%	64%	5%	0.5%	2%
Thursday PM	380	20%	5%	11%	50%	10%	3%	2%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1127	19%	5%	11%	55%	7%	2%	1.0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	675	17%	7%	8%	61%	4%	0.9%	2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Ellwood School Walk and Bike to School Day Stats

date	walk to school day	bike to school day
Oct 2013/ May 2014	participated but no official count	265
Oct 2012 / May 2013	176	196
Oct 2011 / May 2012	participated but no official count	35
Oct 2010 / May 2011	243	50+

Bike to School Day 2014:

265 participants - (50 (bus) + (0.06 (485)) carpool) =

A combined - 186 students walked or rode bikes that day

ATTACHMENT F

DPHS Transportation Study

Dos Pueblos High School Transportation Study

Greg Janée
On behalf of the DPHS Traffic/Safety Committee and the Coalition for Sustainable Transportation (COAST)

January 2014

Executive summary

- DPHS students are widely dispersed; the median distance students travel to school is 2.5 miles.
- 20% of the students live within 1.5 miles of school, and can reasonably walk or bike. If there were a freeway overpass in western Goleta, that figure would double to 40%.
- More than half of the students live within 1/3 mile of a bus stop, and can reasonably take the bus to school in time for their first period class.
- There is sufficient population density to support carpooling arrangements. Almost 70% of the students live within 1/4 mile of at least 20 other DPHS students.
- 75% of DPHS students get to school by car.
- 20–40% of those driving participate in carpools.
- Over 40% of those driving do so by choice, i.e., drive in spite of the availability of alternative transportation options; the rest drive by necessity.

Introduction

The car traffic around Dos Pueblos High School (DPHS) has long been a source of concern. Though the daily traffic jams are brief, occurring for the most part just 15 minutes before the start of school and again in the afternoon, drivers find it annoying to have to creep for several blocks before entering the drop-off zone in the parking lot. More significantly, the number of cars passing through the school zone adds a safety concern to those students walking and biking to school, and generally discourages walking and biking by making it unpleasant if not uncomfortable. From an environmental perspective, such reliance on personal vehicles adds to local air pollution and global carbon emissions. And neighbors around the school have reportedly complained about traffic and street parking by students.

The DPHS Traffic/Safety Committee has attempted to address the traffic situation in two ways. First, for the first week of each school year the committee organizes volunteers to guide traffic flow, thereby setting a pattern for the rest of the school year. Though this

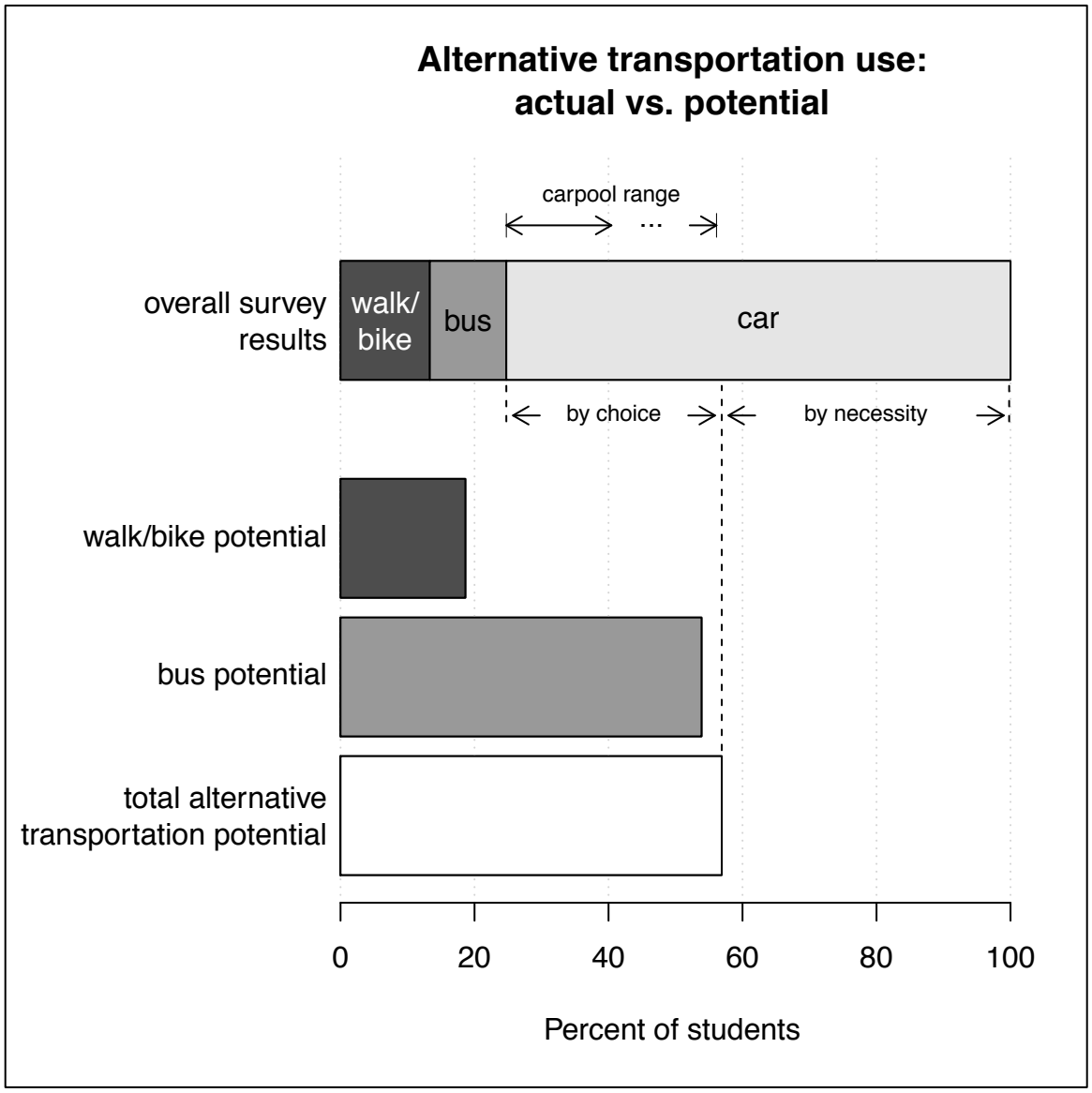


Figure 8. Comparison of actual and potential rates of alternative transportation use.

These statistics suggest two strategies for reducing car traffic that the school might pursue:

- Promote alternative transportation, particularly bus service. 20% of students could bike or walk to school, but only 13% are currently. Over half could take the bus, but only 12% are currently.
- Promote carpooling among those students who do drive. The carpooling rate is only 20–40%. And given that almost 60% of those driving do so by necessity, carpooling is perhaps the single most promising strategy for reducing car traffic.

Additional recommendations:

- *For the City of Goleta:* continue developing a freeway overpass in western Goleta. The overpass is needed for many reasons in the community, but for

DPHS specifically it would double the number of students who could bike to school.

- *For MTD:* consider improving bus service in northern Goleta, where there is currently no convenient bus service. Consider improving service for students with zero periods.
- *For Traffic Solutions:* implement a version of the proximity-based carpool matching system for DPHS (and presumably other high schools). Given the promise of carpooling, a matching system could be very successful.

ATTACHMENT G

Kittleson & Assoc.,

Technical Memorandum

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
428 J Street, Suite 500, Sacramento, CA 95814 P 916.266.2190 F 916.266.2195

TECHNICAL MEMORANDUM

City of Goleta On-Call Modeling Services

ATP Grant Application Technical Support

Hollister Class I Bicycle Path Benefits

Date:	May 20, 2014	Project #: 12904
To:	Teresa Lopez, City of Goleta	
From:	Matt Braughton, Jim Damkowitch, Kittelson & Associates	
cc:	Rosemarie Gaglione, City of Goleta	

INFRASTRUCTURE

Bicycle and Pedestrian Volume

Intersection counts were performed along the proposed corridor in May 2013. The data was collected using video data collection as part of the Hollister Avenue Class I Bicycle Lane Study. The highest bicycle and pedestrian volumes during both the AM and PM peak periods occurred at Hollister Avenue and Pacific Oaks Avenue. The peak period bicycle and pedestrian counts are shown in Table 1.

Table 1. Hollister Avenue & Pacific Oaks Avenue Peak Period Bicycle and Pedestrian Counts

Peak Period	Bicyclist	Pedestrians
AM	81	74
PM	64	64

Bicycle Demand

After construction of the Class I bicycle path, expected bicycle demand was calculated by adapting the Benefit-Cost Analysis Tool (developed as part of *NCHRP Report 522: Guidelines for Analysis of Investments in Bicycle Facilities*) to the local conditions of the City of Goleta, where possible. This adapted methodology for estimating the use of a new facility is based on two assumptions:

1. All existing commuter bicyclists, defined as the highest bicyclist count available from intersection counts along the corridor (see Bicycle and Pedestrian Volume above), will use the new facility; and,
2. The new facility will induce new bicyclists based on the local bicycling commute rate (based on the 2012 ACS 5-year estimates), children's bicycling rate (5%, based on the 2011 NHTS), and nearby residential population.

Population near Improvement

In order to develop estimates of bicycle demand, the population within near the improvement was calculated using 2012 ACS 5-year population estimates at the block group level and distance buffers of 2400 meters, 1600 meters, and 800 meters based on the *NCHRP Report 552* methodology. The total population within each distance range was estimated by factoring the population of all block groups intersected by each distance buffer by the percentage of the block group within the buffer.

Existing Daily Bicycle Demand

The highest peak hour intersection count of bicyclists along the corridor (81 bicyclists) was substituted for the existing bicycle commuter estimation technique in *NCHRP Report 552* to use available local data. However, for the purpose of estimating later induced bicycle commuting, potential existing commuters were calculated by estimating each distance buffer's commuter population (based on the City of Goleta's commuter percentage from the 2012 ACS data, 51.58%) and multiplying the resulting commuter population by the bicycle commute percentage for the City (5.44%). A total of 200 commuters were estimated to be bicyclists near the improvement using this methodology.

However, in addition to commuters, there are also adult bicyclists who do not bicycle to work. In order to estimate the total number of non-commute adult bicyclists, rates were developed following the *NCHRP Report 552* methodology. The method uses Census commute shares to extrapolate high, moderate, and low total adult non-commuter bicycling rate estimates based on the sketch planning method in Appendix A of *NCHRP Report 552*. The formulas used to estimate the total adult bicycling rates (*T*) are:

$$T_{High} = 0.6 + 3 * C$$

$$T_{Moderate} = 0.4 + 1.2 * C$$

$$T_{Low} = C$$

Where *C* is the City of Goleta's bicycle commute share (5.44%). These bicycling rates estimates are then multiplied by the adult population within the three established distance ranges. The adult population was calculated by multiplying each distance range's population by the percentage of the City of Goleta's population over the age of 18, 80.61%. The three distance range estimates are then summed. The resulting estimates of adult bicycling rates total existing non-commute adult cyclists are presented in Table 2.

Table 2. Estimated Adult Bicycling Rates and Adult Bicyclist Population

Estimate	Adult Bicycling Rate	Existing Adult Bicyclists Estimate
High	16.91%	501
Moderate	6.92%	205
Low	5.44%	161

In addition to adult commuters and other adult bicyclists, existing daily child bicyclists are estimated using the National Household Travel Survey's estimate of daily child bicycling riding of 5% and multiplying that percentage by the total child population within each distance range. The percentage

of the population that are children was calculated using the percentage of the City of Goleta's population under the age of 18, 19.39%. A total of 36 children were estimated to bicycle within the vicinity of the facility under existing condition.

Daily Induced Bicycling Demand

Following the induced demand estimation methodology of *NCHRP Report 552* each of the three distance range populations for each group (commuters, non-commuters, and children) are multiplied by likelihood multipliers developed as part of *NCHRP Report 552* to estimate the number of induced cyclists in each group. The likelihood factors for each distance range and the total bicycling populations within that distance range for each group are shown in

Table 3. Distance-Based Likelihood Multipliers and Total Bicyclist Populations by Group

Distance Range	Likelihood Multiplier	Commuter Bicyclists	Adult Non-Commute Bicyclists, High	Adult Non-Commute Bicyclists, Moderate	Adult Non-Commute Bicyclists, Low	Child Bicyclists
2400 meters	0.15	106	265	109	85	19
1600 meters	0.44	61	153	63	49	11
800 meters	0.51	33	83	34	27	6

The induced bicycling estimates for each group are calculated by multiplying each of the population groups by the likelihood multiplier, and are shown in

Table 4. Induced Bicycling Demand by Distance and Population Group

Distance Range	Commuter Bicyclists	Adult Non-Commute Bicyclists, High	Adult Non-Commute Bicyclists, Moderate	Adult Non-Commute Bicyclists, Low	Child Bicyclists
2400 meters	16	40	16	13	3
1600 meters	27	67	28	22	5
800 meters	17	42	17	14	3

Total new (induced) bicyclists are calculated by summing each distance and population group for each of the high, moderate, and low adult non-commute bicyclist estimates, shown in

Table 5. Total New Bicyclists by Non-Commute Bicyclist Estimate

Estimate	Total New Bicyclists
High	220
Moderate	131
Low	118

COST EFFECTIVENESS

Benefits

Benefits for the proposed bicycle improvement were calculated using *NCHRP Report 552*'s Benefit-Cost Analysis Tool methodology. Benefits were calculated for four types: mobility benefit, health benefit, recreation benefit, and decreased auto use benefit. Each benefit and methodology is summarized below. All benefit calculations used the future and existing bicycle population calculations described in the previous section.

Mobility Benefit

The mobility benefit estimates the value of the new bicycle facility for bicycle commuters relative to riding on a street with parked cars. Based on stated-preference research, *NCHRP Report 552* found that commuters are willing to spend an additional 20.38 extra minutes per trip to travel on a Class I bicycle path. Additionally, Caltrans Life-Cycle Benefit-Cost Analysis Economic Parameters 2012 value an automobile driver's value of time as $12.50 per hour. This valuation was assumed to hold for bicyclists. Using this valuation of time, the per-trip benefit of the new facility is $4.25 for the Class I bicycle path. Multiplying the per-trip benefit by the number of daily existing and induced commuters (141) and doubling it to include both to and from commutes results in the daily mobility benefit. This daily benefit is then annualized by multiplying the daily benefit by 47 weeks per year, and 5 days per week.

Additionally, because the average peak home-based work trip length for the Goleta subarea of the SBCAG travel demand model is 7.34 miles and the project is only 1.10 miles in length, the benefit was factored by 0.15 (the length of the project as the percentage of the average trip length) to better capture the overall benefit of the improvement to commuters.

The total annual mobility benefit for the Hollister Class I Bicycle Path is $42,167.

Health Benefit

The health benefit estimates the per-capita cost savings from physical activity at $128 based on the findings of Appendix E of *NCHRP Report 552*. To obtain the annual health benefit the total new cyclists (not including existing) are multiplied by $128.

The annual health benefit for the Hollister Class I Bicycle Path is $15,104 using the low estimate of new bicyclists, $16,768 using the moderate estimate of new bicyclists, and $28,160 using the high estimate of new bicyclists.

Recreation Benefit

Following the research of *NCHRP Report 552*, outdoor recreational activities are estimated at $10 per hour, beyond the value of the time taken by the activity itself. Assuming that a typical day of bicycling

involves an hour of bicycling activity the number of new bicyclists, excluding new commuters is multiplied by $10. This daily recreational benefit is then annualized by multiplying by 365 days a year.

The annual recreation benefit for the Hollister Class I Bicycle Path is $211,700 using the low estimate of new bicyclists, $259,150 using the moderate estimate of new bicyclists, and $584,000 using the high estimate of new bicyclists.

Decreased Auto Use Benefit

The decreased auto use benefit estimates the benefits from reduced congestion, reduced air pollution, and user cost savings as a result of new bicycle commuters. Using the total benefit per mile from *NCHRP Report 552* for a suburban/small city area of 8 cents per mile during the peak period, the number of new commuters (60) is multiplied by double the average home based work trip length to generate a daily commute benefit. This daily commute benefit is then multiplied by 47 weeks per year and 5 days per week to annualize the decreased auto use benefit.

The annual decreased auto use benefit for the Hollister Class I Bicycle Path is $16,559.

Total Benefit

A summary of the individual benefits and the total benefit of the Hollister Class I Bicycle Path project are summarized below in Table 6 by the high, moderate, and low estimates of adult non-commute bicyclists.

Table 6. Summary and Total of Benefits of the Hollister Class I Bicycle Path Project

Bicycle Facility Benefits	
Annual Mobility Benefit	$ 42,167
Annual Health Benefit	
High Estimate	$ 28,160
Moderate Estimate	$ 16,768
Low Estimate	$ 15,104
Annual Recreation Benefit	
High Estimate	$ 584,000
Moderate Estimate	$ 259,150
Low Estimate	$ 211,700
Annual Decreased Auto Use Benefit	$ 16,559
Total Annual Benefit, High	$ 670,886
Total Annual Benefit, Moderate	$ 334,644
Total Annual Benefit, Low	$ 285,530

SAFETY

There were 6 bicyclist injuries along the 1.1 mile project corridor in the most recent 5 years of available data from the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS). As a result the

corridor has an annual collision rate of 1.2 crashes per year. Given that 3 of the crashes were due to wrong-way riding by bicyclists and 3 were due to automobile's having the right-of-way, providing a separated bicycle facility to reduce automobile/bicycle interactions seems particularly appropriate.

In order to quantify the safety benefit of installing the Class I path, a crash modification factor that best fit the proposed improvement was researched. Crash modification factors are multiplicative factors to compute the expected number of crashes after implementing a given countermeasure at a specific site. Using a crash modification factor for a cycle track separated from the side of the main road by 2 to 5 meters with bicycle priority at intersections (0.55) from the Federal Highway Administration's Crash Modification Factor Clearinghouse (CMF ID: 4034), it is estimated that the number of collisions per year will be reduced by 45% from from 1.2 crashes per year to 0.66 crashes per year. With Caltrans' Cal-B/C estimating the average cost of an accident at $52,500, the project would generate a safety benefit of an estimated $28,350 per year.

ATTACHMENT H

Traffic Collision Data

Settings Used For Query

BICYCLE

Parameter	Setting
Street Name	CANNON GREEN DR
Starting Date	1/1/2002
Ending Date	12/31/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Bicycle'

When only a Primary Road is specified (CANNON GREEN DR), the query results include all collisions with the specified Primary Road of CANNON GREEN DR and all collisions with a Secondary Road of CANNON GREEN DR with a distance of 0 feet.

CANNON GREEN DR & HOLLISTER AVE

City of Goleta
Traffic Engineering Department
Collision Report Summary

5/13/2014
Date Range Reported: 1/1/02 - 12/31/14
Total Number of Collisions: 2

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
1881800	1/26/05	08:44	Cannon Green Dr & Phelps Rd	0'	In Int.	Head-On	Bicycle	South	Traveling Wrong Way	North	Making Right Turn	Wrong Side of Road	1	0	
3082517	2/28/07	17:34	Hollister Ave & Cannon Green Dr	0'	In Int.	Broadside	Bicycle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0	

Settings Used For Query

BICYCLE

Parameter	Setting
Street Name	HOLLISTER AVE
Starting Date	1/1/2002
Ending Date	12/31/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Bicycle'

When only a Primary Road is specified (HOLLISTER AVE), the query results include all collisions with the specified Primary Road of HOLLISTER AVE and all collisions with a Secondary Road of HOLLISTER AVE with a distance of 0 feet.

City of Goleta
Traffic Engineering Department
Collision Report Summary

5/13/2014

Date Range Reported: 1/1/02 - 12/31/14

Total Number of Collisions: 61

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
0326787	7/13/02	12:19	Hollister Ave & Tecolote Ave	0'	In Int.	Head-On	Bicycle	East	Other Unsafe Turning	South	Making Right Turn	Wrong Side of Road	1	0	
0957112	7/30/02	17:02	Hollister Ave & Nectarine Ave	181'	West	Sideswipe	Bicycle	West	Parked	West	Proceeding Straight	Other Hazardous Movement	1	0	
0345284	7/31/02	20:32	Hollister Ave & Glen Annie Rd	82'	West	Broadside	Bicycle	North	Other	West	Proceeding Straight	Wrong Side of Road	1	0	
0382435	8/16/02	10:37	Hollister Ave & Storke Rd	0'	In Int.	Broadside	Bicycle	South	Proceeding Straight	East	Proceeding Straight	Auto R/W Violation	1	0	
0432823	9/11/02	16:00	Hollister Ave & Patterson Ave	0'	In Int.	Vehicle - Pedestrian	Bicycle	Not State	Making Right Turn	East	Stopped in Road	Unknown	0	0	
0702866	2/27/03	17:18	Hollister Ave & Coronado Dr	0'	In Int.	Broadside	Bicycle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0	
0800817	4/25/03	18:26	Hollister Ave & Fairview Ave	48'	West	Other	Bicycle	South	Making Right Turn	North	Proceeding Straight	Auto R/W Violation	1	0	
0955062	6/3/03	07:57	Hollister Ave & Entrance Rd	0'	In Int.	Broadside	Bicycle	North	Making Right Turn	East	Proceeding Straight	Auto R/W Violation	1	0	
0957611	6/25/03	18:07	Hollister Ave & Rutherford St	336'	East	Broadside	Bicycle	East	Proceeding Straight	South	Other	Unsafe Speed	1	0	
1109183	10/28/03	14:14	Hollister Ave & Rutherford St	0'	In Int.	Broadside	Bicycle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0	
1245219	1/17/04	21:17	Orange Ave & Hollister Ave	0'	In Int.	Sideswipe	Bicycle	West	Making Right Turn	North	Proceeding Straight	Improper Turning	1	0	
1361182	3/12/04	14:30	Hollister Ave & Rutherford St	325'	East	Broadside	Bicycle	South	Proceeding Straight	East	Proceeding Straight	Auto R/W Violation	1	0	
1491212	6/15/04	11:24	Hollister Ave & Patterson Ave	696'	West	Broadside	Bicycle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
1693351	10/7/04	17:45	Hollister Ave & Edison Wooden Pole	130'	West	Broadside	Bicycle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0	
1731236	10/21/04	20:45	Hollister Ave & Coromar Dr (W)	655'	West	Broadside	Bicycle	South	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	0	0	
2035209	4/18/05	13:44	Hollister Ave & Magnolia Ave (W)	42'	East	Sideswipe	Bicycle	West	Other	North	Proceeding Straight	Other Hazardous Movement	1	0	
2103149	6/16/05	14:07	Santa Felicia Dr & Hollister Ave	0'	In Int.	Broadside	Bicycle	West	Traveling Wrong Way	North	Stopped in Road	Wrong Side of Road	1	0	
2117851	7/10/05	15:45	Hollister Ave & Storke Rd	360'	East	Other	Bicycle	East	Making Right Turn	East	Proceeding Straight	Improper Turning	1	0	
2308796	10/11/05	19:21	Hollister Ave & La Patera Ln	0'	In Int.	Other	Bicycle	West	Making Right Turn	North	Proceeding Straight	Other	1	0	
2369631	11/11/05	10:46	Hollister Ave & Entrance Rd	170'	West	Other	Bicycle	East	Proceeding Straight	South	Making Right Turn	Wrong Side of Road	1	0	
2353103	11/16/05	07:50	Hollister Ave & Patterson Ave	411'	East	Broadside	Bicycle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	1	0	
2416562	12/1/05	15:05	Hollister Ave & Los Carneros Rd	0'	In Int.	Head-On	Bicycle	South	Proceeding Straight	North	Making Right Turn	Wrong Side of Road	1	0	
2629045	5/12/06	08:07	Hollister Ave & Dearborn Pl	0'	In Int.	Sideswipe	Bicycle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	1	0	
2701591	6/16/06	14:06	Hollister Ave & Patterson Ave	228'	East	Broadside	Bicycle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	1	0	
2814703	6/29/06	16:54	Hollister Ave & Dearborn Pl	0'	In Int.	Broadside	Bicycle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	0	0	
2739162	7/5/06	20:02	Hollister Ave & Santa Barbara Shores Dr	17'	East	Head-On	Bicycle	West	Making Left Turn	East	Making Right Turn	Wrong Side of Road	1	0	
2739146	7/10/06	17:04	Hollister Ave & Magnolia Ave	63'	West	Hit Object	Bicycle	West	Parked	West	Proceeding Straight	Other Hazardous Movement	1	0	
2827546	9/15/06	19:06	Hollister Ave & Entrance Rd	0'	In Int.	Broadside	Bicycle	West	Proceeding Straight	North	Making Right Turn	Wrong Side of Road	1	0	
2913113	11/14/06	17:25	Hollister Ave & Tecolote Ave	20'	East	Sideswipe	Bicycle	West	Parked	West	Proceeding Straight	Other Hazardous Movement	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
2953442	12/7/06	09:00	Hollister Ave & Rutherford St	40'	West	Sideswipe	Bicycle	West	Parked	West	Proceeding Straight	Other Hazardous Movement	1	0	
3067940	2/15/07	13:27	Hollister Ave & Kellogg Ave	264'	West	Other	Bicycle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	1	0	
3082517	2/28/07	17:34	Hollister Ave & Cannon Green Dr	0'	In Int.	Broadside	Bicycle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0	
07-12873	8/8/07	08:17	Hollister Ave & Kellogg Ave	0'	In Int.	Broadside	Bicycle	West	Proceeding Straight	North	Making Right Turn	Unsafe Speed	0	1	
07-15059	9/11/07	16:48	Hollister Ave & Ward Dr	124'	East	Other	Bicycle	East	Proceeding Straight	East	Parked	Unsafe Speed	1	0	
08-7323	4/10/08	18:57	Hollister Ave & Cortona Dr	117'	East	Broadside	Bicycle	West	Proceeding Straight	North	Entering Traffic	Wrong Side of Road	1	0	
08-11739	6/19/08	08:00	Hollister Ave & Storke Rd	176'	East	Sideswipe	Bicycle	East	Making Right Turn	East	Proceeding Straight	Driving Under Influence	1	0	
08-16220	8/29/08	10:37	Hollister Ave & Pacific Oaks Rd	0'	In Int.	Broadside	Bicycle	West	Traveling Wrong Way	North	Making Right Turn	Wrong Side of Road	1	0	
08-24987	9/30/08	17:09	Hollister Ave & Pebble Beach Dr	0'	In Int.	Broadside	Bicycle	South	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0	
08-28207	11/3/08	08:58	Hollister Ave & Cannon Green Dr	165'	East	Broadside	Bicycle	East	Proceeding Straight	North	Making Left Turn	Driving Under Influence	1	0	
09-5237	4/2/09	20:13	Hollister Ave & Coromar Dr	160'	West	Rear-End	Bicycle	West		West	Ran Off Road	Unknown	1	0	
09-10199	6/24/09	16:58	Hollister Ave & Kinman Ave	85'	East	Other	Bicycle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	1	0	
09-18954	11/14/09	15:34	Hollister Ave & Kellogg Ave	0'	In Int.	Broadside	Bicycle	South	Proceeding Straight	West	Making Left Turn	Wrong Side of Road	1	0	
09-20408	12/16/09	12:28	Hollister Ave & Rt 101 Sbon/R	0'	In Int.	Broadside	Bicycle	South	Making Left Turn	North	Proceeding Straight	Improper Turning	1	0	
10-3894	3/15/10	20:10	Hollister Ave & Entrance Rd	20'	East	Other	Bicycle	West	Proceeding Straight	West	Stopped In Road	Unsafe Speed	0	0	
10-4808	4/1/10	17:52	Hollister Ave & Chapel St	194'	West	Broadside	Bicycle	West	Proceeding Straight	North	Making Right Turn	Wrong Side of Road	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
10-5737	4/16/10	18:21	Hollister Ave & Rutherford St	206'	East	Other	Bicycle	West	Parked	West	Proceeding Straight	Other Hazardous Movement	1	0	
10-6634	5/3/10	16:04	Hollister Ave & Storke Rd	23'	West	Rear-End	Bicycle	East	Making Right Turn	West	Stopped In Road	Unsafe Speed	0	0	
10-7115	5/12/10	08:03	Hollister Ave & Mentor Dr	243'	East	Broadside	Bicycle	East	Slowing/Stopping	South	Proceeding Straight	Wrong Side of Road	1	0	
10-12478	8/23/10	08:06	Hollister Ave & Nectarine Ave	40'	West	Broadside	Bicycle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	1	0	
10-14678	9/27/10	16:15	Hollister Ave & Storke Rd	59'	East	Broadside	Bicycle	East	Other Unsafe Turning	East	Proceeding Straight	Improper Turning	0	0	
10-18501	12/10/10	15:17	Hollister Ave & Cannon Green Dr	214'	East	Broadside	Bicycle	East	Proceeding Straight	South	Making Right Turn	Wrong Side of Road	1	0	
11-329	1/7/11	14:15	Hollister Ave & Los Carneros Rd	18'	West	Rear-End	Bicycle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed	1	0	
11-3632	3/16/11	18:18	Hollister Ave & Lowell Wy	0'	In Int.	Broadside	Bicycle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0	
11-4414	4/4/11	17:38	Hollister Ave & Chapel St	312'	West	Broadside	Bicycle	East	Proceeding Straight	South	Making Right Turn	Wrong Side of Road	1	0	
11-10462	8/11/11	23:20	Hollister Ave & Entrance Rd	0'	In Int.	Head-On	Bicycle	West	Proceeding Straight	North	Making Right Turn	Wrong Side of Road	1	0	
12-9781	7/18/12	18:41	Hollister Ave & Rutherford St	350'	East	Other	Bicycle	West	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	1	0	
12-10422	8/1/12	09:22	Hollister Ave & Kinman Ave	348'	West	Broadside	Bicycle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	1	0	
13-7669	6/1/13	10:38	Fairview Ave & Hollister Ave	0'	In Int.	Broadside	Bicycle	North	Proceeding Straight	North	Proceeding Straight	Unknown	0	0	
13-9636	7/12/13	09:37	Hollister Ave & Pine Ave	112'	East	Broadside	Bicycle	East	Changing Lanes	East	Proceeding Straight	Unsafe Lane Change	1	0	
13-12860	9/14/13	17:13	Hollister Ave & Ellwood School	10'	East	Other	Bicycle	South	Entering Traffic	West	Stopped In Road	Other Hazardous Movement	0	0	
13-12899	9/15/13	16:34	Hollister Ave & Coronado Dr	0'	In Int.	Other	Bicycle	South	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1	0	

Settings Used For Query

PEDESTRIAN

Parameter	Setting
Street Name	HOLLISTER AVE
Starting Date	1/1/2002
Ending Date	12/31/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Pedestrian'

When only a Primary Road is specified (HOLLISTER AVE), the query results include all collisions with the specified Primary Road of HOLLISTER AVE and all collisions with a Secondary Road of HOLLISTER AVE with a distance of 0 feet.

City of Goleta
Traffic Engineering Department
Collision Report Summary

5/13/2014

Date Range Reported: 1/1/02 - 12/31/14

Total Number of Collisions: 30

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
0437002	9/10/02	08:13	Hollister Ave & Nectarine Ave	103'	West	Head-On	Pedestrian	South	Other	West	Entering Traffic	Pedestrian Violation	1	0	
0582827	10/28/02	07:56	Hollister Ave & Rutherford St	0'	In Int.	Vehicle - Pedestrian	Pedestrian	West	Making Right Turn	North	Proceeding Straight	Ped R/W Violation	1	0	
0577126	12/23/02	07:58	Hollister Ave & Kellogg Ave	0'	In Int.	Vehicle - Pedestrian	Pedestrian	South	Making Left Turn	South	Other	Ped R/W Violation	1	0	
0702769	2/24/03	16:50	Hollister Ave & Rt 217 (W)	0'	In Int.	Rear-End	Pedestrian	West	Other	West	Proceeding Straight	Impeding Traffic	1	0	
1109174	8/29/03	07:03	Hollister Ave & Orange Ave	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	South	Not Stated	Ped R/W Violation	0	1	
1616689	9/4/04	19:31	Hollister Ave & Pine Ave	0'	In Int.	Vehicle - Pedestrian	Pedestrian	North	Making Right Turn	North	Other	Ped R/W Violation	2	0	
1756065	10/29/04	06:40	Hollister Ave & Storke Rd	249'	East	Vehicle - Pedestrian	Pedestrian	South	Not Stated	East	Proceeding Straight	Pedestrian Violation	1	0	
2117843	6/24/05	18:11	Hollister Ave & Rutherford St	233'	East	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	North	Other	Unsafe Speed	1	0	
2158800	7/8/05	15:50	Hollister Ave & Rutherford St	320'	East	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	South	Proceeding Straight	Ped R/W Violation	1	0	
2484248	1/13/06	08:17	Hollister Ave & Entrance Rd	11'	West	Vehicle - Pedestrian	Pedestrian	West	Making Left Turn	South	Proceeding Straight	Ped R/W Violation	1	0	
2651089	4/24/06	12:08	Hollister Ave & Patterson Ave	35'	West	Head-On	Pedestrian	East	Proceeding Straight	East	Not Stated	Other Than Driver or Ped	2	0	
2930572	11/2/06	21:04	Marketplace Dr & Hollister Ave	0'	In Int.	Vehicle - Pedestrian	Pedestrian	North	Stopped in Road	West	Proceeding Straight	Ped R/W Violation	1	0	
2885210	11/6/06	18:20	Hollister Ave & Rutherford St	8'	East	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
07-9406	4/30/07	07:35	Hollister Ave & Glen Annie Rd	3'	South	Vehicle - Pedestrian	Pedestrian	South	Making Left Turn	East	Not Applicable -	Ped R/W Violation	0	0	
07-12853	8/8/07	19:03	Hollister Ave & Magnolia Ave	36'	West	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	East	Backing	Other Hazardous Movement	1	0	
07-15017	9/10/07	18:56	Hollister Ave & Rutherford St	0'	In Int.	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	1	0	
07-15991	9/26/07	18:48	Hollister Ave & Private Property	0'	In Int.	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	South		Other Improper Driving	1	0	
07-21878	12/27/07	17:44	Hollister Ave & Storke Rd	0'	In Int.	Vehicle - Pedestrian	Pedestrian	North	Proceeding Straight	West	Proceeding Straight	Unknown	1	0	
08-30144	12/8/08	19:18	Hollister Ave & Cannon Green Dr	85'	West	Vehicle - Pedestrian	Pedestrian	North		West	Proceeding Straight	Pedestrian Violation	5	0	
09-18817	11/12/09	13:45	Hollister Ave & Chapel St	0'	In Int.	Vehicle - Pedestrian	Pedestrian	North	Other	East	Making Left Turn	Pedestrian Violation	1	0	
09-20941	12/28/09	14:04	Hollister Ave & Rutherford St	335'	East	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	North		Improper Passing	1	0	
10-2545	2/17/10	19:37	Hollister Ave & Rutherford St	324'	East	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	North		Ped R/W Violation	1	0	
11-886	1/17/11	19:35	Hollister Ave & Orange Ave	0'	In Int.	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	South	Proceeding Straight	Ped R/W Violation	1	0	
12-438	1/11/12	11:21	Hollister Ave & Orange Ave	0'	In Int.	Vehicle - Pedestrian	Pedestrian	South	Proceeding Straight	East	Proceeding Straight	Pedestrian Violation	1	0	
12-16134	11/29/12	16:44	Hollister Ave & Marketplace Dr	0'	In Int.	Vehicle - Pedestrian	Pedestrian	North	Making Right Turn	East		Ped R/W Violation	1	0	
12-16537	12/8/12	08:45	Hollister Ave & Kellogg Ave	0'	In Int.	Vehicle - Pedestrian	Pedestrian	South	Making Left Turn	North		Ped R/W Violation	1	0	
12-17229	12/23/12	18:05	Hollister Ave & Kellogg Ave	0'	In Int.	Vehicle - Pedestrian	Pedestrian	North	Making Left Turn	South		Ped R/W Violation	1	0	
13-1142	1/25/13	18:10	Hollister Ave & Orange Ave	0'	In Int.	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight	South		Ped R/W Violation	2	0	
13-2193	2/15/13	18:37	Hollister Ave & Kinman Ave	332'	West	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	South		Ped R/W Violation	1	0	

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
13-9905	7/17/13	16:58	Hollister Ave & Rutherford St	334'	East	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	North		Ped R/W Violation	1	0	

Settings Used For Query

BICYCLE

Parameter	Setting
Street Name	MATHILDA DR
Starting Date	1/1/2002
Ending Date	12/31/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Bicycle'

When only a Primary Road is specified (MATHILDA DR), the query results include all collisions with the specified Primary Road of MATHILDA DR and all collisions with a Secondary Road of MATHILDA DR with a distance of 0 feet.

City of Goleta
Traffic Engineering Department
Collision Report Summary

5/13/2014

Date Range Reported: 1/1/02 - 12/31/14

Total Number of Collisions: 1

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
10-12238	8/19/10	18:14	Mathilda Dr & Strehle Ln	759'	North	Other	Bicycle	South	Traveling Wrong Way	West	Proceeding Straight	Wrong Side of Road	1	0	

Settings Used For Query

PEDESTRIAN

Parameter	Setting
Street Name	MATHILDA DR
Starting Date	1/1/2002
Ending Date	12/31/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Pedestrian'

When only a Primary Road is specified (MATHILDA DR), the query results include all collisions with the specified Primary Road of MATHILDA DR and all collisions with a Secondary Road of MATHILDA DR with a distance of 0 feet.

City of Goleta
Traffic Engineering Department
Collision Report Summary

5/13/2014

Date Range Reported: 1/1/02 - 12/31/14

Total Number of Collisions: 1

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
08-13034	7/10/08	18:09	Mathilda Dr & Strehle Ln	1040'	North	Vehicle - Pedestrian	Pedestrian	West	Backing	South	Other	Other Improper Driving	2	0	

Settings Used For Query BICYCLE

Parameter	Setting
Street Name	PACIFIC OAKS RD
Starting Date	1/1/2002
Ending Date	12/31/2014
Distance from Intersection	>= 0' for non rear-end collisions
	>= 0' for rear-end collisions
Involved With	'Bicycle'

When only a Primary Road is specified (PACIFIC OAKS RD), the query results include all collisions with the specified Primary Road of PACIFIC OAKS RD and all collisions with a Secondary Road of PACIFIC OAKS RD with a distance of 0 feet.

City of Goleta
Traffic Engineering Department
Collision Report Summary

5/13/2014

Date Range Reported: 1/1/02 - 12/31/14

Total Number of Collisions: 6

Report#	Date	Time	Location	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Dir. of Travel 1	Movement Prec. Coll. 1	Dir. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil.	Ver.
3082513	2/28/07	19:19	Pacific Oaks Rd & Davenport Rd	0'	In Int.	Rear-End	Bicycle	West	Proceeding Straight	North	Proceeding Straight	Auto R/W Violation	1	0	
08-16220	8/29/08	10:37	Hollister Ave & Pacific Oaks Rd	0'	In Int.	Broadside	Bicycle	West	Traveling Wrong Way	North	Making Right Turn	Wrong Side of Road	1	0	
09-684	1/13/09	12:44	Pacific Oaks Rd & Phelps Rd	0'	In Int.	Broadside	Bicycle	South	Traveling Wrong Way	West	Making Right Turn	Wrong Side of Road	1	0	
10-17526	11/17/10	17:57	Pacific Oaks Rd & Hollister Ave	157'	South	Broadside	Bicycle	South	Proceeding Straight	West	Making Right Turn	Wrong Side of Road	1	0	
12-2026	2/12/12	10:45	Pacific Oaks Rd & Hollister Ave	147'	South	Broadside	Bicycle	North	Entering Traffic	North	Proceeding Straight	Auto R/W Violation	1	0	
12-2337	2/18/12	17:45	Pacific Oaks Rd & Davenport Rd	0'	In Int.	Broadside	Bicycle	North	Making Left Turn	South	Proceeding Straight	Auto R/W Violation	1	0	

ATTACHMENT I

Public Meeting Information

CITY OF GOLETA
130 Cremona Dr, Suite B
Goleta, CA 93117

Important Open House
February 10, 2010

CITY OF GOLETA

You are invited
Community Open House
New Goleta 101 Overcrossing Project

Wednesday, February 10, 2010
Brandon Elementary School
195 Brandon Drive
5-8 pm (drop in hours)

Si desea ésta información en español,
porfavor llame al (805) 562-0362.

SB BIKE
SANTA BARBARA BICYCLE COALITION

Remember me Forgot password

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Events Calendar Resources News

Home Get Involved Volunteer Advocacy Committee Goleta

Back

Add to my calendar

Advocacy Committee Goleta

When **March 13, 2014**
6:00 PM - 7:30 PM

Location Deckers Corporate Headquarters, 250 Coromar Dr, Goleta Bldg 2, floor 1 lobby. (middle bldg with green glass facade)

Registration

- **General Interest - Free**

Registration is closed

Join us for the advocacy advisory committee meeting to discuss topics related to bikeway planning and our advocacy campaigns.

This month, **Deckers** has offered to host our meeting. This is your chance to see their new corporate headquarters and to help shape the conversation on Western Goleta Valley Bikeways including connectors to/from UCSB.

Agenda

6:00-6:15 pm Introductions and Announcements

6:15-7:00 pm Regional Bikeway Connectors: Western Goleta

UCSB, Goleta, County of Santa Barbara, City of Santa Barbara, Associated Students Bike Committee

What connectors are missing from UCSB to the surrounding community?

Ocean Meadow-Ellwood neighborhood route

Los Carneros Bridge and Bikeway update

Improving the Coastal Route

Protected Bikeways on sections of Hollister?

Storke widening

7:00-7:30 pm *Connecting Our Community:* Strategy Team Updates

Santa Barbara Bicycle Coalition, PO Box 92047, Santa Barbara, CA 9319(
Bici Centro, PO Box 91222, Santa Barbara, CA 9319(
located at 506 E. Haley St, Santa Barbara, CA 9310:
Phone: 805 617-325:

Powered by Wild Apricot Membership Software

Regional Bikeway Meeting

City of Goleta

March 10, 2014

Introductions

Current Bike/Ped Improvement Projects Update:

City of Goleta

- Bike/Ped Master Plan
- Santa Marguerita Crosswalk
- Hollister Avenue Class I
- Ward Drive Class II
- Los Carneros Overhead
- Storke Road Widening north of Hollister Ave
- Storke Road Multi Purpose Trail
- Storke Hollister Intersection Improvements
- Bluffs Trail Improvement Project
- Maria Ygnacio Bike Path Lighting Project

County of Santa Barbara

- Storke/El Collegio Intersection Improvements
- California Coastal Trail
- Other

UCSB

- Ocean Meadows Project
- Sierra Madre
- San Joaquin
- Phelps Roadway trail improvements.
- Other

Future Bike/Ped Projects

Next Meeting

Teresa Lopes

From: Liz La Rovere
Sent: Thursday, October 31, 2013 9:58 AM
To: 'Kirsten.Deshler@ia.ucsb.edu'; 'Lynn Mclaughlin-Hill'; ed@sbbike.org; Eva Inbar; Rosemarie Gaglione; Teresa Lopes; Steve Wagner; lisa.tucker@vcadmin.ucsb.edu
Subject: Bike Route Planning Workshop

Please confirm that you will be attending the Bike Route Planning Workshop at City Hall Friday, November at 3:30 p.m. The meeting will be held in Conference Room 1.
Thank you,

Liz

Liz La Rovere, Administrative Assistant
City of Goleta, Public Works Dept.
130 Cremona Dr, Suite B
Goleta CA 93117
P (805) 961-7578 F (805) 685-2635

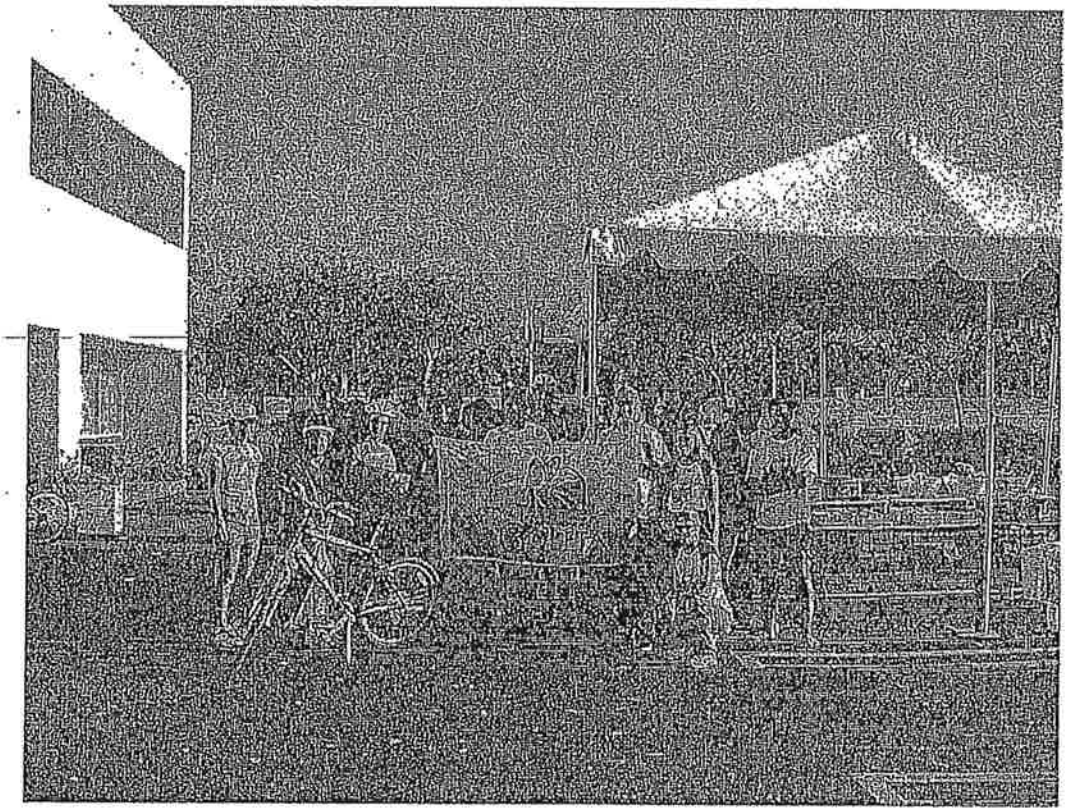
CITY OF GOLETA

ATTACHMENT J

City of Goleta Bicycle Transportation Plan

2005 Interim Bicycle Transportation Plan

City of Goleta



February 2005
Amended December 2009

City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117
(805) 961-7500

The Interim Bicycle Transportation Plan for the City of Goleta was presented at a noticed City Council meeting on February 22, 2005, where the City Council adopted the attached resolution (Attachment 4). This resolution provides City Council approval of the plan and authorizes staff to transmit the plan to the Santa Barbara County Association of Governments for review and approval. The resolution further authorizes staff to subsequently submit the plan to the Caltrans Bicycle Facilities Unit.

(i) Consistency with Plans/Programs Providing Incentives for Bicycle Commuting: "A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting."

Response (i): Development of the City of Goleta Interim Bicycle Transportation plan has been coordinated with plans and policies of adjoining jurisdictions (particular the County of Santa Barbara). The Santa Barbara County Bicycle Master Plan, produced by the County of Santa Barbara, contains a detailed inventory of bikeways, needs analysis, and specific recommendations. A Primary Bikeway System is proposed that includes routes in the Goleta area. The proposed primary system in the County Plan and the final system developed in this plan are largely consistent, although there are some differences based on the more detailed evaluation performed as part of this study.

(j) Proposed Projects and Priorities for Implementation: "A description of the projects proposed in the plan and a listing of their priorities for implementation."

Response (j): The following table describes and prioritizes bicycle projects within the City of Goleta. The projects were developed through a coordinated process that involved various City departments. A complete list of prioritized bicycle projects is provided in Attachment 3. The prioritized "high priority" bicycle projects for the City of Goleta are listed as follows:

#	PROJECT NAME	CLASS	PROJECT LOCATION	MILES	COST ($1,000s)	PRIORITY YEAR
1	San Jose Creek	Class I	Coast (CL) to Hollister	1.0	$2,150	01-05
2	San Jose Creek	Class I	Hollister to Cathedral Oaks	1.5	$3,300	01-05
3	Hollister Avenue	Class I	Pacific Oaks Road to Ellwood Elementary School	1.0	$720	01-05

(k) Past Expenditures for Bicycle Facilities and Future Financial Needs: "A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area."

Response (k): The City of Goleta has contributed approximately $500,000 toward the construction of the existing bicycle facilities within the City since the City's incorporation on February 1, 2002. The City currently (2005) provides about 23.7 miles of bikeways, consisting of bike paths, bike lanes and bike routes. The total contributions toward the construction of these facilities (including previous contributions by the County of Santa Barbara) are estimated to be approximately $1,157,000. The City of Goleta would substantially benefit from supplemental financial support to implement worthy bicycle facility improvements to promote safety and improve the convenience of bicycle travel.

RESOLUTION NO. 09-57

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA AMENDING CITY OF GOLETA INTERIM BICYCLE TRANSPORTATION PLAN DATED FEBRUARY 2005

WHEREAS, the amended City of Goleta Interim Bicycle Transportation Plan (Plan) complies with the California State Bikeways Laws and Plan requirements (Section 891.2 of the Streets and Highways Code) and Federal "Transportation Equity Act of the 21st Century" objectives for alternative transportation; and

WHEREAS, the amended Plan is an eligibility requirement of the Bicycle Transportation Act (BTA) funding; and

WHEREAS, the amended Plan will promote increased bicycle commuting within the City of Goleta; and

WHEREAS, the amended Plan will promote bicycle safety within the City of Goleta; and

WHEREAS, amending the City of Goleta Interim Bicycle Transportation Plan is in conformance with the General Plan, Section TE11.2, which states that "The City shall periodically prepare and adopt a Bicycle Transportation Plan (BTP) ..." and that "The BTP shall be regularly reviewed and updated to respond to changing conditions and needs: and

WHEREAS, pursuant to California Government Code section 65401 the amendment of the BTP is compatible with the Goleta General Plan/Coastal Land Use Plan because it will further the objectives and policies of the general plan and not obstruct their attainment; and

WHEREAS, this project qualifies for a Categorical Exemption for CEQA as pursuant to section 15301(c) because the nature of the project is a bicycle path, all work will be performed within existing right of way, the will be minimal disruption, the functional classification of the roadway will remain unchanged and an adequate level of service will me maintained after project completion.

WHEREAS, the proposed amendment is attached as Exhibit 1 of this Resolution,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLETA AS FOLLOWS:

SECTION 1. The City Council does hereby adopt the Exhibit 1 as the amended City of Goleta Interim Bicycle Transportation Plan.

SECTION 2. The City Council does hereby authorize and empower the City Manager, or his designee, to execute in the name of the City of Goleta all necessary documents to implement and carry out the purpose of this resolution.

SECTION 3. The City Council does hereby find that the forgoing recitals are true and correct; and

SECTION 4. The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED this 15th day of December, 2009.

ERIC ONNEN
MAYOR

ATTEST:

DEBORAH CONSTANTINO
CITY CLERK

APPROVED AS TO FORM:

TIM W. GILES
CITY ATTORNEY

ATTACHMENT K

Preliminary Project Plans

REVISIONS				
DATE	REV BY:	DESCRIPTION OF CHANGE	APPROVED:	D.U

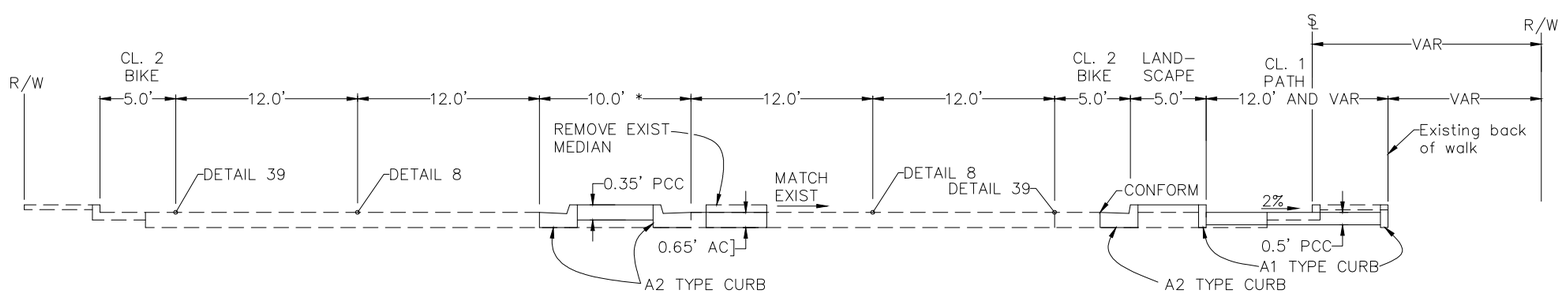
DRAFT

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE CITY OF GOLETA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
IVY Y. LANE
No. C49308
Exp. 9-30-14
CIVIL
STATE OF CALIFORNIA



HOLLISTER AVENUE

* SEE LAYOUT FOR RAISED MEDIAN LOCATIONS

TYPICAL CROSS SECTIONS

NO SCALE

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

ISL ENGINEERING
13 PELICAN PLACE
VALLEY SPRINGS, CA 95252
(209) 584-4537

PROJECT No. 020

TYPICAL SECTIONS

CITY OF GOLETA – DEPARTMENT OF PUBLIC WORKS

HOLLISTER AVENUE IMPROVEMENT PROJECT

C:\Clients\020-2013 Hollister Ave bike\020 Design\020XSEC.dwg, 5/19/2014 11:45:13 AM, Rick

NOTES:
FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

LEGEND

- LANDSCAPE
- REMOVE EXIST. MEDIAN. REPLACE WITH AC
- CONTROL POINT
- (#) – BEARING No.

ALIGNMENT BEARING DATA

(No.)	BEARING	DISTANCE
(1)	N 89° 44' 14.74" E	439.32'
(2)	S 85° 33' 47.06" E	112.10'
(3)	N 89° 07' 00.12" E	87.44'
(4)	N 89° 13' 29.45" E	84.37'
(5)	N 89° 33' 35.83" E	207.59'
(6)	S 89° 52' 31.99" E	2316.84'
(7)	N 89° 25' 36.29" E	785.41'
(8)	N 89° 48' 15.75" E	1709.56'
(9)	N 89° 57' 46.26" E	405.05'

REVISIONS

DATE	REV BY:	DESCRIPTION OF CHANGE	APPROVED:	D.U

DRAFT 35%

REGISTERED CIVIL ENGINEER DATE

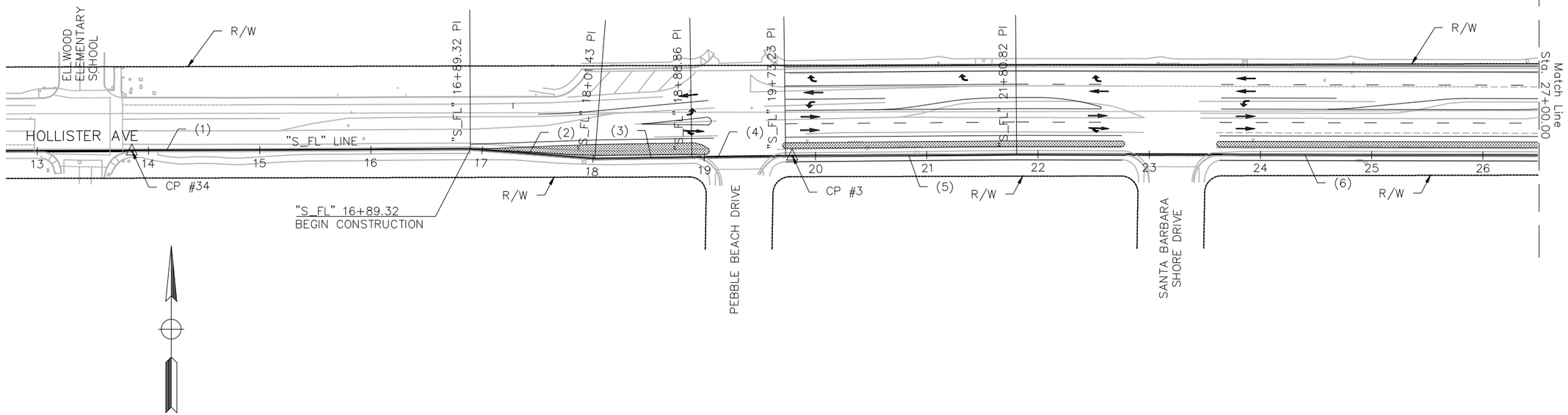
PLANS APPROVAL DATE

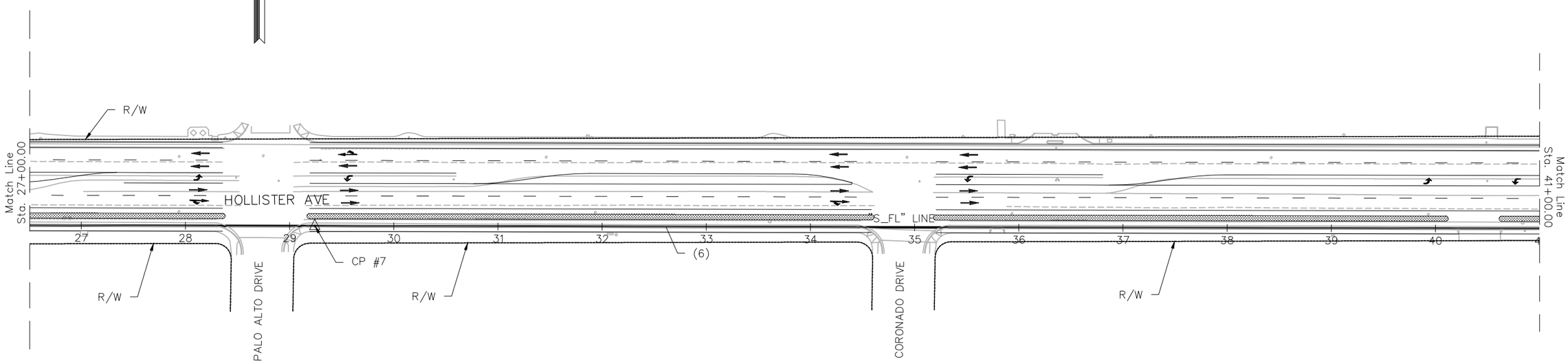
THE CITY OF GOLETA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
IVY Y. LANE
No. C49308
Exp. 9-30-14
CIVIL
STATE OF CALIFORNIA

CONTROL POINT

No.	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
34	1984117.61'	5989836.35'	13+85.25	0.46' Rt	CP/X
3	1984113.17'	5990430.04'	19+79.30	0.17' Rt	MON/NT
7	1984113.21'	5991375.11'	29+24.38	0.06' Rt	MON/NT
20	1984117.31'	5993689.99'	52+39.29	0.04' Lt	MON/NT
36	1984207.20'	5995028.72'	65+78.33	85.07' Lt	CP/X





1" = 100'

ISL ENGINEERING
13 PELICAN PLACE
VALLEY SPRINGS, CA 95252
(209) 584-4537

PROJECT No. 020

LAYOUT

CITY OF GOLETA – DEPARTMENT OF PUBLIC WORKS

HOLLISTER AVENUE IMPROVEMENT PROJECT

SHEET NO. 2 OF 4

C:\Clients\020-2013 Hollister Ave bike\020 Design\020layout.dwg, 5/19/2014 11:47:02 AM, Rick

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

REVISIONS				
DATE	REV BY:	DESCRIPTION OF CHANGE	APPROVED:	D.U

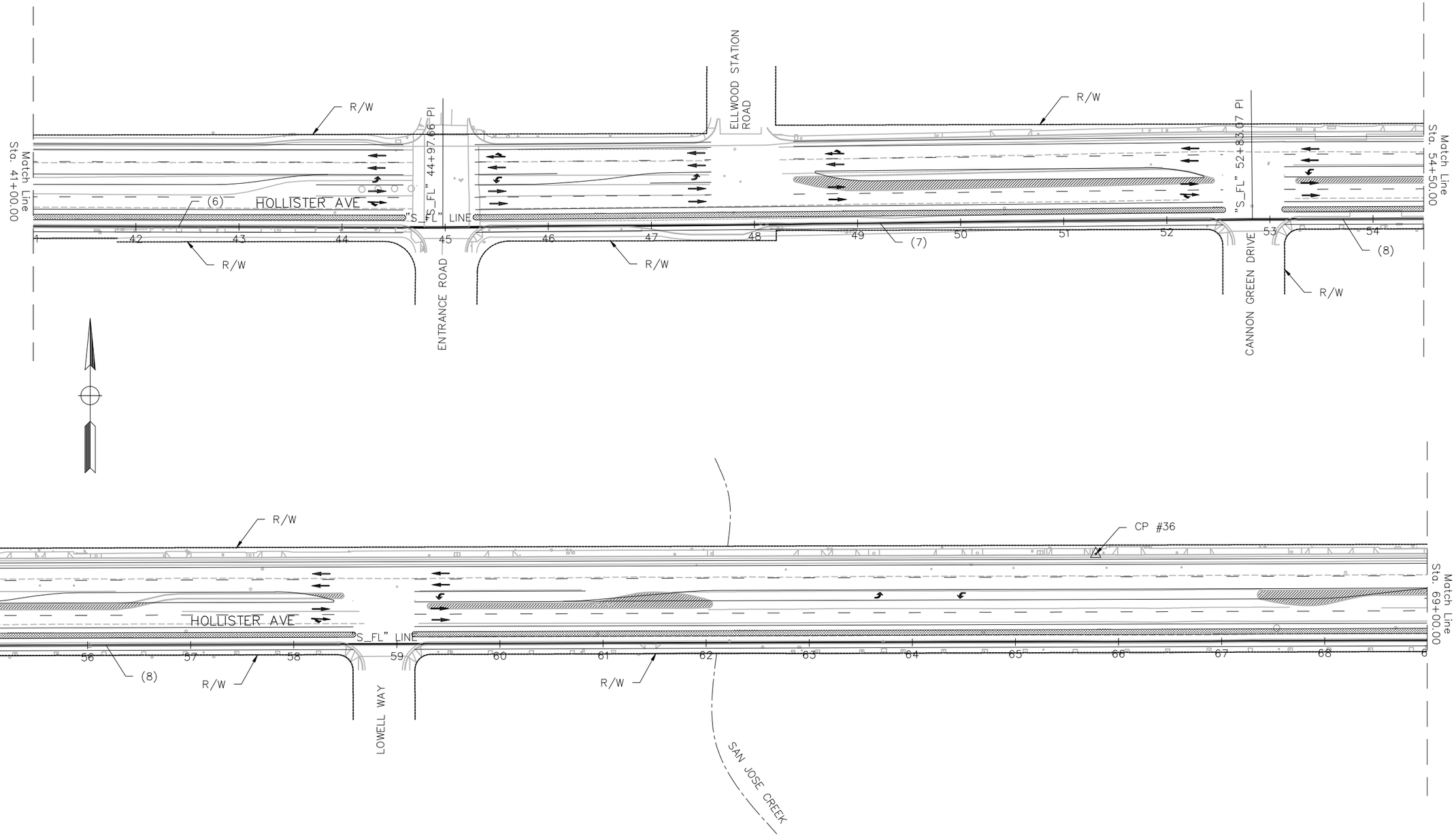
DRAFT 35%

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE CITY OF GOLETA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
IVY Y. LANE
No. C49308
Exp. 9-30-14
CIVIL
STATE OF CALIFORNIA



1" = 100'

ISL ENGINEERING
13 PELICAN PLACE
VALLEY SPRINGS, CA 95252
(209) 584-4537

PROJECT No. 020

LAYOUT

CITY OF GOLETA – DEPARTMENT OF PUBLIC WORKS

HOLLISTER AVENUE
IMPROVEMENT PROJECT

C:\Clients\020-2013 HollisterAve\bike\020.Design\020layout.dwg, 5/19/2014 11:48:00 AM, Rick

SHEET NO.
3
OF
4

NOTE:
FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA,
SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

REVISIONS				
DATE	REV BY:	DESCRIPTION OF CHANGE	APPROVED:	D.U

DRAFT 35%

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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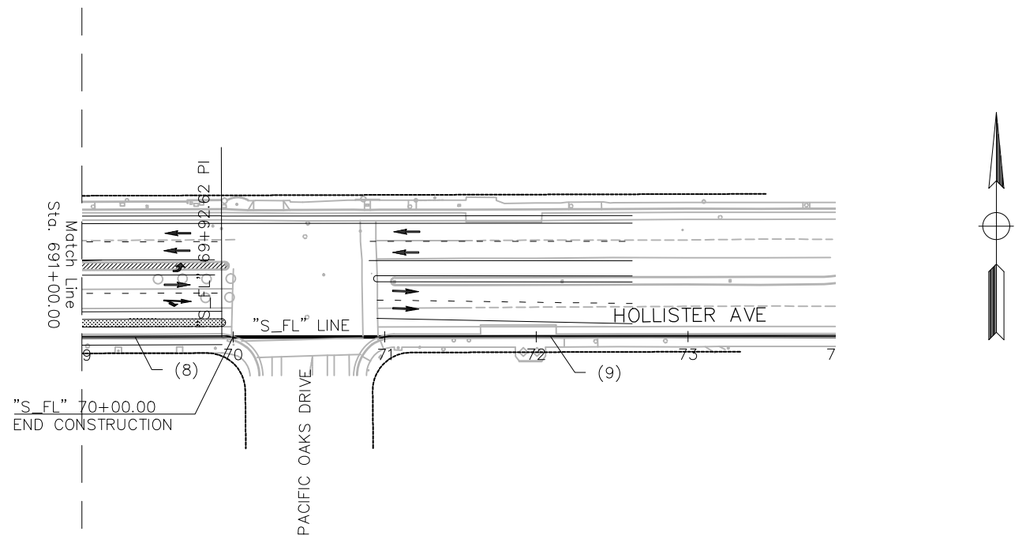
REGISTERED PROFESSIONAL ENGINEER
IVY Y. LANE
No. C49308
Exp. 9-30-14
CIVIL
STATE OF CALIFORNIA



1" = 100'

ISL ENGINEERING
13 PELICAN PLACE
VALLEY SPRINGS, CA 95252
(209) 584-4537

PROJECT No. 020

LAYOUT

CITY OF GOLETA – DEPARTMENT OF PUBLIC WORKS

HOLLISTER AVENUE
IMPROVEMENT PROJECT

SHEET NO.
4
OF
4

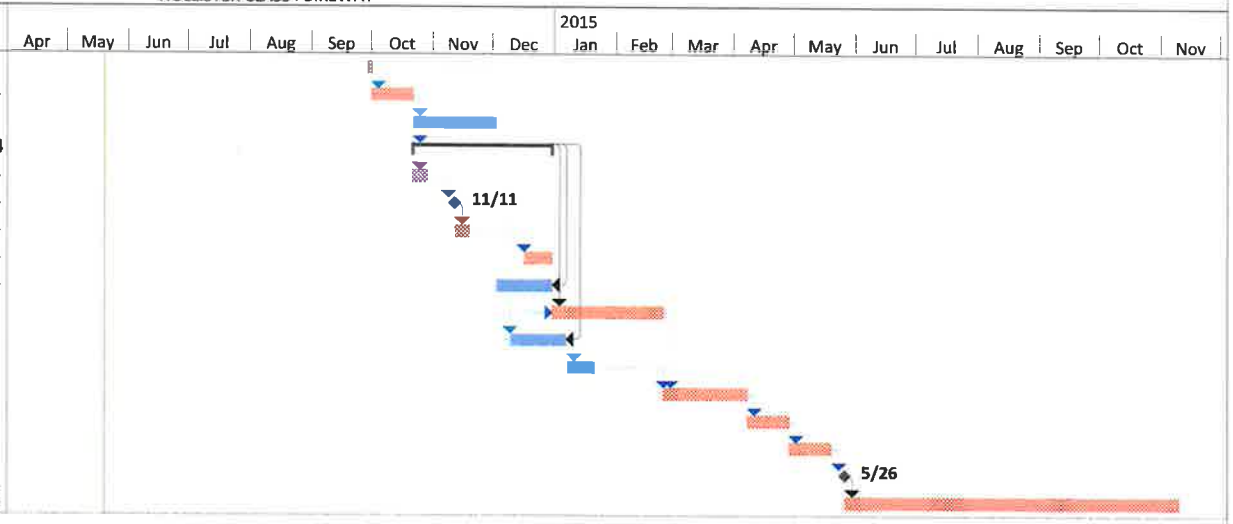
C:\Clients\020-2013 Hollister Ave bike\020 Design\020layout.dwg, 5/19/2014 11:48:41 AM, Rick

ATTACHMENT L

Project Schedule

HOLLISTER CLASS I BIKEWAY

ID	Task Mode	Task Name	Duration	Start	Finish
1		Receive Grant Funds	1 day	Tue 9/30/14	Tue 9/30/14
2		Council Appropriate Funds	3 wks	Wed 10/1/14	Tue 10/21/14
3		Public Outreach	6 wks	Wed 10/22/14	Tue 12/2/14
4		**NEPA**	**50 days**	**Wed 10/22/14**	**Tue 12/30/14**
5		PES	1 wk	Wed 10/22/14	Tue 10/28/14
6		Field Review	0 days	Tue 11/11/14	Tue 11/11/14
7		APE	1 wk	Wed 11/12/14	Tue 11/18/14
8		CatEx	2 wks	Wed 12/17/14	Tue 12/30/14
9		CEQA	4 wks	Wed 12/3/14	Tue 12/30/14
10		RFA CON	8 wks	Wed 12/31/14	Tue 2/24/15
11		Final PS&E Review	4 wks	Wed 12/10/14	Tue 1/6/15
12		Final Bid Documents	2 wks	Wed 1/7/15	Tue 1/20/15
13		Advertise	6 wks	Wed 2/25/15	Tue 4/7/15
14		Council Awards	3 wks	Wed 4/8/15	Tue 4/28/15
15		Insurance and Bonds	3 wks	Wed 4/29/15	Tue 5/19/15
16		Begin Construction	0 days	Tue 5/26/15	Tue 5/26/15
17		Construction	6 mons	Wed 5/27/15	Tue 11/10/15



ATTACHMENT M

Detailed Engineer’s Estimate

Hollister Class 1
PCC Option

PROJ. NO.	PROJECT DESCRIPTION		FEDERAL AID NO.	Rev. Date	Rev. Date
020-2013	Hollister Class 1 Multi-Purpose Path				5/15/2014
			BEES	**UNIT**	**TOTAL**
CODE	**CONTRACT ITEM**	**UNIT**	QUANTITY	PRICE	PRICE
080050	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1	$ 2,000.00	$ 2,000.00
120090	CONSTRUCTION AREA SIGNS	LS	1	$ 10,000.00	$ 10,000.00
120100	TRAFFIC CONTROL SYSTEM	LS	1	$ 50,000.00	$ 50,000.00
130100	JOB SITE MANAGEMENT	LS	1	$ 5,000.00	$ 5,000.00
130730	STREET SWEEPING	LS	1	$ 2,000.00	$ 2,000.00
130900	TEMPORARY CONCRETE WASHOUT	LS	6	$ 1,000.00	$ 6,000.00
150714	REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	38000	$ 0.80	$ 30,400.00
153121	REMOVE CONCRETE (CY)	CY	741	$ 40.00	$ 29,640.00
153215	REMOVE CONCRETE (CURB AND GUTTER)	LF	5410	$ 3.00	$ 16,230.00
160102	CLEARING AND GRUBBING (LS)	LS	1	$ 1,000.00	$ 1,000.00
190101	ROADWAY EXCAVATION	CY	1660	$ 20.00	$ 33,200.00
200000	LANDSCAPE	LS	1	$ 120,000.00	$ 120,000.00
210110	IMPORTED TOPSOIL (CY)	CY	800	$ 25.00	$ 20,000.00
377501	SLURRY SEAL	TON	264	$ 400.00	$ 105,600.00
390136	MINOR HOT MIX ASPHALT	TON	224	$ 120.00	$ 26,880.00
730010	MINOR CONCRETE (CURB) (LF)	LF	9130	$ 10.00	$ 91,300.00
731504	MINOR CONCRETE(CURB AND GUTTER)	LF	7900	$ 20.00	$ 158,000.00
731511	MINOR CONCRETE (ISLAND PAVING)	CY	225	$ 400.00	$ 90,000.00
731521	MINOR CONCRETE (SIDEWALK)	CY	623	$ 400.00	$ 249,200.00
731623	MINOR CONCRETE (CURB RAMP)	CY	12	$ 2.00	$ 24.00
840501	THERMOPLASTIC TRAFFIC STRIPE	LF	32000	$ 1.00	$ 32,000.00
860201	SIGNAL AND LIGHTING	LS	1	$ 80,000.00	$ 80,000.00
861502	MODIFY SIGNAL	LS	1	$ 20,000.00	$ 20,000.00
999990	MOBILIZATION	LS			$ 117,847.40
				SUBTOTAL CONTRACT	$1,296,321.40

SUPPLEMENTAL WORK

066015	FEDERAL TRAINEE PROGRAM		1	800	$ 800.00
				SUBTOTAL SUPPLEMENTAL WORK	$ 800.00
				SUBTOTAL	$1,297,121.40
			CONTINGENCIES	10.2%	$ 132,878.60
				TOTAL	$1,430,000.00

ATTACHMENT N

SBCAG
santa barbara county association of governments

▪ 260 North San Antonio Road., Suite B ▪ Santa Barbara, CA ▪ 93110
▪ Phone: 805/961-8900 ▪ Fax: 805/961-8901 ▪ www.sbcag.org

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Helene Schneider
Vice-Chair
City of Santa Barbara

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Santa Barbara County
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Santa Barbara County
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Frances Romero
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City of Santa Maria

Jim Richardson
City of Solvang

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Tim Gubbins
Director
Caltrans District 5

William Dillon
*Agency Counsel *
County Counsel

May 15, 2014

Ms. Teresa McWilliam
CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation & Sec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Ms. McWilliam:

The Santa Barbara County Association of Governments' (SBCAG) is the Regional Transportation Planning Agency for Santa Barbara County. Our highest priorities for Cycle 1 Active Transportation Program funding are the California Coastal Trail Gap Closure: Rincon, the California Coastal Trail Gap Closure: Santa Claus Lane, and the California Coastal Trail Safety Project: Cabrillo Boulevard, in priority order. SBCAG is submitting grant applications for all of these projects.

One of our member agencies, the city of Goleta, is submitting three grant applications for Cycle 1 of the Active Transportation Program. The following are the city of Goleta's project applications:

- Ekwill-Fowler Bicycle and Pedestrian Improvements
- Hollister Avenue Class 1 Bike Lane
- Old Town Goleta: Hollister Avenue Complete Streets Project Study

The projects are consistent with our Regional Transportation Plan. We hope you will give careful consideration of Goleta's projects which have the support of our agency.

If you have any questions about this letter, please do not hesitate to contact Sarkes Khachek of my staff at (805) 961-8913.

Sincerely,

Jim Kemp

Executive Director

CITY OF GOLETA

May 19, 2014

CITY COUNCIL

Michael T. Bennett
Mayor

Paula Perotte
Mayor Pro Tempore

Roger S. Aceves
Councilmember

Edward Easton
Councilmember

Jim Farr
Councilmember

INTERIM CITY MANAGER
Michelle Greene

Ms. Teresa McWilliam
CALTRANS
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

Re: City of Goleta Active Transportation Program (ATP) – Hollister Avenue Class 1 Bike Path

Dear Ms. McWilliam:

I am writing to support the City of Goleta's (City) application to the State of California Department of Transportation Active Transportation Program (ATP) for funds for the construction of the Hollister Avenue Class 1 Bike Path Safe Routes to Schools (Project).

The Project proposes to construct a Class I bike path on the south side of Hollister Avenue from Pacific Oaks Road to Ellwood Elementary School. Ellwood Elementary School is located on the north side of Hollister Avenue, a main thoroughfare in the City. Students attending the elementary school predominately live south of Hollister Avenue in the residential areas between Pebble Beach Drive and the commercial area at Pacific Oaks Road. The existing Class II bike lanes along Hollister do not provide any buffer between vehicles and bicyclists, discouraging use by younger, less experienced bicyclist such as elementary school kids. Often children are seen riding bicycles, skateboards, or scooters on the existing 5-foot sidewalk immediately adjacent to the Class II bike lanes, thereby competing for space with pedestrians. The Project includes narrowing the travel lanes, adding a landscaped buffer zone, and widening and converting the existing sidewalk into a 12-foot multi-purpose path. The project will reduce motor vehicle speed, separate bicyclist and pedestrians from motor vehicles, and widen the useable width for active transportation uses along the south side of Hollister Avenue.

I understand that the City's Project has several goals including

providing a safer link for students accessing Ellwood Elementary School from adjoining neighborhoods, and providing a separated and buffered Class I bike facility connecting the residential neighborhoods on the south side of Hollister Avenue to the large retail center at Camino Real Market Place.

I strongly support the City's application to this ATP call for projects. A successful application will enable the City to move forward with constructing this safe routes to schools project.

Should you have any questions regarding the City's grant application or require further information, please feel free to contact Mr. James Winslow, Senior Project Manager, at 805.961.7577.

Sincerely,

Michael T. Bennett
Mayor

Cc: Michelle Greene, Interim City Manager
Rosemarie Gaglione, Interim Public Works Director
James Winslow, Senior Project Manager

UNIVERSITY OF CALIFORNIA

BERKELEY • DAVIS • IRVINE • LOS ANGELES • MERCED • RIVERSIDE • SAN DIEGO • SAN FRANCISCO SANTA BARBARA • SANTA CRUZ

SANTA BARBARA

Office of the Chancellor
Santa Barbara, CA 93106-2030
Phone: (805) 893-2231
Fax: (805) 893-8717
http://www.chancellor.ucsb.edu

May 19, 2014

CALTRANS
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Re: City of Goleta Active Transportation Program (ATP) – Hollister Avenue Class I Bike Path

Dear Ms. McWilliam:

The University of California, Santa Barbara is aware that the City of Goleta (City) is applying to the State of California Department of Transportation Active Transportation Program (ATP) for funds for the construction of the Hollister Avenue Class I Bike Path Safe Routes to Schools (Project). As this Project will positively impact both the City and university communities, I would like to pledge our support of the application.

A successful application will enable the City to move forward with constructing a safe routes to schools project, which will benefit our local community by expanding upon the City's existing bicycle infrastructure. The university is proud of its long-term commitment to alternative transportation. Our greatest alternative transportation achievement is a bicycle path network that handles up to 18,000 commuter bicycle trips per day. This network is interlinked with the bicycle network in the larger Santa Barbara County community. The expansion and enhancement of the existing network provides obvious benefit to bicycle commuters. As many of our students living and working in Goleta will benefit from the new Hollister Avenue Class I Bike Path, I would like to offer the university's support for this grant application.

Should you have any questions regarding the university's support of the City's grant application or require future information, please feel free to contact Kirsten Deshler, Director of Governmental Relations, at (805) 893-4588.

Sincerely,

Henry T. Yang
Chancellor

cc: Kirsten Deshler

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0037
(916) 319-2037
FAX (916) 319-2137

DISTRICT OFFICE
101 WEST ANAPAMU STREET
SUITE A
SANTA BARBARA, CA 93101
(805) 564-1649
FAX (805) 564-1651

89 SOUTH CALIFORNIA STREET
SUITE F
VENTURA, CA 93001
(805) 641-3700
FAX (805) 641-3708

Assembly
California Legislature

DAS WILLIAMS
ASSEMBLYMEMBER, THIRTY-SEVENTH DISTRICT

May 16, 2014

CALTRANS
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Re: City of Goleta Active Transportation Program (ATP) – Hollister Avenue Class 1 Bike Path

Dear Ms. McWilliam:

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I understand that the City's Project has several goals including providing a safer link for students accessing Ellwood Elementary School from adjoining neighborhoods, and providing a separated and buffered Class I bike facility connecting the residential neighborhoods on the south side of Hollister Avenue to the large retail center at Camino Real Market Place.

I strongly support the City's application to this ATP call for projects. A successful application will enable the City to move forward with constructing this safe routes to schools project. Should you have any questions regarding my support of the City's grant application or require further information, please feel free to contact Hillary Blackerby in my Santa Barbara office.

Sincerely,

DAS WILLIAMS
Assemblymember, 37th District

COAST
COALITION FOR SUSTAINABLE TRANSPORTATION

P.O. Box 2495
Santa Barbara, CA 93120
805.875.3562
www.coast-santabarbara.org

May 16, 2014

CALTRANS
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Re: City of Goleta Active Transportation Program (ATP) – Hollister Avenue Class 1 Bike Path

Dear Ms. McWilliam:

On behalf of the Coalition for Sustainable Transportation (COAST), I am writing to support the City of Goleta's (City) application to the State of California Department of Transportation Active Transportation Program (ATP) for funds for the construction of the Hollister Avenue Class 1 Bike Path Safe Routes to Schools (Project).

The Coalition for Sustainable Transportation (COAST) is a Santa Barbara County not-for-profit organization that promotes rail, bus, bike and pedestrian access. We coordinate the regional Safe Routes to School project that encourages students to walk or bike to school.

The Project proposes to construct a Class I bike path on the south side of Hollister Avenue from Pacific Oaks Road to Ellwood Elementary School. Ellwood Elementary School is located on the north side of Hollister Avenue, a main thoroughfare in the City. Students attending the elementary school predominately live south of Hollister Avenue in the residential areas between Pebble Beach Drive and the commercial area at Pacific Oaks Road. The existing Class II bike lanes along Hollister do not provide any buffer between vehicles and bicyclists, discouraging use by younger, less experienced bicyclist such as elementary school kids. Often children are seen riding bicycles, skateboards, or scooters on the existing 5-foot sidewalk immediately adjacent to the Class II bike lanes, thereby competing for space with pedestrians. The Project includes narrowing the travel lanes, adding a landscaped buffer zone, and widening and converting the existing sidewalk into a 12-foot multi-purpose path. The project will reduce motor vehicle speed, separate bicyclist and pedestrians from motor vehicles, and widen the useable width for active transportation uses along the south side of Hollister Avenue.

I understand that the City's Project has several goals including providing a safer link for students accessing Ellwood Elementary School from adjoining neighborhoods, and providing a separated and buffered Class I bike facility connecting the

residential neighborhoods on the south side of Hollister Avenue to the large retail center at Camino Real Market Place.

I strongly support the City's application to this ATP call for projects. A successful application will enable the City to move forward with constructing this safe routes to schools project.

Should you have any questions regarding my support of the City's grant application or require further information, please feel free to contact Eva Inbar at (805) 910-7764.

Sincerely,

Eva Inbar, Director
COAST

May 16, 2014

CALTRANS
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Re: City of Goleta Active Transportation Program (ATP) – Hollister Avenue Class 1 Bike Path

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I understand that the City's Project has several goals including providing a safer link for students accessing Ellwood Elementary School from adjoining neighborhoods, and providing a separated and buffered Class I bike facility connecting the residential neighborhoods on the south side of Hollister Avenue to the large retail center at Camino Real Market Place.

I strongly support the City's application to this ATP call for projects. A successful application will enable the City to move forward with constructing this safe routes to schools project.

Should you have any questions regarding my support of the City's grant application or require further information, please feel free to contact me at 968-2541 ext 4503 or

scarey@sbsdk12.org.

Sincerely,

Shawn Carey
Principal of Dos Pueblos High School

May 16, 2014

CALTRANS
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Re: City of Goleta Active Transportation Program (ATP) – Hollister Avenue Class 1 Bike Path

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I understand that the City's Project has several goals for this project. In particular, the goal providing a safer link for students to access Ellwood Elementary School from adjoining neighborhoods is one that our school wholeheartedly supports. So many of our students travel this fast, busy street it would have a great benefit to so many of our families.

Ellwood Elementary School strongly supports the City's application to this ATP call for projects. A successful application will enable the City to move forward with constructing this safe routes to schools project and will benefit the children of Ellwood School.

Should you have any questions regarding my support of the City's grant application or require further information, please feel free to contact me.

Sincerely,

Abby Vasquez
Principal,
Ellwood Elementary
avasquez@goleta.k12.ca.us

GOLETA UNION SCHOOL DISTRICT
Office of the Superintendent

Board of Trustees
Richard Mayer, President
Yvonne DeGraw, Vice President
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Luz Reyes-Martin, Member

Superintendent
William Banning

May 16, 2014

CALTRANS
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Re: City of Goleta Active Transportation Program (ATP) – Hollister Avenue Class I Bike Path

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I understand that the City's Project has several goals including providing a safer link for students accessing Ellwood Elementary School from adjoining neighborhoods, and providing a separated and buffered Class I bike facility connecting the residential neighborhoods on the south side of Hollister Avenue to the large retail center at Camino Real Market Place. I strongly support the City's application to this ATP call for projects. A successful application will enable the City to move forward with constructing this Safe Routes to Schools project.

Should you have any questions regarding my support of the City's grant application or require further information, please feel free to contact me at (805) 681-1200 ext 201.

Sincerely,

William D. Banning

401 North Fairview Avenue • Goleta, CA 93117 • (805) 681-1200

Santa Barbara Bicycle Coalition
PO Box 92047
Santa Barbara
CA 93190-2047
bike@sbbike.org
www.sbbike.org
805-617 32 55

Bici Centro
506 E. Haley St.
Santa Barbara
CA 93103
info@bicicentro.org
www.bicicentro.org
805-617 32 55

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Matt Dobberteen
Kent Epperson

President Emeritus
Ralph Fertig

May 16, 2014

CALTRANS
Division of Local Assistance
Attn: Teresa McWilliam
1120 N Street
Sacramento, CA 95814

Re: City of Goleta Active Transportation Program (ATP) – Hollister Avenue Class 1 Bike Path

Dear Ms. McWilliam:

I am writing to support the City of Goleta's (City) application to the State of California Department of Transportation Active Transportation Program (ATP) for funds for the construction of the Hollister Avenue Class 1 Bike Path Safe Routes to Schools (Project).

The Project proposes to construct a Class I bike path on the south side of Hollister Avenue from Pacific Oaks Road to Ellwood Elementary School. Ellwood Elementary School is located on the north side of Hollister Avenue, a main thoroughfare in the City. Students attending the elementary school predominately live south of Hollister Avenue in the residential areas between Pebble Beach Drive and the commercial area at Pacific Oaks Road. The existing Class II bike lanes along Hollister do not provide any buffer between vehicles and bicyclists, discouraging use by younger, less experienced bicyclist such as elementary school kids. Often children are seen riding bicycles, skateboards, or scooters on the existing 5-foot sidewalk immediately adjacent to the Class II bike lanes, thereby competing for space with pedestrians. The Project includes narrowing the travel lanes, adding a landscaped buffer zone, and widening and converting the existing sidewalk into a 12-foot multi-purpose path. The project will reduce motor vehicle speed, separate bicyclist and pedestrians from motor vehicles, and widen the useable width for active transportation uses along the south side of Hollister Avenue.

I understand that the City's Project has several goals including providing a safer link for students accessing Ellwood Elementary School from adjoining neighborhoods, and providing a separated and buffered Class I bike facility connecting the residential neighborhoods on the south side of Hollister Avenue to the large retail center at Camino Real Market Place.

I strongly support the City's application to this ATP call for projects. A successful application will enable the City to move forward with constructing this safe routes to schools project.

Should you have any questions regarding my support of the City's grant application or require further information, please feel free to contact Ed France.

Sincerely,

Ed France
Executive Director
Santa Barbara Bicycle Coalition