



Print Form

## 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-The Regents of the University of California-1

Auto populated

Total ATP Funds Requested:

\$ 2,449

(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:**

The Regents of the University of California

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

Office of Research, 3227 Cheadle Hall, 3rd Floor

Santa Barbara

CA

93106-2050

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Lisa Stratton

**CONTACT PERSON'S TITLE:**

Director of Ecosystem Mgmt., CCBER

**CONTACT PERSON'S PHONE NUMBER:**

805-893-4158

**CONTACT PERSON'S EMAIL ADDRESS :**

stratton@ccber.ucsb.edu



**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:**

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

		CA	
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**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 MS number

LOCODE 6300

Implementing Agency's State Caltrans MS number

22A0486

\* 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)

**Application Number:**  **out of**  **Applications**

**PROJECT DESCRIPTION:** (Max of 250 Characters)

**PROJECT LOCATION:** (Max of 250 Characters)



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. 34.420431 /long. -119.875424

Congressional District(s):

State Senate District(s):    State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

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

**ESTIMATION OF ACTIVE TRANSPORTATION USERS**

Existing Counts:	Pedestrians	<u>96</u>	Bicyclists	<u>165</u>
One Year Projection:	Pedestrians	<u>261</u>	Bicyclists	<u>356</u>
Five Year Projection:	Pedestrians	<u>287</u>	Bicyclists	<u>392</u>

**BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)**

Bicycle: Class I  Class II  Class III  Other unpaved

Pedestrian: Sidewalk  Crossing  Other Multi-purpose Trail

Multiuse Trails/Paths: Meets "Class I" Design Standards  Other unpaved, class II road base

**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 60.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 40.0 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

**How many schools does the project impact/serve:** 1

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: Isla Vista School  
 School address: 6875 El Colegio Road, Isla Vista, CA 93117  
 District name: Goleta Union School District  
 District address: 401 N. Fairview Ave, Goleta, CA 93117  
 Co.-Dist.-School Code: 42 69195 6-45470

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 1.2 mile

Total student enrollment: 516  
 % of students that currently walk or bike to school% 40.0 %  
 Approx. # of students living along route proposed for improvement: 200  
 Percentage of students eligible for free or reduced meal programs \*\* 60.0 %

\*\*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: \_\_\_\_\_ \$2,449

If yes, estimate the % of the total project costs that serve “transportation” uses? \_\_\_\_\_ 100.0 %

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
<b>CTC - PA&amp;ED Allocation:</b>	_____		N/A
* CEQA Environmental Clearance:	_____		12/1/2015
* NEPA Environmental Clearance:	_____		11/1/2015
<b>CTC - PS&amp;E Allocation:</b>	_____		1/1/2016
<b>CTC - Right of Way Allocation:</b>	_____		N/A
* Right of Way Clearance & Permits:	_____		N/A
Final/Stamped PS&E package:	_____		8/1/2016
* <b>CTC - Construction Allocation:</b>	_____		4/30/2016
* Construction Complete:	_____		9/1/2018
* Submittal of “Final Report”	_____		12/1/2018



**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:	\$0	
ATP funds for PS&E:	\$340	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$2,109	
ATP funds for Non-Infrastructure:	\$0	(All NI funding is allocated in a project's Construction Phase)
<b>Total ATP funds being requested for this application/project:</b>		<b>\$2,449</b>

**Local funds leveraging or matching the ATP funds:** \$446

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:** \$0

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:** \$2,895

**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"

**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-The Regents of the University of California-1

Implementing Agency's Name:   The Regents of the University of California  

**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.*

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## **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 in the disqualification of the application.**

### **1. Demonstrated fiscal needs of the applicant:**

The project site is on a 64-acre property donated to the University of California Santa Barbara (UCSB) by the Trust for Public Land on 04/30/2013 to restore the site and incorporate public access through trail installations. UCSB supports the establishment of multi-modal public trails on the site, but has no dedicated resources for this development. Through an ongoing community-based planning process, it became clear that the community has a strong desire for trails and public access across the land for wildlife and open space appreciation and passive recreation, including walking, cycling, jogging, and as a safe route to school. The proposed trail would provide both educational opportunities and access to bus stops, public schools and UCSB, and to trails located on Ellwood Mesa and other portions of the adjacent 652-acre preserve (part of the Ellwood Devereux Open Space). Funding from the Active Transportation Program is crucial to the engineering and construction of this important facility.

### **2. Consistency with Regional Plan.**

The project is consistent with at least four important regional transportation plans. The connectivity the project provides to Class 1 routes in the RTP reflects its significant nexus to these plans, including the *Ellwood-Devereux Open Space Joint Management Plan*, *SBCAG 2040 Regional Transportation Plan*, *City of Goleta General Plan Transportation Element*, and *UCSB Long Range Development Plan*. The proposed route has been prioritized in several community-based Active and Regional Transportation Plan meetings. This project ranks as a project of regional significance in the 2040 SBCAG Regional Transportation Plan because it provides over a mile of trail providing a crucial link between existing and proposed Class 1 routes in the region, as well as an important safe route to school in a disadvantaged area. The potential to cross the now-public (UCSB) property and multiple creeks will provide an opportunity to establish a safe route to school, as well as community access to 652 acres of protected coastal open space.



- **Ellwood Devereux Joint Management Plan** (<http://www.facilities.ucsb.edu/departments/campus-planning-design/ellwood-devereux-ocean-meadows>): The 64-acre project site was incorporated as a private golf course into the 652-acre protected open space in 2004 though its use formed a barrier between the community and existing and proposed trails in the larger open space (Attachment E, Map 1). The acquisition in 2013 and proposed trail will overcome that barrier and provide connections to primary public access points on the north and east sides of the Ellwood-Devereux Open Space area.
- **SBCAG 2040 Regional Transportation Plan and Sustainable Communities Strategy (2013)** (<http://www.sbcag.org/planning/2040RTP/Documents.html>): The top goals of the bicycle and pedestrian components of this plan include linking the regional bike route via Class I through Class IV routes which also support multi-modal travel connections with pedestrian and bus routes. Other priorities include promoting non-motorized travel for the community through creation of commuting routes and safe routes to school. The proposed trail connects students to an Isla Vista Elementary School (IV Elementary School) and students, staff, and faculty at UCSB. The trail would also connect to bus stops (which serve four major bus routes), enhancing the opportunity for regional, non-motorized access to open space. Trails longer than one mile in length are specifically identified as being of significant importance. The proposed project connects to other high priority Class I bike path projects being submitted to ATP along Hollister Avenue (Ellwood School to Pacific Oaks) and to Class I projects recently constructed along El Colegio Road. These connections will facilitate Class I travel from downtown Santa Barbara to Goleta. Maps from this plan show trails skirting the previously private golf course (Attachment E, Bike and Trail Maps).
- **City of Goleta General Plan- Transportation Element** (<http://www.cityofgoleta.org/index.aspx?page=194>): The top needs identified include improving safety for bicyclists and pedestrians, and providing convenient, accessible alternative transportation routes for commuters. Prioritizations include the construction of facilities that improve the quality of life for residents, increasing travel choices, meeting mobility needs for all users, expanding bicycle and pedestrian facilities, and improving connectivity and reducing individual automobile travel, especially congestion around schools. The City of Goleta received funding in Cycle 1 to complete a bicycle master plan through the ATP program and the draft includes direct connections to this proposed route along Phelps Creek.
- **UCSB Long Range Development Plan** (<http://lrp.id.ucsb.edu/>): Travel along the proposed route will provide multiple links to existing or proposed pedestrian and bicycle routes for the UCSB. UCSB policies



promote the use and expansion of bicycle facilities (paths and parking areas) and are detailed in the LRDP and the Campus Sustainability plan.



## **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)**

This project will develop a 1.2 mile, 10-foot wide, multi-modal Class II road base trail with bridges over three tributaries to the estuary and a 300-foot long boardwalk that traverses the wetland to be restored onsite, with four trail connections. To the north, a trail connects to the community on a well-used path along Phelps Creek. On the northeast corner, off Whittier Drive, a parking lot (for cars and bikes) and gateway kiosk will direct users of the trail system to the multi-modal trail and trail connections, the beach, and a monarch butterfly preserve (Attachment E, Map 1). Access points to the east will connect to bus stops on Storke Road and new student housing. Connections to the southeast will link the dense, underserved Isla Vista community and IV Elementary School to trails and the larger Ellwood-Devereux open space.

**A. Describe the following:**

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

The proposed site for this multi-modal recreational trail and safe route to school was only recently opened to the public (May 2013). "Existing users" are estimated from new users crossing the undeveloped property and adjacent roadways that circle the project route (parallel users), a portion (50%) of which are counted as "existing users." Trail users include IV Elementary School children, UCSB college students, and adult commuters or recreational users accessing the 652-acre open space and trail system. Additional potential users include members of the larger Goleta and Santa Barbara area who can reach the project site by bike and bus, or from adjacent shopping centers and community sports park within a half mile of a trailhead.

We estimated "existing daily users" of the proposed trail would be 165 cyclists and 96 pedestrians, using calculations based on counts of users of a parallel on-road route and separate surveys of those currently cutting across the project site (Tables 1-1 & 1-2, Attachment I-Question1). Peak hour users surveyed at the intersection were converted to total maximum daily users by factoring the relative use for different hours of the day, based on vehicle counts from the San Joaquin Housing EIR transportation element (Attachment I-Question 1, Traffic Graph).



Total maximum daily users were converted to “average daily users” by considering the age of the user and purpose of travel translated to a percentage daily use (Table 1-1). We assumed that **all** current users of the site would use the trail and that 50% of those travelling on the parallel route would opt to use the newly-created trail.



Table 1-1. Average Daily User Calculations.

Survey of Existing Users +	User Type	Maximum Daily Users ++	Likelihood of Using Trail+++	Daily Use Rate	Total Daily Users
<b>INTERSECTION</b>					
Cyclist	Children	8	50% * 180/365*2	4	
Cyclist	College	178	50% * 145/365*2	70	
Cyclist	Adult commuter	51	50%* 200/365*2	28	
Cyclist	Recreational user	48	50%* 52/365	3	
Pedestrian	Children	19	50% * 180/365	5	
Pedestrian	College	96	50% * 145/365	19	
Pedestrian	Adult commuter	39	50%* 200/365	11	
Pedestrian	Recreational user	39	50%* 52/365	3	
<b>ONSITE</b>					
Cyclist	Children	18	100% * 180/365*2	24	
Cyclist	College	14	100%*145/365*2	16	
Cyclist	Adult commuter	8	100% * 200/365*2	10	
Cyclist	Recreational user	12	100* 52/365	2	
Pedestrian	Children	11	100% * 180/365	5	
Pedestrian	College	79	100%*145/365	31	
Pedestrian	Adult commuter	22	100% * 200/365	12	
Pedestrian	Recreational user	70	100%* 52/365	10	
<b>TOTAL CYCLISTS</b>					<b>165</b>
<b>TOTAL PEDESTRIANS</b>					<b>96</b>

+ Based on 5-hour long surveys at El Colegio & Storke Intersection adjacent to a trailhead (Attachment I). Onsite survey completed in newly opened space that was previously a private golf course.

++ Derived by multiplying the peak hourly rate by 80% for 4 peak hours in the day (7:30am- 9:30am and 4pm-6pm) and by 50% for the remaining 6.5 hours of average daylight based on traffic counts in the San Joaquin Housing EIR (Attachment I).

+++ Reflects number of days per year of school in session or work days or likelihood to recreate (once weekly) multiplied by the likelihood of using the trail (50% for intersection users and 100% for onsite users). Commuter-use for cyclists assumes two trips daily. Pedestrian-use not assumed to be bi-directional.



To assess the number and types of **potential users** and the purpose of their trail use, we analyzed local and regional demographics, recent transportation surveys, as well as reports on poverty and disadvantaged communities and U.S. Census Bureau (Census Bureau) statistics. We then converted those potential users to an average daily user count by multiplying by proportions of annual use, as described above for the sub-populations, based on the number of days per year that they were expected to use the trail (Table 1-2,)

**Table 1-2. Potential User Summary Analysis<sup>1</sup>**

User	User Type	Total Population Estimate	User Population Estimate *	Converted to Estimated Future Daily Users
Isla Vista Elementary School (Students)	Safe Route to School: Pedestrian	516	56	28
	Bicycle		56	28
UCSB Campus (Faculty, Staff & Students)	Bicycle Commuters	26,213	1,883	228
UCSB Campus (Faculty, Staff & Students)	Education, Recreation, Exercise: Bike 30%	26,213	1666	70
	Pedestrian 70%			163
South Goleta (Community)	Education, Recreation, Exercise:** Bike 30%	9,042	357	15
	Pedestrian 70%			35
Isla Vista (Community – Disadvantaged)	Education, Recreation, Exercise:*** Bike 30%	23,096	359	15
	Pedestrian 70%			35
Total Potential Users			5,172	Bicycle: 356 Pedestrian: 261 Total: 617

+Based on estimated frequency of use in a year (Attachment I-Question 1, Section E).

++Excludes 1883 UCSB residents

+++ Excludes 15,911 UCSB residents

**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.)**

<sup>1</sup> Population estimates derived from 2013 US Bureau Census, City, and Educational Institution demographic data.



- 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**

**a. Creation of new routes:** This project provides 1.2 miles of new multi-modal trail connecting the neighborhoods of southern Goleta (9,000 population) with two schools: IV Elementary School (516 students) (<http://www.goleta.k12.ca.us/schoolsites/iv/about/>) and UCSB (22,225 students) ([http://bap.ucsb.edu/IR/campusprofile/Campus\\_Profile\\_2013.pdf](http://bap.ucsb.edu/IR/campusprofile/Campus_Profile_2013.pdf)). The proposed trail also provides a key link between the high-density Isla Vista community and Goleta to a larger coastal open space and the California Coastal Trail system. The proposed trail route will border a large wetland restoration project planned, including interpretive signage and onsite opportunities for education and passive recreation. The trail system will also connect a public transit system (at trail head), Class I and II bike paths (at trail head), schools (elementary at trail head, UCSB half mile east) and a shopping center (1/4 mile north) to a larger 652-acre open space (Attachment E, Map 1).

**b. Removal of a barrier to mobility:** The proposed trail occurs on land that was a private golf course which blocked travel between the community, open space, and two schools. Final planning and fundraising for restoration and trails is ongoing with an anticipated construction start date of September 2016, and \$11.5M has been raised to date for acquisition (\$7M) and restoration.

**c. Closure of gaps:** Restoration efforts include the addition of trails, boardwalks, and bridges over wetlands (closing transportation gaps created by local hydrology). The restored estuary will offer opportunities to view wildlife and experience nature.

**d. Other improvements to routes:** A major benefit of this project is providing children and other community members an alternate to Storke Road, a busy four-lane, 45-mph road with more than 12,000 daily vehicle trips and peak travel densities of greater than 2500 (am peak) to 3800 (pm peak) per hour (San Joaquin EIR, <http://www.facilities.ucsb.edu/departments/campus-planning-design/quick-downloads>). The proposed trail would provide a safe route to school (removed from traffic and other hazards), and recreational and educational resources for the community and students (elementary and college). Current access to viewing opportunities of the existing remnant of Devereux Slough (which this restoration will expand) is along a narrow road with no room for off-road travel. The trail will also facilitate use of coastal beach access points (and resources) and the coastal trail.



e. **Educates or encourages use of existing routes:** Connecting this trail to existing public transportation and Class I and II bike paths encourages use of these other transportation modes to access these recreational opportunities.

**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.)**

This project provides a vital link between campus/schools and the community, allowing for the avoidance of busy roads while also linking to existing trail systems that were protected through the Ellwood-Devereux Open Space. Campus plans for improvements to the Storke and El Colegio road system associated with current development projects (San Joaquin student housing – 1000 beds), Sierra Madre Court (students and staff – 700 beds), and Ocean Walk (faculty housing – 156 units), will facilitate a direct connection between campus cycling and pedestrian paths (and this trail system) and will support the burgeoning population in this area.

UCSB has committed to the long-term maintenance of the open space and trail and has been awarded \$4.5M in grant funds towards an estimated \$10M restoration project that is planned to commence in September 2016. Funding for this project is crucial, as the project will benefit from the synchrony of associated projects and leverage investment dollars already provided by multiple funding agencies (US Fish and Wildlife Service, California Natural Resources Agency, California Department of Fish and Wildlife, Department of Water Resources, State Coastal Conservancy, Santa Barbara County Flood Control, and UCSB).

The proposed trail is an identified priority in the draft alternative transportation plans being developed by SBCAG and the City of Goleta this year.



## **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.)**

A synthesis of TIMS (Switers) data for the parallel road route (Storke Road between El Colegio and Phelps Road) revealed an average of two severe to moderately-severe accidents per year over the five-year (2008-2013) data collection period and one moderate accident per year involving cyclists and vehicles. Based on ten years of cycling and field work experience in the area, we believe this underestimates the number of moderate and unreported accidents in the area by 100% (two more per year) for a total accident rate of four moderate to severe accidents per year on Storke and Phelps Roads.

A survey of parents at the local elementary school found that 50% of the parents cited concern about the lack of safety on Storke and El Colegio Roads as key reasons why they would not allow their child to walk or cycle to school (Attachment I-Question1). Surveys of commuters to UCSB also identified concern for safety on roads as an important reason why they chose not to utilize non-motorized travel to UCSB (Attachment I-Question 2).

- 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.
- Reduces speed or volume of motor vehicles – by providing an alternative and active route that encourages walking or cycling, this project can reduce vehicle travel by parents transporting students to and from school, as well as UCSB students, staff, and faculty commuting to UCSB from the south Goleta area.



- **Improves sight distance and visibility** – the proposed trail on the project site is off major roads and visibility levels will be high due to the restoration of open estuarine wetland habitat.
- **Improves compliance with local traffic laws** – the proposed trail will keep children off major roads and Class II bike paths by offering a safe alternative route.
- **Eliminates behaviors that lead to collisions** – the proposed trail will help reduce the number of children, pedestrians and cyclists using public streets (completely avoiding the high speed (45 mph) Storke Road).
- **Addresses inadequate traffic control devices** – this is beyond the scope of this project.
- **Addresses inadequate bicycle facilities, crosswalks or sidewalks** – the proposed trail crosses an area that was completely inaccessible. Due to the presence of wetlands onsite, a trail with bridges and/or boardwalks is the only way to cross this barrier. The project will separate people from traffic and provide an incentive to parents and students to walk and bicycle to school. Statistics from a 2012 survey of Isla Vista parents indicated that 35% of students currently walk and 10% of students bicycle to school, but that 55% of students would walk or bike if allowed by their parents. The top reasons cited by parents for not allowing their children to walk or bike to school were related to traffic safety concerns (Table I-1-4, Attachment I. Q.1).



## **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)**

Four public meetings focused on public access to the property were held monthly in June through September of 2013, with a total of 175 participants. Three concept plans were presented and participants requested to respond to a survey (in person or online) related to design alternatives. Regular users constituted 84% of participants and 38% lived within a 10-minute walk of the open space (Attachment I-Question 3, Survey Results). The survey focus was on trail substrate, desired routes, buffer sizes and trail widths, as well as interpretation and values related to the proposed restoration of the open space (Attachment I-Question 3, Outreach Materials). Concept alternatives were presented on 05/29/2014 and available for on-line comment for one month (<http://www.openspace.vcadmin.ucsb.edu/planning>).

The project route and closing the gap in regional Class 1 bicycle routes in Goleta has been the topic of several meetings between multiple stakeholders (COAST, SBCAG, the Bicycle Coalition, UCSB, and the City of Goleta)(<http://bicicentro.org/events?eventId=696709&EventViewMode=2&CalendarViewType=1&SelectedDate=3/6/2014>). Connecting the UCSB Class I bicycle system, which is highly regarded and heavily used by both students and commuters between Goleta and downtown Santa Barbara, has risen as a top priority for multiple user types (Attachment I-Question 3, Map).

A 2014 bicycle count conducted by the Santa Barbara Bicycle Coalition identified the intersection of Storke and El Colegio as the seventh most-used intersection of the 34 monitored during a two week period in June (<http://www.bicicentro.org/news/3057397>). There were more than 160 users per hour at the El Colegio and Storke intersection with 66 on Storke and 96 on El Colegio during peak travel time (4pm-6pm) (Attachment I-Question1, Bicycle Coalition Survey Results)

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

UCSB students, community members, and members of the larger community were engaged in the planning process. Invitations to three public workshops (in English and Spanish) were mailed to 3,500 residents of



southern Goleta and Isla Vista and an all-campus e-mail was sent out inviting students, staff, and faculty to participate in those public workshops and an additional fourth forum. Five-foot long banners with the schedule and information in both English and Spanish were hung on the Goleta Community Center and at the project site inviting people to participate (Attachment I-Question 3, Outreach Materials). Information was posted on the North Campus Open Space website (<http://www.openspace.vcadmin.ucsb.edu/>). Public meetings were held onsite during the summer and fall 2013 (small group walks through the site in order to answer questions about preferences, working groups drawing routes, and presentations). Three alternatives were synthesized from the public meetings and presented for public input in May 2014. Data were synthesized and posted in May 2015.

Community members have been informed about the open space project through fourteen monthly “Nature Saturday” events that have been conducted since March 2014 (Attachment I-Question 3, Nature Saturday Outreach Materials).

Ongoing opportunities for community engagement are anticipated in association with the restoration plans and long-term management of the open space area. The site allows more than fifty UCSB students per quarter to participate in a restoration training program and several hundred additional students to participate in field courses through academic programs. UCSB is 40% first generation college students and 48% minority (Latino 50%, Asian 50%) students ([http://bap.ucsb.edu/IR/New\\_Stud\\_Prof.html](http://bap.ucsb.edu/IR/New_Stud_Prof.html)). Isla Vista is 21% Hispanic (Census Bureau). Each of these underserved populations has been directly invited to participate in the planning process.

**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)**

Feedback reflected concerns of neighbors regarding a trail near their homes. Project plans were modified to move it further from these homes. There was a preference for unpaved trails to promote slower travel and nature appreciation. This was in synchrony with the restoration-related goals. Participants indicated a desire for a low number of interpretive signs, connections to other trails, and a path to IV Elementary School (Attachment I-Question 3, Survey Summary). Feedback also indicated a desired connection to the intersection of El Colegio and Storke Roads and the bike path to UCSB. Also identified was the desire for bridges and boardwalks that would provide viewing opportunities of birds and wildlife. The plans now incorporate these desired connections (Attachment E, Conceptual Plan).



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

The final design criteria and plans for the restoration component are being assembled under the guidance of a broad University Project Committee that represents a diverse group of campus members, from administration and faculty to students and staff. Several public meetings are planned for the summer and fall 2015 to involve community members as the restoration project is integrated with the public access plan. Agency representatives from SBCAG, Goleta City Planning (through Ellwood-Devereux Committee meetings), and regulatory agency representatives are involved in the planning for this project. Information will be publicized on the Campus Open Space website and incorporated into the planning process.



## **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)**

Health statistics for Isla Vista are characterized in the “Snapshot on Poverty” report produced for the Santa Barbara County. Isla Vista (24,000 people) borders the project and was identified as one of four high poverty areas in the 2013 study ([http://cosb.countyofsb.org/social\\_services/default.aspx?id=44131](http://cosb.countyofsb.org/social_services/default.aspx?id=44131)). The data indicate that the average age of death (71.3) is nearly five years younger than the average for Santa Barbara County (76). The primary causes of death are heart disease, cancer, cerebro-vascular, lower respiratory, and Alzheimer’s, with additional contributions associated with diabetes, digestive tract diseases, and accidents. County health data show the following rates: adult diabetes (7.3%), adult obesity (22.2%), pre-school low-income obesity (18.3%). This data was confirmed with Susan Kline-Rothschild, Director of County Public Health Department. Access to trails will provide important health benefits to those populations. Isla Vista only has 2.6 acres of park per 1,000 people, while Goleta has 16 acres per 1,000 people. This trail provides a crucial connection for Isla Vista residents to open space area and supports safe and educational experiences within 500 feet of a public elementary school and high-density neighborhoods which range from 4,253 resident/square mile to 41,260 residents/square mile (5-year average, Census Bureau).

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

This project will encourage and facilitate access to open space for community members and students by providing a safe, naturalistic, and educational trail. It also provides an important transportation connection for communities, schools, bus stops, Class 1 and II bike paths, and UCSB student and staff residences.

Studies have shown that trails and parks are critical to human health by providing for health and wellness activities (Attachment I,-Question 4, References). Physical activity helps prevent and manage many chronic conditions.

Commuting by non-motorized means provides significant health benefits. Active modes of transport, bicycling and pedestrian alone, and in combination with public transit, offer opportunities to incorporate physical activity into the daily routine. Automobile commuting is associated with health hazards, such as air pollution, motor vehicle crashes, pedestrian injuries and fatalities, and sedentary lifestyles. The transition from



automobile-focused transport to public and active transport offers environmental health benefits, including reductions in air pollution, greenhouse gases and noise pollution, and may lead to greater overall safety in transportation (Attachment I-Question 4, References).



## 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 communities 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: Ranges from \$15,963 to \$68,586 over six census tracts. Four are below \$48,875 (80% of California Median Income - \$61,094) and two are above that level. See maps and statistics below and in Attachment I, Q. 5.

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

**Table 5-1. Median Household Income by Census Tract.**

Census Tract Start with (CA0800+)	Description	Population	Households	Income	Below 80% Median Income (<\$48,875)
2924	Isla Vista – east	5833	1529	\$13,674	Yes
2926	Isla Vista – middle	5328	1662	\$21,789	Yes
2928	Isla Vista – west	4089	1248	\$19,813	Yes
2915	Married Student Housing	580	274	\$27,404	Yes
2930	Ellwood	7328	2756	\$66,586	No
2922	South Ranch North	8839	799	\$68,438	No
<b>Income</b>	<b>Weighted by Households</b>			<b>\$39,000</b>	<b>Yes</b>



**Option 2:** California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: does not meet criteria

- 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: 60%

- 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? 50%  
Explain how this percent was calculated.**

Technically 100% of the project is within census tract CA 08002915, with a median household income of \$27,404 (45% below California median income) and characterized as a poverty area by the Census Bureau. The project will, however, directly serve six tracts (Figure 5-1, Table 5-1). The project site is bordered to the north and east by populations from two census tracts earning at or below California's median income of \$61,094, and to the south and southeast by populations from four census tracts earning significantly below the 80% level and qualifying, in most cases, as poverty tracts. The weighted average of these yields a composite household income for the area of direct influence of \$39,000 (well below the 80% level). Figure 5-1 reflects average household income by census tract (the top tract indicated in dark green is not included in the data above since it is separated from the project by the 101 freeway).

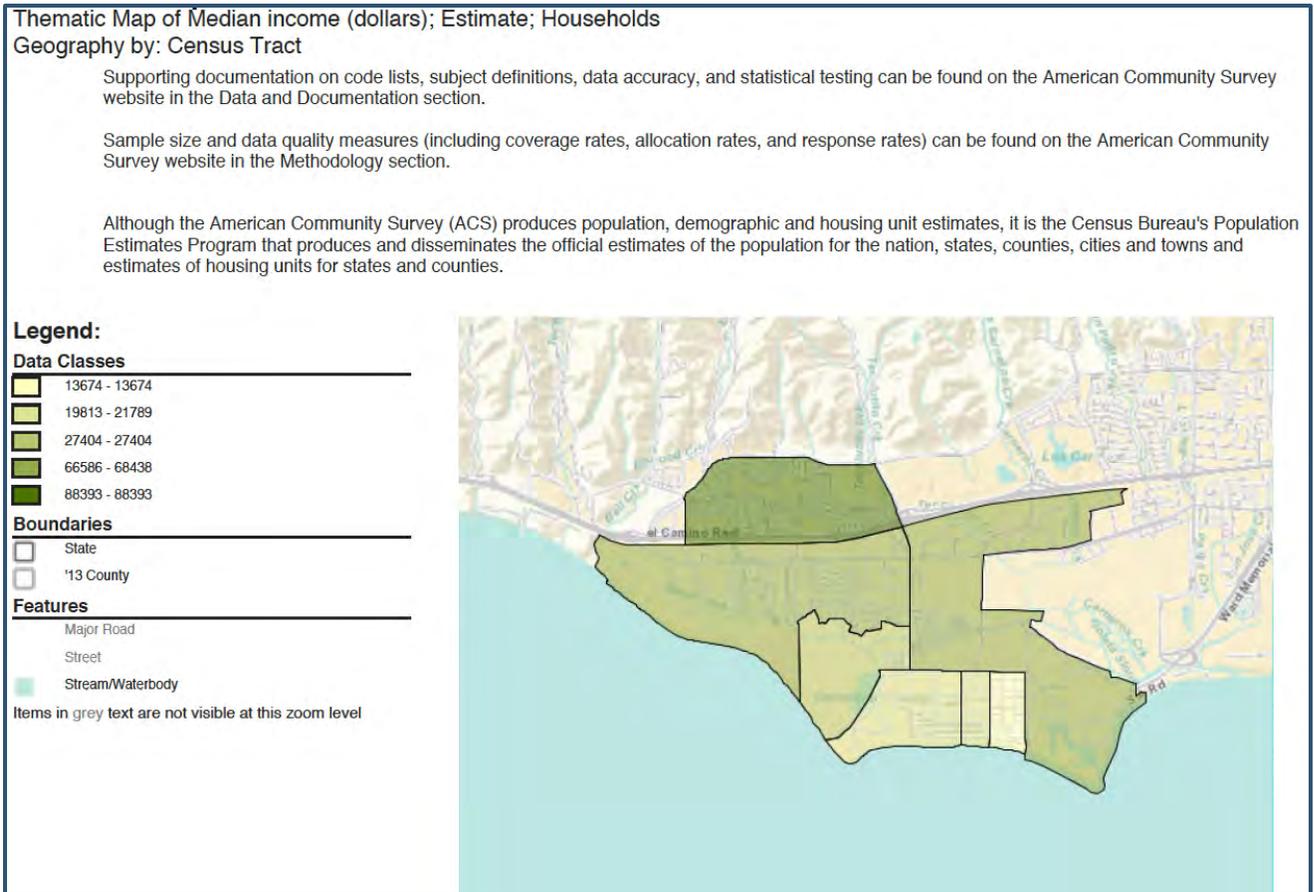


Figure 5-1. Thematic Map of Median Income.

**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.**

The project provides direct and significant benefits to four lower income census tracts associated with Isla Vista by providing convenient access to open space near their homes. Adjacent to IV Elementary School, the project provides a safe route to school and a place to explore (Attachment E, Map 1). UCSB's diverse student population has both passive and direct opportunities to use this open space through both convenient access and classes which use the open space.

The educational components of the trail include information about the value of wetlands (carbon sequestration, wildlife habitat, floodwater attenuation, water quality, and biodiversity). This messaging will be expanded to the broader California community through UCSB and elementary school students accessing the area for educational and passive recreational purposes. Because the trail system includes access by bus stops



and bike paths, it increases the opportunity for lower income populations without access to motor vehicles to use the trail and adjacent open space. The additional miles of trail also provide access to a monarch butterfly over-wintering site, prime surfing, ocean views, and the beach.



## **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.)**

The three alternatives include:

1. Alternative 1 – Selected project alternative with 1.2 miles of trail (one cross-wetland boardwalk and three bridges).  
Cost – \$2.89 M (significant benefits to a diverse population).
2. Alternative 2 – Lower cost project alternative (does not include boardwalk or two of the bridges).  
Cost – \$1.6M (reduced benefits).
3. No Project Alternative.  
Zero cost (no benefits).

Alternative 1 was selected as it provides the highest level of benefits: an educational and scenic route with unique wildlife viewing opportunities, and a more direct route to an elementary school and university, traversing an arm of the future estuary. The boardwalk also supports the hydrologic goals of the project including flood attenuation, sea level rise adaptation, and other wetland benefits. The bridges over the tributaries (compared to culverts in Alternative 2), support important hydrologic connection for the restored wetlands and reduce the risk of localized flooding potentially created by the box culverts. Alternative 2 would not provide the hydrologic connectivity offered by Alternative 1, nor would it provide educational, recreational, or commuter-safety benefits. The No Project Alternative provides no access benefits, nor any educational, recreational, or commuter safety benefits. Detailed cost analysis for alternative 2 provided in Attachment I-Question 6. Detailed costs for Alternative I are in Attachment G.



- 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.)

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

<b>20 Year Invest Summary Analysis</b>	
Total Costs	\$2,895,111.00
Net Present Cost	\$2,783,760.58
Total Benefits	\$27,973,159.50
Net Present Benefit	\$18,526,050.51
Benefit-Cost Ratio	6.66

<b>20 Year Itemized Savings</b>	
Mobility	\$22,266,927.00
Health	\$499,620.15
Recreational	\$5,025,473.59
Gas & Emissions	\$181,138.76
Safety	\$0.00

Funds Requested	\$2,448,907.00
Net Present Cost of Funds Requested	\$2,354,718.27
Benefit Cost Ratio	7.87

The Benefit Cost Ratio came to 7.87, which reflects values included in the screen shot from the input page below (165 existing daily cyclists and 96 daily walkers and future potential use rates of 356 cyclists and 261 pedestrians). The lowest documented accident rate of two per year involving cyclists was used (Attachment I Q.6, TIMS map). The miles travelled option for the pedestrians was used because this project provides 1.2 miles per ‘trip’ which would not be captured in the 0.3 mile “trip” length for daily trips or steps categories. Total miles traveled were derived by multiplying daily users by trail length.



Project Name: UCSB North Campus Open Space Multi-modal Trail  
 Project Location: Santa Barbara County

**INFRASTRUCTURE**

Bike Projects (Daily Person Trips for All Users) (Box 1A)			
	Without Project	With Project	
Existing	165		
Forecast (1 Yr after completion)	175	356	
	Commuters	Recreational Users	
Existing Trips	152	13	
New Daily Trips (estimate)	250	106	
(1 YR after completion) (actual)	250	106	
Project Information- Non SR2S Infrastructure			
Bike Class Type			Bike Class II
Average Annual Daily Traffic (AADT)			285

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	\$2,895,111

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	
SR2S Infrastructure	\$2,448,907

CRASH DATA (Box 1F)	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	10	2
PDO		0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)			
	Without Project	With Project	
Existing			
Forecast (1 YR after project completion)			
	Without Project	With Project	
Existing step counts (600 steps=0.3mi=1 trip)			
Existing miles walked	115	313	

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

Safe Routes to School (SR2S) (Box 1C)		Total
Number of student enrollment		516
Approximate no. of students living along school route proposed for improvement		200
Percentage of students that currently walk or bike to school		45.00%
Projected percentage of students that will walk or bike to school after the project		70.00%

**Discussion about using the Cost Benefit calculator.**

The layout of the first set of boxes with a column that appears related to the red-colored titles: "without project" compared to "with project" is confusing. It appears to apply to all of the boxes below the titles, but the instructions on the other boxes don't correlate. A line or delineation between the top set of grey boxes and the bicycle-related grey boxes would be helpful. The bike section appeared to indicate that an "estimated" increase in bike users could be entered; however, we found that we could not override the 50% default values in those grey boxes with our estimates from Question 1. We later found that we could enter data in the "actual" box, even though it was an "estimate" and that ended up backfilling the other box. It would be helpful to clarify this in the instructions.

There are grey boxes under the pedestrian section related to steps, miles, or trips which prohibit entry of data. We left these boxes blank and it "worked," i.e., produced a cost-benefit ratio. We came to understand that we had to choose "trips, steps, or miles." We ended up choosing miles as described earlier. We were tempted to multiply our users by four trips since each trip (0.3 miles) is only one fourth of our trail length. This led to a



cost benefit ratio of 9.87, but ATP staff (Rose) suggested that this would overestimate the potential benefits to a broader segment of the population. The final results were similar to those we calculated using the HEAT benefit cost ratio model produced last year, so they seem fairly accurate.



## **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 restoration project and this multi-modal trail are being designed and permitted as a single project. We included a portion of the design, permitting, and environmental planning costs as leveraged funding for this project (\$200,000 of the \$850,000 for the restoration project) using funding from the USFWS National Coastal Wetland Conservation Grant awarded March 2013. Funding for clearing, grubbing, trail grading, and planting for a narrow buffer area to address erosion and trail delineation is covered by a California Natural Resources Agency Urban Greening grant (\$246,000). Total leveraged funding is \$446,204 (18% of the requested \$2.449M and 16% of the total project cost \$2,895M).

A total of \$2.639M in additional funds will be used for restoration of the wetland system (to occur simultaneously), has been secured but is not counted towards this cost share (\$939,000 from Department of Water Resources Urban Streams Program; \$999,989 from CDFW Greenhouse Gas Sequestration Program; and \$700,000 from US Fish and Wildlife Service National Coastal Wetland Conservation Program). Not indicated in the funding plan, \$7M was raised for the purchase of the property by the Trust for Public Land, so that conservation and public access could be realized.

ATP dollars are critical to leveraging these other public grant monies in order to support public access in a sustainable manner (Attachments B and G). In addition, UCSB will manage this trail in perpetuity for the benefit of the community.



## **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)
- \* 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](mailto:atp@ccc.ca.gov)

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: [inquiry@atpcommunitycorps.org](mailto: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):
- 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).**

We initiated communications with Juan Mercado of the CCC related to assistance with the trail construction, including installation of header board and placement of Class II road base.

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.



The Community Conservation Corps cannot assist, but the California Conservation Corps is interested in discussing the potential to work together (Attachment I, Question 8, email communication).



## 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.

UCSB has not received any prior ATP grants; however UCSB, in partnership with the County, did receive some bike-related funds for the purchase of bike racks more than 5 years ago.

- B. **Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

## List of Application Attachments

Application Signature Page	Attachment A
ATP-PPR	Attachment B
Engineer's Checklist	Attachment C
Project Location Map	Attachment D
Project Plans & Maps	Attachment E
Connections map	
Conceptual plan	
Cross-section of trail	
Construction limits	
Existing Goleta bike maps	
Existing Ellwood-Devereux Trail map	
Schematic Project alternatives (2)	
Photos of Existing Conditions	Attachment F
Project Estimate	Attachment G
Engineer's Estimate	
Assumptions for cost estimate	
Narrative Question back-up information	Attachment I
Questions 1-6 & 8	
Letters of Support	Attachment J
UCSB	
Senator Hannah-Beth Jackson	
Representative Lois Capps	
Supervisor Doreen Farr	
SBCAG	
Assembly Member, Das Williams	
City of Goleta, Public Works Director	
Goleta Union School District Superintendent	
SB Bike Coalition	
State Coastal Conservancy	
Associated Students Bike Committee	
Isla Vista School Principal	
COAST – Coalition for Sustainable Communities	
Recreational Trail e-mail certification	Attachment K



# 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:  Date: 5.22.2015  
Name: MARC FISHER Phone: (605) 893-3132  
Title: VICE CHAIR e-mail: marc.fisher@vadmin.ucsb.edu  
Admin. Services

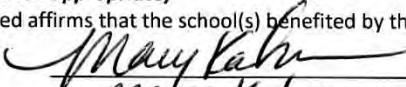
**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board**  
*(For use only when appropriate)*

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: 5-27-15  
Name: MARY KAHN Phone: 805 685-4418  
Title: Principal e-mail: mkahn@joleta.k12.ca.us

**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> Attachment A

Date: \_\_\_\_\_

Project Information:					
Project Title:					
District	County	Route	EA	Project ID	PPNO
05	Santa Barbara	Storke Rd Parallel			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)								Notes:	
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)			200					200	
PS&E				340				340	
R/W									
CON				2,355				2,355	
<b>TOTAL</b>			200	2,695				2,895	

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	Funding Agency
E&P (PA&ED)									
PS&E				340				340	Notes:
R/W									
CON				2,109				2,109	
<b>TOTAL</b>				2,449				2,449	

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	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

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	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

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	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

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	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

Date: \_\_\_\_\_

<b>Project Information:</b>					
<b>Project Title:</b>					
District	County	Route	EA	Project ID	PPNO
05	Santa Barbara	Storke Rd Parallel			

<b>Funding Information:</b>								
<b>DO NOT FILL IN ANY SHADED AREAS</b>								

Fund No. 2:	Future Source for Matching								Program Code
<b>Proposed Funding Allocation (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	<b>Funding Agency</b>
E&P (PA&ED)			200					200	USFWS (PA&ED), CNRA (Cons) <b>Notes:</b> These grants have been awarded to UCSB for this project.
PS&E									
R/W									
CON				246				246	
<b>TOTAL</b>			200	246				446	

Fund No. 3:									Program Code
<b>Proposed Funding Allocation (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	<b>Funding Agency</b>
E&P (PA&ED)									<b>Notes:</b>
PS&E									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 4:									Program Code
<b>Proposed Funding Allocation (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	<b>Funding Agency</b>
E&P (PA&ED)									<b>Notes:</b>
PS&E									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 5:									Program Code
<b>Proposed Funding Allocation (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	<b>Funding Agency</b>
E&P (PA&ED)									<b>Notes:</b>
PS&E									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 6:									Program Code
<b>Proposed Funding Allocation (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	<b>Funding Agency</b>
E&P (PA&ED)									<b>Notes:</b>
PS&E									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 7:									Program Code
<b>Proposed Funding Allocation (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	<b>Funding Agency</b>
E&P (PA&ED)									<b>Notes:</b>
PS&E									
R/W									
CON									
<b>TOTAL</b>									

## ATP Engineer's Checklist for Infrastructure Projects

### Required for "Infrastructure" applications ONLY

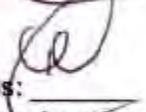
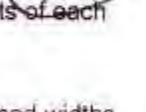
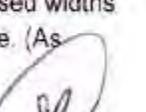
This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's 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: 
  - 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: 
  - 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:   
*(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: 
  - 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

Form Date: March, 2015

05-UC Regents-1

ATP Cycle 2 - Application Form - Attachment C

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: 

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

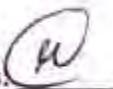
6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: 

- 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)**

- N.A -

Engineer's Initials: 

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: 

- 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):

Title:

Engineer License Number:

Signature: 

Date:

Email:

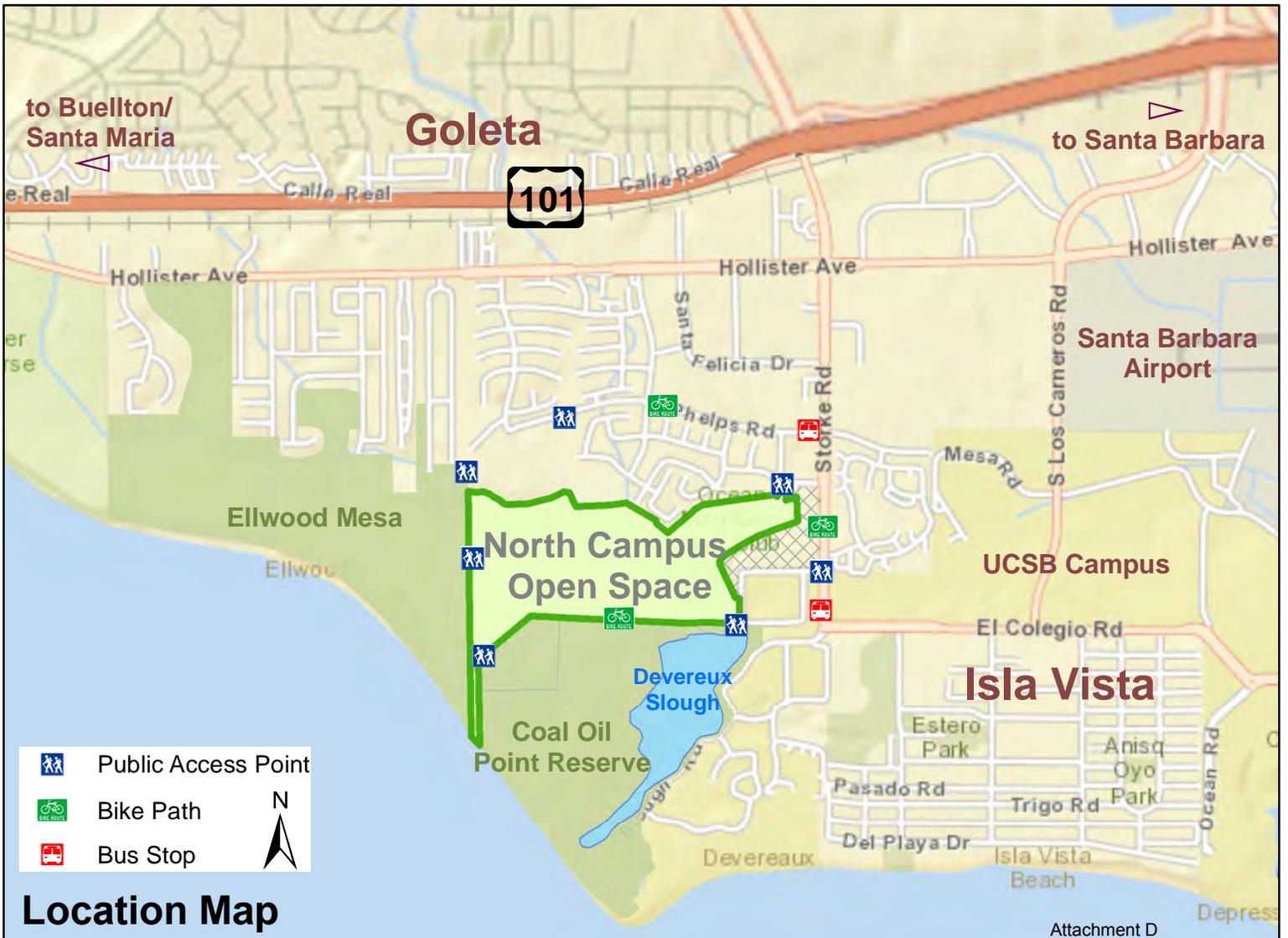
Phone:

**Engineer's Stamp:**



# NORTH CAMPUS OPEN SPACE PROJECT

## Santa Barbara County, CA



# NCOS Public Access



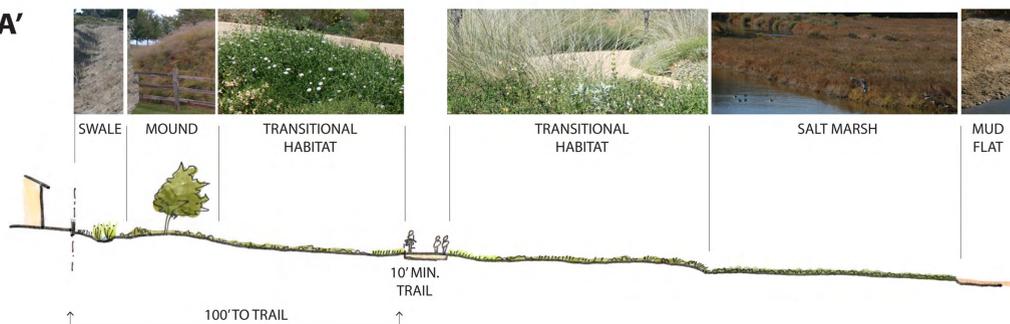
**Legend**

<b>NCOS_Point</b>	<b>NCOS_Line</b>
<b>Feature_Type</b>	<b>Feature_Type</b>
Trailhead	Proposed_Multimodal_Trail
Class_1_Bike_Path	Proposed_Secondary_Trail
Bus_Stop	Proposed_Tertiary_Trail
Wildlife_Viewing	Existing_Public_Trail
	Sidewalk_and_Class_2_Bike_Path
	Class_1_Bike_Path
	Proposed_Foot_Bridge
	Existing_Bridge
	Current_Construction

**Isla Vista**



**SECTION A-A'**  
SCALE: 1"=10'



**SECTION B-B'**  
SCALE: 1"=10'



**PRIMARY TRAILS**

- Improved trail with uniform compacted fines
- 10' wide
- Year-round trails
- Multi-use
- Periodic interpretive signage
- Grass mounds & swales at north perimeter to buffer open space
- Provide seating, boulders & places to rest
- Observation points
- Bridges over wetland
- Dog waste receptacles

**SECONDARY TRAILS**

- Improved existing surface with imported compacted fines in select areas
- 5'-6" wide
- Relaxing, slower-paced spur routes
- Surrounded by native vegetation to provide a peaceful experience in nature
- No signage or trail amenities

**TERTIARY TRAILS**

- Improved native trail, compact existing surfaces
- Primitive natural character to provide sense of solitude & reflection.
- 3'-4' wide
- Creates loops off of secondary trails
- Connects to existing off-site trails
- Some intended for seasonal use as conditions allow
- Two or three bird blinds
- No signage or trail amenities

**MAIN ENTRY**

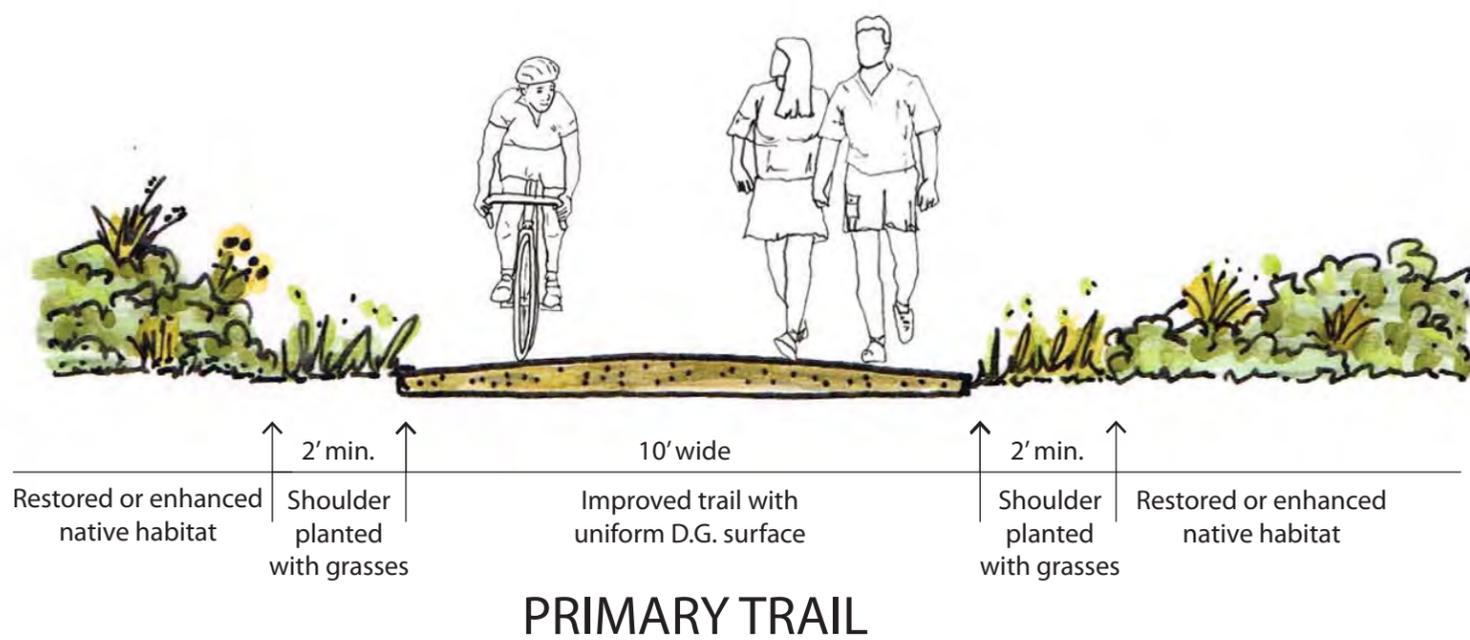
- Seatwall
- Plaza
- Restrooms
- Educational material

**NORTH CAMPUS OPEN SPACE  
FINAL CONCEPTUAL PLAN**

Typical Cross Section

Trail Cross Section based on type recommended in the Ellwood-Devereux Open Space Plan for Primary Trails.

Bridges are standard pre-fabricated spans and boardwalk design likely similar to that shown in photos on existing conditions from Oso Flaco Lake. Plan is in conceptual phase with engineering drawings to be completed by December 2015.

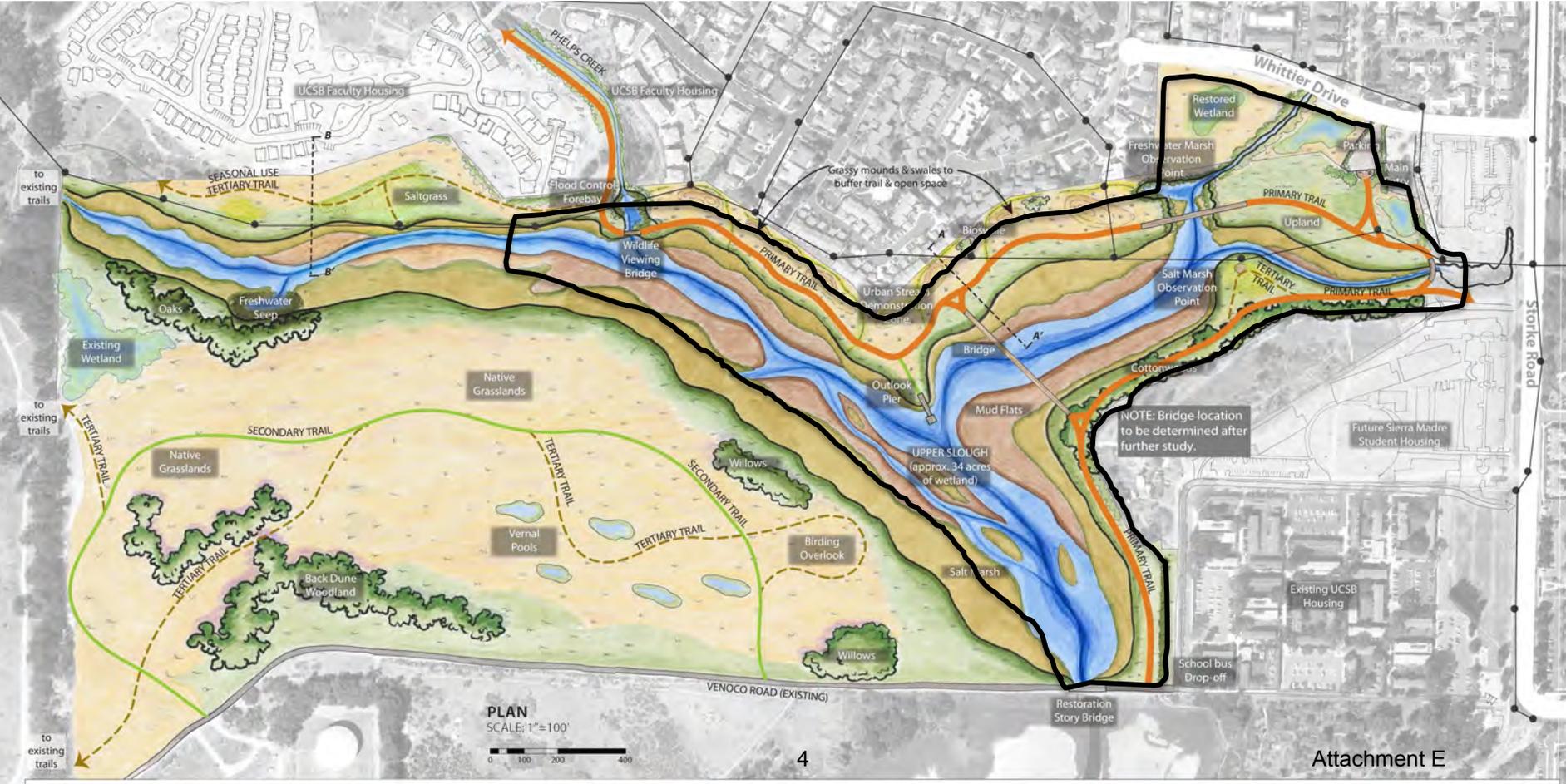


### Construction Limits (black line)

Trail is shown in orange. It is 10 foot wide and includes a 5 foot planted buffer for erosion control and trail delineation on each side.

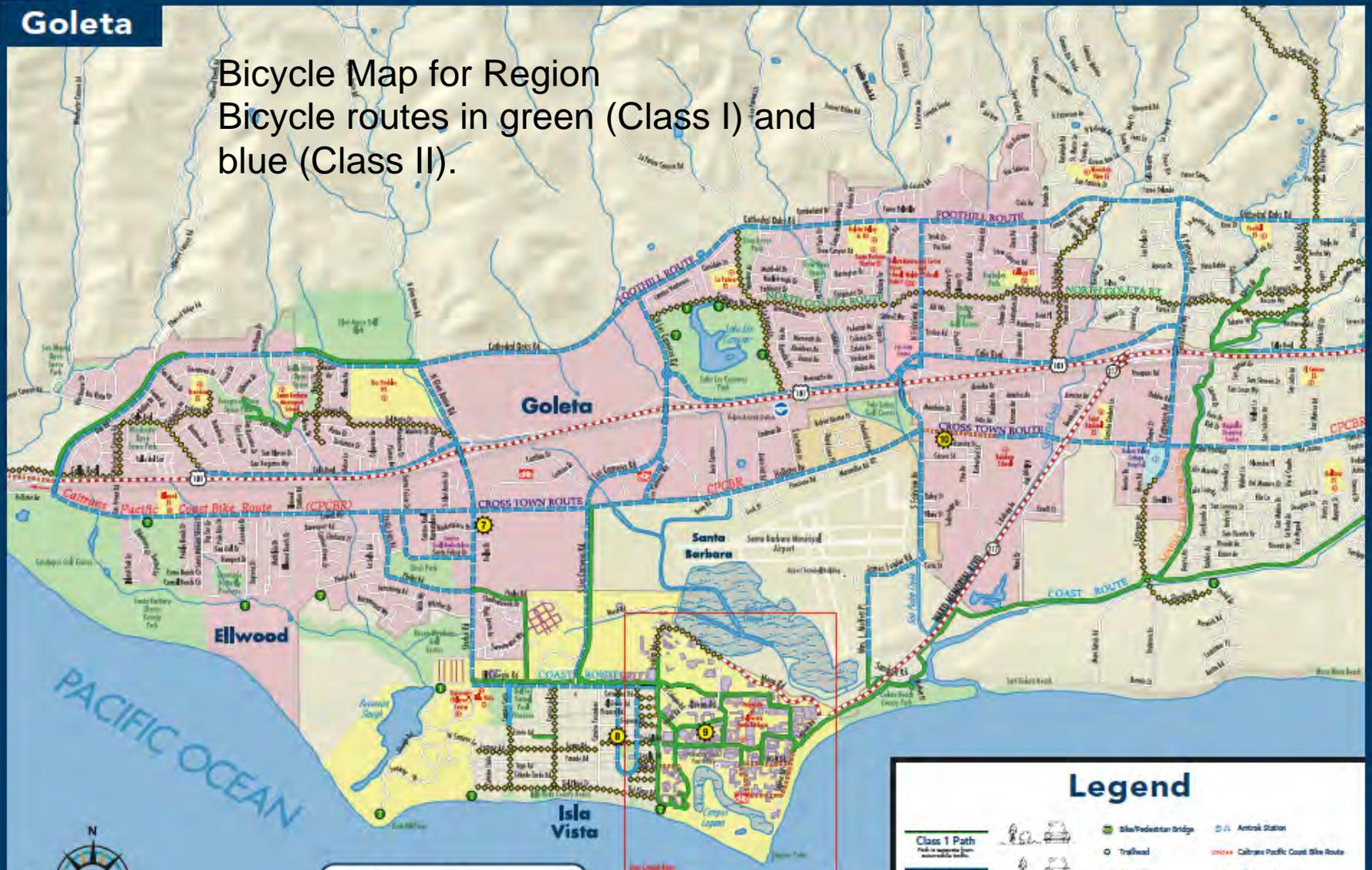
Project construction limits are within the black line.

There are no CalTrans right of way issues in this project which is completely on the University of California Santa Barbara campus property. Project is in the conceptual phase.



# Goleta

Bicycle Map for Region  
 Bicycle routes in green (Class I) and  
 blue (Class II).



This portion of the map sponsored by:

### Legend

Class 1 Path Path available for use by bicyclists and pedestrians	Class 1 Path	Class 2 Lane On-street lane available for use by bicyclists	Class 3 Route On-street route available for use by bicyclists	Park	School	Hospital	Shopping	Point of Interest
Alternate Route Color available for alternate routes	Restricted Route Bicyclists not allowed	Bikeshop	Bike Locker Location	Bikeshop Station				
Bikeshop Station	Bikeshop Station	Bikeshop Station	Bikeshop Station	Bikeshop Station	Bikeshop Station	Bikeshop Station	Bikeshop Station	Bikeshop Station

0 1/4 1/2 1 mi

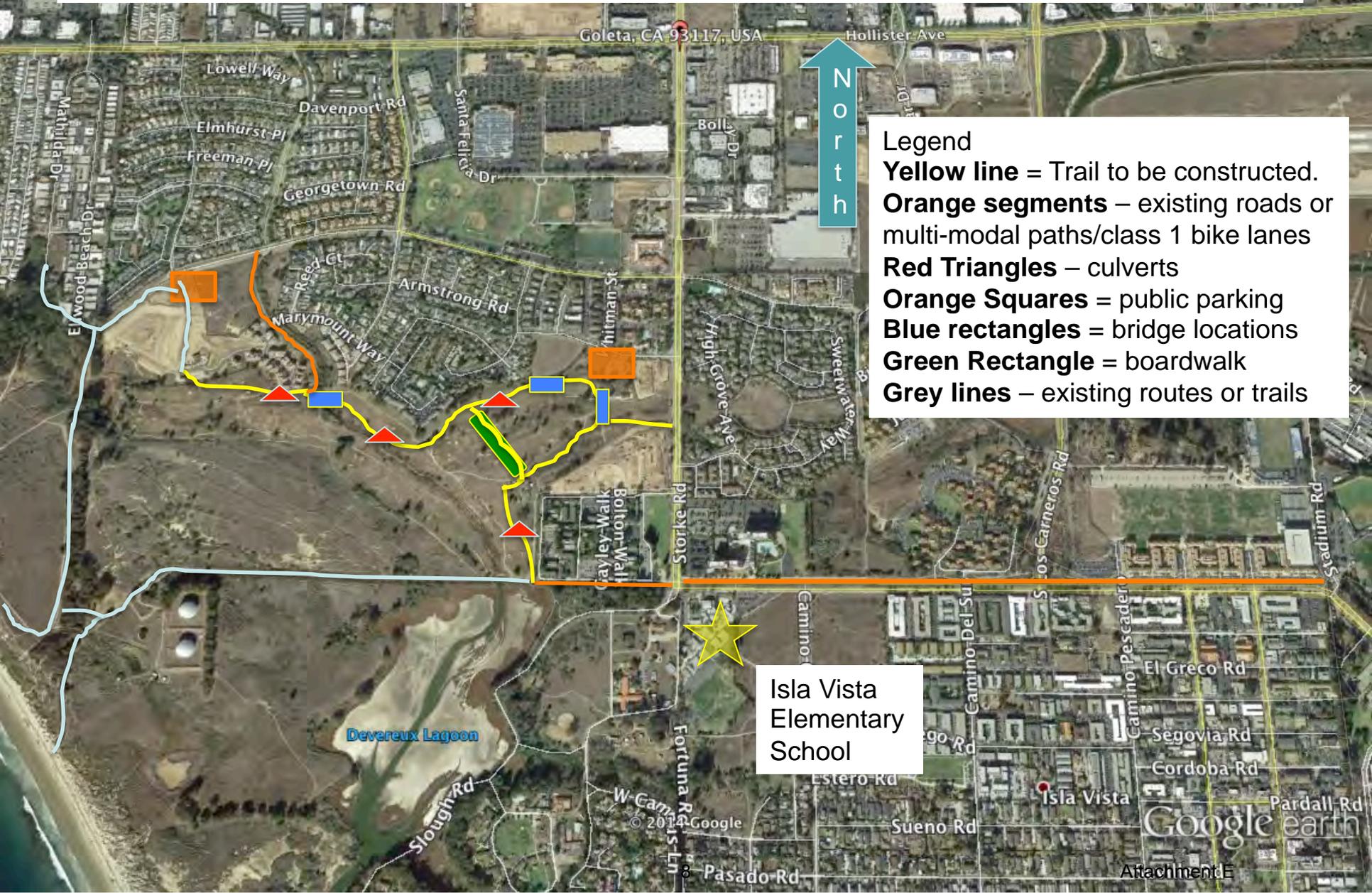


### Goleta Bike Routes

- Legend:
- Orange – Proposed Route (this grant)
  - Green – Existing Class 1
  - Blue dashed - Existing Class II



# Preferred Alternative for North Campus Open Space Multi-modal Trail Project



**Legend**

- Yellow line** = Trail to be constructed.
- Orange segments** – existing roads or multi-modal paths/class 1 bike lanes
- Red Triangles** – culverts
- Orange Squares** = public parking
- Blue rectangles** = bridge locations
- Green Rectangle** = boardwalk
- Grey lines** – existing routes or trails

Isla Vista Elementary School

# Second Alternative for North Campus Open Space Multi-modal Trail Project



**Yellow Line** = Trail to be constructed.  
**Orange segments** – existing roads or multi-modal paths/class 1 bike lanes  
**Red Triangles** – culverts  
**Orange Squares** = public parking  
**Blue rectangles** = bridge locations  
**Gray lines** – existing routes or trails

Isla Vista Elementary School

Photos of Existing Conditions with limits of work shown in yellow and photos of Devereux Slough, reflecting future, restored condition of site that trail will traverse.

**Ocean Meadows Golf Course Select Photopoints of upland areas**

- 1. East End at 270 degrees
- 2. Whittier Rd at 210 degree
- 3. Phase 1 at 110 degrees
- 4. Fairway 4 at 110 degrees
- 5. Fairway 5 at 65 degrees
- 6. Fairway 6 at 60 degrees
- 7. Fairway 7 at 10 degrees
- 8. Fairway 8 at 85 degrees
- 9. Fairway 9 at 10 degrees
- 10. Fairway 10 at 265 degrees

**OMGC Photopoints**



**Map of Photopoint Locations .**

**Note: Devereux Creek runs through center of former golf course, which is a filled (1965) estuary with tributaries from the east, north (Phelps Creek) and west (Devereux main stem). Flooding issues shown in photos reflect historic (and future, restored) estuarine conditions of the system.**



**1. Location: East End near Storke Rd. Photo angle: 270 degrees.  
Trail would cross this wetland running across photo, left to right**



**2. Location: Whittier Rd. Photo Angle: 210 degrees  
Trail would enter from left and go straight away from photographer to the west.**



**3.** Location: **Phase 1** Photo Angle: **110 degrees**

**Trail would follow this former golf cart trail and cross creek just out of view to right.**



**10.** Location: **Fairway 1** Photo Angle: **265 degrees**

**Trail would run along the route of existing dirt track in a north-south direction**



**Northern portion of trail to run along green area parallel to trees and homes.**



**Confluence of Devereux and Phelps Creeks, where north westerly bridge will go.**



Photo looking north on to project site from California Coastal Trail (see Map 1, Attachment E)



Swan floating in flooded former golf course. Floods several times per year.  
Proposed restoration and trail design address existing hydrology.



Flooded areas of former golf course and reason why bridges and boardwalks are needed (March 2011)



Looking North from southern end of proposed trail. Trail and restoration designed to address these issues.



Looking east from confluence of eastern arm of creek and the main Devereux Creek where open estuary to be restored similar to images of Devereux Slough, below

**Photos of adjacent, Devereux Slough –  
Example of proposed restoration adjacent to proposed multi-modal trail**



05-The Regents of the University of California-1





Photos of salt marsh and flooded conditions in Devereux Slough, similar to proposed project conditions



Example of possible boardwalk structure. This one crosses Oso Flaco Lake in Guadalupe, CA

## 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:	The Regents of the University of California		
Application ID:	05-The Regents of the University of California-1	Prepared by:	Ray Aronson (UCSB), Brett Foster (Penfield & Smith)
Project Description:	1.2 mile Multi-modal Trail constructed of class II road base with 3 bridges and 1 boardwalk		
Project Location:	UC Santa Barbara adjacent to Storke and El Colegio Roads		

### 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%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization, Bonds, Insurance & Demobilization	1	LS	\$27,600.00	\$27,600	10000%	\$27,600						
2	OSHA & Other Safety Requirements	1	LS	\$5,750.00	\$5,750	10000%	\$5,750						
3	Staging Area Setup & Security	1	LS	\$5,750.00	\$5,750	10000%	\$5,750						
4	Construction Staking/Surveying	1	LS	\$23,000.00	\$23,000	10000%	\$23,000						
5	Biological Monitoring	1	LS	\$25,875.00	\$25,875	10000%	\$25,875						
6	SWPP	1	LS	\$9,775.00	\$9,775	10000%	\$9,775						
7	Soil Compaction Testing	1	LS	\$23,000.00	\$23,000	10000%	\$23,000						
8	Special Inspection/Structural Observation	1	LS	\$11,500.00	\$11,500	10000%	\$11,500						
9	Clear and Grub Buffer Area	7.27	Acre	\$1,725.00	\$12,541	10000%	\$12,541						
10	Trail Grading - Raise 2'	4850	CY	\$17.25	\$83,663	10000%	\$83,663						
11	rail Subgrade Preparation (fabric & compactio	63,360	SF	\$2.30	\$145,728	10000%	\$145,728						
12	Trail Class 2 base - 4"	1425	TON	\$57.50	\$81,938	10000%	\$81,938					5000%	\$40,969
13	Trail Headers (redwood)	12,672	LF	\$4.60	\$58,291	10000%	\$58,291					5000%	\$29,146
14	100' Span Bridge (prefabricated)	1000	SF	\$172.50	\$172,500	10000%	\$172,500						
15	80' Span Bridger - Prefabricated	800	SF	143.75	\$115,000	10000%	\$115,000						
16	30' Span Bridge (Prefabricated)	300	SF	126.50	\$37,950	10000%	\$37,950						
17	Bridge Foundation	3	EA	69,000.00	\$207,000	10000%	\$207,000						
18	Boardwalk (10' wide, 300' long)	3,000	SF	172.50	\$517,500	10000%	\$517,500						
19	Culverts	4	EA	11,500.00	\$46,000	10000%	\$46,000						
20	Handrails - Bridge Entrance	200	LF	115.00	\$23,000	10000%	\$23,000						
21	Dewatering	7	EA	9,200.00	\$64,400	10000%	\$64,400						
22	Plant trail buffer to reduce erosion	2	ACRE	75,000.00	\$150,000	10000%	\$150,000						
23	Silt Fence	6,400	LF	8.63	\$55,232	10000%	\$55,232						
24	Construction Entrance	2	EA	5,750.00	\$11,500	10000%	\$11,500						
25	BMP & Env. Controls	1	LS	17,250.00	\$17,250	10000%	\$17,250						
26	QSP	1	LS	23,000.00	\$23,000	10000%	\$23,000						
27	Construction Admin & Observation	1	LS	22,632.00	\$22,632	10000%	\$22,632						
28													
<b>Bridge Foundations</b>					<b>\$1,977,374</b>		<b>\$1,977,374</b>						<b>\$70,114</b>
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>10.00%</b>	<b>\$197,737</b>								
<b>Enter in the cell to the right</b>													
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$2,175,111</b>								

### Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
<b>Preliminary Engineering (PE)</b>			
Environmental Studies and Permits(PA&ED):	\$ 200,000		
Plans, Specifications and Estimates (PS&E):	\$ 340,000		
<b>Total PE:</b>	<b>\$ 540,000</b>	<b>24.83%</b>	25% Max
<b>Right of Way (RW)</b>			
Right of Way Engineering:	\$ -		

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
Acquisitions and Utilities:				\$	-								
<b>Total RW:</b>				\$	-								
<b>Construction (CON)</b>													
Construction Engineering (CE):				\$	180,020	7.64%	15% Max						
Total Construction Items & Contingencies:				\$2,175,111									
<b>Total CON:</b>				\$	<b>2,355,111</b>								
<b>Total Project Cost Estimate:</b>				\$	<b>2,895,111</b>								

**BASIS OF CONSTRUCTION COST ESTIMATE BY P&S - LIST OF ASSUMPTIONS** May 14, 2014

The estimate is being made without the benefit of a final design. Understanding is for 1.2 miles of 10' wide trail with 3 bridges and 4 culverts being constructed in a 40' to 80' wide buffer (average=50') area at the edges of a drainage that will eventually have up to 500,000 cubic yards of material removed.

1.2 miles = 6336', at 10' wide = 63,360 sf. Buffer =  $6336' \times 50' / 43560 = 7.27$  acres. CL2 Base = 135 pcf. 4" base =  $10' \times 6336' \times (4"/12) \times 135 \text{ pcf} / 2000 = 1425$  Tons. Trail Volume =  $10' \times 6336' \times (4"/12) / 27 = 782$  cy. Handrails -> for each bridge add 10' of handrail at each side & each end = 40'. Handrails for culverts use 10' long on each side = 20'. Trail grading: Raise elevation of trail 2-feet above existing grade ->  $6336' \times 12' \times 2' / 27 = 5,632$  cy minus the CL2 Base import ->  $5,632 - 782 = 4,850$ .

Does not include wetland creation grading – cost estimate prepared by others.

Does not include preparation of an EIR or any permits that may be required for mass grading.

Only includes permit from Coastal Commission for Trail construction.

Assumes the FEMA letter of map revision (LOMR) has been obtained as part of that permit bundle.

Estimated construction period is 6 months and proceed uninterrupted until complete.

Trail will generally be located above 10 (NAVD88), and therefore above most ground water.

Estimated that dewatering may be required for the foundations of the 3 bridges and 5 culverts.

Trail export is still on-site.

Bridge replacement, removal, lengthening not included.

Bridges are prefabricated – designed by fabricator.

Bridge foundations designed by Civil Engineer.

Access to Bridge deck estimates 10 LF of handrail on each side at each end of a bridge.

Culverts estimated to require 10 LF of handrail on each side. Culverts were estimated using Caltrans quantities for 36" pipe with about 6' of cover, typical L headwall and a total of 20 LF of RCP pipe.

Construction Administration assumes 6 month construction duration and two visits per month for 4 hours. ( $2 \times 4 \times 6 \times 150 = 7200$ )

Construction Observation assumes 6 month construction duration, one inspector for 4 hours each week. ( $4 \times 6 \times 4 \times 130 = 12480$ ).

Permitting under the design portion is only for local plan check. It is assumed that the mass grading obtain all environmental permits required.

Biological monitoring costs will depend upon use of UCSB staff or students. Costs will vary based upon the frequency and duration for monitoring required by various agency requirements.

Archeological investigations, testing and monitoring are excluded from this estimate

**PRE-DESIGN OPINION OF PROBABLE DESIGN & CONSTRUCTION COSTS****ALTERNATIVE 1**

Project:	North Campus Open Space Multi-modal Trail	Penfield & Smith, Inc.
Location:	Goleta / Isla Vista	111 E. Victoria Street
Client:	The Regents of University of California	Santa Barbara, CA 93101
W.O. No.:	21390.01	(805) 963-9532
Calc'd By:	BEF	Date: 30-Apr-15
Path Name:	Z:\21390.01 UCSB Trail Est\	
File Name:	Final Conceptual Trail Constn Est.xlsx	

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
	*Estimate for 1.2 Miles of Trail Permitting & Conceptual Design				
	<b>DESIGN - Trail, Bridges &amp; Culverts</b>				
	Field Survey Trail, Bridges, Boardwalk & Culverts	LS	1	25,000.00	\$25,000
	Geotechnical Design Report	LS	1	28,000.00	\$28,000
	Hydraulics & Hydrology Analysis	LS	1	40,000.00	\$40,000
	Landscape Architect	LS	1	25,000.00	\$25,000
	Trail Grading Design	LS	1	28,000.00	\$28,000
	Bridge, Culvert & Boardwalk Foundation Design	LS	1	125,000.00	\$125,000
	Local Agency Permitting/Plan Checking	LS	1	25,000.00	\$25,000
	Bidding Assistance	LS	1	5,000.00	\$5,000
	Record Drawing Preparation	LS	1	5,000.00	\$5,000
	<b>SUBTOTAL FOR DESIGN</b>				<b>\$306,000</b>
	<b>CONSTRUCTION - Trail, Bridges &amp; Culverts</b>				
	Mobilization, Bonds, Insurance & Demobilization	LS	1	24,000.00	\$24,000
	OSHA & Other Safety Requirements	LS	1	5,000.00	\$5,000
	Staging Area Setup & Security	LS	1	5,000.00	\$5,000
	Construction Staking/Surveying	LS	1	20,000.00	\$20,000
	Biological Monitoring	LS	1	22,500.00	\$22,500
	SWPPP	LS	1	8,500.00	\$8,500
	Soil Compaction Testing	LS	1	20,000.00	\$20,000
	Special Inspection / Structural Observation	LS	1	10,000.00	\$10,000
	<u>Trail Construction</u>				
	Clear & Grub Buffer Area	ACRE	7.27	1,500.00	\$10,905
	Trail Grading - Raise 2'	CY	4,850	15.00	\$72,750
	Trail Subgrade Preparation (fabric & Compaction)	SF	63,360	2.00	\$126,720
	Trail Class 2 base - 4"	TON	1,425	50.00	\$71,250
	Trail Headers (redwood)	LF	12,672	4.00	\$50,688
	<u>Bridge, Culvert &amp; Boardwalk Construction - 10' Wide</u>				
	100' Span Bridge - Prefabricated (Phelps)	SF	1,000	150.00	\$150,000
	80' Span Bridge - Prefabricated (Whitier)	SF	800	125.00	\$100,000
	30' Span Bridge - Prefabricated (Storke)	SF	300	110.00	\$33,000
	Bridge Foundation	EA	3	60,000.00	\$180,000
	Boardwalk (10' Wide x 300' Long)	SF	3,000	150.00	\$450,000
	Culverts	EA	4	10,000.00	\$40,000
	Handrails - Bridge Entrance	LF	200	100.00	\$20,000
	Dewatering	EA	7	8,000.00	\$56,000
	<u>Erosion Control</u>				
	Native Plant Trail Buffer for Erosion control	ACRE	2.00	75,000.00	\$150,000
	Silt Fence	LF	6,400	7.50	\$48,000
	Construction Entrance	EA	2	5,000.00	\$10,000
	BMP's & Environmental Controls	LS	1	15,000.00	\$15,000
	QSP	LS	1	20,000.00	\$20,000
	Construction Administration & Observation	LS	1	19,680.00	\$19,680
	<b>SUBTOTAL FOR CONSTRUCTION</b>				<b>\$1,738,993</b>
	<b>SUBTOTAL FOR DESIGN &amp; CONSTRUCTION</b>				<b>\$2,044,993</b>
	Contingency (10%) Design & Construction	LS	1	204,500.00	\$204,500
	Overhead & Profit (15%)	LS	1	306,700.00	\$306,700

**Grand Total Estimated Design & Construction Cost:****\$2,556,193**

## Attachment I. Narrative Questions Backup Information

## Narrative Question 1.

## a. Table I-1-1. Usage Survey Results – Intersection of Storke and El Colegio Roads.

Survey Date and Time	Cyclists	Pedestrians
05/04/2015 (7am-8am)	55	41
05/05/2015 (4pm-5pm)	30	15
05/07/2015 (7am-8am)	57	42
05/15/2015 (4pm-5pm)	32	20
<b>Average Total – Peak Hour</b>	<b>44</b>	<b>30</b>
<b>Maximum Daily Users<sup>+</sup></b>	<b>283</b>	<b>193</b>
Maximum Daily – Children Cyclist – 3% Pedestrian – 10%	8	19
Maximum Daily – College Students Cyclist – 63% Pedestrian – 50%	178	96
Max Daily Adult – Commuter Cyclist – 18% Pedestrian – 20%	51	39
Max Daily Adult – Recreation Cyclist – 17% Pedestrian – 20%	48	39

<sup>+</sup> Maximum Daily Use = Sum of: Peak hour use x 4 hrs (7:30am – 9:30am and 4pm – 6pm) x 80% Peak Rate and Peak Hour Use x 6.5 hours (9:30am – 4pm) x 50% peak rate

## b. Table I-1-2. Usage Survey Results – Onsite at Former Golf Course Area.

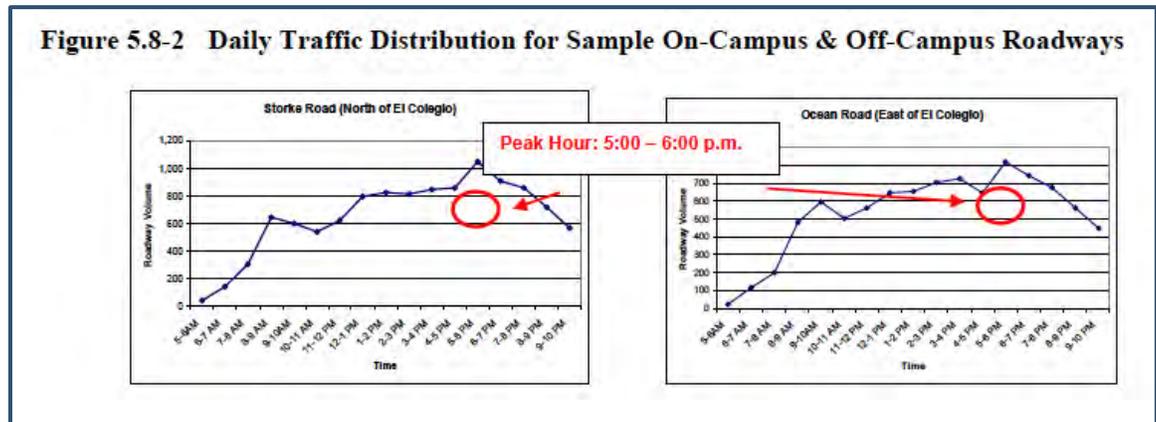
Survey Date & Time	Cyclists	Pedestrians
05/05/15 (7am-9am)	17	51
05/08/15 (11am-1pm)	20	47
05/10/15 (2pm-4pm)	18	40
05/10/15 (6pm-8pm)	13	33
05/12/15 (7am-9am)	7	47
05/12/15 (4pm-6pm)	4	35
05/14/15 (7am-9am)	11	58
05/19/15 (4pm-6pm)	14	52
05/19/15 (2pm-4pm)	4	43
05/21/15 (7am-9am)	24	48
<b>Total per Average Hour<sup>+</sup></b>	<b>6.6</b>	<b>23</b>
<b>Maximum Daily Users<sup>++</sup></b>	<b>52</b>	<b>182</b>

<sup>+</sup> Total Average per Hour = Average of all 2-hour surveys, divided by 2

<sup>++</sup> Maximum Daily Users = 10 hours of daily use x average daily use x 80% (adjusted because data was collected from all times of day)



- d. **Figure I-1.1. Survey Results – Daily Traffic Distribution for Sample On-Campus and Off-Campus Roadways (San Joaquin Housing EIR Traffic Survey (Storke and El Colegio Roads) Peak and Relative Flow Rates**  
(<http://www.facilities.ucsb.edu/departments/campus-planning-design/quick-downloads>).



Note: Peak flow is 4pm-6pm / 7:30am-9:30 am

- e. **Information related to estimating potential future users.**
- **Isla Vista Elementary School Student Commuters (~56):** Safe route to school. Results of a Parent Survey (COAST Sustainable Transportation Survey 2012, [www.saferoutesdata.org/](http://www.saferoutesdata.org/)) reveal that approximately 45% of the total student population (~516 according to the Goleta Union School District, <http://www.goleta.k12.ca.us/schoolsites/iv/about>) currently walk or bike to and from school (Table I-1-4). The estimated population of students living on the opposite end of the proposed trail from the school (south Goleta) is 200. We assumed that 45% of those (90) already commute on foot or bike based on the parent survey. Further survey results indicate that 50% of the remaining parents would let their children walk or bike if a safe route were available. If we assume that 20% would actually allow their children to use this new safe route, then we have 200 parents en route: 90 already using non-motorized travel would switch to new trail, and 20% of the 110 remaining students (or 22 children) would join the brigade, of which 50% (11) would likely bike and 50% (11) would walk, based on this survey of parents. Total potential non-motorized school children use of the trail would therefore be:  $90 + 22 = 112$  (56 walkers, 56 cyclists). Based on these survey results, and the Goleta School District Academic Calendar, usage for commuting was assumed to be 180 student days

Attachment I. Narrative Questions Backup Information

(<http://www.goleta.k12.ca.us/wp-content/uploads/2013/04/2013-2014schoolcalendar.pdf>); therefore the count for existing daily users would be 50% or 56 total daily elementary student users.

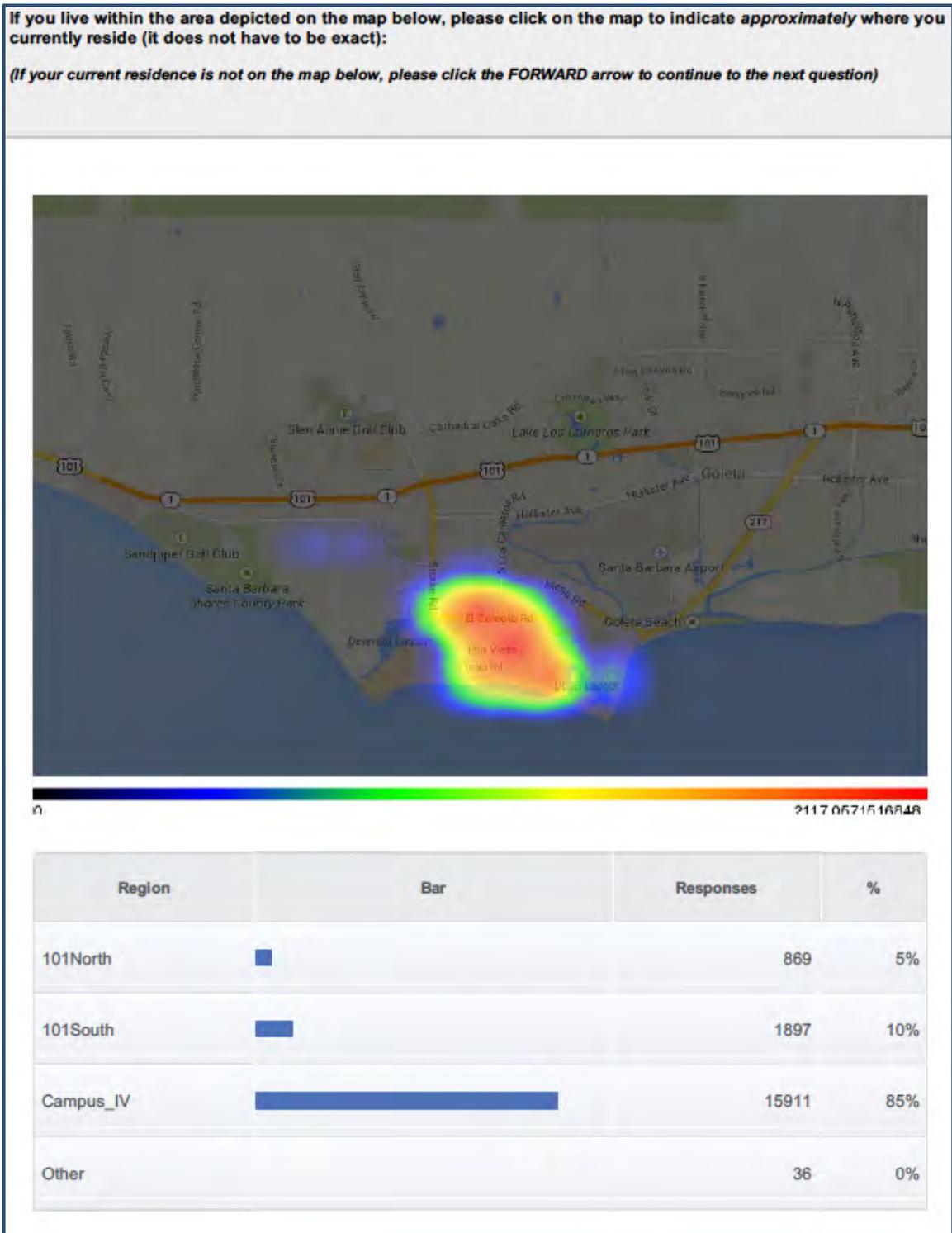
**Table I-1-4. Annotated Results – COAST Parent Survey**

Coalition for Sustainable Transportation Parent Survey (2012)	
User Type	Percent of Total Population
Live up to 1 mile (one-way) from school and walk	35
Live up to 1 mile (one-way) from school and bike	10
Live up to 1 mile from school and do not walk or bike	55
Parents of non-walkers that cite speed of traffic along route as reason to refuse permission to walk to school	52
Parents of non-walkers that cite amount of traffic along route as reason to refuse permission to walk to school	51
Parents of non-walkers that cite safety of intersections and crossings as reason to refuse permission to walk to school	46
Parents of non-walkers that cite lack of sidewalks or pathways as reason to refuse permission to walk to school	26

Coalition for Sustainable Transportation Parent Survey (2012).

**UCSB Campus Faculty, Staff and Student Commuters (228):** live in area and would likely use trail for commuting. Preliminary results from a survey conducted by UCSB in the 2013/2014 academic year reveal that approximately 7% (~1,883) of the total campus population (26,213) live in the 93117 zip code south of Highway 101 and reside in the south Goleta region and not Isla Vista. This subpopulation of 1,883 are all considered potential commuters (referred to as “Potential User Types, Total Population, and User Population Estimates,” Table 1-2 of the grant application) (UCSB Campus Profile 2013, [http://bap.ucsb.edu/IR/campusprofile/Campus\\_Profile\\_2013.pdf](http://bap.ucsb.edu/IR/campusprofile/Campus_Profile_2013.pdf); UCSB Sustainable Transportation Survey, 2014, unpublished). The map below shows that the sub-population of the 101 South population is 1,897.

Figure I-1.2. Map of student, staff, faculty residence location (2014 Transportation Survey)



- Table I-1-5 Survey Results – 2014 UCSB Sustainable Transportation Survey (unpublished) reveals an estimated 228 users based on the survey results of bicycle commuter patterns.

**Table I-1-5. UCSB Sustainable Transportation Survey (Annotated Results).**

UCSB Sustainable Transportation Survey (2013/2014 Academic Year)					
User Type	Percent of Sub-Population in Zone	Estimated Sub-Population	% uses per year (145 days/365 = 39%) or estimated potential uses	Percentage Choosing Multi-Modal Path	Estimated Daily Users
Live in zone and regularly bike to campus	51.0%	964	39%	50%	187
Live in zone and never bike	36.0%	681	0%		0
Live in zone and bike <2-3 times per month	13.0%	238	10%	80%	19
All non-regular bike-riders in zone	49.0%	919			
Non-regular bike-riders in zone who cite lack of bike path access as reason not to bike to campus	3.5%	66	10%*	100%	7
Non-regular bike-riders in zone who cite safety concerns as reason they do not bike to campus	7.7%	145	10%*	100%	15
<b>Total Potential Daily Users</b>					<b>228</b>

\* An estimated 10% might ride with safe, accessible path – safety results from survey summarized in Attachment I, Question 2.

- UCSB Campus Education, Recreation, and/or Exercise Users (Faculty, Staff, and Students: 233):** would use the open space and trails for education, recreation, and/or exercise. Based on observations of on-site users 70% of users are pedestrians and 30% are cyclists. A 2011 Gallup poll revealed that ~50% of Americans exercise for 30 minutes three or more days per week (<http://www.gallup.com/poll/151424/health-habits-continue-steep-winter-decline.aspx>). Based on this, we used a conservative estimate that ~5% (1310) of the entire campus population (~26,213) would use the 1.2 mile trail for walking at least one time per week (52 days per year). In addition three new student (1600), staff (100), and faculty (80) housing developments are under construction right now and within 100 yards of a trail entrance (Connections map, Attachment E). We would conservatively expect at least 20% of these people (1780 x 20% = 356) to access this new trail and connections to the larger trail system at least once per week (14% of time). Total potential users would be 1310 + 356 = 1666 and at

## Attachment I. Narrative Questions Backup Information

14% of the time we would estimate a total daily use rate for this sub-population to be  $1666 \times 14\% = 233$  divided between cyclists (70) and pedestrians (163).

- South Goleta Community Education, Recreation, and/or Exercise Users (50)**: would use the open space and trails for education, recreation and/or exercise. The estimated total population of the entire City of Goleta is ~30,289. A 2014 community outreach mailer sent to residents of the south Goleta area by a private mailing company resulted in distribution to 3,129 households. Using the average number of persons per household estimated in 2010 for the City of Goleta, (2.89 according to the US Census Bureau ([http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_SF1\\_QTP11](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_SF1_QTP11))), we estimated the total population of this area to be 9,042. If we subtract the UCSB affiliated members (1883) of that community we have a new population estimate of 7,159. Based on the Gallup poll results, we used a conservative estimate that 5% of this total population (~357) are potential users once a week (14% of time) = 50 daily users, of which 15 would cycle and 35 would walk or jog.
- Isla Vista Community Education, Recreation, and/or Exercise Users (50)**: would use open space and trails for education, recreation, and/or exercise. The total population of Isla Vista is ~23,096 (<http://www.city-data.com/city/Isla-Vista-California.html>) of which 15911 are UCSB affiliated, leaving 7185 unaccounted for in this area. Based on the above-referenced Gallup poll results, we used a conservative estimate that 5% of this total population (~359) were potential users one time per week (52) days per year (14%) for a daily user rate of 50 (15 cyclists and 35 walker/joggers). Isla Vista is also considered a disadvantaged community, with 20% or more of the individuals in that population living below 100% of Federal Poverty Level, as discussed in greater detail in our response to Question 6.a.

**Narrative Question 2.**

Includes: Survey results, SWITERS table and TMS figure

UCSB 2014 Transportation Survey, reasons for not cycling to school or work are shown below in three screen shots from survey results.

<p><b>For what reason(s) do you not ride a bicycle to travel to work or school at UCSB?                  (mark all that apply)</b></p>	<p><b>For what reason(s) do you not ride a bicycle <u>more often</u> to travel to work or school at UCSB?                  (mark all that apply)</b></p>
--	--

Answer	Bar	Response %	
Too far to ride a bicycle		1743	24%
Travel time by bicycle is too long		1855	26%
I do not have a bicycle		3481	48%
I am not physically able to ride a bicycle		523	7%
I do not like to ride a bicycle		2106	29%
The bike path is not conveniently located to where I currently reside		740	10%
There is no safe route from my residence to UCSB by bicycle		778	11%
Other safety concerns (please specify):		716	10%
I need access to a car when at UCSB		543	8%
I need to drop off children, or others, on the way to / from UCSB		540	8%
Other inconvenience (please specify):		699	10%
Other (please specify):		787	11%
<b>Total</b>		<b>14511</b>	<b>100%</b>

Answer	Bar	Response %	
Too far to ride a bicycle		287	14%
Travel time by bicycle is too long		454	21%
I do not have a bicycle		394	19%
I am not physically able to ride a bicycle		105	5%
I do not like to ride a bicycle		605	29%
The bike path is not conveniently located to where I currently reside		241	11%
There is no safe route from my residence to UCSB by bicycle		82	4%
Other safety concerns (please specify):		271	13%
I need access to a car when at UCSB		257	12%
I need to drop off children, or others, on the way to / from UCSB		146	7%
Other inconvenience (please specify):		306	14%
Other (please specify):		459	22%
<b>Total</b>		<b>3607</b>	<b>100%</b>

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Attachment I. Narrative Questions Backup Information

**Open-Ended Comments:**

**For what reason(s) do you not ride a bicycle to travel to work or school at UCSB?**

**OTHER SAFETY CONCERNS (please specify):**

All of my avid bicyclist friends have been hit by cars in the time I've known them—drivers at Santa Barbara don't look out for bicyclists and vice versa.	I would have to cross a major road (Patterson) to get to bike path
BIKES ARENT SAFE!!!!	I'm afraid I'll get in a bike accident.
Bike circles	It's dark when I go to work.
Bike paths during the week are accident prone and congested	Its hard to get through downtown and over to the bike path on a bike from east of State st., where I live.
Calle Real and Storke Road have bike lanes, but I am nervous about the speed of traffic and the chance of being hit by a car.	My morning commute is during rush hour and riding a bike is dangerous around people rushing to drive to work
Campus roundabouts are often crowded and unsafe; cyclists tend not to follow the rules of merging.	Narrow, Steep, Winding Road
Car traffic sometimes feels dangerous	Not wild about morning traffic crossing 101
Dark at the hours I come to work	Other people ride bike too fast
Difficult to carry required items (laptop, class notes, etc)	People bike very recklessly
Don't feel safe on a bike. Often drivers are too aggressive and cut off bikers	SOMETIMES I HAVE TO LEAVE WHEN IT'S DARK OUT AND AM NOT COMFORTABLE BIKING WHEN IT'S DARK OUT
Dont like to bike in the dark - often leave school late.	Several roads to my home are not safe to ride on
Fairview/ Calle Real and Fairview/Hollister inter not safe	The bike paths are too dangerous for me.
Got hit by a car last year. Not worth it	The corridor from the bike trail exit on Modoc to the downtown area is too scary. If there was a bike trail to the ocean (Cabrillo), I would ride a bike on some days.
Have to cross the Storke/Hollister intersection or go around to Los Cameros, which is longer	Too dangerous at 5am
Hollister Avenue is not bicycle friendly. When the Old Town Park and bike path are completed, I plan to use my bike to get to work most work days.	Too dangerous because of many careless bikers
Husband was severely injured commuting to work on a bicycle. No safe travel routes during heavy traffic times.	Too many people on the bike path
I I leave work late at night quite often- work hours are long and unpredictable	Too steep a hill to ride up/down from my house to work
I am too old to ride a bike and i am not very good at riding a bike.	Traffic on route is dangerous, though there are bike lanes
I don't like riding my bike after dark, it doesn't feel safe. And I've had 2 accidents as a result of freshman that don't understand bike path routes	Twice I rode my bike to work and both times I got hit by a car! Never again!!
I don't trust Santa Barbara drivers to not hit me.	UCSB bike paths are crowded
I dont want to worry about the weather, Hot/Cold/Rain/Wind	Very early and dark in the morning—safety.
I generally leave campus after dark and don't want to ride my bike home after dark	bikes do not follow traffic laws.
I have a 3 month old infant who I have been caring for.	crossing the 101 from the mountain side headed to the campus
I have asthma and pollution is so bad I can't ride a bike anywhere.	cycling is dangerous
I have had bad accidents on a bike in the past.	drivers running red lights at intersections
I live up in the mountain.	fear any in-traffic biking; bike path OK but only exists for part of the way
I tried to ride a bike. But the overpass at Glenn Annie is dangerous. Also the bike path from Dos Pueblos to Hollister is dangerous. If I could get to Phelps Road bike path off Storke without danger I would do it. Why didn't the University get involved in making the bike path along Hollister to Los Cameros from where I live safer? It is very narrow, and cars go fast. Dangerous to get to the bike path either on the Los Cameros road, or on the Storke side.	feel unsafe with so much traffic around
I was once in a serious accident riding a bicycle	medical
I work late and when it gets dark I'm afraid to bike back	navigating through traffic
I work until 11 p.m.	never learned
	part of the way is in the street with cars--no bike path
	too crowded
	too crowded (road) with many students bicycling
	too dangerous for a guy my age
	too dark not safe.
	too much traffic
	too old, unsteady
<a href="#">View More</a>	<a href="#">View More</a>

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 Attachment I. Narrative Questions Backup Information

**Open-Ended Comments:**

**For what reason(s) do you not ride a bicycle more often to travel to work or school at UCSB?**

**OTHER SAFETY CONCERNS (please specify):**

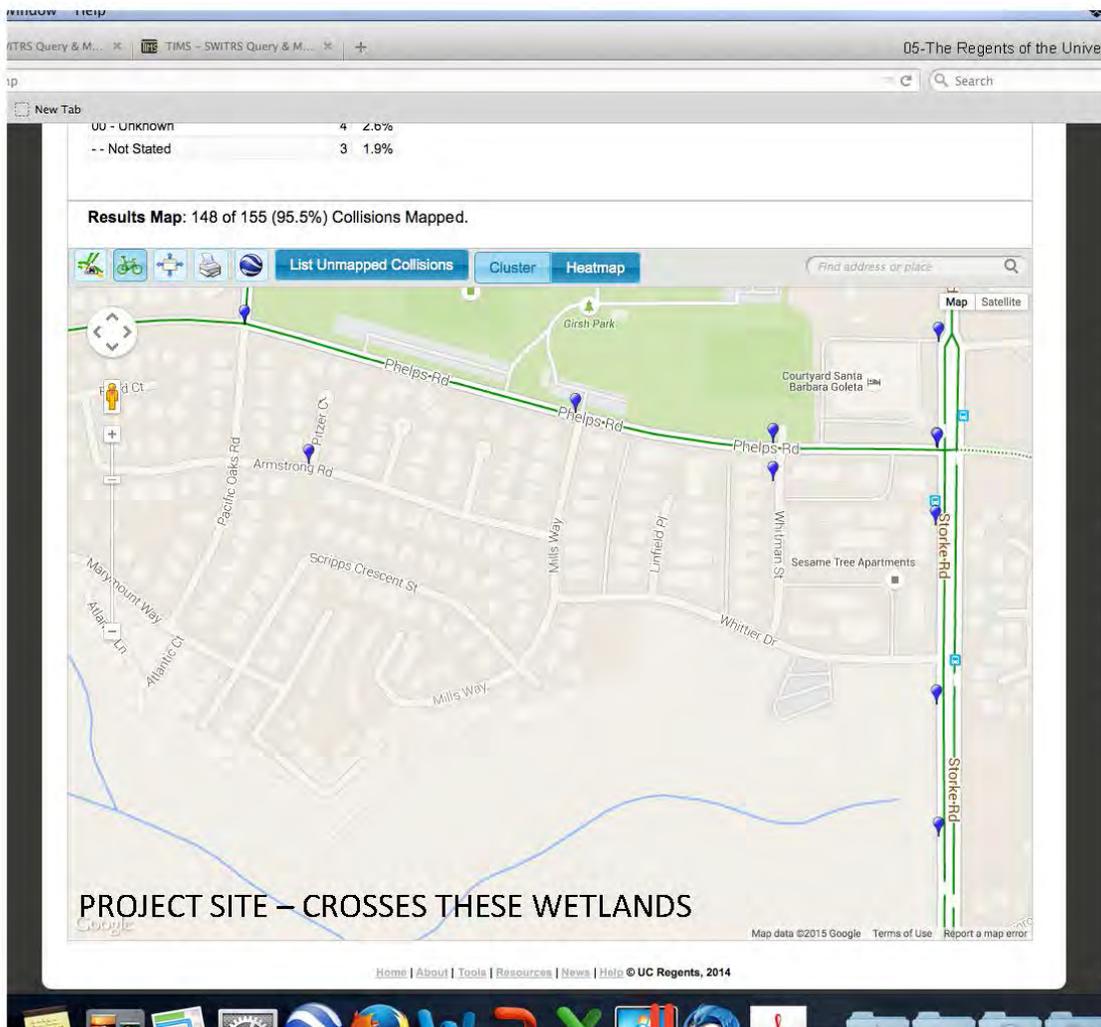
Afraid bike will get stolen
Bicycle doesn't have working brakes
Biking on the road
DARK IN MORNING
Distracted Drivers
Dont want to work all sweaty.
I am afraid I will be in/cause an accident
I do not feel safe on part of my route to campus
I have to go home around midnight
I often come home after dark and do not feel comfortable riding along the bike path along at night.
I return home late at night
It is dark when I leave campus which feels unsafe
My child has to ride in the same unsafe route to be dropped off at school
On-campus biking environment unsafe
Safety of the bikepath at night
Sprained my ankle in bike accident - I feel unsafe riding my bike now.
There's a lot of fast moving traffic to navigate before getting to the bikepath
Too dark in the morning
Too many bicyclist and I ride slow
Too many bicyclists, roads are bumpy, cars
Winter time darkness
downtown traffic, also darkness during winter
during standard time, I'd have to ride home in the dark and I don't want to do that
it is dark the closer i get to my home
poor lighting at night
too much morning traffic before i can get to safe bike path
unsafe riding patterns of others

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 Attachment I. Narrative Questions Backup Information

Data from the SWITERS files on accidents on Storke Road between Phelps and El Colegio, one of the parallel routes for this path for 2008-2013. No data available for 2014 and 2015.

Date	Description	Severity <sup>+</sup>	Number of Victims	Transportation Mode
01/22/2008	No bike lights	3	1	Bike
01/01/2010	Improper turn	4	1	Bike
05/31/2010	Wrong direction	2	1	Bike
10/28/2011	Wrong way travel	2	1	Bike
11/23/2011	Bike lane change	1	1	Bike
10/14/2011	Collision?	2	1	Bike
03/08/2012	Improper turn	3	1	Bike
03/18/2013	Unsafe lane change	4	1	Bike
07/22/2013	Unsafe speed	4	1	Bike

+ 1 = mild / 2 = moderate / 3 = moderate-severe / 4 = severe



Screenshot from TIMS map of pedestrian and bike accidents from 2008-2013 in route that would be avoided by creating path across open space area. Each blue flag marks a location of an accident.

Attachment I, Q. 6

### Narrative Question 3.

- a. Survey results from community based public access final forum on [three](#) conceptual trail plans.

## North Campus Open Space – Concept Design Survey Summary

In June 2014, The Trust for Public Land conducted an online survey as a continuation of a community planning process initiated the preceding year for the Concept Design of the North Campus Open Space. For context, many elements specifically referenced throughout the survey relate to one or more of these design concepts:

- **Concept 1: ecological focus; optimizes the site’s restoration potential**
- **Concept 2: habitat restoration; has a directed educational focus**
- **Concept 3: multi-functional site; balances passive recreation and habitat restoration needs**

Over 260 people responded to the survey, and while it was primarily online-based, additional responses sent via email or comment letter were accepted and have been incorporated into the comment summary table at the end of this report.

As a result of this survey and overall planning process, clear community priorities have been established for passive recreation amenities, trail features, trail routes, education and interpretive amenities and other site amenities. An overview of the survey results and resulting community priorities are recorded here. From this community planning process, a preferred, final design will be developed for the North Campus Open Space.

### Survey Highlights

- 84% of those surveyed currently use the North Campus Open Space
- 38% live within a 10-minute walk of the North Campus Open Space
- The majority of respondents report wanting the design of the property to provide opportunities for wildlife viewing, experiencing and learning about nature, and trails for recreation.
- Respondents also strongly expressed a desire for trails to be adequately developed as a larger system, connected to other existing trails and surrounding roads.
- The most preferred design concept was the one focused on ecology (Concept 1) followed by the multi-functional concept (Concept 3). This seemingly split preference reflects the community priority for a simple site design that optimizes the site’s restoration potential while also sufficiently accommodating the need for access and amenities.

## COMMUNITY PRIORITIES FOR PASSIVE RECREATION ACTIVITIES

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When asked to choose up to five activities they would most like to have access to in the North Campus Open Space area in the future, over 50% of respondents chose wildlife viewing, experiencing/being in nature, and using trails to walk or hike recreationally. Approximately 30% of all responses related to trail use.

Overall, the top activity choices were:

1. Wildlife viewing
2. Experiencing/being in nature
3. Using trails to walk or hike recreationally
4. Learning more about the local natural environment
5. Using trails to bike or run recreationally
6. Sitting and relaxing

**Based on the community priorities for passive recreation amenities,** The Trust for Public Land recommends the following direction for the Final Concept Design:

1. Provide substantial wildlife viewing opportunities
2. Provide a hierarchy of networked trails to accommodate trail use
3. Create varied experiences with near-trail plantings to enhance the sense of solitude and relaxation that many users desire

## COMMUNITY PRIORITIES FOR TRAIL FEATURES

---

### *Trail Surface*

In response to selecting a preference for trail surface type, top priorities for respondents included:

1. Trails with natural-feeling surfaces AND
2. Trails with compact surfaces

### *Trail “Edges”*

In response to selecting a preference for the type of vegetation adjacent to trails that they would like to see, respondents reported wanting:

1. Natural, thick vegetation, which would both preserve natural beauty and curtail off-trail activity AND
2. Grassy mounds, which would both manage stormwater and provide a buffer between the trails and the open space

*While not a top priority, it is worth noting that 48% of respondents preferred multi-modal trails as their third choice. In addition, most people do not prefer designated, single-use trails, though a significant contingent does.*

**Based on the community priorities for trail features,** The Trust for Public Land recommends the following direction for the Final Concept Design:

1. Provide decomposed granite (DG) trails according to a path hierarchy with varying widths.
2. For primary paths, provide compacted DG with grassy mounds to buffer trails and open space, as well as manage stormwater.
3. Primary paths should be Type D trails (10 to 12-foot width) to allow for anticipated use.
4. For secondary and tertiary paths, provide natural (-feeling) DG paths with vegetation that restricts trail width and provide a balanced sense of privacy and site security. Secondary and tertiary path widths should be Type B (3 to 4-foot width).

## COMMUNITY PRIORITIES FOR TRAIL ROUTES

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All design concepts included a route from Phelps Road to Storke Road. Respondents indicated this was the top priority connection followed closely by the connection from Phelps Road to the Coastal Trail/Venoco Road. It is notable that when asked to choose which trails they would use most (and they could choose as many as applied), respondents chose, on average, between 2 to 3 options, demonstrating a priority for multiple trail routes and connections.

**Based on the community priorities for trail routes,** The Trust for Public Land recommends the following direction for the Final Concept Design:

1. The trail routes, wetland crossings and perimeter connections illustrated in Concept 2 should be used. These routes should be considered primary (main) routes.
2. Provide longer interpretive side trails and interior loops (secondary and tertiary paths) than currently depicted in the Concept 2 trail circulation.
3. Accommodate a trail connection from the northwest corner of the North Campus Open Space to the existing, off-property trails near Ellwood Beach Drive. Because of habitat sensitivity, it is recommended that this be a seasonal use trail. *It is notable that 40% of respondents desired this connection.*

## COMMUNITY PRIORITIES FOR EDUCATION AND INTERPRETIVE AMENITIES

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Respondents were asked to rank the type of educational and interpretive features they would like to see in the North Campus Open Space area. Respondents ranked their top priorities as follows:

1. Interpretive trails that weave through the restoration design but have no signage.
2. Trails with educational/interpretive signs. *It is important to note that one-third of respondents also ranked the trails with educational/interpretive signs as their most preferred option.*
3. Educational kiosk at entry plaza without restrooms or staff. *It is important to note that options for larger interpretive facilities (“small pavilion with restrooms” and “larger interpretive center”) ranked fairly high as well.*

**Based on the community priorities for education and interpretive amenities,** The Trust for Public Land recommends the following direction for the Final Concept Design:

1. Primary trails should include periodic educational / interpretive elements that blend into the surrounding landscape.
2. Secondary trails that reveal the restoration design should be simple and not include educational signage or other interpretive elements.
3. The main entry design should include an entry plaza, gathering space, seating, educational information, and one family restroom structure.

## COMMUNITY PRIORITIES FOR SITE AMENITIES

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When respondents were asked to weigh in on other types of sites features, each respondent chose an average of 3-4 features. Approximately a third of all responses related to trail use.

Overall, the top five amenity choices included:

1. Trail features made from natural elements, such as boulders for seating or markers at key trail hubs and along paths
2. Bridges over wetlands with outlook piers/lookout spots
3. Trash receptacles
4. Dog waste receptacles
5. Bird blinds

**Based on the community priorities for other site amenities,** The Trust for Public Land recommends including all items listed above and prioritized by the community.

## CONCEPT PREFERENCES AND ADDITIONAL COMMENTS

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Overall, survey respondents preferred Concept 1, which has a strong ecological focus and design plan, followed by the multi-functional design plan of Concept 3. With simple trails, site amenities, and an unstaffed kiosk, the Concept 1 design plan had the lightest touch in terms of the built landscape. In addition, people expressed a preference to have trails and interior paths that connect with regional trails and bike paths at the site perimeter, as depicted in Concept 3. It is important to note that educational and recreational features were also ranked highly; including trails suitable for walking, hiking, and biking, educational and interpretive trails, places to view nature (such as bridges with outlooks or lookout posts), and amenities for visitors (such as trash cans and restrooms).

In numerous comments, respondents noted that while providing and restoring habitat is essential, hybridizing concepts could help achieve this while also providing opportunities for recreation, commute-alternatives, enjoyment of nature, and education (which could help visitors understand the importance of preservation).

These responses are included in the following comment summary table:

Preferred Concept	Comments about Priorities	Comments about Development	Comments about Activities, Facilities & Amenities	Comments about Connections	Comments about Users
<b>Concept 1</b>	Providing habitat, especially for birds, should be the primary aim	Keep area natural (20%), or with limited/no development	Low impact activities and low maintenance facilities are ok	Trail and bridge connections are still desired	No dogs or have to be on-leash
<b>Concept 2</b>	Restore habitat, but important to educate about local environment and efforts	Keeping the site natural, but also provide access and amenities	Like pedestrian bridges; restrooms	Access to and within site is important	No dogs or have to be on-leash
<b>Concept 3</b>	Achieves balance between goals; access and opportunity are highlighted	Keep natural; paths/trails desired	Allow for recreation	Commute pathways are important	Provide space for UCSB and community
<b>None or Other</b>	<i>Maintaining habitat is important</i>	<i>Maintain privacy buffers; Hydrology and grading should be considered</i>	<i>No paving, no structures</i>	---	---

## SUMMARY RECOMMENDATIONS FOR FINAL CONCEPT DESIGN

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### Passive Recreation Amenities

1. Provide substantial wildlife viewing opportunities
2. Provide a hierarchy of networked trails to accommodate trail use
3. Create varied experiences with near-trail plantings to enhance the sense of solitude and relaxation that many users desire

### Trail Features

1. Provide decomposed granite (DG) trails according to a path hierarchy with varying widths.
2. For main paths, provide compacted DG with grassy mounds to buffer trails and open space, as well as manage stormwater.
3. Main paths should be Type D trails (10 to 12-foot width) to allow for anticipated use.
4. For minor paths, provide natural (-feeling) DG paths with thick vegetation to restrict trail width and provide a sense of privacy (seclusion, wilderness experience).

### Trail Routes

1. The trail routes, wetland crossings and perimeter connections illustrated in Concept 2 should be used. These routes should be considered primary (main) routes.
2. Provide longer interpretive side trails and interior loops (secondary and tertiary paths) than currently depicted in the Concept 2 trail circulation.
3. Accommodate a seasonal trail connection from the northwest corner of the North Campus Open Space to the existing, off-property trails near Ellwood Beach Drive.

### Education and Interpretive Amenities

1. Primary trails should include periodic educational / interpretive elements that blend into the surrounding landscape.
2. Secondary trails that reveal the restoration design should be simple and not include educational signage or other interpretive elements.
3. The main entry design should include an entry plaza, gathering space, seating, educational information, and one family restroom structure.

### Other site amenities

Include natural trail amenities, bridges over wetlands with piers / lookouts, trash and dog waste receptacles and bird blinds.

B. Outreach Flyer, Banner, and Mailer Text.

*Three opportunities to participate!*

# COMMUNITY WORKSHOPS!

*Help plan the future of a new nature destination in your neighborhood!*



*Pick a date that works for you, and bring your family!*

**WHEN:**

Community Workshop #1:  
**Saturday, July 13th**  
10:00 am - 12:30 pm

Community Workshop #2:  
**Wednesday, August 7th**  
5:00 pm - 7:30 pm

Community Workshop #3:  
**Wednesday, September 25th**  
5:00 pm - 7:30 pm

**WHERE:**  
At the Upper Devereux Slough site  
6925 Whittier Drive, Goleta, CA 93117  
Walk, bike, carpool, take the bus! Limited parking available.

*Refreshments!*

*Working in Collaboration*



*For more information please contact: Laura Ballock, The Trust for Public Land, 323-223-0441 ext. 12 or Carla Frisk, The Trust for Public Land, 805-350-3511*

See Spanish language text below.

*¡Tres oportunidades para participar!*

# ¡TALLERES COMUNITARIOS!

*¡Ayude con los planes de la futura destinación de naturaleza en su vecindad!*



*¡Seleccione una fecha que trabaje para usted y traiga su familia!*

**CUANDO:**

Taller Comunitario #1:

**Sábado, 13 de julio**

**10:00 am - 12:30 pm**

Taller Comunitario #2:

**Miércoles, 7 de agosto**

**5:00 pm - 7:30 pm**

Taller Comunitario #3:

**Miércoles, 25 de septiembre**

**5:00 pm - 7:30 pm**

**DONDE:**

En el Sitio Upper Devereux Slough  
6925 Whittier Drive, Goleta, CA 93117

**¡Camine, monte su bicicleta, agarré el autobús!**  
Estacionamiento estará limitado.

*¡Refrescos!*

En Colaboración



Para más información: Laura Ballock, The Trust for Public Land, 323-223-0441 ext. 12 o Carla Frisk, The Trust for Public Land, 805-350-3511

C. Nature Saturday Outreach materials for monthly Saturday events open to families and individuals from March 2014 – July 2015.

THE CHEADLE CENTER FOR BIODIVERSITY AND ECOLOGICAL RESTORATION

# Nature Saturdays *are BACK*

## at North Campus

### About North Campus Open Space

UCSB's North Campus Open Space makes accessible an expanse of land extending some three miles along the Ellwood Devereux coast in Goleta by connecting several existing preserved properties.

Explore the natural history of the area, connect with like-minded people, become a steward, expand your knowledge, learn new skills and participate in an activity that will help preserve and restore this area today and for future generations.

**Mark your Calendars!**  
Join us for another 4 Nature Saturdays from 9am-12pm. Wear sturdy shoes, a hat, sunscreen and bring a water bottle.

**Programs for adults and kids**

**April 4th - Ethnobotany**  
Explore the historical uses of some local plant species.

**May 2nd - Wild Flowers**  
Learn about flower morphology and some local wildflowers you may see at this time of the year.

**June 6th - Birds**  
Take a close look at some of the birds that live in and use this area.

**July 4th - Water**  
Learn about the importance of water in the local environment and how you can help to conserve this resource.

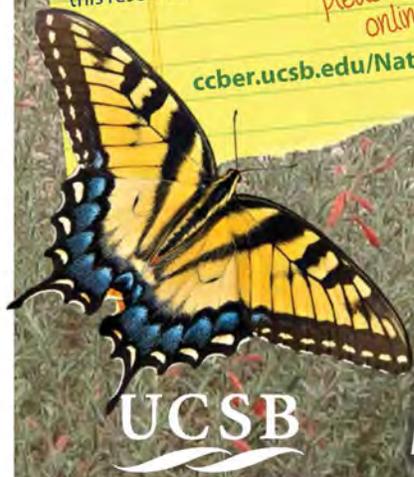
*please RSVP online!*

[ccber.ucsb.edu/NatureSaturdays](http://ccber.ucsb.edu/NatureSaturdays)

*Learn more online*

**Hey Kids! Love Nature?**

- Learn from real biologists
- MAKE A SEED BUNDLE
- art projects
- plant FACE PAINTING
- GAMES! things! TRACK ANIMALS



This program funded by the COASTAL FUND

THE CHEADLE CENTER FOR BIODIVERSITY AND ECOLOGICAL RESTORATION

# Sabados de Naturaleza ha vuelto!

## en el North Campus

### Sobre el North Campus Open Space

El North Campus Open Space es un territorio a lo largo de la costa de Ellwood Devereux en Goleta, conectando varias propiedades protegidas.

Explore la historia natural de la zona, conecte con personas con intereses comunes, conviértase en gestor del territorio, amplíe sus conocimientos, aprenda nuevas habilidades y participe en una actividad que ayudará a preservar y restaurar esta área hoy y para las generaciones futuras.

*¡Marque su calendario!*



Ven a visitarnos los Sábados de Naturaleza 9am-12pm. Lleve zapatos resistentes, una cachucha, protector solar y una botella de agua.



### 4 de abril - Etnobotánica

Explore el uso histórico de algunas de nuestras especies de plantas locales.

### 2 de mayo - Flores Silvestres

Aprenda sobre la morfología de las flores y descubra cuales son las especies que se pueden ver en esta época del año.

### 6 de junio - Pájaros

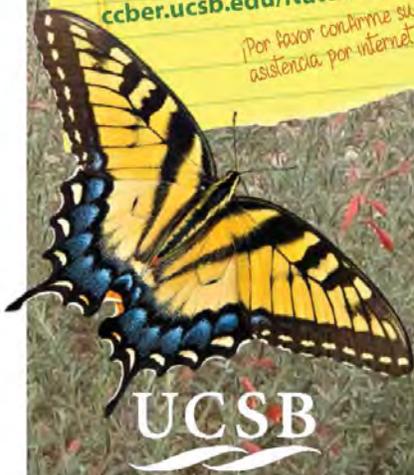
Examine de cerca las aves que viven y utilizan esta área.

### 4 de julio - Agua

Aprenda sobre la importancia del agua en el entorno local y como usted puede ayudar a conservar este recurso.

[ccber.ucsb.edu/NatureSaturdays](http://ccber.ucsb.edu/NatureSaturdays)

*Por favor confirme su asistencia por internet!*



UCSB

Este programa financiado por el COASTAL FUND

Más información en internet

*¡Hey chicos!*

Aprendan de auténticos biólogos

¡planten cosas!

¡HAYAN UNA MILLOM DE SEMILLAS!

¡JUEGOS!

¡Rastreen animales!

*¿Amas la Naturaleza?*

Proyectos artísticos

¡PINTURA DE CARA!



**Narrative Question 4.**

- a. References related to improved health associated with active modes of transport from UCSF, California Department of Public Health Study.

**Summary of Evidence:**

There are dozens of longitudinal epidemiologic studies that have documented improved health outcomes with increasing physical activity, including bicycling and walking. Active transportation can contribute to the U.S. Surgeon General's recommended physical activity goals for adults of at least 120 to 150 minutes per week (17-22 minutes per day) of moderate-to-vigorous activity, which lowers the risk of early death, heart disease, high blood pressure, diabetes, stroke, colon cancer, breast cancer, depression, cognitive decline, and osteoporosis.

**Key References:**

1. de Nazelle A, Nieuwenhuijsen MJ, Antó JM, et al. Improving health through policies that promote active travel: a review of evidence to support integrated health impact assessment. *Environ Int.* 2011; 37(4):766-77.
2. Cavill N, Kahlmeier S, Rutter H, Racioppi F, Oja P. *Economic Assessment of Transport Infrastructure and Policies: Methodological Guidance on the Economic Appraisal of Health Effects Related to Walking and Cycling.* World Health Organization Regional Office for Europe. 2007. Accessed October 25<sup>th</sup>, 2013.
3. Plaut PO. Non-motorized commuting in the US. *Transport Res D-TR E.* 2005; 10(5): 347-356.
4. Physical Activity Guidelines Advisory Committee. *Physical Activity Guidelines Advisory Committee Report.* Washington, DC: U.S. Department of Health and Human Services. 2008. Accessed October 25<sup>th</sup>, 2013.
5. Pucher J, Buehler R, Bassett DR, Dannenberg AL. Walking and cycling to health: a comparative analysis of city, state, and international data. *Am J Public Health.* 2010; 100(10):1986-1992.
6. Freeland AL, Banerjee SN, Dannenberg AL, Wendel AM. Walking associated with public transit: moving toward increased physical activity in the United States. *Am J Public Health.* 2013; 103(3): 536-542.

- b. References related to negative impacts of vehicles on health from UCSF California Department of Public Health Study.

**Summary of Evidence:**

Emissions from motor vehicles powered by fossil fuels are proportional to vehicle miles traveled and account for approximately 1/3 of California's annual emissions of air pollutants such as fine particulates and precursors of ozone. These air pollutants have established links to increased mortality, hospital admissions, and other adverse health effects. Numerous

## Attachment I. Narrative Questions Backup Information

epidemiological studies have documented that physical activity, including that related to walking and bicycling, decrease risks of cardiovascular disease and stroke, colon and breast cancer, and dementia and depression. Miles traveled is also associated with road traffic injuries, although injury rates of bicyclists and pedestrians tend to level off as their miles traveled and mode share increases.

**Key References:**

7. California Air Resources Board. *Estimated Annual Average Emissions*, California. Sacramento, CA: California Air Resources Board. 2008. Accessed July 19th 2013.
  8. McKenzie B, Rapino, M. *Commuting in the United States: 2009*. U.S. Census Bureau. Washington, DC. 2011. Accessed July 19th 2013.
  9. Tran HT, Alvarado A, Garcia C, Motallebi N, Miyasato L, Vance W. *Methodology for Estimating Premature Deaths Associated with Long-term Exposures to Fine Airborne Particulate Matter in California (Draft: Staff Report)*. Sacramento, CA: California Air Resources Board. 2009. Accessed August 16th, 2012.
  10. Woodcock J, Edwards P, Tonne C, Armstrong BG, Ashiru O, Banister D, et al. Public health benefits of strategies to reduce greenhouse-gas emissions: urban land transport. *Lancet* 2009; 374(9705):1930-1943.
  11. Jacobsen PL. Safety in numbers: more walkers and bicyclists, safer walking and bicycling. *Injury Prevention* 2003; 9(3): 205–209.
- c. References related to benefits of access to open space on health from UCSB, California Department of Public Health study.

**Summary of Evidence**

An extensive body of research indicates that built environment factors correlate with better health. A recent systematic review of 204 articles showed that built environment factors, including levels of open space, were associated with increased levels of physical activity and walking. Further, an extensive body of research indicates that the presence of parks is correlated with physical activity. A recent systematic review of 20 studies examining the influence of the built environment and physical activity showed positive associations between health and environments with pleasant aesthetics, trails, safety/crime, parks, and walkable

## Attachment I. Narrative Questions Backup Information

destinations. Another recent review of 50 studies reported that in general the presence of parks and recreation settings correlates with physical activity, specifically in the form of exercise or utilitarian functions, such as walking.

## Key References

12. Bedimo-Rung AL, Mowen AJ, Cohen DA. The Significance of Parks to Physical Activity and Public Health: A Conceptual Model. *American Journal of Preventive Medicine* 2005;28(2, Supplement 2):159-168.
13. Chiesura A. The role of urban parks for the sustainable city. *Landscape and Urban Planning* 2004;68(1):129-138.
14. Durand CP, Andalib M, Dunton GF, Wolch J, Pentz MA. A Systematic Review of Built Environment Factors Related to Physical Activity and Obesity Risk: Implications for Smart Growth Urban Planning. *Obes Rev.* 2011;12(501):e173-e182.
15. Godbey GC, Caldwell LL, Floyd M, Payne LL. Contributions of leisure studies and recreation and park management research to the active living agenda. *American Journal of Preventive Medicine* 2005;28(2, Supplement 2):150-158.
16. Kaczynski AT, Henderson KA. Parks and recreation settings and active living: a review of associations with physical activity function and intensity. *Journal of Physical Activity and Health* 2008;5:619-632.



S1701

POVERTY STATUS IN THE PAST 12 MONTHS

2009-2013 American Community Survey 5-Year Estimates

Thematic Map of Percent below poverty level; Estimate; Population for whom poverty status is determined  
Geography by: Census Tract

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

**Legend:**

**Data Classes**

- 5.3 - 5.3
- 9.6 - 9.6
- 13.8 - 17.8
- 59.6 - 59.6
- 69.1 - 71.2

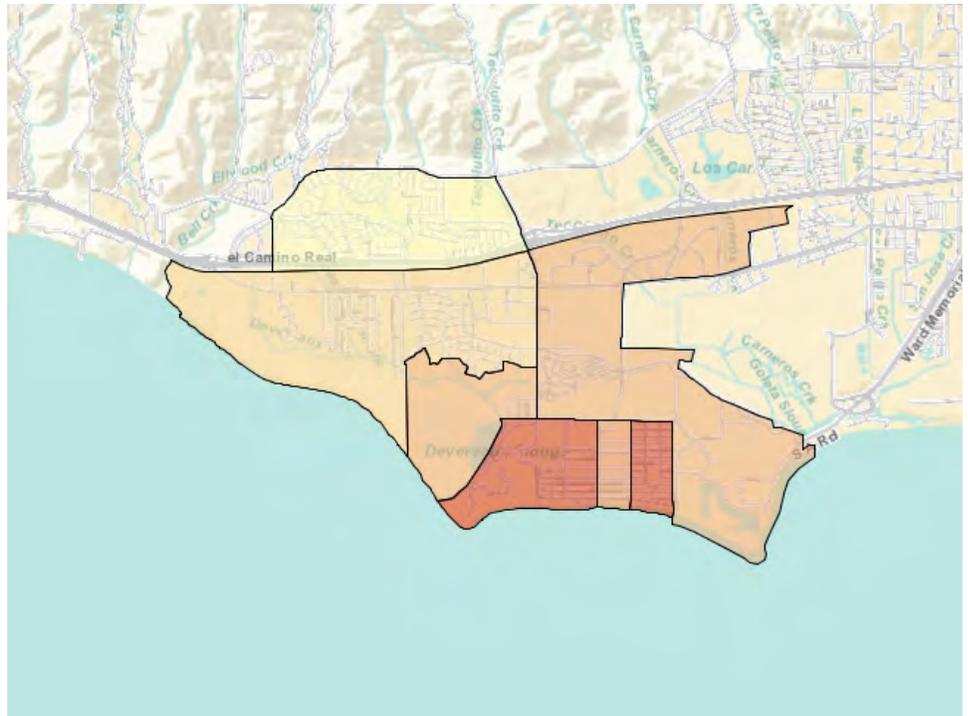
**Boundaries**

- State
- '13 County

**Features**

- Major Road
- Street
- Stream/Waterbody

Items in grey text are not visible at this zoom level



Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic

entities.

05-The Regents of the University of California-1

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



ARIZON  
NEW MEXICO

OKLAHOMA

ARKANSAS

TENNESSEE

NORTH CAROLINA

SOUTH CAROLINA

S1903

MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2013 INFLATION-ADJUSTED DOLLARS)

2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Census Tract 29.09, Santa Barbara County, California				Census Tract 29.15, Santa Barbara County, California	
	Total		Median income (dollars)		Total	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Households	1,719	+/-84	88,393	+/-19,386	274	+/-40
One race--						
White	80.5%	+/-5.1	82,000	+/-22,919	33.9%	+/-20.3
Black or African American	0.0%	+/-2.0	-	**	0.0%	+/-12.0
American Indian and Alaska Native	0.7%	+/-1.1	-	**	8.4%	+/-12.7
Asian	10.3%	+/-3.5	109,125	+/-82,923	21.9%	+/-12.7
Native Hawaiian and Other Pacific Islander	0.0%	+/-2.0	-	**	0.0%	+/-12.0
Some other race	6.6%	+/-3.9	71,875	+/-67,607	9.5%	+/-8.2
Two or more races	1.9%	+/-1.5	192,708	+/-141,278	26.3%	+/-17.7
Hispanic or Latino origin (of any race)	27.7%	+/-4.1	80,682	+/-35,669	28.1%	+/-19.6
White alone, not Hispanic or Latino	61.5%	+/-4.6	83,750	+/-22,816	32.8%	+/-20.1
<b>HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER</b>						
15 to 24 years	2.5%	+/-1.9	11,406	+/-71,018	20.4%	+/-12.5
25 to 44 years	26.9%	+/-4.9	101,964	+/-25,670	69.7%	+/-13.2
45 to 64 years	48.3%	+/-4.7	99,931	+/-11,369	9.9%	+/-8.3
65 years and over	22.3%	+/-3.0	56,806	+/-24,601	0.0%	+/-12.0
<b>FAMILIES</b>						
Families	1,339	+/-110	92,875	+/-16,046	106	+/-41

Subject	Census Tract 29.09, Santa Barbara County, California				Census Tract 29.15, Santa Barbara County, California	
	Total		Median income (dollars)		Total	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
05-The Regents of the University of California-1						
With own children under 18 years	49.0%	+/-7.0	74,722	+/-30,428	19.8%	+/-13.8
With no own children under 18 years	51.0%	+/-7.0	96,639	+/-6,452	80.2%	+/-13.8
Married-couple families	73.2%	+/-8.8	106,161	+/-13,848	90.6%	+/-10.8
Female householder, no husband present	22.6%	+/-8.0	54,944	+/-8,253	5.7%	+/-7.8
Male householder, no wife present	4.3%	+/-3.3	61,125	+/-166,810	3.8%	+/-6.6
<b>NONFAMILY HOUSEHOLDS</b>						
Nonfamily households	380	+/-93	52,708	+/-13,383	168	+/-50
Female householder	47.6%	+/-13.2	34,145	+/-13,668	47.0%	+/-27.9
Living alone	39.5%	+/-13.4	31,667	+/-9,058	32.1%	+/-30.1
Not living alone	8.2%	+/-7.1	156,607	+/-126,495	14.9%	+/-17.0
Male householder	52.4%	+/-13.2	71,161	+/-27,116	53.0%	+/-27.9
Living alone	35.5%	+/-13.3	55,938	+/-24,213	44.6%	+/-27.1
Not living alone	16.8%	+/-10.7	98,250	+/-91,535	8.3%	+/-10.5
<b>PERCENT IMPUTED</b>						
Household income in the past 12 months	29.1%	(X)	(X)	(X)	5.1%	(X)
Family income in the past 12 months	28.0%	(X)	(X)	(X)	13.2%	(X)
Nonfamily income in the past 12 months	26.3%	(X)	(X)	(X)	0.0%	(X)

Subject	Census Tract 29.15, Santa Barbara County, California		Census Tract 29.22, Santa Barbara County, California			
	Median income (dollars)		Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
05-The Regents of the University of California-1						
Households	27,404	+/-16,280	799	+/-65	68,438	+/-23,823
One race--						
White	27,083	+/-48,026	62.7%	+/-8.0	80,057	+/-15,088
Black or African American	-	**	5.5%	+/-5.0	33,654	+/-9,014
American Indian and Alaska Native	-	**	1.9%	+/-2.4	-	**
Asian	45,000	+/-8,154	14.3%	+/-6.0	130,417	+/-130,594
Native Hawaiian and Other Pacific Islander	-	**	1.8%	+/-2.0	-	**
Some other race	72,000	+/-59,633	12.9%	+/-6.4	44,276	+/-22,736
Two or more races	24,435	+/-12,442	1.0%	+/-1.3	-	**
Hispanic or Latino origin (of any race)	24,088	+/-9,287	22.2%	+/-6.1	44,850	+/-24,563
White alone, not Hispanic or Latino	30,625	+/-49,801	56.1%	+/-7.5	80,909	+/-14,967
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER						
15 to 24 years	27,174	+/-23,434	18.4%	+/-6.7	41,250	+/-16,994
25 to 44 years	24,469	+/-20,423	49.9%	+/-7.8	75,368	+/-39,656
45 to 64 years	115,417	+/-182,757	28.3%	+/-7.0	86,250	+/-61,217
65 years and over	-	**	3.4%	+/-1.8	51,875	+/-754
FAMILIES						
Families	48,333	+/-8,212	572	+/-73	70,536	+/-22,842
With own children under 18 years	23,958	+/-74,097	67.1%	+/-8.8	71,458	+/-26,577
With no own children under 18 years	50,313	+/-7,870	32.9%	+/-8.8	60,000	+/-25,693
Married-couple families	51,875	+/-8,781	84.4%	+/-7.8	73,438	+/-14,421
Female householder, no husband present	-	**	9.3%	+/-6.5	43,542	+/-34,225
Male householder, no wife present	-	**	6.3%	+/-4.5	113,750	+/-116,658
NONFAMILY HOUSEHOLDS						
Nonfamily households	24,779	+/-6,472	227	+/-70	44,728	+/-23,223
Female householder	19,896	+/-33,761	40.5%	+/-16.7	81,932	+/-10,714
Living alone	19,028	+/-12,497	9.7%	+/-6.9	71,250	+/-77,803
Not living alone	-	**	30.8%	+/-15.4	82,159	+/-22,720
Male householder	24,890	+/-2,034	59.5%	+/-16.7	41,359	+/-7,175
Living alone	24,375	+/-1,654	17.2%	+/-13.2	34,917	+/-145,357
Not living alone	-	**	42.3%	+/-13.9	41,413	+/-7,140
PERCENT IMPUTED						
Household income in the past 12 months	(X)	(X)	23.7%	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	15.7%	(X)	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	43.6%	(X)	(X)	(X)

Subject	Census Tract 29.24, Santa Barbara County, California				Census Tract 29.26, Santa Barbara County, California	
	Total		Median income (dollars)		Total	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
05-The Regents of the University of California-1						
Households	1,529	+/-126	13,674	+/-3,512	1,662	+/-94
One race--						
White	77.8%	+/-6.9	15,588	+/-8,504	69.6%	+/-5.9
Black or African American	0.5%	+/-0.8	-	**	2.8%	+/-2.2
American Indian and Alaska Native	0.0%	+/-2.3	-	**	1.4%	+/-0.2
Asian	13.5%	+/-6.4	5,132	+/-5,785	8.0%	+/-3.5
Native Hawaiian and Other Pacific Islander	0.0%	+/-2.3	-	**	0.5%	+/-0.9
Some other race	1.9%	+/-1.5	6,528	+/-38,055	13.1%	+/-4.9
Two or more races	6.3%	+/-4.0	28,056	+/-24,917	4.6%	+/-3.1
Hispanic or Latino origin (of any race)	18.4%	+/-5.5	30,296	+/-17,700	30.1%	+/-6.3
White alone, not Hispanic or Latino	61.9%	+/-8.1	14,091	+/-3,807	55.1%	+/-6.8
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER						
15 to 24 years	85.8%	+/-5.5	11,558	+/-3,755	69.3%	+/-4.8
25 to 44 years	9.1%	+/-3.8	33,015	+/-6,420	7.7%	+/-2.4
45 to 64 years	4.6%	+/-4.3	15,217	+/-7,017	8.5%	+/-2.9
65 years and over	0.5%	+/-0.9	-	**	14.5%	+/-3.2
FAMILIES						
Families	138	+/-66	19,545	+/-11,008	207	+/-49
With own children under 18 years	73.2%	+/-20.8	23,563	+/-10,836	73.4%	+/-16.4
With no own children under 18 years	26.8%	+/-20.8	9,306	+/-5,094	26.6%	+/-16.4
Married-couple families	52.2%	+/-26.7	17,065	+/-12,225	17.9%	+/-13.8
Female householder, no husband present	42.0%	+/-24.7	30,789	+/-13,452	58.0%	+/-15.7
Male householder, no wife present	5.8%	+/-10.0	-	**	24.2%	+/-12.2
NONFAMILY HOUSEHOLDS						
Nonfamily households	1,391	+/-137	12,466	+/-3,079	1,455	+/-102
Female householder	46.2%	+/-9.2	13,988	+/-6,621	49.6%	+/-7.0
Living alone	3.3%	+/-2.2	2,946	+/-1,687	13.1%	+/-4.6
Not living alone	42.8%	+/-9.0	15,306	+/-11,302	36.5%	+/-6.6
Male householder	53.8%	+/-9.2	11,711	+/-3,420	50.4%	+/-7.0
Living alone	15.6%	+/-7.1	4,979	+/-4,049	15.1%	+/-4.9
Not living alone	38.2%	+/-8.3	27,772	+/-27,815	35.3%	+/-6.7
PERCENT IMPUTED						
Household income in the past 12 months	51.5%	(X)	(X)	(X)	47.5%	(X)
Family income in the past 12 months	48.6%	(X)	(X)	(X)	29.0%	(X)
Nonfamily income in the past 12 months	51.8%	(X)	(X)	(X)	49.5%	(X)

Subject	Census Tract 29.26, Santa Barbara County, California		Census Tract 29.28, Santa Barbara County, California			
	Median income (dollars)		Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
05-The Regents of the University of California-1						
Households	21,789	+/-2,871	1,248	+/-114	19,813	+/-9,955
One race--						
White	23,457	+/-2,926	74.0%	+/-8.0	26,786	+/-12,450
Black or African American	34,432	+/-21,966	1.3%	+/-1.4	-	**
American Indian and Alaska Native	-	**	0.0%	+/-2.8	-	**
Asian	12,880	+/-8,081	15.8%	+/-7.8	2,500-	***
Native Hawaiian and Other Pacific Islander	-	**	0.0%	+/-2.8	-	**
Some other race	17,240	+/-11,035	6.0%	+/-4.1	38,250	+/-49,145
Two or more races	14,519	+/-14,223	2.9%	+/-2.6	7,778	+/-7,248
Hispanic or Latino origin (of any race)	20,644	+/-4,770	14.8%	+/-6.4	30,250	+/-26,041
White alone, not Hispanic or Latino	22,951	+/-3,704	66.3%	+/-8.0	26,190	+/-17,370
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER						
15 to 24 years	21,967	+/-4,132	75.0%	+/-6.5	13,773	+/-3,343
25 to 44 years	43,246	+/-11,490	14.7%	+/-5.7	42,875	+/-17,548
45 to 64 years	18,698	+/-11,459	7.6%	+/-2.6	104,464	+/-88,414
65 years and over	16,395	+/-1,863	2.7%	+/-1.9	67,250	+/-115,053
FAMILIES						
Families	43,531	+/-17,486	160	+/-54	76,389	+/-31,811
With own children under 18 years	43,070	+/-27,225	42.5%	+/-19.9	59,259	+/-40,612
With no own children under 18 years	46,875	+/-64,593	57.5%	+/-19.9	100,000	+/-111,460
Married-couple families	47,054	+/-61,333	68.1%	+/-18.0	77,431	+/-105,833
Female householder, no husband present	43,421	+/-18,304	10.0%	+/-12.0	-	**
Male householder, no wife present	19,338	+/-50,261	21.9%	+/-18.5	38,917	+/-56,968
NONFAMILY HOUSEHOLDS						
Nonfamily households	20,329	+/-4,138	1,088	+/-106	15,547	+/-6,723
Female householder	16,858	+/-4,016	34.9%	+/-8.9	17,000	+/-5,591
Living alone	14,063	+/-10,689	7.4%	+/-4.1	2,500-	***
Not living alone	22,250	+/-10,975	27.5%	+/-8.0	18,320	+/-5,251
Male householder	22,064	+/-3,502	65.1%	+/-8.9	14,604	+/-11,830
Living alone	15,313	+/-4,430	16.6%	+/-8.6	12,554	+/-18,237
Not living alone	24,907	+/-6,242	48.4%	+/-9.2	18,281	+/-13,439
PERCENT IMPUTED						
Household income in the past 12 months	(X)	(X)	45.4%	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	17.5%	(X)	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	49.5%	(X)	(X)	(X)

Subject	Census Tract 29.30, Santa Barbara County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
05-The Regents of the University of California-1				
Households	2,756	+/-151	66,586	+/-11,331
One race--				
White	73.7%	+/-7.4	66,924	+/-10,638
Black or African American	0.9%	+/-1.2	-	**
American Indian and Alaska Native	0.3%	+/-0.4	-	**
Asian	7.8%	+/-3.1	58,611	+/-63,325
Native Hawaiian and Other Pacific Islander	0.0%	+/-1.3	-	**
Some other race	15.1%	+/-7.2	95,128	+/-58,268
Two or more races	2.1%	+/-1.5	112,961	+/-136,264
Hispanic or Latino origin (of any race)	25.2%	+/-6.6	61,563	+/-24,322
White alone, not Hispanic or Latino	63.6%	+/-6.8	71,286	+/-8,386
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER				
15 to 24 years	8.1%	+/-4.3	17,661	+/-14,886
25 to 44 years	44.4%	+/-5.8	67,311	+/-12,297
45 to 64 years	36.6%	+/-6.1	80,938	+/-14,487
65 years and over	10.8%	+/-2.6	52,614	+/-49,594
FAMILIES				
Families	1,563	+/-171	87,083	+/-13,604
With own children under 18 years	58.6%	+/-9.3	83,416	+/-15,601
With no own children under 18 years	41.4%	+/-9.3	102,109	+/-24,438
Married-couple families	78.4%	+/-8.3	103,472	+/-21,468
Female householder, no husband present	17.3%	+/-8.0	65,063	+/-33,914
Male householder, no wife present	4.3%	+/-6.1	83,504	+/-13,249
NONFAMILY HOUSEHOLDS				
Nonfamily households	1,193	+/-179	36,090	+/-13,507
Female householder	45.8%	+/-11.6	15,893	+/-6,441
Living alone	33.3%	+/-10.4	14,352	+/-2,633
Not living alone	12.5%	+/-7.0	27,431	+/-88,561
Male householder	54.2%	+/-11.6	46,292	+/-11,769
Living alone	33.3%	+/-8.1	47,266	+/-14,322
Not living alone	21.0%	+/-9.5	45,179	+/-23,220
PERCENT IMPUTED				
Household income in the past 12 months	21.6%	(X)	(X)	(X)
Family income in the past 12 months	26.0%	(X)	(X)	(X)
Nonfamily income in the past 12 months	14.8%	(X)	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

#### Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

## PRE-DESIGN OPINION OF PROBABLE DESIGN & CONSTRUCTION COSTS ALTERNATIVE 2

Project:	North Campus Open Space Multi-modal Trail	Penfield & Smith, Inc.
Location:	Goleta / Isla Vista	111 E. Victoria Street
Client:	The Regents of University of California	Santa Barbara, CA 93101
W.O. No.:	21390.01	(805) 963-9532
Calc'd By:	BEF	Date: 30-Apr-15
Path Name:	Z:\21390.01 UCSB Trail Est\	
File Name:	Final Conceptual Trail Constn Est.xlsx	

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
	*Estimate for 1.2 Miles of Trail				
	<b>DESIGN - Trail, Bridges &amp; Culverts</b>				
	Field Survey Trail, Bridges, Boardwalk & Culverts	LS	1	25,000.00	\$25,000
	Geotechnical Design Report	LS	1	28,000.00	\$28,000
	Hydraulics & Hydrology Analysis	LS	1	40,000.00	\$40,000
	Landscape Architect	LS	1	25,000.00	\$25,000
	Trail Grading Design	LS	1	28,000.00	\$28,000
	Bridge, Culvert & Boardwalk Foundation Design	LS	1	110,000.00	\$110,000
	Local Agency Permitting/Plan Checking	LS	1	25,000.00	\$25,000
	Bidding Assistance	LS	1	5,000.00	\$5,000
	Record Drawing Preparation	LS	1	5,000.00	\$5,000
	<b>SUBTOTAL FOR DESIGN</b>				<b>\$291,000</b>
	<b>CONSTRUCTION - Trail, Bridges &amp; Culverts</b>				
	Mobilization, Bonds, Insurance & Demobilization	LS	1	24,000.00	\$24,000
	OSHA & Other Safety Requirements	LS	1	5,000.00	\$5,000
	Staging Area Setup & Security	LS	1	5,000.00	\$5,000
	Construction Staking/Surveying	LS	1	20,000.00	\$20,000
	Biological Monitoring	LS	1	22,500.00	\$22,500
	SWPPP	LS	1	8,500.00	\$8,500
	Soil Compaction Testing	LS	1	17,000.00	\$17,000
	Special Inspection / Structural Observation	LS	1	8,500.00	\$8,500
	<u>Trail Construction</u>				
	Clear & Grub Buffer Area	ACRE	7.27	1,500.00	\$10,905
	Trail Grading - Raise 2'	CY	4,850	15.00	\$72,750
	Trail Subgrade Preparation (fabric & Compaction)	SF	63,360	2.00	\$126,720
	Trail Class 2 base - 4"	TON	1,425	50.00	\$71,250
	Trail Headers (redwood)	LF	12,672	4.00	\$50,688
	<u>Bridge, Boardwalk &amp; Culvert Construction - 10' Wide</u>				
	100' Span Bridge - Prefabricated (Phelps)	SF	1,000	150.00	\$150,000
	Bridge Foundation	EA	1	70,000.00	\$70,000
	Culverts	EA	6	10,000.00	\$60,000
	Handrails - Bridge Entrance & At Culverts	LF	160	100.00	\$16,000
	Dewatering	EA	7	8,000.00	\$56,000
	<u>Erosion Control</u>				
	Plant Erosion control buffer	ACRE	2.00	75,000.00	\$150,000
	Silt Fence	LF	6,400	7.50	\$48,000
	Construction Entrance	EA	2	5,000.00	\$10,000
	BMP's & Environmental Controls	LS	1	15,000.00	\$15,000
	QSP	LS	1	20,000.00	\$20,000
	Construction Administration & Observation	LS	1	19,680.00	\$19,680
	<b>SUBTOTAL FOR CONSTRUCTION</b>				<b>\$1,057,493</b>
	<b>SUBTOTAL FOR DESIGN &amp; CONSTRUCTION</b>				<b>\$1,348,493</b>
	Contingency (10%) Design & Construction	LS	1	134,800.00	\$134,800
	Overhead & Profit (15%)	LS	1	202,300.00	\$202,300

**Grand Total Estimated Design & Construction Cost:**

**\$1,685,593**

\* See List Of Assumptions



Attachment I. Question 8.

Text from communication with California Conservation Corp (1<sup>st</sup>) and California Community Corps (2<sup>nd</sup>). Intention is to work with California Conservation Corps on trail header boards and trail fill material with Juan Mercado's group of the CCC. (most recent communications are first followed by initial communication, per email string).

Hi Lisa,

All is good. We have been very busy with the oil spill and other projects. We will only be helping with the trail part of the project. April 2017 would work for us.

Juan

-----Original Message-----

From: Lisa Stratton [mailto:stratton@cber.ucsb.edu]

Sent: Tuesday, May 26, 2015 9:15 AM

To: ATP@CCC

Cc: Wallace, Melanie@CCC; inquiry@atpcommunitycorps.org; Mercado, Juan@CCC

Subject: Re: FW: ATP Recreational Trail : UCSB North Campus Open Space Multi-modal Trail

Dear Juan,

How are you? Glad to hear you are still working with CCC. I wanted to check with you about your potential role on the trail project. I can imagine you all installing the header board and helping the heavy machinery with the distribution of class II road base on the trail surface. I will also be planting an erosion control and trail-delineating vegetation along the trail edges (5 ft wide either side) and wondered if you all would want to help with that? Would you be available to do this work whenever it comes to be? Likely April 2017?

Thank you.

Sincerely,

Lisa

Good morning Lisa,

Thank you for reaching out to the CCC regarding this ATP project. We may be able to partner on the trail construction. I have included out Project Manager in your area so that you may discuss this in more detail. Please include this email correspondence with your application as proof that contacted us.

Thank you,

Melanie Wallace  
Region I Analyst  
California Conservation Corps  
P (916)341-3153  
F (877)834-4177  
1719 24th Street  
Sacramento, CA 95816  
melanie.wallace@ccc.ca.gov

-----Original Message-----

From: Mercado, Juan@CCC  
Sent: Tuesday, May 12, 2015 4:36 PM  
To: ATP@CCC; Rochte, Christie@CCC  
Cc: Hsieh, Wei@CCC  
Subject: RE: ATP Recreational Trail : UCSB North Campus Open Space Multi-modal Trail

On this project we can participate on the trail construction. We can provide the labor and the sponsor would need to provide all the material.

Juan Mercado

-----Original Message-----

From: Hsieh, Wei@CCC On Behalf Of ATP@CCC  
Sent: Monday, May 11, 2015 8:54 AM  
To: Mercado, Juan@CCC; Rochte, Christie@CCC  
Cc: ATP@CCC; Hsieh, Wei@CCC  
Subject: FW: ATP Recreational Trail : UCSB North Campus Open Space Multi-modal Trail

Hi Juan,

Can you please review the attached ATP project information and let me know if you are able to potentially participate in this project? If you are, please list what type of work your center would be able to complete. I need to respond to the applicant no later than Wednesday, May 13th. Feel free to contact them directly if you need more project information.

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

-----Original Message-----

From: Lisa Stratton [mailto:stratton@cber.ucsb.edu]  
Sent: Friday, May 08, 2015 7:05 PM  
To: ATP@CCC; inquiry@atpcommunitycorps.org  
Subject: RE: ATP Recreational Trail : UCSB North Campus Open Space Multi-modal Trail

Dear Wei Hsieh and Danielle Lynch,

Please find attached the details regarding our proposed recreational trail to be funded through CalTrans ATP 2nd Granting cycle.

This is a 1.2 mile trail constructed of class II road base adjacent to a wetland to be constructed simultaneously. Trail will include 3 span bridges and one boardwalk, multiple culverts and will connect the communities of Goleta and Isla Vista to each other, to an elementary school and a university and to 652 acres of coastal open space and trails.

Work will occur in southern Santa Barbara County during the 2016-17 year.

This feels like a project that is largely constructed using heavy machinery and may not be ideal for CCC, however, we are also going to be doing a lot of restoration as part of other grant programs, so please let me know if you all might be interested in working on any of those components.

Last year I applied for this grant and the two CCC's said it was too far from their home base to be a good project site, but maybe things are different this year?

Thank you for your consideration and please let me know if you need more information.

Sincerely,

Lisa Stratton

--

Lisa Stratton, Ph.D.  
Cheadle Center for Biodiversity & Ecological Restoration (CCBER) Harder South, Rm  
1005  
UCSB, MC 9615  
Santa Barbara, CA 93106

Office: (805) 893-4158  
Fax: (805) 893-4222

stratton@ccber.ucsb.edu  
http://ccber.ucsb.edu

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Communication with California Association of Local Conservation Corps.

Hi Lisa,

Thank you for contacting the local conservation corps for this project. Unfortunately, we are not able to partner on this project because it 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 Fri, May 8, 2015 at 7:04 PM, Lisa Stratton <stratton@ccber.ucsb.edu> wrote:

Dear Wei Hsieh and Danielle Lynch,

Please find attached the details regarding our proposed recreational trail to be funded through CalTrans ATP 2nd Granting cycle.

This is a 1.2 mile trail constructed of class II road base adjacent to a wetland to be constructed simultaneously. Trail will include 3 span bridges and one boardwalk, multiple culverts and will connect the communities of Goleta and Isla Vista to each other, to an elementary school and a university and to 652 acres of coastal open space and trails.

Work will occur in southern Santa Barbara County during the 2016-17 year.

This feels like a project that is largely constructed using heavy machinery and may not be ideal for CCC, however, we are also going to be doing a lot of restoration as part of other grant programs, so please let me know if you all might be interested in working on any of those components.

Last year I applied for this grant and the two CCC's said it was too far from their home base to be a good project site, but maybe things are different this year?

Thank you for your consideration and please let me know if you need more information.

Sincerely,

Lisa Stratton

--

Lisa Stratton, Ph.D.  
Cheadle Center for Biodiversity & Ecological Restoration (CCBER)  
Harder South, Rm 1005  
UCSB, MC 9615  
Santa Barbara, CA 93106

Office: (805) 893-4158  
Fax: (805) 893-4222

stratton@ccber.ucsb.edu  
<http://ccber.ucsb.edu>

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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@atpccommunitycorps.org](mailto:inquiry@atpccommunitycorps.org)



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 ADMINISTRATIVE SERVICES  
 SANTA BARBARA, CALIFORNIA 93106-2033  
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 Fax: (805) 893-8837  
<http://www.ucsb.edu>

May 27, 2015

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

Re: **Ocean Meadows Golf Course**

Dear CalTrans & California Transportation Commission Review Committees for the Active Transportation Program:

The University of California Santa Barbara (UCSB) accepted a donation of Ocean Meadows Golf Course in April, 2013 from the Trust for Public Land because of the opportunities to create an integrated and restored open space that would provide educational and passive recreation benefits to the community. UCSB is currently running a comprehensive planning process for this project that integrates a broad constituency of campus and community members to create a vision that reaches the highest ecological goals and produces a sustainable project. During 2013 and 2014, UCSB in partnership with the Trust for Public Land, completed a community-based planning effort to delineate trail routes and features and developed the proposed multi-modal trail project from that effort.

UCSB is committed to the long term management of the North Campus Open Space and to providing public access on our property. We have received two grants which we are leveraging in support of this multi-modal trail to complete the environmental planning and permitting phase (\$200,000 from USFWS National Coastal Wetland Conservation Program funding) and site grading and revegetation along the trail edge to reduce erosion and delineate the trail (\$246,000 from California Natural Resources Agency, Urban Greening Program funding).

Support from the CalTrans through the Active Transportation Program is crucial to the development of this vision as is the partnership with the State Coastal Conservancy, the Department of Water Resources, the California Department of Fish and Wildlife, California Natural Resources Agency, Santa Barbara County Flood Control, USFWS, the Land Trust for Santa Barbara County and the Audubon Society. In addition, multiple other agencies assisted with the initial funding to acquire the former golf course so that a larger ecological and public access vision for the site could be realized.

Sincerely,

A handwritten signature in blue ink, appearing to read "Marc Fisher".

Marc Fisher

Vice Chancellor for Administrative Services

# California State Senate

STATE CAPITOL  
SACRAMENTO, CA 95814  
(916) 651-4019

SENATOR  
**HANNAH-BETH JACKSON**  
NINETEENTH SENATE DISTRICT



May 18, 2015

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

## **Re: UCSB North Campus Open Space Multi-modal Trail**

Dear Active Transportation Program Committee Members:

I would like to take this opportunity to express my strong support for the University of California, Santa Barbara's (UCSB) grant application for a \$2.6 million active transportation project. This project is located at the eastern gateway to the impressive Gaviota coast, within the 19<sup>th</sup> Senate District, which I represent. Not only is the project on the SBCAG list of high priority projects for promoting non-motorized travel and part of the updated regional transportation plan, but it also provides important additional benefits to the students and community members adjacent to the project site by providing a safe and educational path of travel with interpretive signs over the restored wetlands that is removed from the street.

The trail provides connectivity between residents and Isla Vista Elementary School, as well as the 22,000 student-strong University of California, Santa Barbara community. In addition, this important trail provides key connectivity for non-motorized travel from bike paths, bus stops, schools and high-density residential areas; from the California Coastal Trail and the recently protected 652-acre Ellwood Devereux Coastal Open Space and its valuable ecological resources.

The proposed trail will traverse a restored estuary that will provide adaptation and flood control benefits to the community in the face of climate change, and ecological benefits to endangered species and other imperiled flora and fauna. The trail system will support educational goals regarding the value of wetlands to improving water quality, the function of wetlands in sequestering greenhouse gas, the value of complex food webs for supporting ecosystem services, and the value of open space for supporting a healthy community.

Page 2  
CALTRANS  
May 18, 2015

05-The Regents of the University of California-1  
Re: UCSB North Campus Open Space Multi-modal Trail

The boardwalk and bridge components of the proposed trail are significant because they support the ecological and educational goals of the project by allowing unfettered hydrologic connectivity and low impact public access.

By funding this project during this round of CalTrans ATP, you will allow the public access components to be constructed in conjunction with the restoration components in a manner that will save significant money and minimize environmental impacts.

This project is a high priority and regionally significant project for all of the above-stated reasons. That is why I whole-heartedly support this project and urge you to make this a top funding priority. If you have any questions, please feel free to contact Fran Farina in my Santa Barbara District office at (805) 965-0862.

Thank you for your consideration of the UCSB North Campus Open Space Multi-modal Trail project.

Sincerely,



HANNAH-BETH JACKSON  
Senator, 19<sup>th</sup> District

HBJ: ff



**Congress of the United States**  
**House of Representatives**

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

Re: UCSB North Campus Open Space Multi-modal Trail

Dear Active Transportation Program Committee:

I want to take this opportunity to express my strong support for the University of California, Santa Barbara's (UCSB's) application for the North Campus Open Space Multi-modal Trail on the newly created North Campus Open Space (NCOS) in Santa Barbara County. Not only is this project on the Santa Barbara County Association of Governments list of high priority projects for promoting non-motorized travel, as well as part of the updated regional transportation plan, but it also provides important additional benefits to the students and community members adjacent to the project site by providing a safe and educational path of travel that is removed from the street.

The trail provides connectivity between local residents and Isla Vista Elementary School, as well as the 22,000 student-strong University of California, Santa Barbara. In addition, this essential trail provides key connectivity for non-motorized travel from bike paths, bus stops, schools and high-density residential areas, the California Coastal trail and most recently the 652 "protected" acres of the Ellwood Devereux Coastal Open space with its valuable ecological resources. The proposed trail will traverse a restored estuary that will provide adaptation and flood control benefits in the face of climate change to the community, and ecological benefits to endangered species, as well as other imperiled flora and fauna. The trail system proposed as part of this project will support educational goals regarding the value of wetlands along with improving water quality, the function of wetlands in sequestering greenhouse gas, the value of complex food webs for supporting ecosystem services and the value of open space for supporting a healthy community.

The County of Santa Barbara supported the larger acquisition and restoration project through contributing \$750,000 in County Resource Enhancement Funds (CREF) from oil revenues towards the acquisition of the land, as well as committing \$100,000 in County funds through the Flood Control Division for hydrological studies and plans in support of the flood and climate adaptation aspects of the project. In addition the United States Fish and Wildlife Services provided \$500,000 towards the acquisition and \$1,500,000 towards planning and implementation of the restoration project. Additional supporters of this important project include the California Natural Resources Agency through a \$1,000,000 grant from the Urban Greening Program, the Department of Water Resources through a \$1,000,000 grant from the Urban Streams Program and the California Department of Fish and Wildlife through a \$1,000,000 grant from the Green House Gas sequestration program using Cap and Trade funds. The State Coastal Conservancy and 5 other agencies also contributed funds toward the acquisition of the property.

The North Campus Open Space (NCOS) multi-modal trail project is a key component of the larger project, because it provides public access and educational benefits to the restoration project, as well as connectivity to the California Coastal Trail from bus stops, bicycle paths, neighborhoods and schools. The boardwalk and bridge components of the proposed trail are significant, because they support the ecological and educational goals of the project by supporting unfettered hydrologic connectivity and low impact public access.

I urge you to give UCSB's grant request your full and fair consideration, consistent with all relevant rules and regulations. If you have any questions, please feel free to contact Wendy Motta in my Santa Barbara District Office, at (805) 730-1710.

Sincerely,



**LOIS CAPPS**  
Member of Congress

**DOREEN FARR**  
Third District Supervisor



05-The Regents of the University of California-1  
**OFFICE OF THE  
THIRD DISTRICT SUPERVISOR**  
County Administration Building  
105 East Anapamu Street  
Santa Barbara, California 93101  
Telephone: (805) 568-2192  
www.countyofsb.org

## COUNTY OF SANTA BARBARA

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

May 21, 2015

Re: UCSB North Campus Open Space Multi-modal Trail

Dear: Active Transportation Program Committee,

The County of Santa Barbara, and especially this district Supervisor, supports this high priority active transportation project. Not only is it on the SBCAG list of high priority projects for promoting non-motorized travel and part of the updated regional transportation plan, but it provides important additional benefits to the students and community members adjacent to the project site by providing a safe and educational path of travel that is removed from the street.

The County of Santa Barbara has supported the larger acquisition and restoration project through contributing \$750,000 in County Resource Enhancement Funds (CREF) from oil revenues towards the acquisition of the land and through committing \$100,000 in County Funds through the Flood Control Division for hydrological studies and plans in support of the flood and climate adaptation aspects of the project.

The North Campus Open Space (NCOS) multi-modal trail project is a key component of the larger project because it provides public access and educational benefits to the restoration project as well as connectivity to the California Coastal Trail from bus stops, bicycle paths, neighborhoods and schools. The boardwalk and bridge components of the proposed trail are very important because they support the ecological and educational goals of the project by supporting unfettered hydrologic connectivity and low impact public access.

By funding this project during this round of the Regents of the University of California the public access components to be constructed in conjunction with the restoration components in a manner that will save significant money and minimize environmental impacts.

This project is a high priority and regionally significant project for all of these reasons and we recommend that you make this a top funding priority.

Sincerely,

A handwritten signature in black ink, appearing to read "Doreen Farr". The signature is written in a cursive, flowing style.

Supervisor Doreen Farr  
Santa Barbara County  
Third District Supervisor



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

**Board of Directors**

May 21, 2015

**Jim Richardson**  
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*Ex-Officio Member*

**Tim Gubbins**  
*Director*  
*Caltrans District 5*

**William Dillon**  
*Agency Counsel \*  
*County Counsel*

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

**Re: Letter of Support, UCSB Active Transportation Program (ATP) Grant Application**

Dear Application Evaluator:

The Santa Barbara County Association of Governments (SBCAG) is the Regional Transportation Planning Agency for Santa Barbara County. This letter is to support the University of California Santa Barbara's (UCSB) grant application for ATP funds for its North Campus Open Space Multi-modal Trail project. The project will provide a multimodal trail connecting the neighborhoods of southern Goleta with Isla Vista Elementary School and UCSB.

SBCAG is in the process of developing a Regional Active Transportation Plan consistent with the Active Transportation Program Guidelines. The draft Active Transportation Plan resulted from an extensive public outreach process and is expected to be adopted by SBCAG's Board of Directors later this year. SCBAG's highest priority for Cycle 2 Active Transportation Program funding is the California Coastal Trail Gap Closure: Rincon Segment. SBCAG will be separately submitting a grant application for this project.

UCSB's proposed project is consistent with SBCAG's Regional Transportation Plan, is included in the draft Regional Active Transportation Plan, and supports the long-term vision for the region's active transportation network. We hope you will give careful consideration to UCSB's project.

If you have any questions about this letter, please do not hesitate to contact Michael Becker of my staff at (805) 961-8912.

Sincerely,

**Jim Kemp**  
Executive Director

cc: File (SP 61-02-01)  
Lisa Stratton, Director of Ecosystem Management, UCSB

**Member Agencies**

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County  
Attachment J.

**COMMITTEES**  
CHAIR: NATURAL RESOURCES  
BUDGET  
HIGHER EDUCATION  
UTILITIES AND COMMERCE  
WATER, PARKS AND WILDLIFE  
BUDGET SUBCOMMITTEE  
NO. 3 ON RESOURCES AND  
TRANSPORTATION

**JOINT COMMITTEE**  
FISHERIES AND AQUACULTURE

CHAIR: ASIAN AND PACIFIC  
ISLANDER LEGISLATIVE  
CAUCUS

May 7, 2015

**CALTRANS**

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

Re: UCSB North Campus Open Space Multi-modal Trail

Dear Active Transportation Program Committee,

As the representative of this district, I wish to indicate my support for this high priority active transportation project. Not only is it on the SBCAG list of high priority projects for promoting non-motorized travel and part of the updated regional transportation plan, but it also provides important additional benefits to the students and community members adjacent to the project site by providing a safe and educational path of travel that is removed from the street. The trail provides connectivity between residents and Isla Vista Elementary School as well as the 22,000 student-strong University of California, Santa Barbara. In addition this important trail provides key connectivity for non-motorized travel from bike paths, bus stops, schools and high-density residential areas and the California Coastal trail and the recently protected 652-acre Ellwood Devereux Coastal Open space and its valuable ecological resources. The proposed trail will traverse a restored estuary that will provide adaptation and flood control benefits in the face of climate change to the community, and ecological benefits to endangered species and other imperiled flora and fauna. The trail system proposed as part of this project will support educational goals regarding the value of wetlands to improving water quality, the function of wetlands in sequestering greenhouse gas, the value of complex food webs for supporting ecosystem services and the value of open space for supporting a healthy community.

The County of Santa Barbara supported the larger acquisition and restoration project through contributing \$750,000 in County Resource Enhancement Funds (CREF) from oil revenues towards the acquisition of the land and through committing \$100,000 in County Funds through the Flood Control Division for hydrological studies and plans in support of the flood and climate adaptation aspects of the project. Over \$4.5M has been raised towards the restoration of the land which was purchased with \$7M in grants from public and private funds. The project has multiple benefits and multiple supporters.

The North Campus Open Space (NCOS) multi-modal trail project is a key component of the larger project because it provides public access and educational benefits to the restoration project as well as connectivity to the California Coastal Trail from bus stops, bicycle paths, neighborhoods and schools. The boardwalk and bridge components of the proposed trail are very important because they support the ecological and educational goals of the project by supporting unfettered hydrologic connectivity and low impact public access.

05-The Regents of the University of California  
**Assembly**  
**California Legislature**



**DAS WILLIAMS**  
ASSEMBLYMEMBER, THIRTY-SEVENTH DISTRICT

**STATE CAPITOL**  
California 942849  
SACRAMENTO, CA 94249-0037  
(916) 319-2037  
FAX (916) 319-2137

**DISTRICT OFFICES**  
101 WEST ANAPAMU STREET, SUITE A  
SANTA BARBARA, CA 93101  
(805) 564-1649  
FAX (805) 564-1651  
89 SOUTH CALIFORNIA STREET, SUITE F  
VENTURA, CA 93001  
(805) 641-3700  
FAX (805) 641-3708

[www.assembly.ca.gov/williams](http://www.assembly.ca.gov/williams)

By funding this project during this round of CalTrans ATP, you will allow the public access components to be constructed in conjunction with the restoration components in a manner that will save significant money and minimize environmental impacts.

This project is a high priority and regionally significant project for all of these reasons and we recommend that you make this a top funding priority.

Respectfully,



DAS WILLIAMS  
Assemblymember, 37<sup>th</sup> District



May 19, 2015

**CITY COUNCIL**

Paula Perotte  
*Mayor*

Jim Farr  
*Mayor Pro Tempore*

Roger S. Aceves  
*Councilmember*

Michael T. Bennett  
*Councilmember*

Tony Vallejo  
*Councilmember*

**CITY MANAGER**  
Michelle Greene

Caltrans  
Division of Local Assistance, MS-1  
Attention: Office of Active Transportation and Special Programs  
P.O. Box 942874  
Sacramento, CA 94274-001

**RE: Alternative Transportation Program Grant – UCSB’s North Campus Open Space Multi-modal Trail**

Dear Alternative Transportation Program Committee:  
The proposed project, UCSB’s North Campus Open Space Multi-modal Trail, provides an important and high priority opportunity to realize the full benefits of the 2004 Ellwood-Devereux Joint Management Agreement which moved proposed housing developments off the coastal bluffs and preserved 652 acres for open space. The proposed multi-modal trail will not only overcome a previous barrier to access to the open space from the City of Goleta neighborhoods to the north, but will also provide a very important and safe route for local residents to reach Isla Vista Elementary School and one of our major employment centers, University of California Santa Barbara. UCSB staff, faculty and students are important members of our community.

The City of Goleta has been participating in quarterly joint management meetings related to the preserved Ellwood-Devereux Open Space since 2008 and have also been meeting with University and alternative transportation advocates as well as SBCAG about public access and trails over the past 3 years. The City received funding from the 2014 ATP grant round to prepare a regional transportation plan that prioritizes this segment. In addition, we have just completed a community based public access planning process that will lead to trail improvements in the Ellwood Devereux Open Space area. The City also participated in the community based planning process organized by the Trust for Public Land and UCSB related to this project and described in this grant application

The benefits of the proposed trail include access to the open space and connectivity between UCSB’s class 1 bike path and Goleta as well as

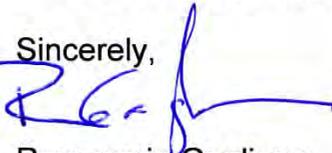
an important safe route to school for at least a third of Isla Vista Elementary School children and their families. Because it will be wide enough to support bicycles and pedestrians while also being constructed of a permeable substrate it will favor the slower, multi-modal uses that are conducive to use by elementary school aged children. In addition to providing a safe route to school, the trail will be built within a larger wetland restoration project slated for the area that will provide valuable educational opportunities for students from multiple local schools as well as access to the much larger preserved coastal open space and its trail network that will encourage active lifestyles for all of our students. We understand UCSB has already secured \$4.5M towards this restoration project which will be highlighted on this trail.

This particular route was previously completely blocked by a private golf course. The investment by multiple agencies to purchase the land (\$7M) and UCSB's willingness to accept management responsibility for the property has prepared the way for this important access project. The route will link multiple communities north and west of Isla Vista School to school and will allow students to avoid interactions with Storke Road where traffic zips along at 45 mph. In addition, the recent and ongoing construction of new faculty and staff housing in this area means there will be much more traffic as well more students walking to school along the proposed route. The intersection at Storke and El Colegio is predicted to fall below its level of service standards due to increased density in the area and this alternative route could relieve congestion there by facilitating alternative modes of travel to work and school.

Finally, the health benefits of increased walking and cycling and access to community open space, unique beach and ecological resources, are all important goals for the City of Goleta. Our General plan explicitly highlights these priorities for this community.

We endorse this project whole-heartedly.

Sincerely,



Rosemarie Gaglione  
Public Works Director



**GOLETA UNION SCHOOL DISTRICT**  
Office of the Superintendent

Yvonne DeGraw, President  
Susan Epstein, Vice President  
Luz Reyes-Martin, Clerk  
Richard Mayer, Member  
Carin Ezal, Member

May 7, 2015

Caltrans  
Division of Local Assistance, MS-11  
Attention: Office of Active Transportation and Special Programs  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear Active Transportation Program Committee,

The proposed project, UCSB's North Campus Open Space Multi-modal Trail provides a vital link that will allow for safe travel between several key destinations in the area. Linkages to the trail fall on Goleta Union School District land and promote priorities in the District's policies which encourage walking and cycling to school for health and safety benefits (BP 51442.2 says: The Governing Board recognizes that walking and bicycling and other forms of active transport to school promote students' physical activity and reduce vehicle traffic and air pollution in the vicinity of schools. As part of the district's coordinated approach to supporting student wellness and safety and enhancing student learning, the Superintendent or designee shall develop and implement strategies to establish and promote safe routes to school program activities. <http://www.gamutonline.net/displayPolicy/604680/5>)

From the perspective of the Goleta Union School District, the direct non-road-edge route between the residences and the school is vital. Because it will be wide enough to support bicycles and pedestrians while also being constructed of a permeable substrate it will favor the slower, multi-modal uses that are conducive to use by elementary school aged children. In addition to providing a safe route to school, the trail will be built within a larger wetland restoration project slated for the area that will provide valuable educational opportunities for students from multiple local schools as well as access to the much larger preserved coastal open space and its Coastal Trail network that will encourage active lifestyles for all of our students.

This particular route was previously completely blocked by a private golf course. The investment by multiple agencies to purchase the land and UCSB's willingness to accept management responsibility for the property has prepared the way for this important trail and access project. The route will link multiple north and west of Isla Vista School to school and will allow students to avoid interactions with Storke Road where the speed limit is 45 mpg. In addition, the recent and ongoing construction of new faculty and staff housing in this area means that there will be more traffic and more students walking to elementary school along the proposed route.

As a member of the Goleta community charged with promoting educational and health benefits to our young people, I feel that this multi-modal facility provides more than a safe route to school but also an important educational opportunity and health benefits for all members of the region.

We endorse this project whole-heartedly.

Sincerely,

William Banning  
Superintendent



PO Box 92047  
Santa Barbara  
CA 93190-2047  
bike@sbbike.org  
www.sbbike.org  
805-845-8955

**Bici Centro**  
506 E. Haley St.  
Santa Barbara  
CA 93103  
info@bicicentro.org  
www.bicicentro.org  
805-617-3255

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*President Emeritus*  
Ralph Fertig (deceased)

To: Caltrans Active Transportation Program

Div. of Local Assistance MS1

Attn: Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

Regarding: UC Santa Barbara, North Campus Open Space Multi-modal Trail Project

To whom it may concern,

In response to the application by the UC Regents for the UC Santa Barbara (UCSB), North Campus Open Space Multi-modal Trail Project, the Santa Barbara Bicycle Coalition (SBBIKE) would like to give our strongest endorsement for its approval. This project completes a key missing link for the CA coastal route adjacent possibly its highest area of use.

This UCSB Campus community is a target-rich environment that includes both the highest bicycle mode share in the state, and this identified gap in the bikeway network. New campus and private development in the area is just one block past the end of the robust UCSB network of Class 1 protected bikeways responsible for the high rates of bicycling (Campus surveys demonstrate upwards of 40% mode share, which is consistent with ACS data). This multi-use trail segment will extend that network to serve thousands of new student and staff dwellings with destinations at UCSB, in addition to new bike commuters from existing dwellings. It will also connect a missing portion of the California Coastal Route. The multi-use trail - bordering dense residential neighborhoods, directly between a major commercial center and the Campus -can easily generate thousands of new daily bicycle trips.

The North Campus Open Space Multi-modal Trail will make numerous significant connections. Elementary schools to housing; connections for children and adults to the nature preserve and its opportunities for recreation and learning; connecting bike routes along the California Coastal Trail/Bike Route, which encourage active transportation choices for residents and which fill the gaps in the bikeways network.

There's also an opportunity to mitigate congestion at the Storke/Hollister intersection, which is a focus of the City of Goleta. Increased connectivity to trails to the beach will open more public access to the coastline. Lastly, this trail is an opportunity to connect regional transportation plans and Active Transportation Plans of surrounding jurisdictions with UCSB's Bike Plan.

As all five jurisdictions of Santa Barbara County's South Coast, from Goleta to Carpinteria, are currently updating or creating new bicycle master plans, we are

at a critical moment with a unique opportunity. UCSB plans to complete its Bicycle Master Plan to prioritize bikeway connectivity for its students, faculty and staff traveling onto and off campus. Now is the time to coordinate local and regional plans, and this project is a key connector through a former barrier for significant increases in the active transportation capacity of the surrounding communities, promoting a coherent, connected, multi-modal transportation network.

A5-The Regents of the University of California 1

Two new UCSB housing developments currently under construction will provide 1,515 beds for undergraduates and 36 family units by 2016. We are thrilled that this trail will give future inhabitants of these residences easy and safe access to the trail and bicycle network and ensure that trips to the Camino Real Marketplace or to the UCSB campus, all well within cycling distance, are safe, convenient and inviting without use of a car. This is exactly the type of high rate of return project that the ATP program would best serve.

If you have any questions or comments regarding our advice, please do not hesitate to contact me.

Kind regards,



Edward France

Executive Director

Santa Barbara Bicycle Coalition



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

May 18, 2015

Re: UCSB North Campus Open Space Multi-modal Trail

Active Transportation Program Committee,

As the project manager for the State Coastal Conservancy in Santa Barbara County, I whole-heartedly support this high priority trail project for its multiple benefits. The State Coastal Conservancy has supported this project by contributing \$2.5 million towards the initial acquisition of the former Ocean Meadows golf course and by acting as the applicant for several USFWS coastal wetland conservation grants which are funding planning, permitting and implementation phases of the estuary restoration component of the overall enhancement project.

The North Campus Open Space (NCOS) multi-modal trail project is a key component of the larger project because it provides public access and educational benefits to the restoration project as well as connectivity to the California Coastal Trail from bus stops, bicycle paths, neighborhoods and schools. The boardwalk and bridge components of the proposed trail are very important because they support the ecological and educational goals of the project and allow unfettered hydrologic connectivity and low impact public access across the project's sensitive habitats. By funding this project during this round of ATP, CalTrans will allow the public access components to be constructed in conjunction with the restoration components in a manner that will achieve significant cost savings and minimize environmental impacts.

The State Coastal Conservancy is committed to supporting public access on the North Campus Open Space project site while also integrating it into the larger Ellwood Devereux Open Space area (652 acres). We recently provided a \$100,000 grant to the Santa Barbara County Trails Council for planning components related to trail improvements on the City of Goleta's portion of the open space. We will consider future funding for the construction of trails on Ellwood-Devereux (owned by City of Goleta and UCSB) to connect directly to this proposed project and improve the California Coastal Trail and the regionally important DeAnza trail. This trail project is a high priority and regionally significant because it connects locals and visitors alike to these important trails and coastal open space, to nearby community and UCSB, as well as to the renowned Ellwood Monarch Butterfly Grove.

1330 Broadway, 13th Floor

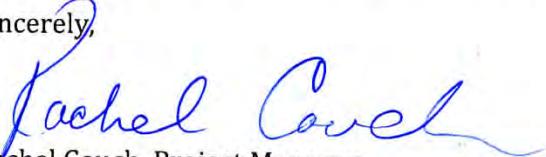
Oakland, California 94612-2512

510-286-1015 Fax: 510-286-0470



Thank you for your consideration of this important ~~on The Records of the University of California~~ project. Feel free to contact me to discuss the project or if you have any questions.

Sincerely,



Rachel Couch, Project Manager

Division of Local Assistance, MS-1

Attention: Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

May 11, 2015,

RE: Support for UCSB's North Campus Open Space Multi-Modal Trail Project

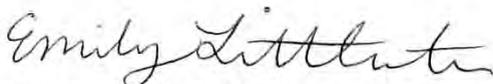
Dear Active Transportation Program Committee,

The proposed project, UCSB's North Campus Open Space Multi-modal Trail, provides an important and timely opportunity to greatly enhance walking, jogging and cycling opportunities for both UCSB and Isla Vista School students as well as community members from Goleta and Isla Vista. It is part of the mission of the Associated Students Bike Committee to promote cycling opportunities on campus and this project will link directly to existing and proposed class 1 bike paths and multi-modal paths on and adjacent to campus where no connections currently exist. The proposed multi-modal trail will overcome a previous barrier to access the Ellwood-Devereux open space from the City of Goleta neighborhoods to the north and the UCSB community to the east. With several new student and faculty/staff housing projects under construction, providing safe, off-route routes for people is vital for health, safety, educational and inspirational reasons.

UCSB students participated in the planning phase for this trail during the Trust for Public Land and UCSB-led community-based planning effort during the summer of 2013 and 2014 year.

We fully support this project and have identified it as a high priority. We hope that you will award this high priority project the necessary funding. This project is an especially project for this round of funding because of the crucial timing factor. By installing the trail system in conjunction with planned estuary restoration on the site in the 2016-17 year, funding now will reduce costs and environmental impacts. Co-benefits of the project include that it is designed in consideration of sea level rise and other changes associated with climate change, provides a direct link to the California Coastal Trail and 652 acres of open space from local bike routes, public transportation and multiple high density neighborhoods as well as both an elementary school and a large public University. More than 30,000 students, staff, faculty and community members stand to benefit from this project on a regular basis and the fact that it connects to regionally valued resources such as the Ellwood main monarch butterfly grove and the California Coastal Trail make it significant for a much broader array and number of users.

Sincerely,



Emily Littleworth, Chair  
Associated Students Bike Committee

# ISLA VISTA SCHOOL

Goleta Union School District  
 6875 El Colegio Road  
 Goleta, CA 93117  
 (805) 685-4418 Fax (805) 968-1338



Mary Kahn, Principal  
 mkahn@goleta.k12.ca.us

Dear Alternative Transportation Program Committee,

The proposed project, UCSB's North Campus Open Space Multi-modal Trail, provides a vital link that will allow for safe travel between several key destinations in the area. From the perspective of Isla Vista School the direct, scenic, non-road-edge route between student residences and the school is a top priority. Because it will be wide enough to support bicycles and pedestrians while also being constructed of a permeable substrate, it will favor the slower, multi-modal uses that are conducive to use by elementary school aged children. In addition to providing a safe route to school, the trail will be built within a larger wetland restoration project slated for the area that will provide valuable educational opportunities for our students. In addition the trail will provide access to the much larger preserved coastal open space, the California Coastal Trail and local beaches, and larger trail network that will encourage active lifestyles for all of our students and their families.

As principal of Isla Vista School which supports 65% of its student with the free lunch program, I feel confident that all of our more than 500 students will benefit from the construction of this multi-modal route. A recent survey showed that 75% of students have a desire to travel to school by alternative means but that traffic speed; volumes and unsafe intersections around the school limit the parental comfort with that option. This trail will by pass those issues and will link the neighborhoods to the north through several connections to the trail.

I also believe that the families of these students will also benefit from the increased access to open space and the associated educational and health benefits associated with increased public access and trails in aesthetic places.

We support this project whole-heartedly and feel it is the top priority for access improvements to IV School.

Sincerely,

Mary Kahn  
 Principal Isla Vista Elementary School



P.O. Box 2495  
Santa Barbara, CA 93120  
805.875.3562  
[www.coast-santabarbara.org](http://www.coast-santabarbara.org)

CALTRANS

Division of Local Assistance, MS-1

Attention: Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

May 7, 2015

RE: Support for UCSB's North Campus Open Space Multi-Modal Trail Project

Dear Active Transportation Program Committee,

On behalf of the Coalition for Sustainable Transportation (COAST), I wish to express my support for UCSB's North Campus Open Space Multi-Modal Trail.

COAST is a nonprofit organization that provides advocacy, education and outreach to improve transportation options in the Santa Barbara region, promoting rail, bus, bike and pedestrian access. We are a member of the Sustainable University Now (SUN) Coalition, a group that is working with UCSB to ensure that the University's future growth is environmentally sustainable. We also coordinate Santa Barbara's regional Safe Routes to School project. In this role, we work with South Coast schools to encourage students to walk or bike to school and to ensure that they have safe paths to do so.

The proposed project, UCSB's North Campus Open Space Multi-Modal Trail, provides a trail for students to walk or bike to Isla Vista Elementary School that would entirely keep them off busy Storke Road with its speed limit of 45 mph. It would increase the students' safety and comfort and is designed to encourage more students to walk or bike to school.

We commend UCSB for its commitment to build this path and hope that you will award this high priority project the necessary funding. This project is an especially high priority for this round of funding because of the crucial timing factor. By installing the trail system in conjunction with planned estuary restoration on the site in the 2016-17 year, we will reduce costs and environmental impacts. Co-benefits of the project include that it is designed in consideration of sea level rise and other changes associated with climate change, provides a direct link to the California Coastal Trail and 652 acres of open space from local bike routes, public transportation and multiple high density neighborhoods as well as both an elementary school and a large public university.

Sincerely,

A handwritten signature in black ink that reads "Eva Inbar".

Eva Inbar, Board Member, COAST and SUN Representative

Attachment K. Evidence of qualification for Recreational Trails Program from Richard Rendon, Federal Programs, State Trail Administrator. Email string.

Hi Lisa,

I won't need any further information. Based on your description, your project does qualify under the RTP. Good luck with your application! I'll notify Caltrans to expect your application.

Sincerely,

Richard

Richard Rendón, Federal Programs, State Trail Administrator

California State Parks

Office of Grants and Local Services

1416 9th Street, Room 918

Sacramento, CA 95814

(916) 651-7600 Office

(916) 653-6511 Fax

LikeUsOnFacebook\_Icon%20Small

From: Lisa Stratton [mailto:stratton@cber.ucsb.edu]

Sent: Wednesday, April 29, 2015 12:02 PM

To: Rendon, Richard@Parks

Subject: Re: Recreational Trails Program (RTP) Eligibility Requirements

Dear Richard,

I believe that our project fulfills all the federal requirements for a Recreational Trail Program based on what you sent.

We are supposed to send you these basic elements:

Project Name: North Campus Open Space Multi-modal Trail Project

Project Scope: Construct a 1.2 mile, 10 foot wide, class 2 road base multi-modal trail with two boardwalk crossings over wetlands and 2 bridges over creek tributaries (see attached map). Project will traverse an estuary restoration project to be constructed simultaneously that is not a mitigation project. Project will connect to and be a part of the California Coastal Trail and the DeAnza Trail, and will connect to trails providing beach access. In addition, trail connects a local elementary school to a neighborhood of students in a safe way that allows students to avoid travel along a busy (4 lane, 45 mph) road (Storke Road). Trail will provide access to 652 acres of recently protected open space and provides opportunities for walking, biking, non-competitive running/jogging, wildlife viewing and other passive recreation options. Trail links a bus stop to this larger open space and provides for crossing over tributaries and wetlands that would be otherwise impassible.

Location Map (See attachment). Project is located in the former Ocean Meadows Golf Course west of Storke Road and South of Phelps Road in Goleta, CA and is on land owned by the University of California Santa Barbara.

Cost Estimate: This may be revised: \$2.3M

Photos: Site is currently a defunct golf course that we will be restoring. Shall I send you photos of that? I'll include a google earth image in the Maps section.

Thank you very much.

Please let me know if you have any suggestions or feed back.

Sincerely,

Lisa

On 4/29/15 10:45 AM, Rendon, Richard@Parks wrote:

Hi Lisa,

I was a pleasure to talk to you today. Attached is the eligibility document we discussed.

If you have any further questions, please don't hesitate to contact me.

Thanks,

Richard

Richard Rendón, Federal Programs, State Trail Administrator

California State Parks

Office of Grants and Local Services

1416 9th Street, Room 918

Sacramento, CA 95814

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Lisa Stratton, Ph.D.

Cheadle Center for Biodiversity & Ecological Restoration (CCBER)

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