ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.: 05-City of Santa Barbara, Public Works Department-01

Auto populated

Total ATP Funds Requested: $ 632 (in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information
Part B: Narrative Questions
Part C: Application Attachments

Application Part A: General Project Information

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

IMPLEMENTING AGENCY'S NAME:

City of Santa Barbara, Public Works Department

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
630 Garden Street	Santa Barbara	CA	93101

IMPLEMENTING AGENCY'S CONTACT PERSON:

Jessica W. Grant

CONTACT PERSON'S TITLE:

Project Planner

CONTACT PERSON'S PHONE NUMBER:

805-564-5338

CONTACT PERSON'S EMAIL ADDRESS :

jgrant@santabarbaraca.gov

Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

Not applicable

PROJECT PARTNERING AGENCY'S ADDRESS	CITY		ZIP CODE
		CA	

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA number	05-5007R
Implementing Agency's State Caltrans MA number	00167S

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

PROJECT NAME: (To be used in the CTC project list)

City of Santa Barbara: Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

Application Number: 01 **out of** 03 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Design and construct curb extensions at the intersection of Carpinteria and Voluntario Streets to improve stop compliance and visibility at the intersection. Install pedestrian-scale lighting along Voluntario Street from Cacique to Mason Streets.

PROJECT LOCATION: (Max of 250 Characters)

This Project is located in the City's Eastside neighborhood near Franklin Elementary School at the intersection of Carpinteria and Voluntario Streets and along Voluntario Street from Cacique to Mason Streets.

Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? ☐ Yes ☒ No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 34.422800 /long. -119.675400

Congressional District(s):	0	2	4					
State Senate District(s):	0	1	9	**State Assembly District(s):**	0	3	7	
Caltrans District(s):	05							
County:	Santa Barbara County							
MPO:	SBCAG							
RTPA:	SBCAG							
MPO UZA Population:	Small Urban (Pop =or<200,000 but > than 5,000)							

ADDITONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**	51	**Bicyclists**	
One Year Projection:	**Pedestrians**	102	**Bicyclists**	
Five Year Projection:	**Pedestrians**	102	**Bicyclists**	

BICYCLE AND/OR PEDESTRIAIN INFRASTRUCTURE (Check all that apply)

Bicycle:	**Class I** ☐	**Class II** ☐	**Class III** ☒		**Other**		
Pedestrian:		**Sidewalk** ☐	**Crossing** ☒		**Other**	Pedestrian Lighting	
Multiuse Trails/Paths:		**Meets "Class I" Design Standards** ☐			**Other**		

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: ☒ Yes ☐ No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income	☒ Yes	☐ No	**CalEnvioScreen**	☐ Yes	☐ No
Student Meals	☒ Yes	☐ No	**Local Criteria**	☒ Yes	☐ No

Is the majority of the project physically located within the limits of a Disadvantaged Community: ☒ Yes ☐ No

CORPS

Does the agency intend to utilize the Corps: ☐ Yes ☒ No

PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) ☒ **OR Non-Infrastructure (NI)** ☐ **OR Combination (N/NI)** ☐

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: ☐ Yes ☒ No

If Yes, check all Plan types that apply**:**

- ☐ **Bicycle Plan**
- ☐ **Pedestrian Plan**
- ☐ **Safe Routes to School Plan**
- ☐ **Active Transportation Plan**

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

Bicycle Plan ☒ Pedestrian Plan ☒ Safe Routes to School Plan ☒ Active Transportation Plan ☐

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

☐ **Bicycle Transportation** **% of Project** _____ % (ped + bike must = 100%)

☒ **Pedestrian Transportation** **% of Project** 100.0 %

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

How many schools does the project impact/serve: 2

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Franklin Elementary School

School address: 1111 E Mason St, Santa Barbara, CA 93101

District name: Santa Barbara Unified School District

District address: 720 Santa Barbara St., Santa Barbara, CA 93101

Co.-Dist.-School Code: 42 76786 6045835

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 0.2 mile

Total student enrollment: 573

% of students that currently walk or bike to school% 30.0 %

Approx. # of students living along route proposed for improvement: 170

Percentage of students eligible for free or reduced meal programs ** 82.7 %

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

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.

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

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? ☐ Yes ☐ No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.
For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a " * " and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:			9/1/16
* CEQA Environmental Clearance:			8/1/17
* NEPA Environmental Clearance:			9/1/17
CTC - PS&E Allocation:			11/1/17
CTC - Right of Way Allocation:			3/1/18
* Right of Way Clearance & Permits:			6/1/18
Final/Stamped PS&E package:			6/29/18
*** CTC - Construction Allocation:**			9/3/18
* Construction Complete:			3/12/19
* Submittal of "Final Report"			9/2/19

PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	$50	
ATP funds for PS&E:	$60	
ATP funds for Right of Way:	$5	
ATP funds for Construction:	$517	
ATP funds for Non-Infrastructure:	$0	*(All NI funding is allocated in a project's Construction Phase)*

Total ATP funds being requested for this application/project: $632

Local funds leveraging or matching the ATP funds: $6

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are `non-participating' for ATP: $5

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: $643

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

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

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

The Project is under $1 million and can be delivered much more timely with State funds, which is important for this safe routes to school project. Please see Attachment K-2-Exhibit 22F.

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions

(Application Screening/Scoring)

Project unique application No.: 05-City of Santa Barbara, Public Works Department-01

Implementing Agency's Name: City of Santa Barbara

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

Table of Contents

Part B: Narrative Questions
Detailed Instructions for: Screening Criteria

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

1. Demonstrated fiscal needs of the applicant:

The City of Santa Barbara: Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project (Project) is an excellent candidate for Active Transportation Program Funding because it will provide necessary safety improvements to an intersection two blocks from Franklin Elementary and Adelante Charter School, which are located in a low income neighborhood. The Project is in the City's Six Year Capital Improvement Plan Fiscal Year 2016-2021, but is currently unfunded. At a time when revenues are vastly short of infrastructure maintenance needs, the majority of the City's streets capital revenue goes towards maintaining existing City streets. Any funding for enhanced pedestrian and bicycle facilities directly competes for road maintenance funding unless non-road maintenance grants can be identified.

2. Consistency with Regional Plan.

Yes, the Project is consistent with the Santa Barbara County Association of Governments' (SBCAG) 2040 Regional Transportation Plan & Sustainable Communities Strategy, which was adopted August 15, 2013. The Project is consistent with the RTP/SCS's Goal 3: Safety and Public Health and Goal 4: Social Equity. The Project seeks to eliminate the number of accidents and severe injuries at the intersection of Carpinteria and Voluntario Streets. The Project will increase walking by providing a safe intersection for elementary school students and their families to navigate on their way to Franklin Elementary and Adelante Charter Schools, which are located in a low-income neighborhood.

SBCAG is in the process of completing a regional active transportation plan that is scheduled to be adopted in July 2015. This Project is included in the SBCAG's plan.

The Project is also part the City's Eastside Neighborhood Transportation Management Plan that was adopted by City Council on July 23, 2013. 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 2016-2021.

Attachment I contains documentation of the above referenced plans.

Part B: Narrative Questions
Detailed Instructions for: Question #1

QUESTION #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 the following:

-Current and projected types and numbers/rates of users. (12 points max.)

This is a Safe Routes to School Project, but will benefit the neighborhood as a whole. There are 573 students enrolled in Franklin Elementary School, which is a Safe Routes to School participating school. Given the school's boundary service area, all students are located within 1.5 miles of the school at the longest distance. The Project is located only two blocks (0.20 mile) from the school.

The City contracts with the Coalition of Sustainable Transportation (COAST) to perform student travel/commute tallies, school safety hazard assessments, bicycle rodeos, and classroom education and events in the elementary schools. According to the latest Student Commute Tally, 47% of Franklin Elementary students walk to school (school as a whole, Figure 1). According to Franklin School's Principal, Casie Killgore, approximately 170 students live near the Project area and it is estimated that 30% of these students currently walk to school (51 students). Following Project completion, it is anticipated that 60% of students will walk to school (102 students), which is consistent with other areas of the neighborhood that don't have safety barriers on the way to school.

According to City-collected traffic count data (May 2015), approximately 1,300 pedestrians per day use the Voluntario Street corridor, including about 100 elementary school students. Because the intersection of Carpinteria and Voluntario Streets ranks #4 in Santa Barbara for number of pedestrian involved collisions, despite being a small neighborhood intersection, many local residents avoid the intersection due to safety concerns. Once the project is complete and safety is improved at the intersection, more students and neighborhood residents will use the corridor. Given the walking rates in other parts of the neighborhood, up to 100 new walking trips to/from school by students, and 160

new walking trips by other neighborhood users is expected, for a total of 260 new walking trips per day along Voluntario Street, a 20% increase.

Future estimates for students walking to school is based on the existing walking rate for this corridor, and the expectation that the walking rate will rise to match walking rates from other directions to the school.

A future estimate for neighborhood use of the corridor is based on counts on the parallel streets. The walking volumes on Voluntario Street are unusually low compared to the parallel streets. Based on feedback from the neighborhood, many local residents don't feel safe using the Carpinteria and Voluntario Street intersection, and either drive or avoid making trips when possible. It is expected that future walking volumes on Voluntario Street will be equal to the parallel streets.

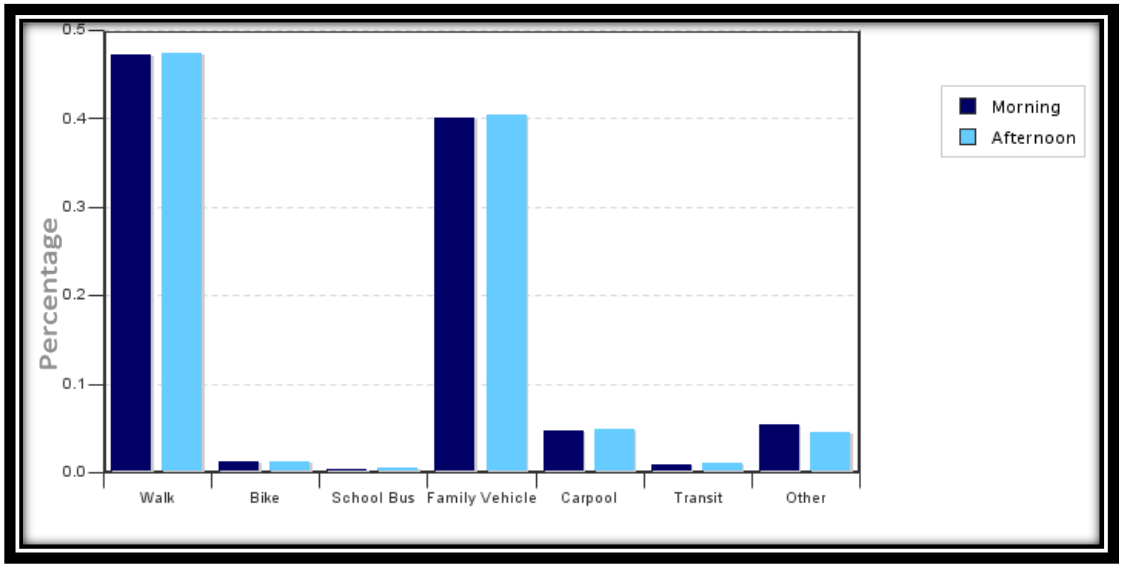


Figure 1: Morning and Afternoon Travel Mode Comparison for Franklin Elementary School (School Wide, October 2014)

B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)

a. creation of new routes

b. removal of barrier to mobility

c. closure of gaps

d. other improvements to routes

e. educates or encourages use of existing routes

The Project completes a three block long pedestrian corridor from the edge of the Franklin School attendance boundary to the school grounds and neighborhood park entrance. The Project includes new curb extensions at the intersection of Carpinteria and Voluntario Streets and pedestrian-scale sidewalk and crosswalk lighting along Voluntario Street from Cacique to Mason Streets. The curb extensions will address a pedestrian-involved collision pattern, which has created a major barrier to pedestrian use of the corridor (Figure 2). The pedestrian lighting enhancement will improve the walking experience for students and families along Voluntario Street, which provides direct access to Franklin Elementary, Adelante Charter School, and Sunflower Park. In fact, despite being a small neighborhood intersection, the Carpinteria and Voluntario Streets intersection has the fourth highest number of pedestrian-involved collisions in Santa Barbara, including two separate collisions that resulted in two school-aged children receiving life threatening injuries. Directly behind the schools are the Eastside Library and Franklin Neighborhood Center, which includes a community health clinic. If families continue west along Carpinteria Street for two blocks (0.2 miles), they will arrive at grocery stores, restaurants, small retail stores, and other commercial businesses.

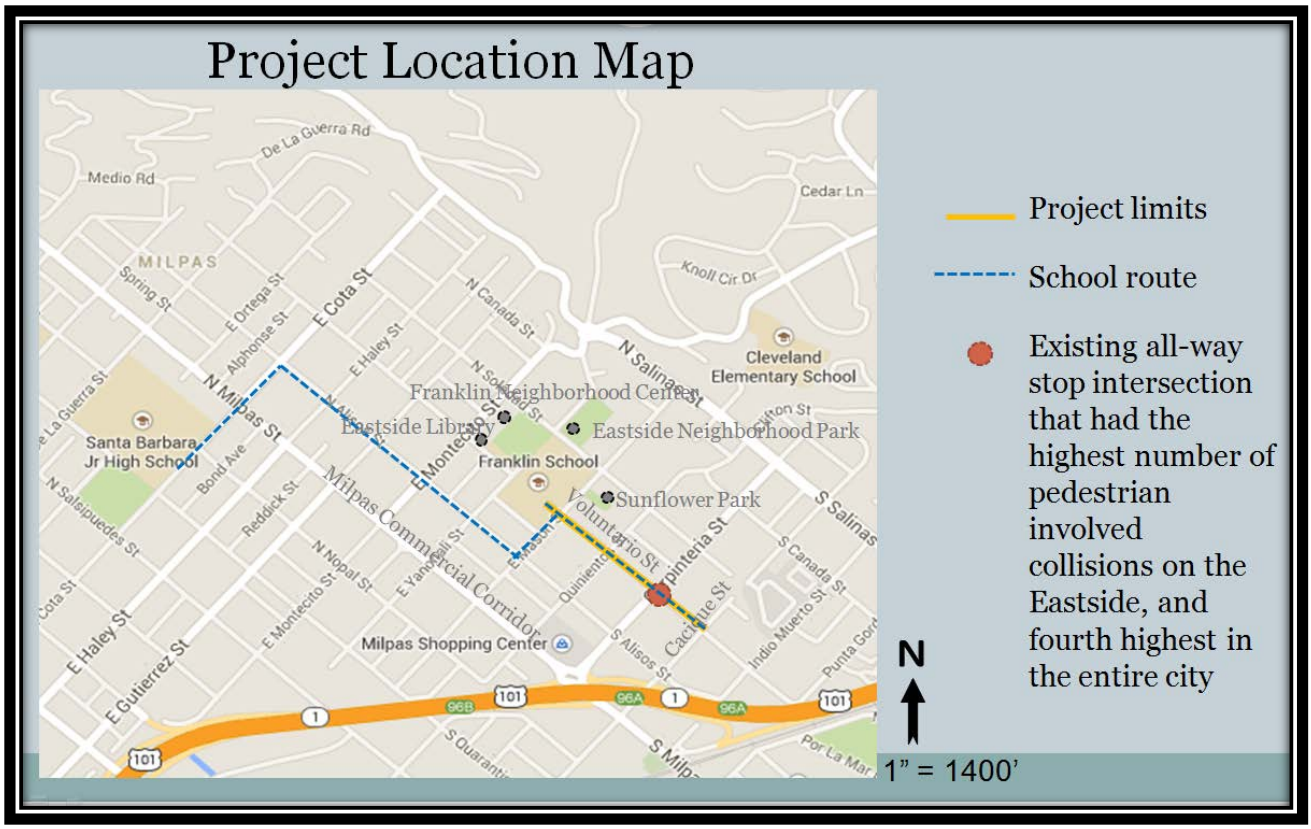


Figure 2: Project Location Map with Problematic Intersection: Carpinteria at Voluntario Streets

Within a half-mile radius of the Project site there are:

- 487 single family residences;
- 2 mobile home parks (about 162 homes);
- 212 residential income units containing 2-4 units;
- 27 residential condos;
- 29 apartment buildings containing 5 or more units;
- One rest home;
- One day care;
- 4 churches;
- 6 parks;
- East Beach;
- 38 commercial/office/retail businesses;
- 5 restaurants; and
- 58 industrial/light manufacturing/warehousing businesses (Figure 3).

Given all these uses, pedestrians use this Project area in route to school, work, and home, and for utilitarian and recreational trips.

There is also a bus stop located at the intersection of Carpinteria and Voluntario Streets. The bus stop will still remain at this intersection, but it will need to be relocated approximately fifty feet to the west from its original location. This bus stop provides a walk/transit connection along the Metropolitan Transit District's Line 2 that provides service from the Eastside to the Downtown and Westside Neighborhoods.

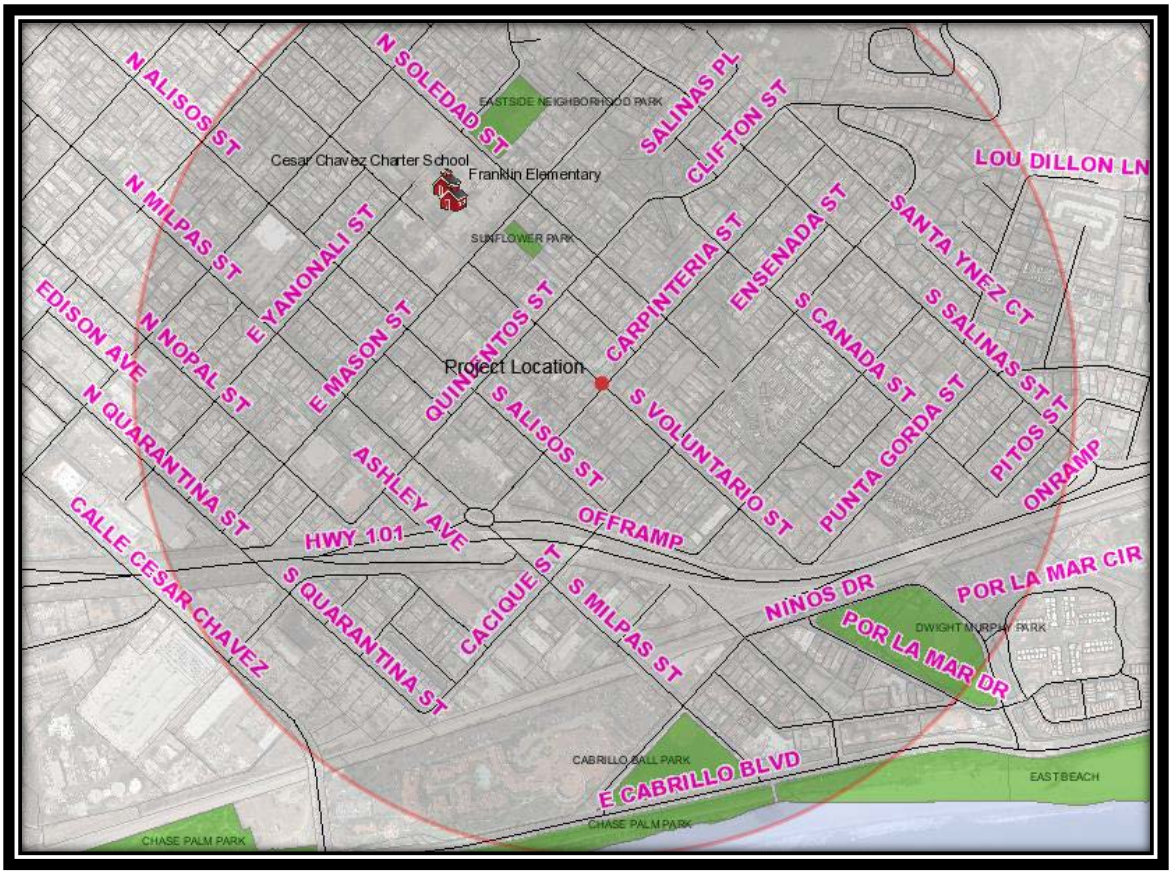


Figure 3: Land uses within 1/2 mile of Project Location

C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The Project is located in the Eastside neighborhood of the City of Santa Barbara, which has one of the highest concentrations of pedestrian activity, bicycle commuters, and transit in the City. In response to the Eastside community, on September 18, 2012, City Council directed the Transportation Division of the Public Works Department to move forward with an Eastside planning effort to help the neighborhood improve pedestrian and traffic safety

in Santa Barbara's Eastside Neighborhood. The public outcry was initially triggered by a tragic accident in the Eastside when a 15 year old was struck and killed by a vehicle. In the spring of 2013, the City of Santa Barbara Public Works Department Transportation Division conducted a large bilingual community outreach effort to help the Eastside neighborhood improve pedestrian and traffic safety. One of the main issue areas that City heard from the residents was about their walking experience and the safety concern for crossing various streets in the Eastside. The Carpinteria at Voluntario intersection was brought up by the residents as a concern, with many residents having witnessed collisions and near misses at this intersection. The pattern of collisions was also affirmed during the City Supervising Traffic Engineer's independent review of collision data for the intersection. The Eastside Neighborhood Transportation Management Plan (Plan), which was adopted by City Council in July 2013, incorporated this Project in the top ten infrastructure needs for the Eastside. This Project provides a safe facility encouraging walking to school in a low income neighborhood that relies on alternative transportation. The Project also complements a recent pedestrian enhancement safe route to school project that involved the construction of pedestrian refuge islands at six intersections near Franklin Elementary, two of which were installed along Voluntario Street.

Eastside Neighborhood Transportation Management Plan – Unfunded Capital Projects

Strategy	Tasks	Responsible Department/Division	Cost
Improve Street Lighting	1 Neighborhood LED lighting study and design.	Public Works - Facilities/Engineering	$120,000
	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	$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- $3,248,000
	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 ($7,000/block of bike lane for design & construction): 1. Mason 2. Montecito Construct bicycle boulevards ($125,000 per corridor for design & construction) 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
		Total ranges from:	**$16,549,000- $19,013,000**

Figure 4: Eastside NTMP List of Unfunded Capital Needs (July 2013)

Part B: Narrative Questions
Detailed Instructions for: Question #2

QUESTION #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 plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

The influence area is along Voluntario Street from Cacique Street to Mason Street. The corridor safety issues are concentrated at the intersection of Carpinteria and Voluntario Streets. At the intersection of Carpinteria and Voluntario Streets, there have been four pedestrian-involved collisions resulting in five injuries to pedestrians in the past five years according to collision data obtained from SWITRS and Santa Barbara Police Department records. This intersection ranks as the fourth highest in the City for pedestrian-involved collisions in the past five years. The list and Figure 5 on the following page illustrates the location of each collision in relation to the Carpinteria and Voluntario Streets intersection.

- 2011 vehicle vs. 19 year old pedestrian resulting in an injury.
- 2012 vehicle vs. two pedestrians (23 year old, 3 year old) resulting in injuries.
- 2013 vehicle vs. 10 year old pedestrian resulting in a severe injury.
- 2014 vehicle vs. two pedestrians (6 year old, 36 year old) resulting in a severe injury to the 6 year old.

For all collisions, the pedestrians were legally in the marked crosswalk, and driver stop sign compliance was identified as the violation for each collision. The City has heard from the community that due to the number and severity of the collisions, many pedestrians avoid the intersection.

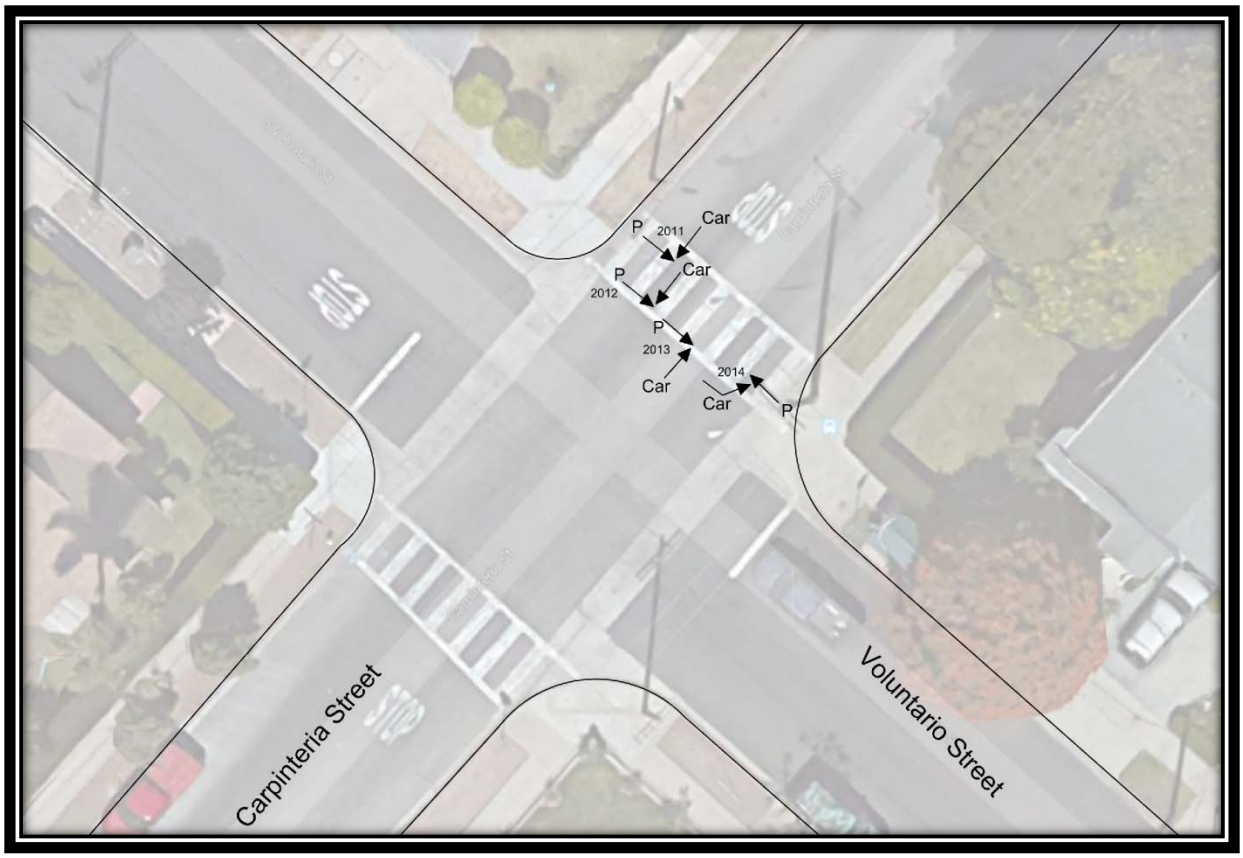


Figure 5: Collision diagram of pedestrian-involved collisions over the past 5 years

B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The Project was identified through the Eastside Neighborhood Management Transportation Plan. Through this plan, a thorough collision analysis was performed for the neighborhood. Safety concerns identified by the neighborhood were also analyzed. The number of pedestrian-involved collisions at the Carpinteria and Voluntario Streets intersection is unusually high for a small neighborhood intersection.

The intersection is currently all-way stop controlled. Despite the all-way stop, this intersection has the fourth highest number of pedestrian involved collisions in Santa Barbara. A safety audit of the intersection and community observation revealed that driver compliance with the stop signs is poor despite an increased police presence in the past several years. Driver stop sign compliance has been identified as the cause of all four of the pedestrian involved collisions within the past five years.

Curb extensions and crosswalk safety lighting are proposed at the intersection of Carpinteria and Voluntario Street. The curb extensions will improve safety by:

- Improving stop sign compliance. By creating a less wide open and less comfortable travelled way for drivers, stop compliance will be improved. Moving the stop signs closer to the center of the driver's cone of vision will also improve stop compliance. The vertical element introduced by the new streetlights will create a visual narrowing of the roadway.
- Reducing pedestrian exposure. The pedestrian crossing distance will be reduced, which reduces the amount of time that pedestrians are in the street and where they are vulnerable to traffic.
- Improving pedestrian visibility. By moving the pedestrian crossing starting point closer to the center of the driver's cone of vision, pedestrians and drivers will have better sight lines with one another.
- Improving intersection lighting. The crosswalk safety lighting will improve illumination of pedestrians when it is dark.

The corridor sidewalk lighting will improve pedestrian comfort and illuminate the two other pedestrian crosswalks along the corridor, which will reduce pedestrian conflicts and improve pedestrian visibility. The two other pedestrian crosswalks along the corridor within the Project boundary have median refuge islands, which were installed in 2014 as part of a Safe Routes to School project. The proposed Project improvements will complement the newly installed refuge islands.

Part B: Narrative Questions
Detailed Instructions for: Question #3

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

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The proposed Project was developed and affirmed as a part of an extensive community outreach process. To improve pedestrian and traffic safety on Santa Barbara's Eastside Neighborhood, the City of Santa Barbara Public Works Department Transportation Division conducted a bilingual neighborhood outreach effort in spring of 2013, which helped the neighborhood identify areas of concern 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.

Specific stakeholders that engaged in the planning effort included (Figure 6):

- The Santa Barbara School District (Eastside School Principals/PTA/Information distribution in student Friday folders);
- COAST, who started the Eastside WALKS Program;
- The Santa Barbara Bicycle Coalition;
- Milpas Community Association;
- Our Lady of Guadalupe Church; and
- Eastside residents, with a targeted focus on Eastside families. According to the American Community Survey, the majority of the Eastside is made up of low to moderate income households.

Based on the community planning effort, the proposed Project is one of the top capital infrastructure needs to improve the safety at the Carpinteria and Voluntario Streets intersection and to improve the walking experience along the corridor with pedestrian-scale sidewalk and crosswalk lighting.

Separate from the community planning process, the City's Supervising Transportation Engineer performed a safety audit that revealed the high number of collisions at the Carpinteria and Voluntario Streets intersection. Despite being a small neighborhood intersection, it ranks #4 in Santa Barbara for number of pedestrian involved collisions. The recent collisions include two separate collisions that resulted in serious, life threatening injuries to school-aged children. The results of the safety audit affirmed the feedback received from the community that improvements are needed at this intersection.

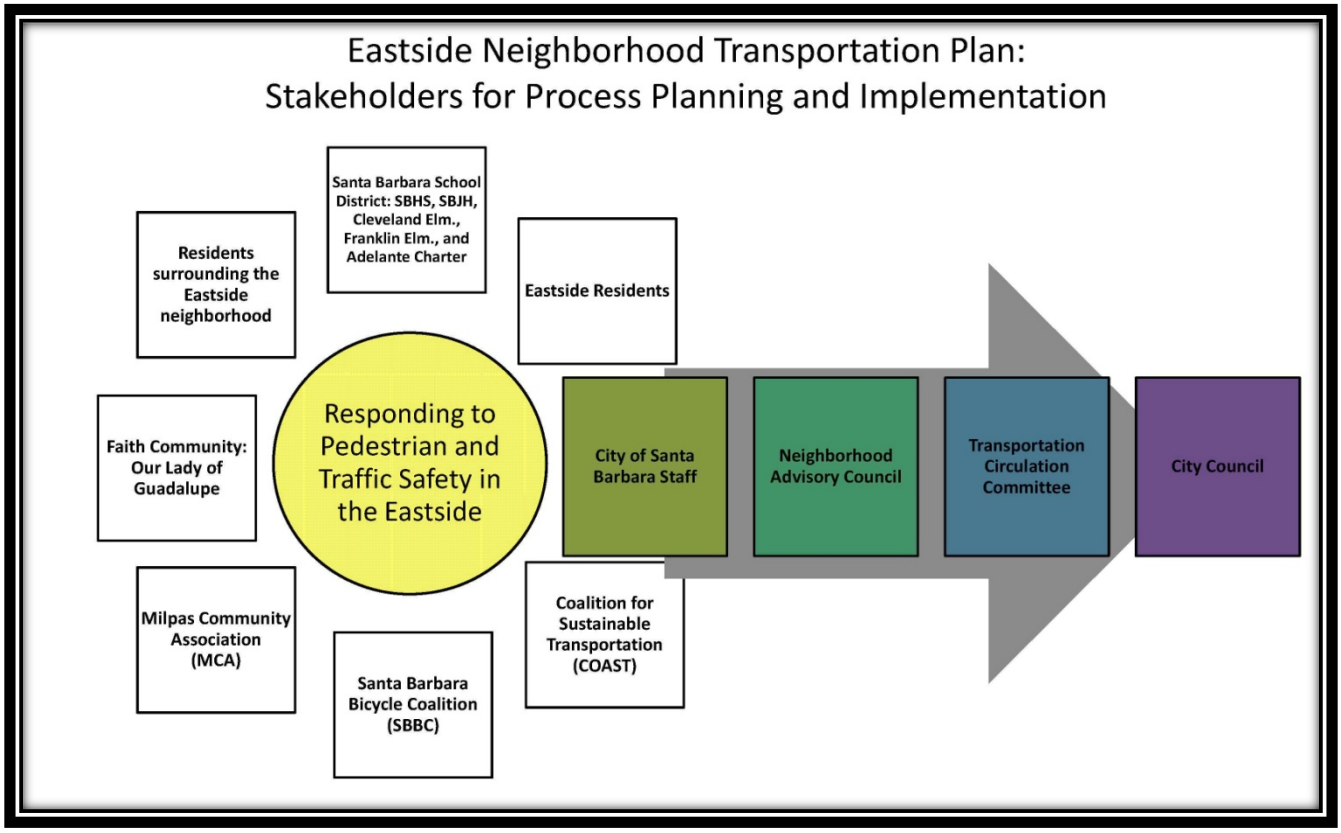


Figure 6: Stakeholders for the Eastside NTMP

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

The Eastside Neighborhood Transportation Management Planning effort included the following:

- A survey, where Eastside families were the focus groups (Figure 7);
- Two hands-on public workshops with high levels of individual participation;
- 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.

Each of the meetings were noticed through flyers (Figures 8 & 9) that were sent home in student folders in the three Eastside elementary schools, through stakeholder websites/listserves, and through the radio/newspapers. The hands-on public workshops took place at Franklin Elementary School, in the heart of the Eastside Community. The workshops were accessible by public transportation and Spanish translation and childcare services were provided. The workshops were held on weekends to maximize public accessibility.

Figure 7: Eastside NTMP survey example where residents could handwrite their concern areas on the map.

Eastside Listening Workshop

The first neighborhood workshop called the "Eastside Listening Workshop" was held at Franklin Elementary School on February 2, 2013. The objective of the workshop was to hear directly from the Eastside residents on what their pedestrian and traffic related concerns are.

The workshop was in facilitation format. There was a staff facilitator at each table where there could be no more than ten Eastside residents per table. The staff facilitator had a list of questions to prompt Eastside resident feedback. The main topics discussed for resident feedback were:

1) Speeding and Traffic Laws
2) Neighborhood Lighting
3) Missing Access Ramps and Sidewalks
4) Bicycling
5) Getting to the bus and bus stops

Each topic had a corresponding map for residents to use to mark their concerns on.

The main discussion points identified by the Eastside residents included the following :

- Speeding (10 streets cited)
- Poor stop sign compliance or pedestrian yielding by motorists(24 intersections cited)
- Poor crossing skills by pedestrians
- Lack of neighborhood lighting
- Obstructions/modifications to existing street lighting
- Missing sidewalk links (5 areas cited)
- Obstructions/impediments to existing sidewalks
- Missing access ramps (29 ramps cited)
- Bicyclists not abiding by the rules of the road
- Bicycle infrastructure inadequacies
- Bus stop inadequacies or concerns

Figure 8: Eastside NTMP Listening Workshop and Flyer

Eastside Approach Workshop

A follow-up workshop, the "Eastside Approach Workshop", was held at Franklin Elementary School on April 6, 2013. The objectives at this workshop included the following:

1) Review what the City heard from the community via the initial Listening Workshop, survey and email/phone;
2) Discuss the engineering analysis;
3) Present possible approaches and immediately receive feedback from the workshop participants; and
4) Identify the next steps of finalizing the Eastside Neighborhood Transportation Management Plan.

At the Approach Workshop, Staff had an interactive portion of the workshop where Staff distributed ten questions to residents that were in attendance. The questions centered around capital improvements only and the purpose of the questions was to see where residents stood on a particular capital improvement approach. The residents privately filled out the questionnaires. The following is the priority identified by those residents that attended the approach workshop. These items are consistent with what we have heard from the Eastside Listening Workshop, Eastside Resident Survey, and from COAST's Eastside Walks Program.

1. Neighborhood lighting installation
2. Enhanced pedestrian crossing features (pedestrian refuge islands and curb extensions for identified intersections for better visibility)
3. Construct bike lanes
4. Extend red striping at identified intersections for better visibility of motorist and pedestrian sight lines
5. (Tie) Access ramp installation (27 ramps) and Installation of traffic calming: mini traffic circles
6. Construct bicycle boulevards
7. (Tie) Replace Cacique Bridge over Sycamore Creek and Sidewalk infill (6 areas)

hello eastside, we heard you!!

Over the past several weeks, Eastside residents have provided valuable input about pedestrian and traffic safety concerns in the Eastside neighborhood by attending the initial Eastside Listening Workshop or taking a special "Pedestrian & Traffic Survey." If you have not provided your concerns yet, please complete the online survey at eastsidetrafficsurvey.com. The survey is available in English and Spanish and will be open till April 1, 2013.

A second workshop to discuss the ideas for improving pedestrian and traffic safety is being hosted by the City of Santa Barbara Transportation Division of the Public Works Department.

Please join us. Refreshments will be served and Spanish translation will be provided.

Workshop Date: Saturday April 6, 2013 from 10am to noon
Where: Franklin Elementary School Auditorium (1111 East Mason St.)
Who should attend: Eastside Residents
(children are welcome to participate)

Questions?
Contact Jessica Grant at the Transportation Division at 805-564-5513 or via email at eastsideNTMP@santabarbaraca.gov

¡hola vecinos de la zone este, los escuchamos!

Las últimas semanas los residentes de la Zona Este han proporcionado información muy valiosa acerca del tráfico y la seguridad peatonal en el vecindario de la zona este por medio de su participación en el taller inicial o respondiendo un cuestionario especial acerca del "Tráfico y la seguridad peatonal". Si usted todavía no nos ha dado su opinión, por favor complete el cuestionario en línea en eastsidetrafficsurvey.com El cuestionario está en inglés y español y estará disponible hasta el 1 de Abril del 2013.

Un segundo taller de seguimiento para hablar de las ideas para mejorar el tráfico y la seguridad peatonal será ofrecido por la División de Transporte del Departamento de Trabajo Público.

Esta cordialmente invitado Habrán refrescos y bocadillos

Fecha del Taller: Sábado 6 de Abril, 2013 de 10am al medio día
Donde: Auditorio de la Escuela Primaria Franklin (1111 East Mason St.)
Quién está invitado: Todos los residentes de la Zona Este
(los niños son bienvenidos a participar)

¿Preguntas?
Contacte a Jessica Grant de la División de Transporte al 805-564-5513 o por email aleastsideNTMP@santabarbaraca.gov

Figure 9: Eastside NTMP Approach Workshop and Flyer

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

The goal of the Eastside Neighborhood Transportation Management Plan is to improve neighborhood livability by addressing pedestrian and traffic safety issues identified through a community-driven process. Based on the feedback from the Eastside residents, six main strategies were identified to address pedestrian, bicycle, and traffic safety issues in the Eastside:

1. Improve street lighting
2. Enhance walking experience (improved sidewalks and street crossings)
3. Reduce vehicle speeds
4. Add bicycle amenities
5. Increase outreach on "rules of the road" (for motorists, pedestrians, cyclists)
6. Improve bus stops

The neighborhood's Plan has twenty-eight (28) tasks recommended to accomplish these strategies consisting of a mix of engineering, enforcement, and educational approaches. Eighteen (18) of the tasks were accomplished within the approved Streets Capital Budget for Fiscal Year 2014. The remaining ten (10) tasks are unfunded capital improvement needs. Within the neighborhood's Plan, the proposed Project is within the top long-term capital infrastructure needs to improve the safety at the Carpinteria and Voluntario Streets intersection and to improve the walking experience along the corridor with pedestrian-scale sidewalk lighting. This Project meets active transportation goals because it will provide necessary safety improvements to an intersection two blocks from Franklin Elementary and Adelante Charter School, which are located in a low income neighborhood, and will encourage additional walking trips.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

Stakeholders continue to be engaged and updated on the implementation of the Eastside Neighborhood Transportation Management Plan through community meetings and special noticing when specific project funding is obtained. The COAST's Eastside Walks Group (mainly made up of mothers of elementary and junior high age students) held a march on March 16, 2015, to bring awareness to the intersection of Carpinteria and Voluntario Streets (Figure 10). The march was covered by the local media. The Eastside Walks Group also participated during public comment during staff's presentation of the City's Six Year Capital Improvement Plan for 2016-2021, requesting that City Council prioritize funding for safety improvements to this intersection. The outcome of the City Council meeting was moved forward with an ATP grant application. If grant funding is awarded, additional notices would be provided through Franklin Elementary School and residents located within the Project area. Please see Attachment J-Letters of Support.

Figure 10: COAST Eastside Walks March Raising Awareness of Intersection Safety at Carpinteria and Voluntario Streets

Part B: Narrative Questions
Detailed Instructions for: Question #4

QUESTION #4
IMPROVED PUBLIC HEALTH *(0-10 points*)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. **Describe the health status of the targeted users of the project/program/plan. (3 points max)**

According to the 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 neighboring Ventura and San Luis Obispo 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.

The proposed Project is located in the Eastside neighborhood, which is predominately Hispanic or Latino low-to-moderate income families (Figure 11). 95.7% of Franklin Elementary students are Hispanic or Latino and 86.8% of Franklin students are on free and reduced lunch plans.

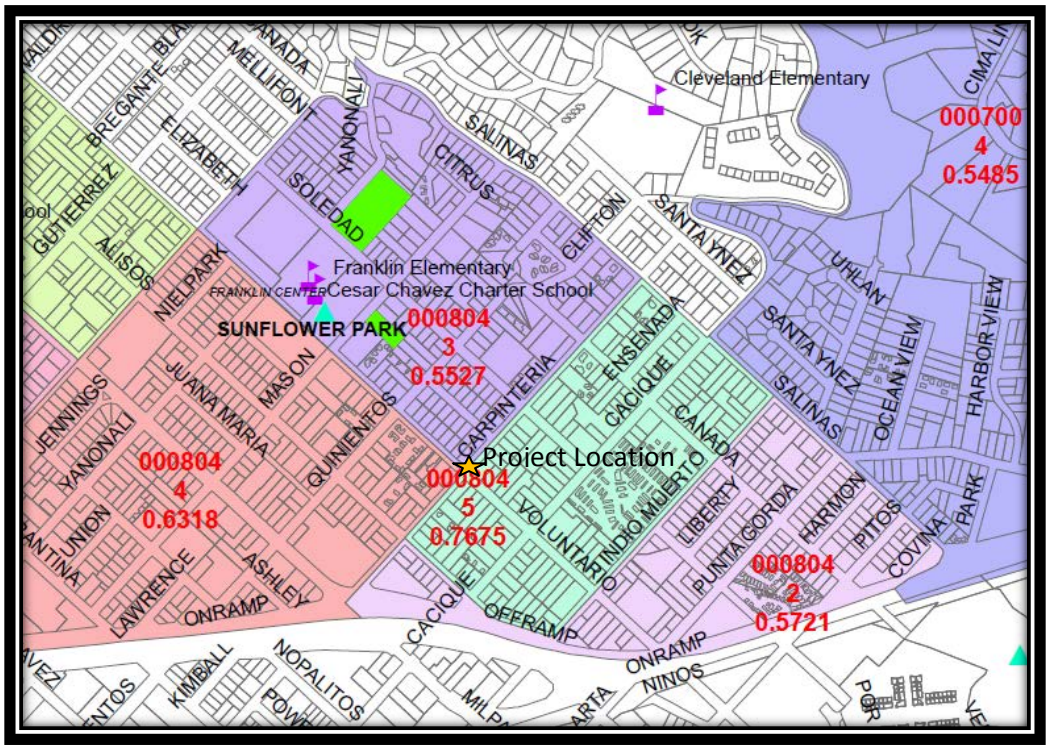


Figure 11: Community Development Block Grant Low Mod Census Eligible Blocks and American Community Survey (ACS) Percentage. The Project location and the majority of the Eastside are considered a low to moderate income neighborhood. 82.7% of Franklin Elementary School Students are on the Free and Reduced Lunch Meal Program.

Below is some additional data from the Santa Barbara Unified School District related to health statistics:

Students Who Are at a Healthy Weight or Underweight, by Grade Level: 2014 (Grade Level: All)

Santa Barbara Unified (School District)	Percent
Grade 5	62.6%
Grade 7	67.9%
Grade 9	69.4%

Definition: Percentage of public school students in grades 5, 7, and 9 with body composition falling within or below the Healthy Fitness Zone of the Fitnessgram assessment (e.g., 59.5% of 5th graders in California public schools were at a healthy weight or underweight in 2014).

Data Source: As cited on kidsdata.org, California Dept. of Education, Physical Fitness Testing Research Files. Accessed at http://www.cde.ca.gov/ta/tg/pf/pftresearch.asp (Jan. 2015).

Students Who Are at a Healthy Weight or Underweight, by Race/Ethnicity and Grade Level: 2014 (Race/Ethnicity: All; Grade Level: All)
Santa Barbara Unified (School District) Percent

Race/Ethnicity	Grade 5	Grade 7	Grade 9
African American/Black	N/A	LNE	LNE
American Indian/Alaska Native	N/A	N/A	N/A
Asian American	LNE	73.6%	81.8%
Filipino	N/A	N/A	LNE
Hispanic/Latino	52.6%	59.9%	60.8%
Native Hawaiian/Pacific Islander	LNE	LNE	N/A
White	81.9%	80.1%	78.9%
Multiracial	LNE	78.6%	80.0%

Definition: Percentage of public school students in grades 5, 7, and 9 with body composition falling within or below the Healthy Fitness Zone of the Fitnessgram assessment, by race/ethnicity (e.g., in 2014, 49.3% of Native Hawaiian/Pacific Islander 5th graders in California public schools were at a healthy weight or underweight).

Data Source: As cited on kidsdata.org, California Dept. of Education, Physical Fitness Testing Research Files. Accessed at http://www.cde.ca.gov/ta/tg/pf/pftresearch.asp (Jan. 2015).

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

On February 4, 2014, the 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 Project will enhance public health by providing a safety improvement to an intersection and lighting along the Voluntario Street corridor, thus improving the walking experience and making it a more attractive mode of transportation.

Part B: Narrative Questions
Detailed Instructions for: Question #5

QUESTION #5
BENEFIT TO DISADVANTAGED COMMUNITIES *(0-10 points*)

A. **Identification of disadvantaged communities: (0 points – SCREENING ONLY**)

To receive disadvantaged community points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project: **$_____**

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: _____

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: **82.7%**

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Option 4: Alternative criteria for identifying disadvantaged communities:

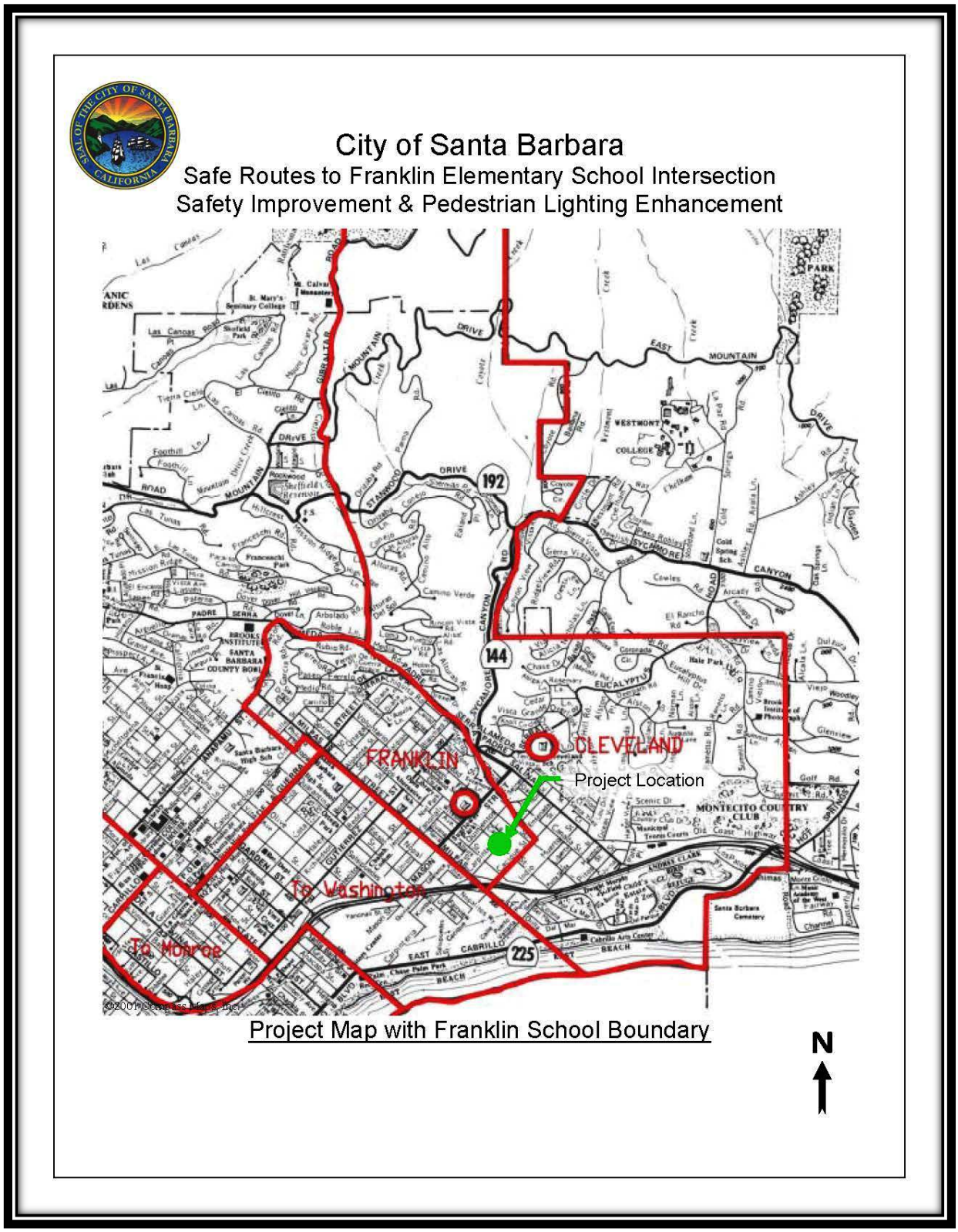
- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? 100%

Explain how this percent was calculated.

The Project is located in the Eastside neighborhood, which is predominately Hispanic or Latino, low-to-moderate income families. The Project is within the Franklin Elementary School boundary (Figure 12), where 82.7% of the students are on the Free and Reduced Lunch Program (Figure 13). 100% of the students and their families would benefit from the Project, not only in their route to and from school, but also to work, home, the library, community center, various neighborhood parks, and to commercial business like the grocery store.



Project Map with Franklin School Boundary

Figure 12: Franklin Elementary School Boundary

Percentage of students eligible for the Free or Reduced Price Meals Programs for Academic Year 2014-2015

1	2	3	4	5	6	7	8	9	16	17	A	I	J	K
Academic Year	County Code	District Code	School Code	County Name	District Name	School Name	District Type	School Type	Low Grade	High Grade	Enrollment (K-12)	FRPM Count (Ages 5-17)	Percent (%) Eligible FRPM (Ages 5-17)	2013-14 CALPADS Fall 1 Certification Status
2014-2015	42	69211	6045538	Santa Barbara	Hope Elementary	Hope Elementary	Elementary Sch	Elementary Sch	K	6	336	94	28.4%	Y
2014-2015	42	69211	6045546	Santa Barbara	Hope Elementary	Monte Vista Elementary	Elementary Sch	Elementary Sch	K	6	349	82	23.9%	Y
2014-2015	42	69211	6045553	Santa Barbara	Hope Elementary	Vieja Valley Elementary	Elementary Sch	Elementary Sch	K	6	346	89	26.3%	Y
2014-2015	42	76786	0000001	Santa Barbara	Santa Barbara Unified	Nonpublic, Nonsectarian Schools	Unified School	N/A			2	0	0.0%	Y
2014-2015	42	76786	0120402	Santa Barbara	Santa Barbara Unified	Alta Vista Alternative High	Unified School	Alternative Sch	9	12	148	42	37.5%	Y
2014-2015	42	76786	0123885	Santa Barbara	Santa Barbara Unified	Alta Vista Alternative Junior High	Unified School	Alternative Sch	7	8	1	1	100.0%	Y
2014-2015	42	76786	4231726	Santa Barbara	Santa Barbara Unified	Dos Pueblos Senior High	Unified School	High Schools (9	9	12	2,208	656	30.3%	Y
2014-2015	42	76786	4232690	Santa Barbara	Santa Barbara Unified	La Cuesta Continuation High	Unified School	Continuation H	9	12	133	70	67.3%	Y
2014-2015	42	76786	4235230	Santa Barbara	Santa Barbara Unified	San Marcos Senior High	Unified School	High Schools (9	9	12	2,086	869	43.3%	Y
2014-2015	42	76786	4235727	Santa Barbara	Santa Barbara Unified	Santa Barbara Senior High	Unified School	High Schools (9	9	12	2,232	938	43.8%	Y
2014-2015	42	76786	6045819	Santa Barbara	Santa Barbara Unified	Adams Elementary	Unified School	Elementary Sch	K	6	569	356	64.1%	Y
2014-2015	42	76786	6045827	Santa Barbara	Santa Barbara Unified	Cleveland Elementary	Unified School	Elementary Sch	K	6	379	272	71.8%	Y
2014-2015	42	76786	6045835	Santa Barbara	Santa Barbara Unified	Franklin Elementary	Unified School	Elementary Sch	K	6	594	474	82.7%	Y
2014-2015	42	76786	6045850	Santa Barbara	Santa Barbara Unified	Harding University Partnership	Unified School	Elementary Sch	K	6	416	260	64.8%	Y
2014-2015	42	76786	6045884	Santa Barbara	Santa Barbara Unified	McKinley Elementary	Unified School	Elementary Sch	K	6	411	301	75.4%	Y
2014-2015	42	76786	6045892	Santa Barbara	Santa Barbara Unified	Monroe Elementary	Unified School	Elementary Sch	K	6	512	316	62.9%	Y
2014-2015	42	76786	6045918	Santa Barbara	Santa Barbara Unified	Peabody Charter	Unified School	Elementary Sch	K	6	749	307	41.0%	Y
2014-2015	42	76786	6045926	Santa Barbara	Santa Barbara Unified	Roosevelt Elementary	Unified School	Elementary Sch	K	6	613	213	35.4%	Y
2014-2015	42	76786	6045934	Santa Barbara	Santa Barbara Unified	Washington Elementary	Unified School	Elementary Sch	K	6	626	191	30.5%	Y
2014-2015	42	76786	6060032	Santa Barbara	Santa Barbara Unified	Goleta Valley Junior High	Unified School	Intermediate/M	7	8	762	286	37.5%	Y
2014-2015	42	76786	6060040	Santa Barbara	Santa Barbara Unified	La Cumbre Junior High	Unified School	Intermediate/M	7	8	481	333	69.2%	Y
2014-2015	42	76786	6060057	Santa Barbara	Santa Barbara Unified	Santa Barbara Junior High	Unified School	Intermediate/M	7	8	820	392	47.8%	Y
2014-2015	42	76786	6062095	Santa Barbara	Santa Barbara Unified	La Colina Junior High	Unified School	Intermediate/M	7	8	831	196	23.6%	Y
2014-2015	42	76786	6095962	Santa Barbara	Santa Barbara Unified	Open Alternative	Unified School	Elementary Sch	K	8	167	76	48.4%	Y
2014-2015	42	76786	6111603	Santa Barbara	Santa Barbara Unified	Santa Barbara Charter	Unified School	Elementary Sch	K	8	299	57	19.3%	Y
2014-2015	42	76786	6116875	Santa Barbara	Santa Barbara Unified	Santa Barbara Community Academy	Unified School	Elementary Sch	K	6	300	250	83.3%	Y
2014-2015	42	76786	6118202	Santa Barbara	Santa Barbara Unified	Adelante Charter	Unified School	Elementary Sch	K	6	254	111	43.7%	Y
											6,236,439	3,557,989	58.6%	

Date Source: California Department of Education: Student Poverty-FRPM [http://www.cde.ca.gov/ds/sd/sd/documents/frpm1415.xls]

Figure 13: California Department of Education- FRPM Data for Franklin Elementary (Note Adelante Charter School is located immediately adjacent to Franklin Elementary)

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

This Project provides a safe facility that will encourage walking to school in a predominately Hispanic or Latino, low income neighborhood that relies on alternative transportation. The Project is within the Franklin Elementary School boundary. 95.7% of Franklin students are Hispanic or Latino and 82.7% of Franklin students are on Free or Reduced Lunch plans. Based on the Eastside Neighborhood Transportation Planning effort, the community said that the safety concerns at the Carpinteria and Voluntario Streets intersection has created a barrier to walking along this corridor that leads right to Franklin Elementary School and neighboring community facilities. By improving safety and adding lighting, the community will feel more comfortable walking to school and accessing these community facilities by foot.

Part B: Narrative Questions
Detailed Instructions for: Question #6

QUESTION #6
COST EFFECTIVENESS *(0-5 POINTS)*

A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of "increased use of active modes of transportation". (3 points max.)

This Project was identified due to the collision history at the Carpinteria and Voluntario Streets intersection and the safety concerns the collisions have raised in the community. The intersection is currently all-way stop controlled, and the collisions are happening because driver stop compliance is poor. Past efforts to improve driver stop sign compliance have included:

- Installation of high visibility crosswalks;
- Installation of "stop ahead" warning signs and pavement legends; and
- Increased police enforcement presence.

Even after implementation of these alternatives, there have been several severe collisions involving school-aged children since 2013. This intersection ranks #4 in the city for pedestrian-involved collisions, despite being a small neighborhood intersection. It was decided to program an infrastructure project in the City's Capital Improvement Plan to improve pedestrian safety at the intersection. Two potential alternatives were identified:

1. A neighborhood (mini) roundabout, and
2. Curb extensions with lighting.

Both projects would meet the goal of improving driver compliance with traffic control devices. However, the roundabout would not meet the goal of creating an improved pedestrian crossing experience and would not attract new pedestrian users to the corridor.

Also, the City has concerns about school-aged children cycling through the circulating roadway of a roundabout at this location.

The total project cost of the neighborhood (mini) roundabout and corridor sidewalk lighting is $704,940. The total project cost of the curb extensions and corridor sidewalk lighting is $643,815.

The curb extension alternative will attract more pedestrian users to the intersection, will not discourage cyclists, will cost less than a roundabout, and results in an overall superior B/C ratio:

1. Neighborhood (mini) roundabout: .46 b/c
2. Curb extensions: 5.54 b/c

B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

($\frac{Benefit}{Total\ Project\ Cost}$ and $\frac{Benefit}{Funds\ Requested}$).

The B/C ratio for total project cost is:

$$\frac{Net\ Present\ Benefit\ (\$3{,}364{,}002)}{Net\ Present\ Project\ Cost\ (\$618{,}572)} = 5.44 : 1$$

The B/C ratio for funds requested is:

$$\frac{Net\ Present\ Benefit\ (\$3{,}364{,}002)}{Total\ Funds\ (Present\ Value) Requested\ (\$607{,}514)} = 5.54 : 1$$

There is benefit for both Safe Routes to School and general mobility improvements (pedestrian projects - increased modal share). The number of new students expected to walk was deducted from the overall benefit, so that the benefit was not double counted.

The tool provided a much simpler way of analyzing the project than last year, and that is very much appreciated. We recommend considering the severity of collisions and the number

of injuries per collision, like the Highway Safety Improvement Program. The information is readily available through SWITRS or TIMS, and really helps distinguish the projects with significant safety issues. See Attachment K-3: Benefit/Cost Tool.

Part B: Narrative Questions
Detailed Instructions for: Question #7

QUESTION #7
LEVERAGING OF NON-ATP FUNDS *(0-5 points*)

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

The City is leveraging $6,500 of City funds, which is 1 % of the Project cost. The City is also contributing $5,000 for landscape maintenance, which is a non-ATP participating item. Please see Part A: Project Funding and Attachment G for the comprehensive cost breakdown.

Part B: Narrative Questions
Detailed Instructions for: Question #8

QUESTION #8

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

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

- ☐ Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- X No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:
Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps representative:
Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- X Neither corps can participate in the project (0 points)
- ☐ Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

_____

_____

_____

- ☐ Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- ☐ Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.

Part B: Narrative Questions
Detailed Instructions for: Question #9

QUESTION #9
APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS
(0 to-10 points OR disqualification)

A. ***Applicant*: Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.**

During the past 5 years, the City of Santa Barbara has completed 15 ATP-type (State/Federal Funded Transportation Improvements) projects with a total grant value of approximately $24 million and has not had any failure to deliver these projects. Other federally funded grant programs that the Public Works Department has participated in are the 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 currently has 16 active grants projects administered through Caltrans with a total grant value of over $90 million. The City of Santa Barbara remains on target to deliver these projects.

B. ***Caltrans response only*:**
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

Part C: Application Attachments

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

List of Application Attachments

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

Application Signature Page	**Attachment A**
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)	**Attachment B**
Engineer's Checklist	**Attachment C**
Project Location Map	**Attachment D**
Project Map/Plans showing existing and proposed conditions	**Attachment E**
Photos of Existing Conditions	**Attachment F**
Project Estimate	**Attachment G**
Non-Infrastructure Work Plan (Form 22-R) NOT APPLICABLE FOR INFRASTRUCTURE PROJECT	**Attachment H**
Narrative Questions backup information	**Attachment I**
Letters of Support	**Attachment J**
Additional Attachments	**Attachment K**
Additional School Data	**K-1**
Request for State Only ATP Funding-Exhibit 22-F	**K-2**
Benefit-Cost Analysis Tool	**K-3**
Email from California Conservation Corps	**K-4**
Email from Community Conservation Corps	**K-5**
Project Schedule	**K-6**

Part C: Attachments
Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: Rebecca Bjorkman Date: 5-26-15
Name: Rebecca Bjorkman Phone: 805 564 5378
Title: Public Works Dir. e-mail: rbjorke@santabarbaraca.gov

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: 5/14/15
Name: Cass Killgore Phone: (805) 963-4283
Title: principal e-mail: ckillgore@sbsdk12.org

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)
If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? _____ If yes, no signature is required. If no, the following signature is required.

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

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

ATP PROJECT PROGRAMMING REQUEST

Date: 22-May-15

Project Information:

Project Title:	Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
5	Santa Barbara	Voluntario St.			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				50				50
PS&E					60			60
R/W					5			5
CON						530		530
TOTAL				50	65	530		645

Notes:

ATP Funds: Infrastructure Cycle 2 — **Program Code:**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)				50				50
PS&E					60			60
R/W					5			5
CON						517		517
TOTAL				50	65	517		632

Funding Agency:

Notes:

ATP Funds: Non-infrastructure Cycle 2 — **Program Code:**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

ATP Funds: Plan Cycle 2 — **Program Code:**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

ATP Funds: Previous Cycle — **Program Code:**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

ATP Funds: Future Cycles — **Program Code:**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

ATP PROJECT PROGRAMMING REQUEST

Date: 22-May-15

Project Information:

Project Title:	Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
5	Santa Barbara	Voluntario St.			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: Future Source for Matching (City Funds, Leverage and Non-Participating) — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON						13		13
TOTAL						13		13

Funding Agency

Notes:

Fund No. 3: — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

Fund No. 4: — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

Fund No. 5: — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

Fund No. 6: — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

Fund No. 7: — **Program Code**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency

Notes:

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP ***Infrastructure****-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** **Engineer's Initials:** AS
   a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must: **Engineer's Initials:** AS
   a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
   b. Show the full scope of the proposed project, including any non-participating construction items
   c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
   d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions. **Engineer's Initials:** AS
   (Include cross-section for each controlling configuration that varies significantly from the typical)
   a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** **Engineer's Initials:** AS
   a. Estimate is reasonable and complete.
   b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
   c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
   d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
   e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:** **Engineer's Initials:** AS
   a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding** **Engineer's Initials:** AS
   a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
   b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
   c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
   d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)** **Engineer's Initials:** AS
   ☒ N/A
   a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:** **Engineer's Initials:** AS
   a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
   b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name *(Last, First)*: Shue, Ashleigh

Title: Supervising Civil Engineer

Engineer License Number: C 76701

Signature: Ashleigh Shue

Date: 5/27/15

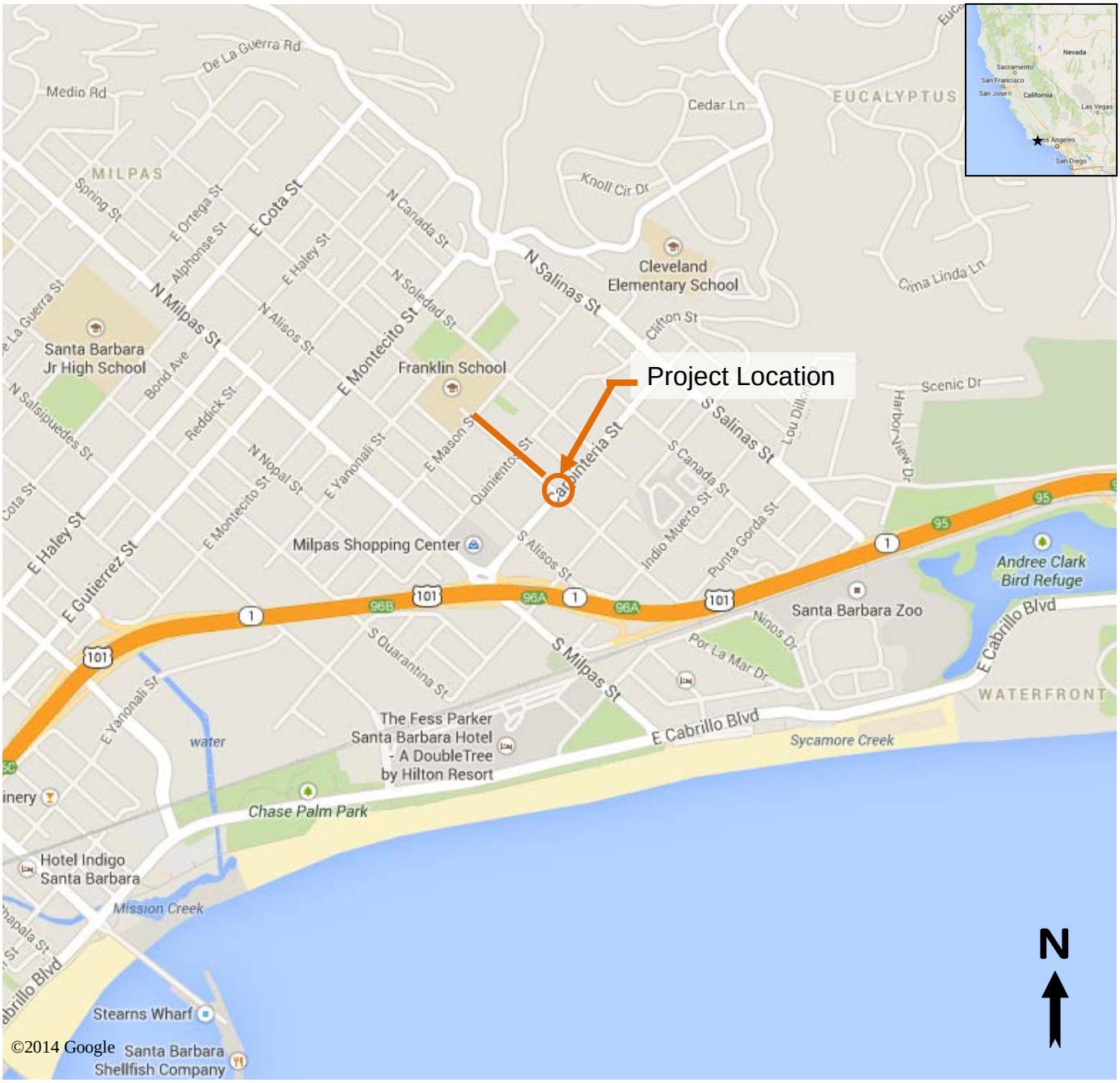
Email: AShue@SantaBarbaraCA.gov

Phone: 805-897-2507

Engineer's Stamp:

City of Santa Barbara

Safe Routes to Franklin Elementary School Intersection Safety Improvement & Pedestrian Lighting Enhancement

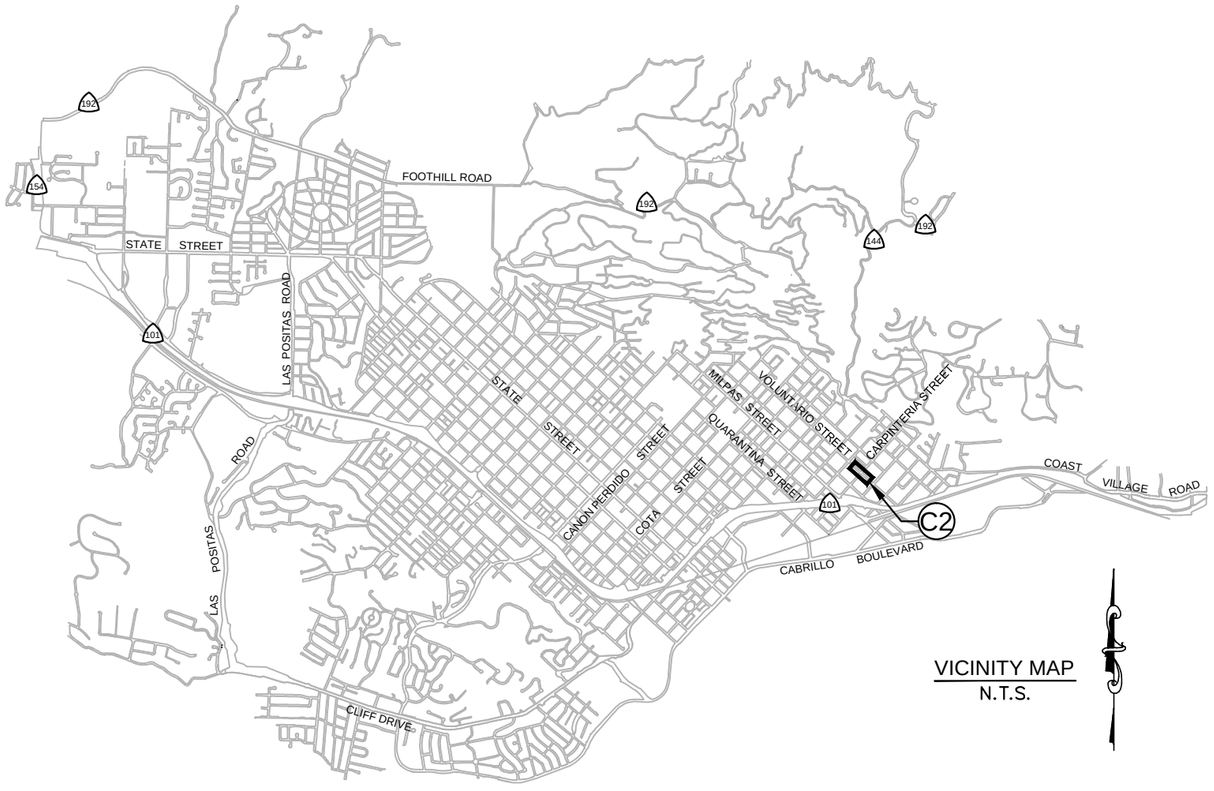


1" = 1400'

Project Map

CITY OF SANTA BARBARA

SAFE ROUTES TO SCHOOL CARPINTERIA AT VOLUNTARIO PEDESTRIAN IMPROVEMENTS PROJECT



VICINITY MAP
N.T.S.

SHEET INDEX			
SHEET #	SHEET DESIGNATOR	TITLE	DESCRIPTION
1	G1	TITLE SHEET	TITLE SHEET
2	C1	SITE PLAN	SITE PLAN
3	C2	CARPINTERIA STREET	AT VOLUNTARIO STREET
4	C3	DETAILS 1	DETAILS 1
5	C4	DETAILS 2	DETAILS 2

SYMBOL LEGEND

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

811 Know what's below. Call before you dig.

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

SAFE ROUTES TO SCHOOL CARPINTERIA AT VOLUNTARIO PEDESTRIAN IMPROVEMENTS PROJECT
TITLE SHEET

2015-XXXX PBW. NO.
XXXX BID NO. | G1 SHT. DES.
C-1-XXXX DWG. NO.
SHT. 1 OF 5

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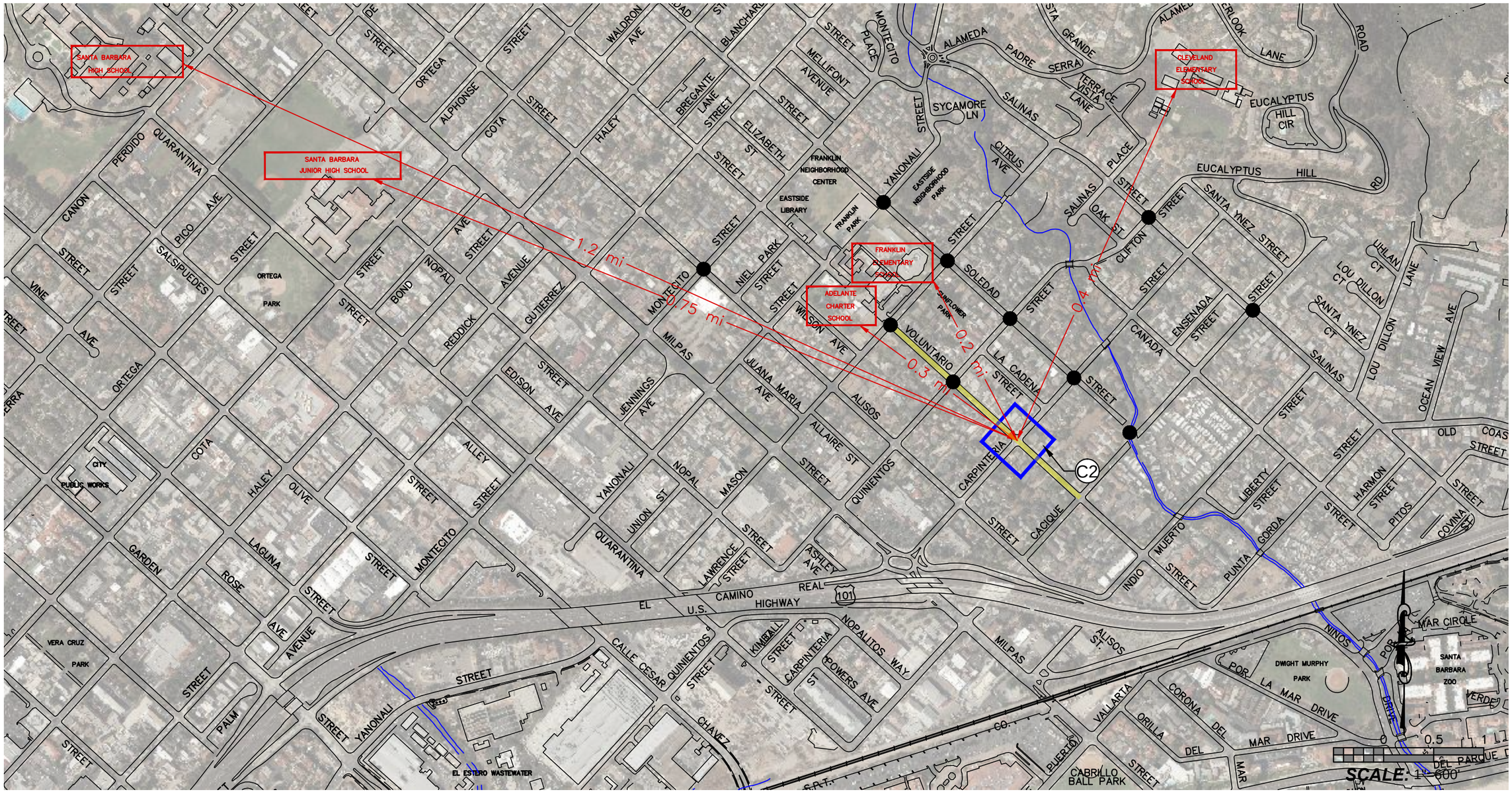

SITE PLAN

LEGEND:

- LIGHTING CORRIDOR – SEE TYPICAL LIGHTING CORRIDOR DETAIL A/C3
- INTERSECTION IMPROVEMENTS
- RECENT SAFE ROUTES TO SCHOOL IMPROVEMENTS

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

811 Know what's below. Call before you dig.

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
APPROVED: _____ DATE _____
CITY ENGINEER
ORIGINAL SIGNED DATE _____

DESIGN	LY
DRAWN	LY
CHECKED	AS

30 % DRAFT

NO.	REVISIONS	DATE	APPROVED

PROJECT
SAFE ROUTES TO SCHOOL CARPINTERIA AT VOLUNTARIO PEDESTRIAN IMPROVEMENTS

SITE PLAN

2015-XXXX	PBW. NO.
XXXX	BID NO.
C1	SHT. DES.
C-1-XXXX	DWG. NO.
SHT. 2	OF 5

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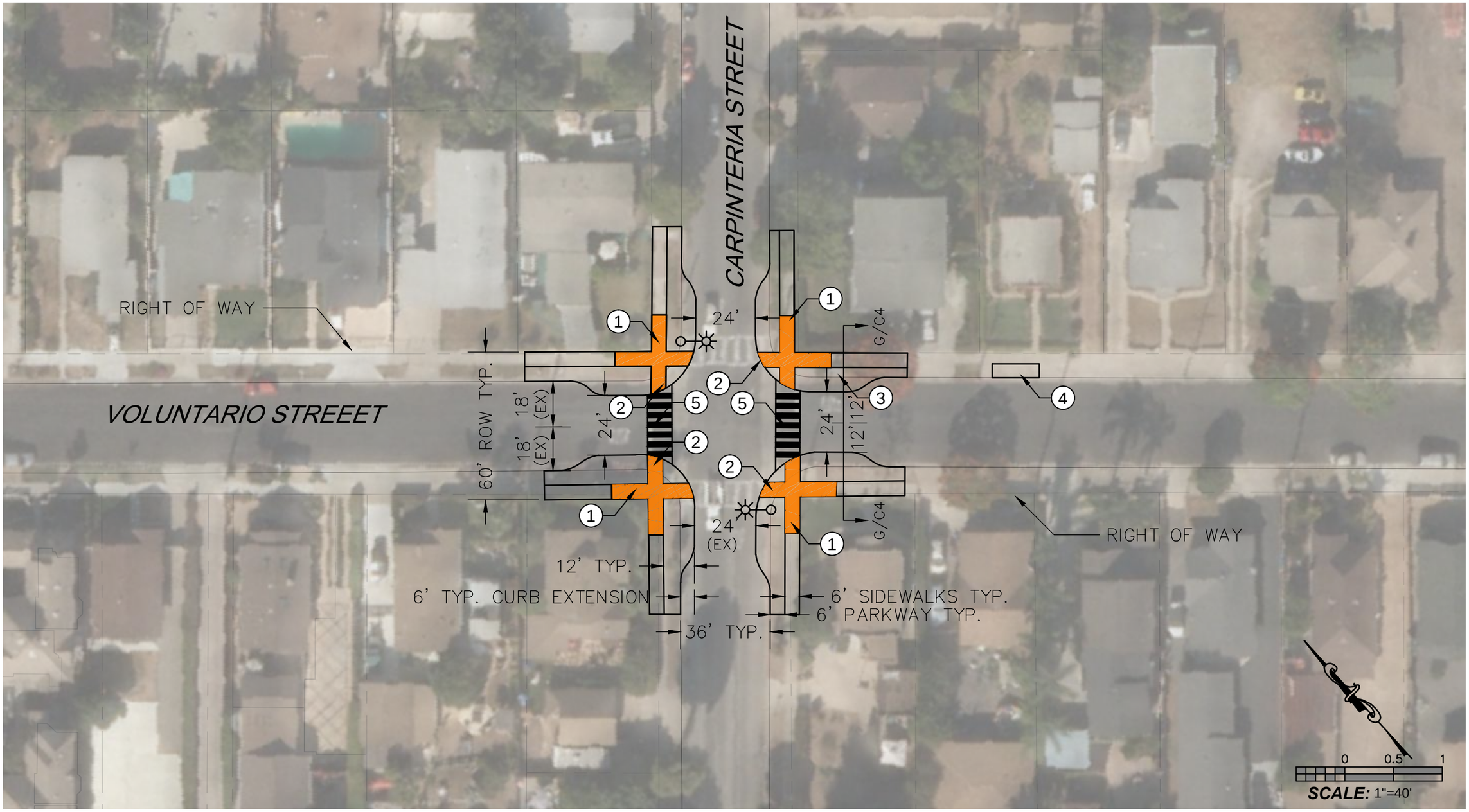

SITE PLAN

CONSTRUCTION NOTES:

1. CONSTRUCT CONCRETE SIDEWALK PER CITY STANDARD DETAILS
2. CONSTRUCT SIDEWALK ACCESS RAMP PER CITY STANDARD DETAILS
3. RELOCATE EXISTING BUS SHELTER
4. PROPOSED BUS SHELTER LOCATION
5. PROPOSED NEW CROSSWALK

NOTE:
1. SEE SHEET C4 FOR PROPOSED AND EXISTING CROSS-SECTIONS

LEGEND:
- CONCRETE CONSTRUCTION
- NEW CITY STANDARD STREET LIGHT

811 Know what's **below.** **Call** before you dig.

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
APPROVED: _____ DATE _____
CITY ENGINEER
ORIGINAL SIGNED DATE

DESIGN	LY
DRAWN	LY
CHECKED	AS

30 % DRAFT

NO.	REVISIONS	DATE	APPROVED

SAFE ROUTES TO SCHOOL CARPINTERIA AT VOLUNTARIO PEDESTRIAN IMPROVEMENTS PROJECT

Carpinteria Street
AT VOLUNTARIO STREET

2015-XXXX	
PBW. NO.	
XXXX	C2
BID NO.	SHT. DES.
C-1-XXXX	
DWG. NO.	
SHT. 3	OF 5

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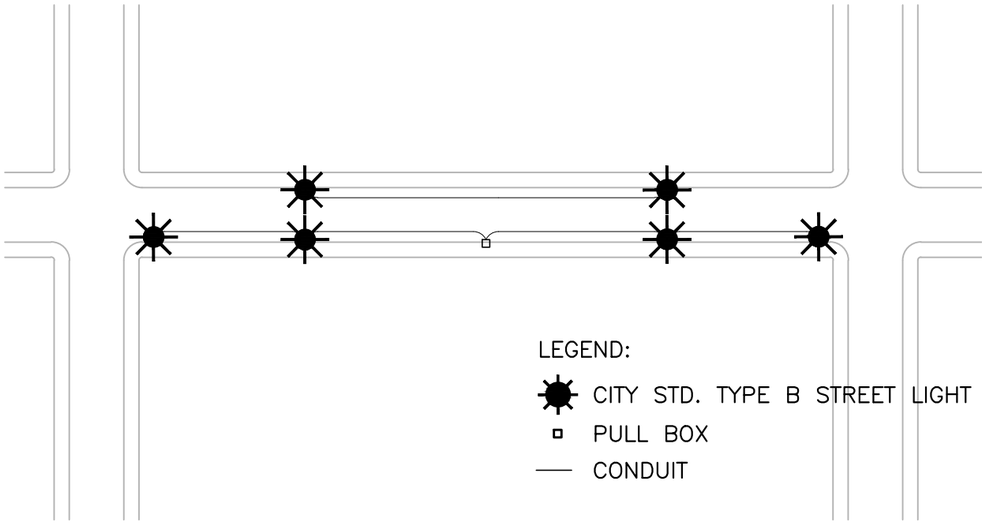
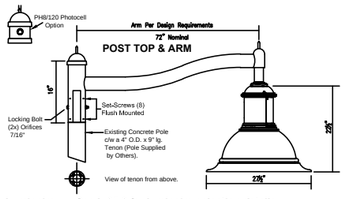
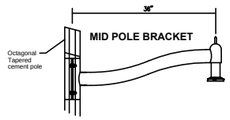


A TYPICAL LIGHTING CORRIDOR
NTS



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.

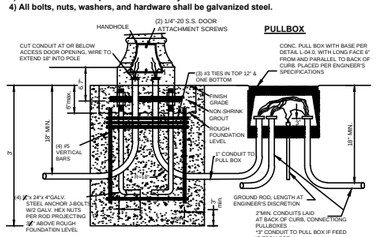
Description of Components:

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 ½" 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 ⅜"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.

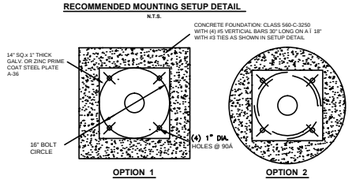
NOTES:
1. Contact: Prudential Lighting Products, (805) 598-3973, http:www.plpnorth.com
2. Order: Luminaire as specified by contract (default shall be LED type), and request arm length as specified by contract. Mid Pole Bracket, if required by contract, is pole specific and includes arm.
3. Post Top, Arm, Mid Pole Bracket and installation hardware, including ⅜" locking bolt, to be provided by manufacturer.
4. 7/16" hole to be drilled in Post Top by Contractor.
5. ½" bore hole thru pole tenon for locking bolt to be drilled by Contractor.
6. Post Top & Arm, and Mid Pole Bracket alignment typically perpendicular to curbface, must be prior approved by Project Engineer.
7. Mid Pole Bracket location height on pole is set approximately at 14'. Contractor will bore electrical access hole in pole.
8. Optical system to be aligned in field per Manufacturers Streetside direction label identified in fixture.
9. 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.

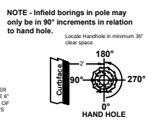
B LUMINAIRE CITY STANDARD L–02.1
NTS

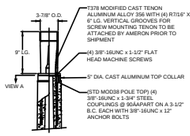
NOTES:
1) Install ground rod in pull box.
2) Maximum 2 conduits per fixture. 3 conduits require adjacent pull box.
3) Dissimilar metals separated dielectrically.
4) All bolts, nuts, washers, and hardware shall be galvanized steel.

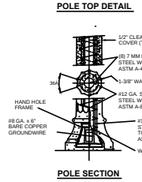


RECOMMENDED MOUNTING SETUP DETAIL
N.T.S.

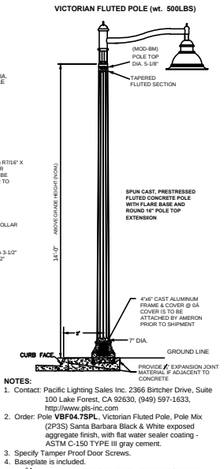






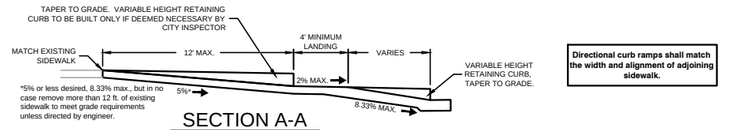


VICTORIAN FLUTED POLE (wt. 500LBS)

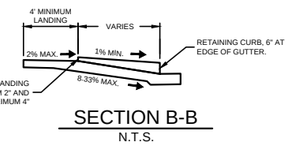


NOTES:
1. Contact: Pacific Lighting Sales Inc. 2366 Birtcher Drive, Suite 100 Lake Forest, CA 92630, (949) 597-1633, http://www.pls-inc.com
2. Order: Pole **VBF04.7SPL**, Victorian Fluted Pole, Pole Mix (2P3S) Santa Barbara Black & White exposed aggregate finish, with flat water sealer coating - ASTM C-150 TYPE III gray cement.
3. Specify Tamper Proof Door Screws.
4. Baseplate is included.
5. (4) ¾"x24"x4" galvanized steel bolts & hardware included.
6. MOD-BM: Plug down pole length to 14'-3" OAL.

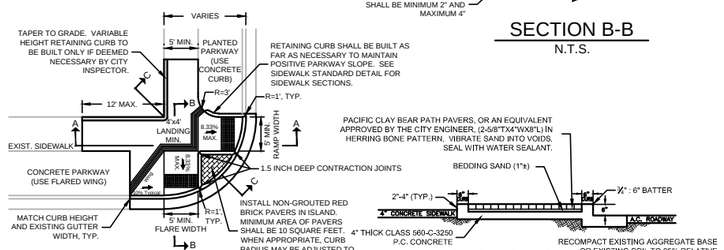
C LIGHT POLE CITY STANDARD L–03.0
NTS



SECTION A-A
N.T.S.



SECTION B-B
N.T.S.



SECTION C-C
N.T.S.

D ACCESS RAMP CITY STANDARD H–07.1
NTS

Know what's **below.**
Call before you dig.

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
APPROVED: CITY ENGINEER DATE
ORIGINAL SIGNED DATE

DESIGN LY
DRAWN LY
CHECKED AS

30 % DRAFT

NO.	REVISIONS	DATE	APPROVED

SAFE ROUTES TO SCHOOL CARPINTERIA AT VOLUNTARIO PEDESTRIAN IMPROVEMENTS PROJECT

DETAILS 1

2015-XXXX
PBW. NO.

XXXX BID NO. | C3 SHT. DES.

C-1-XXXX
DWG. NO.

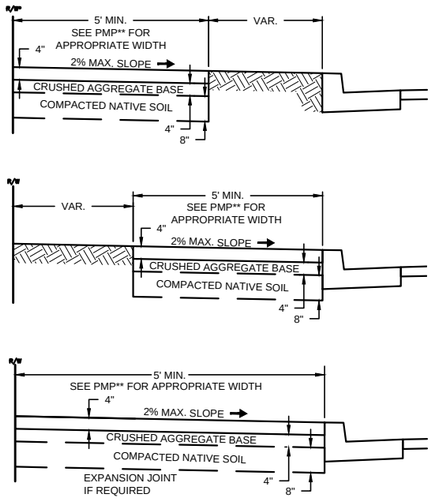
SHT. 4 OF 5

H:\Group Folders\ENGR\Streets Design\Grant Applications\2015 ATP\Carpinteria–Voluntario\Supporting Files\C1 – CARPINTERIA_VOLUNTARIO.dwg; 5/21/2015 s

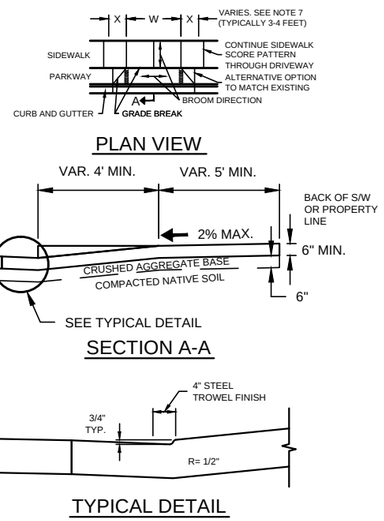
NOTES:

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



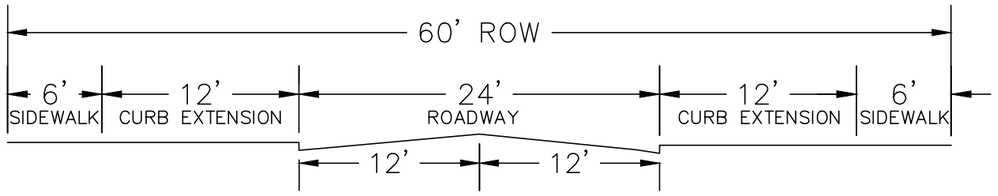
E SIDEWALK CITY STANDARD H-06.1
NTS



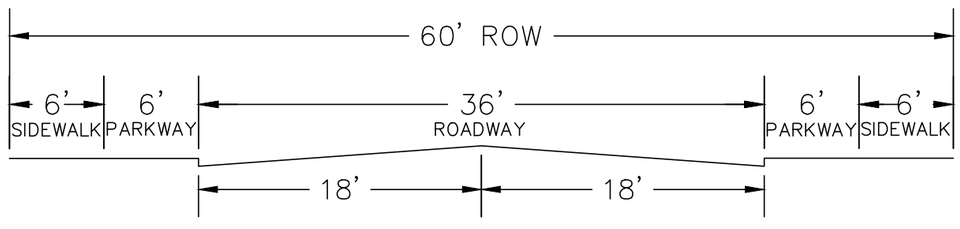
NOTES:

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.

F RESIDENTIAL DRIVEWAY CITY STANDARD H-03.0
NTS



G PROPOSED CROSS-SECTION
NTS



H EXISTING CROSS-SECTION
NTS

Know what's **below.** **Call** before you dig.

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

SAFE ROUTES TO SCHOOL CARPINTERIA AT VOLUNTARIO PEDESTRIAN IMPROVEMENTS PROJECT
DETAILS 2
2015-XXXX PBW. NO.
XXXX BID NO. | C4 SHT. DES.
C-1-XXXX DWG. NO.
SHT. 5 OF 5

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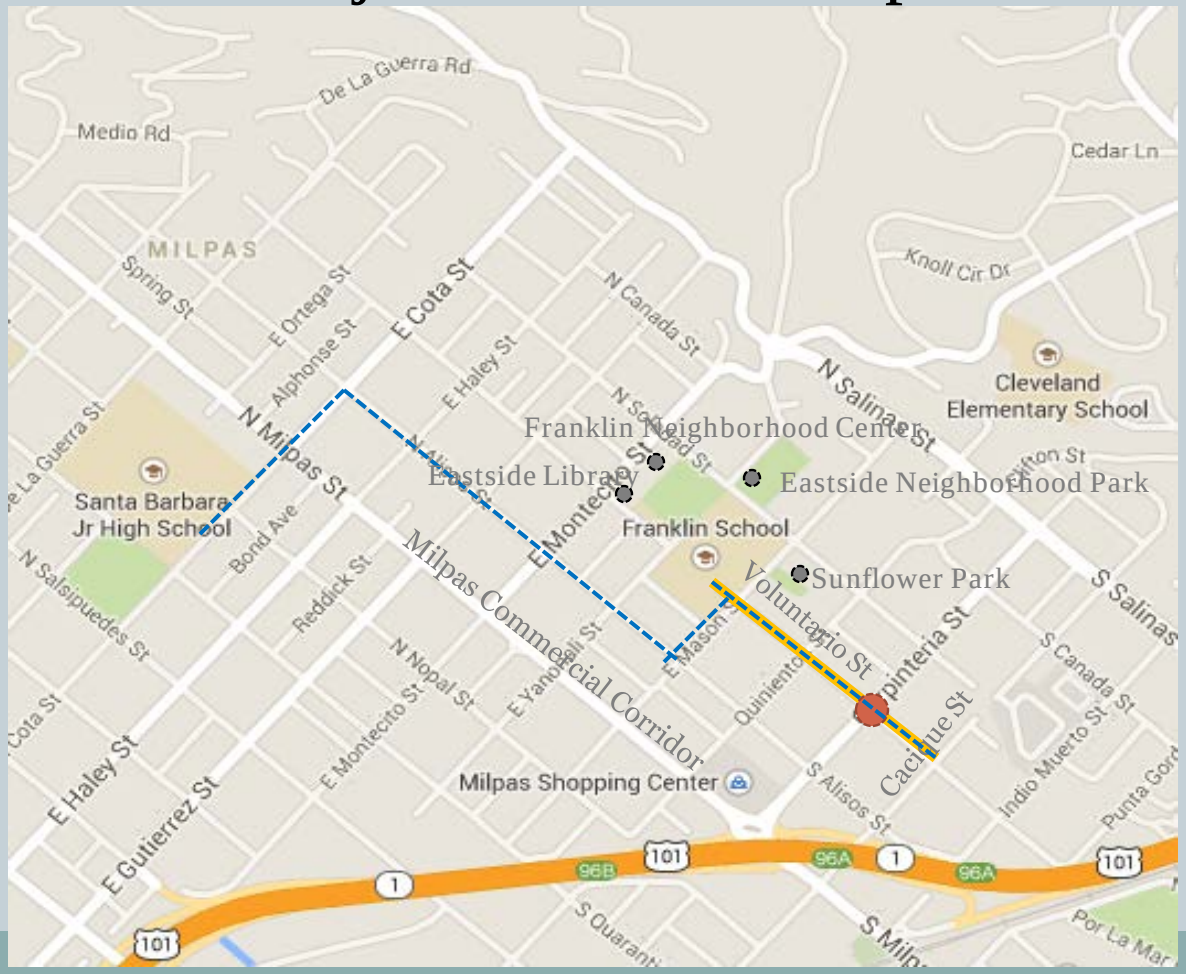
Attachment F: Photos of Existing Conditions

Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

Project Location Map



- Project limits
- School route
- Existing all-way stop intersection that had the highest number of pedestrian involved collisions on the Eastside, and fourth highest in the entire city

Attachment F: Photos of Existing Conditions
Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

- Bird's Eye View

Attachment F: Photos of Existing Conditions
Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

- Aerial View

Attachment F: Photos of Existing Conditions

Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

Kids walking and biking to Franklin Elementary School crossing the intersection of Carpinteria and Voluntario Streets

Attachment F: Photos of Existing Conditions
Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

In the news.....

Injury Traffic Accident
updated: Sep 25, 2014, 8:15 AM

Injury Traffic Accident where a vehicle struck a child at Voluntario and Carpinteria Streets. Fire, Medics, and SBPD are responding.

Photo by John Palminteri of KEYT

KEYT3

A young girl was hit by a truck as she used a crosswalk on a Santa Barbara street Thursday morning near Franklin Elementary School. (09/26/14)

242 | 1

Attachment F: Photos of Existing Conditions
Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

COAST Eastside Walks march for a safer intersection

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of Santa Barbara				
Application ID:	05-City of Santa Barbara, Public Works Department-01	**Prepared by:**	Laura Yanez	**Date:**	**5/14/2015**
Project Description:	Construction of curb extensions at the intersection of Carpinteria and Voluntario Street and installation of new streetlights along Voluntario Street from Cacique to Mason St				
Project Location:	Carpenteria Street at Voluntario Street				

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)

Cost Breakdown

Note: Cost can apply to more than one category. Therefore may be over 100%.

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Items %	ATP Eligible Items $	Landscaping %	Landscaping $	Non-Participating Items %	Non-Participating Items $	To be Constructed by Corps/CCC %	To be Constructed by Corps/CCC $
1	MOBILIZATION	1	LS	$40,000.00	$40,000	100%	$40,000						
2	TRAFFIC CONTROL	1	LS	$10,000.00	$10,000	100%	$10,000						
3	SWPPP	1	LS	$10,000.00	$10,000	100%	$10,000						
4	HARDSCAPE REMOVAL	3000	SF	$3.50	$10,500	100%	$10,500						
5	CURB AND GUTTER	480	LF	$40.00	$19,200	100%	$19,200						
6	VARIABLE HEIGHT RETAINING CURB	80	LF	$18.00	$1,440	100%	$1,440						
7	4" THICK PCC SIDEWALK	1500	SF	$10.00	$15,000	100%	$15,000						
8	8" THICK PCC RESIDENTIAL DRIVEWAY	500	SF	$15.00	$7,500	100%	$7,500						
9	CITY STANDARD DUAL DIRECTIONAL RAMPS	4	EA	$5,000.00	$20,000	100%	$20,000						
10	ASPHALT CONCRETE PAVEMENT	10	TN	$300.00	$3,000	100%	$3,000						
11	PCC CROSS GUTTER	400	SF	$20.00	$8,000	100%	$8,000						
12	RELOCATE HYDRANT	1	EA	$5,000.00	$5,000	100%	$5,000						
13	PAVEMENT DELINEATION AND SIGNAGE	1	LS	$5,000.00	$5,000	100%	$5,000						
14	PREPARE AND PLANT LANDSCAPED AREA	1500	SF	$5.00	$7,500	100%	$7,500	100%	$7,500				
15	LANDSCAPE MAINTENANCE	1	LS	$5,000.00	$5,000	100%	$5,000	100%	$5,000	100%	$5,000		
16	FURNISH AND INSTALL STREETLIGHTS	15	EA	$15,000.00	$225,000	100%	$225,000						
17	FURNISH AND INSTALL CONDUITS AND WIRE	1	LS	$12,000.00	$12,000	100%	$12,000						
18	FURNISH AND INSTALL METER PEDESTALS	1	EA	$5,000.00	$5,000	100%	$5,000						
19	FURNISH AND INSTALL PULL POXES	5	EA	$500.00	$2,500	100%	$2,500						
20	RELOCATE BUS STOP	1	LS	$6,000.00	$6,000	100%	$6,000						
	Subtotal of Construction Items:				**$417,640**		**$417,640**		**$12,500**		**$5,000**		
	Construction Item Contingencies (% of Construction Items): **Enter in the cell to the right**			**10.00%**	**$41,764**								
	Total (Construction Items & Contingencies) cost:				**$459,404**								

Project Cost Estimate:

Type of Project Delivery Cost	Cost $		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	$ 50,000		
Plans, Specifications and Estimates (PS&E):	$ 60,000		
Total PE:	**$ 110,000**	**24%**	25% Max
Right of Way (RW)			
Right of Way Engineering:			
Acquisitions and Utilities:	$ 5,000		
Total RW:	**$ 5,000**		
Construction (CON)			
Construction Engineering (CE):	$ 68,911	**13%**	15% Max
Total Construction Items & Contingencies:	$459,404		
Total CON:	**$ 528,315**		
Total Project Cost Estimate:	**$ 643,315**		

ATTACHMENT H: NON-INFRASTRUCTURE WORK PLAN (FORM 22-R)

NOT APPLICABLE FOR INFRASTRUCTURE PROJECT

Attachment I: Narrative Questions Backup Information
Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

SCREENING CRITERIA

1. No additional information
2. Consistency with Regional Plan
    a. Santa Barbara County Association of Governments' (SBCAG) 2040 Regional Transportation Plan & Sustainable Communities Strategy
    Online link: http://www.sbcag.org/uploads/2/4/5/4/24540302/final2040rtpscs-chapters.pdf. The Project is consistent with Goals 3 and 4 (page 28)

GOAL 3: SAFETY & PUBLIC HEALTH

The Regional Transportation Plan & Sustainable Communities Strategy would seek to eliminate the number of accidents, injuries, and fatalities on the transportation system. It would also improve public health by increasing rates of active transportation (bicycling and walking trips) and through public outreach and education about these health and safety issues. As one measure of public health, the Regional Transportation Plan & Sustainable Communities Strategy would result in a 5% increase in bike and walk mode share by 2040 when compared to the future baseline.

GOAL 4: SOCIAL EQUITY

The Santa Barbara County Association of Governments evaluated how communities of concern, including minority, low-income, low mobility and low community engagement populations, would fare under the Regional Transportation Plan & Sustainable Communities Strategy relative to the future baseline condition and to the population as a whole. In terms of average travel time and access to jobs, transit and amenities, the analysis of the 2040 Regional Transportation Plan & Sustainable Communities Strategy preferred scenario indicates that benefits and burdens of the projects in the 2040 Regional Transportation Plan & Sustainable Communities Strategy are equitably distributed between the communities of concern and the overall population.

b. Santa Barbara County Association of Governments' Draft Regional Bicycle and Pedestrian Plan, Santa Barbara County (Active Transportation Plan)
    i. Online Link: http://www.sbcag.org/uploads/2/4/5/4/24540302/draft_april20.pdf
    ii. The Project is included on Page 71 of the Draft Regional Bicycle and Pedestrian Plan, Santa Barbara County. The Project falls under the Eastside Neighborhood Transportation Management Plan Implementation.

Attachment I: Narrative Questions Backup Information
Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

Table A-8: City of Santa Barbara Planned Bicycle and Pedestrian Projects

Index	Project/Program		Cost
SB 1	Annual Bicycle Improvements	$	300,000
SB 2	Bike Master Plan Implementation	$	450,000
SB 3	Bike Share Program	$	300,000
SB 4	Boysel Class I Extension	$	900,000
SB 5	Las Positas to Modoc Class I Path	$	9,855,000
SB 6	Leadbetter Beachway Class I 0.2 Mile Connection	$	6,000,000
SB 7	Pershing Park Class I Phase II	$	515,000
SB 8	Cacique and Soledad Bike/Ped Bridges (2)	$	2,153,000
SB 9	Goleta Slough Bridge Lighting Improvements	$	65,000
SB 10	La Mesa Footbridge Improvements	$	250,000
SB 11	Montecito-Yanonali Street Bridge Replacement (add sidewalks)	$	2,845,000
SB 12	Convert portion of Anacapa Street to 2-way	$	150,000
SB 13	Carrillo Street, West of US 101, Corridor Pedestrian Improvements	$	1,000,000
SB 14	City Wayfinding Sign Program	$	600,000
SB 15	Pedestrian Improvements along Three Corridors	$	6,000,000
SB 16	Cliff Drive Class II Bike Lanes, and Pedestrian Improvements	$	1,900,000
SB 17	Micheltorena Bridge Pedestrian Improvements	$	1,000,000
SB 18	Upper State Street Corridor Pedestrian Improvements	$	15,000,000
SB 19	Alamar and State Intersection Pedestrian Improvements	$	1,150,000
SB 20	Pedestrian Intersection Improvements Cabrillo (Los Patos to Hot Springs)	$	20,400,000
SB 21	Develop Plan to Address Problematic Intersections	$	-
SB 22	Pedestrian Intersection Improvements La Cumbre Rd/La Cumbre Ln	$	300,000
SB 23	Las Positas and Cliff Drive Roundabout, Bike/Ped Improvements	$	750,000
SB 24	Pedestrian Intersection Improvements, Santa Barbara and De la Guerra Streets	$	150,000
SB 25	Intersection Safety Improvement Program	$	300,000
SB 28	Sidewalk Maintenance Program	$	2,400,000
SB 29	Cabrillo Sidewalk Installation	$	685,000
SB 30	Calle Canon Sidewalk Link	$	350,000
SB 31	Crosswalk Improvements at Seven Crossings	$	600,000
SB 32	Eastside Neighborhood Transportation Plan Implementation	$	2,400,000
SB 33	Safe Routes to School Program and Projects	$	3,000,000
SB 34	Hollister Avenue Sidewalk Infill	$	300,000
SB 35	La Cumbre Sidewalk Infill and Enhancements	$	714,000
SB 36	Las Positas, McCaw to State, Pedestrian Enhancements	$	800,000
SB 37	Lower Milpas Sidewalk Infill and Lighting	$	972,000
SB 38	Mission Canyon Corridor Pedestrian Enhancements	$	2,700,000
SB 39	Ortega Pedestrian Crossing, add stairs	$	450,000
SB 40	Salsipuedes and Olive Streets, Sidewalk Infill	$	450,000
SB 41	School Zone Improvements and Maintenance	$	600,000
SB 42	Shoreline Drive Traffic Calming in School Zone	$	1,500,000
SB 43	Sidewalk Access Ramps - ADA Compliance	$	2,880,000
SB 44	Sidewalk Infill Program	$	2,400,000
SB 45	Valerio Street Pedestrian Improvements	$	230,000
SB 46	Bike Master Plan Update	$	-
SB 47	Neighborhood Area Mobility Planning	$	300,000
	Total Cost of Improvements	**$**	**96,064,000**

Attachment I: Narrative Questions Backup Information
Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

c. 2016-2021 Capital Improvement Program (March 2015)

Public Works Streets/Transportation

Pedestrian Enhancement: Eastside NTMP Implementation

Description:

The project is to implement remaining neighborhood enhancement projects identified in the Eastside Neighborhood Transportation Management Plan (NTMP), which responds to neighborhood livability and addresses pedestrian and traffic safety issues. Remaining projects include:

1. Install curb extensions at the intersection of Carpinteria and Voluntario for better visibility of motorist and pedestrian sight lines ($203,000). [TRAFFIC SAFETY IMPROVEMENT]

2. Install six pedestrian refuge islands ($110,000). Five of the six pedestrian refuge islands would be located along Alisos Street and the remaining one would be located at the intersection of Jennings Avenue and Nopal Street.

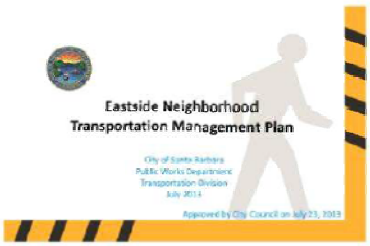
3. Sidewalk infill

4. Access ramp installation ($10,000 per ramp, or $270,000 for 27 missing ramp locations)

5. Bicycle facilities: Install bike lanes along Mason and Montecito and install bike boulevards at Alisos and Soledad Streets (Projects to follow Bike Master Plan Update).

6. Install modified bus shelters at Milpas @ Mason and Milpas @ Yanonali (3 modified shelters, including solar lighting and concrete pad & footings)

7. Install trash receptacles at all bus stops (@ $450 per trash receptacles; assume installation of 10 receptacles)



Specific Plans or Policies Relating to this Project:

On July 23, 2013, City Council adopted the Eastside Neighborhood Transportation Plan.

Status:

To date, the following projects have received funding: 1) Eastside Neighborhood Street Light Retrofit to LED ($280,000), 2) Cacique & Soledad Ped/Bike Bridges and Corridor Improvements ($2,730,000), 3) Montecito Bridge Replacement and Corridor Improvements ($3,875,000), and 4) Voluntario Access Ramps ($140,000). City staff will continue to explore grant opportunities to fund the remaining projects.

Capital Costs:

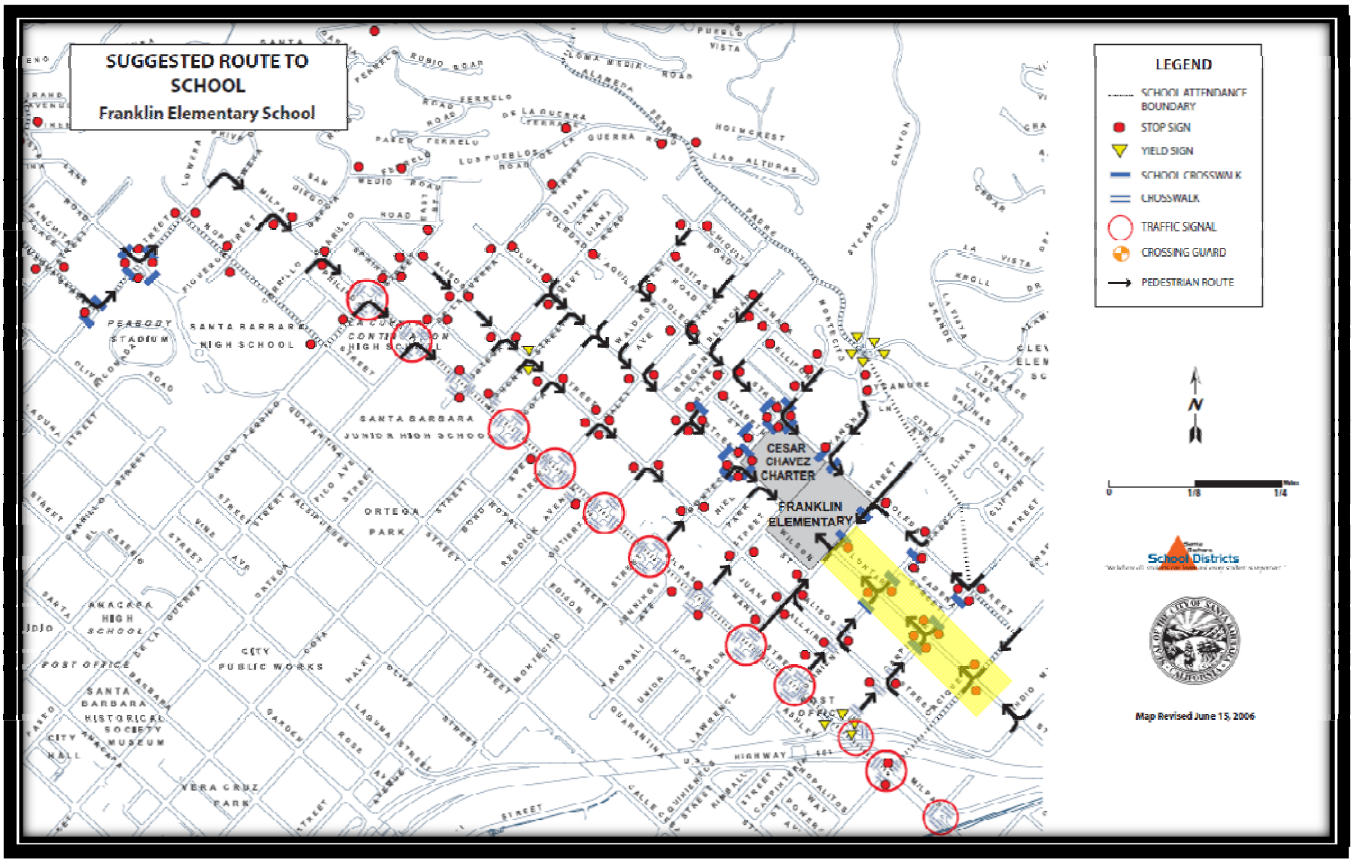
Funding Sources	Funded	Prior Yr. Expense	Current Yr. Budget	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	Six Year Total	Project Total
Grant	☐	0	0	400,000	400,000	400,000	400,000	400,000	400,000	$2,400,000	$2,400,000
Total		0	0	400,000	400,000	400,000	400,000	400,000	400,000	$2,400,000	$2,400,000

Capital Program FY 2015-2016...FY 2020-2021

d. City of Santa Barbara Pedestrian Master Plan
   i. Online Link: http://www.santabarbaraca.gov/gov/depts/pw/transpark/master_plans/pedestrian_master_plan.asp
   ii. Chapter 06: Goal 2 - Establishing and enhancing Safe Routes to School
   iii. Safe Routes to School Maps for Franklin (See map on following page).

Attachment I: Narrative Questions Backup Information
Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

iv.



3. Eastside Neighborhood Transportation Management Plan (July 2013)
    a. Pages: 22-23 (Enhance Walking Experience), 33 (Unfunded Capital Projects) Online Link:

http://www.santabarbaraca.gov/civicax/filebank/blobdload.aspx?blobid=34375
See applicable pages on following pages.

    b. 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

Attachment I: Narrative Questions Backup Information
Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

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.

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.

Attachment I: Narrative Questions Backup Information
Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

Eastside Neighborhood Transportation Management Plan – Unfunded Capital Projects

Strategy	Tasks	Responsible Department/Division	Cost
Improve Street Lighting	1 Neighborhood LED lighting study and design.	Public Works - Facilities/Engineering	$120,000
	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	$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-$3,248,000
	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 ($7,000/block of bike lane for design & construction): 1. Mason 2. Montecito Construct bicycle boulevards ($125,000 per corridor for design & construction) 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
		Total ranges from:	**$16,549,000-$19,013,000**

Attachment I: Narrative Questions Backup Information
Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

Narrative Questions:

QUESTION #1

A. No additional information
B. No additional information
C. No additional information

Question #2

A. No additional information
B. No additional information

Question #3

A. No additional information
B. No additional information
C. No additional information
D. No additional information

Question #4

A. No additional information
B. No additional information

Question #5

A. No additional information
B. No additional information
C. No additional information

Question #6

A. No additional information
B. See Attachment K-3: Benefit/Cost Tool (PDF, See CD for Excel File)

Question #7

A. See Attachment G: Project Cost Estimate

Question #8

A. See Attachments K-4 and K5 for email responses from California Conservation Corps and Community Conservation Corps.

Attachment I: Narrative Questions Backup Information
Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

Question #9

B. No additional Information

Franklin Elementary School

1111 East Mason Street, Santa Barbara, CA 93103, Phone (805) 963-4283, TDD (805) 963-4283 x113, Fax (805) 962-6846

May 19, 2015

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: The City of Santa Barbara: Safe Routes to School Carpinteria at Voluntario 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 City of Santa Barbara: Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project (Project).

The City and our school have the common goal of getting students to and from school safely. One of our students was hit by a car this intersection last fall while walking to school and sustained serious injuries. While we are grateful the student survived, it is something that our school does not want to experience again.

Our school supports this Project because the construction of curb extensions at the intersection of Carpinteria and Voluntario Streets will help improve stop compliance and visibility at the intersection as well as provide a shorter crossing distance for our students and their families. The proposed pedestrian lighting along Voluntario Street from Cacique to Mason Streets will also enhance the walking experience to and from school.

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,

Casie Killgore
Franklin Elementary School Principal

Franklin Elementary School

1111 East Mason Street, Santa Barbara, CA 93103, Phone (805) 963-4283, TDD (805) 963-4283 x113, Fax (805) 962-6846

We, Franklin Parents, want improvements made at the corner of Voluntario and Carpinteria. We have had two students hit at this intersection over the last 18 months and feel improvements must be made to insure the safety of our students and community at large.

Name/Nombre	Signature/Firma
Maria Reynoso	
Eva Galindo	
Maria Rayas	
Maricela Marquez	
Aranza Tapia	
Casi Ichiyo	
Estela Angeles	
Jeanette Fields	
Carmen Munoz	
Kimberly Murillo	

Santa Barbara Unified
Every child, every chance, every day.

Franklin Elementary School

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We, Franklin Parents, want improvements made at the corner of Voluntario and Carpinteria. We have had two students hit at this intersection over the last 18 months and feel improvements must be made to insure the safety of our students and community at large.

Name/Nombre	Signature/Firma
Maria Dalia	
Ariana Olivo	
Jesus Ramirez	
Hugo Flores	
Angela Mclaren	
Gredda Lopez	
Ari. Lopez	
Nasa Bani	
Maria Rangel	
Maria Rosa	

Santa Barbara Unified
Every child, every chance, every day.

ranklin Elementary School

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We, Franklin Parents, want improvements made at the corner of Voluntario and Carpinteria. We have had two students hit at this intersection over the last 18 months and feel improvements must be made to insure the safety of our students and community at large.

Name/Nombre	Signature/Firma
Maria Guadalupe Tapia	
Stacy Hernandez	

Santa Barbara Unified
Every child, every chance, every day.

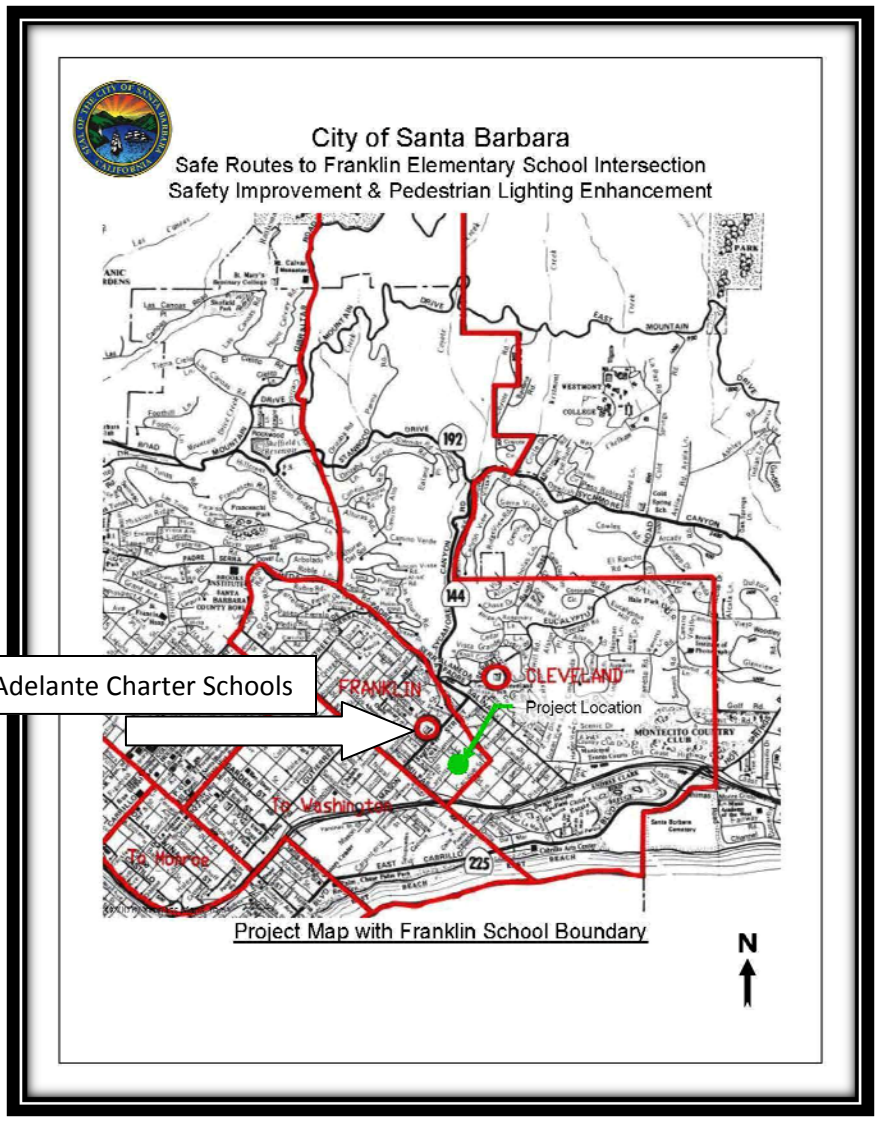
Attachment K-1: Additional School Data

School name:	Adelante Charter School (right next to Franklin Elementary School)
School address:	1102 East Yanonali Street, Santa Barbara, CA 93103
District name:	Santa Barbara School District
District address:	720 Santa Barbara Street, Santa Barbara, CA 93101
Co.-Dist.-School Code:	42-76786-6118202

School type (K-8 or 9-12 or Both): K-6
Project improvements maximum distance from school: 0.20 miles

Total student enrollment:	254 students
% of students that currently walk or bike to school%:	Data Not Available
Approx. # of students living along route proposed for improvement:	25 students
Percentage of students eligible for free or reduced meal programs:	43.7%

Franklin Elementary and Adelante Charter Schools



Project Map with Franklin School Boundary

City of Santa Barbara
Public Works Department
www.SantaBarbaraCA.gov

Main Office
630 Garden Street
P.O. Box 1990
Santa Barbara, CA
93102-1990

Administration
Tel: 805.564.5377
Fax: 805.897.2613

Engineering
Tel: 805.564.5363
Fax: 805.564.5467

Facilities
Tel: 805.564.5415
Fax: 805.897.2577

Street Maintenance
Tel: 805.564.5413
Fax: 805.897.1991

Transportation
Tel: 805.564.5385
Fax: 805.564.5467

Water Resources
Tel: 805.564.5387
Fax: 805.897.2613

EXHIBIT 22-F REQUEST FOR STATE-ONLY ATP FUNDING

To: Caltrans District Office – Programming Liaison
Attn: Linda Wilkins
50 Higuera Street
San Luis Obispo, CA 93401

Date: May 22, 2015

Subject: Request for ATP State-Only Funding

The City of Santa Barbara hereby requests ATP State-only funding for the following project:

PROJECT NAME: Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

PROJECT DESCRIPTION:

PPNO: TBD
The Project will construct curb extensions at the four-way stopped-controlled intersection of Carpinteria and Voluntario Streets to improve stop compliance and visibility at the intersection and to provide a shorter crossing distance for pedestrians. Pedestrian lighting along Voluntario Street from Cacique to Mason Streets will also be installed. This intersection safety improvement and pedestrian lighting enhancement will improve the walking experience for students and families utilizing Voluntario Street, which provides direct access to Franklin Elementary, Adelante Charter School, and Sunflower Park. Directly behind the schools are the Eastside Library and Franklin Neighborhood Center, which includes a community health clinic.

JUSTIFICATION:

A. Type of Work: Infrastructure (IF)
B. Project cost: $643,315
C. Status of Project:
    1. Beginning and Ending Dates of the Project:
        a. Beginning Project Date: September 1, 2016 (CTC PA&ED Allocation)
        b. Ending Project Date: September 2, 2019 (Submittal of "Final Report")
    2. Environmental Clearance Status
        a. CEQA Clearance: August 1, 2017
        b. NEPA Clearance: September 1, 2017
    3. PS&E Allocation: November 1, 2017
    4. R/W Clearance Status
        a. CTC Right of Way Allocation: March 1, 2018

b. Right of Way Clearance & Permits: June 1, 2018

c. Final/Stamped PS&E Package: July 29, 2018

5. Status of Construction

a. CTC Construction Allocation: September 3, 2018

b. Proposed Advertising Date: October 3, 2018

c. Proposed Contract and Construction Award Dates: December 11, 2018

d. Proposed Construction Completion: March 12, 2019

e. Submittal of "Final Report": September 2, 2019

D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year include all phases)

Fiscal Year	Phase	ATP Funds	City Funds	Total
FY 16/17	PA&ED	$50,000.00	$0.00	$50,000.00
FY 17/18	PS&E	$60,000.00	$0.00	$60,000.00
FY 17/18	ROW	$5,000.00	$0.00	$5,000.00
FY 18/19	CON	$516,815.00	$11,500.00	$528,315.00
Total		**$631,815.00**	**$11,500.00**	**$643,315.00**

E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project.

State-Only funds are requested to help expedite delivery of this important neighborhood safety mobility improvement project. The Eastside Neighborhood has been outspoken regarding the need for improvement at this intersection. Sate-Only funding will allow for an earlier completion of this project.

REGIONAL AGENCY CONCURRENCE:

(Name of Regional Agency) concurs with this request for an exception to the Project Funding Policy. (Only for MPO selected projects): Not Applicable

(Signature of Regional Agency Representative) (Only for MPO selected projects): Not Applicable

(Signature of Local Agency Representative):

ACTIVE TRANSPORTATION

BENEFIT-COST ANALYSIS TOOL **Version 1.0**

Project Name: SRTS Carpinteria at Voluntario Pedestrian Improvements Project
Project Location: Volunterio Street, Santa Barbara

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box1A)	Without Project	With Project
Existing		
Forecast (1 Yr after completion)		
	Commuters	Recreational Users
Existing Trips		
New Daily Trips (estimate)	0	0
(1 YR aftercompletion) (actual)		

Project Information- Non SR2S Infrastructure	
Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)	Without Project	With Project
Existing	1300	
Forecast (1 YR after project completion)	1300	1458
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)	Total
Number of student enrollment	573
Approximate no. of students living along school route proposed for improvement	170
Percentage of students that currently walk or bike to school	30.00%
Projected percentage of students that will walk or bike to school after the project	60.00%

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	$643,315

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	
SR2S Infrastructure	$631,815

CRASH DATA (Box 1F)	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	4	0.8
PDO	0	0

SAFETY COUNTERMEASURES (improvements) (Box 1G)		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	N
	Pedestrian crossing (safety features/curb extensions)	Y
	Pedestrian signals	N
Roadways	Bike lanes	N
	Sidewalk/pathway (to avoid walking along roadway)	N
	Pedestrian crossing (with enhanced safety features)	N
	Pedestrian crossing	N
	Other reduction factor countermeasures	Y

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	573
Approximate no. of students living along school route proposed for improvement	170
Percent that currently walks/bikes to school	30%
Number of students that walk/bike to school	51

After Project

No. of students enrollment	573
Approximate no. of students living along school route proposed for improvement	170
Projected percentage of students that will walk or bike because of the project	60%
Number of students that will walk/bike to school after the project	102

ATP Shift	18,360
Fuels Saved	$3,130.38
Emissions Saved	$229.50

Annual Mobility Benefits	$119,660
Annual Health Benefits	$7,464
Annual Safety Benefits	$9,767
Fuel and Emissions Saved	$3,360
Recreational Benefits	$0

Assumptions:

1) 180 school days
2) 2 miles distance to school = 1 hour walk
3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage
5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults $13.03 vs. $5.42 for kids.
6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.

Did not quantify recreational benefits for SR2S Infrastructure projects.

20 Year Invest Summary Analysis	
Total Costs	$643,315.00
Net Present Cost	$618,572.12
Total Benefits	$5,079,430.37
Net Present Benefit	$3,364,002.68
Benefit-Cost Ratio	5.44

20 Year Itemized Savings	
Mobility	$3,723,217.44
Health	$462,281.99
Recreational	$315,276.60
Gas & Emissions	$104,029.52
Safety	$474,624.82

Funds Requested	$631,815.00
Net Present Cost of Funds Requested	$607,514.42
Benefit Cost Ratio	5.54

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	1,300.00
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	1,458.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	158
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	0
New Commuters	0

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	$33,575
Annual Mobility Benefit (Biking)	$0.00

Total Annual Mobility Benefits	$33,575

Project Types

For M values:

20.38	min/trip	OFF STREET	Bike Class I
18.02	min/trip	ON STREET w/o parking benefit	Bike Class II
15.83	min/trip	ON STREET w/ parking benefit	Bike Class III

$13.03 Value of Time

600 steps=0.3mi=1 trip

$1 Value of Total Pedestrian Environmental Impacts per trip

Sources:
NCHRP 552 Methodology (Biking)
Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE

Cycling:

New Cyclists	0
Value of Health (ave.annual)	$146
Annual Health Benefits	$0

GDP Deflator

2006	0.9429
2014	1.0781

Walking:

New Walkers	79
Value of Health	$146
Annual Health Benefits	$11,562

Total Annual Health Benefits	$11,562

Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.
(Estimated annual per capita cost savings of direct and/indirect) of physical activity)

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	79
New Bicyclists	0
Avoided VMT due to Walking	5,036
Avoided VMT due to Biking	0
Fuel Saved	$859
Emissions Saved	$63
Fuel and Emissions saved	$922

Underlying assumptions for calculations:

1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
2) Assume 50% of new walkers and cyclists choose not to drive their cars
3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO_2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
http://www.railstotrails.org/resourcehandler.ashx?id=2948
4) Gasoline price per gallon is $3.41 (incl. tax)
5) Carbon price is $25 per ton
6) 250 working days
7) 2,000 lbs = 1 ton

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking

New Recreational Users	0	$10 per trip
New Commuters	0	
ExistingRecreational Users	0	$4 per trip

Value of Spending Recreational Time for New Recreational Users	$0
Valueof Spending Recreational Time for Existing Recreational Users	$0
Potential number of recreational time outdoors	124

Annual Biking Recreational Benefits	$0

Sources: NCHRP 552 for New Users and Commuters,
TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users,
World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)

Walking

Total Recreational pedestrians	24	15%- See Misc. Tab

Value of Spending Recreational timefor all pedestrians	$8,651	$1 per trip
Potential number of recreational time outdoors	365	

AnnualWalking Recreational Benefits	$8,651

Sources: Pedestrian and Bicycle Information Center.
TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.

Total Annual Recreational Benefits	$8,651

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

			SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERESECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES						
Countermeasures			Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/ underpass	Install raised medians/ refuge islands	Install pedestrian crossings (new signs and markings only	Install pedestrian crossing (with enhanced safety measures/ curb extensions	Install pedestrian signal	Install bike lanes	Install sidewalk/ pathway (to avoid walking along roadways	Install pedestrian crossing (with enhanced safety measures	Install Pedestrian crossing	OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
Applicable Countermeasures			N	N	N	N	N	N	Y	N	N	N	N	N	Y		
Crash Reduction Factors (CRFs)			25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%		
Service Life			20	20	10	20	20	10	20	20	20	20	10	10	20		
	1st year		$0	$0	$0	$0	$0	$0	$22,790	$0	$0	$0	$0	$0	$6,511	$9,767	$9,767

	Fatal	Injury	PDO	Total
Frequency	0	0.8	0	0.8
Cost/crash	$4,130,347	$81,393	$7,624	

Assumption:
For Other Reduction Factor countermeasure, EAB assumes 20 years service life.

ECONOMIC EVALUATION (Constant Values)

Total Benefits	$4,764,154
Mobility Benefits	$3,723,217
Health Benefits	$462,282
Recreational Benefits	$315,277
Safety Benefits	$474,625
Gas & Emission Benefits	$104,030

Total Costs	$643,315

Benefit-Cost Ratio (BCR)	7.4

INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	$119,660	$7,464	$0	$9,767	$3,360	$140,251	$643,315	1.02
2	$122,054	$7,613	$0	$9,962	$3,427	$143,056		
3	$124,495	$7,766	$0	$10,162	$3,496	$145,917		
4	$126,985	$7,921	$0	$10,365	$3,566	$148,836		
5	$129,524	$8,079	$0	$10,572	$3,637	$151,813		
6	$132,115	$8,241	$0	$10,784	$3,710	$154,849		
7	$134,757	$8,406	$0	$10,999	$3,784	$157,946		
8	$137,452	$8,574	$0	$11,219	$3,859	$161,105		
9	$140,201	$8,745	$0	$11,444	$3,937	$164,327		
10	$143,005	$8,920	$0	$11,672	$4,015	$167,613		
11	$145,865	$9,099	$0	$11,906	$4,096	$170,966		
12	$148,783	$9,281	$0	$12,144	$4,178	$174,385		
13	$151,758	$9,466	$0	$12,387	$4,261	$177,873		
14	$154,794	$9,656	$0	$12,635	$4,346	$181,430		
15	$157,889	$9,849	$0	$12,887	$4,433	$185,059		
16	$161,047	$10,046	$0	$13,145	$4,522	$188,760		
17	$164,268	$10,247	$0	$13,408	$4,612	$192,535		
18	$167,553	$10,451	$0	$13,676	$4,705	$196,386		
19	$170,905	$10,661	$0	$13,950	$4,799	$200,313		
20	$174,323	$10,874	$0	$14,229	$4,895	$204,320		
						Sum Total Benefits	Total Project Cost	
Total	$2,907,433	$181,357	$0	$237,312	$81,636	$3,407,739	$643,315	

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
PROJECT OPEN								
1	$153,235	$19,026	$12,976	$19,534	$4,282	$209,053	$643,315	7.90
2	$156,300	$19,407	$13,235	$19,925	$4,367	$213,234		
3	$159,426	$19,795	$13,500	$20,323	$4,454	$217,498		
4	$162,615	$20,191	$13,770	$20,730	$4,544	$221,848		
5	$165,867	$20,594	$14,045	$21,144	$4,634	$226,285		
6	$169,184	$21,006	$14,326	$21,567	$4,727	$230,811		
7	$172,568	$21,426	$14,613	$21,998	$4,822	$235,427		
8	$176,019	$21,855	$14,905	$22,438	$4,918	$240,136		
9	$179,540	$22,292	$15,203	$22,887	$5,016	$244,939		
10	$183,131	$22,738	$15,507	$23,345	$5,117	$249,837		
11	$186,793	$23,193	$15,817	$23,812	$5,219	$254,834		
12	$190,529	$23,656	$16,134	$24,288	$5,324	$259,931		
13	$194,340	$24,130	$16,456	$24,774	$5,430	$265,129		
14	$198,226	$24,612	$16,786	$25,269	$5,539	$270,432		
15	$202,191	$25,104	$17,121	$25,775	$5,649	$275,841		
16	$206,235	$25,607	$17,464	$26,290	$5,762	$281,357		
17	$210,359	$26,119	$17,813	$26,816	$5,878	$286,985		
18	$214,567	$26,641	$18,169	$27,352	$5,995	$292,724		
19	$218,858	$27,174	$18,533	$27,899	$6,115	$298,579		
20	$223,235	$27,717	$18,903	$28,457	$6,237	$304,550		
						Sum Total Benefits	Total Project Cost	Benefit Cost Ratio
Total	$3,723,217	$462,282	$315,277	$474,625	$104,030	$5,079,430	$643,315	7.90

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN										4.00%	$2,745,430.57	5.44		
1	$153,235	$19,026	$12,976	$19,534	$4,282	$209,053	$201,012	$643,315	$618,572				631,815	607,514
2	$156,300	$19,407	$13,235	$19,925	$4,367	$213,234	$197,147		$0					
3	$159,426	$19,795	$13,500	$20,323	$4,454	$217,498	$193,355		$0					
4	$162,615	$20,191	$13,770	$20,730	$4,544	$221,848	$189,637		$0					
5	$165,867	$20,594	$14,045	$21,144	$4,634	$226,285	$185,990		$0					
6	$169,184	$21,006	$14,326	$21,567	$4,727	$230,811	$182,413		$0					
7	$172,568	$21,426	$14,613	$21,998	$4,822	$235,427	$178,905		$0					
8	$176,019	$21,855	$14,905	$22,438	$4,918	$240,136	$175,465		$0					
9	$179,540	$22,292	$15,203	$22,887	$5,016	$244,939	$172,091		$0					
10	$183,131	$22,738	$15,507	$23,345	$5,117	$249,837	$168,781		$0					
11	$186,793	$23,193	$15,817	$23,812	$5,219	$254,834	$165,535		$0					
12	$190,529	$23,656	$16,134	$24,288	$5,324	$259,931	$162,352		$0					
13	$194,340	$24,130	$16,456	$24,774	$5,430	$265,129	$159,230		$0					
14	$198,226	$24,612	$16,786	$25,269	$5,539	$270,432	$156,168		$0					
15	$202,191	$25,104	$17,121	$25,775	$5,649	$275,841	$153,164		$0					
16	$206,235	$25,607	$17,464	$26,290	$5,762	$281,357	$150,219		$0					
17	$210,359	$26,119	$17,813	$26,816	$5,878	$286,985	$147,330		$0					
18	$214,567	$26,641	$18,169	$27,352	$5,995	$292,724	$144,497		$0					
19	$218,858	$27,174	$18,533	$27,899	$6,115	$298,579	$141,718		$0					
20	$223,235	$27,717	$18,903	$28,457	$6,237	$304,550	$138,993		$0					

	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost	Sum Funds Requested	Sum PV Funds Requested
	$3,723,217	$462,282	$315,277	$474,625	$104,030	$5,079,430	$3,364,003	$643,315	$618,572	$631,815	$607,514

PARAMETERS

Mobility Parameters		
CA Statewide Houly Wage (2014)	$26.07	
Value of Time (VOT)- adult	$13.03	
Value of Time (VOT)- child	$5.42	
Bike Path (Class I)	20.38	min/trip
Bike Lane (Class II)	18.02	min/trip
Bike Route (Class III)	15.83	min/trip

Health Parameters		
Cycling	$146	annual$/person
Walking	$146	annual$/person

Accident Cost Parameters		
Cost of a Fatality (K)	$4,130,347	$/crash
Cost of an Injury	$81,393	$/crash
Costy of Property Damage (PDO)	$7,624	$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013

Recreational Values Parameters		
Biking		
New Users	$10	per trip
Existing Users	$4	per trip
Walking		
All Users	$1	per trip

VMT Reduction		
Price of gasoline (per gallon incl. tax)	$3.41	Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fuel Prices http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf
Price of CO2 (per ton)-adj to 2014$	$25	Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of Carbo
Price of Co2 (per lb)	$0.01	for Regulatory Impact Analysis Under Executive Order 12866, February 2010.
Working days	250	

2%	Average CA Annual Growth of Population (1955-2011)
4%	Discount Rate used (same as Cal B/C Model)

Reasons for Bicycling	Percent
Recreation	33
Exercise or health	28
Personal errands	17
Vist a friend or relative	8
Commuting to/from work	7
Commuting to/from school	4

Reasons for Walking	Percent
Exercise or health	39
Personal errands	17
Recreation	15
Walk the dog	7
Visit a friend or relative	7
Commuting to/from work	5
Commuting to/from school	3
Required for my job	2

Source: The 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, Highlights Report. Pedestrian & Bicycle Information Center.

Estimated Annual Per Capita Cost Savings (direct and/or indirect of physical activity)

Study/Agency	Per Capita Cost Savings ($)
Washington DOH	19
Garrett et al.	57
South Carolina DOH	78
Georgia Department of Human Resources	79
Colditz	91
Minnesota DOH	>100
Goetz et al.	172
Pronk et al.	176
Pratt	330
Michigan Fitness Foundation	1175

Source: NCHRP 552, Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

Note: An annual per-capita cost savings from physical activity of $128 was determined by taking the median value of ten noted studies above for year 2006$. The updated 2014$ value is $13.03.

Gross Domestic Product (GDP Deflator)

Fiscal Year	Chained GDP Price Index
2006	0.9429
2007	0.9684
2008	0.9884
2009	1.0000
2010	1.0087
2011	1.0284
2012	1.0464
2013	1.0622
2014 (est.)	1.0781
2015 (est.)	1.0966
2016 (est.)	1.1170
2017 (est.)	1.1391
2018 (est.)	1.1619
2019 (est.)	1.1852

Source: Office of Management Budget, Budget of the United States Government, Fiscal Year 2015
Table 10.1- Gross Domestic Product and Deflators in the Historical Tables: 1940-2019
http://www.whitehouse.gov/sites/default/files/omb/budget/fy2015/assets/hist.pdf
page 217-218.

Grant, Jessica

From: Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV] on behalf of ATP@CCC [ATP@CCC.CA.GOV]
Sent: Friday, May 08, 2015 2:21 PM
To: Yanez, Laura; 'inquiry@atpcommunitycorps.org'
Cc: Grant, Jessica; Shue, Ashleigh; ATP@CCC; Hsieh, Wei@CCC; Mercado, Juan@CCC; Rochte, Christie@CCC
Subject: RE: California Conservation Corps - ATP Submital

Hi Laura,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project due to lack to technical resources. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Yanez, Laura [mailto:lyanez@SantaBarbaraCA.gov]
Sent: Thursday, May 07, 2015 3:34 PM
To: ATP@CCC; 'inquiry@atpcommunitycorps.org'
Cc: Grant, Jessica; Shue, Ashleigh
Subject: California Conservation Corps - ATP Submital

Dear Mr. Hsieh and Ms. Lynch,

Please find attached City of Santa Barbara's California Conservation Corps (CCC) submittal corresponding with ATP Application ID: 01-City of Santa Barbara, Public Works Department-1, for the *Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project.*

If you have any questions, please feel free to contact me.

Thank you,

Laura Yañez, EIT
Project Engineer

City of Santa Barbara
Public Works Engineering
lyanez@santabarbaraca.gov
(805)897-2615

Grant, Jessica

From: Yanez, Laura
Sent: Monday, May 11, 2015 4:11 PM
To: Grant, Jessica
Subject: FW: California Conservation Corps - ATP Submittal

From: Active Transportation Program [mailto:inquiry@atpcommunitycorps.org]
Sent: Monday, May 11, 2015 2:36 PM
To: Yanez, Laura
Cc: atp@ccc.ca.gov
Subject: Re: California Conservation Corps - ATP Submittal

Hi Laura,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project since the City of Santa Barbara is out of our range. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you,
Monica

On Thu, May 7, 2015 at 3:34 PM, Yanez, Laura <lyanez@santabarbaraca.gov> wrote:

Dear Mr. Hsieh and Ms. Lynch,

Please find attached City of Santa Barbara's California Conservation Corps (CCC) submittal corresponding with ATP Application ID: 01-City of Santa Barbara, Public Works Department-1, for the *Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project.*

If you have any questions, please feel free to contact me.

Thank you,

Laura Yañez, EIT

Project Engineer

City of Santa Barbara

Public Works Engineering

lyanez@santabarbaraca.gov

(805)897-2615

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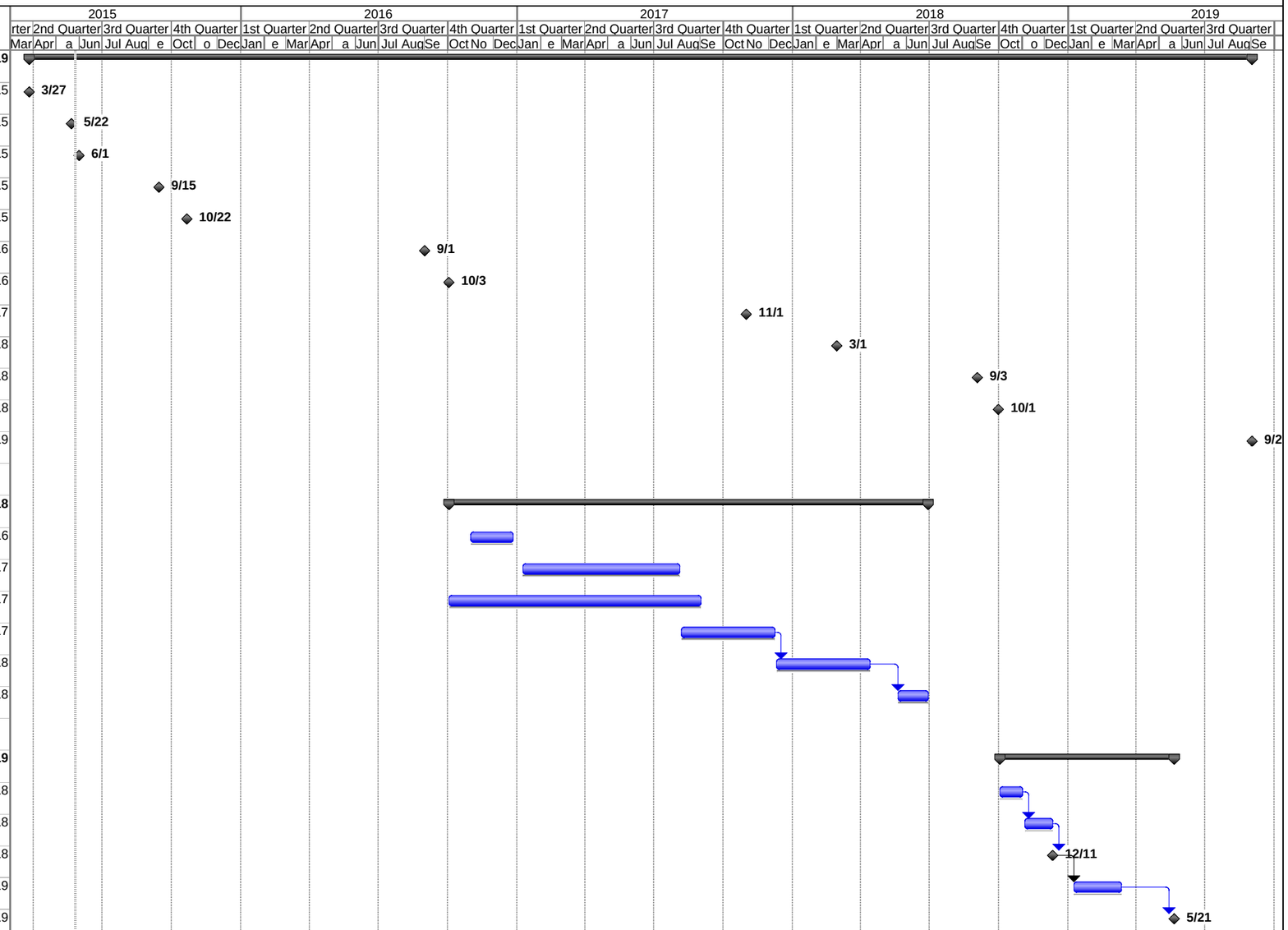
Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org

Safe Routes to School Carpinteria at Voluntario Pedestrian Improvements Project

ID	Task Name	Duration	Start	Finish
1	**Administrative Tasks**	**1156 days**	**Fri 3/27/15**	**Mon 9/2/19**
2	ATP Call for Projects	0 days	Fri 3/27/15	Fri 3/27/15
3	Submit ATP Grant Application	0 days	Fri 5/22/15	Fri 5/22/15
4	ATP Grant Application Due Date	0 days	Mon 6/1/15	Mon 6/1/15
5	CTC Staff Recommendations for Statewide & Rural/Small Urban Program	0 days	Tue 9/15/15	Tue 9/15/15
6	CTC Adopts Statewide & Rural/Small Urban Program	0 days	Thu 10/22/15	Thu 10/22/15
7	CTC PA&ED Allocation	0 days	Thu 9/1/16	Thu 9/1/16
8	PE Authorization	0 days	Mon 10/3/16	Mon 10/3/16
9	CTC PS&E Allocation	0 days	Wed 11/1/17	Wed 11/1/17
10	CTC Right of Way Allocation	0 days	Thu 3/1/18	Thu 3/1/18
11	CTC Construction Allocation	0 days	Mon 9/3/18	Mon 9/3/18
12	Construction Authorization	0 days	Mon 10/1/18	Mon 10/1/18
13	Final Report of Expenditures	0 days	Mon 9/2/19	Mon 9/2/19
14				
15	**Design Phase Tasks**	**455 days**	**Mon 10/3/16**	**Fri 6/29/18**
16	Survey	40 days	Tue 11/1/16	Mon 12/26/16
17	Preliminary Design (30%)	150 days	Mon 1/9/17	Fri 8/4/17
18	Environmental Phase	240 days	Mon 10/3/16	Fri 9/1/17
19	60% Design	90 days	Mon 8/7/17	Fri 12/8/17
20	90% Design Plans, Specifications, and Estimate	90 days	Mon 12/11/17	Fri 4/13/18
21	Final Plans, Specifications, and Estimate	30 days	Mon 5/21/18	Fri 6/29/18
22				
23	**Construction Phase Tasks**	**165 days**	**Wed 10/3/18**	**Tue 5/21/19**
24	Advertise Project	22 days	Wed 10/3/18	Thu 11/1/18
25	CAR	27 days	Mon 11/5/18	Tue 12/11/18
26	Award Construction	0 days	Tue 12/11/18	Tue 12/11/18
27	Construction	45 days	Wed 1/9/19	Tue 3/12/19
28	Notice of Completion	0 days	Tue 5/21/19	Tue 5/21/19



Project: Schedule - Carpinteria_Volunt
Date: Tue 5/26/15

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