

ACTIVE TRANSPORTATION PROGRAM

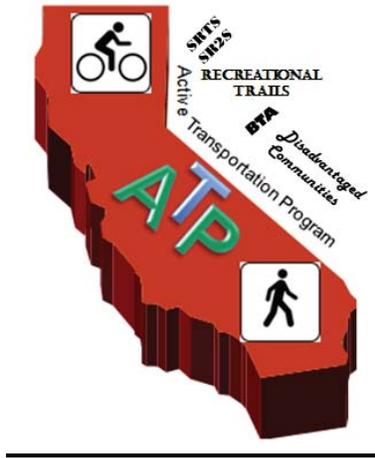
Cycle 1 - Application



Lara Cooper, Noozhawk photo

Project: Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

Location: Santa Barbara, California
Type of Application: Safe Routes to School Infrastructure
Applicant Organization: City of Santa Barbara



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: Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

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

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I. GENERAL INFORMATION

Project name: Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Santa Barbara	2. PROJECT FUNDING ATP funds Requested \$ <u>3,442,000.00</u> Matching Funds \$ <u>433,000.00</u> (If Applicable) Other Project funds \$ <u>0.00</u> TOTAL PROJECT COST \$ <u>3,875,000.00</u>
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Jessica Grant, Project Planner JGrant@SantaBarbaraCA.gov (805)564-5338	5. PROJECT COUNTY(IES): <p style="text-align: center;">Santa Barbara County</p>
4. APPLICANT CONTACT (Address & zip code) PO Box 1990 Santa Barbara, CA 93102	7. Application # <u>2</u> of <u>5</u> (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 5	

Area Description:

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

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans.
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*: not applicable	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: Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

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: Franklin Elementary School, 1111 East Mason Street, Santa Barbara, CA 93103
27. SCHOOL DISTRICT NAME & ADDRESS: Santa Barbara Unified School District, 720 Santa Barbara Street, Santa Barbara, CA 93101

28. County-District-School Code (CDS) 4269278-6045835	29. Total Student Enrollment 531	30. Percentage of students eligible for free or reduced meal programs ** 99.80
31. Percentage of students that currently walk or bike to school 51.5% in October 2012	32. Approximate # of students living along school route proposed for improvement 200	33. Project distance from primary or middle school 0.4 miles

**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

PROJECT NAME: Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

Additional School Information:

26. *SCHOOL NAME & ADDRESS:*

Cleveland Elementary School, 123 Alameda Padre Serra, Santa Barbara, CA 93103

27. *SCHOOL DISTRICT NAME & ADDRESS:*

Santa Barbara Unified School District, 720 Santa Barbara Street, Santa Barbara, CA 93101

28. *County-District-School Code (CDS):* 4269278-6045827

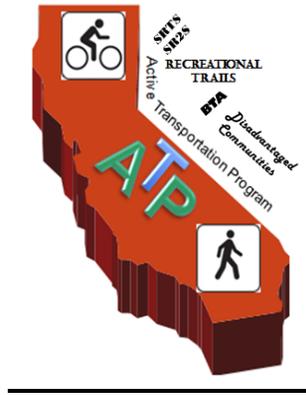
29. *Total Student Enrollment:* 419 students

30. *Percentage of students eligible for free or reduced meal programs:* 99.8%

31. *Percentage of students that currently walk or bike to school:* 42.4%

32. *Approximate # of students living along school route proposed for improvement:* 200

33. *Project distance from primary or middle school:* 0.4 miles



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

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

that would have a larger span and thus, not result in a rise to the floodway. The Public Works Department is moving forward with a preliminary hydrology and structural engineering analysis to scope the size of the bridge.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

At Issue

The Montecito-Yanonali Bridge (Bridge) is very difficult to navigate as a pedestrian. Currently, pedestrians walk on a sub-standard vehicle travel lane to cross the Bridge. There is a blind corner feeding into the Bridge, and vehicles do not have good visibility of pedestrians till they are at the Bridge. The bridge is shaded by large sycamore trees in the creek, making objects on the bridge difficult to see when approaching from the sunny west side of the bridge. The Metropolitan Transit District's (MTD) Line 2 crosses this bridge every 15 minutes on the side desired for the sidewalk, for a total of 65 times per day. In 2010, City staff conducted a safety assessment with Cleveland's School Principal, Safe Routes to School Staff and several parents. This location was called out as dangerous since there is no pedestrian access from the neighborhood over the creek. Parents, especially with young children and strollers, pointed out how difficult and unsafe they felt walking in the vehicle lane. According to the Eastside elementary school enrollments and walking tallies from the Coalition of Sustainable Transportation (COAST) below, the walking percentages are high in this low income neighborhood, which affirms why so many Eastside residents are requesting a pedestrian facility to cross this bridge. As a safe route to school, a sidewalk along this bridge will primarily serve Cleveland School, which has two access points. For many families this is the closest, most direct route to school. The alternate route to access the other pedestrian entrance is 0.6 miles further away. Two blocks west of the bridge is the Franklin Community Center, which includes a community health clinic, and the Eastside Library.

1. Cleveland Elementary Enrollment: 419 students and walking tallies
Sept 2012: 42.4%
2. Adelante Charter School Enrollment: 225 students and walking tallies
Nov 2012: 32.1%
3. Franklin Elementary Enrollment: 531 students and walking tallies Oct
2012: 47.2%

Another issue is that the current Bridge is located over Sycamore Creek in a floodway. According to Federal Emergency Management Agency (FEMA) a regulatory floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. Causing a rise in a floodway may result in the loss of residents' ability to have flood insurance in the City. Unfortunately, this bridge does not meet the Federal criteria under the Highway Bridge Program for a bridge replacement because the existing bridge is too narrow.

The Solution

Constructing a new bridge with a sidewalk allows a predictable and visible space for pedestrians. Pedestrian scale lighting and the additional proposed sidewalk infill approaching the bridge are also necessary to make this safe route to school complete. The bridge will also be constructed per FEMA flood regulations.

Request

This Project is an excellent candidate for Active Transportation Funding because it provides an attractive and safe facility encouraging walking to school in a low income neighborhood that depends on alternative transportation.

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

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 attractive and safe facilities along school routes in a densely populated low income neighborhood.

The Project is also consistent with the City's Circulation Element and Pedestrian Master Plan, and is an identified need in the City's Six Year Capital Improvement Plan Fiscal Year 2014-2019.

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. According to the Eastside elementary school enrollments and walking tallies from the Coalition of Sustainable Transportation (COAST) below, the walking percentages are high (see stats below) in this low income neighborhood, which affirms why so many Eastside residents are requesting a pedestrian facility to cross this bridge. Sidewalk along this bridge will primarily serve Cleveland School. The bridge serves one of two primary walking access points for Cleveland School. For many families this is the closest, most direct route to school. To access the other pedestrian entrance requires an over one-half mile detour.

1. Cleveland Elementary Enrollment: 419 students and walking tallies

Sept 2012: 42.4%

2. Adelante Charter School Enrollment: 225 students and walking tallies

Nov 2012: 32.1%

3. Franklin Elementary Enrollment: 531 students and walking tallies Oct

2012: 47.2%

The Project provides a predictable and visible space for pedestrians, where in the current bridge configuration there is none.

The Project would also provide a connection for residents that live east of the creek to the Franklin Community Center, which includes a community health clinic, the Eastside Library, and the Eastside Neighborhood Park.

- 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 Project is expected to increase walking to Cleveland School by 10% to 20%, or 40 to 80 students. Other walking increases by Eastside families and transit users is more difficult to estimate, but could range from 50 to 100 people per day.

In addition to the three elementary schools near the Project site, the following uses are within a quarter mile radius of the Project site: 289 single family residences; 1 mobile home park; 103 residential income units containing 2-4 units; 21 residential condos; 3 apartment buildings containing 5 or more units; Eastside Neighborhood Park; Franklin Neighborhood Center; and Eastside Library. There is also a bus stop just east of the bridge and a roundabout providing a walk/transit connection. Given all these uses, pedestrians can use this connection to school, transit, home, utilitarian, and recreational trips.

The City will coordinate with COAST to conduct another commute survey six months after completion of this Project to determine if the number of families walking to school has increased.

- 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.*

The Project provides a predictable and visible space for pedestrians. The Project location is right on the service boundary line for Cleveland and Franklin Elementary Schools (Adelante Charter School is next to Franklin School Campus) and is the same distance to both schools at

0.4 miles. There is also one bus stop just east of the bridge and roundabout along Salinas Street (about 200 feet away) providing a walk/transit connection. Franklin Neighborhood Center and Eastside Library are 0.2 miles from the bridge and Eastside Neighborhood Park is 0.1 mile away.

- 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 barrier to mobility on the Bridge is that there is no pedestrian facility on it, making it very difficult to navigate as a pedestrian. There is a blind corner feeding into the Bridge and vehicles do not have good visibility of pedestrians till they are at the bridge. The Metropolitan Transit District's (MTD) Line 2 crosses this bridge every 15 minutes on the side desired for the sidewalk, for a total of 65 times a day. Providing a pedestrian facility allows a safe and predictable space for Eastside families to use, thus improving their commute to and from school.

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.*

Currently, few pedestrians use this bridge, likely due to perceived danger involved with crossing this bridge by foot. Those that do cross the bridge are at increased risk for being involved in a collision due to lack of space for pedestrians, and poor sight lines approaching the bridge. Providing an exclusive space for pedestrians will remove this barrier.

While the potential for reducing the number of pedestrian and bicyclist involved collisions is small because current use is almost non-existent, there is great opportunity to remove safety hazards and introduce new users to this area.

- 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*

The proposed Project will reduce vehicle speeds on the bridge. The intersection immediately west of the bridge (Montecito and Yanonali Streets) will be realigned and converted to an all way stop, so vehicles will be approaching the bridge from a stopped position instead of the current free-flow approach.

The realigned intersection and all way stop conversion will improve sight lines on the bridge. Currently, the sight lines for the eastbound approach are the most restricted. While there have been no recent pedestrian involved collisions (likely due to lack of pedestrian use), there is a history of single vehicle collisions on the bridge that involve vehicles hitting the bridge rail. The realigned intersection will also improve safety for vehicles.

Also included in the project is improved safety lighting for streets and sidewalks approaching the bridge. Currently, lighting in the neighborhood is sparse. Lighting will improve visibility of pedestrians and cyclists at night.

- 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.*

There are no recent collisions involving pedestrians or cyclists on or near this bridge. Based on our discussions with the community and observations, pedestrians are generally fearful of crossing this bridge. Consequently, pedestrian crossing activity is almost non-existent.

This bridge carries approximately 6,000 vehicles per day, and is a transit and truck delivery route. From bridge rail to bridge rail, there is only enough room for two traffic lanes. There is no sidewalk, and no shoulder. The eastbound approach to the bridge is around a blind curve. The

bridge is shaded, and during daytime hours, objects on the bridge are difficult to see due to the contrast between sunny and shaded areas. See attached photos.

Also included in the project is improved safety lighting for streets and sidewalks approaching the bridge. Currently, lighting in this neighborhood is sparse. Improved lighting is one of the top requests from the community. Improved lighting on street approaches will benefit all users. Research into collision records found 50 nighttime collisions in the past 10 years in areas proposed for improved street lighting.

This project will also improve vehicle safety. In the past ten years, there have been eight single vehicle collisions on the bridge. All collisions involved eastbound vehicles losing control around the blind curve and crashing into the bridge rail. This type of collision demonstrates the traffic conditions that pedestrians are faced with trying to cross the bridge.

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.

The Public Works Department conducted a bilingual outreach effort on the Eastside Neighborhood in spring of 2013, to listen to resident's transportation concerns, and developed action steps to address those concerns. The Eastside Neighborhood Transportation Management Plan (Plan), which was adopted by City Council in July 2013, summarizes the process in which the neighborhood participated, the input they provided, and the plan of action they determined to address its concerns. The Plan was developed by a representative cross section of the neighborhood.

The Eastside Neighborhood Transportation Management Planning effort was an innovative neighborhood engagement process with less "staff talk" and more hands-on, "round-the-table"

listening to resident needs for walking, biking, and transit improvements. The process was extensive and included: a survey, where Eastside families were the focus groups; two public workshops that were held at Franklin Elementary School; two hearings before the City's Transportation Circulation Committee; two hearings before the Neighborhood Advisory Council; two hearings at City Council; and one hearing at a joint City Council and Santa Barbara School District meeting. There was also stakeholder outreach conducted with the Santa Barbara School District (Eastside School Principals/PTA/Information distribution in student Friday folders); the Coalition for Sustainable Transportation, COAST, who started the Eastside WALKS Program; the Santa Barbara Bicycle Coalition; Milpas Community Association; Our Lady of Guadalupe (religious institution); and Eastside residents, with a targeted focus on Eastside families.

The proposed Project was one of the needs identified by the community to enhance the walking experience along this bridge to and from school. In January 2014, City Council backed the neighborhood and community process by committing \$433,000 of general fund monies toward the realization of this Project.

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

The local participation and engagement process (described above) resulted in a priority listing and Plan to improve neighborhood livability by addressing pedestrian and traffic safety issues. The Eastside Neighborhood's feedback resulted in six main priority strategies to address pedestrian and traffic safety issues in the Eastside:

1. Improve Street Lighting
2. Enhance Walking Experience
3. Reduce Vehicle Speeds
4. Add Bicycle Amenities
5. Increase Outreach on Rules of the Road (motorists, pedestrians, cyclists)

6. Improve Bus Stops

The neighborhood's plan has twenty-eight (28) tasks recommended to accomplish these strategies and the tasks consist of a mix of engineering, enforcement and educational approaches. Eighteen (18) of the tasks can be accomplished within approved Streets Capital Budget for Fiscal Year 2014. The remaining ten (10) tasks are unfunded or partially funded capital improvements. The proposed Project was one of the neighborhood's capital infrastructure requests to enhance the walking experience along this bridge to and from school. In January 2014, City Council responded to the neighborhood by committing \$433,000 ff general fund money for this Project.

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 (YES), safe routes to school plan (YES), active transportation plan, trail plan, circulation element of a general plan(YES), or other publicly approved plan that incorporated elements of an active transportation plan (YES- Eastside Neighborhood Plan)? YES

In addition to the proposed Project being identified in the Eastside Neighborhood

Transportation Management Plan, the Project is also included in the following:

- The City's Six Year Capital Improvement Plan 2014-2019 (listed as an unfunded need).
- The City's Sidewalk Infill Program, which is a component of the City's Pedestrian Master Plan.
- The Project is identified as a "Hot Spot" in the Safe Routes to School Plan
- The Project is also alluded to in the Circulation Element of the General Plan for "elimination of walking barriers."

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.

Three alternatives to a new bridge were considered:

1. Do nothing. This alternative is not desirable because it does not address the barrier to pedestrian mobility.
2. Build a cantilevered sidewalk on the existing bridge. This was originally the preferred alternative, as the sidewalk can be built for approximately \$400,000. Santa Barbara's City Council provided \$433,000 in funding for this project. Once the project was initiated, it was discovered that a cantilevered sidewalk and associated railing would change water flow during a high flow event and would cause a rise in flood levels. During high flow events, water overtops the bridge, and anything built on top of the bridge will affect the flow of this overtopping water. This would affect the ability of adjacent residents to obtain flood insurance.
3. Build a separated pedestrian bridge beside the existing vehicle bridge. Again, this bridge would affect flow during high flow events and consequently, would have to be built outside (higher than) the floodway. Building a bridge higher than the floodway will cut off driveway access at an adjacent residential property, and also cause lengthy bridge approaches for ADA purposes. For these reasons, a separated pedestrian bridge is not considered feasible.

The nominated alternative was chosen because it addresses the barrier to pedestrian access and does not negatively impact the floodway. This alternative also provides vehicle safety benefits by realigning the adjacent intersection just west of the bridge.

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 $\frac{\text{Benefit}^*}{\text{Program Funds Requested}}$).*

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

The total benefit/project cost ratio is **1.14:1**.

$$\frac{\textit{Total Benefit } (\$4,416,787)}{\textit{Total Project Cost } (\$3,875,440)} = 1.14: 1$$

The total benefit/program funds requests ratio is **1.28:1**.

$$\frac{\textit{Total Benefit } (\$4,416,787)}{\textit{Total Program Funds Requested } (\$3,442,440)} = 1.28: 1$$

The total project benefits are \$6,001,337, including:

- Safety benefit of \$126,400
 - Indirect safety benefits of \$1,584,550 (not included in calculations)
- Active transportation benefit of \$4,290,387

Safety benefits were calculated using the same methodology used with HSIP grant applications. In addition to safety benefits for cyclists and pedestrians, those vehicles that use these streets will benefit from the improved safety lighting. See attached calculation sheets.

It was assumed that 712 pedestrians will use these new corridors each day. This was based on counting parallel routes within the neighborhood, and assuming a similar usage will occur on this new corridor. See attached sheets.

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 will create a culture that walks. 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. 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 is located in the Eastside neighborhood which is predominately Hispanic or Latino, low-to-moderate income families. 94.2% of Adelante Students, 97.9% of Cleveland Students and 95.7% of Franklin students are Hispanic or Latino. 80.1% of Adelante Students, 99.8% of Cleveland Students and 99.8% of Franklin students are on free and reduced lunch plans. The Project improves the walking experience along a school route by providing a sidewalk.

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)

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

The Project location straddles both Census Tracts 8.01 and 8.04. \$43,056 is the median household given from the American Community Survey for census tract 8.01. \$43,056 is the median household given from the American Community Survey for census tract 8.04. \$64,585 is the statewide median household income. 80% of

\$64,585 is \$51,668, which means the median household incomes for census tracts 8.01 and 8.04 are less than 80% of the statewide median.

- *California Communities Environmental Health Screen Tool (CalEnviroScreen) score for the community benefited by the project: 21.07*

The Project is located in zip code 93103. With the following statistics provided:

Population: 20,249

CalEnviroScreen Score: 21.07

Percentile Range: 61 - 70%

Indicator Percentiles

Ozone: 6

PM: 37

Diesel: 59

Pesticides: 41

TRI: 0

Traffic: 51

Cleanup Sites: 67

Groundwater: 88

Hazardous Waste: 58

Impaired Water Bodies: 51

Solid Waste: 96

Age: 27

Asthma: 13

Low Birth Weight: 62

Education: 69

Linguistic Isolation: 59

Poverty: 58

- *For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:*

80.1% of Adelante Students, 99.8% of Cleveland Students and 99.8% of Franklin

students are on free and reduced lunch plans.

- 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.*

The City of Santa Barbara’s Low to Moderate Income (LMI) in 2013 for a household of three is between \$35,850 and \$57,350 and between \$38,880 and \$63,700 for a household of four. The Project location straddles both Census Tracts 8.01 and 8.04. According to the Department of Housing and Urban Development’s CPD Maps, the low- and moderate-income persons make up 54 percent in Census Tract 8.01 and 52 percent in Census Tract 8.04. These census tracts are eligible census tracts for Community Development Block Grant Funds. However, given the Project cost, there are not enough funds in that funding source on a yearly level to fund this Project.

- 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.*

The proposed Project is located in the Eastside neighborhood; a disadvantaged community that is predominately Hispanic or Latino, low-to-moderate income families. 94.2% of Adelante Students, 97.9% of Cleveland Students and 95.7% of Franklin students are Hispanic or Latino. 80.1% of Adelante Students, 99.8% of Cleveland Students and 99.8% of Franklin students are on free and reduced lunch plans. Many families depend on alternative transportation to get to school and work. The Project will increase walking by constructing a bridge that will have a sidewalk on it.

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 April 30, 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 April 30, 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: Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

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)

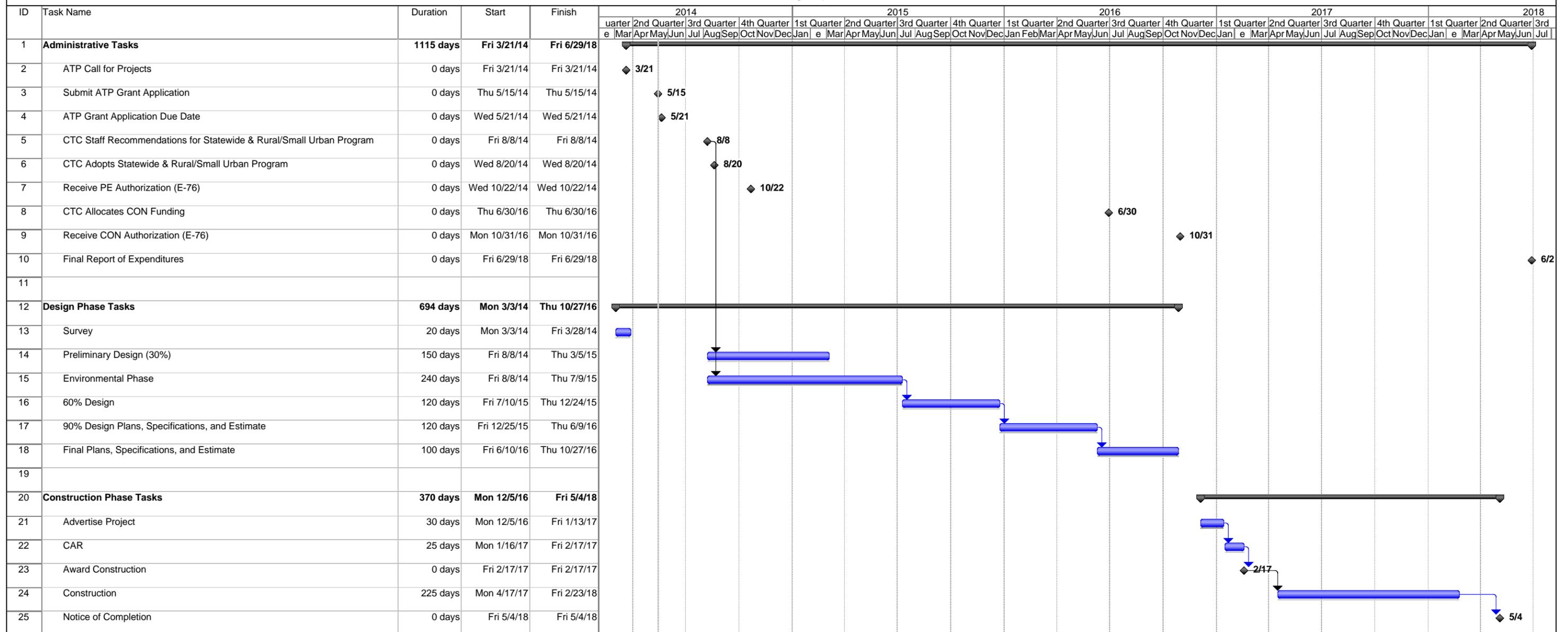
General Instructions

<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						
Montecito Street Bridge Replacement & Pedestrian Improvements						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
<p>The Project is located on Montecito/Yanonali Street over Sycamore Creek the City of Santa Barbara. The proposed Project will demolish the existing vehicular bridge and construct a new vehicular bridge with a sidewalk along the east side as the existing bridge has no sidewalks, and no shoulders for pedestrian use. The intersection of Montecito and Yanonali Streets will be converted to an all-way stop. Additional sidewalk is proposed along Montecito and Salinas Streets. Pedestrian scale lighting is also proposed to make the route to school safe and visible.</p>						
<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
<p>The Eastside neighborhood is a low-to-moderate income neighborhood and many families depend on alternative transportation. Crossing Sycamore Creek at this location is uncomfortable as the existing lanes are narrow, there is no sidewalk or shoulder area for pedestrians, and sight lines are limited. Due to the additional distance required to avoid this crossing, many families still choose to walk and bike across the existing bridge as it is the most convenient path to and from important neighborhood destinations including schools, parks, a community center and a library. A new bridge is required to be constructed at this location in order to certify that the post project condition will not cause a rise in flood elevations.</p>						
Project Benefits						<input type="checkbox"/> See page 2
<p>By providing a sidewalk for pedestrians and reducing speeds of vehicles (via the reconfigured T-intersection with all way stop control) as well as improving lighting, the project will increase walking and biking and will enhance the experience for those already using this important corridor. The entire community will benefit as increased walking and biking will decrease traffic congestion and air pollution.</p>						
<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	ND/CE	05/15/15
Draft Project Report						06/10/15
End Environmental Phase (PA&ED Milestone)						07/09/15
Begin Design (PS&E) Phase						07/10/15
End Design Phase (Ready to List for Advertisement Milestone)						10/27/16
Begin Right of Way Phase						03/15/16
End Right of Way Phase (Right of Way Certification Milestone)						04/15/16
Begin Construction Phase (Contract Award Milestone)						02/17/17
End Construction Phase (Construction Contract Acceptance Milestone)						02/23/18
Begin Closeout Phase						02/26/18
End Closeout Phase (Closeout Report)						05/04/18

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95834.

Montecito-Yanonalí Bridge Replacement



Project: Schedule
Date: Wed 5/14/14

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:	5/14/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
05						
Project Title						
Montecito Street Bridge Replacement & Pedestrian Improvements						
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 55 tons annually.</p>						

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Montecito/Yanonali Street Pedestrian Facility
ATP Application
CO2 Reduction Calculations

CO2 Reduction Benefit

Expected peak hour ped use for Montecito bridge =	57.0 pedestrians
Assume .08 k value, daily volume =	712.5 pedestrians
Annual volume =	260,062.5 pedestrians
Average distance traveled per ped =	0.5 mile
Total miles travelled =	130,031.3 miles
Total Annual Vehicle Miles Reduced =	130,031 miles
CO2 Reduced Per Vehicle Mile (grams) =	423 g
Annual Reduction in CO2 (grams) =	55,003,219 grams/year
<u>Annual Reduction in CO2 (tons) =</u>	<u>55.00 tons/year</u>

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/14/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SB	Local				
Project Title: Montecito Street Bridge Replacement & Pedestrian Improvements						

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)		147						147	
PS&E		450						450	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		133	3,145					3,278	
TOTAL		730	3,145					3,875	

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)		147						147	
PS&E		450						450	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,845					2,845	
TOTAL		597	2,845					3,442	

Fund No. 2:	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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		133	300					433	
TOTAL		133	300					433	

Fund No. 3:									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									
TOTAL									

Project name: Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

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)	\$	597,000
Right-of-Way Phase	\$	0
Construction Phase-Infrastructure	\$	2,845,000
Construction Phase-Non-infrastructure	\$	0
Total for ALL Phases	\$	3,442,000

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

Amount

PE Phase (City Discretionary Funds - Voluntary Match)	\$	133,000
Construction Phase - Infrastructure (City Voluntary Match)	\$	300,000
	\$	
	\$	
	\$	
	\$	

*Must indicate which funds are matching

Total Project Cost	\$	3,875,000
Project is Fully Funded	Yes	

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

Amount

Request for funding a Plan	\$	0
Request for Safe Routes to Schools Infrastructure work	\$	3,442,000
Request for Safe Routes to Schools Non-Infrastructure work	\$	0
Request for other Non-Infrastructure work (non-SRTS)	\$	0
Request for Recreational Trails work	\$	0

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P	08/20/2014	10/22/2014
PS&E	08/20/2014	10/22/2014
Right-of-Way		
Construction	06/30/2016	10/31/2016

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: Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

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: [Handwritten 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: [Handwritten 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: [Handwritten Signature]
Name: Dr. Cynthia White
Title: Principal

Date: 5.12.14
Phone: (805) 963-8873
e-mail: cwhite@sbsdk12.org

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: _____
Title: _____

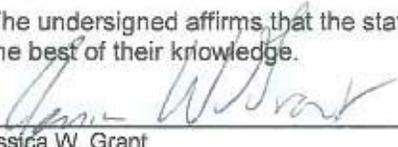
Date: _____
Phone: _____
e-mail: _____

*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: Montecito Street Bridge Replacement & Pedestrian Improvements

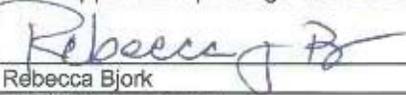
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Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: 
Name: Rebecca Bjork
Title: Public Works Director

Date: 5-13-14
Phone: 805-564-5378
e-mail: rbjork@santabarbaraca.gov

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

Signature: 
Name: Casie Killgore
Title: Principal

Date: 5/12/14
Phone: (805) 963-4283
e-mail: ckillgore@sbsdk12.org

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: _____
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:

Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

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.

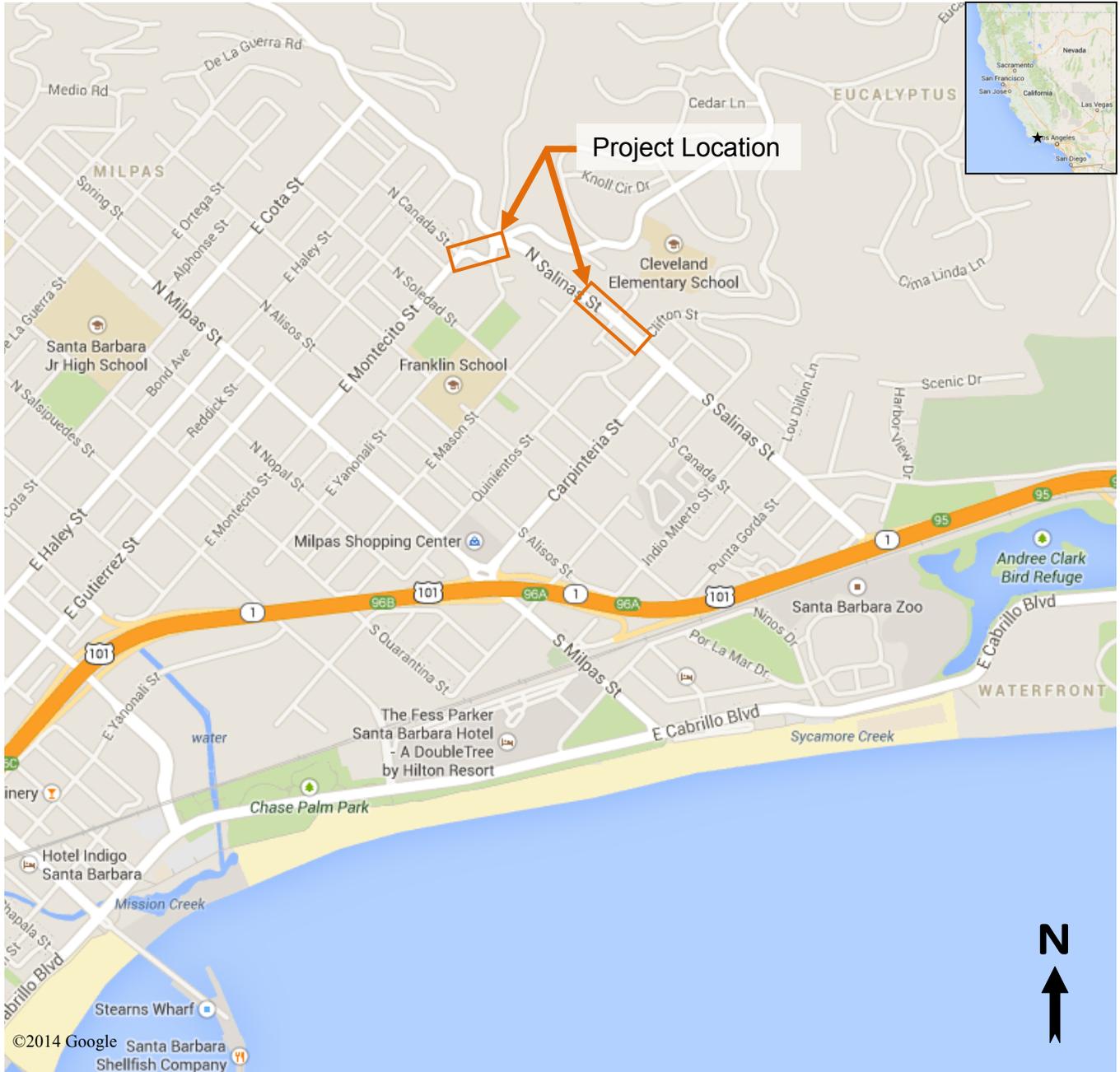
- Documentation of the public participation process (required)

- 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 Montecito-Yanonali Bridge Replacement



Project Map

1" = 1400'

Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

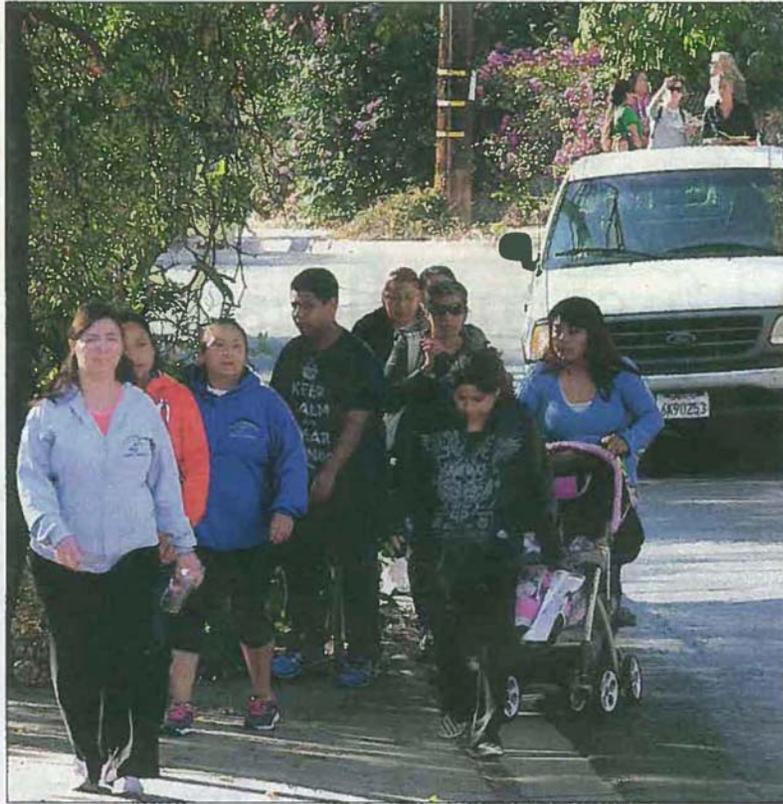
In the News



Maria Delgado and other Eastside residents hold up signs Wednesday encouraging the City of Santa Barbara to fix the bridge at Montecito and Yanonali streets. (Lara Cooper / Noozhawk photo)

Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

In the News



STEVE MALONE / NEWS-PRESS PHOTOS

Traffic leaves little room for pedestrians on the Sycamore Street Bridge on Yanonali Street.



Protesters stand at the east end of the Sycamore Street Bridge on Yanonali Street while an MTD bus passes on Wednesday. Neighborhood residents say pedestrians need a sidewalk to safely cross the bridge.

Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

In the News



Paul Wellman, Santa Barbara Independent

THREADING THE NEEDLE: Emily Rorden and son Jace make their way across the sidewalk-free Yanonali Street bridge during morning rush hour. Neighbors have been asking City Hall for a sidewalk for nearly 15 years. Monday night, the City Council finally obliged.

Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

Street View Looking North



Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

Street View Looking South



CITY OF SANTA BARBARA

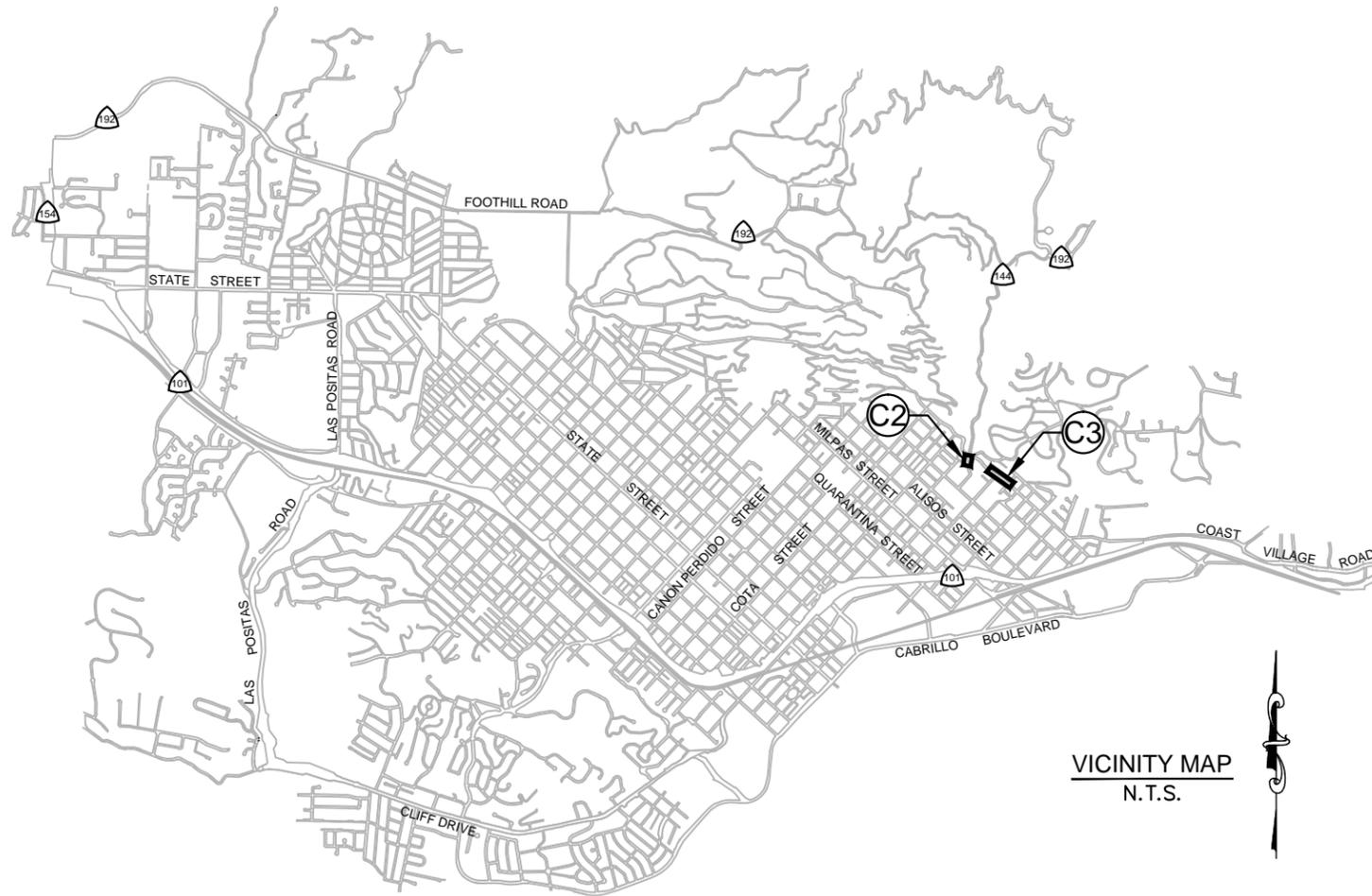
MONTECITO-YANONALI BRIDGE REPLACEMENT PROJECT



PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE _____
CITY ENGINEER ORIGINAL SIGNED DATE

DESIGN	AG	DATE	APPROVED	DATE
DRAWN	AG			
CHECKED	BD			
30 %				
DRAFT				



SHEET INDEX			
SHEET #	SHEET DESIGNATOR	TITLE	DESCRIPTION
1	G1	TITLE SHEET	TITLE SHEET
2	C1	SITE PLAN	SITE PLAN
3	C2	MONTECITO STREET	AT YANONALI STREET
4	C3	SALINAS STREET	FROM MASON ST TO CLIFTON ST
5	C4	DETAILS 1	DETAILS 1
6	C5	DETAILS 2	DETAILS 2

MONTECITO-YANONALI BRIDGE REPLACEMENT

TITLE SHEET

SYMBOL LEGEND

- | | | |
|--------------------------------|-----------------------------|---------------------------------|
| —W— EXISTING WATER MAIN | —CTV— EXISTING CABLE TV | ◻ WM EXISTING WATER METER |
| —G— EXISTING GAS MAIN | — EXISTING EDGE OF PAVEMENT | ○TMH EXISTING TELEPHONE MANHOLE |
| —S— EXISTING SEWER MAIN | — EXISTING FLOWLINE | ◻ E EXISTING ELECTRIC PULL BOX |
| —E— EXISTING SCE MAIN | ○FH EXISTING FIRE HYDRANT | ● EXISTING POWER POLE |
| —T— EXISTING TELEPHONE MAIN | ○WV EXISTING WATER VALVE | —○ EXISTING STREET SIGN |
| —SD— EXISTING STORM DRAIN MAIN | ○GV EXISTING GAS VALVE | ★ EXISTING STREET LIGHT |
| —O— EXISTING FENCE | ◻ GM EXISTING GAS METER | ◎ EXISTING CITY MONUMENT |
| —R/W— RIGHT OF WAY LINE | | ○ EXISTING IP SURVEY MARKER |

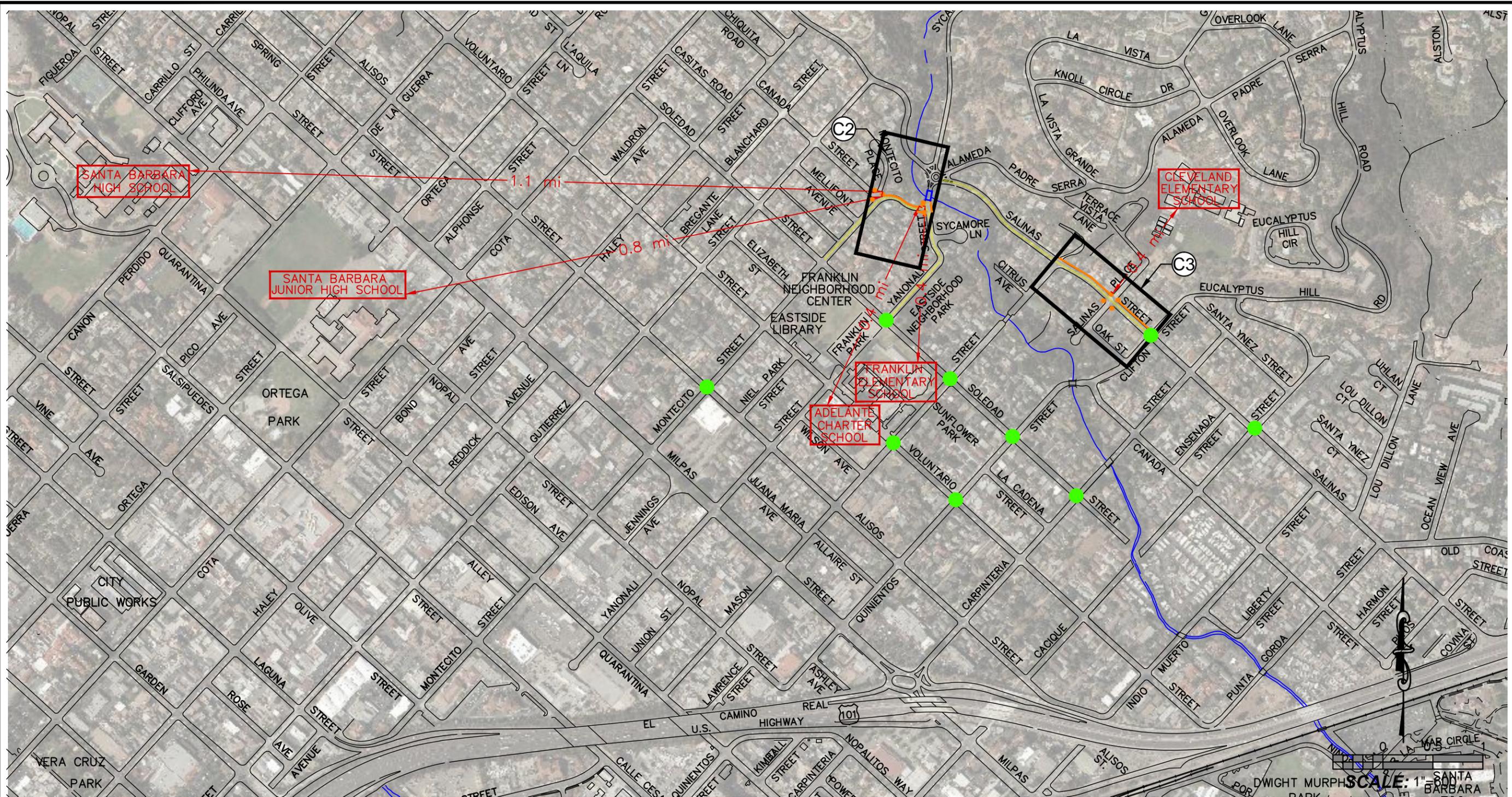
ABBREVIATION LEGEND

- | | |
|------------------------|-----------------------|
| BM BENCHMARK | MH MANHOLE |
| BOW BACK OF WALK | NTS NOT TO SCALE |
| CTV CABLE TELEVISION | R/W RIGHT OF WAY |
| DWY DRIVEWAY | S SEWER |
| E ELECTRICAL | SD STORM DRAIN |
| ECONC EDGE OF CONCRETE | T TELEPHONE |
| FH FIRE HYDRANT | TC TOP OF CURB |
| FL FLOW LINE | TMH TELEPHONE MANHOLE |
| FOW FRONT OF WALK | P PAVEMENT |
| G GAS | W WATER |



Know what's below.
Call before you dig.

2014-XXXX	
PBW. NO.	
XXXX	G1
BID NO.	SHT. DES.
C-1-XXXX	
DWG. NO.	



SITE PLAN

LEGEND:

- SIDEWALK INFILL
- LIGHTING CORRIDOR – SEE TYPICAL LIGHTING CORRIDOR DETAIL A/C4
- RAMP INSTALLATION
- REPLACE BRIDGE
- RECENT SAFE ROUTES TO SCHOOL IMPROVEMENTS

*ALL DISTANCES SHOWN ARE APPROXIMATE WALKING DISTANCES FROM NEAREST PROPOSED PEDESTRIAN IMPROVEMENT TO SCHOOL ENTRANCE.



Know what's below.
Call before you dig.

Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements



PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

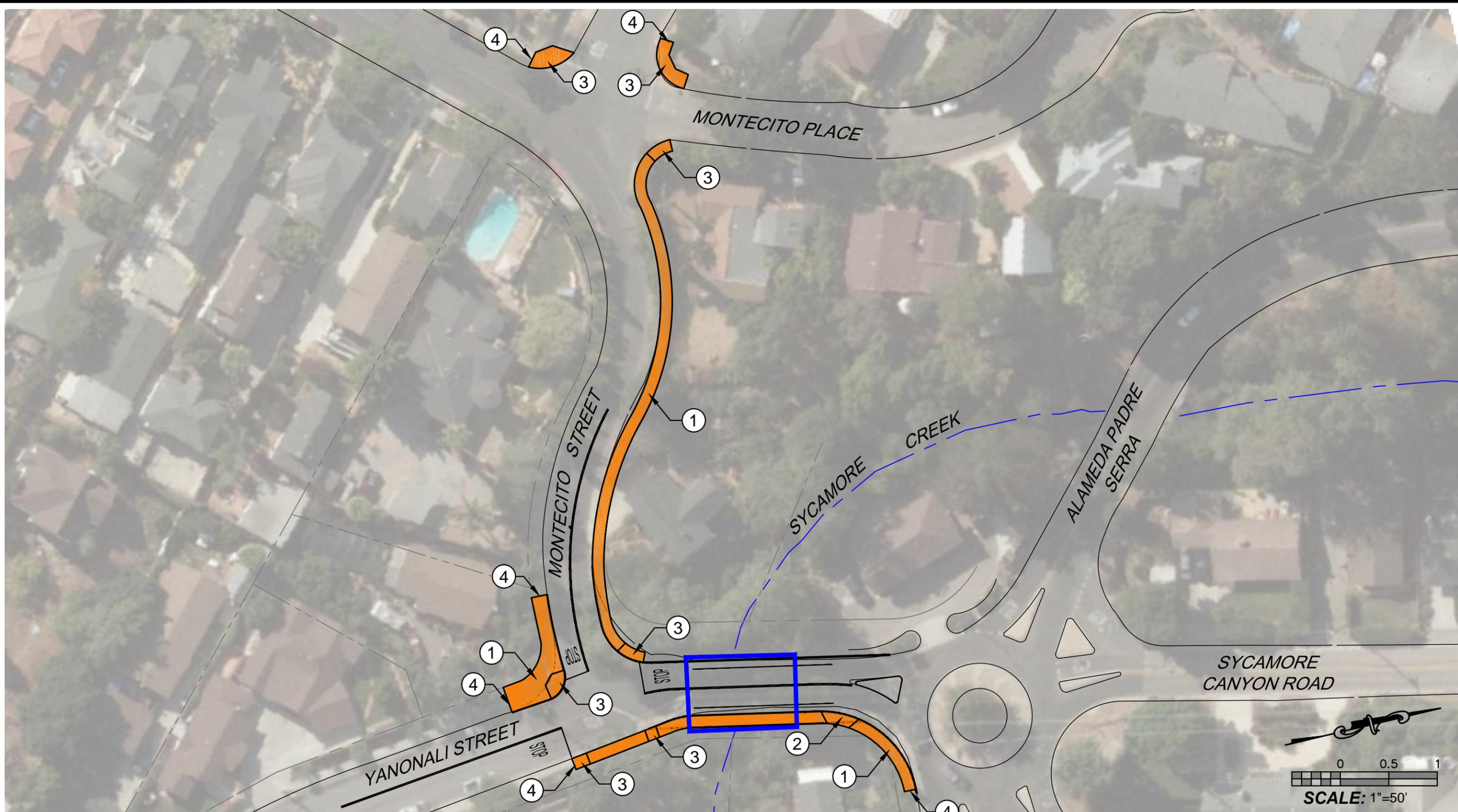
APPROVED:	DATE
CITY ENGINEER	ORIGINAL SIGNED DATE

DESIGN	AG	30 %	DRAFT
DRAWN	AG		
CHECKED	BD		

NO.	DATE	APPROVED	REVISIONS

SITE PLAN

2014-XXXX	PBW. NO.
XXXX	C1
C-1-XXXX	SHT. DES.
	DWG. NO.



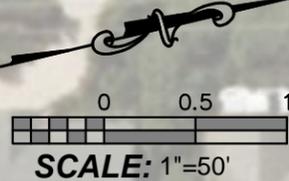
SITE PLAN

CONSTRUCTION NOTES:

- ① CONSTRUCT CONCRETE SIDEWALK PER CITY STANDARD DETAILS
- ② CONSTRUCT CONCRETE DRIVEWAY PER CITY STANDARD DETAILS
- ③ CONSTRUCT CONCRETE ACCESS RAMP PER CITY STANDARD DETAILS
- ④ MEET & MATCH EXISTING STRUCTURE

LEGEND:

- CONCRETE CONSTRUCTION
- EXISTING EDGE OF PAVEMENT
- NEW EDGE OF PAVEMENT
- NEW BRIDGE LIMITS



PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

DESIGN	AG	DATE	
DRAWN	AG	CITY ENGINEER	
CHECKED	BD	ORIGINAL SIGNED DATE	

30 %
DRAFT

NO.	DATE	APPROVED	REVISIONS

MONTECITO-YANONALI BRIDGE REPLACEMENT
**MONTECITO STREET
AT YANONALI STREET**

2014-XXXX	PBW. NO.
XXXX	C2
C-1-XXXX	DWG. NO.



CONSTRUCTION NOTES:

- ① CONSTRUCT CONCRETE SIDEWALK PER CITY STANDARD DETAILS
- ② CONSTRUCT CONCRETE DRIVEWAY PER CITY STANDARD DETAILS
- ③ CONSTRUCT CONCRETE ACCESS RAMP PER CITY STANDARD DETAILS
- ④ MEET & MATCH EXISTING STRUCTURE

SITE PLAN

LEGEND:

 CONCRETE CONSTRUCTION



PUBLIC WORKS
DEPARTMENT
ENGINEERING DIVISION

APPROVED: _____ DATE _____
CITY ENGINEER ORIGINAL SIGNED DATE _____

DESIGN AG _____
DRAWN AG _____
CHECKED BD _____
30 %
DRAFT

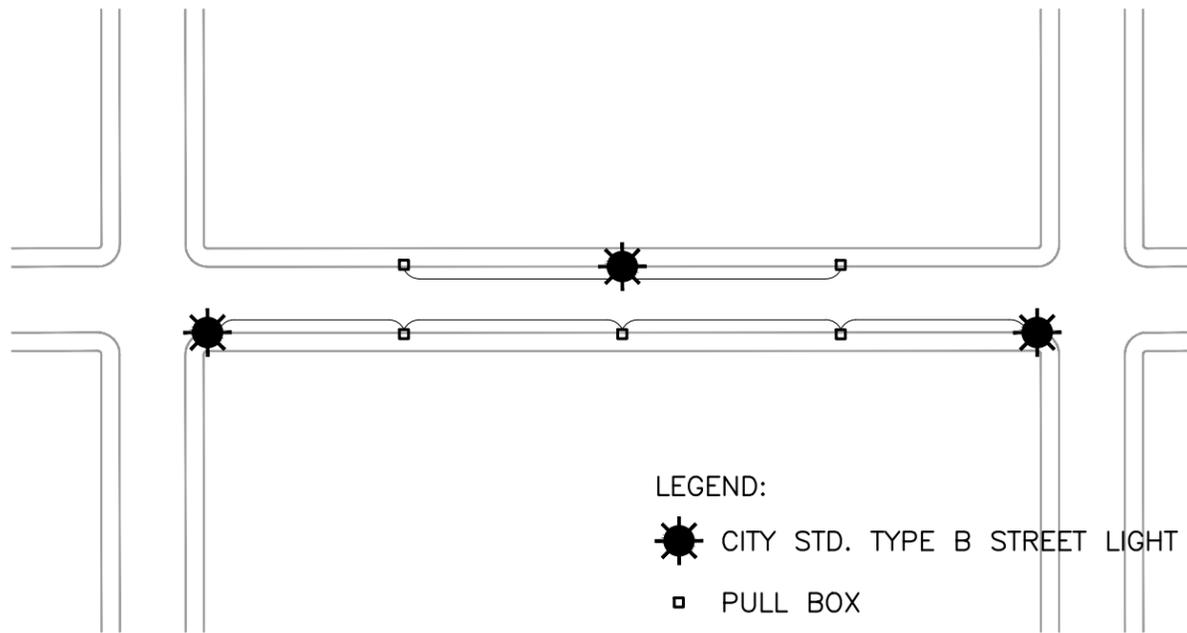
NO.	DATE	APPROVED	REVISIONS

MONTECITO-YANONALI BRIDGE REPLACEMENT
SALINAS STREET
FROM MASON ST TO CLIFTON ST

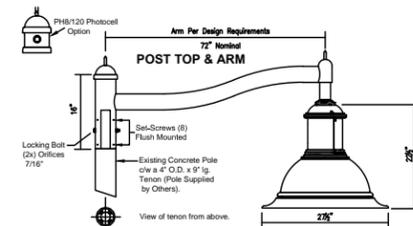
2014-XXXX
PBW. NO.
XXXX C3
C-1-XXXX
DWG. NO.



Know what's below.
Call before you dig.
Montecito-Yanohali Street Bridge
Replacement & Pedestrian Improvements

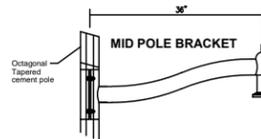


A TYPICAL LIGHTING CORRIDOR
NTS



Luminaire: See L-05.0 for luminaire selection details.

Post Top Arm: Standard - 6'
Optional - 8', 10', 12'



Adapter: Aluminum Clamps, mechanically fastened to pole by stainless steel bolts and nuts. For installation on octagonal tapered cement pole.

B LUMINAIRE CITY STANDARD L-02.1
NTS

Description of Components:

Lamp: As specified by Contract requirements. Default shall be LED type. **Optical System:** (TH3F), I.E.S. type III hyper-extensive (asymmetrical). Horizontal lamp position in a 15 degree angle. **Weather tightness IP66 rating.** This assembly is toolfree removable from the technical ring.

Ballast: Matching Ballast included with lamp. Connected to 120 volts. Assembled on a unitized removable tray with quick disconnect plug. **Access-Mechanism:** A die cast 360 aluminum technical ring with latch and hinge complete with a cast-in reflector. The mechanism shall offer toolfree access to the inside of the luminaire. An embedded memory-retentive gasket shall ensure weatherproofing.

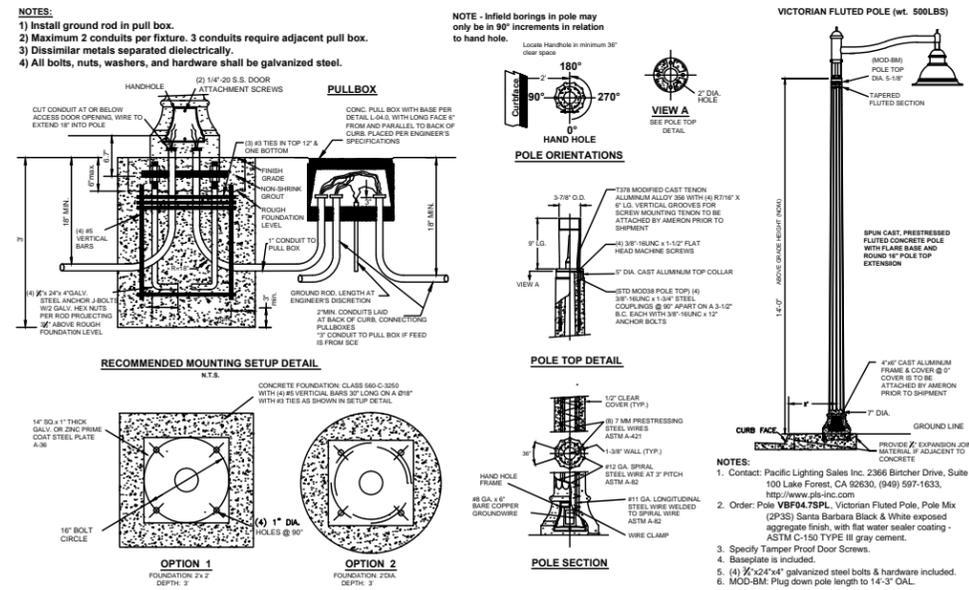
Central Tubing: Made of aluminum tubing, 4 1/2" outside diameter, slip fits over a 4" diameter by 9" long pole tenon, mechanically fastened by two levels of 3/8-16 UNC set-screws & a 1/2" Locking Bolt.

Photo Cell: Twist lock type photocell, 120 volts, complete with an orientable cover. (Optional)

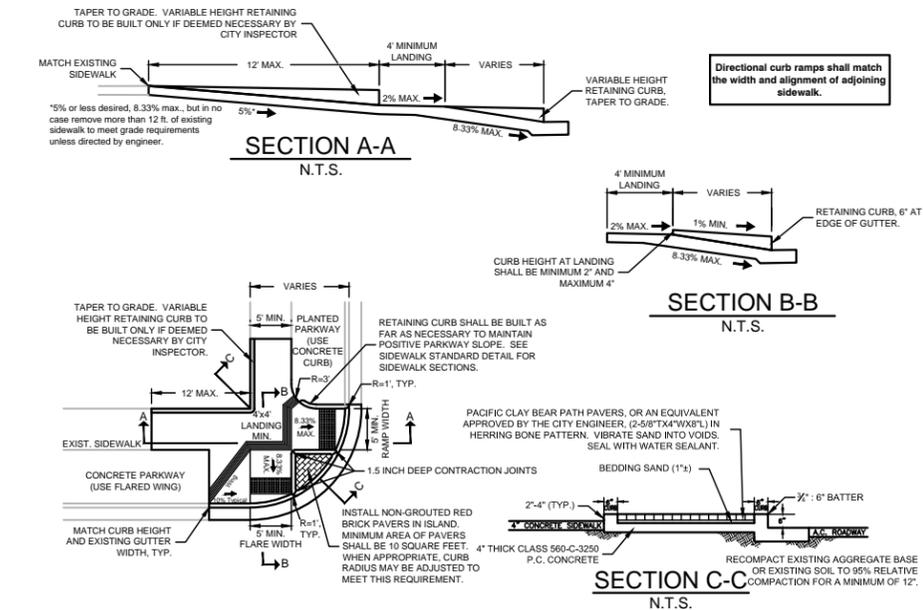
Hardware: All exposed screws will be in stainless steel. All seals and sealing devices are made and/or lined with EPDM and/or silicone.

Finish: Lumec custom color **PS311G128 Malaga Green** (SC1TX) or matching RAL Classic System color RAL6005.

- NOTES:**
- Contact: Prudential Lighting Products, (805) 598-3973, <http://www.plpnorth.com>
 - Order: Luminaire as specified by contract (default shall be LED type), and request arm length as specified by contract. Mid Pole Bracket, if required by contract, is pole specific and includes arm.
 - Post Top, Arm, Mid Pole Bracket and installation hardware, including 3/8" locking bolt, to be provided by manufacturer.
 - 3/8" hole to be drilled in Post Top by Contractor.
 - 3/8" bore hole thru pole tenon for locking bolt to be drilled by Contractor.
 - Post Top & Arm, and Mid Pole Bracket alignment typically perpendicular to curbface, must be prior approved by Project Engineer.
 - Mid Pole Bracket location height on pole is set approximately at 14'. Contractor will bore electrical access hole in pole.
 - Optical system to be aligned in field per Manufacturers Streetside direction label identified in fixture.
 - A sticker indicating lamp wattage shall be placed on the underside of the arm nearest the pole. For HPS lamps, the sticker shall be yellow with a black number.



C LIGHT POLE CITY STANDARD L-03.0
NTS



D ACCESS RAMP CITY STANDARD H-07.1
NTS



PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION		DATE
APPROVED:	AG	DATE
DESIGN	AG	
DRAWN	AG	
CHECKED	BD	
		30 %
		DRAFT
CITY ENGINEER		ORIGINAL SIGNED DATE
NO.		REVISIONS

MONTECITO-YANONALI BRIDGE REPLACEMENT
DETAILS 1

2014-XXXX	PBW. NO.
XXXX	SHT. DES.
C-1-XXXX	DWG. NO.

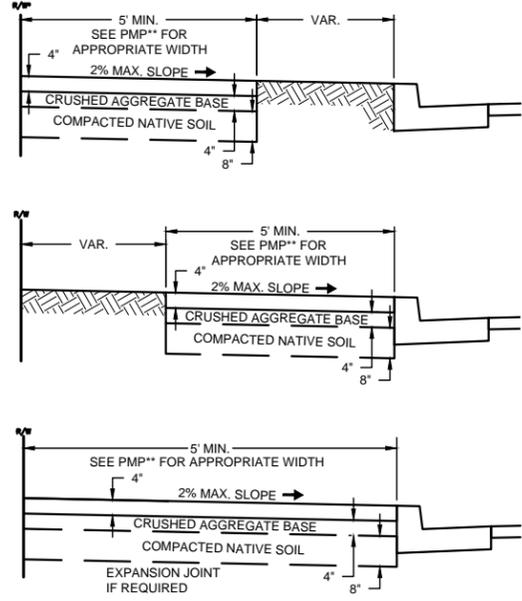


Know what's below.
Call before you dig.
Montecito-Yanonali Street Bridge
Replacement & Pedestrian Improvements

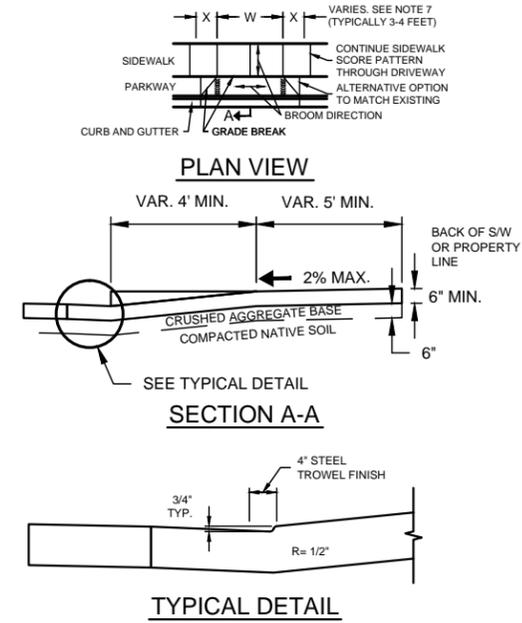
NOTES:

1. Type "A" sidewalk shall be used in residential areas.
2. Type "B" sidewalk may be used during reconstruction as an alternate to Type "A" in residential areas, when approved by the City Engineer or designee.
3. Type "C" sidewalk shall be used in commercial areas.
4. Sidewalk width shall be as shown, unless otherwise specified on the plans
5. Provide 1.5 inch deep score joints @ 10 feet (30 feet if trees present), and 0.25 inch scoremarks at 5 foot spacing, and isolation joints at all adjacent structures, or match existing score pattern.
6. Exposed edges, joints and score marks shall be round-finish with an approved tool.
7. All survey monuments shall be identified, protected, and reset by a licensed land surveyor. (See General Note 9 on Standard Detail H-01.0).
8. Where necessary to replace existing sidewalk, cold joint shall be made at existing joint, or min. 1.5 inch sawcut at nearest score mark.
9. In special districts of the City, sidewalk shall match scoring and color of existing decorative sidewalk. (i.e., State Street, Carrillo Street, Chapala Street).
10. All utility boxes shall be placed at the back of curb.
11. Minimum of 4' clear space shall be provided around all tree wells, utility boxes/poles, benches, and other obstructions (5' preferred).

*R/W = Right of Way
 **PMP = Pedestrian Master Plan



E SIDEWALK CITY STANDARD H-06.1
 NTS



F RESIDENTIAL DRIVEWAY CITY STANDARD H-03.0
 NTS

NOTES:

1. This driveway is to be used in residential areas, when plans showing such use are approved by the City Engineer, or designee, and for replacement of driveway only.
2. Driveway width (W) shall be 10 feet minimum and 16 feet maximum. Any driveway or combination of driveways which exceed the maximum width must be approved by the City Transportation Planning Manager, City Engineer, or designee.
3. Where driveway width exceeds 12 feet, provide a 1.5 inch deep contraction joint in center.
4. The driveway slab shall be 6 inches thick. The sidewalk within the driveway width shall be 6 inches thick (see note 5 for exceptions).
5. Driveway with 8 inch slab thickness shall be used when serving three or more residences, or when plans showing such use are approved by the City Engineer or designee.
6. Gutter width shall match adjacent gutter.
7. Flare width (X) shall be 1 foot for each 2 inches of curb height.
8. Driveway flares, slabs and gutters shall be placed monolithically.
9. Where existing gutter has been overlaid, and a new driveway is being installed, the new gutter shall be installed to match existing gutter. Asphalt concrete shall be placed over the new gutter to the grade of the existing pavement.
10. Driveway approach consists of gutter, ramp, and sidewalk portions, placed monolithically.
11. See detail H-06.1 for sidewalk.
12. Where existing gutter exceed 3 feet, and concrete is in good condition, an 18" cut into existing gutter may be made if approved by City inspector.
13. Provide a minimum 5' wide sidewalk across driveway at 2% slope.



PUBLIC WORKS
 DEPARTMENT
 ENGINEERING DIVISION

APPROVED: _____ DATE _____
 CITY ENGINEER ORIGINAL SIGNED DATE _____

NO.	DATE	APPROVED	DESIGN	AG	DRAWN	AG	CHECKED	BD	30 %	DRAFT

MONTECITO-YANONALI BRIDGE REPLACEMENT
DETAILS 2

2014-XXXX
 PBW. NO.
 XXXX C5
 BID NO. SH. DES.
 C-1-XXXX
 DWG. NO.



Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements

Montecito Street Bridge Pedestrian Improvements					
DETAILED ENGINEER'S ESTIMATE					
Estimate Date: 05/12/2014					
Item #	Item Description	Quantity	Unit of Measure	Engineer's Estimate	
				Unit Price	Item Total
C-1	MOBILIZATION	1	LS	\$36,000.00	\$36,000.00
C-2	TRAFFIC CONTROL	1	LS	\$24,000.00	\$24,000.00
C-3	CLEARING & GRUBBING	1	LS	\$12,000.00	\$12,000.00
C-4	SWPPP	1	LS	\$12,000.00	\$12,000.00
C-5	HARDSCAPE REMOVAL	6000	SQFT	\$3.60	\$21,600.00
C-6	STRUCTURE EXCAVATION AND ROUGH GRADING	1	LS	\$36,000.00	\$36,000.00
C-7	REMOVE EXISTING BRIDGE	1	LS	\$60,000.00	\$60,000.00
C-8	CIDH PILE 24" DIAMETER	2000	LF	\$180.00	\$360,000.00
C-9	REINFORCED CONCRETE GRADE BEAM ABUTMENT	2	EA	\$24,000.00	\$48,000.00
C-10	WING WALLS	100	LF	\$480.00	\$48,000.00
C-11	BRIDGE CONSTRUCTION	1	LS	\$600,000.00	\$600,000.00
C-12	BRIDGE APPROACH SLAB	160	SQFT	\$60.00	\$9,600.00
C-13	CRUSHED AGGREGATE BASE (4" OR 6" DEEP UNDER ALL PCC AND AC)	180	TN	\$60.00	\$10,800.00
C-14	4" THICK PCC SIDEWALK	7000	SQFT	\$18.00	\$126,000.00
C-15	8" PCC CURB & GUTTER	1200	LF	\$60.00	\$72,000.00
C-16	8" THICK PCC RESIDENTIAL DRIVEWAY	900	SQFT	\$24.00	\$21,600.00
C-17	SIDEWALK ACCESS RAMP	11	EA	\$18,000.00	\$198,000.00
C-18	CONCRETE BLOCK RETAINING WALL (TALL)	200	LF	\$600.00	\$120,000.00
C-19	CONCRETE BLOCK RETAINING WALL (SHORT)	85	LF	\$480.00	\$40,800.00
C-20	ASPHALT CONCRETE PAVEMENT (4" DEEP)	60	TN	\$360.00	\$21,600.00
C-21	REMOVE/RELOCATE DRAINAGE STRUCTURES	1	LS	\$18,000.00	\$18,000.00
C-22	RELOCATE SEWER LINE	1	LS	\$9,000.00	\$9,000.00
C-23	SIGNAGE AND STRIPING	1	LS	\$3,000.00	\$3,000.00
C-24	FURNISH & INSTALL PULL BOXES	80	EA	\$600.00	\$48,000.00
C-25	FURNISH & INSTALL CONDUITS	3250	LF	\$36.00	\$117,000.00
C-26	FURNISH & INSTALL METER PEDESTAL	3	EA	\$3,000.00	\$9,000.00
C-27	FURNISH & INSTALL BRIDGE LIGHTING SYSTEM	1	LS	\$6,000.00	\$6,000.00
C-28	FURNISH & INSTALL TYPE B LIGHT POLE WITH FIXTURE	24	EA	\$15,000.00	\$360,000.00
C-29	TRASH RECEPTACLES	2	EA	\$1,200.00	\$2,400.00
	Bid List Total				\$2,450,400.00
	10% Contingency				\$245,040.00
	TOTAL CIVIL CONTRACT AMOUNT (Rounded to nearest \$1,000)				\$2,695,000.00
Total Project Cost					
Design	Design Contract				\$500,000.00
	Engineering Staff Time				\$150,000.00
	Surveying				\$15,000.00
	Environmental				\$65,000.00
	Design Total				\$730,000.00
Construction	Contract				\$2,695,000.00
	Construction Management				\$400,000.00
	Material Testing				\$50,000.00
	Construction Total				\$3,145,000.00
Total Project Cost					\$3,875,000.00

Documentation of Approved Plans/Public Participation Process

Montecito Street Bridge Replacement & Pedestrian Improvements

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

1. 2014-2019 Capital Improvement Program (March 2013):
 - a. Project Description on Page A-89
 - 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 Pedestrian Master Plan
 - a. [Chapter 06: Goal 2 - Establishing and enhancing Safe Routes to School](#)
 - i. Safe Routes to School Maps for Franklin, Cleveland and Adelante Elementary Schools attached. Adelante is referenced as Cesar Chavez School.
 - b. Online Link:
http://www.santabarbaraca.gov/gov/depts/pw/transpark/master_plans/pedestrian_master_plan.asp
3. Eastside Neighborhood Transportation Management Plan (July 2013)
 - a. Pages: 22-23 (Enhance Walking Experience), 26-27 (Add Bicycle Amenities), 33 (Unfunded Capital Projects) (Attached)
 - b. Online Link:
<http://www.santabarbaraca.gov/civicax/filebank/blobdload.aspx?blobid=34375>
 - c. The process was extensive and included the following for public participation: a survey, where Eastside families were the focus groups; two public workshops that were held at Franklin Elementary School; two hearings before the City's Transportation Circulation Committee; two hearings before the Neighborhood Advisory Council; two hearings at City Council; and one hearing at a joint City Council and Santa Barbara School District meeting. There was also stakeholder outreach conducted with the Santa Barbara School District (Eastside School Principals/PTA/Information distribution in student Friday folders); the Coalition for Sustainable Transportation, COAST, who started the Eastside WALKS Program; the Santa Barbara Bicycle Coalition; Milpas Community Association; Our Lady of Guadalupe (religious institution); and Eastside residents, with a targeted focus on Eastside families.

Neighborhood Improvement Taskforce

Pedestrian Bridge over Sycamore Creek along Montecito Street

Description:

Place new single span pedestrian/bike bridge over Sycamore Creek along East Yanonali Street/Montecito Streets.



Specific Plans or Policies Relating to this Project:

The project was identified by the Neighborhood Improvement Task Force, Neighborhood Advisory Council and Coalition of Sustainable Transportation (COAST). Circulation Element and Pedestrian Master Plan goal to increase walking within neighborhoods via pedestrian connections. This bridge would connect the Lower Riviera and Upper Riviera neighborhoods and provide a safe route to school link to Cleveland Elementary School.

Status:

The pedestrian bridge would require right of way acquisition. The project is in the flood zone and would not be eligible for CDBG funding. The project has not commenced due to lack of funding. Grant opportunities will continue to be explored.

Capital Costs:

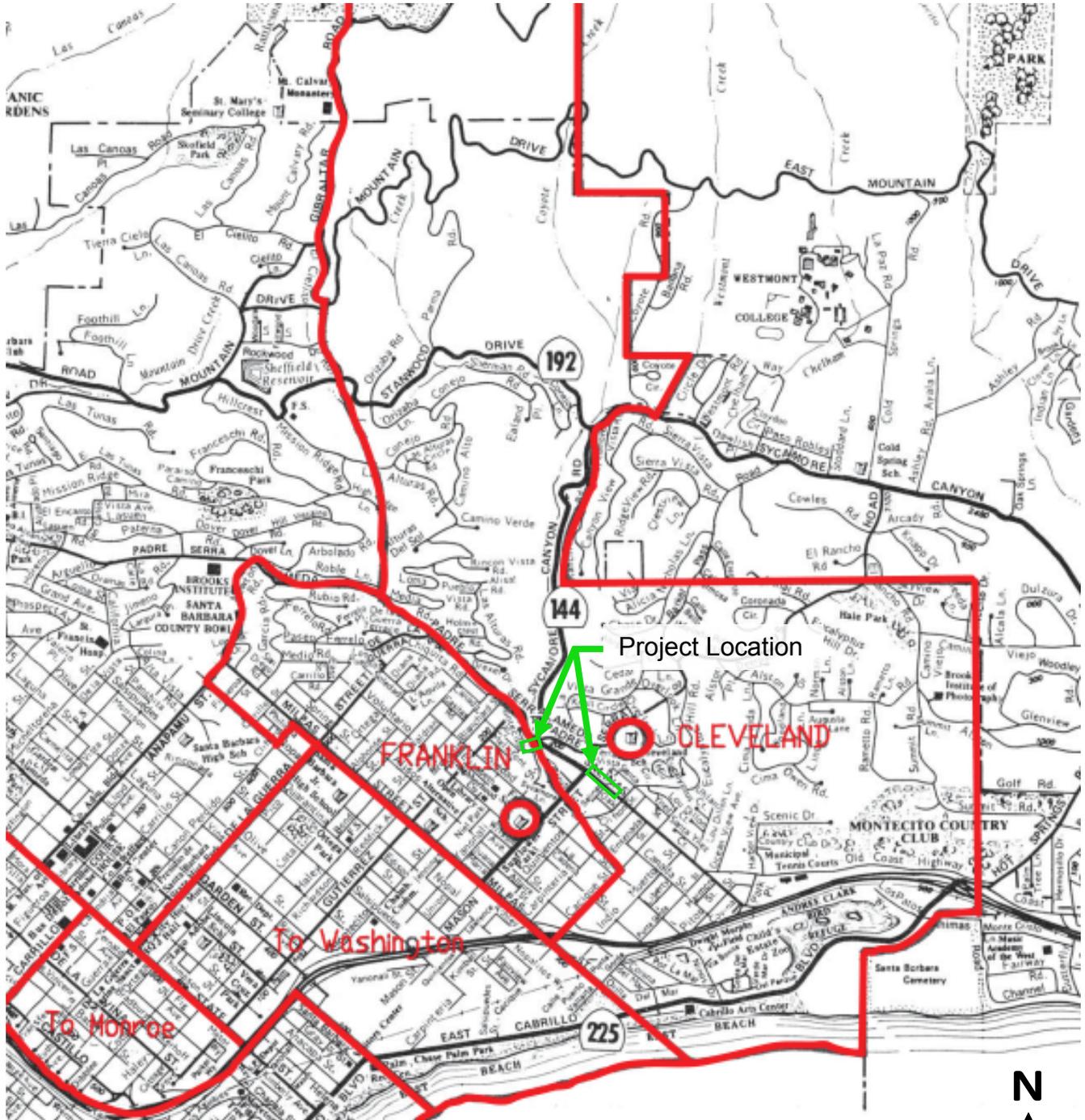
Funding Sources	Funded	Prior Yr.	Current Yr.	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Six Year Total	Project Total
		Expense	Budget								
Grant	<input type="checkbox"/>	0	0	281,000	720,000	0	0	0	0	\$1,001,000	\$1,001,000
Total		0	0	281,000	720,000	0	0	0	0	\$1,001,000	\$1,001,000

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	0.0	Maintain	0.0	Increase	0.0		



City of Santa Barbara Montecito-Yanonali Street Bridge Replacement & Pedestrian Improvements



©2001 Compass Maps, Inc.

Project Map



SUGGESTED ROUTE TO SCHOOL
Franklin Elementary School

LEGEND

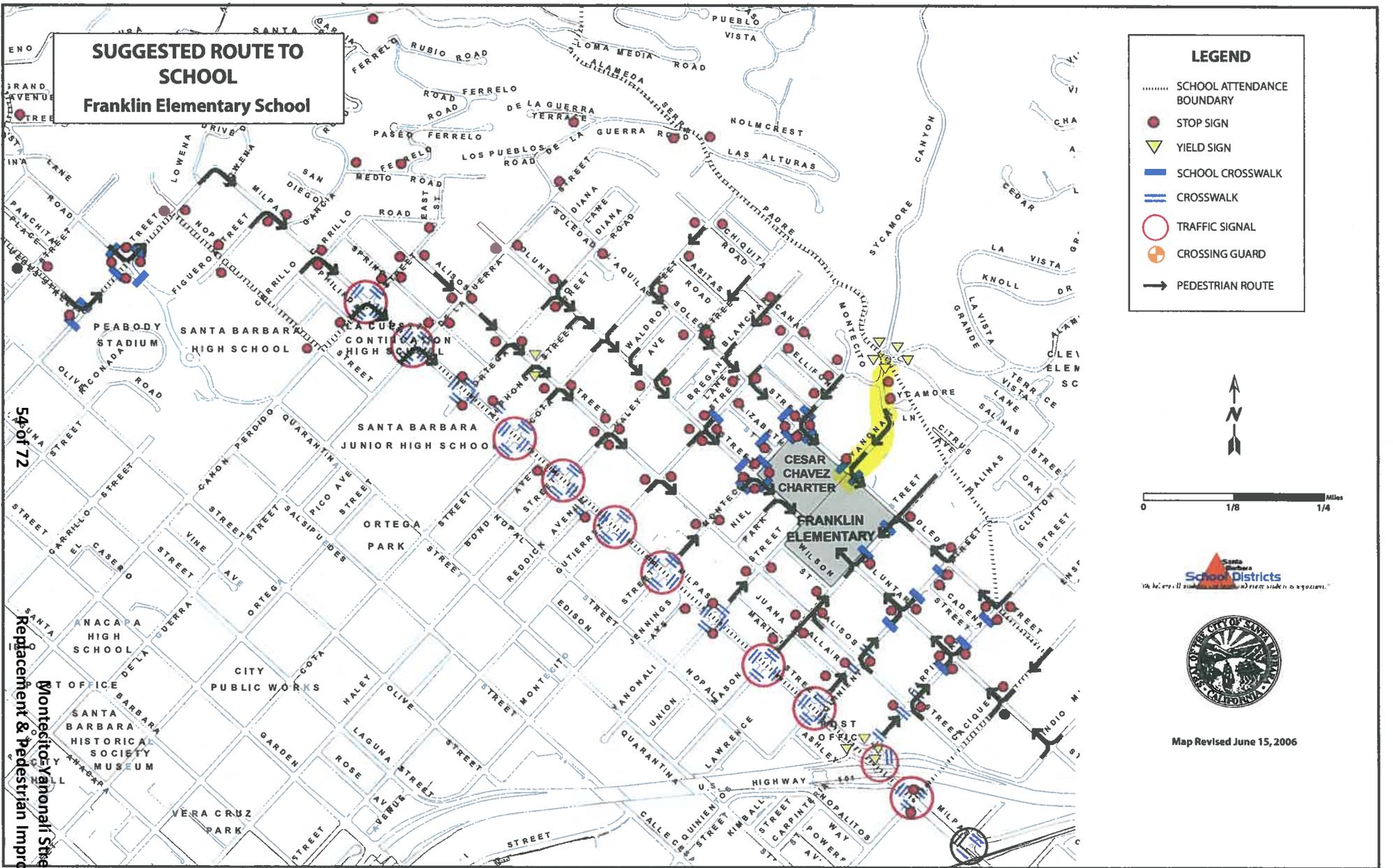
- SCHOOL ATTENDANCE BOUNDARY
- STOP SIGN
- ▼ YIELD SIGN
- ▬ SCHOOL CROSSWALK
- ▬▬ CROSSWALK
- TRAFFIC SIGNAL
- ⊕ CROSSING GUARD
- ➔ PEDESTRIAN ROUTE



Santa Barbara School Districts
 We believe in the power of education and respect for our community.



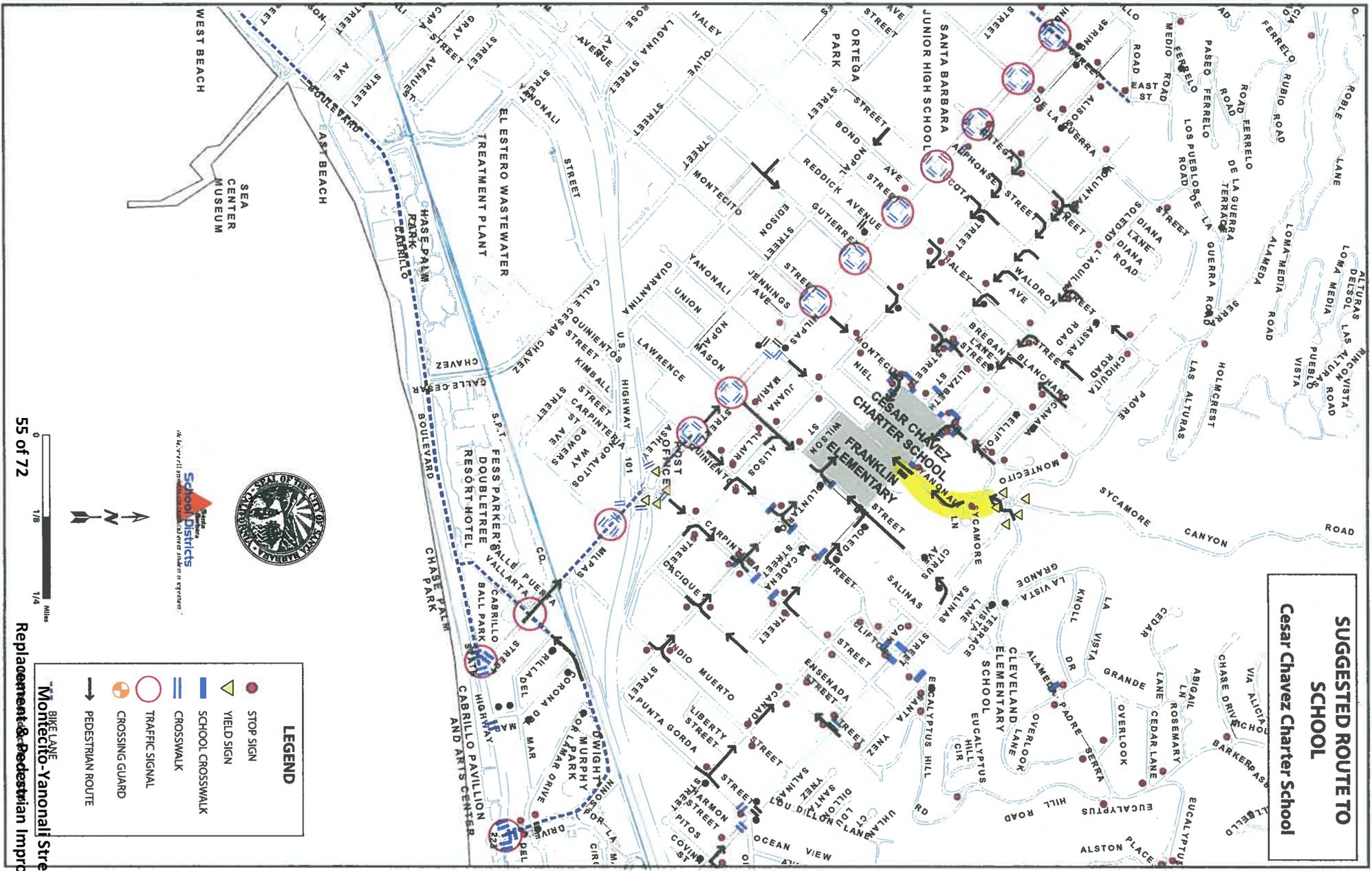
Map Revised June 15, 2006



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Montecito-Anonali Street Bridge
 Replacement & Pedestrian Improvements

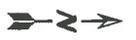
SUGGESTED ROUTE TO Cesar Chavez Charter School



LEGEND

- STOP SIGN
- ▲ YIELD SIGN
- ▬▬▬ SCHOOL CROSSWALK
- ▬▬▬ CROSSWALK
- TRAFFIC SIGNAL
- ◐ CROSSING GUARD
- PEDESTRIAN ROUTE

BIKE LANE
Montecito-Yanonali Street Bridge
Replacement & Pedestrian Improvements





Eastside Neighborhood Transportation Management Plan

City of Santa Barbara
Public Works Department
Transportation Division
July 2013

Approved by City Council on July 23, 2013

Enhance Walking Experience

The Eastside is a neighborhood that walks. The Eastside already benefits from a vast amount of existing sidewalk infrastructure and access ramps due to targeted City efforts to identify and prioritize funding for improvements. Despite the amount of infrastructure in place, there are still missing sidewalk links and access ramps. The Eastside residents highlighted locations needing sidewalk infill and access ramps installed (see map). The Eastside residents' recommendations were similar to the City's adopted method for sidewalk and access ramp prioritization. City staff has been successful in obtaining grant funding for the installation of 83 access ramps and installing about seven blocks of sidewalk over the past decade. The access ramps recently constructed last year and the locations that are currently under design are noted on the map. The cost of one access ramp is approximately \$17,500 (design and construction) or just under \$500,000 for the Eastside priority ramp installations. The Eastside prioritized missing sidewalk links would cost approximately \$1.6 million.

The Eastside residents also expressed concerns about the difficulty of crossing various streets in the Eastside. The map indicates the intersections where crossing is a concern for residents. Crossing at these locations is a concern primarily because motorists are not stopping at stop signs or are failing to give right of way to pedestrians. The intersection controls at these locations are a mix of two way stops, all way stops and traffic lights. Fortunately, some of the concerned intersections are currently under design for intersection improvements, such as the intersection of Salinas and Cacique Streets. Other intersections will benefit from pedestrian refuge islands that are scheduled to be installed near Franklin and Adelante Schools in 2014.

There are three recommended treatments for the remaining intersections: 1) Extending the red curb at intersections to increase visibility sight lines, 2) Installing pedestrian refuge islands, and/or 3) Installing curb extensions. Extending the red curb at the intersections, which is the least expensive treatment, would significantly help with visibility of the intersections but it would result in the loss of four to eight parking spaces per intersection. The Eastside residents have expressed that on street parking is very important. The Supervising Transportation Engineer is recommending that the red striping be extended at the intersection of Carpinteria and Alisos. Installing pedestrian refuge islands helps to increase motorist awareness of crossing and create a center refuge for pedestrians. Like extending the red curb, pedestrian islands can result in the loss of approximately four to eight parking spaces and cost approximately \$49,000 per intersection (design and construction). Installation of curb extensions increases the potential motorist yielding by more visibly positioning pedestrians and decreases crossing distance for pedestrians. Curb extensions do not result in the loss of parking but are the most expensive treatment to install at approximately \$203,000 per intersection (design and construction). At the Approach Workshop, Eastside residents supported the concept of enhanced pedestrian crossing treatments of pedestrian refuge islands and curb extensions. The Supervising Transportation Engineer is recommending the installation of curb extensions at the intersection of Carpinteria and Voluntario. The remaining Eastside concerned intersections will be handled on a case by case basis as funding becomes available.

The majority of the City's streets capital revenue goes towards maintaining existing City streets. Any funding for access ramps, sidewalk infill or enhanced pedestrian crossings will directly compete for road maintenance funding unless non-road maintenance grants can be identified. Currently, the City's available funding is \$2 million annually on pavement maintenance efforts. Based on the current Pavement Condition Index, maintaining the pavement condition at a standard level of care is estimated to cost approximately \$7 million annually. That said, securing grant funding will be a major focus enhancing the walking experience in the Eastside.

The City Police Department has been given the list of intersections the Eastside residents are concerned about. In April 2013, approximately 22 citations were issued to motorists failing to stop at stop signs. One citation was issued for motorist failure to yield to a pedestrian. Another focused enforcement is scheduled when school begins in late August 2013.



Enhance Walking Experience

Complete sidewalks

After

Install access ramps

Enhanced Street Crossing Toolbox

Before

After

Pedestrian Refuge Islands

Curb Extensions

Driver's Field Of Vision

Legend

- ✳ SRTS Cleveland Project - Rapid Flashing Beacon (RFB)
- SRTS Cleveland Project - Intersection Realignment and RFB
- ▲ Pedestrian Refuge Islands - Measure A SRTS Grant
- Eastside Resident - Remaining Street Crossing Concern Locations
- City Traffic Engineer Recommended Enhanced Street Crossings
- Eastside Resident Missing Sidewalk Priorities
- Additional Missing Sidewalk
- 2012-2013 CDBG Access Ramps - Constructed in 2012
- 2013-2014 CDBG/Streets Capital Access Ramps - Construction in 2014
- Eastside Resident Missing Access Ramps
- Additional Missing Access Ramps

N



59 of 72

Eastside Neighborhood Transportation Management Plan – Unfunded Capital Projects

Strategy	Tasks	Responsible Department/Division	Cost
Improve Street Lighting	1 Neighborhood LED lighting study and design. 2 Neighborhood LED lighting installation (\$70,000 per intersection and \$150,000 per block). Assumed @45 intersections and 52 blocks over Eastside resident requested corridors.	Public Works - Facilities/Engineering Public Works - Facilities/Engineering	\$120,000 \$10,950,000
Enhance Walking Experience	3 Install curb extensions at the intersection of Carpinteria and Voluntario for better visibility of motorist and pedestrian sight lines. [TRAFFIC SAFETY IMPROVEMENT]	Public Works - Engineering	\$203,000
	4 Enhanced pedestrian crossing features (pedestrian refuge islands and curb extensions) at Eastside concerned intersections (16 remaining intersections). \$49,000 per intersection for pedestrian refuge islands and \$203,000 per intersection for curb extensions for design and construction.	Public Works - Transportation/Engineering	\$784,000-
	5 Sidewalk infill (6 areas).	Public Works - Transportation/Engineering	\$1,600,000
	6 Access ramp installation (27 ramps at \$17,500 per ramp for design and construction).	Public Works - Transportation/Engineering	\$472,500
	7 Replace Cacique Bridge over Sycamore Creek (includes bridge demolition & bridge replacement, creek bank repair and restoration, lighting, environmental review, design and construction).	Public Works - Transportation/Engineering	\$1,700,000
Add Bicycle Amenities	8 Include following suggestions for future consideration with the upcoming City's Bicycle Master Plan Update: Construct bike lanes Construct bicycle boulevards (\$7,000/block of bike lane for design & construction): (\$125,000 per corridor for design & construction) 1. Mason 2. Montecito 1. Alisos 2. Soledad 3. Cacique	Public Works - Transportation/Engineering	\$653,000
Improve Bus Stops	9 Install modified bus shelters at Milpas @ Mason and Milpas @ Yanonali (3 modified shelters, including solar lighting and concrete pad & footings).	Public Works - Trans/Streets and MTD	\$62,000
	10 Install trash receptacles at all bus stops (@ \$450 per trash receptacle; assume installation of 10 receptacles).	Public Works - Trans/Streets and MTD	\$4,500

\$16,549,000-

Total ranges from: \$19,013,000

Cleveland Elementary School

123 Alameda Padre Serra, Santa Barbara, CA 93103, Phone (805) 963-8873, TDD (805) 965-8405, Fax (805) 965-3523

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: Montecito Street Bridge Replacement and Pedestrian Improvements Project

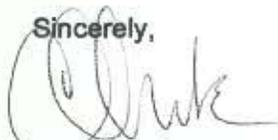
To Whom It May Concern:

We understand that the City of Santa Barbara is submitting an Active Transportation Grant Application for the Montecito Street Bridge Replacement and Pedestrian Improvements Project (Project). The Montecito Street Bridge over Sycamore Creek is a crossing to get to both Cleveland and Franklin Elementary Schools. We support this Project because the new bridge will accommodate a sidewalk and pedestrian scale lighting that will provide a safe route to school for our students and families walking to and from school.

Currently, the bridge does not have a sidewalk. Parents, especially with young children and strollers, have pointed out in our school safety hazard assessments, how difficult and unsafe they felt walking on the narrow bridge with no separation from the cars and large buses. Our schools serve a large low income population that depends on alternative transportation. Providing a pedestrian facility on this bridge is a necessity.

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

Sincerely,



Dr. Cynthia White
Cleveland Elementary School Principal



Casie Killgore
Franklin Elementary School Principal



12 May 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 Santa Barbara Metropolitan Transit District, I offer my 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; and
4. Lower Milpas Pedestrian Improvement Project

Not only are these great Safe Routes to School projects, but they are also safe routes to transit projects. All of these projects are located in close proximity to transit stops. Public transit is a vital part of Santa Barbara's local infrastructure. Santa Barbara is one of only 10 Urbanized Areas with a population under 200,000 in the United States (out of 325), that meets or exceeds all six of the Federal Transit Administration's criteria for Small Transit Intensive Communities for Fiscal Year 2013. Projects 1, 2, and 4 are located within low-income neighborhoods where alternative transportation is a necessity. These projects provide sidewalk and pedestrian lighting along corridors to improve ease of travel to school and transit.

We are grateful 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,



Sherrie Fisher
General Manager



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

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 in the Santa Barbara Eastside
(Addendum to previous letter)**

To Whom It May Concern:

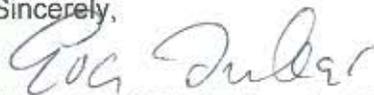
On behalf of the Coalition for Sustainable Transportation (COAST) and of numerous Eastside residents, we want to state our special support for the following projects:

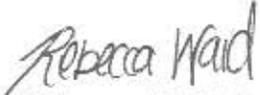
1. Cacique & Soledad Pedestrian/Bicycle Bridges and Corridor Improvements Project;
2. Montecito Street Bridge Replacement and Pedestrian Improvements Project;
3. Lower Milpas Pedestrian Improvement Project.

COAST has been working with the City of Santa Barbara and residents of the Santa Barbara Eastside for over three year to improve pedestrian safety in the neighborhood. The Eastside is densely populated with many immigrant families from Mexico and Central America. There is much walking activity for all daily needs at all hours of the day. All three projects would improve the safety of heavily used walking routes that are also routes to school. We see a particular need for the Montecito Street bridge replacement. This bridge carries heavy traffic including buses and trucks, yet it is very narrow and provides absolutely no space for pedestrians and bicyclists. It is within 500 yards of Cleveland Elementary School. The neighborhood has been waiting for over ten years for a sidewalk on this bridge.

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,


Eva Inbar, COAST Board of Directors


Rebecca Waid, Project Director

Ana Rico, COAST organizer, Eastside resident and mother of three


Lupita Gonzalez


Ana Rico






over →

Maria Ortiz

Elena Arias

Lourdes Gutierrez

Irma Hernandez

Jessica Urrea

Mania Urrea

Jesus Sanchez

~~Jesus Sanchez~~

Martha Diosdado

Lendi Loalza

Maria Delgado

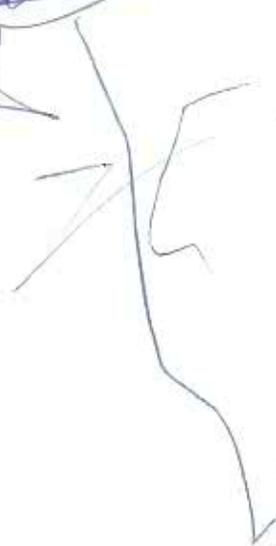
SANDRA HERNANDEZ

MARIA RAYO

Marisol Gonzalez

~~Jesus Sanchez~~

~~Jesus Sanchez~~



← Two-year-old Alicia signed here

Gracias por toda la ayuda Josefina Santiago

De antemano muchas gracias
por el tiempo y la ayuda que Eneiden Soriano
nos brindan.

Gracias por escuchar nuestras peticiones Mercedes Bautista

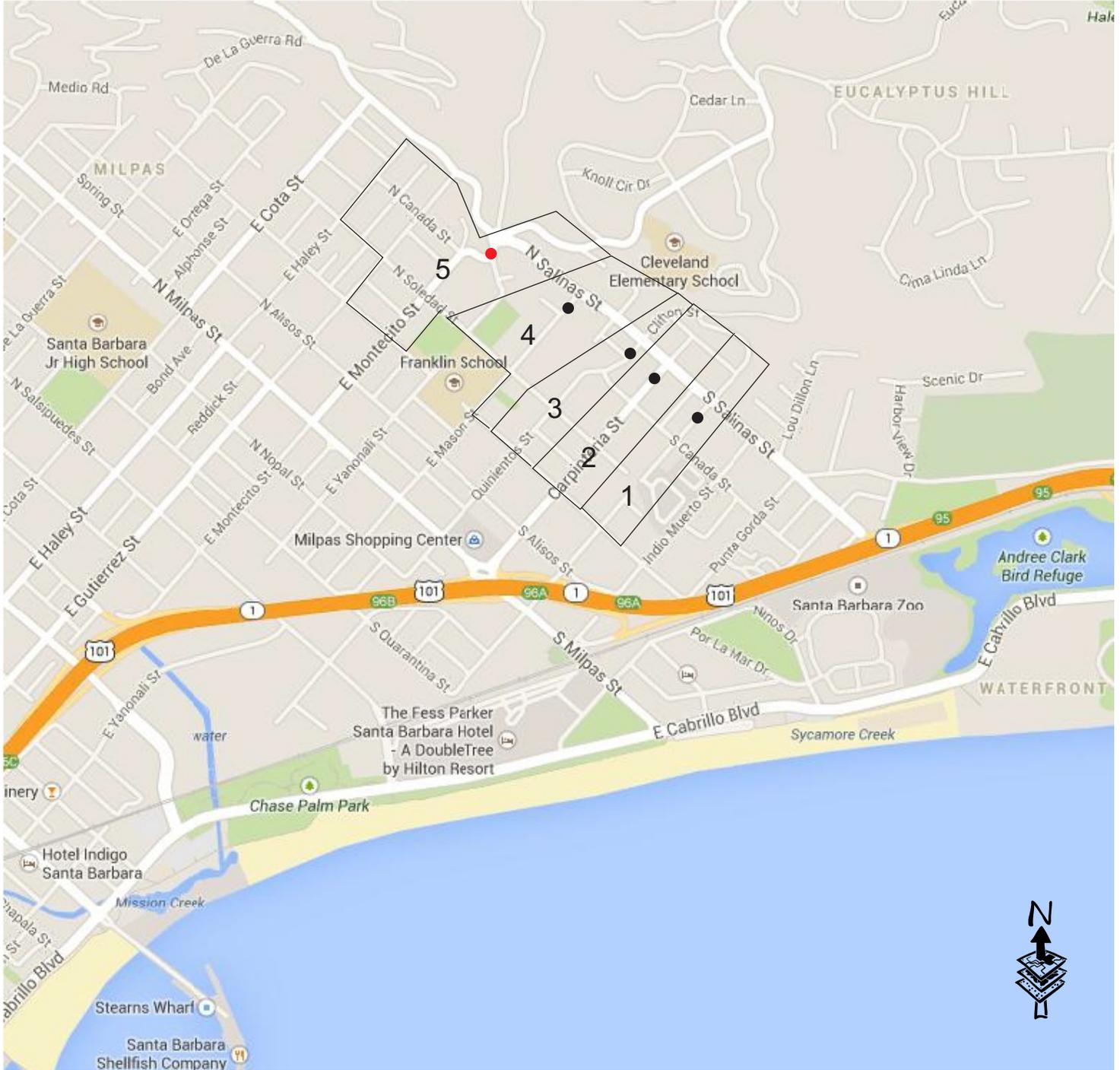
Gracias por su apoyo Robert Lopez.

These are wonderful projects for pedestrian safety
Normi Geller

Montecito St Bridge

Estimated Ped Use PM Peak Hour

Based on capture area



- 1 - Area = 4 blocks, Count = 50. 12.5 per block
- 2 - Area = 4 blocks, Count = 32. 8 per block
- 3 - Area = 3 blocks, Count = 23. 7.66 per block
- 4 - Area = 4 blocks, Count = 18. 4.5 per block
- Average of Counts = 8.2 per block 67 of 72
- 5 - Area = 7 blocks. Estimated use = 57 per hour

Benefit / Cost Calculation Result

1. Project Information

Application ID ATP Montecito Bridge

Version 1

2. Countermeasures and Crash Data

Crash Data Time Period 01/01/2002 to 12/31/2011 Years 10

- 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	0	0	1	0	0	1

Annual Benefit	\$ 6,320	Cost	\$ 1,550,176
Life Benefit	\$ 126,400	B/C Ratio	0.08

- Add segment lighting

CM Number	Project Type	Crash Type	CRF	Life
R1	Lighting	Night	35	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total

Annual Benefit	\$ 0	Cost	\$ 1,550,176
Life Benefit	\$ 0	B/C Ratio	0.00

- Convert to all-way STOP control (from 2-way or yield control)

CM Number	Project Type	Crash Type	CRF	Life
NS2	Control	All	50	10

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total

Annual Benefit	\$ 0	Cost	\$ 775,088
Life Benefit	\$ 0	B/C Ratio	0.00

3. Benefit Cost Result

Total Benefit	\$ 126,400
Total Cost	\$ 3,875,440
B/C Ratio	0.03

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.

Montecito/Yanonali Street Pedestrian Facility
ATP Application
Benefit to Cost Calculations

Benefits - Montecito St Bridge												
Year		Commute Trip Reduction							Health Benefits	Total	NPV @ 3%	NPV @ 7%
		Vehicle Cost Savings	Avoided Chaufering	Congestion Reduction	Roadway Cost Savings	Energy Conservation	Pollution Reduction					
Per Mile Benefit or Cost (2013)		\$0.225	\$0.580	\$0.060	\$0.042	\$0.030	\$0.044	\$0.500				
0	2015	\$31,038.78	\$80,011.09	\$8,277.01	\$5,793.91	\$4,138.50	\$6,069.81	\$68,975.08	\$204,304.18	\$204,304.18	\$204,304.18	
1	2016	\$31,969.95	\$82,411.42	\$8,525.32	\$5,967.72	\$4,262.66	\$6,251.90	\$71,044.33	\$210,433.30	\$204,304.18	\$190,938.48	
2	2017	\$32,929.05	\$84,883.76	\$8,781.08	\$6,146.76	\$4,390.54	\$6,439.46	\$73,175.66	\$216,746.30	\$204,304.18	\$178,447.18	
3	2018	\$33,916.92	\$87,430.28	\$9,044.51	\$6,331.16	\$4,522.26	\$6,632.64	\$75,370.93	\$223,248.69	\$204,304.18	\$166,773.07	
4	2019	\$34,934.43	\$90,053.19	\$9,315.85	\$6,521.09	\$4,657.92	\$6,831.62	\$77,632.06	\$229,946.15	\$204,304.18	\$155,862.68	
5	2020	\$35,982.46	\$92,754.78	\$9,595.32	\$6,716.73	\$4,797.66	\$7,036.57	\$79,961.02	\$236,844.54	\$204,304.18	\$145,666.05	
6	2021	\$37,061.93	\$95,537.42	\$9,883.18	\$6,918.23	\$4,941.59	\$7,247.67	\$82,359.85	\$243,949.87	\$204,304.18	\$136,136.50	
7	2022	\$38,173.79	\$98,403.55	\$10,179.68	\$7,125.77	\$5,089.84	\$7,465.10	\$84,830.64	\$251,268.37	\$204,304.18	\$127,230.37	
8	2023	\$39,319.00	\$101,355.65	\$10,485.07	\$7,339.55	\$5,242.53	\$7,689.05	\$87,375.56	\$258,806.42	\$204,304.18	\$118,906.89	
9	2024	\$40,498.57	\$104,396.32	\$10,799.62	\$7,559.73	\$5,399.81	\$7,919.72	\$89,996.83	\$266,570.61	\$204,304.18	\$111,127.94	
10	2025	\$41,713.53	\$107,528.21	\$11,123.61	\$7,786.53	\$5,561.80	\$8,157.31	\$92,696.74	\$274,567.73	\$204,304.18	\$103,857.88	
11	2026	\$42,964.94	\$110,754.06	\$11,457.32	\$8,020.12	\$5,728.66	\$8,402.03	\$95,477.64	\$282,804.76	\$204,304.18	\$97,063.44	
12	2027	\$44,253.88	\$114,076.68	\$11,801.04	\$8,260.73	\$5,900.52	\$8,654.09	\$98,341.97	\$291,288.90	\$204,304.18	\$90,713.50	
13	2028	\$45,581.50	\$117,498.98	\$12,155.07	\$8,508.55	\$6,077.53	\$8,913.72	\$101,292.23	\$300,027.57	\$204,304.18	\$84,778.97	
14	2029	\$46,948.95	\$121,023.95	\$12,519.72	\$8,763.80	\$6,259.86	\$9,181.13	\$104,330.99	\$309,028.40	\$204,304.18	\$79,232.68	
15	2030	\$48,357.41	\$124,654.67	\$12,895.31	\$9,026.72	\$6,447.66	\$9,456.56	\$107,460.92	\$318,299.25	\$204,304.18	\$74,049.24	
16	2031	\$49,808.14	\$128,394.31	\$13,282.17	\$9,297.52	\$6,641.08	\$9,740.26	\$110,684.75	\$327,848.23	\$204,304.18	\$69,204.89	
17	2032	\$51,302.38	\$132,246.14	\$13,680.64	\$9,576.44	\$6,840.32	\$10,032.47	\$114,005.29	\$337,683.67	\$204,304.18	\$64,677.47	
18	2033	\$52,841.45	\$136,213.52	\$14,091.05	\$9,863.74	\$7,045.53	\$10,333.44	\$117,425.45	\$347,814.19	\$204,304.18	\$60,446.23	
19	2034	\$54,426.70	\$140,299.93	\$14,513.79	\$10,159.65	\$7,256.89	\$10,643.44	\$120,948.21	\$358,248.61	\$204,304.18	\$56,491.81	
20	2035	\$56,059.50	\$144,508.93	\$14,949.20	\$10,464.44	\$7,474.60	\$10,962.75	\$124,576.66	\$368,996.07	\$204,304.18	\$52,796.08	
									Total	\$4,290,387.71	\$2,368,705.54	

Expected peak hour ped use for Montecito bridge = 57 <= from demand worksheet. See attached.

Assume .08 k value, daily volume =	712.5	Safety Benefit	\$126,400.00
Annual volume =	260062.5		
Average distance traveled per ped =	0.5	Total	\$4,416,787.71
Total miles travelled =	130031.25		
Annual CPI Assumption =	3%	Total Cost	\$3,875,440

- Vehicle Cost Savings from table 18
- Avoided Chaufering 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

Benefit/Cost Ratio (Total Project) 1.14

Planned City Contribution 433,000

Total Amount Requested 3,442,440

Benefit/Cost Ratio (Requested Amount) 1.28

CASE ID	STREET 1	STREET 2	DATE	TIME	DISTANCE	DAY	DIR FROM INT	INTERSECT	SEVERITY	KILL	INJURY	VIOL CAT	HIT RUN	COLL TYPE	INVOLVED WITH	PEO ACTION	ROAD SURF	WEATHER	LIGHTING	CONTROLS	VEH 1 AGE	VEH 2 AGE	VEH 3 AGE	VEH 1 SOBER	VEH 2 SOBER	VEH 1 DRUG	VEH 2 DRUG	VEH 1 DIR	VEH 2 DIR	VEH 1 VIOL	VEH 2 VIOL	VEH 1 MOV	VEH 2 MOV	VEH 1 TYPE	VEH 2 TYPE
1.013161-12	MONTECITO ST	SALINAS ST	4/18/2001	9:57	13	Friday	West	Not at intersection	Property damage only	0	0	0 Other than driver	Hit run	Hit object	Fixed object	No ped involved	Dry	Cloudy	Daylight	None	0	0	0 IU (HBR)	Not stated	Not stated	Not stated	EAST	Not stated	Not stated	Not stated	Right turn	Not stated	Truck with trailer	Not stated	
1.073121-12	CANADA ST	MONTECITO ST	7/31/2001	19:39	24	Tuesday	North	Not at intersection	Complaint of pain	0	3	Wrong side of road	Not hit run	Head on	Other vehicle	No ped involved	Dry	Clear	Daylight	None	18	49	0 HMBD (not)	HMBD (not)	Not stated	Not stated	Not stated	SOUTH	Not stated	Not stated	Left turn	Not stated	Car	Pickup	
1.080721-12	YANONAI ST	MONTECITO ST	8/7/2001	20:50	49	Tuesday	West	Not at intersection	Property damage only	0	0	Unsafe start/back	Hit run	Other CollType	Parked vehicle	No ped involved	Dry	Clear	Dark-no lights	None	0	0	0 IU (HBR)	Not stated	Not stated	Not stated	EAST	Not stated	Not stated	Not stated	Backing	Parked	Car	Car	
1.082261-12	SOLEDAO ST	MONTECITO ST	8/25/2001	23:50	215	Saturday	North	Not at intersection	Property damage only	0	0	DUI	Not hit run	Side swipe	Parked vehicle	No ped involved	Dry	Clear	Dark-street lights	Functioning	23	20	0 HBD (IU)	HMBD (not)	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Other unsafe turn	Stopped	Car	Car	
1.102121-12	SOLEDAO ST	MONTECITO ST	10/15/2001	19:19	240	Sunday	North	Not at intersection	Property damage only	0	0	DUI	Hit run	Hit run	Other vehicle	No ped involved	Dry	Cloudy	Dark-street lights	None	0	0	0 HBD (IU)	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated	Parked	Pickup	Car	Car
138109	MONTECITO ST	YANONAI ST	4/9/2002	17:30	20	Monday	East	Not at intersection	Property damage only	0	0	Improper turning	Not hit run	Hit object	Fixed object	No ped involved	Dry	Cloudy	Daylight	None	43	0	0 HMBD (not)	Not stated	Not stated	Not stated	EAST	Not stated	Not stated	Not stated	Straight	Parked	Car	Car	
399142	SALINAS ST	MONTECITO ST	7/9/2002	8:00	42	Monday	South	Not at intersection	Other visible injury	0	1	Red right-of-way	Not hit run	Auto ped	with Pedestrian	No ped involved	Dry	Clear	Daylight	None	23	11	0 HMBD (not)	N/A	Not stated	Sleepy	SOUTH	EAST	Not stated	Not stated	Other Veh/Mov	Car	Other Veh/Mov	Pedestrian	
536290	SALINAS ST	MONTECITO ST	12/3/2002	9:12	0	Tuesday	Not stated	All intersection	Property damage only	0	0	Improper turning	Not hit run	Hit object	Fixed object	No ped involved	Dry	Clear	Daylight	None	48	0	0 HMBD (not)	Not stated	Not stated	Not stated	SOUTH	Not stated	Not stated	Not stated	Other Veh/Mov	Not stated	Car	Not stated	
718205	MONTECITO ST	SOLEDAO ST	3/21/2003	12:40	80	Friday	West	Not at intersection	Property damage only	0	0	DUI	Hit run	Side swipe	Parked vehicle	No ped involved	Dry	Clear	Daylight	Functioning	39	0	0 HBD (IU)	N/A	Not stated	Sleepy	WEST	WEST	Improper turning (veh)	Not stated	Straight	Parked	Pickup	Not stated	
827338	MONTECITO ST	SOLEDAO ST	5/28/2003	17:09	0	Wednesday	Not stated	All intersection	Complaint of pain	0	1	Red right-of-way	Not hit run	Auto ped	with Pedestrian	In a walk 2ft int	Dry	Clear	Daylight	Functioning	59	4	0 HMBD (not)	HMBD (not)	Not stated	Not stated	WEST	NORTH	Not stated	Not stated	Stopped	Stopped	Car	Pedestrian	
847523	MONTECITO ST	SOLEDAO ST	6/16/2003	21:06	40	Sunday	East	Not at intersection	Property damage only	0	0	Auto right of way	Hit run	Hit run	Other vehicle	No ped involved	Dry	Clear	Dark-street lights	Functioning	0	25	0 IU (HBR)	HMBD (not)	Not stated	Not stated	Not stated	EAST	Not stated	Not stated	Stopped	Stopped	Car	Car	
887243	MONTECITO ST	SOLEDAO ST	6/16/2003	22:30	0	Monday	Not stated	All intersection	Property damage only	0	3	Improper turning	Not hit run	Other vehicle	Other vehicle	No ped involved	Dry	Clear	Daylight	None	41	41	0 HMBD (not)	HMBD (not)	Not stated	Not stated	WEST	WEST	Not stated	Not stated	Left turn	Straight	Car	Car	
118499	SOLEDAO ST	MONTECITO ST	12/21/2003	23:03	133	Tuesday	South	Not at intersection	Property damage only	0	0	Not stated	Hit run	Parked vehicle	No ped involved	Wet	Clear	Dark-street lights	None	0	0	0 HBD (IU)	N/A	Not stated	Sleepy	Not stated	Not stated	Not stated	Not stated	Straight	Parked	Not stated	Not stated		
1221887	MONTECITO ST	SOLEDAO ST	1/2/2004	9:33	84	Friday	West	Not at intersection	Property damage only	0	0	Not stated	Not hit run	Side swipe	Other vehicle	No ped involved	Wet	Raining	Daylight	None	20	29	0 HMBD (not)	HMBD (not)	Not stated	Not stated	Not stated	WEST	Not stated	Not stated	Backing	Straight	Car	Car	
1586938	SOLEDAO ST	MONTECITO ST	4/7/2005	15:06	163	Sunday	North	Not at intersection	Other visible injury	0	1	Red violation	Not hit run	Auto ped	with Pedestrian	Not in walk	Dry	Clear	Daylight	None	0	4	0 IU (HBR)	HMBD (not)	Not stated	Not stated	NORTH	WEST	Not stated	Not stated	Straight	Left turn	Not stated	Pedestrian	
2492639	SOLEDAO ST	MONTECITO ST	2/21/2006	7:37	0	Tuesday	Not stated	All intersection	Property damage only	0	0	Auto right of way	Not hit run	Head on	with Bicycle	No ped involved	Dry	Clear	Daylight	Functioning	28	20	0 HMBD (not)	HMBD (not)	Not stated	Not stated	NORTH	NORTH	Not stated	Not stated	Straight	Left turn	Not stated	Bicycle	
3040639	MONTECITO ST	YANONAI ST	2/28/2007	1:44	14	Saturday	East	Not at intersection	Property damage only	0	0	DUI	Not hit run	Fixed object	Fixed object	No ped involved	Dry	Clear	Dark-street lights	None	28	0	0 HBD (IU)	Not stated	Not stated	Not stated	EAST	Not stated	Unsafe speed (veh)	Not stated	Run off road	Not stated	Not stated	Not stated	
3126040	MONTECITO ST	SALINAS ST	3/11/2007	11:45	0	Saturday	Not stated	All intersection	Severe injury	0	1	Unsafe speed	Not hit run	Hit object	Fixed object	No ped involved	Dry	Clear	Daylight	None	26	0	0 HMBD (not)	Not stated	Not stated	Not stated	Not stated	Not stated	Brakes (veh)	Not stated	Merging	Not stated	Bicycle	Not stated	
400899	MONTECITO ST	SALINAS ST	11/26/2008	42	100	Wednesday	West	Not at intersection	Property damage only	0	0	Unsafe speed	Not hit run	Hit object	Fixed object	No ped involved	Wet	Raining	Dark-street lights	None	81	0	0 HMBD (not)	Not stated	Not stated	Not stated	EAST	Not stated	Not stated	Not stated	Left turn	Not stated	Not stated	Not stated	
4142056	MONTECITO ST	SOLEDAO ST	6/8/2009	21:24	15	Wednesday	East	Not at intersection	Complaint of pain	0	1	Not stated	Hit run	Rear end	Other vehicle	No ped involved	Dry	Clear	Dark-street lights	Functioning	0	17	0 IU (HBR)	HMBD (not)	Not stated	Not stated	Not stated	WEST	Not stated	Not stated	Stopped	Not stated	Not stated	Not stated	
4211731	MONTECITO ST	MELLUFONT AVE	4/15/2009	12:49	27	Wednesday	East	Not at intersection	Property damage only	0	0	Other hazardous	Not hit run	Side swipe	Other vehicle	No ped involved	Dry	Cloudy	Daylight	Functioning	22	42	0 HMBD (not)	HMBD (not)	Not stated	Not stated	EAST	EAST	Not stated	Not stated	Parked	Straight	Not stated	Not stated	
4347100	MONTECITO ST	MELLUFONT AVE	5/10/2009	19:55	6	Sunday	West	Not at intersection	Property damage only	0	0	Auto right of way	Not hit run	Broadside	Other vehicle	No ped involved	Dry	Clear	Dark-clear	None	17	49	0 HMBD (not)	HMBD (not)	Not stated	Not stated	NORTH	EAST	Not stated	Not stated	Entering traffic	Straight	Not stated	Not stated	
4926430	MONTECITO ST	SALINAS ST	4/14/2010	16:27	100	Tuesday	West	Not at intersection	Property damage only	0	0	Auto right of way	Not hit run	Encroached	Fixed object	No ped involved	Dry	Clear	Daylight	None	41	0	0 HMBD (not)	Not stated	Not stated	Not stated	WEST	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated	
5023649	SALINAS ST	MONTECITO ST	12/29/2010	9:15	220	Monday	South	Not at intersection	Property damage only	0	0	Improper turning	Not hit run	Side swipe	Parked vehicle	No ped involved	Wet	Raining	Daylight	None	45	0	0 Not stated	N/A	Not stated	Sleepy	SOUTH	SOUTH	Not stated	Not stated	Straight	Parked	Pickup	Car	
6185411	SALINAS ST	MONTECITO ST	7/30/2013	18:48	0	Friday	Not stated	All intersection	Complaint of pain	0	1	Not stated	Not hit run	Broadside	Other vehicle	No ped involved	Dry	Clear	Daylight	Functioning	57	60	0 HMBD (not)	IU (HBR)	Not stated	Not stated	NORTH	EAST	Not stated	Not stated	Straight	Straight	Not stated	Not stated	

Benefit from street lighting (indirect benefit)
Benefit from improved bike/ped facilities
Benefit from AWS @ Yano/Montecito (indirect benefit)

30 year 2002-2011
complaint of pain
1
0
other visible injury

30 year 2002-2011
property damage only
0
0
complaint of pain
1
0
other visible injury

30 year 2002-2011
property damage only
2
0
complaint of pain
0
0
other visible injury

CASE ID	STREET 1	STREET 2	DATE	TIME	DAY	DIST	DIR FROM INT	INTERSECTION	SEVERITY	KILL	INJURY	VOL CAT	HIT RUN	ICOLL TYPE	INVOLVED WITH	PED ACTION	ROAD SURF	WEATHER	LIGHTING	CONTROLS	VEH 1 AGE	VEH 2 AGE	VEH 1 SOBER	VEH 2 SOBER	VEH 1 DRUG	VEH 2 DRUG	VEH 1 DIR	VEH 2 DIR	VEH 1 VOL	VEH 2 VOL	VEH 1 MOV	VEH 2 MOV	VEH 1 TYPE	VEH 2 TYPE	
210152778	ALAMEDA FRENCH BRERA	STREET J	2/21/2004	1:58	07 Thursday	North	Not at intersection	Property damage only	0	0	1 Not stated	Hit non mid/semi	Hit object	Frontal object	Other vehicle	Not ped involved	Dry	Clear	Day - street lights	Functioning	0	0	0 (U) (DR)	Not stated	Not stated	Not stated	NORTH	Not stated	Not stated	Not stated	Right turn	Not stated	Car	Not stated	
221200494	SALINAS ST	MONTECITO ST	2/21/2004	12:50	27 Wednesday	North	Not at intersection	Complaint of gain	0	0	1 Not stated	Hit non history	Rear end	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	16	0	0 (U) (DR)	Not stated	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Straight	Stopped	Car	Car		
631120208	SALINAS ST	ALCANTARA ST	6/21/2004	15:50	27 Wednesday	South	Not at intersection	Complaint of gain	0	0	1 Unlawful speed	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	16	0	0 (U) (DR)	Not stated	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Straight	Stopped	Car	Car		
724120208	SALINAS ST	CLIFTON ST	7/24/2004	15:50	03 Monday	North	Not at intersection	Property damage only	0	0	1 Unlawful speed	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	30	40	0 (U) (DR)	Not stated	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Straight	Stopped	Motorcycle	Car		
130573111	SALINAS ST	CLIFTON ST	8/21/2004	15:50	03 Monday	North	Not at intersection	Property damage only	0	0	1 Unlawful speed	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	80	0	0 (U) (DR)	Not stated	Not stated	Not stated	EAST	Not stated	Not stated	Not stated	Straight	Stopped	Car	Car		
130573111	SALINAS ST	ALAMEDA FRENCH BRERA	11/20/2004	16:54	05 Sunday	Not stated	Not at intersection	Property damage only	0	0	0 Not stated	Hit non mid/semi	Hit object	Front object	Not ped involved	Dry	Clear	Daylight	None	0	0	0 (U) (DR)	Not stated	Not stated	Not stated	NORTH	Not stated	Not stated	Not stated	Not stated	Not stated	Truck with trailer	Not stated		
130573111	SALINAS ST	ALCANTARA ST	12/30/2004	1:57	01 Friday	Not stated	Not at intersection	Property damage only	0	0	0 Not stated	Hit non mid/semi	Hit object	Front object	Not ped involved	Dry	Clear	Day - street lights	Functioning	0	0	0 (U) (DR)	Not stated	Not stated	Not stated	NORTH	Not stated	Not stated	Not stated	Changing lanes	Not stated	Car	Car		
130573111	SALINAS ST	ALCANTARA ST	1/8/2005	8:00	27 Monday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Side swipe	Other vehicle	Not ped involved	Wet	Cloudy	Day - street lights	None	26	26	0 (U) (DR)	Not stated	Not stated	Not stated	WEST	NORTH	Not stated	Not stated	Right turn	Straight	Car	Car		
130573111	SALINAS ST	ALCANTARA ST	12/20/2004	9:57	01 Friday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Hit non mid/semi	Hit object	Front object	Not ped involved	Dry	Clear	Daylight	None	0	0	0 (U) (DR)	Not stated	Not stated	Not stated	EAST	Not stated	Not stated	Not stated	Right turn	Not stated	Truck with trailer	Not stated		
124471	SALINAS ST	MONTECITO ST	2/7/2002	17:30	01 Thursday	Not stated	Not at intersection	Severe injury	0	0	2 Auto right-of-way	Not hit run	Not stated	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	26	27	0 (U) (DR)	Not stated	Not stated	Not stated	NORTH	NORTH	Not stated	Not stated	Left turn	Straight	Car	Car		
18964	SALINAS ST	MONTECITO ST	2/26/2004	20:08	01 Thursday	Not stated	Not at intersection	Complaint of gain	0	0	0 Auto right-of-way	Hit non history	Hit object	Frontal object	Not ped involved	Dry	Clear	Day - street lights	None	0	0	0 (U) (DR)	Not stated	Not stated	Not stated	NORTH	SOUTH	Not stated	Not stated	Left turn	Not stated	Car	Car		
154800	SALINAS ST	ALAMEDA FRENCH BRERA	4/21/2002	17:35	10 Thursday	Not stated	Not at intersection	Property damage only	0	0	0 Other hazardous	Hit non mid/semi	Rear end	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	0	25	0 (U) (DR)	Not stated	Not stated	Not stated	Not stated	Not stated	EAST	Not stated	Right turn	Left turn	Pickup	Car		
13900	SALINAS ST	CLIFTON ST	9/21/2004	8:22	01 Thursday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	0	22	0 (U) (DR)	Not stated	Not stated	Not stated	Not stated	EAST	Not stated	Not stated	Not stated	Straight	Stopped	Car	Car	
18400	SALINAS ST	SALINAS PL	8/17/2004	20:15	01 Friday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Clear	Day - street lights	None	46	21	0 (U) (DR)	Not stated	Not stated	Not stated	NORTH	SOUTH	Interpacer turning (left)	Not stated	Left turn	Straight	Car	Car		
19142	SALINAS ST	MONTECITO ST	11/21/2004	8:00	01 Monday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	21	0	0 (U) (DR)	Not stated	Not stated	Not stated	SOUTH	EAST	Not stated	Not stated	Straight	Other vehicle	Car	Car		
131922	SALINAS ST	MONTECITO ST	11/27/2002	14:27	04 Wednesday	Not stated	Not at intersection	Complaint of gain	0	0	1 Following too close	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	53	46	0 (U) (DR)	Not stated	Not stated	Not stated	Not stated	NORTH	SOUTH	Not stated	Not stated	Straight	Not stated	Pickup	Car	
130208	SALINAS ST	MONTECITO ST	12/12/2004	19:02	01 Thursday	Not stated	Not at intersection	Property damage only	0	0	0 Wrong side of road	Not hit run	Hit object	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	48	0	0 (U) (DR)	Not stated	Not stated	Not stated	Not stated	SOUTH	Not stated	Not stated	Not stated	Other vehicle	Not stated	Car	Not stated	
18940	SALINAS ST	CLIFTON ST	12/17/2003	17:43	01 Monday	Not stated	Not at intersection	Property damage only	0	0	1 Auto right-of-way	Not hit run	Rear end	Other vehicle	Not ped involved	Wet	Cloudy	Dark - street lights	None	23	14	0 (U) (DR)	Not stated	Not stated	Not stated	EAST	NORTH	Not stated	Not stated	Other non moving violation	Straight	Straight	Car	Car	
18972	SALINAS ST	CLIFTON ST	12/17/2003	18:00	01 Monday	Not stated	Not at intersection	Property damage only	0	0	1 Wrong side of road	Not hit run	Rear end	Other vehicle	Not ped involved	Wet	Cloudy	Dark - street lights	None	23	14	0 (U) (DR)	Not stated	Not stated	Not stated	NORTH	Not stated	Not stated	Not stated	Other non moving violation	Not stated	Car	Car		
71290	SALINAS ST	CLIFTON ST	6/17/2003	13:12	01 Friday	Not stated	Not at intersection	Property damage only	0	0	1 Auto right-of-way	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Clear	Daylight	Functioning	19	39	0 (U) (DR)	Not stated	Not stated	Not stated	EAST	NORTH	Not stated	Not stated	Straight	Straight	Car	Car		
70708	SALINAS ST	MONTECITO ST	6/7/2003	17:00	01 Wednesday	Not stated	Not at intersection	Other vehicle injury	0	0	1 Interpacer turning	Not hit run	Other vehicle	Front object	Not ped involved	Dry	Clear	Daylight	Functioning	16	0	0 (U) (DR)	Not stated	Not stated	Not stated	NORTH	EAST	Not stated	Not stated	Straight	Other vehicle	Car	Car		
18520	SALINAS ST	MONTECITO ST	6/7/2003	12:08	01 Wednesday	Not stated	Not at intersection	Other vehicle injury	0	0	1 Auto right-of-way	Not hit run	Rear end	With bicycle	Not ped involved	Dry	Cloudy	Daylight	None	14	22	0 (U) (DR)	Not stated	Not stated	Not stated	WEST	NORTH	Not stated	Not stated	Right turn	Straight	Bicycle	Car		
180027	SALINAS ST	MONTECITO ST	10/27/2003	7:30	01 Wednesday	Not stated	Not at intersection	Other vehicle injury	0	0	1 Wrong side of road	Not hit run	Rear end	With bicycle	Not ped involved	Dry	Cloudy	Daylight	None	18	0	0 (U) (DR)	Not stated	Not stated	Not stated	NORTH	EAST	Not stated	Not stated	Straight	Straight	Bicycle	Car		
118000	SALINAS ST	MONTECITO ST	12/24/2003	21:50	01 Wednesday	Not stated	Not at intersection	Other vehicle injury	0	0	2 DUI	Not hit run	Rear end	Other vehicle	Not ped involved	Wet	Cloudy	Dark - street lights	None	13	0	0 (U) (DR)	Not stated	Not stated	Not stated	Not stated	Not stated	EAST	Not stated	Straight	Stopped	Car	Car		
130438	SALINAS ST	CLIFTON ST	12/1/2004	22:22	01 Friday	Not stated	Not at intersection	Property damage only	0	0	1 Unlawful speed	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Clear	Day - street lights	None	45	0	0 (U) (DR)	Not stated	Not stated	Not stated	EAST	Not stated	Not stated	Not stated	Straight	Not stated	Not stated	Not stated		
119411	SALINAS ST	CLIFTON ST	4/7/2004	8:20	01 Monday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Cloudy	Daylight	Functioning	56	23	0 (U) (DR)	Not stated	Not stated	Not stated	Not stated	EAST	SOUTH	Not stated	Not stated	Straight	Straight	Not stated	Not stated	
118000	SALINAS ST	MONTECITO ST	6/7/2003	18:30	01 Wednesday	Not stated	Not at intersection	Property damage only	0	0	1 Unlawful speed	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Clear	Day - street lights	None	26	0	0 (U) (DR)	Not stated	Not stated	Not stated	EAST	SOUTH	Interpacer turning (left)	Not stated	Not stated	Not stated	Not stated	Not stated	Not stated	
118742	SALINAS ST	SALINAS PL	6/17/2004	15:30	01 Sunday	Not stated	Not at intersection	Property damage only	0	0	1 Not stated	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Clear	Daylight	Functioning	0	17	0 (U) (DR)	Not stated	Not stated	Not stated	Not stated	Not stated	EAST	SOUTH	Not stated	Not stated	Interpacer turning (left)	Straight	Not stated	Not stated
140486	SALINAS ST	MONTECITO ST	6/7/2004	16:16	01 Saturday	Not stated	Not at intersection	Property damage only	0	0	0 Interpacer turning	Not hit run	Not stated	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	56	0	0 (U) (DR)	Not stated	Not stated	Not stated	SOUTH	Not stated	Not stated	Not stated	Other bus	Not stated	Car	Not stated		
140122	SALINAS ST	MONTECITO ST	6/7/2004	16:11	01 Saturday	Not stated	Not at intersection	Property damage only	0	0	0 DUI	Not hit run	Rear end	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	32	0	0 (U) (DR)	N/A	Not stated	Not stated	SOUTH	Not stated	Interpacer turning (left)	Not stated	Straight	Not stated	Not stated	Not stated		
140000	SALINAS ST	DIABLO GRANDE CANYON RD	6/7/2004	20:00	01 Saturday	Not stated	Not at intersection	Severe injury	0	0	1 Not stated	Not hit run	Not stated	Other vehicle	Not ped involved	Dry	Clear	Daylight	None	26	0	0 (U) (DR)	N/A	Not stated	Not stated	SOUTH	Not stated	Not stated	Not stated	Straight	Not stated	Not stated	Not stated		
140000	SALINAS ST	MONTECITO ST	6/20/2004	21:00	01 Friday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Side swipe	Other vehicle	Not ped involved	Dry	Other Weather	Dark - street lights	None	26	0	0 (U) (DR)	N/A	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Straight	Not stated	Not stated	Not stated		
140000	SALINAS ST	MONTECITO ST	6/20/2004	21:00	01 Friday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Side swipe	Other vehicle	Not ped involved	Dry	Other Weather	Dark - street lights	None	26	0	0 (U) (DR)	N/A	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Straight	Not stated	Not stated	Not stated		
140000	SALINAS ST	MONTECITO ST	6/20/2004	21:00	01 Friday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Side swipe	Other vehicle	Not ped involved	Dry	Other Weather	Dark - street lights	None	26	0	0 (U) (DR)	N/A	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Straight	Not stated	Not stated	Not stated		
140000	SALINAS ST	MONTECITO ST	6/20/2004	21:00	01 Friday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Side swipe	Other vehicle	Not ped involved	Dry	Other Weather	Dark - street lights	None	26	0	0 (U) (DR)	N/A	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Straight	Not stated	Not stated	Not stated		
140000	SALINAS ST	MONTECITO ST	6/20/2004	21:00	01 Friday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Side swipe	Other vehicle	Not ped involved	Dry	Other Weather	Dark - street lights	None	26	0	0 (U) (DR)	N/A	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Straight	Not stated	Not stated	Not stated		
140000	SALINAS ST	MONTECITO ST	6/20/2004	21:00	01 Friday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Side swipe	Other vehicle	Not ped involved	Dry	Other Weather	Dark - street lights	None	26	0	0 (U) (DR)	N/A	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Straight	Not stated	Not stated	Not stated		
140000	SALINAS ST	MONTECITO ST	6/20/2004	21:00	01 Friday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Side swipe	Other vehicle	Not ped involved	Dry	Other Weather	Dark - street lights	None	26	0	0 (U) (DR)	N/A	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Straight	Not stated	Not stated	Not stated		
140000	SALINAS ST	MONTECITO ST	6/20/2004	21:00	01 Friday	Not stated	Not at intersection	Property damage only	0	0	0 Auto right-of-way	Not hit run	Side swipe	Other vehicle	Not ped involved	Dry	Other Weather	Dark - street lights	None	26	0	0 (U) (DR)	N/A	Not stated	Not stated	SOUTH	SOUTH	Not stated	Not stated	Straight	Not stated	Not stated	Not stated		
140000	SALINAS ST	MONTECITO ST	6/20/2004	21:00	01 Friday	Not stated																													

