For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: Seaside, City of

PROJECT TYPE: Infrastructure + NI - Large

PROJECT APPLICATION NO.: 5-Seaside, City of-1

PROJECT NAME: Broadway Ave Complete Street Corridor

PROJECT DESCRIPTION: The Broadway Ave Complete Streets Corridor project includes the PA&ED, PS&E and Construction phases of a 1.3 mile road diet on Broadway Ave and SRTS improvements on Yosemite Ave.

PROJECT LOCATION: The improvements will be made on 1.3 miles of Broadway Avenue between Fremont Blvd and General Jim Moore Blvd and on Yosemite Ave between San Pablo Ave and Wanda Ave.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
$	$ 1,576	$	$ 9,450	$ 1,015	$
FY	FY 21/22	FY	FY 23/24	FY 23/24	FY

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
14,001	12,041	1,960	-	1,960	-	-

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

APPLICATION INDEX PAGE

Part A: General Application Questions **3**
Part A1: Applicant Information 3
Part A2: General Project Information 4
Part A3: Project Type 6
Part A4: Project Details 8
Part A5: Project Schedule 11
Part A6: Project Funding 13
Project Program Request (PPR) 16
Part A7: Funding Criteria 18
Part B: Narrative Questions **19**
Part C: Application Attachments **38**

Part A1: Applicant 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.

LOCODE:	IMPLEMENTING AGENCY'S NAME:		
5316	Seaside, City of		
IMPLEMENTING AGENCY'S ADDRESS	**CITY**		**ZIP CODE**
440 Harcourt Avenue	Seaside	CA	93955
IMPLEMENTING AGENCY'S CONTACT PERSON:	**CONTACT PERSON'S TITLE:**		
Nisha Patel	Public Works Director		
CONTACT PERSON'S PHONE NUMBER:	**CONTACT PERSON'S EMAIL ADDRESS :**		
831-899-6884	npatel@ci.seaside.ca.us		

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans? ☒ Yes ☐ No

Implementing Agency's Federal Caltrans MA number 05-5316F15

Implementing Agency's State Caltrans MA number

*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 Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? ☒ Yes ☐ No

PROJECT PARTNERING AGENCY'S NAME:	
Transportation Agency for Monterey County & Monterey County Health Department (see MCHD info and "letter of intent" attached)	
PROJECT PARTNERING AGENCY'S CONTACT PERSON:	**CONTACT PERSON'S TITLE:**
Debra L. Hale	Executive Director
CONTACT PERSON'S PHONE NUMBER:	**CONTACT PERSON'S EMAIL ADDRESS :**
831-775-0903	debbie@tamcmonterey.org

Attach a "letter of intent" or other documentation. ProjectPartnerCommitment_TAMC_MCHD.pdf [Remove] [Open File]

Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** 5

Broadway Ave Complete Street Corridor

PROJECT / APPLICATION NUMBER: 1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)
(Summary of the Existing Condition, Project Scope, the Expected Benefits) **Words Remaining:** 44

The Broadway Ave Complete Streets Corridor project will create the only continuous citywide east-west bicycle facility in Seaside which will serve as a strong backbone for future safe bicycling and walking infrastructure projects throughout the city. Broadway Ave connects low income neighborhoods and senior living facilities to schools, jobs, shopping, churches, health services and high-quality transit. The project includes the design and construction of a 1.3 mile road diet on Broadway Avenue from Fremont Boulevard to General Jim Moore Boulevard and safe routes to school improvements on Yosemite Ave from San Pablo Ave to Wanda Ave. The road diet will transform a 4- lane roadway to a 2-lane roadway with curb extensions, buffered and protected bike facilities, roundabouts, and Safe Routes to School improvements including off-set crosswalk, rectangular rapid flashing beacons, and accessible design. Improvements on Yosemite Ave will include bicycle pavement markings, signage, curb extensions and high visibility crosswalks. The redesign of Broadway Avenue will address the serious safety concerns of speeding, sideswipes and broadside collisions that plague the corridor frequently used by children and seniors. The project will include non-infrastructure programming designed to increase the shift to active transportation modes and long-lasting behavior change through a suite of programming for elementary school children, low-income families, seniors and businesses along the corridor. Programming will include community engagement, civic education with an active transportation focus and encouragement programming, and an open street event geared toward youth, low-income families and seniors to increase safe bicycling and walking for people of all ages and abilities in the city.

OUTCOME/OUTPUT: (Max of 35 Words)
This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construction of 4 curb extensions and pedestrian-scale lighting will provide added safety for pedestrians and/or bicyclists at this busy intersection.) **Words Remaining:** 1

Design and construction of a road diet with enhanced bicycle facilities and roundabouts will create a safer and more comfortable environment for walking and bicycling from the west to the east end of Seaside.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 3

The Broadway Ave Complete Streets Corridor project includes the PA&ED, PS&E and Construction phases of a 1.3 mile road diet on Broadway Ave and SRTS improvements on Yosemite Ave

PROJECT LOCATION: (Max of 180 characters) **Characters Remaining:** 12

The improvements will be made on 1.3 miles of Broadway Avenue between Fremont Blvd and General Jim Moore Blvd, and on Yosemite Ave between San Pablo Ave and Wanda Ave.

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Broadway_LocationMap.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 36.609029 N /long. -121.836674 W

Congressional District(s): 20

State Senate District(s): 17

State Assembly District(s): 29

Caltrans District: 5

County: Monterey

MPO: AMBAG

RTPA: TAMC

Urbanized Zone Area (UZA) Population: Project is located outside one of the ten large MPOs in a UZA with Pop <=200,000 and > than 5,000

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☒ Yes ☐ No If yes, how many previous awards? 2

Project Number	Past Project Funding	Funded Amount $	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
5316(007)	Active Transportation Program (ATP)	$3,692,000	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work
6143(085)	Active Transportation Program (ATP)	$2,143,000	Non-Infrastructure (NI)	Adjacent project limits with minor overlapping scope or limits of work

Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.) Infrastructure + NI - Large

Will construction funds be requested for this project? ☒ Yes ☐ No
* Large Projects are not required to request construction funds

Explain when and what funds are proposed to fund the construction phase.

Will request CTC allocation of ATP funds in February 2024, obtain a Notice to Proceed for Federally reimbursable work in April 2024 and begin construction in August 2024. Construction is expected to be completed by July 2026.

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 ☐ None

☒ Other plans that include Bicycle and/or Pedestrian Improvements General Plan

Is your project in a current Plan? ☒ Yes ☐ No

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

☒ **Bicycle Transportation** % of Project 75 %

☒ **Pedestrian Transportation** % of Project 25 %

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

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

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

How many schools does the project impact/serve: 2

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.

School Name: Martin Luther King Jr. School of the Arts
School Address: 1713 Broadway Ave, Seaside, CA 93955
District Name: Monterey Peninsula Unified School District
District Address: 540 Canyon Del Rey Blvd, Del Rey Oaks, CA 93940
Co.-Dist.-School Code: 27-66092-6058721
School Type: K to 5
Project improvements maximum distance from school 0.00 mile

Total student enrollment: 401
Approximate # of students living along route proposed for improvement: 259
Percentage of students eligible for free or reduced meal programs** 88 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/sd/sd/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

MLK_schoolinfo.pdf

School Name: Highland Elementary School
School Address: 1650 Sonoma Ave, Seaside CA 93955
District Name: Monterey Peninsula Unified School District
District Address: 540 Canyon Del Rey Blvd, Del Rey Oaks, CA 93940
Co.-Dist.-School Code: 27-66092-6026223
School Type: K to 5
Project improvements maximum distance from school 0.30 mile

Total student enrollment: 306
Approximate # of students living along route proposed for improvement: 182
Percentage of students eligible for free or reduced meal programs** 95 %

**Refer to the California Department of Education website: https://www.cde.ca.gov/ds/sd/sd/documents/frpm1920.xlsx
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Highland_schoolinfo.pdf

Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian **or** Bicycle Improvement).

☒ Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 0 %

(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: 0 Linear Feet		Class 2: 6,592 Linear Feet	
	Class 3: 6,283 Linear Feet		Class 4: 1,812 Linear Feet	
Signalized Intersections:	New Bike Boxes: 2 Number		Timing Improvements: 0 Number	
Un-Signalized Intersections:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Mid-Block Crossing:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number		Roadway Segments: 0 Linear Feet	
Bike Share Program:	New Station: 0 Number		New Bikes: 50 Number	
Bike Racks/Lockers:	New Racks: 6 Number		New Secured Lockers: 0 Number	
Other Bicycle Improvements:	#1: green striping at conflict areas #: 20		#2: striped bike buffer for class II #: 1	

☒ Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 0 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): 1,233 Linear Feet	New (over 8' wide): 0 Linear Feet	
	Widen Existing: 0 Linear Feet	Reconstruct/Enhance Existing: 0 Linear Feet	
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet		
ADA Ramp Improvements:	New Ramp (none exist): 46 Number	Reconstruct Ramp to Standard: 20 Number	
Signalized Intersections:	New Crosswalk: 0 Number	Enhance Existing Crosswalk: 0 Number	
	Ped-Heads: 0 Number	Shorten Crossing: 0 Number	
	Timing Improvements: 0 Number		
Un-Signalized Intersections:	New Traffic Signal: 0 Number	New Roundabout: 6 Number	
	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 29 Number	
	Shorten Crossing: 29 Number		
Mid-Block Crossing:	New RRFB/Signal: 1 Number	Crossing-Surface Improvements: 1 Number	
Lighting:	Intersection: 6 Number	Roadway Segments: 0 Linear Feet	
Pedestrian Amenities:	Benches: 0 Number	Trash Cans: 0 Number	
	Shade Trees: 0 Number	Shade Tree Type:	
Other Ped Improvements:	#1: Curb extensions (bulbouts) #: 38	#2: crossing refuge area #: 23	

☐ Multi-use Trail Improvements

☒ Vehicular-Roadway Traffic-Calming Improvements

Road Diets:	Remove Travel Lane: 20,064 Linear Feet	Remove Right-Turn Pocket: 0 Number	
Speed Feedback Signs:	Speed Feedback Signs: 0 Number		
Signalized Intersections:	Timing Improvements: 0 Number	New Roundabout: 2 Number	
Un-Signalized Intersections:	New Traffic Signal: 0 Number	New Roundabout: 5 Number	
Other Traffic-Calming Improvements:	#1: Curb extensions 9bulbouts) #: 38	#2: #: 0	

☒ Non-Infrastructure Components

NI Program Type: *Indicate the NI program type. If more than one, indicate the percentage split based on cost.*

- ☐ Regional Initiative 0 %
- ☒ Community Initiative 45 %
- ☒ Safe Routes to School 50 %
- ☒ First Last Mile 5 %
- ☐ Other: , 0 %

Program Activities: *Insert the number of each type of activity included in the program. Do not double count.*

Regional Community Initiatives:

0	Number of walk or bike audits
15	Number of bicycle skills/safety classes
	Number of pedestrian skills/safety classes
1	Number of community demonstration projects/pop-ups/open street events
6	Number of community encouragement (i.e. bike to work days)
6	Number of community challenges (i.e. bike to work month challenge)
0	Number of law enforcement methods (i.e. progressive ticketing, deploying speed trailers, etc.)
12	Number of community workshops/stakeholder meetings

Safe Routes to School (SRTS):

0	Number of classroom/PE classes receiving pedestrian/bicycle safety instruction/education
8	Number of school assemblies receiving pedestrian/bicycle safety instruction/education
0	Number of afterschool programs receiving pedestrian/bicycle safety instruction/education
16	Number of bike rodeos
24	Number of pedestrian 'mock city' safety skills events
2	Number of schools with walking school bus program (defined as planned route with meeting points, a timetable and a schedule of trained volunteers)
0	Number of schools with bicycle train program (defined as a planned route with meeting points, a timetable and a schedule of trained volunteers)
120	Number of SRTS encouragement days (i.e. designated monthly bike/walk to school days X number of school months X number of school involved)
0	Number of SRTS law enforcement methods (i.e. progressive ticketing, deploying speed trailers, etc.)
6	Number of training sessions to implement the SRTS program (i.e training for volunteer walking school bus leaders, crossing guards, etc.)

Other:

3	Number of traffic gardens
6	Number of Safe walking presentations to seniors

Communications: *Check the box if the program will include the communication type.*

- ☒ Traditional media (radio ads, TV ads, newspaper ads, flyers, etc.)
- ☒ Social media (Twitter, Facebook, Instagram, etc.)
- ☐ Large media (bus-wraps, billboards, etc.)
- ☒ Program website
- ☒ Print/electronic publications (newsletters, blogs, etc.)
- ☒ Other; Construction text updates

What languages, if any, will the selected communications be translated to:

Spanish

Collaborative Partnerships: *Check all parties that have a committed role in the project beyond submitting a letter of support.*

- ☒ Local Public Health Department
- ☒ Schools/School Districts
- ☒ Law Enforcement
- ☒ Public Works Departments
- ☒ Non-Profit Organizations/Community Based Organizations
- ☒ Other; RTPA

☐ **Plan Type (only intended for Plans)**

Right of Way (R/W) Impacts (Check all that apply)

☒ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)

☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.

☐ Program/Plan will likely have an open street/demonstration on state highway.

Part A5: Project Schedule

NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
3) The proposed CTC Allocation dates must be between July 1, 2021 and June 30, 2025 to be consistent with the available ATP funds for Cycle 5.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PA&ED activities:	12/1/2020	
Time to complete the separate CEQA & NEPA studies/approvals:	12	months *(See note #2, above)*
Expected or Past Completion Date for the PA&ED Phase:	11/26/2021	

** Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "PS&E Allocation" Date:	2/1/2022	
Notice to Proceed with Federally Reimbursable ATP Work:	4/2/2022	
Expected or Past Start Date for PS&E activities:	5/1/2022	
Time to complete the final Plans, Specification & Estimate:	20	months
Expected or Past Completion Date for the PS&E Phase:	12/21/2023	

** Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.*

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for R/W activities:	5/1/2022	
Time to complete the R/W Engineering, Acquisition, and Utilities:	20	months
Expected or Past Completion Date for the R/W Phase:	12/21/2023	

** PS&E and Right of Way phases can be allocated at the same CTC meeting.*

** Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.*

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:	2/1/2024	
Notice to Proceed with Federally Reimbursable ATP Work:	4/1/2024	
Expected Start Date for Construction activities:	8/1/2024	
Time to complete the Construction activities:	24	months
Expected or Past Completion Date for the CON Phase:	7/22/2026	

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: *(This includes combined "I" and "NI" projects)*

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:	2/1/2024
Notice to Proceed with Federally Reimbursable ATP Work:	**4/1/2024**
Expected Start Date for "NI" or "Plan" Construction activities:	4/30/2024
Time to complete the CON-Phase activities:	36 months
Expected Completion Date for the CON Phase:	**4/15/2027**

Part A6: Project Funding
(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	*ATP Allocation Year* *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	820	-		820	-	-	820	-
PS&E	1,736	1,576	*21/22*	160	-	-	160	-
R/W	-	-		-	-	-	-	-
CON	10,430	9,450	*23/24*	980	-	-	980	-
NI-CON/ PLAN	1,015	1,015	*23/24*	-	-	-	-	-
TOTAL	14,001	12,041		1,960	-	-	1,960	-

* *The CTC Allocation Year is calculated based on the information entered into the "Project Schedule" section.*

** *Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)*

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, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under $1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

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

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

Amendment (Existing Project) Y ☐ N ☒					Date:	
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Project ID/prg.**	
5						ATP

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
MON				Seaside, City of	
MON				**MPO**	**Element**
				AMBAG	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Nisha Patel	(831) 899-6884	npatel@ci.seaside.ca.us

Project Title

Broadway Ave Complete Street Corridor

Location (Project Limits), Description (Scope of Work)

The improvements will be made on 1.3 miles of Broadway Avenue between Fremont Blvd and General Jim Moore Blvd, and on Yosemite Ave between San Pablo Ave and Wanda Ave.

Component	**Implementing Agency**
PA&ED	Seaside, City of
PS&E	Seaside, City of
Right of Way	Seaside, City of
Construction	Seaside, City of

Legislative Districts

Assembly:	29	**Senate:**	17	**Congressional:**	20

Project Benefits (If more space is needed, use the Additional Information field on the next page.)

Design and construction of a road diet with buffered and protected bicycle facilities will create a safer and more comfortable environment for walking and bicycling from the west to the east end of Seaside. The roundabouts, curb extensions, accessible sidewalks, off-set crosswalk and rectangular rapid flashing beacons will slow traffic on this busy corridor and increase visibility of bicyclists and pedestrians of all ages as they

Purpose and Need

Having safe places to walk and bicycle in Seaside will result in fewer people hit as well as reduce high rates of obesity in the city, a serious health struggle for youth and adults alike. In 2018, nearly half of all 5th graders and nearly 75% of adults in Seaside were overweight or obese.

Category	**Outputs/Outcomes**	**Unit**	**Total**
Local Streets and Roads	Bicycle lane-miles	Miles	1.3
Local Steets and Roads	Intersections modified	Each	7
Local Steets and Roads	Pedestrian/Bicycle facilities miles constructed		
Local Steets and Roads			

ADA Improvements: Y ☒ N ☐ Bike/Ped Improvements: Y ☒ N ☐ Reversible Lane Analysis: Y ☐ N ☒

Inc. Sustainable Communities Strategy Goals: Y ☒ N ☐ Reduces Greenhouse Gas Emissions: Y ☒ N ☐

Project Milestone		**Existing**	**Proposed**
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			12/1/2020
Circulate Draft Environmental Document (Document Type)	ND/FONSI		3/1/2021
Draft Project Report			4/26/2021
End Environmental Phase (PA&ED Milestone)			11/26/2021
Begin Design (PS&E) Phase			5/1/2022
End Design Phase (Ready to List for Advertisement Milestone)			12/21/2023
Begin Right of Way Phase			5/1/2022
End Right of Way Phase (Right of Way Certification Milestone)			12/21/2023
Begin Construction Phase			8/1/2024
End Construction Phase			7/22/2026
Begin Closeout Phase			7/23/2026
End Closeout Phase (Closeout Report)			1/23/2027

Additional Information | **Date:**

cross the street. The bilingual community engagement, open streets event, and safe routes to school programming will work with residents and schools to teach and encourage safe walking and bicycling along the corridor. Programming will build- off of a countywide effort to create a community-supported safe routes to school network in Seaside.

The narrowing of Broadway Avenue from four travel lanes to a two travel lanes would provide for a more pedestrian and bicycle-friendly environment. The additional width gained from the lane reduction would be allocated to bike lanes, left turn lanes and medians, and curb extensions. Roundabouts would be installed at seven intersections (Terrace, San Lucas, Noche Buena, Flores, Yosemite, Ancon, and Mescal) with high visibility crosswalks to facilitate pedestrian crossings on all approaches. Curb extensions are extensions of the sidewalk into the parking lane to facilitate accessibility and improve driver awareness of pedestrians and reduce the street crossing distance and pedestrian exposure to motor vehicles.

Marked crosswalks at roundabouts will be delineated with high-visibility white painted crossing marks and stop bars in addition at school crossings high-visibility yellow painted crossing marks and white yield lines will be installed. An off-set high visibility mid-block crosswalk with Rectangular Rapid Flashing Beacons (RRFB) will be placed across Broadway Avenue at the entrance to Martin Luther King School of the Arts to facilitate pedestrian crossing. The addition of a roundabout at Ancon Street demonstrated a need due to the removal of an eastbound left turn pocket at the entrance into the parking lot of Martin Luther King School of the Arts.

The Project creates continuous bike routes from the intersection of Del Monte Boulevard and Canyon Del Rey Boulevard to Broadway Avenue to General Jim Moore Boulevard. Designated Class II and IV bike lanes will be on both sides of the street along the length of Broadway Avenue. Bicycle access will be provided by clearly marked street bike lanes and bike boxes at roundabouts and signalized intersections. The Broadway Avenue bike lanes will be delineated with green pavement marking and contrasting markings to enhance visibility and rider safety.

As part of the Safe Route to School components, the bicycle lane becomes a protected bicycle lane near and around the Martin Luther King School of the Arts in addition to an off-set high visibility crosswalk with Rectangular Rapid Flashing Beacons (RRFB) across Broadway Avenue at the entrance to the school. An additional roundabout at Ancon Street is incorporated due to the elimination of the east left-hand turn lane into the school's main entrance.

Green-colored bicycle lanes and bike box are also part of the plan. These treatments will enhance the visibility of cyclists and may increase the comfort of cyclists riding on the street. The bike box planned on Broadway Avenue at the intersections is intended to improve awareness and visibility of cyclists. Cyclists will have the option to share the road with motorists through the roundabouts (sharrows) or use an alternate adjacent route on the pedestrian walkway.

This project will dramatically increase connectivity and increase active transportation with the City of Seaside. The Project incorporates the following Monterey Salinas Transit (MST) Bus Routes: 8 - Ryan Ranch – Sand City, 11 – Carmel – Sand City, 12 – The Dunes – NPS, 94 – Sand City to Carmel, and Jazz B. It is worth noting that these lines are currently serving approximately 16,000 passengers (in the month of March 2020) as compared to 54,000 passengers in October 2019.

Broadway Avenue is an east-west corridor within Seaside with a connection to a major corridor for north-south destinations on General Jim Moore Boulevard. General Jim Moore connections to the south include Ryan Ranch business park via South Boundary Road, commercial businesses in Del Rey Oaks via Highway 68, and to the north, Cal State University Monterey Bay (CSUMB) in Marina, military housing and services, the Department of Defense, and trail access to the Fort Ord Monument. The project incorporates MST Bus Routes and will integrate well with Seaside's plans for development east of General Jim Moore which will include a mix of parks, recreation, employment, retail and services, and housing.

The Project will complete the bicycle corridor between Fremont and General Jim Moore Blvd. This would help complete both the north-south and east-west bicycle corridors in Seaside. The Project would remove sharrows and replace with a Class II bike lane along both sides of Broadway Avenue and restripe the travel lanes as necessary to retain at least two vehicle travel lanes in each direction. This should greatly enhance the appeal for using bicycles as primary alternative mode of transportation to motor vehicles for both recreational and regional transportation needs. Roundabouts at the intersections will reduce stop and start delays through the corridor making transit through the corridor more efficient and will compensate for the loss of vehicular lane.

The following bicycle facilities have been installed since the completion of the City of Seaside Active Transportation Plan: Del Monte Boulevard: Class II bike lanes from Canyon Del Rey Boulevard to Broadway Avenue; Broadway Avenue: Class II bike lanes from Del Monte Boulevard to Fremont Boulevard; Broadway Avenue: Class III bike route from Fremont Boulevard to General Jim Moore Boulevard. The Broadway Corridor project will serve as a major link in connecting all of these bike networks.

Exhibit 22-G Project Programming Request (PPR)

Date:

Project Information:

Project Title:	Broadway Ave Complete Street Corridor				
District	County	Route	EA	Project ID	PPNO
5	Monterey	Broadway			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total
E&P (PA&ED)	220	600	0	0	0	0	0	820
PS&E	160	0	1,576	0	0	0	0	1,736
R/W	0	0	0	0	0	0	0	0
CON	0	980	0	0	10,465	0	0	11,445
TOTAL	380	1,580	1,576	0	10,465	0	0	14,001

Notes:

ATP Funds	Infrastructure Cycle 5							
Proposed Funding Allocation ($1,000s)								
Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	1,576	0	0	0	0	1,576
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	9,450	0	0	9,450
TOTAL	0	0	1,576	0	9,450	0	0	11,026

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds	Non-Infrastructure Cycle 5							
Proposed Funding Allocation ($1,000s)								
Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	1,015	0	0	1,015
TOTAL	0	0	0	0	1,015	0	0	1,015

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds	Plan Cycle 5							
Proposed Funding Allocation ($1,000s)								
Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Program Code: 20.30.720
Funding Agency: Caltrans
Notes:

ATP Funds	Previous Cycle							
Proposed Funding Allocation ($1,000s)								
Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Program Code:
Funding Agency: Caltrans
Notes:

Exhibit 22-G Project Programming Request (PPR)

Date:

Project Information:					
Project Title:	Broadway Ave Complete Street Corridor				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
5	Monterey	Broadway			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	220	600	0	0	0	0	0	820	Seaside, City of
PS&E	0	0	0	0	0	0	0	0	**Notes:**
R/W	0	0	0	0	0	0	0	0	RSTP and RSTP Grant (TAMC)
CON	0	0	0	0	0	0	0	0	
TOTAL	220	600	0	0	0	0	0	820	

Fund No. 3:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	85	0	0	0	0	0	0	85	**Notes:**
R/W	0	0	0	0	0	0	0	0	Local Funds - Measure X
CON	0	855	0	0	0	0	0	855	
TOTAL	85	855	0	0	0	0	0	940	

Fund No. 4:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	75	0	0	0	0	0	0	75	**Notes:**
R/W	0	0	0	0	0	0	0	0	Safer Streets Grant (TAMC)
CON	0	125	0	0	0	0	0	125	
TOTAL	75	125	0	0	0	0	0	200	

Fund No. 5:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	**Notes:**
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 6:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	**Notes:**
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 7:									Program Code
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	**Notes:**
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Part A7: Funding Criteria

The following Funding 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:**

   - **Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program?** ☐ Yes ☒ No

   - **Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?** ☒ Yes ☐ No

     If "Yes", explain why the other project cannot fund the proposed project. (Max of 200 Words) **Words Remaining:** 155

     A pavement rehabilitation project constructed in FY 20/21 on several streets including Broadway Avenue. Rehabilitation project included full depth reclamation, overlay, slurry seal, street reconstruction with pedestrian improvements, signal upgrades, curb extensions, and utility relocation. There are insufficient local funds to complete the proposed project.

   - **Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?** ☐ Yes ☒ No

2. **Consistency with an adopted regional transportation plan:**

   - **Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?** ☒ Yes ☐ No

     If "Yes", the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

     RTP_Consistency.pdf

     Note: Projects not providing proof will be disqualified and not be evaluated.

3. **Is the Implementing Agency Caltrans?** ☐ Yes ☒ No

Part B: Narrative Questions

Question #1

QUESTION #1
DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ **This project does not qualify as a Disadvantaged Community.**

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

DAC_Broadway maps.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Healthy Places Index**
- **Other**

Select Option: Free or Reduced Priced School Meals

At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: https://www.cde.ca.gov/ds/sd/sd/documents/frpm1920.xlsx (auto filled from Part A). Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

School Name	School Enrollment	% of Students Eligible for FRPM
Martin Luther King Jr. School of the Arts	401	88 %
Highland Elementary School	306	95 %

Highest percentage of students eligible from above (autofill): **95%** (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: **91%**
(to be used for severity calculation only)

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 500 Words)

Words Remaining: 2

The project will build on the recently completed West Broadway Urban Village development funded through the Active Transportation Program to provide a continuous and safe corridor for bicyclists and pedestrians connecting residents to jobs and shopping on the west end and schools and affordable housing for families and seniors on the east end. The corresponding education and encouragement programing will be crucial to encourage and increase safe bicycling and walking and prevent unsafe behaviors that currently account for the high pedestrian and bicyclist collision rates involving children in our community. This programming will help ensure that all students and parents are provided with the opportunity to learn and practice safe walking and biking skills and habits in a safe environment, reduce the amount of traffic surrounding schools, increase the number of residents civically engaged around active transportation, increase the number of students walking, biking and carpooling to school and improve the health of children in Seaside.

The project will fill an important bicycle infrastructure need between the class II bike lanes on General Jim Moore which connects Broadway Ave to the rest of Seaside to the North and South, and the class II bike lanes on West Broadway which connects to the class I Monterey Bay Sanctuary Scenic trail providing access to Monterey to the south and Sand City, Marina and Castroville to the north.

The City adopted the Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan in February 2020. The Plan identifies Broadway Avenue and Yosemite Avenue as important safe routes to school corridors serving four of the seven elementary schools in Seaside. Consistent with the Plan, the Broadway Ave Complete Streets Corridor will address the top community-identified safety concerns and barriers to children walking and biking to schools in the project area: safety of intersections and crossings; speed of traffic and amount of traffic. These community concerns are validated by the history of bicycle and pedestrian involved collisions on

Broadway Avenue. Over the past decade, 13.5% of all bicycle and pedestrian collisions in Seaside occurred within the project area.

Seaside residents also have health struggles that could be helped by increased walking and bicycling especially for children and African American communities. In 2018, nearly half of all 5th graders in Seaside were overweight or obese. The City's African American community is the largest in Monterey County, and disproportionately affected by heart disease, diabetes, and obesity. To address these serious health issues, the residents of Seaside need more places in the city where they can feel safe and comfortable walking and bicycling and they need community-based education and encouragement programming to help them incorporate active transportation in their daily lives.

The perfect time for behavior change is during periods of disruption. The pre-construction and construction outreach to the community will not only provide project information such as schedule and road closures, but will also provide messaging and support to encourage walking and bicycling to school, church and work to avoid construction-related traffic impacts.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: 97

The project bisects the lowest income census tract in the City of Seaside (Disadvantaged Communities map). According to CalEnviroScreen 3.0 this census tract has a higher percentage of poverty than 83% of others in California and a housing burden than 97 percent of others in California. The people who live in this neighborhood face many barriers to overcoming poverty including linguistic isolation, limited or no access to an automobile and less than 9% of adults over the age of 25 have a Bachelor's education. This project will provide these residents direct access to the services and programs needed to cope with their current situations and improve their lives and the lives of future generations. This project will provide direct access from the most disadvantaged neighborhoods to schools, places of worship, job center, community and county services, and after school programs. The Monterey County Social & Employment Office and Family Service Center are important county services located on Broadway Avenue. The Monterey County Social & Employment Office provides public assistance and unemployment benefits and services so that people can feed their families, get medical care and keep a roof over their heads. The Family Service Center provides counseling to low-income youth and families suffering from substance abuse and mental health issues.

Households in Villa Del Monte is an affordable senior living facility located directly on the corridor as is Martin Luther King Jr. School of the Arts, an elementary school serving 401 K-5th graders, 88% of whom are eligible for Free and Reduced Price Meals. One block off of Broadway Avenue along Yosemite Ave is Highland Elementary School serving 306 students 95% of whom are eligible for Free and Reduced-Price Meals. The vast majority of students attending these two elementary schools live within ½ mile of the Project corridor. Across the street from Highland Elementary is the Del Monte Manor affordable housing development. The 192 unit complex is the largest low-income housing development in the city of Seaside, and is home to over 100 children and large Spanish-speaking and African American population.

The Project can also be accessed by high quality transit. Monterey-Salinas Transit operates their bus rapid transit along the Broadway Ave and Yosemite Avenue corridors connecting low-income residents to job centers in Seaside, Monterey, Marina and Salinas. The future SURF! Busway that will provide bus rapid transit service on a dedicated right-of-way will provide affordable transit access between Seaside, Marina and Salinas.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. (Max of 500 Words)

Words Remaining: 4

In May 2019 the Seaside community was able to temporarily test the Broadway Ave Complete Streets Corridor design as part of the Seaside & Marina Safe Walking & Biking to School: Complete Streets planning effort. The planning team designed and implemented a temporary road diet on Broadway Ave from Yosemite Ave to Mescal Ave. The road diet included a protected class IV cycle track in front of MLK Jr. School of the Arts, a buffered bike lane across the street in front of Villa Del Monte Senior housing, off-set crosswalk between Villa Del Monte and MLK Jr. School of the Arts and curb extensions at all four corners of the intersection with Yosemite Ave (see attached photos).

These changes were designed to address safety concerns along the Broadway Avenue corridor, including high traffic speeds, a lack of designated bicycle facilities, and pedestrian safety at the intersection of Broadway Avenue and Yosemite Street. The planning team also observed students and families crossing Broadway Avenue in front of the school without a marked crosswalk, and a temporary crosswalk was installed to give pedestrians a safe place to cross. The treatments included in the safe streets demonstration were designed to work together: the reduction from four travel lanes to two provided space for bicycle lanes and lowered traffic speeds, which made the new offset crosswalk safer.

The demonstration allowed the school community and residents to experience the new design first-hand and provide feedback to the planning team in the form of bilingual surveys (administered in person, by mail and by email). In-person surveys provided in Spanish were critical to engaging disadvantaged populations. Public input was a key measure of success for the demonstrations. A survey was developed that asked participants about their experiences with various elements of the demonstrations, and whether they would like to see the changes made permanent.

The majority of respondents experienced the demonstration event by car, just under half of the respondents walked, and a quarter cycled (respondents could select more than one mode). Of those who walked, a strong majority had a "very positive" experience with the temporary curb extensions, offset crosswalk, and bicycle facilities and 85% said the changes made walking on Broadway more comfortable. Fewer respondents experienced the event on bicycle, but their response was also overwhelmingly positive with 81% of respondents reporting that the temporary improvements made bicycling feel more comfortable.

In addition, 63% of respondents said they were likely to or would definitely use the facility on foot if it became permanent. 47% said they were likely to or would definitely use the facility on bike, which was an increase from the number of respondents who said they had biked through the demonstration and indicated an increased interest in biking if there were dedicated bicycle facilities on Broadway Avenue. When respondents were asked what their favorite thing about the demonstration was, increased safety was the top response.

For more information about the Broadway Ave Safe Street Demonstration see Attachment K.

Attach Documentation

DAC_DirectBenefit.pdf

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Fully

E. Severity: (0 - 4 points)

a. Auto calculated

Part B: Narrative Questions

Question #2

QUESTION #2
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. (0-38 POINTS)

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
Martin Luther King Jr. School of	401	259
Highland Elementary School	306	182
Total	**707**	**441**

A. **Statement of project need.** Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
  - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
  - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
  - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://healthyplacesindex.org)
- For combined I/NI projects: Discuss need for an encouragement, education, and/or enforcement program.

(Max of 1000 Words) **Words Remaining: 131**

Seaside is the second-largest city in Monterey County, with a population of 34,165 in 2017. It is also a demographically young city, with 25% of its population under the age of 18. Seaside is the most ethnically diverse city in Monterey County: 42% of residents are Hispanic/ Latino, 31% are white, 10% are Asian, and 7% are African American. According to census data, the majority of Seaside residents drive alone to work. Five percent of residents walk or bike to work, and 4% take public transportation.

Seaside residents grapple with high living costs and houses disadvantaged populations as defined by the Health Disadvantaged Index and the CalEnviroScreen 3.0 (See Attachment X). One in seven Seaside residents lives in a disadvantaged neighborhood: one where nearly 60% of households live in poverty, 11.8% of households lack access to a car, and 91% of people over the age of 25 have no high school education.

Seaside residents also have health struggles that could be helped by increased walking and bicycling especially for children and the African American community. In 2018, nearly half of all 5th graders in Seaside were overweight or obese (Attachment X). The City's African American community is the largest in Monterey County, and disproportionately affected by heart disease, diabetes, and obesity. To address these serious health issues, the residents of Seaside need more places in the city where they can feel safe and comfortable walking and bicycling and they need community-based education and encouragement programming to help them incorporate active transportation in their daily lives.

In recent years the City of Seaside has made progress toward building up their bicycle infrastructure, however large gaps and lack of facilities have proved to be major barriers to bicycling. To-date there is only one continuous north-south class II bicycle facility in Seaside on General Jim Moore Blvd. Broadway Avenue runs east-west through the heart of Seaside and connects to General Jim Moore Blvd on the east end. The City of Seaside recently constructed a road diet with bike lanes on West Broadway and painted class III "sharrows" to the east of Fremont Blvd up to General Jim Moore. Unfortunately, Class III sharrows alone were found not to increase bicycling on the busy 4-lane corridor and feedback from the community was that more protection/separation was needed for people to feel comfortable bicycling on Broadway from Fremont Blvd to General Jim Moore Blvd.

The Broadway Ave Complete Streets Corridor project will build on the recently completed West Broadway Urban Village development funded through the Active Transportation Program to provide a continuous and safe corridor for bicyclists and pedestrians connecting residents to jobs and shopping on the west end and schools and affordable housing for families and seniors on the east end. The project will fill an important bicycle infrastructure gap between the Class II bike lanes on General Jim Moore which connects Broadway Ave to the rest of Seaside to the North and South, and the Class II bike lanes on West Broadway which connects to the Class I Monterey Bay Sanctuary Scenic trail providing access to Monterey to the south and Sand City, Marina and Castroville to the north.

The Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan adopted by the City of Seaside and School District in February 2020 identifies Broadway Avenue and Yosemite Avenue as important safe routes to school corridors serving four of the seven elementary schools in Seaside. Consistent with the Plan, the Broadway Ave Complete Streets Corridor will address the top community-identified safety concerns and barriers to children walking and biking to schools in the project area: safety of intersections and crossings; speed of traffic and amount of traffic. These community concerns are validated by the history of bicycle and pedestrian involved collisions on Broadway Avenue. Over the past decade, 13.5% of all bicycle and pedestrian collisions in Seaside occurred within the project area.

The corresponding education, civic engagement around active transportation, community-led planning and implementation of an open streets event, and encouragement programing will be crucial to encourage and increase safe bicycling and walking and prevent unsafe behaviors that currently account for the high pedestrian and bicyclist collision rates involving children in the community. This programming will help ensure that all students and parents are provided with the opportunity to learn and practice safe walking and biking skills and habits in a safe environment, view their streets as bikeable, reduce the amount of traffic surrounding schools, increase the number of students walking, biking and carpooling to school and improve the health of children in Seaside. Senior and adult-focused education and encouragement programming will also be offered at Villa Del Monte Senior living and Del Monte Manor affordable housing development which are located on Broadway Ave and a block away respectively.

Periods of disruption like roadway construction are the perfect time to break bad habits of driving for every trip and adopt healthier travel habits of walking and bicycling. To capitalize on this, the pre-construction and construction outreach to the community will not only provide project information such as schedule and road closures, but will also provide messaging and support to encourage walking and bicycling to school, church and work to avoid construction-related traffic impacts.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. Close a gap?	☐ Yes	☒ No
2. Creation of new routes?	☐ Yes	☒ No
3. Removal of barrier to mobility?	☐ Yes	☒ No
4. Other improvements to existing routes?	☒ Yes	☐ No

a. Must provide a map of the new improvement location.

Project_WB_improvement_map.pdf

b. Explain the improvement. (Max of 150 Words) **Words Remaining: 63**

The project corridor will improve the bicycle infrastructure in the project corridor by replacing the existing Class III sharrows that were installed by the City as part of the West Broadway Project (see attachment) with buffered/protected bike facilities. The sharrows have been deemed insufficient for the busy four-lane road and the youth and seniors who frequent the corridor. The project will also improve crossings for pedestrians and bicyclists alike by significantly reducing the crossing distance and slowing speed throughout the corridor by constructing a series of roundabouts.

c. Describe how the project links or connects, or encourages use of existing routes to important or 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. *Specific destination must be identified.* (Max of 150 Words) **Words Remaining: 1**

The project will provide a direct connection from the most disadvantaged neighborhood in the city to 2 elementary schools, the Family Service Center, Monterey County Social Services, and after school programs at the Village Project and Greater Victory Church (Attachment K). Access to these services are particularly important to the people living on the west end of the project area in which nearly 12 percent of households do not have a car and only 8.7% of adults have a Bachelor's degree. The project will provide safer access to the regional bus stop at the corner of Broadway Ave and Yosemite Ave, and local bus service along Broadway avenue. The intersection of Broadway Ave and Yosemite Ave is so wide that it is difficult for seniors and children to cross safely and comfortably. Access to these bus stops is critical for low-income seniors to be able to maintain their independence.

Part B: Narrative Questions

Question #3

QUESTION #3
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. (0-20 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)

Applicants are encouraged to use the new UC Berkeley SafeTREC TIMS tool which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
   a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
   b. **Project Area Collision Map - identifying the past crash locations within the project limits**
   c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
   d. **For a Combined INI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc in Attachment J**

Combine the various maps/summaries into one PDF file and attach it in the field below.

TIMS_summary.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (https://streetstory.berkeley.edu/), Crowd Source, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional) **Words Remaining:**

Data and methodologies Attachment (optional)

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries: 11

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	0	0	0	0
Injuries	16	10	26	2.36
Total	16	10	26	2.36

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/ barriers, etc.)

For Projects with Non-Infrastructure elements (Combined I/NI projects):
As appropriate, describe how the NI program elements:
- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior, including through enforcement.

(Max of 700 Words) **Words Remaining:** 12

Bicyclists and pedestrians are disproportionately involved in collisions in Seaside and at higher rates within the project area than in the rest of the City. Between 2008 and 2019, walking and bicycling accounted for ~5% of trips to work in Seaside. During the same time period, bicyclists and pedestrians were involved in ~20% of the collisions in Seaside and ~37% of the collisions within the project area demonstrating that current conditions along Broadway Ave represent a significant safety threat. Youths are also disproportionately involved in bicycle and pedestrian collisions. As shown in Attachment K, ~31% of victims in bicycle and pedestrian collisions in Seaside are 19 or younger, and 21% are 14 or younger. The collision heat map shows that bicycle and pedestrian collisions along the project corridor are concentrated at the intersections. Many of the collisions in the project area are broadside which means that the pedestrian or bicyclist was hit from the side while they were traveling straight. Multi-lane approaches to crosswalks such as those along the entire project corridor are particularly hazardous to pedestrians as the stopped vehicle in one lane can block the line of sight of the driver in the second lane so they cannot see the pedestrian crossing the street. Another common type of bicycle collision that occurs on Broadway Ave are sideswipes. Sideswipes can happen when a car pulls out into the travel lane from being parallel parked or on a 4-lane road such as Broadway Ave, when a driver changes lanes.

The Project will address both broadside and sideswipe collisions by reducing the number of travel lanes, constructing protected and buffered bicycle facilities, and converting intersections to single-lane roundabouts. Reducing the number of travel lanes eliminates the multi-lane approach risk to pedestrians crossing the street as they will only cross one lane in each direction at a time. The bicycle facilities reduce the risk of sideswipes in two ways. First they create a visible cue to drivers that they should expect to see bicyclists on the road, and second the buffers provide more space for bicyclists to maneuver away from vehicles and barriers provide physical separation between bicyclists and motor vehicles. The roundabouts are really what make the road diet work at the intersections where pedestrians and bicyclists are most vulnerable. Roundabouts not only provide visible and short crossings for pedestrians, they eliminate broadside collisions for bicyclists as they travel in the same direction as motor vehicles through the intersection. Roundabouts slow drivers as they approach and travel through the intersection, thereby dramatically reducing the risk of severe injury or death if a pedestrian or bicyclist is struck. Safety of intersections and crossings and speeding along Broadway Ave were cited as top concerns by parents of students attending Martin Luther King Jr. School of the Arts.

In addition to the infrastructure improvements, extensive traffic safety education geared toward students, families and seniors will be needed to meet the City of Seaside's goal to eliminate severe injuries and fatal collisions for bicyclists and pedestrians. The City of Seaside, Transportation Agency for Monterey County and Monterey County Health Department formed a partnership to ensure the project is a success and improves the well-being of the community for decades to come. The team will provide expertise engaging and empowering the community through programs such as the EnLACE (Leadership and Civic Engagement Program) and Ciclovia, multilingual communication, crossing guard trainings, traffic gardens, encouragement programming, and injury prevention curriculum and trainings to students, low-income families living at Del Monte Manor and seniors living at Villa Del Monte. Traffic gardens are permanent spaces where children and other community members can practice traffic safety skills and include features such as stop signs, crosswalks, and roundabouts to simulate the scenarios a pedestrian or bicyclist might encounter on the street. Curriculum will prepare students to safely cross the street and be aware of drivers who may not see them while bicycling to reduce the incidents of broadside and sideswipe collisions that plague the Broadway Ave corridor. The Transportation Agency can provide a local source of sales tax funding to sustain safe routes to school pilot programming into the future.

B. Safety Countermeasures (10 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

1. **Reduces speed or volume of motor vehicles in the proximity of non-motorized users?** ☒ Yes ☐ No

a. Current speed and/or volume: (Max of 200 Words) **Words Remaining:** 14

Speeding creates a significant safety concern for walkers and bicyclists on Broadway Avenue. Speed surveys conducted in April/ May 2019 showed the average speed was 35 mph with 94.72% of vehicles exceeding the posted speed of 25 mph. The 85th percentile was 40.94 mph which demonstrates that incidents of excessive speeding are a common occurrence in the corridor. These speeds are much too high on a corridor where a large number of elementary school children and seniors must cross multiple times every day. The risk of injury or death to pedestrians when hit by a motor vehicle increases with speed and varies with age. The risk of severe injury or death is greater for small children and for seniors. According to the US Department of Transportation, if a pedestrian is hit by a vehicle driving 30 mph, there is a 40% chance that the pedestrian will not survive the

collision. If hit by a vehicle driving 40 mph, there is an 80% chance the pedestrian will not survive. By reducing vehicle travel speeds, this project is very likely to reduce severe injuries and fatalities below current levels.

b. Anticipated speed and/or volume after project completion : (Max of 200 Words) **Words Remaining:** 20

A roundabout is very effective at reducing as vehicle's speed as it approaches and passes through the intersection. Because the project proposes a series of roundabouts in fairly close proximity to one another, it is anticipated that vehicles will not be able to build up much speed between intersections, but instead travel at a slower smoother pace. The design speed for the roundabouts is between 20-25 miles per hour, and the anticipated corridor speed after project completion is around 20-25 miles per hour. This would mean a 10 + mph reduction of speed on average, and a 15+ mph reduction in speed when compared to the 40 mph 85th percentile speed measured on Broadway in Spring 2019. If a pedestrian is hit by a vehicle travelling at 20 mph, there is a 90% chance they will survive the collision, versus a 20% chance that they will survive if hit by a vehicle going 40 mph. With the high volumes of children and seniors crossing the corridor it is particularly important to protect these vulnerable users by designing for slower speeds.

2. Improves sight distance and visibility between motorized and non-motorized users? ☒ Yes ☐ No

a. Current sight distance and/or visibility issue: (Max of 200 Words) **Words Remaining:** 12

The greatest sight distance and visibility issue on the project corridor is the multi-lane approaches at intersections. It is difficult enough to see an adult crossing the street when the car in the next lane is blocking your view as a driver, imagine how difficult it is to see a 4 ft tall 3rd grader. Some of the intersections are so wide that it is difficult for pedestrians and drivers to make eye-contact or see one another. The intersection of Yosemite Ave and Broadway Ave is 100 feet from curb to curb and offset making it difficult for drivers to see pedestrians waiting to cross on the corners. It takes a senior or a child approximately 40 seconds or more (the equivalent of singing Happy Birthday twice) to cross the four travel lanes of Broadway Ave at Yosemite. This is an uncomfortably long time for a pedestrian to be exposed at a busy and often chaotic stop-controlled intersection where drivers are paying more attention to the 5 other cars at the intersection and who's turn it is to go, and not the child or senior crossing the street.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words) **Words Remaining:** 51

Implementing a road diet and reducing the number of travel lanes from 4 to 2 will dramatically improve the ability of drivers to see pedestrians and bicyclists crossing the street and vice versa. The roundabout design will additionally reduce the crossing distance at the intersections and allow for pedestrians to cross one lane of travel at a time with a refuge in between. Because all traffic moves the same direction in a roundabout, it focuses the driver's attention to three locations in the intersections: the vehicles approaching from the left and any pedestrians or bicyclists crossing their entrance and exit. By simplifying the number of things a driver must track at each intersection, the more likely they will see and register pedestrians crossing the street. Furthermore by slowing speed of travel, drivers will have a broader field of vision in which to see pedestrians, bicyclists and other motor vehicles.

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users? ☒ Yes ☐ No

a. Current conflict point description: (Max of 200 Words) **Words Remaining:** 70

Each of the signalized or stop-controlled intersections along the project corridor have 32 vehicle conflict points and 24 pedestrian conflict points. This means there are a lot of opportunities for a pedestrian or bicyclist to be hit along the project corridor. The safety issues are exacerbated by the fact that many of these intersections are large and take the children and seniors a long time to cross increasing their likelihood of being hit. In addition to conflicts at intersections there is a history of sideswipe collisions with bicyclists between intersections in the project area. Sideswipes are caused when a vehicle encroaches on a bicyclist's space on the roadway, and often occur on streets that lack a designated bicycle facility, buffer or physical separation as is the case on Broadway Ave.

b. Improvement that addresses conflict point: (Max of 200 Words) **Words Remaining:** 84

A roundabout is an ideal intersection treatment to reduce potential conflict points for non-motorized users. Because traffic flows in the same direction instead of crossing over the middle of the intersection, roundabouts only have 8 vehicle conflict points and 8 pedestrian conflict points and the entries and exits. Furthermore, the crossing distance is shorter for pedestrians and they only have to watch for traffic in one direction at a time. Drivers are also more likely to be looking in the direction of pedestrians, instead of up at signals or left while turning right. Overall pedestrians are 50-90% less likely to be involved in an injury crash at a roundabout than at a signalized or stop-controlled intersection.

4. Improves compliance with local traffic laws for both motorized and non-motorized users? ☐ Yes ☒ No

5. Addresses inadequate vehicular traffic control devices? ☐ Yes ☒ No

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks? ☒ Yes ☐ No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 200 Words) **Words Remaining:** 183

There are currently Class III sharrows within the project area in the right-hand lane along Broadway Avenue.

b. How are they inadequate? (Max of 200 Words) **Words Remaining:** 141

The Class III sharrows are inadequate because they do not provide a dedicated space for bicyclists on the road nor any separation or protection from motorized vehicles. Separation is particularly important on the project corridor because it is a busy road with a history of speeding and sideswipe collisions with bicyclists, and serves sensitive users including children and seniors.

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining:** 113

The project will address the inadequacies by providing continuous bicycle facilities on both sides of the street that are either separated from motorized traffic by a physical barrier or separated by buffer. The protected bicycle facility in front of Martin Luther King Jr. School of the Arts will add an extra level of safety to students travelling to and from school. Buffered and protected bicycle facilities have also proven to provide benefits to pedestrians as there is more space between them and motor vehicles as a result.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users? ☒ Yes ☐ No

a. List of behaviors: (Max of 200 Words) **Words Remaining:** 197

Broadside

Sideswipe

Speeding

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words) **Words Remaining:** 1

The Broadway Ave Complete Streets Corridor project will address broadside, sideswipe and speeding-related collisions by reducing the number of travel lanes, constructing protected and buffered bicycle facilities, and converting signalized and stop-controlled intersections to single-lane roundabouts. Reducing the number of travel lanes eliminates the multi-lane approach risk to pedestrians crossing the street as they will only cross one lane in each direction at a time. The bicycle facilities reduce the risk of sideswipes in two ways. First they create a visible cue to drivers that they should expect to see or be looking for bicyclists on the road, and second the buffers provide more space for bicyclists to maneuver away from vehicles and barriers provide physical separation between bicyclists and motor vehicles. The roundabouts are really what make the road diet work at the intersections where pedestrians and bicyclists are most vulnerable. Roundabouts not only provide visible and short crossings for pedestrians, they eliminate broadside collisions for bicyclists as they travel in the same direction as motor vehicles through the intersection. Roundabouts slow drivers as they approach and travel through the intersection, thereby dramatically reducing the risk of severe injury or death if a pedestrian or bicyclist is struck.

Part B: Narrative Questions

Question #4

QUESTION #4
PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project.

A. **What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max)** (Max of 400 words) **Words Remaining:** 21

The ATP-funded Seaside & Marina Safe Walking & Biking to School Plan established policies, goals and a list of recommended infrastructure improvements and non-infrastructure programming. This plan was developed with extensive community engagement and is consistent with future community needs as identified in the City's general plan as well as the regional active transportation plan and regional transportation plan. It includes an analysis of existing conditions identifying the history of bicycle and pedestrian collision "hot spots", mode-share, and school demographics and student enrollment.

The Broadway Ave Complete Streets Corridor project is identified in the Plan as a top priority Safe Routes to School corridor due to safety concerns, and the need to connect the majority of MLK Jr School of the Arts and Highland Elementary students from their homes to the school campuses. The project will also continue the walkable community corridor created in the previously constructed along the west side of Broadway Avenue.

The need for improvements on Broadway Ave was confirmed through public input gathered in several ways, detailed in Part B. Parents and nearby residents participated in There was an initial community meeting for the safe routes to school plan, where childcare, food and Spanish language translations were provided. Parents, school and City staff participated in walking audits held at MLK Jr School and Highland Elementary. There were also parent surveys, and city council and school board presentations.

In May 2019, the community was able to experience some of the Broadway Ave improvements first-hand by walking, bicycling and driving through a temporary safe street "pop-up" demonstration. The goal of the demonstrations was to learn how the recommendations worked in practice and to get feedback from the community on whether the changes should be made permanent. The planning team collected community opinion surveys asking parents and residents for direct feedback on the new design. Health Department staff conducted in-person surveys in Spanish at MLK Jr. School of the Arts to better explain the demonstration and get feedback from families who do not have internet access at home or would not otherwise have time to participate. Community feedback in favor of the changes was strong, and specific comments were used was used to refine project design. More information on the pop-up demonstrations can be found in Attachment K.

B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. (3 points max) (Max of 400 words)

Words Remaining: 8

In Fall, 2018, the planning team held an evening community meeting at Martin Luther King Jr. Elementary in Seaside. Parents, school and school district staff, elected officials, and City staff came to learn and share their interest in improving school access by bicycling and walking. The participants talked about barriers to biking and walking, traffic safety issues around schools, and ideas for future projects. Bilingual outreach materials were used to promote the meetings, and Spanish translation was offered and utilized at the meeting. Dinner and childcare were provided using local funds to let parents and guardians attend and participate in the meeting, and the school was accessible by transit. Materials from the meeting are shown in Attachment K.

Following the community meeting, "walk audits" were held at each of the schools to observe conditions during the morning drop-off period, when traffic is highest, and before most parents working hours. School principals, parents, community members, and City staff observed the existing infrastructure around the schools, traffic circulation patterns, and the behavior of pedestrians, bicyclists, and drivers. Following the audit, the group reported their observations, recorded any barriers to safe walking and cycling, and started the discussion of possible infrastructure improvements. A schedule of walking audits can be found in Attachment K. Bilingual paper surveys were distributed to parents and teachers at each school. These surveys collected data on how students get to school now, how far they live from school, and the barriers that prevent parents from allowing their children to walk or bike to school.

A bilingual project website was created to explain the planning process, promote the community meetings and school audits, and solicit public comments.

Following the development of recommendations for each school, the planning team attended parent meetings to share the recommendations and get feedback from parents and school staff. Where appropriate, presentations were given in Spanish. A schedule of parent meetings can be found in Attachment K.

As noted above, the designs were tested out with pop-up demonstrations. Many asked if the pop-up could be made permanent.

Lastly, recommendations for each school and citywide projects including the Broadway Ave improvements were presented and discussed at multiple public Seaside Traffic Advisory Committee and Transportation Agency's Bicycle & Pedestrian Facilities Advisory Committee meetings and were adopted by the City Council, School District Board and Transportation Agency Board in February 2020.

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. (2 points max) (Max of 400 words)

Words Remaining: 8

Safety concerns on Broadway Ave first were raised in comments from parents at MLK Jr School of the Arts, Highland Elementary School and International School of Monterey. The volume of comments expressing the need for safer crossings, bike facilities and slower traffic lead the planning team to select Broadway Avenue for the temporary safe street demonstration.

The majority of survey respondents who tested out the project wanted the Broadway Avenue pop-up demonstration to be made permanent. Those who walked and/or bicycled through the demonstration had a "very positive" experience with new design and 85% said the changes made walking and bicycling on Broadway more comfortable. In addition, 63% of respondents said they were likely to or would definitely use the facility on foot if it became permanent. 47% said they were likely to or would definitely use the facility on bike, which was an increase from the number of respondents who said they had biked through the demonstration and indicated an increased interest in biking if there were dedicated bicycle facilities on Broadway Avenue.

When respondents were asked about their favorite part of the demonstration-, they cited increased safety as their top response. Not all responses were positive however, and the project was adjusted to address community concerns. Specifically, a recommendation was added to explore installing a roundabout at Broadway Avenue at Ancon Street to provide shorter crossings for pedestrians, to slow traffic and to allow drivers to make a U-turn on Broadway to enter the school parking lot from the east. These recommendations were made due to the desire to address the unsafe environment for pedestrians, bicyclists and vehicles caused by through traffic going around drivers who were waiting to enter the school parking lot.

It was also clear from the pop-up demonstration that the intersection of Broadway Avenue and Yosemite Street would need to function more efficiently for a lane reduction on Broadway Avenue to work. As a result, a recommendation was added to study the possibility of installing a roundabout at Yosemite to slow down traffic and thereby improve pedestrian and bicycle safety. The City subsequently conducted an intersection control evaluation and found a that a roundabout at Yosemite Ave and Broadway Ave and at other major intersections along the corridor would provide a corridor of safety benefits that would also make the road diet handle traffic more smoothly.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)
(Max of 400 words) **Words Remaining:** 115

The City of Seaside, Monterey Peninsula Unified School District, Transportation Agency for Monterey County and Monterey County Health Department formed a partnership through the development of the safe routes to school plan, and this partnership will be continued through the implementation of the Broadway Complete Streets Corridor project. The team will use the school, parent and community contacts established during the planning process to continue engagement and broaden the safe routes to school partnership. The next opportunity for community input will be during the environmental review phase of the project expected to kick-off in Fall/Winter 2020. After that there will be meetings with the school community, places of worship, the Del Monte Manor and Villa Del Monte residents, rotary club and Broadway Ave business associations to present and get feedback on the project design. In preparation for construction, the project team will provide these stakeholders with information and tools to mitigate or avoid construction-related traffic impacts by establishing and encouraging park & walk and smart commute program pilots. During and after construction children, families and seniors will receive educational and encouragement programming so they are prepared and eager to walk and bike the new corridor safely. Furthermore Health in all Policies engagement through groups like enLACE and Building Healthy Communities will seek and empower community members to engage in local policy making to continue to support the development of active transportation projects and programs. Building Healthy Communities will recruit youth and other community members to lead the organization and implementation of the first Open Street event in Seaside. More than just event planning, youth will learn important skills on how to put active transportation policy work into practice to the benefit of their own community.

E. Is this project specifically listed in an approved Transportation Plan? (1 point max)
(Max of 100 words) **Words Remaining:** 23

The project is specifically listed in the Seaside & Marina Safe Walking & Bicycling to School: Complete Streets Plan which was adopted by the City of Seaside, City of Marina, Monterey Peninsula Unified School District and the Transportation Agency for Monterey County in February 2020. The project is also consistent with recommendations in the 2018 Monterey County Active Transportation Plan, 2018 Monterey County Regional Transportation Plan, Seaside General Plan and the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy.

Attach the applicable plan page with the project highlight:

SRTSPlan_BroadwayRECs.pdf

Attach any applicable Public Participation & Planning documents:

PublicParticipation_planning_materials.pdf

Part B: Narrative Questions

Question #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question consider the following:

- The posted speed limits and actual speed
- The existing and future motorized and non-motorized traffic volume
- The widths for each facility
- The adjacent land use, and
- How the project is advancing a low(er) stress environment on each facility or a low stress network
  - What is the current stress level? (low, medium, or high?)
  - If the stress level is medium or high, is the project going beyond minimum design standards to maximize potential users of all ages and abilities?

(Max of 500 words) **Words Remaining:** 83

Broadway Ave is one of the primary east-west arterial streets in the city of Seaside. It connects commercial/business and high-density land uses on the west end of the corridor to schools, places of worship and residential land uses on the east end of the corridor. Broadway Avenue provides direct access to General Jim Moore Blvd which is a regional arterial providing access to the north end of Seaside and the neighboring city of Marina. Planned future development along General Jim Moore Blvd on the north end of Seaside will mean additional traffic on the Broadway Ave Corridor, and this estimated increase in traffic was considered in the intersection control evaluation completed in Spring 2020. The intersection control evaluation showed that the Broadway Ave corridor would best be able to balance the increasing traffic demands due to future housing developments and the need for safer and "low stress" bicycle and pedestrian access for children, adults and seniors by constructing a road diet with buffered and protected bike facilities and roundabouts at major intersections.

The comments received from the community illustrate that Broadway Ave is a high stress environment for bicyclists and pedestrians of all ages and abilities. Parents of students attending MLK Jr. School of the Arts and Highland Elementary cited "safety of intersections and crossings", "speed of traffic along route" and "distance from home to school" within their top 5 issues.

The traffic survey and collision data supports these concerns as the majority of bicycle and pedestrian collisions occur at intersections along Broadway Ave. Speed surveys show the average speed is 35 mph with 94.72% vehicles exceeding the posted speed of 25 mph. The 85th percentile speed was 40.94 mph which demonstrates that incidents of excessive speeding are a common occurrence.

Roundabouts will provide visible and safe crossings for pedestrians and bicyclists and will also slow traffic throughout the corridor. The barrier-protected bicycle facility in front of MLK Jr. School of the Arts will provide added comfort for children bicycling, scootering or walking to school and to after-school programs at the Greater Victory Church and Village Project. On the commercial west end of the project, 8' sidewalks and 7-7.5 foot-wide buffered bicycle facilities will provide dedicated and ample space for comfortable walking and bicycling to work, shopping and county services. The travel lane width will be reduced from 12 foot lanes to 10.5 – 11 foot lanes to help reduce speeding while still accommodating the transit vehicles and emergency vehicles that need to operate on the corridor.

B. Innovative Project Elements

Does this project propose any solutions that are new to their region? Were any innovative elements considered, but not selected? Explain why they were not selected. (Max of 500 words) **Words Remaining:** 252

The City of Seaside does not currently have any roundabouts, and this project would create the first six! The traffic gardens proposed at MLK Jr. School of the Arts and Highland Elementary will include roundabouts in their design to help teach students and the community how to navigate a roundabout before they are constructed.

The project team initially explored the use of protected bicycle facilities for the entire corridor, but the large number of driveways were deemed to present more of a safety issue than benefit. As part of the environmental review and preliminary design phase, a protected intersection design will be explored as an alternative to the roundabout proposed at Terrace St. If selected as the preferred alternative, this would be the first protected intersection in Monterey County.

Another innovative aspect of the project will be the community engagement leading up to, during and after construction. To increase the levels of bicycling and walking along the corridor and throughout Seaside will take strategic programming based in cognitive psychology research. Long-lasting behavior change is the holy grail of active transportation projects, but is difficult to achieve. The non-infrastructure

component of this project will capitalize on the travel disruption brought by the nature of roadway construction as an opportunity to promote and support walking an bicycling as alternatives to driving to school, worship and work. Family-focused programming with the school community and Del Monte Manor development will help to establish community support networks for safe routes to school programming.

Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

A. Describe how your project will transform the non-motorized environment? Address the potential for this project to suppot existing and planned housing, especially affordable housing. (Max of 500 words)

Words Remaining: 332

This project will transform the non-motorized environment by providing the first continuous bicycle facility that connects the west-most end of the city to the east-most end of the city and also to the only continuous north-south bicycle facility in the city on General Jim Moore Blvd. Broadway Avenue is the heart of Seaside, and the City realized the benefit of redesigning their streets to meet the needs of all users with the recently completed West Broadway Urban Village project. When the City completed an ATP-funded road diet with bicycle lanes, wider sidewalks and high visibility crossings, West Broadway flourished. The $7 Million infrastructure project completed in 2018 has already resulted in $6 Million in private investment, 30 new jobs and additional tax revenue for the City. The City is confident that extending the road diet to the east by constructing the Broadway Ave Complete Streets Corridor project will only build on those results, as well as support proposed affordable mixed-use housing on the west end of the corridor.

B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project?

As you address this question consider items like the following:
- Transit
- Land Use
- Overall non-motorized network

For projects please attach one of the following:
- The meeting minutes voting to fund the project, or
- The approved environmental document,
- Other important documentation demonstrating the transformation

(Max of 500 words)

Words Remaining: 296

The Broadway Complete Streets Corridor improvements will transform active transportation in Seaside by opening up access to residents of the most disadvantaged neighborhood in Seaside to a full network of regional active transportation routes. The project will create a safer way to reach the Monterey Bay Sanctuary Scenic Trail: residents of upper Broadway will be able to travel down the hill to the West Broadway protected bike lanes and expanded sidewalks down to Roberts Lake, where they can take the Monterey Bay Sanctuary Scenic trail south to Monterey or north to Marina. This same route will also provide access to the planned SURF! Busway, which will travel along the Monterey Branch Line right-of-way (currently in environmental review). The project will also make it easier for Broadway residents and school children to travel down to the soon-to-be-constructed Canyon Del Rey segment of the Fort Ord Regional Trail and Greenway (funded by the ATP), or to the new Fremont Avenue median bike path. These connecting routes are shown on the map in Attachment K.

By building upon the economic success of the West Broadway project, these upper Broadway Avenue improvements will promote continuation of the denser land use and economic development further east in the corridor.

SURF_Funding.pdf

Part B: Narrative Questions

Question #7

QUESTION #7
SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)

A. The evaluators will consider the following: (7 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule

Part B: Narrative Questions

Question #8

LEVERAGING FUNDS (0-5 POINTS)

Projects on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is on Tribal Lands

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

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. If these numbers do not match the applicant's expectations, the numbers shown earlier need to be revised.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:
Leveraging Funding: $820 Designate the Funding Type: State

PS&E Phase Project Delivery Costs:
Leveraging Funding: $160 Designate the Funding Type: State

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type:

Construction Phase Project Delivery Costs:
Leveraging Funding: $980 Designate the Funding Type: Measure funds

Projects with NON-INFRASTRUCTURE (NI) elements:
Leveraging Funding: $0 Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs:	$14,001
Leveraging Funding:	$1,960
% of Total Project	14.00%

Total Points received for "leveraging funding": (Auto-calculated)

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Leverage Justification Attachment

Broadway_leveragingJustification.pdf

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project. (Max of 100 Words)

Words Remaining:

Part B: Narrative Questions

Question #9

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0-5 POINTS)

- For project "Plan" types, this section is not required. -

☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)

☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

California Conservation Corps ATP webpage

Or

Certified Local Conservation Corps ATP webpage

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

ATPCycle5_Broadway_CCC_email.pdf

Attach submittal email, response email and any attachment(s) from the CALCC:

Broadway_CALCC.pdf

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

☐ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

☒ No corps can participate in the project. (0 points)

☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)

☐ the CCC ☐ the CALCC ☐ the Tribal Corps (if applicable)

Part B: Narrative Questions

Question #10

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.

Part C: Application Attachments

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

List of Application Attachments

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

Application Signature Page (Required for all applications) — **Attachment A**

AttA_SignaturePages.pdf

Engineer's Checklist (Required for Infrastructure & Combo Projects) — **Attachment B**

Attachment B - Engineering Checklist.pdf

Project Location Map (Required for all applications) — **Attachment C**

Broadway_LocationMap.pdf

Project Map/Plans showing existing and proposed conditions — **Attachment D**
(Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)

Att_D_ProjectMap_existing&proposed.pdf

Photos of Existing Conditions (Required for all applications) — **Attachment E**

Att_E_photosexistingcnd.pdf

Project Estimate (Required for all Infrastructure Projects) — **Attachment F**

Attachment F - Engineering Estimate.xlsx

Non-Infrastructure Work Plan (Form 22-R) — **Attachment G**
(Required for all projects with Non-Infrastructure Elements)

Attachment-G-Ex-22-R_BroadwayAve.xlsx

Plan Scope of Work (Form 22-PLAN) — **Attachment H**
(Required for all Plan Projects)

Letters of Support (10 maximum) and Support Documentation — **Attachment I**
(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

Att_I_LOS.pdf

Exhibit 22-F State Funding — **Attachment J**

Additional Attachments — **Attachment K**
(Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)

Att_K_additional.pdf