

ACTIVE TRANSPORTATION PROGRAM

Cycle 1 - Application



Project:

Las Positas Road Multiuse Path Project

Location:

Santa Barbara, California

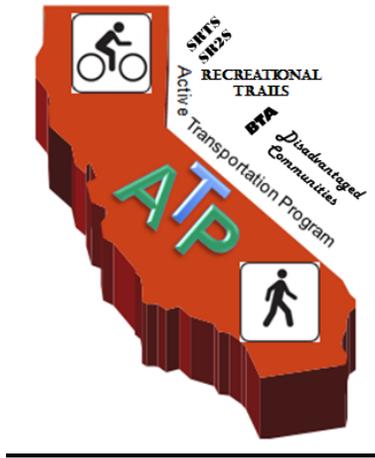
Type of Application:

Infrastructure – Planning, Environmental & Design

Applicant Organization:

City of Santa Barbara

May 15, 2014



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:

For Caltrans use only: ___TAP ___STP ___RTP ___SRTS ___SRTS-NI ___SHA
___DAC ___Non-DAC ___Plan

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I. GENERAL INFORMATION

Project name:

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)	2. PROJECT FUNDING ATP funds Requested \$ _____ Matching Funds \$ _____ (If Applicable) Other Project funds \$ _____ TOTAL PROJECT COST \$ _____
3. APPLICANT CONTACT (Name, title, e-mail, phone #)	5. PROJECT COUNTY(IES):
4. APPLICANT CONTACT (Address & zip code)	7. Application # _____ of _____ (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans.
12. Yes, the applicant has a STATE MA with Caltrans.
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:

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

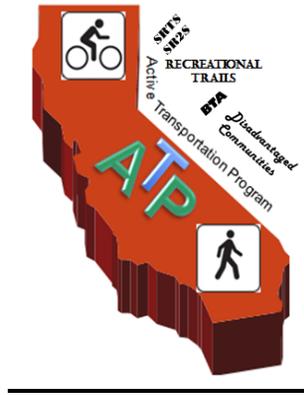
If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
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

**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



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 2 (Includes Narrative Sections II, III & IV)

II. PROJECT INFORMATION

1. Project Location

This Project is located in the City of Santa Barbara's Las Positas Valley along Las Positas and Modoc Roads and adjacent to Hidden Valley, Campanil and Bel Air neighborhoods, Arroyo Burro Creek and a regional park (Elings).

2. Project Coordinates

Start: Latitude 34.4365 Longitude -119.7524

End: Latitude 34.4052 Longitude -119.6737

(Decimal degrees) (Decimal degrees)

3. Project Description

The Project includes planning, environmental and design for a separated pathway for bicyclists, runners and pedestrians of all ages and abilities. The Multiuse Path provides key connections Santa Barbara's regional Crosstown and Coastal Bike Routes, the neighborhoods adjacent to the path, a regional park (Elings), Arroyo Burro Beach and Park, and the Douglas Family Preserve. The Coastal Route links Santa Barbara City College and the University of California – Santa Barbara.

The Project begins where the Regional Coast Bike Route merges into the Regional Cross Town Bike Route at Modoc Road. The Project continues east for approximately 1 mile towards the intersection of Modoc and Las Positas Roads and then veers south for approximately 1.6 miles along Las Positas Road to Cliff Drive, which is another intersecting point along the Regional Coast Bike Route.

4. **Project Status**

The Project is currently an unfunded need in the City's Six Year Capital Improvement Plan, Fiscal Years 2014-2019. Concept plans were submitted to the City of Santa Barbara to solicit Development Application Review Team (DART) comments, including application requirements and to identify significant issues relevant to the project. The DART letter is included in Section IX for reference. A pre-application review letter from the DART team was received on March 20th, 2014. Further progress with the design is pending funding.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

At Issue

Modoc and Las Positas Roads are high speed arterial roads (45mph and 55mph speed limits, respectively). While these roads have on street bike lanes, not all cyclists feel comfortable using them due to the high vehicle speeds. Also, because there is no separated pathway or sidewalk, pedestrians and runners are also using the bike lane. Several years ago, there was a fatal pedestrian collision on the shoulder of Las Positas Road, as well as numerous cycle involved collisions.

Due to the topography in the area, there are no opportunities for high quality parallel routes for pedestrians or cyclists. The high vehicle speeds on these two roads is a barrier to many would-be cyclists and pedestrians.

The Solution

The solution is to design and construct a separated pathway that will provide dedicated and protected space for bicyclists, runners and pedestrians of all ages and abilities.

Request

This total Cycle 1 ATP funding request is \$1,372,000, which will fund the Project's planning, environmental and design. It is anticipated that the planning, environmental and design phase will be completed in 2016 and construction funds will be requested from a later grant cycle.

2. Consistency with Regional Transportation Plan (100 words or less)

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

Yes, the Project is consistent with the Santa Barbara County Association of Governments' 2040 Regional Transportation Plan & Sustainable Communities Strategy, which was adopted

August 15, 2013. The project encourages alternative modes of transportation by providing facility for biking, walking and running.

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.

Yes, the Project encourages increased walking and bicycling, especially among students.

There are approximately 2,065 students attending four schools in the vicinity of the Project site:

1) Adams Elementary School (565 students), 2) Harding Elementary School (464 students);

Monroe Elementary School (504 students), and La Cumbre Junior High School (532 students).

The Project provides a dedicated and protected space for bicyclists, runners and pedestrians of all ages and abilities where currently there is none along Modoc and Las Positas Roads.

Students will now have access to a protected space to get to a regional park (Elings Park), and to Arroyo Burro Beach. Arroyo Burro Beach is a popular destination for school field trips and outdoor education classes for students. This pathway will provide an alternative way of travelling to the park.

The multiuse path also connects to the regional Coast Bike Route, which is a protected path (Class 1 Bike Facility) that continues past many neighborhoods, Goleta Beach, University of California, Santa Barbara, 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.

The target users for this pathway include less confident cyclists and recreational pedestrians and runners. Currently, only the most confident cyclists will bike on Las Positas Road due to high vehicle speeds (55mph speed limit). Bicyclists, runners and pedestrians of all ages and

abilities are anticipated to use this facility in route to a regional park (Elings Park), Arroyo Burro Beach, Douglas Family Preserve and surrounding neighborhoods.

The multiuse path connects to the regional Coast Bike Route at Modoc Road, which is a protected path (Class 1 Bike Facility) that continues past many neighborhoods, Goleta Beach, University of California, Santa Barbara, and Isla Vista. The regional Coast Bike Route also connects to the Project's southern entrance at Las Positas and Cliff. Users can then travel southeast along Cliff and Meigs Road along an on-street bike path about three miles and then go onto the City's Beachway Multipurpose Path, which goes all along the City's Waterfront.

The multiuse path also connects to the regional Cross Town Bike Route, which is on-street Class II Bike Lanes. The Cross Town Bike Route goes through several commercial and business corridors through Goleta, Santa Barbara and Montecito.

The biggest opportunity for mode shift is cycling between Santa Barbara City College and the University of California-Santa Barbara areas. In addition to many students that attend both institutions, the neighborhood surrounding City College houses many UCSB faculty and staff that work at and around UCSB. Based on commuting patterns and counts from other areas within the City of Santa Barbara that do not have significant barriers to cycling, to the UCSB area, a 600% to 800% increase in cycling is expected.

- 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.*

Yes. The Project improves walking and bicycling to a regional park (Elings Park), transit facilities, a university, a community college, to several beach, and Douglas Family Preserve, all of which are along Santa Barbara's Coastal Bike Route. Santa Barbara's Coastal Route is crown jewel of bike routes in the region for commuters and recreational users. The Modoc Road and

Las Positas Road sections of the Coastal Route represent the most significant barriers to less confident cyclists. The Project provides a dedicated and protected space for bicyclists, runners and pedestrians of all ages and abilities where currently there is none along Modoc and Las Positas Roads.

Surrounding the project site is Elings Park (regional park), Arroyo Burro Beach, Douglas Family Preserve and surrounding neighborhoods.

The multiuse path connects to the regional Coast Bike Route at Modoc Road, which is a protected path (Class 1 Bike Facility) that continues past many neighborhoods, Goleta Beach, University of California, Santa Barbara, and Isla Vista. The regional Coast Bike Route also connects to the Project's southern entrance at Las Positas Road and Cliff Drive. Users can then travel southeast along Cliff Drive and Meigs Road along an on-street bike path about three miles and then go onto the City's Beachway Multipurpose Path, which goes all along the City's Waterfront. The City is currently studying ways to provide a Class 1 facility on Cliff Drive, which would provide a seamless connection to this Project.

The multiuse path also connects to the regional Cross Town Bike Route, which is on-street Class II Bike Lanes. The Cross Town Bike Route goes through several commercial and business corridors through Goleta, Santa Barbara and Montecito.

The Project is located along Santa Barbara Metropolitan District's Bus Line 5 (Mesa/La Cumbre), which has five bus stops in the vicinity of the Project site.

- 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 high speeds along Modoc and Las Positas Roads are a barrier for many residents. Many residents do not feel comfortable using the on street bike lanes next to fast moving vehicles. Fears of walking and bicycling along this corridor have also been heightened with a recent

pedestrian-car collision fatality. Providing a dedicated and protected space for bicyclists, runners and pedestrians of all ages and abilities will remove this barrier.

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.

A separated pathway will remove conflicts between cyclists and pedestrians that are forced to use the shoulder of the roads, and passing vehicles. The speeds of vehicles on Modoc and Las Positas Roads are significant, with speed limits of 45mph and 55mph, respectively. Collisions along these roads that involve pedestrians or cyclists typically result in significant injury or death. Due to the topography, there are no nearby parallel routes for cyclists or pedestrians to avoid using Modoc or Las Positas Roads.

In addition to this project, the City of Santa Barbara has initiated other nearby projects to improve the safety of all roadway users:

- A roundabout will be built in 2016 at the southern end of Las Positas Road (the southern terminus of this pathway). This roundabout will improve crossing conditions onto Cliff Drive for pedestrians and cyclists.
- Planning is underway for a Class 1 facility along Cliff Drive that will provide separated and dedicated space for cyclists and pedestrians between neighborhoods to the east of Las Positas Road, Arroyo Burro Beach Park, and this Project along Las Positas Road. This system approach will provide high quality connectivity between these Class 1 facilities that will reduce cyclist and pedestrian exposure to vehicle traffic.

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*

This project will address inadequate bicycle and pedestrian facilities. Due to the high speed, free-flowing nature of the adjacent roadways, providing a dedicated and separated pathway is the most appropriate way to remove vehicle/cyclist/pedestrian conflicts.

As part of the planning effort, inadequate traffic control devices will be addressed as a way to improve connectivity to destinations and neighborhoods along the route. For example, it is anticipated that connecting destinations or neighborhoods on the opposite side of the road from the pathway will require enhanced crossings where none currently exist.

- 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.*

In the past 10 years, there have been 11 vehicles into cyclist or pedestrian collisions along Modoc or Las Positas Roads, resulting in 13 injuries and one fatality. This data was retrieved from SWITRS and city collision records. The issue is high speed, free flowing traffic this is just a few feet away from cyclists or pedestrians using the shoulder areas.

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.*

Yes the project is identified in the City's Six Year Capital Improvement Program Fiscal Year 2014-2019, Bicycle Master Plan and Pedestrian Master Plan. This Program and Plans have gone through extensive community based public participation.

Since 2012, City Staff have attended three neighborhood meetings regarding traffic conditions on Cliff Drive and Las Positas Roads. The community has expressed a strong desire

for the city to move forward with this project to improve commuting conditions and recreational opportunities.

If the Project is funded, the Project will continue through the City's community based public participation process. Stakeholders include: City residents with specific focus of neighborhoods surrounding the Project site; County of Santa Barbara; Coalition of Sustainable Transportation (COAST); Santa Barbara Unified School District; Santa Barbara Bicycle Coalition (SB Bike); University of California, Santa Barbara; Santa Barbara City College; Santa Barbara County of Association of Governments; California Department of Fish and Game; Regional Water Quality Control Board; Army Corps of Engineers; and the California Coastal Commission. The applicable City boards include review and approval from the City's Transportation Circulation Committee, Parks and Recreation Commission and Planning Commission.

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

Yes the project is identified in the City's Six Year Capital Improvement Program Fiscal Year 2014-2019, Bicycle Master Plan and Pedestrian Master Plan. A portion of the Project along Las Positas Road was part of State Route 225 until January 29, 2014, when Caltrans relinquished State Route 225 to the City of Santa Barbara. The City can move forward with planning this project now that this portion is under local jurisdiction.

If the Project is funded, the Project will continue through the City's community based public participation process. Stakeholders include: City residents with specific focus of neighborhoods surrounding the Project site; County of Santa Barbara; Coalition of Sustainable Transportation (COAST); Santa Barbara Unified School District; Santa Barbara Bicycle Coalition (SB Bike); University of California, Santa Barbara; Santa Barbara City College; Santa Barbara County of Association of Governments; California Department of Fish and Game; Regional Water Quality

Control Board; Army Corps of Engineers; and the California Coastal Commission. The applicable City boards include review and approval from the City's Transportation Circulation Committee, Parks and Recreation Commission and Planning Commission.

C. *Is the project cost over \$1 Million? Yes.*

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? Yes.

The Project is programmed in the City's Six Year Capital Improvement Program Fiscal Year 2014-2019 (listed as an unfunded need).

The Project was also identified in the Bicycle Master Plan (BMP 2008 2.1.19), and in the Pedestrian Master Plan (PMP 2006 1.1.1), as a part of the Sidewalk Infill Program.

The Multiuse Path is also consistent with two main policies in the City's Circulation Element. Policy 4.2 calls for the City to expand and enhance the system of bikeways to serve current community needs and to develop increased ridership for bicycle transportation and recreation. Policy 5.1 calls for the City to create an integrated pedestrian system within city neighborhoods, schools, recreational areas, commercial areas, and places of interest.

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.*

The only alternative to this pathway is to do nothing. As demonstrated by the collision history, there is a need to provide an alternative for pedestrians and cyclists in the area to using the roadway shoulder next to high speed, free flowing traffic. Due to topography of the area, there are no good alternate parallel routes available. Las Positas Road is relatively flat, but is surrounded by steep hills. The nearest parallel routes are one mile east, Vallerio Street, which

is narrow and on a steep hill, and two miles west, through Hope Ranch, will have narrow streets that don't have enough room for Class II bike lanes.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds

requested (i.e., $\frac{\text{Benefit}}{\text{Total Project Cost}}$ and $\frac{\text{Benefit*}}{\text{Program Funds Requested}}$).*

The total benefit/project cost ratio is **3.08:1**.

$$\frac{\text{Total Benefit } (\$32,001,289)}{\text{Total Project Cost } (\$10,386,600)} = 3.08:1$$

The City is requesting \$1,372,000 for planning and construction plan preparation from this cycle of ATP, plus a city match of \$178,000, for a total effort during the PS&E phase of \$1,550,000. Once plans have been prepared and appropriate permitting complete, the City plans to apply for future ATP grants, HSIP grants, and Measure A grants (local), to complete construction. Construction will likely be broken up into three separate phases. For the construction phases, the city plans to request a total of \$7,823,000, with a planned local match of \$1,014,000.

Accounting for the planned local match, the total benefit/program funding request ratio is

3.48:1.

$$\frac{\text{Total Benefit } (\$32,001,289)}{\text{Total Program Funds Requested } (\$1,372,215(\text{planning}) + \$7,823,042(\text{const.}))} = 3.48:1$$

The total project benefits are \$32,001,289, including:

- Safety benefit of \$7,893,760
- Active transportation benefit of \$24,107,529

Safety benefits were calculated using the same methodology used with HSIP grant applications for pedestrian involved collisions. In addition to the direct benefits pedestrians, there will be indirect benefits to motorists with the expected guardrails that will separate the

pathway from the road in certain sections. There was a fatal vehicle departure crash on Las Positas Road in 2012 where a guardrail will likely be placed.

It is expected that an additional 400 utilitarian bike trips will be made daily between Santa Barbara City College and the surrounding neighborhood, and the UCSB/Goleta area. In addition to the commuting benefits, it is expected that at least 200 recreational trips will be made daily between nearby neighborhoods, and the parks along the Coastal Route. This project will provide a true regional cycling link.

The active transportation benefits were calculated by using typical values identified by the Victoria Transport Policy Institute in their publication *Evaluating Active Transport Benefits and Costs*. Pedestrian and cyclist volumes were estimated by counting parallel routes in the Eastside Neighborhood, and assuming that this new high-quality route will attract similar volumes of pedestrians and cyclists. The facilities in this Project are assumed to have a 20-year life. The benefits for each pedestrian and cyclist using the facilities over the next 20 years were calculated and added together. See the attached worksheet.

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.

Yes, the Project will improve public health by constructing a facility that encourages walking and biking. According to Santa Barbara County Public Health Department's Fitness Promotion and Obesity Prevention Plan dated January 12, 2012, the following alarming statistics are happening in Santa Barbara County:

- Over half of adults (54.3%), and one-third of teens (34.4%) in Santa Barbara County were overweight or obese in 2009. Over one-third (36.8%) of local 5th, 7th and 9th

graders were overweight or obese in 2010, slightly below the state average of 38%, but above rates in Ventura and SLO counties.

- Obesity rates are generally higher among lower-income groups and Latinos. For example, 73% of Latino adults were overweight or obese, compared to 49% of Whites. While overweight and obesity rates have been stable among Whites for the past 10 years, rates among Latinos have increased by 6% since 2001. Screening of lower income preschool and kindergarten children by the Santa Barbara County Education Office Health Linkages program found a combined overweight/obesity rate of 43% in 2010-11.3 One third (33.5%) of 2-5 year olds served by the County's Women Infants and Children (WIC) nutrition program in 2010 were overweight or obese. The national Pediatric Nutrition Surveillance System reported that 45.5% of local lower-income youth aged 5-20 were overweight or obese in 2009.
- Obesity is a contributing factor to several leading causes of death and disease. In 2008, heart disease was the leading cause of death in Santa Barbara County, followed by stroke. Type 2 diabetes was the 8th leading cause of death. In 2009, 5.6% of County adults reported they had been diagnosed with diabetes. Latinos had a 3.44 times greater age-adjusted death rate due to diabetes than Whites in 2008.

On February 4, 2014, Santa Barbara City Council adopted the Healthy Eating Active Living (HEAL) Resolution (14-004). One of the action items in the resolution is for planners and engineers to look for opportunities to plan and construct a built environment that encourages walking, biking, and other forms of physical activity.

The proposed Project provides a dedicated and protected space for bicyclists, runners and pedestrians of all ages and abilities. The majority of the students attending the schools near

the Project site are predominately Hispanic or Latino and more than 75% of students are on free or reduced lunches.

Schools near Project site	% on free or reduced lunch	Hispanic or Latino
Adams Elementary	74.60%	78.80%
Harding Elementary	100%	94.40%
Monroe Elementary	72.60%	78%
La Cumbre Junior High	87.80%	88.90%

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

A. *I. Is the project located in a disadvantaged community? Yes.*

II. *Does the project significantly benefit a disadvantaged community? Yes*

a. *Which criteria does the project meet? (Answer all that apply)*

Yes. The Project meets the school criteria for having at least 75% of students on free and reduced lunches.

o *Median household income for the community benefited by the project:*

This criterion does not apply. The project located in census tracts 13.04 and 13.06. \$110,807 and \$121,332 are the median household incomes given from the American Community Survey for census tracts 13.04 and 13.06 where the Project is located. \$64,585 is the statewide median household income. 80% of \$64,585 is \$51,668, which means the median household incomes are more than the statewide median.

- *California Communities Environmental Health Screen Tool (CalEnviroScreen) score for the community benefited by the project:*

This criterion does not apply. The score ranges from 4.44 to 20.97

The Project is located across zip codes 93101, 93105 and 93019. With the following statistics provided:

Zip code 93101 Population: 31,683 CalEnviroScreen Score: 20.97 Percentile Range: 61 - 70% Indicator Percentiles Ozone: 4 PM: 34 Diesel: 63 Pesticides: 44 TRI: 0 Traffic: 56 Cleanup Sites: 80 Groundwater: 96 Hazardous Waste: 67 Impaired Water Bodies: 42 Solid Waste: 96 Age: 10 Asthma: 15 Low Birth Weight: 42 Education: 70 Linguistic Isolation: 64 Poverty: 72	Zip code: 93105 ZIP Code: 93105 Population: 24,815 CalEnviroScreen Score: 11.07 Percentile Range: 31 - 40% Indicator Percentiles Ozone: 2 PM: 23 Diesel: 33 Pesticides: 54 TRI: 0 Traffic: 51 Cleanup Sites: 0 Groundwater: 79 Hazardous Waste: 53 Impaired Water Bodies: 72 Solid Waste: 48 Age: 86 Asthma: 3 Low Birth Weight: 34 Education: 22 Linguistic Isolation: 28 Poverty: 23	Zip code: 93109 Population: 10,858 CalEnviroScreen Score: 4.44 Percentile Range: 1 - 10% (Lowest Scores) Indicator Percentiles Ozone: 4 PM: 32 Diesel: 56 Pesticides: 0 TRI: 0 Traffic: 35 Cleanup Sites: 53 Groundwater: 38 Hazardous Waste: 23 Impaired Water Bodies: 15 Solid Waste: 29 Age: 41 Asthma: 6 Low Birth Weight: 19 Education: 9 Linguistic Isolation: 11 Poverty: 25
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- *For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:*

This criterion does apply. Three of the four schools listed below meet the 75% criterion for free and reduced lunch. The students and their families most likely to

use this facility are from the following schools (enrollment and percent of enrolled students eligible for the free or reduced price meal):

Adams Elementary School (565 students):	74.6%
Harding Elementary School (464 students):	100.0%
Monroe Elementary School (504 students):	72.6%
La Cumbre Junior High School (532 students):	87.8%

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged. Not applicable.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

About 1,683 students from the surrounding schools are on free and reduced lunches. Typically students on free and reduced lunches are from low income families. Alternative transportation is a necessity for low income families. This Project provides a safe route to a regional park, the beach, surrounding neighborhoods, and is part of a regional bike system.

Besides low income families, residents from the City of Santa Barbara, City of Goleta and City of Carpinteria would benefit from the enhancement of a portion of the regional bike system.

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

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description	Detailed Estimate	Project
Schedule		
Project Map	Preliminary Plan	

The corps agencies can be contacted at:

California Conservation Corps at: www.ccc.ca.gov

Community Conservation Corps at: <http://calocalcorps.org>

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

Virginia Clark, virginia.clark@ccc.ca.gov, (916) 341-3147: Contacted via email on May 6, 2014 (project information included in the email)

- 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.* Yes

Paige Brokaw, paige@csgcalifornia.com, (916) 669-4797: Contacted via email on May 6, 2014 (project information included in the email)

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

I have coordinated with a representative of the CCC; and the CCC does not support any of the project items to partner on.

I have coordinated with a representative of the CALCC; and CALCC does not support any of the project items to partner on.

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.*

During the past 5 years, the City of Santa Barbara has completed 17 ATP type (State/Federal Funded Transportation Improvements) projects with a total grant value of over \$25 million and has not had any failure to deliver these projects. Other federally funded grants the Public Works Department has participated in are Highway Safety Improvement Program Grant (HSIP), Safe Routes to School, Bicycle Transportation Account, American Recovery and Reinvestment Act, and the Highway Bridge Program. In addition to

the completed projects, the City has 11 active grants projects administered through Caltrans with a total grant value of over \$60 million. The City of Santa Barbara remains on target to deliver these projects.

Project name:

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

<input checked="" type="checkbox"/> New Project					Date:	5/13/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
05						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SB	Local	N/A	N/A	City of Santa Barbara		
				MPO	Element	
				SBCAG		
Project Manager/Contact		Phone		E-mail Address		
Brian D'Amour		805-897-2661		bdamour@santabarbaraca.gov		
Project Title						
Las Positas Road Multiuse Path Project						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
The Project includes planning, environmental and design for a dedicated and protected space for bicyclists, runners and pedestrians of all ages and abilities. The Project begins where the Regional Coast Bike Route merges into the Regional Cross Town Bike Route at Modoc Road. The Project continues east for approximately 1 mile towards the intersection of Modoc and Las Positas Roads and then veers south for approximately 1.6 miles along Las Positas Road to Cliff Drive, which is another intersecting point along the Regional Coast Bike Route.						
<input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	City of Santa Barbara					
PS&E	City of Santa Barbara					
Right of Way	City of Santa Barbara					
Construction	City of Santa Barbara					
Purpose and Need						<input type="checkbox"/> See page 2
The Multiuse Path provides key connections Santa Barbara's regional Crosstown and Coastal Bike Routes, the neighborhoods adjacent to the path, a regional park (Elings), Arroyo Burro Beach and Park, and the Douglas Family Preserve. Modoc and Las Positas Road are high speed arterial roads. While these roads have on street bike lanes, residents do not feel comfortable using them due to the high vehicle speeds. The City has also had a pedestrian collision and fatality along this stretch of Las Positas Road.						
Project Benefits						<input type="checkbox"/> See page 2
The project provides a dedicated and protected space for bicyclists, runners and pedestrians where currently there is none along Modoc and Las Positas Roads. The project will improve access to schools as well as Ellings Park and Arroyo Burro Beach. The multiuse path also connects to a protected path that continues past many neighborhoods, Goleta Beach, University of California, Santa Barbara, and Isla Vista.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone						Proposed
Project Study Report Approved						10/31/14
Begin Environmental (PA&ED) Phase						11/01/14
Circulate Draft Environmental Document				Document Type	EIR/EIS	04/15/15
Draft Project Report						08/15/15
End Environmental Phase (PA&ED Milestone)						12/31/15
Begin Design (PS&E) Phase						01/01/16
End Design Phase (Ready to List for Advertisement Milestone)						06/30/16
Begin Right of Way Phase						10/01/16
End Right of Way Phase (Right of Way Certification Milestone)						03/01/17
Begin Construction Phase (Contract Award Milestone)						06/30/17
End Construction Phase (Construction Contract Acceptance Milestone)						06/30/18
Begin Closeout Phase						07/01/18
End Closeout Phase (Closeout Report)						10/31/18

ADA Notice

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Las Positas Road Multiuse Path Project

ID	Task Name	Duration	Start	Finish	2014												2015												2016					
					1st Quarter			2nd Quarter			3rd Quarter			4th Quarter			1st Quarter			2nd Quarter			3rd Quarter			4th Quarter			1st Quarter		2nd Quarter		3rd Quarter	
					Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1	Administrative Tasks	1636 days	Fri 3/21/14	Mon 6/29/20																														
2	ATP Call for Projects	0 days	Fri 3/21/14	Fri 3/21/14																														
3	Submit ATP Grant Application	0 days	Thu 5/15/14	Thu 5/15/14																														
4	ATP Grant Application Due Date	0 days	Wed 5/21/14	Wed 5/21/14																														
5	CTC Staff Recommendations for Statewide & Rural/Small Urban Program	0 days	Fri 8/8/14	Fri 8/8/14																														
6	CTC Adopts Statewide & Rural/Small Urban Program	0 days	Wed 8/20/14	Wed 8/20/14																														
7	Receive PE Authorization (E-76)	0 days	Wed 10/22/14	Wed 10/22/14																														
8	Apply for Future ATP Grant Cycle	0 days	Mon 4/3/17	Mon 4/3/17																														
9	Receive CON Authorization (E-76) - Pending Future Grant Cycle for Phase 1	0 days	Mon 10/2/17	Mon 10/2/17																														
10	Final Report of Expenditures for Phase 1	0 days	Fri 6/29/18	Fri 6/29/18																														
11	Apply for Future ATP Grant Cycle	0 days	Tue 4/3/18	Tue 4/3/18																														
12	Receive CON Authorization (E-76) - Pending Future Grant Cycle for Phase 2	0 days	Tue 10/2/18	Tue 10/2/18																														
13	Final Report of Expenditures for Phase 2	0 days	Mon 7/1/19	Mon 7/1/19																														
14	Apply for Future ATP Grant Cycle	0 days	Wed 4/3/19	Wed 4/3/19																														
15	Receive CON Authorization (E-76) - Pending Future Grant Cycle for Phase 2	0 days	Wed 10/2/19	Wed 10/2/19																														
16	Final Report of Expenditures for Phase 2	0 days	Mon 6/29/20	Mon 6/29/20																														
17																																		
18	Design Phase Tasks	604 days	Mon 3/3/14	Thu 6/23/16																														
19	Survey	20 days	Mon 3/3/14	Fri 3/28/14																														
20	Preliminary Design (30%)	150 days	Fri 8/8/14	Thu 3/5/15																														
21	Environmental Phase	200 days	Fri 3/6/15	Thu 12/10/15																														
22	60% Design	120 days	Fri 3/6/15	Thu 8/20/15																														
23	90% Design Plans, Specifications, and Estimate	120 days	Fri 8/21/15	Thu 2/4/16																														
24	Final Plans, Specifications, and Estimate	100 days	Fri 2/5/16	Thu 6/23/16																														
25																																		
26	Phase 1 Construction Tasks	340 days	Mon 10/30/17	Fri 2/15/19																														
27	Advertise Project	25 days	Mon 10/30/17	Fri 12/1/17																														
28	CAR	25 days	Mon 12/4/17	Fri 1/5/18																														
29	Award Construction	0 days	Fri 1/5/18	Fri 1/5/18																														
30	Construction	200 days	Mon 3/5/18	Fri 12/7/18																														
31	Notice of Completion	0 days	Fri 2/15/19	Fri 2/15/19																														
32																																		
33	Phase 2 Construction Tasks	340 days	Tue 10/30/18	Mon 2/17/20																														
34	Advertise Project	25 days	Tue 10/30/18	Mon 12/3/18																														
35	CAR	25 days	Tue 12/4/18	Mon 1/7/19																														
36	Award Construction	0 days	Mon 1/7/19	Mon 1/7/19																														
37	Construction	200 days	Tue 3/5/19	Mon 12/9/19																														
38	Notice of Completion	0 days	Mon 2/17/20	Mon 2/17/20																														
39																																		
40	Phase 3 Construction Tasks	340 days	Wed 10/30/19	Tue 2/16/21																														
41	Advertise Project	25 days	Wed 10/30/19	Tue 12/3/19																														
42	CAR	25 days	Wed 12/4/19	Tue 1/7/20																														
43	Award Construction	0 days	Tue 1/7/20	Tue 1/7/20																														
44	Construction	200 days	Wed 3/4/20	Tue 12/8/20																														
45	Notice of Completion	0 days	Tue 2/16/21	Tue 2/16/21																														

Project: Schedule Date: Tue 5/13/14

Task: Progress: Summary: External Tasks: Deadline: Split: Milestone: Project Summary: External Milestone:

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/13/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
05						
Project Title						
Las Positas Road Multiuse Path Project						
Additional Information						
<p>Sustainable Communities Strategy (SCS) Goals: The project is inline with the goals of the Sustainable Communities Strategy by encouraging more people to walk or bicycle to their destinations rather than using a passenger vehicle. Although Santa Barbara's passenger vehicle greenhouse gas reduction targets have been set at zero percent for 2020 and 2035, the SBCAG Board has established greenhouse gas emission reduction targets of 10 percent in 2020 and 15 percent in 2035. This project will help meet these goals. The project will reduce greenhouse gas emissions. Each mile walked or biked, rather than driven, reduces carbon dioxide emissions by approximately 423 grams. Based on the assumed usage of the completed project, it is estimated that the completed project will reduce greenhouse gas emissions by 710 tons annually.</p>						

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Las Positas/Modoc Pathway
ATP Application
CO2 Reduction Calculation

CO2 Reduction Benefit

Expected Daily Ped/Running Use (do not use for CO2 reduction because not reducing trips)	600 cyclists
Annual cycling volume (for CO2 reduction) =	150.0 pedestrians/runners
Total miles travelled annually =	219,000.0 cyclists
	1,679,000.0 miles
Total Annual Vehicle Miles Reduced =	1,679,000 miles
CO2 Reduced Per Vehicle Mile (grams) =	423 g
Annual Reduction in CO2 (grams) =	710,217,000 grams/year
<u>Annual Reduction in CO2 (tons) =</u>	<u>710.22 tons/year</u>

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/13/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SB	Local				
Project Title: Las Positas Road Multiuse Path Project						

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)		400						400	
PS&E			1,150					1,150	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					2,824	2,824	3,189	8,837	
TOTAL		400	1,150		2,824	2,824	3,189	10,387	

Fund No. 1:	ATP Funds								Program Code
Proposed Funding (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)		354						354	
PS&E			1,018					1,018	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		354	1,018					1,372	

Fund No. 2:	Future ATP Cycle (or HSIP)								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					2,500	2,500	2,823	7,823	
TOTAL					2,500	2,500	2,823	7,823	

Fund No. 3:	City Discretionary Funds								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)		46						46	
PS&E			132					132	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					324	324	366	1,014	
TOTAL		46	132		324	324	366	1,192	

Project name:

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)	\$
Right-of-Way Phase	\$
Construction Phase-Infrastructure	\$
Construction Phase-Non-infrastructure	\$
Total for ALL Phases	\$

All Non-ATP fund types on this project* (to the nearest \$1000)

Amount

	\$
	\$
	\$
	\$
	\$
	\$

*Must indicate which funds are matching

Total Project Cost	\$
Project is Fully Funded	

ATP Work Specific Funding Breakdown (to the nearest \$1000)

Amount

Request for funding a Plan	\$
Request for Safe Routes to Schools Infrastructure work	\$
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

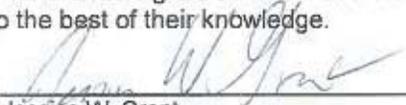
	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction Phase 1		
Construction Phase 2	08/01/2018	10/01/2018
Construction Phase 3	08/01/2019	10/01/2019

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: Las Positas Road Multiuse Path Project

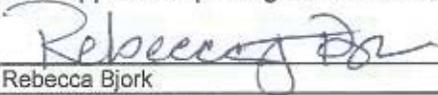
VIII. APPLICATION SIGNATURES

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

Signature: 
Name: Jessica W. Grant
Title: Project Planner

Date: 5/13/14
Phone: 805-564-5338
e-mail: jgrant@santabarbaraca.gov

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: 
Name: Rebecca Bjork
Title: Public Works Director

Date: 5-13-14
Phone: 805-564-5378
e-mail: _____

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

Signature: _____
Name: not applicable
Title: _____

Date: _____
Phone: _____
e-mail: _____

Person to contact for questions:

Name: Jessica W. Grant
Title: Project Planner

Phone: 805-564-5338
e-mail: jgrant@santabarbaraca.gov

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: _____
Name: not applicable
Title: _____

Date: _____
Phone: _____
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:

VIII. 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.

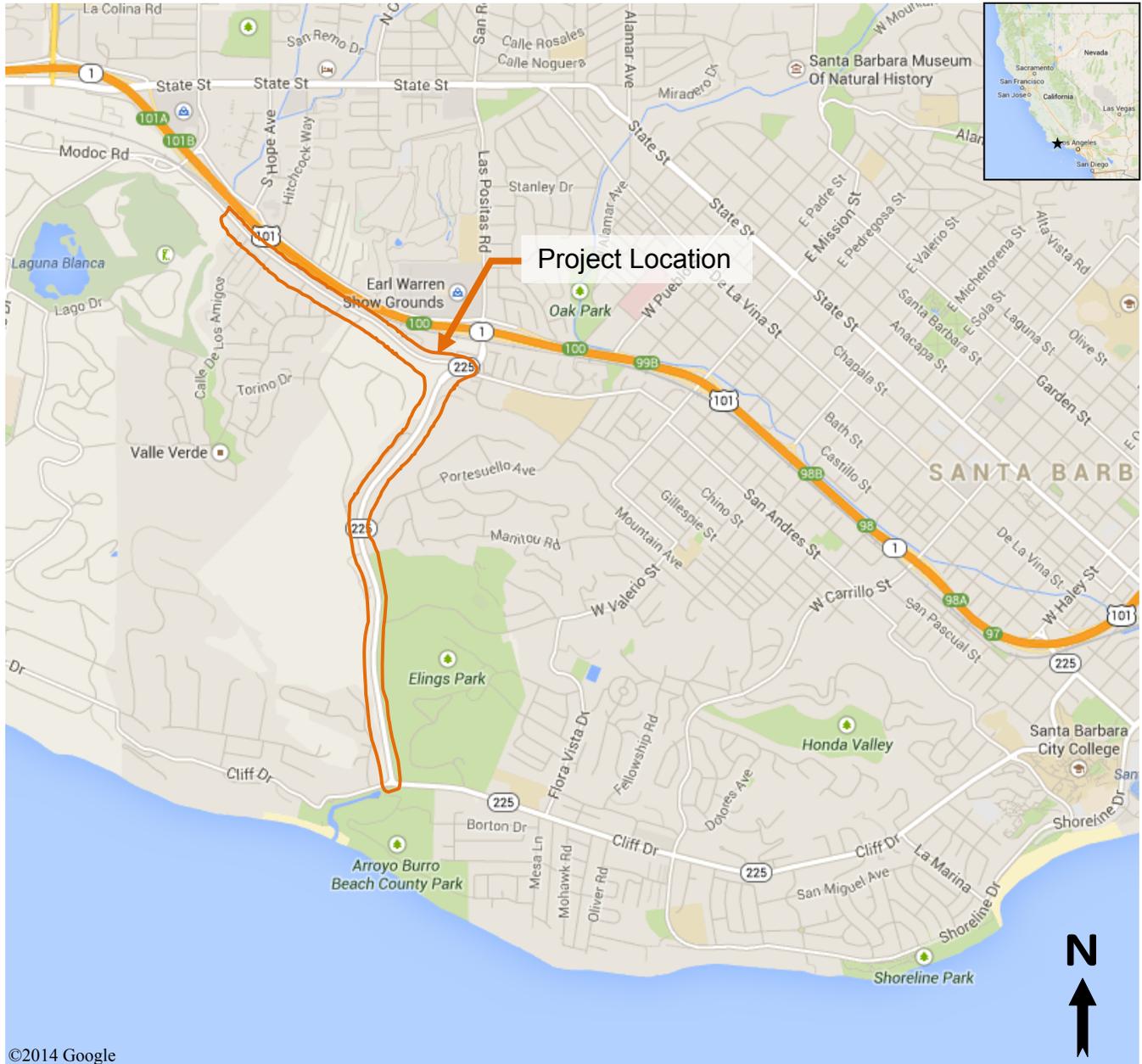
- Documentation of the public participation process (required)

- 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)



City of Santa Barbara Las Positas Road Multiuse Path Design

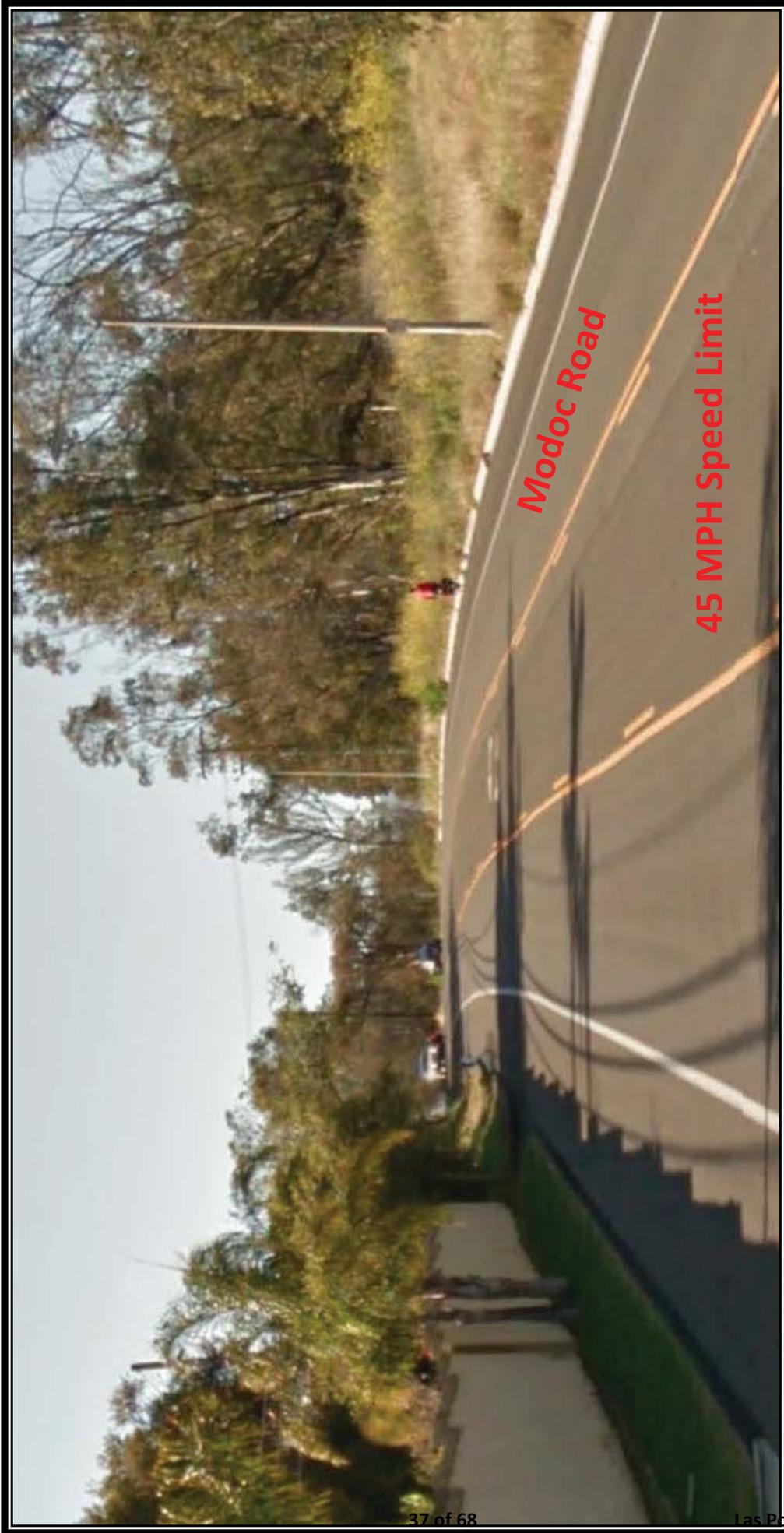


1" = 3000'

Project Map

PHOTO EXHIBIT

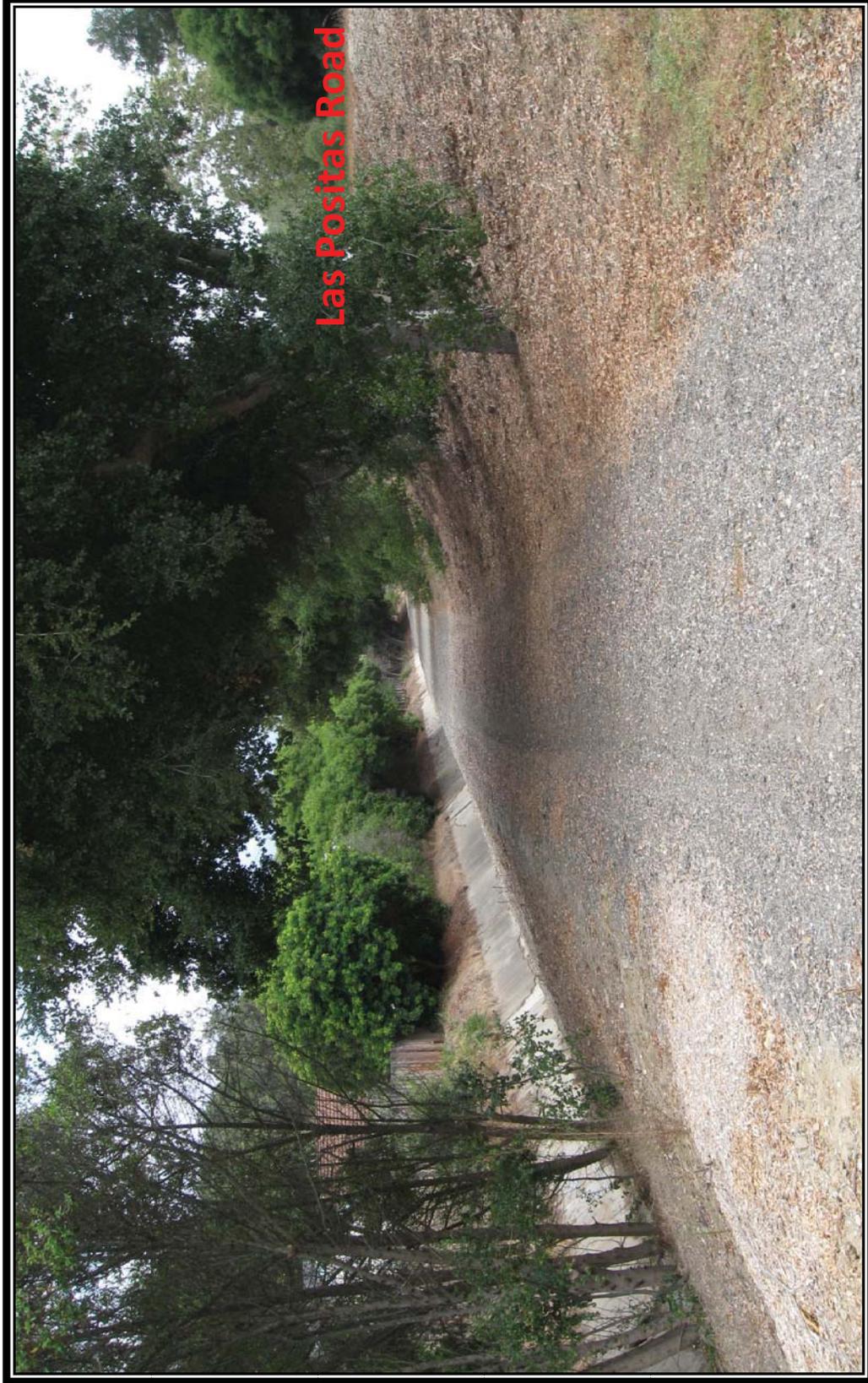
Las Positas Road Multiuse Path Design



View looking west on Modoc Road, west of Las Positas Intersection

PHOTO EXHIBIT

Las Positas Road Multiuse Path Design



View looking north along a utility access area, adjacent to Las Positas Road, north of Veronica Springs Road. This area is a potential path location.

PHOTO EXHIBIT

Las Positas Road Multiuse Path Design



View looking south on Las Positas Road south of Veronica Springs Intersections

PHOTO EXHIBIT

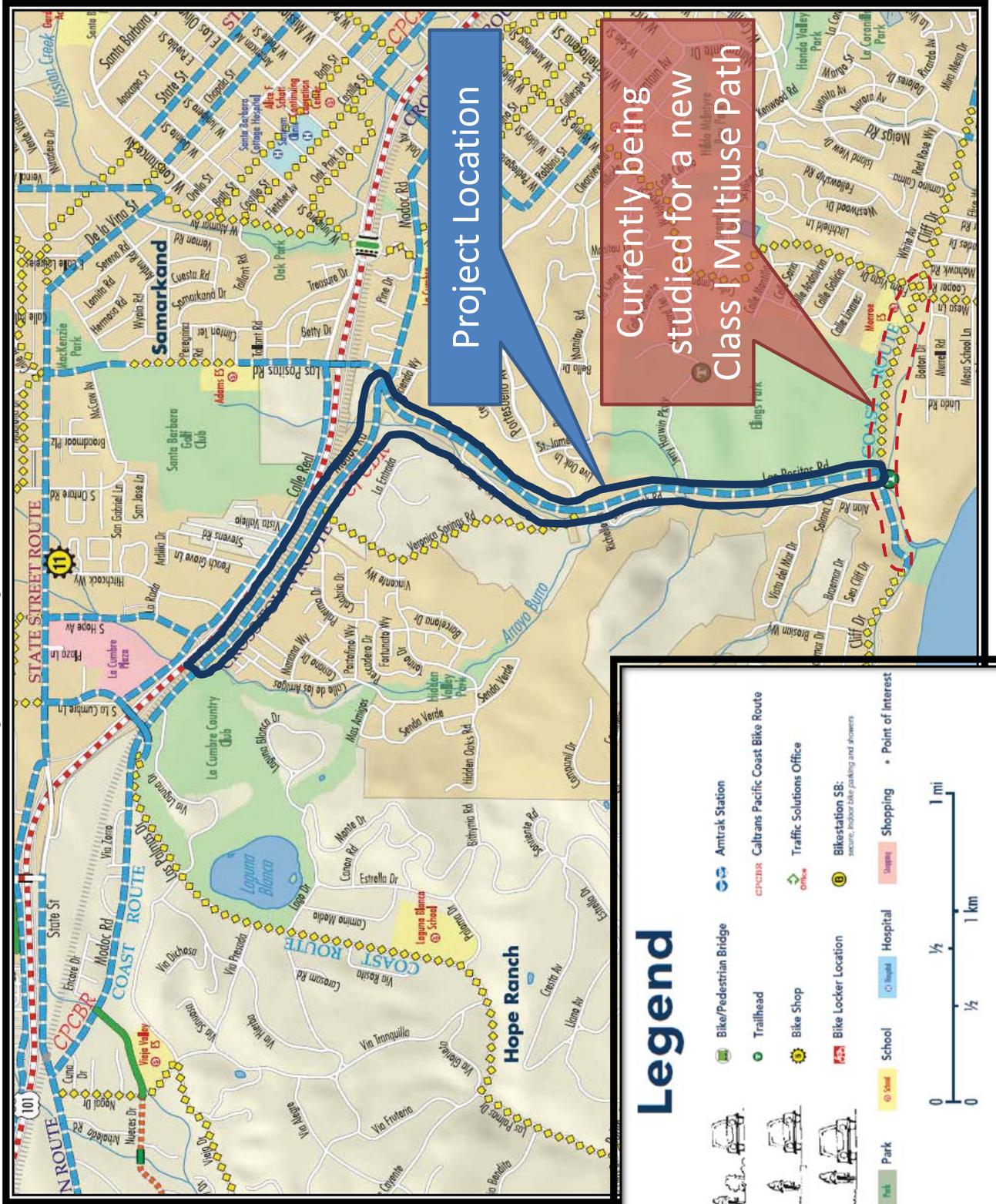
Las Positas Road Multiuse Path Design



View looking north on Las Positas Road north of Cliff Drive Intersection

SB County Bicycle Route Map

printed by SBCAG



Legend

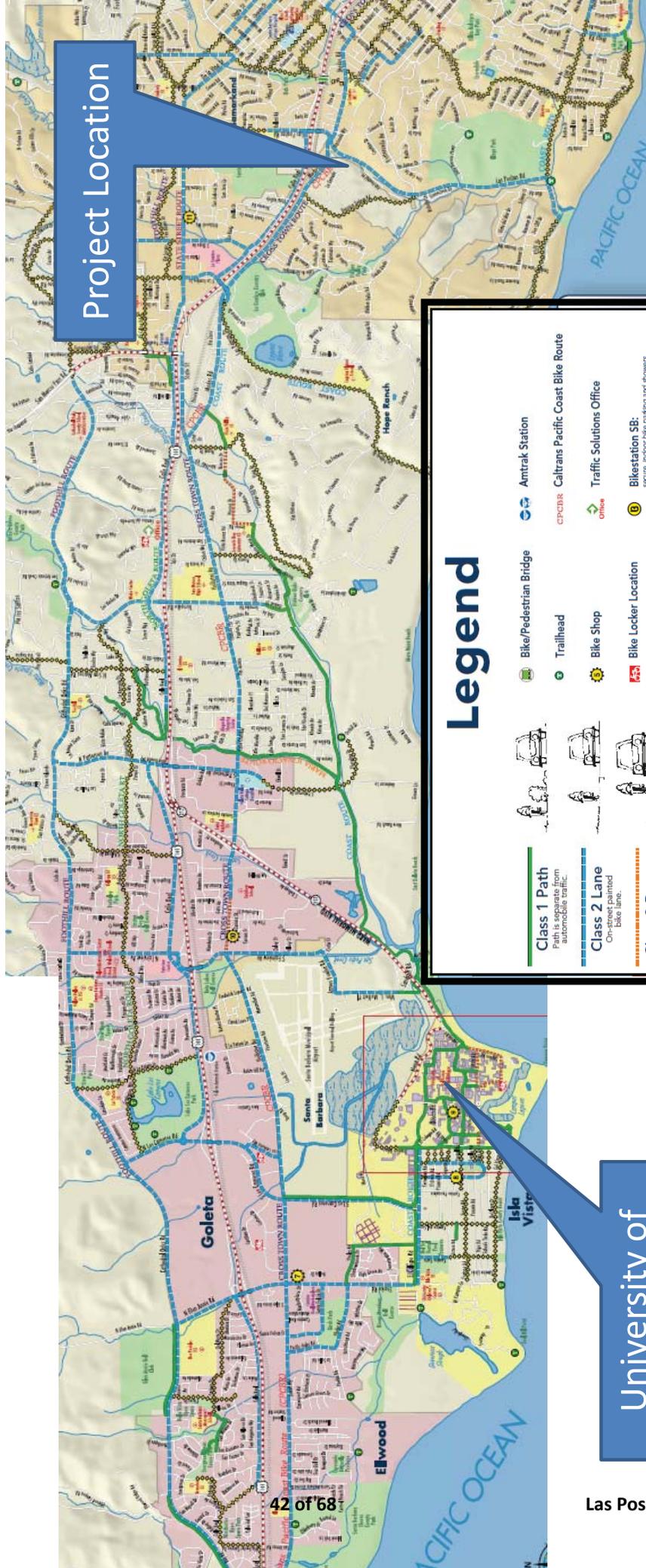
	Class 1 Path Path is separate from automobile traffic.		Class 2 Lane On-street painted bike lane.		Class 3 Route On-street bike route designated by signs.		Park		School		Hospital		Shopping		Point of Interest
	Bike/Pedestrian Bridge		Amtrak Station		Caltrans Pacific Coast Bike Route		Trailhead		Bike Shop		Bike Station SB: secure, indoor bike parking and showers		Shopping		Point of Interest
	Class 1 Path		Class 2 Lane		Class 3 Route		Alternate Route available on alternate route.		Restricted Route Bicycles not allowed.		0 1/2 1 mi		0 1/2 1 km		

Las Positas Road Multiuse Path

SB County Bicycle Route Map

printed by SBCAG

Regional Route View from Goleta to Santa Barbara



Project Location

University of California, Santa Barbara

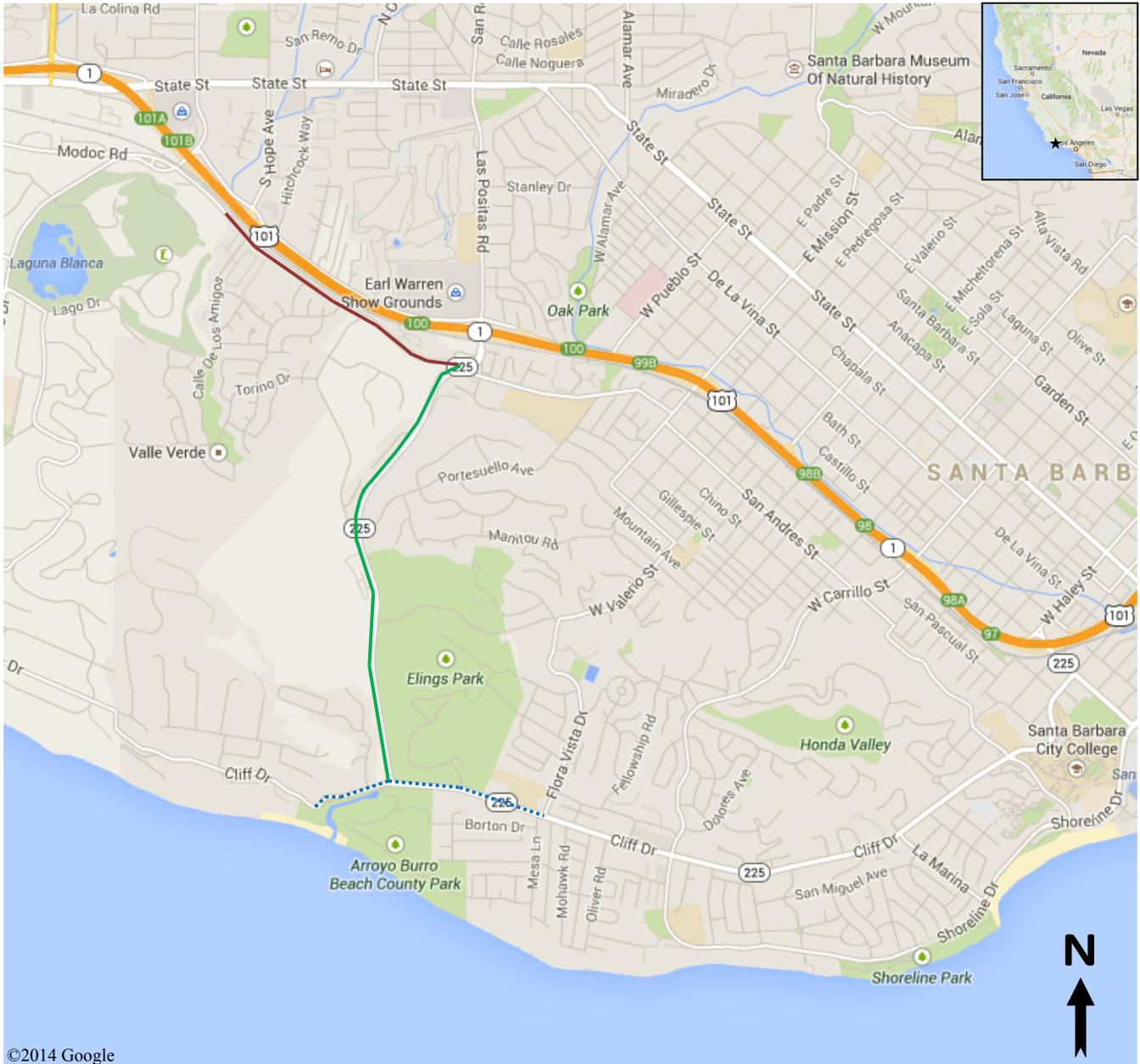
Legend

	Class 1 Path Pathway with automobile traffic.		Antrak Station
	Class 2 Lane On-street painted bike lane.		Bike/Pedestrian Bridge
	Class 3 Route On-street bike route designated by signs.		Trailhead
	Alternate Route Other available or alternate route.		Bike Shop
	Restricted Route Bicycles not allowed.		Bike Locker Location
			Park
			School
			Hospital
			Shopping
			Point of Interest
			Caltrans Pacific Coast Bike Route
			Traffic Solutions Office
			Bike Station SB: secure, indoor bike parking and showers

Scale: 0 to 1 mile / 0 to 1 km



City of Santa Barbara Las Positas Road Multiuse Path Design



©2014 Google

1" = 3000'

Preliminary Plan

Legend:

- New Modoc Road Class I Multiuse Path (~5300')
- New Las Positas Road Class I Multiuse Path (~8400')
- ⋯ Currently being studied for a new Class I Multiuse Path

Las Positas Road Multiuse Path					
5/12/2014			Engineer's Estimate		
Bid Schedule					
Item #	Item Description	Qty	Unit of Measure	Unit Price	Item Total
1	MOBILIZATION, BONDS, AND INSURANCE	1	LS	\$350,000.00	\$350,000.00
2	TRAFFIC CONTROL PLAN AND IMPLEMENTATION	1	LS	\$21,000.00	\$21,000.00
3	REMOVE & RECYCLE HARDSCAPE	50400	SF	\$3.00	\$151,000.00
4	CLEAR AND GRUB	1	LS	\$245,000.00	\$245,000.00
5	UNCLASSIFIED FILL	3150	CY	\$35.00	\$110,000.00
6	GRADING	1	LS	\$714,000.00	\$714,000.00
7	AGGREGATE BASE	3500	CY	\$85.00	\$298,000.00
8	ASPHALT CONCRETE PATHWAY (3-INCHES THICK)	3780	TONS	\$103.00	\$389,000.00
9	ASPHALT CONCRETE PATHWAY (6-INCHES THICK)	490	TONS	\$121.00	\$59,000.00
10	STAMPED COLORED CONCRETE (6-INCHES THICK)	6300	SF	\$15.00	\$95,000.00
11	PCC PATHWAY (4-INCHES THICK)	4200	SF	\$13.00	\$55,000.00
12	REMOVE & REPLACE EXISTING DAMAGED PCC PANELS	7000	SF	\$10.50	\$74,000.00
13	SLURRY SEAL EXISTING PCC PATHWAY & NEW AC PATHWAY (TYPE I)	257600	SF	\$0.58	\$149,000.00
14	REMOVE & RELOCATE FENCING	700	LF	\$37.00	\$26,000.00
15	REMOVE & ADJUST FENCING TO GRADE	2450	LF	\$30.00	\$74,000.00
16	VARIABLE HEIGHT COLORED CONCRETE RETAINING WALL	4270	LF	\$200.00	\$854,000.00
17	APPLY ANIT-GRAFFITI COATING TO RETAINING WALL	11900	SF	\$2.50	\$30,000.00
18	CABLE RAILING	4270	LF	\$15.50	\$66,000.00
19	CONCRETE V-DITCH	350	CY	\$611.00	\$214,000.00
20	PCC CURB & GUTTER (ALONG PCC PATHWAY)	630	LF	\$43.00	\$27,000.00
21	GEOGRID REINFORCED EMBANKMENT (TENSAR LH800)	700	LF	\$175.00	\$123,000.00
22	EROSION CONTROL BLANKET	84000	SF	\$0.50	\$42,000.00
23	EROSION CONTROL FIBER ROLL	7700	LF	\$4.00	\$31,000.00
24	CONSTRUCT CONCRETE DRAINAGE INLET	14	EA	\$6,250.00	\$88,000.00
25	TYPE G2 CONCRETE DRAINAGE INLET, W/TYPE 24-9 GRATE, MODIFIED FOR V-DITCH	14	EA	\$6,250.00	\$88,000.00
26	18-INCH CATCH BASIN WITH 18"X18" GRATE	14	EA	\$1,150.00	\$16,000.00
27	18-INCH REINFORCED CONCRETE PIPE	756	LF	\$74.00	\$56,000.00
28	18-INCH REINFORCED CONCRETE ARCH PIPE	308	LF	\$192.00	\$59,000.00
29	CONSTRUCT REINFORCED CONCRETE HEADWALL	28	EA	\$4,600.00	\$129,000.00
30	PCC SIDEWALK (4-INCHES THICK)	7700	SF	\$10.00	\$77,000.00
31	PCC ACCESS RAMP (4-INCHES THICK) WITH TRUNCATED DOMES	28	EA	\$2,300.00	\$64,000.00
32	PCC ACCESS RAMP (6-INCHES THICK)	14	EA	\$2,450.00	\$34,000.00
33	VARIABLE HEIGHT CONCRETE CURB & VARIABLE WIDTH CONCRETE GUTTER	2030	LF	\$20.00	\$41,000.00
34	MISCELLANEOUS ASPHALT CONCRETE IMPROVEMENTS	70	TONS	\$800.00	\$56,000.00
35	PAVEMENT DELINEATION	1	LS	\$26,600.00	\$27,000.00
36	ROADWAY & PATHWAY SIGNAGE	1	LS	\$85,260.00	\$85,000.00
37	RAISE MANHOLE TO GRADE	42	EA	\$880.00	\$37,000.00
38	RELOCATE GRATED INLET	28	EA	\$775.00	\$22,000.00
39	PREPARE & PLANT LANDSCAPE AREA	1	LS	\$200,000.00	\$200,000.00
40	CONSTRUCT VEGETATED SWALE	14	EA	\$10,000.00	\$140,000.00
41	HYDROSEEDING	196000	SF	\$0.17	\$33,000.00
42	FURNISH & INSTALL SANDSTONE BOULDERS	70	EA	\$685.00	\$48,000.00
43	DECOMPOSED GRANITE	70	TONS	\$420.00	\$29,000.00
44	FURNISH & INSTALL MONUMENTS (PLAQUE & BENCH)	1	LS	\$70,000.00	\$70,000.00
45	IRRIGATION SYSTEM	1	LS	\$350,000.00	\$350,000.00
46	LANDSCAPE MAINTENANCE (1 YEAR)	1	LS	\$271,600.00	\$272,000.00
Bid List Total					\$6,218,000.00
20% CONTINGENCY					\$1,243,600.00
TOTAL CIVIL CONTRACT AMOUNT (Rounded to Nearest \$1,000)					\$7,462,000.00
Total Project Cost					
Design	Design Contract				\$900,000.00
	Engineering Staff Time				\$250,000.00
	Surveying				\$100,000.00
	Environmental				\$300,000.00
	Design Total				\$1,550,000.00
Construction	Contract				\$7,462,000.00
	Construction Management				\$1,200,000.00
	Material Testing				\$175,000.00
	Construction Total				\$8,837,000.00
Total Project Cost					\$10,387,000.00

Documentation of Approved Plans/Public Participation Process

Las Positas Road Multiuse Path Project

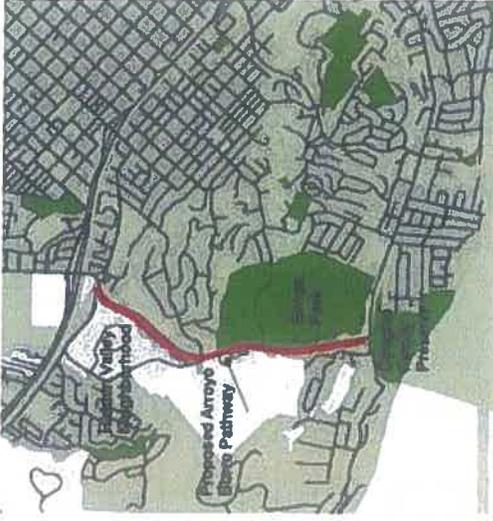
Note: All of these Programs and Plans have gone through extension public participation process and have been adopted by City Council.

1. 2014-2019 Capital Improvement Program (March 2013):
 - a. Project Description on Page A-196
 - b. Online Link:
http://www.santabarbaraca.gov/SBdocuments/Advisory_Groups/Budget/Archive_2014/05_Six-Year_Capital_Improvement_Program_for_Fiscal_Years_2014_-_2019/2013-06-18_Six-Year_CIP_-_Appendix_A_-_Projects_by_Department.pdf
2. City of Santa Barbara Bicycle Master Plan
 - a. Proposed Project (Arroyo Burro Pathway) on Page 60-61: Implementation – Improving the Network (attached)
 - b. Online Link:
http://www.santabarbaraca.gov/gov/depts/pw/transpark/master_plans/bicycle_master_plan.asp
3. City of Santa Barbara Pedestrian Master Plan
 - a. [Appendix F – Priority Locations](#)
 - b. Online Link:
http://www.santabarbaraca.gov/gov/depts/pw/transpark/master_plans/pedestrian_master_plan.asp

Bike Facilities: Arroyo Burro Pathway

Description:

The project will complete a multi-purpose pathway (Class 1 bike path) connection from the Hidden Valley neighborhood to Douglas Family Preserve, Arroyo Burro County Beach, and Las Positas Park. The pathway would also provide a link to the Atascadero Creek Bike Path.



Specific Plans or Policies Relating to this Project:

This pathway is specifically identified in the Bicycle Master Plan. Circulation Element policy is to expand and enhance the system of bikeways to serve current community needs and to develop increased ridership for bicycle transportation and recreation. Bikeways are to conveniently connect residents to major areas of attraction such as parks, schools, waterfront and commercial areas.

Status:

The project has not yet commenced due to lack of funding. Grant opportunities will continue to be explored.

Capital Costs:

Funding Sources	Funded	Prior Yr. Expense	Current Yr. Budget	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Six Year	Project
										Total	Total
Grant	0	0	0	0	0	0	100,000	500,000	2,400,000	\$3,000,000	\$3,000,000
Total	0	0	0	0	0	0	100,000	500,000	2,400,000	\$3,000,000	\$3,000,000

Estimated Operating Impact:

New Facility	<input checked="" type="checkbox"/>	Facility Upgrade	<input type="checkbox"/>	Facility Replacement	<input type="checkbox"/>	Facility Expansion	<input type="checkbox"/>
Reduce		Maintain		Increase	1,700.0 Ft		



Proposed projects

PROJECT NAME	PROJECT PURPOSE								PROJECT TASKS					Type			
	Safety improvement	Gap in regional bikeway system	Gap in local bikeway system	Commuter route	Recreational route	101 crossing	School route	Connects neighborhoods	Intersection improvement	Move parking or traffic lanes	Add pavement	Land acquisition	Maintenance	Stripe/sign	Estimated Cost (\$1,000s)	Class I, II, III, or intersection improvement	Length (miles)
Cabrillo Blvd Bike Lanes	☑	☑		☑	☑				☑	☑				☑	\$100	II	3
Beachway & Stearns Wharf	☑			☑	☑				☑						\$75	Int.	
Cacique crossing		☑	☑			☑		☑			☑	☑	☑	\$5,000	I	.2	
Loma Alta Route		☑		☑			☑					☑	☑	\$1,000	III	.6	
Punta Gorda/Voluntario Bike Route		☑							☑				☑	\$2	III	.4	
Cacique Bike Lanes		☑	☑	☑			☑		☑				☑	\$2.3	II	.3	
Garden Street Bike Lanes		☑	☑	☑			☑		☑				☑	\$3.8	II(pk)	1	
Salsipuedes Bike Lanes			☑	☑			☑		☑				☑	\$6.1	II	.8	
Mission Interchange	☑	☑	☑	☑		☑	☑	☑	☑				☑	\$1,000	II	.4	
Pedregosa Cutoff			☑	☑						☑	☑			\$100	I	1	
Arroyo Burro Bikeway						☑				☑	☑			\$1,250	I	1.3	
Carrillo Hill Bike Lanes									☑				☑	\$9.9	II	1.3	
Bird Refuge to Hot Springs	☑		☑		☑	☑			☑	☑			☑	\$450	I	.25	
Cota Bike Lanes			☑	☑					☑				☑	\$9.1	II	1.2	
Castillo & Montecito St.				☑			☑	☑	☑		☑			\$2,000	Int.		
Douglas Family Preserve Trail					☑			☑		☑				\$1,500	I	.6	
Flora Vista Bike Lanes							☑		☑				☑	\$3.8	II	.5	
Hope Street Bike Lanes			☑				☑		☑				☑	\$2.3	II	.3	
La Mesa Parkway to Douglas Family Preserve					☑			☑					☑	\$5.2	III	.8	
Milpas Bike Lanes	☑		☑	☑		☑	☑		☑				☑	\$3.8	II	.5	
Quarantina Bike Lanes							☑		☑				☑	\$6.1	II	.8	
Westside School Route	☑	☑	☑	☑			☑	☑	☑				☑	\$16.7	II	2.2	
Mission Canyon Bike Lane			☑		☑					☑			☑	\$100	II	.4	
State Street Alternative		☑											☑	\$6.5	III	1	
Foothill Route			☑		☑				☑				☑	\$450	II	1.2	
Cliff Drive Bike Lanes	☑	☑					☑		☑				☑	\$150	II	3.5	
Micheltorena Bike Lanes	☑	☑	☑	☑		☑	☑		☑				☑	\$8.4	II	1.1	
Calle Real Bike Lanes			☑				☑		☑				☑	\$3.8	II	.5	
Las Positas Bike Lanes		☑	☑	☑				☑	☑				☑	\$3.1	II	.4	



Responsibility for Implementation

Implementation strategy	Participants													Possible Funding Source									
	Administrative Services (media)	Community Development	Parks and Recreation	Police	Public Works	Bicycle Coalition	Planning Commission	City Council	MTD	SBCAG	Traffic Solutions	Caltrans	Santa Barbara County	Local Schools	Chamber of Commerce	Other	General funds	Developer Fees	Grants	State or Federal funds	Sponsorship/advertising	Other Sources	No additional cost
2.1.1		☒	☒		☒	☒	☒	☒															☒
2.1.2					☒		☒	☒								☒	☒		☒				
2.1.3					☒		☒	☒									☒		☒				
2.1.4					☒					☒										☒			
2.1.5		☒			☒		☒													☒			
2.1.6					☒											☒				☒			
2.1.7					☒					☒		☒								☒		☒	
2.1.8					☒															☒			☒
2.1.9		☒			☒		☒	☒								☒				☒			
2.1.10					☒															☒			☒
2.1.11		☒			☒		☒	☒								☒							☒
2.1.12					☒			☒		☒		☒								☒			
2.1.13					☒	☒						☒				☒							☒
2.1.14		☒	☒		☒		☒	☒												☒			☒
2.1.15					☒					☒		☒								☒			
2.1.16					☒		☒	☒						☒		☒						☒	
2.1.17			☒		☒																☒		
2.1.18		☒			☒					☒		☒				☒							☒
2.1.19			☒		☒																		☒
2.1.20			☒		☒		☒															☒	
2.2.1-2.2.12					☒																	☒	
2.3.1					☒								☒							☒			
2.3.2					☒							☒											
2.3.3					☒																		☒
2.3.4					☒	☒							☒										☒
2.3.5					☒																		☒
2.3.6				☒	☒																	☒	
2.3.7					☒																		☒
2.3.8					☒							☒											☒
2.3.9					☒															☒			
2.3.10				☒	☒																		☒
2.3.11			☒		☒		☒																☒
2.4.1					☒																		☒
2.4.2					☒																		☒
2.4.3				☒	☒																		☒
2.4.4					☒																		☒
2.4.5					☒																		☒



**Santa Barbara
Bicycle Coalition**
PO Box 92047
Santa Barbara
CA 93190-2047
bike@sbbike.org
www.sbbike.org
805-617-3255

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Advisors
Matt Dobberteen
Kent Epperson

President Emeritus
Ralph Fertig

May 7th, 2014

To:
CalTrans
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Active Transportation Grant Projects

To Whom It May Concern:

On behalf of the Santa Barbara Bicycle Coalition (SB Bike), I offer our support for the following projects:

1. Cacique and Soledad Pedestrian/Bicycle Bridges and Corridor Improvements Project;
and
2. Las Positas Road Multipurpose Pathway Project

SB Bike is a countywide advocacy and resource organization that promotes bicycling for safe transportation and recreation. In 2013, SB Bike kicked off the Connecting our Community Campaign advocating for safe, continuous, comfortable and protected bikeways for ALL along Santa Barbara County's South Coast. Safe bicycling infrastructure has not kept pace with bicycle ridership demands. The proposed projects are in effort to meet this demand.

SB Bike supports the Cacique and Soledad Pedestrian/Bicycle Bridges and Corridor Improvements Project because it provides a safe route to school for students and families going to Franklin, Adelante and Cleveland Elementary Schools. The project will allow direct access along Soledad Street to Franklin and Adelante Elementary Schools, Franklin Neighborhood Center, and Eastside Neighborhood Park. The project will also provide access along Cacique Street, which eventually ends about 1.5 blocks from Cleveland School's back campus entrance for families walking and biking to school. Another bike barrier about three blocks from the project is the Highway 101 freeway on and off ramps and the vehicular roundabout at Milpas Street/ Carpinteria Street/Highway 101. The project will provide bicyclists an alternative route navigating within, to and from the Eastside neighborhood providing safe and attractive access to school, work, recreation, and food markets etc.



SB Bike supports the Las Positas Road Multipurpose Pathway Project as it provides a dedicated and protected space for bicyclists, runners and pedestrians of all ages and abilities along this high speed Las Positas Road corridor. The Multipurpose Path eliminates risk and fear of collisions from vehicles. It also is a key neighborhood and regional connection from the Cross-town Bicycle Route and neighborhoods adjacent to the path to beaches, parks, and the Coastal Bicycle Route.

We are thankful for the opportunity that Caltrans is providing with this grant, and we strongly recommend the awarding of these grants to the City of Santa Barbara.

Sincerely,

Ed France, Executive Director
League Cycling Instructor

Christine Bourgeois, Education Director,
League Cycling Instructor



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

May 8, 2014

CalTrans
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Active Transportation Grant Projects

To Whom It May Concern:

On behalf of the Coalition for Sustainable Transportation (COAST), I offer our support for the following projects:

1. Cacique & Soledad Pedestrian/Bicycle Bridges and Corridor Improvements Project;
2. Montecito Street Bridge Replacement and Pedestrian Improvements Project;
3. La Cumbre Road Sidewalk and Pedestrian Corridor Enhancements Project;
4. Lower Milpas Pedestrian Improvement Project; and
5. Las Positas Multipurpose Pathway Project

COAST coordinates the South Coast's Safe Routes to School (SR2S) Program. The program aims to increase the number of children walking and biking to school by the following four approaches: 1) engineering improvements in the school zone; 2) enforcement of traffic laws; 3) education; and 4) encouragement. Projects #1-4 provide engineering improvements to facilitate walking and biking to and from school. These projects represent collaboration between COAST, Santa Barbara Unified and Hope School Districts, students and their families, and City of Santa Barbara.

COAST also supports Project #5 as it provides a dedicated and protected space for bicyclists, runners and pedestrians of all ages and abilities along this high speed Las Positas corridor. The Multiuse Path eliminates risk and fear of collisions from vehicles. It also is a key connection from the Cross-town Bicycle Route and neighborhoods adjacent to the path to beaches, parks, and the Coastal Bicycle Route.

We are thankful for the opportunity that Caltrans is providing with this grant, and we strongly recommend the awarding of these projects to the City of Santa Barbara.

Sincerely,

Kim Stanley-Zimmerman
Safe Routes to School Coordinator



City of Santa Barbara

Planning Division

PRE-APPLICATION REVIEW TEAM COMMENTS

March 20, 2014

Derrick Bailey
City of Santa Barbara
Public Works Transportation Division
630 Garden Street
Santa Barbara, CA 93101

**SUBJECT: LAS POSITAS ROAD MULTI-USE PATH (between Cliff and Modoc),
MST2014-00055**

Dear Mr. Bailey:

I. INTRODUCTION/PROJECT DESCRIPTION

The purpose of this review is to assist you with the City's review process including Development Application Review Team (DART) application requirements, and to identify significant issues relevant to the project. This letter will outline our preliminary comments on your proposal. Please review this letter carefully prior to our scheduled meeting date; we will answer your questions at that time. The specificity of our comments varies depending on the amount of information available at this time. In many cases, more issues arise at later steps in the process. However, our intent is to provide applicants with as much feedback and direction as possible at this pre-application step in the process.

Staff from various City Departments/Divisions have reviewed your conceptual plans and correspondence for the subject project.

The project consists of the construction of a new Multiuse Path along Las Positas Road between Cliff Drive and Modoc Road. The Multiuse Path would be a dedicated and protected space for bicyclists, runners and pedestrians. The minimum path width would be 12 feet, plus buffer width. Several options for path alignment are proposed.

II. COMMENTS AND ISSUES / REQUIRED SUBMITTAL INFORMATION

A. Planning Division

1. The project (whichever path is pursued) will require design review approval by the Architectural Board of Review.
2. The project (whichever path is pursued) will require a Coastal Development Permit (CDP) (reviewed by the Planning Commission) for the portion of the path located within the Coastal Zone. Much of the area within the coastal zone is in the appealable jurisdiction of the coastal zone, which means that any CDP issued would be appealable to the California Coastal Commission.

Applicable coastal policies are attached for reference.

3. **CEQA.** Environmental review under the California Environmental Quality Act (CEQA) will be required. All proposed path alignments go through areas designated as having biologic resources. At a minimum, we anticipate that this project will require the preparation of a Mitigated Negative Declaration (MND), but more likely an Environmental Impact Report (EIR). For planning purposes, an MND takes approximately 6 months to prepare, and an EIR takes approximately 1 year. This timeline would begin after we have received all necessary information to deem the application complete.

4. **Technical Reports/Environmental Information.** The project will require the preparation of several technical and/or resource-specific reports to analyze potential impacts on environmental resources. Specific reports required include:

(a) **Archaeological Resources.** Based on a review of the City's Master Environmental Assessment, the project site is located within the Prehistoric Sites and Watercourses Archaeological/Cultural Resource Sensitivity Zone(s).

As a result, a Phase I Archaeology Report is required to be prepared and submitted for review and acceptance by the Historic Landmarks Commission as part of California Environmental Quality Act (CEQA) mandated environmental review. A copy of the submittal requirements for the required report and a copy of the List of City Approved Archaeological Consultants are attached. Please be sure that one copy of the report contains the original photographs, and that the remaining copies contain legibly reproduced photographs. Once the Report is submitted, its content will be reviewed and you will be notified of the next step(s) in the review process for your project.

Please note that the requirement to provide the Phase 1 Archaeology Report may be waived if previous ground disturbance documentation for the entire length of the Path alignment can be demonstrated. Please contact me as soon as possible if you believe that previous ground disturbance documentation is available.

(b) **Biological Resources.** A Biological Resources Report, prepared by a City qualified biologist, will be required. The project site (whichever Path alignment is chosen) is located within a special wildlife area (movement corridor), within important Upland Habitat Areas, within 100 feet of a creek or wetland, within an area of known sensitive species, within a coastal zone resources area, and the scope includes removal of trees. Specific guidance on what to include in the Report can be provided by staff based on these resources and the Path chosen.

The Report should include an assessment of the biologic resources in the area and the project's effects on those resources. Grading, drainage, lighting, vegetation removal (short-term and long-term), increased human activity, and cumulative impacts should be addressed. Any proposed restoration or mitigation should be identified.

Prior to the commencement of the assessment, the biologist should consult with the City Environmental Analyst for more specific guidance on the scope of the assessment. However, the report shall provide at least the following information:

- The existing environmental setting;
- A description of on-site biotic resources (e.g., vegetation, habitat), and off-site biotic resources (e.g., wildlife corridors);
- A detailed assessment of special status species and their habitat;
- Project impacts, including an analysis of short-term construction-related, and long-term operational, project specific and cumulative impacts to biological resources;
- Secondary impacts as a result of the project (e.g., necessary thinning of vegetation per Fire Department requirements, fragmentation of a wildlife/habitat corridor);
- Recommended short- and long-term mitigation measures to avoid or reduce identified impacts.

Please keep in mind that the above list is general in nature. The report for your project may require either more or less information, depending upon the biologist's evaluation of the site,

- (c) **Geotechnical Report.** A geotechnical study that addresses any bank stabilization or other work required within the creek may be required depending on the Path chosen and the proximity of the Path to the creek. This could not be determined conclusively based on the conceptual level of the plans provided.
- (d) **Hydrology Report.** See Creeks Section below.
- (e) **Steep Slopes.** Portions of Paths 4 and 5 go through areas that are mapped as having slopes greater than 30%. If the project involves 50 cubic yards or more of grading in areas exceeding 30% slope, additional information and analysis may be needed to determine if the project could potentially result in significant visual, erosional, and/or biological impacts.
- (f) **Visual Resources.** The project site is located along a highly visible corridor. The proposed path and associated tree/vegetation removal would need to be analyzed to determine potential visual impacts. Visual changes associated with the project would be assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting. Significant visual resources impacts may potentially result from:
- Substantial obstruction of important public or community wide scenic views.

- Substantial degradation of important public or community wide scenic views or the visual quality of the site through extensive grading and changes in topography, removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
 - Substantial light and/or glare that poses a hazard, disrupts sensitive wildlife, or substantially affects day or nighttime views.
- (g) **Noise.** A review of the City’s Noise Contour Map indicates that the project site is within an area in which the noise level is 60-65 dBA Ldn (average A-weighted sound level over a 24-hour day). This is within the “normally acceptable” range for parks and natural recreation areas based on the Land Use Compatibility Guidelines in the City’s Noise Element (part of the Environmental Resources Element of the General Plan). Therefore no additional studies related to noise are required. However, noise resulting from use of the path still needs to be analyzed as part of any Biological Resources analysis.
- (h) **Floodplain.** Portions of the project site are within the 100-year floodplain. Refer to Building & Safety comments below.
- (i) **Construction Plan.** In order to evaluate short term construction-related traffic, parking, air quality and noise impacts, provide a construction plan for each phase of construction (e.g. demolition, grading, construction, landscaping) that delineates the following:
- an estimated number of truck trips;
 - an estimate of the length of construction time for each phase of construction including hours per day and total days;
 - the types of equipment necessary for each phase and how long they would be used, including hours per day and total days;
 - the number of construction workers on site daily during each phase; and
 - the location(s) of construction staging and construction worker parking.
5. **Climate Change.** Project review will include an analysis of climate change for both the coastal development permit and environmental review. Analysis would be based on the most current direction from the California Coastal Commission regarding sea level rise, as the City has not yet developed its own review standards/criteria.
6. **Tree Removal.** SBMC Chapter 15.24 (Preservation of Trees) regulates tree removal and the degree of pruning allowed for privately-owned trees. The removal of trees in a required front setback or City right-of-way requires a permit from the Parks and Recreation Department. Approval from the Street Tree Advisory Committee and Parks and Recreation Commission is required

prior to application completeness. Please contact Parks and Recreation Staff for further information.

7. **Zoning Issues.** The property located at 601 Las Positas Road is owned by the city of Santa Barbara. This property is in the PR (Park and Recreation) Zone, with the category designation of Undeveloped Parkland. Path 1 and 2 would be partially located on this property. Please be aware that although trails are a permitted use in Undeveloped Parkland, lighting is not. In order to provide lighting on this parcel, it would need to be re-categorized (e.g., to Open Space or Passive). The process for re-designating a property is for the Park and Recreation Commission and the Planning Commission to make a recommendation to the City Council (SBMC §28.37.010.A). The Council would then hold a noticed hearing to consider the proposed category designation. Designation amendments are by Resolution.
8. Additional information will be required to confirm jurisdiction of the land within the project site. Some portions of the path may be within the jurisdiction of the County of Santa Barbara (e.g., near Stonecreek Condominiums (Paths 1, 2, 3 and 5), and would require consultation with them to determine the required land use processing.
9. Additional information will be required to determine ownership of the land within the project site. Any work done on property that is not owned by the city of Santa Barbara would require owner approval/authorization.
10. When you are ready to submit a formal application, please refer to the following handouts, available on the City's website:
 - (a) DART Information Handout
 - (b) DART Submittal Handout
 - (c) Coastal Development Permit Submittal PacketThese handouts outline the information required for a formal (DART) application.
11. There are existing technical reports that may help inform this project. I recommend consulting the following documents, which are available upon request:
 - (a) Veronica Meadows Final EIR
 - (b) Elings Park Phase III Improvement Project Draft EIR

B. Creeks Division

1. **Storm Water Management Program (SWMP).** This City Public Works project requires Tier 3 compliance with the City's Storm Water Management Program, if the path is impervious. Tier 3 projects must meet the treatment, peak runoff discharge rate, and volume reduction requirements for the entire project site. Please refer to Chapter 6 of the City's Storm Water BMP Guidance Manual for Tier 3 requirements and BMP Options.
2. **Hydrology Report.** A hydrology/storm water report is required for Tier 3 projects. The hydrology/storm water report items should include:
 - A description of the existing site and proposed project (map optional)
 - Site assessment (see Chapter 2 of the BMP Guidance Manual)
 - BMP selection and associated capacities (see Appendix C of BMP Guidance Manual for sizing methodologies and worksheets)
 - Soil report including infiltration testing results (see Chapter 3 of the BMP Guidance Manual for methodology)
 - Storm water calculations to meet the Tier 3 treatment, volume, and rate reduction requirements and include a narrative summary discussing the calculation results
 - Summary and conclusions (must include confirmation that total BMP capacities meet/exceed the post-development runoff requirements)
3. Consider making the path permeable, allowing water to infiltrate into the soil. A project proposing no impervious area would be exempt from Tier 3 requirements. Note: decomposed granite is not considered permeable.
4. In general, it doesn't appear that there is adequate space to implement the project along the full length of the project reach without impacting wetland resources.
5. Minimize the width of the path to minimize vegetation removal and impacts to wetlands.
6. Generally try to avoid impacts to wildlife habitat, including adding more human disturbance in the creek wildlife migration corridor.
7. Avoid impacts to creek, such as adding hard bank protection and structures within the channel or within 50-ft of the top of bank.
8. Avoid impacts to wetlands, including piping or filling any existing wetland areas.
9. Avoid impacts to native vegetation, such as clearing, mowing, or increasing the need for defensible space management.
10. If the Path goes through habitat areas, the preference is that it is not lighted.

C. Fire Department

The Fire Department has identified some of the parcels in the scope of the project as fire hazards due to the lack of maintenance and accumulation of vegetation and their location in a designated High Fire Hazard Area. Each proposed pathway travels through some of the identified parcels. Vegetation maintenance will be required on each side of the pathway for a distance to be determined from the edge of the pathway surface. A distance of 10 feet is required for roadways within a designated High Fire Hazard Area and would most likely be the maximum distance required.

A more detailed plan of the proposed path location is needed to determine required clearance from the edge of the pathway, and potential fire hazard impacts.

D. Building & Safety Division

1. Floodway restrictions: Portions of this project cross the floodplain and floodway. No new work may reduce the defined floodway without providing a “no-rise” certification.
2. Consideration should be given to the city of Santa Barbara accessibility assessment and transition plan provided by Gilda Puente-Peters, CASp for future Public improvements.
3. Provisions of the 2013 California Building Code, 11B-246.7, require that trails, paths and nature walk areas, or portions of them, shall be constructed with gradients permitting at least partial use by wheelchair occupants. Building and other functional areas shall be served by paths or walks, with firm stable surfaces.

III. APPLICATIONS REQUIRED

Based on the information submitted, the required City applications would be:

A. Planning Division

1. A Coastal Development Permit to allow the proposed development in the Appealable/Non-Appealable Jurisdiction of the City’s Coastal Zone (SBMC §28.44.060);
2. Design Review approval by the Architectural Board of Review (SBMC §22.68.020).

B. Parks & Recreation Department

1. Approval by the Parks & Recreation Commission will be required for any lighting on property zoned PR (SBMC §28.37.010).
2. Tree Removal Approval by the Parks & Recreation Commission for tree removal within the right-of-way or front setback (SBMC Ch. 15.24).

In addition, several permits from outside agencies will likely be required. Please contact these agencies directly to determine permit requirements. Some examples include:

- California Department of Fish and Wildlife – Streambed Alteration Agreement
- Army Corps of Engineers – Nationwide Permit
- Regional Water Quality Control Board – 401 Certification Application

IV. ENVIRONMENTAL REVIEW:

Determining the level of environmental review is dependent on a thorough project description in the applicant letter that provides information about the existing setting (e.g. size of the parcel, amount of development, use of buildings, natural habitat on site, easements, etc.) and the proposed project (e.g. demolition of structures, grading, habitat removal, uses of the site, restoration or structures and/or natural habitat, etc.).

Staff anticipates that once the necessary information is submitted and the formal application is deemed complete, an Initial Study will need to be prepared to determine the appropriate level of environmental review (i.e., Negative Declaration or Environmental Impact Report).

V. FEES

Please be informed that fees are subject to change at a minimum annually (on July 1st). Additionally, any fees required following Staff Hearing Officer/Planning Commission Approval will be assessed during the Building Plan Check phase and shall be paid prior to issuance of the building permit. Based on the information submitted, the subject project requires the following additional fees for the following reasons:

A. Planning Division

Prior to the application being deemed complete:

Coastal Development Permit Fee	\$5,000.00
Design Review Fee	\$725.00
Environmental Review Fee.....	\$9,175.00*
Mailing List Service Fee.....	\$125.00

*This is the fee required for an Initial Study prepared by City Staff. The total fee will be greater and will depend on whether a Negative Declaration of Environmental Impact Report is required.

Following Planning Commission approval:

LDT Recovery Fee	30% of all Planning Fees
Plan Check Fee	TBD

B. Parks & Recreation Department

Prior to the application being deemed complete:

Street Tree Advisory Committee Fee	TBD
Parks & Recreation Commission Fee	TBD

C. Building & Safety Division

Following Staff Hearing Officer/Planning Commission approval:

Plan Check Fee	TBD
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VI. NEXT STEPS:

1. ABR Concept Review
2. Initiation of Rezone by the City Council or Planning Commission (if required)
3. Make an appointment with the case planner to submit a DART application at the Planning & Zoning Counter.
4. DART application submitted for completeness review.
5. DART application reviewed for completeness by City staff.
6. Determination of Environmental Review process. This may include the preparation of an Initial Study and a determination as to whether a Mitigated Negative Declaration or an Environmental Impact Report would be required.
7. Transportation & Circulation Committee review.
8. Parks & Recreation Commission review.
9. Planning Commission review.
10. City Council Final review of pertinent land development documents, easements, abandonments, annexation, rezoning, etc.
11. ABR Project Design and Final Approvals

Please Note: The Staff Hearing Officer/Planning Commission conducts regular site visits to project sites, generally the Tuesday morning prior to the scheduled hearing date. The Commission has requested that markers be provided on the site for all projects that may have size, bulk and scale, visual impacts or view issues, to provide a basic visual representation of project size and scale.

Please be sure to place stakes at the corners of the proposed new buildings/additions and story poles located at the roof ridge line (the highest point of the roof) and the eave. Any large trees to be protected/removed should also be identified.

Also note that you will also be required to post the public notice on the site in accordance to current noticing requirements.

VII. CONTACTS

The following is a list of the contact personnel for the various City departments and/or divisions working on the processing of your application:

- Planning Division, 564-5470, ext. 4552Allison DeBusk, Project Planner
- Fire Department, 564-5702.....Jim Austin, Fire Inspector III or
Ann Marx, Fire Inspector II
- Engineering Division, 564-5363.....Derrick Bailey, Supervising Transportation
Engineer
Brian D’Amour, Supervising Engineer
Andrew Grubb, Project Engineer II
Mark Wilde, Supervising Civil Engineer
- Transportation Division, 564-5385.....Rob Dayton, Principal Transportation Planner
Sarah Grant, Assistant Transportation Planner
Jessica Grant, Project Planner
- Building & Safety Division, 564-5485Lonnie Cassidy, Building Inspection/Plan Check Supervisor

VIII. CONCLUSIONS/GENERAL COMMENTS

These comments constitute your PRT review. Prior to submitting a formal DART application, please make an appointment with me to review the materials and ensure that all of the required items are included in the application package. If you have any general or process questions, please feel free to contact me.

Sincerely,

Allison DeBusk

Allison DeBusk
Project Planner

Attachment: Applicable Local Coastal Plan Policies

cc: (w/o attachments)
Planning File
Barbara Shelton or Steven Greer, Environmental Analyst
Mark Wilde, Supervising Civil Engineer
Brian D'Amour, Supervising Engineer
Andrew Grubb, Project Engineer II
Joe Poire, Fire Battalion Chief
Jim Austin, Fire Inspector III
Ann Marx, Fire Inspector II
Rob Dayton, Principal Transportation Planner
Derrick Bailey, Supervising Transportation Engineer
Jessica Grant, Project Planner
Steve Foley, Supervising Transportation Planner
Sarah Grant, Assistant Transportation Planner
Lonnie Cassidy, Building Inspection/Plan Check Supervisor
Jim Rumbley, Water Resources Specialist
George Johnson, Creeks Supervisor
Kathy Frye, Associate Planner, Natural Areas
George Thomson, Project Planner

City of Santa Barbara - MAPS

CURRENT CYCLING
COMMUTING

5/13/14



Legend

- Parks
- Pacific Ocean
- Street Centerlines

CROSS TOWN ROUTE
CURRENT = 350 DAILY

COAST ROUTE
CURRENT = 50 DAILY

1: 30,792



Notes
Enter Map Description

MAP DISCLAIMER
This service has been provided to allow a visual display of City information. Every effort has been made to ensure the accuracy of the map and data. The City of Santa Barbara assumes no responsibility arising from the use of this information. THE MAPS AND ASSOCIATED DATA ARE PROVIDED WITHOUT A WARRANTY OF ANY KIND. This map was created using the City of Santa Barbara Mapping Analysis and Printing System application.

0.972 0 0.486 0.972 Miles

NAD_1983_StatePlane_California_V_FIPS_0405_Feet
© City of Santa Barbara
Reported on 05/13/2014 08:21 AM

Year	Vehicle Cost Savings				Commuter Trip Reduction		Health Benefits				NPV @ 3%	NPV @ 7%
	Per Mile Benefit or Cost (2013)	Not counted - no school	Avoided Chaulferring	Roadway Cost Savings	Energy Conservation	Pollution Reduction	Walking	Biking	Total			
0	\$400,781.50	0	\$106,875.07	\$74,812.55	\$53,437.53	\$78,375.05	\$0.00	\$0.00	\$356,250.22	\$1,147,977.61	\$1,147,977.61	\$1,147,977.61
1	\$412,804.94	0	\$110,081.32	\$77,056.92	\$55,040.66	\$80,726.30	\$0.00	\$0.00	\$366,937.73	\$1,182,416.94	\$1,147,977.61	\$1,072,876.27
2	\$425,189.09	0	\$113,383.76	\$79,368.63	\$56,691.88	\$83,148.09	\$0.00	\$0.00	\$377,945.86	\$1,217,889.45	\$1,147,977.61	\$1,002,688.10
3	\$437,944.76	0	\$116,785.27	\$81,749.69	\$58,392.64	\$85,642.53	\$0.00	\$0.00	\$389,284.23	\$1,254,426.13	\$1,147,977.61	\$937,091.69
4	\$451,083.11	0	\$120,288.83	\$84,202.18	\$60,144.41	\$88,211.81	\$0.00	\$0.00	\$400,962.76	\$1,292,058.91	\$1,147,977.61	\$875,786.62
5	\$464,615.60	0	\$123,897.49	\$86,728.25	\$61,948.75	\$90,858.16	\$0.00	\$0.00	\$412,991.64	\$1,330,820.68	\$1,147,977.61	\$818,492.17
6	\$478,554.07	0	\$127,514.42	\$89,330.09	\$63,807.21	\$93,583.91	\$0.00	\$0.00	\$425,381.39	\$1,370,745.30	\$1,147,977.61	\$764,945.95
7	\$492,910.69	0	\$131,144.85	\$92,010.00	\$65,721.43	\$96,391.42	\$0.00	\$0.00	\$438,142.84	\$1,411,867.66	\$1,147,977.61	\$714,902.76
8	\$507,698.01	0	\$135,386.14	\$94,770.30	\$67,693.07	\$99,283.17	\$0.00	\$0.00	\$451,287.12	\$1,454,233.69	\$1,147,977.61	\$668,133.42
9	\$522,928.95	0	\$139,447.72	\$97,613.40	\$69,723.86	\$102,261.66	\$0.00	\$0.00	\$464,825.73	\$1,497,850.40	\$1,147,977.61	\$624,423.76
10	\$538,616.82	0	\$143,631.15	\$100,541.81	\$71,815.58	\$105,329.51	\$0.00	\$0.00	\$478,770.51	\$1,542,785.91	\$1,147,977.61	\$583,573.61
11	\$554,775.32	0	\$147,940.09	\$103,558.06	\$73,970.04	\$108,489.40	\$0.00	\$0.00	\$493,133.62	\$1,589,069.49	\$1,147,977.61	\$545,395.89
12	\$571,418.58	0	\$152,378.29	\$106,664.80	\$76,189.14	\$111,744.08	\$0.00	\$0.00	\$507,927.63	\$1,636,741.58	\$1,147,977.61	\$509,715.79
13	\$588,561.14	0	\$156,949.64	\$109,864.75	\$78,474.82	\$115,096.40	\$0.00	\$0.00	\$523,165.46	\$1,685,843.82	\$1,147,977.61	\$476,369.90
14	\$606,217.98	0	\$161,658.13	\$113,160.69	\$80,829.06	\$118,549.29	\$0.00	\$0.00	\$538,860.42	\$1,736,419.14	\$1,147,977.61	\$445,205.51
15	\$624,404.51	0	\$166,507.87	\$116,555.17	\$83,253.94	\$122,105.77	\$0.00	\$0.00	\$555,026.23	\$1,788,511.71	\$1,147,977.61	\$416,079.92
16	\$643,136.65	0	\$171,503.11	\$120,052.17	\$85,751.55	\$125,768.94	\$0.00	\$0.00	\$571,677.02	\$1,842,167.06	\$1,147,977.61	\$388,859.73
17	\$662,430.75	0	\$176,648.20	\$123,653.74	\$88,324.10	\$129,542.01	\$0.00	\$0.00	\$588,827.33	\$1,897,432.08	\$1,147,977.61	\$363,420.31
18	\$682,303.67	0	\$181,947.65	\$127,363.35	\$90,973.82	\$133,428.27	\$0.00	\$0.00	\$606,492.15	\$1,954,355.04	\$1,147,977.61	\$339,645.15
19	\$702,773.78	0	\$187,406.08	\$131,184.25	\$93,703.04	\$137,431.12	\$0.00	\$0.00	\$624,686.92	\$2,012,985.69	\$1,147,977.61	\$317,425.38
20	\$723,855.97	0	\$193,028.26	\$135,119.78	\$96,514.13	\$141,554.06	\$0.00	\$0.00	\$643,427.52	\$2,073,375.26	\$1,147,977.61	\$296,659.23
Total										\$24,107,529.83	\$13,309,668.78	

Expected Daily Bike Use 600
 Expected Daily Ped/Running Bikes 150
 Annual Volume Bikes 219000
 Annual Volume Peds 54750
 Total miles travelled bikes 1679000
 Total miles travelled peds 146000
 Annual CPI Assumption = 3%

Vehicle Cost Savings from table 18
 Avoided Chaulferring from table 18
 Congestion Reduction from table 18
 Roadway Cost Savings from table 18
 Energy Conservation from table 18
 Health Benefits from table 17
 Pollution reductions from table 18
 * Walking not counted as mode shift because it is recreational. But health benefits counted

Safety Benefit \$7,893,760.00
 Total Benefits \$32,001,289.83
 Total Project Cost \$10,386,600
Benefit/Cost Ratio (Total Project) 3.08

Planned City Contribution for planning effort 177,785
 Amount Requested from ATP for planning 1,372,215
 Total for planning 1,550,000
 Planned city contribution for future construction \$1,013,558
 Planned request for future construction contribution from ATP or HSI \$7,823,042
 Total for future construction (all phases) \$8,836,600

Benefit/Cost Ratio (requested amount for planning, plus expected amount requested for construction) 3.48

Distances (miles)	Estimate Daily Use Biking	Estimated Daily Use Walking/Running
SBC to UCSB	11	200
Mesa to Goleta	10	200
Bel Air Knolls to Arroyo Burro	2	100
Hidden Valley to Arroyo Burro	2	100

Other Info	
Arroyo Burro Beach Park Annual Visitors	1,500,000
Pathway length	13130' (2.5 miles)

Benefit / Cost Calculation Result

1. Project Information

Application ID	Las Positas Path Planning	Version	1
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2. Countermeasures and Crash Data

Crash Data Time Period	01/01/2002	to	12/31/2011	Years	10
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- Install sidewalk / pathway (to avoid walking along roadway)

CM Number	Project Type	Crash Type	CRF	Life
R37	Ped and Bike	Ped & Bike	80	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	0	10	3	0	14

Annual Benefit	\$ 394,688	Cost	\$ 10,386,600
Life Benefit	\$ 7,893,760	B/C Ratio	0.76

3. Benefit Cost Result

Total Benefit	\$ 7,893,760
Total Cost	\$ 10,386,600
B/C Ratio	0.76

Safety Practitioner / Engineer: Derrick Bailey

Signature: 

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.

CASEID	STREET1	STREET2	DATE	TIME	DISTANCE	DAY	DIR FROM INT	INTERSECT	SEVERITY	INJURY	VOL CAT	HT FAN	COLL TYPE	INVOLVED WITH	PID ACTION	LIGHTING	VM1 LGE	VM1 PACE	VM1 SORER	VM2 SORER	VM1 DRUG	VM2 DRUG	VM1 DIR	VM2 DIR	VM1 VOL	VM2 VOL	VM1 MOV	VM2 MOV	VM1 TYPE	VM2 TYPE			
143691	CUFF DR	AS POSITAS RD	5/27/2004	13:30	1000	Saturday	East	Not at intersection	Property damage only	0	0	Wring side of road	Nothing	Other Coll Type	No ped involved	Daylight	0	45	U/HR	HRSD (not)	Not stated	Not stated	Not stated	WST	WST	Not stated	Not stated	Left turn	Not stated	Car	Car		
143308	MODOCE RD	AS POSITAS RD	5/7/2004	18:16	0	Monday	Not stated	At intersection	Complaint of pain	0	1	Auto right of way	Nothing	with bicycle	No ped involved	Daylight	38	45	HRSD (not)	HRSD (not)	Not stated	Not stated	EAST	WST	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated	
254630	MODOCE RD	AS POSITAS RD	8/27/2008	18:00	100	Tuesday	South	Not at intersection	Complaint of pain	0	1	Other than driver	Nothing	with bicycle	No ped involved	Dark down	46	0	HRSD (not)	HRSD (not)	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated							
381345	LAS POSITAS RD	AS POSITAS RD	8/19/2008	7:35	3	Saturday	North	Not at intersection	Fatal	1	0	DBU	Nothing	with pedestrian	In road/shoulder	Daylight	56	66	HRSD (not)	HRSD (not)	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Run off road	Not stated					
548105	RT 225	MORNINGSTARMS RD	11/29/2011	11:46	0	Tuesday	Not stated	At intersection	Other visible injury	0	1	Traffic signal	Nothing	with bicycle	No ped involved	Daylight	51	31	HRSD (not)	HRSD (not)	Not stated	Not stated	WST	WST	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated

0 = level left from improved bike/ped facilities
 10 Year 2009-2011
 property damage only
 other visible injury
 total

CASE ID	STREET 1	STREET 2	DATE	TIME	DISTANCE	DIR	DIR FROM INT	INTERSECT	SERVITY	KILL	INJURY	VOL CAT	MT RUN	COL TYPE	INVOLVED WITH	FID ACTION	LIGHTING	VEH 1 LAG	VEH 2 AGE	VEH 3 ORBER	VEH 2 ORBER	VEH 1 ORUG	VEH 2 DRUG	VEH 1 DR	VEH 2 DR	VEH 1 VOL	VEH 2 VOL	VEH 1 MOV	VEH 2 MOV	VEH 1 TYPE	VEH 2 TYPE
1512541	WODOC RD	PALMADO	5/1/2004	19:27	0	North	Not stated	At intersection	Other visible injury	0	4	Auto right of way	Not in run	Broadside	with bicycle	No pad involved	Dark-dawn	76	24	HNBD (ovg)	HNBD (ovg)	Not stated	Not stated	WEST	EAST	Not stated	Not stated	Left turn	Stright	Not stated	Not stated
1513334	WODOC RD	VERONICA SPRING RD	7/9/2004	19:50	0	North	Not stated	At intersection	Other visible injury	0	1	Auto right of way	Not in run	Other Crs type	with bicycle	No pad involved	Dark-dawn	81	42	HNBD (ovg)	HNBD (ovg)	Not stated	Not stated	WEST	WEST	Not stated	Not stated	Left turn	Stright	Not stated	Not stated
2146610	WODOC RD	LOS POTOSI RD	3/27/2005	15:00	385	South	Not stated	Not at intersection	Complaint of pain	0	1	Other than driver	Not in run	Other Crs type	with bicycle	No pad involved	Dark-dawn	46	0	HNBD (ovg)	HNBD (ovg)	Not stated	Not stated	SOUTH	Not stated	Stright	Stright	Not stated	Not stated		
3511144	WODOC RD	CALLE DE LOS ANJOS	12/17/2007	16:08	0	North	Not stated	At intersection	Other visible injury	0	1	Auto right of way	Not in run	Broadside	with bicycle	No pad involved	Daylight	58	19	HNBD (ovg)	HNBD (ovg)	Not stated	Not stated	WEST	SOUTH	Not stated	Not stated	Left turn	Stright	Not stated	Not stated
4933363	CALLE DE LOS ANJOS	WODOC RD	11/25/2010	16:35	220	North	Not stated	Not at intersection	Other visible injury	0	1	Unsafe start/back	Not in run	Broadside	with pedestrian	Involved/shoulder	Daylight	55	33	HNBD (ovg)	HNBD (ovg)	Not stated	Not stated	EAST	NORTH	Not stated	Not stated	Backing	Backing	Not stated	Not stated
5823845	CALLE DE LOS ANJOS	WODOC RD	4/27/2012	16:20	128	North	Not stated	Not at intersection	Other visible injury	0	1	Auto right of way	Not in run	Broadside	with bicycle	No pad involved	Daylight	77	40	HNBD (ovg)	HNBD (ovg)	Not stated	Not stated	EAST	SOUTH	Not stated	Not stated	Backing	Stright	Not stated	Not stated

Year 2003-2013
 benefit from improved designed facilities