

TUOLUMNE COUNTY

CYCLE 5
SITE VISIT &
BRANCH
WORKSHOP

GROVELAND COMMUNITY CONNECTIVITY PROJECT



PROJECT SUMMARY

The heart of Main Street is a patchwork of narrow and disconnected shoulders, informal “desire lines” through vegetation and sloping terrain, and disconnected sidewalk segments of inconsistent widths that lack ADA compliant ramps. The east end of Main Street and Ferretti Road are defined by narrow or absent shoulders, and pedestrians often walk along informal paths through the adjacent vegetation.

This project will address these challenges by dramatically transforming the bicycle and pedestrian environment along Main Street and Ferretti Road. ADA-compliant sidewalks with curb ramps and a new multi-use Class I pathway will replace informal paths and crumbling sidewalks and infrastructure, new crosswalks will be implemented at key crossing locations, and traffic calming measures will be implemented throughout the corridor.

TOTAL PROJECT COST:
\$3,036,000

TOTAL ATP REQUEST:
\$3,036,000

100%

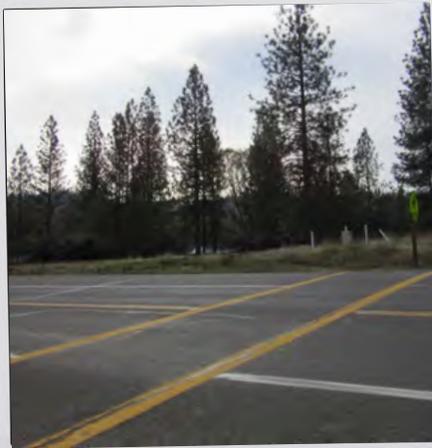
OF ATP FUNDS WILL
BENEFIT A
DISADVANTAGED
COMMUNITY



SRTS PROJECT
CONNECTING TO
1 SCHOOL



State Route 120 at junction with Ferretti Road



State Route 120 - Crosswalk at Tenaya Elementary School



State Route 120 - Existing pathway alignment

PROPOSED PROJECT

DETAILS

- CLASS I MULTI-USE TRAIL
- SIDEWALKS
- ADA RAMP IMPROVEMENTS
- NEW CROSSWALKS
- ENHANCE EXISTING CROSSWALKS
- CROSSING-SURFACE IMPROVEMENTS
- WAYFINDING SIGNAGE
- STRIPING
- SIGNALS



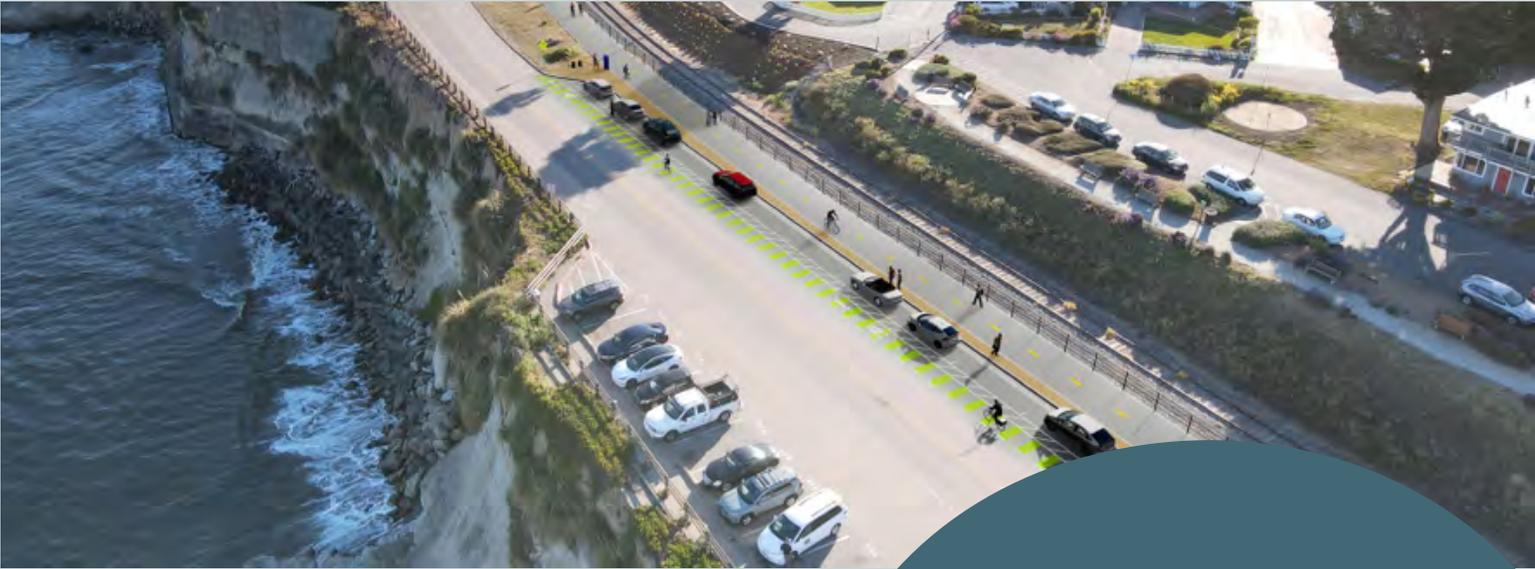
PROPOSED SCHEDULE



SANTA CRUZ COUNTY

COASTAL RAIL TRAIL SEGMENTS 10 & 11

CYCLE 6
SITE VISIT &
BRANCH
WORKSHOP



PROJECT SUMMARY

The completed Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) will connect five cities within the County of Santa Cruz to cities in Monterey County with a 32-mile Class I multi-use trail along the Santa Cruz Branch Rail Line. The trail is divided into 20 segments – this project will design and build Segments 10 and 11 which comprises 4.15 miles of this transformative project.

In total, these two segments will provide safe, attractive, and easy non-motorized access to 10 schools, 1 college, 18 parks, 13 public beaches, 4 libraries, 2 community centers, and numerous senior and affordable housing projects.

TOTAL PROJECT COST:
\$84,672,000

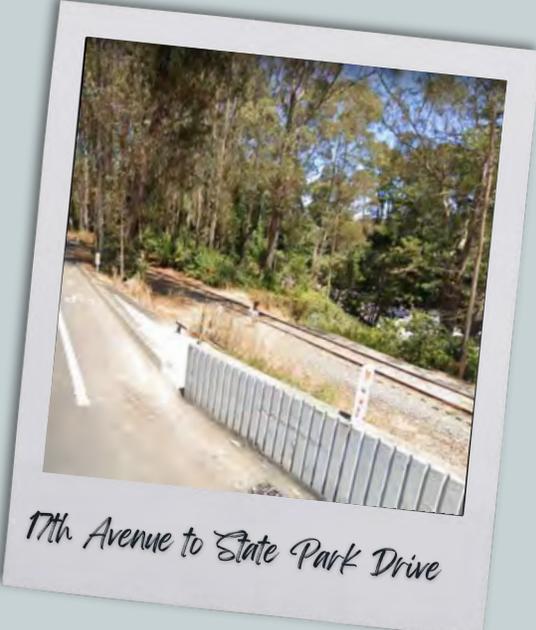
TOTAL ATP REQUEST:
\$67,599,000



ATP FUNDS WILL
BENEFIT
DISADVANTAGED
COMMUNITIES



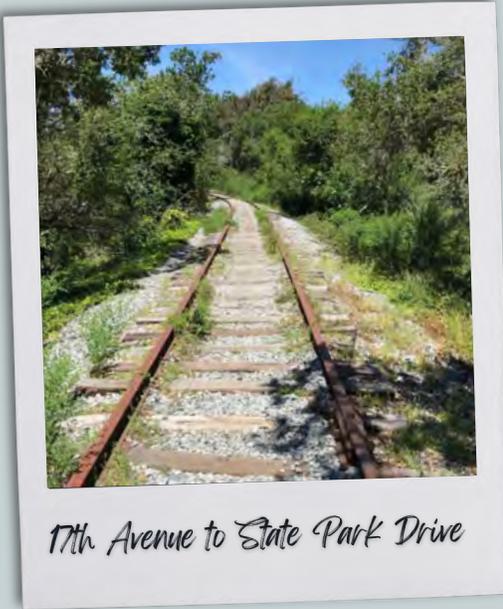
SRTS PROJECT
CONNECTING TO
10 SCHOOLS



17th Avenue to State Park Drive



New Brighton State Beach Access Road

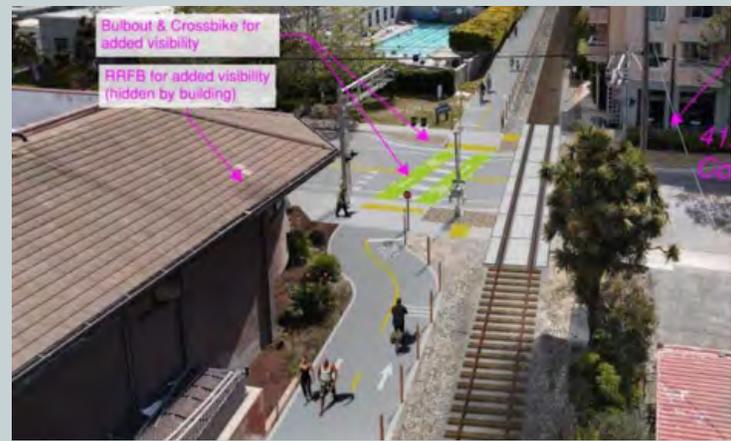


17th Avenue to State Park Drive

PROPOSED PROJECT

DETAILS

- CLASS I MULTI-USE TRAIL
- SIDEWALKS
- ADA RAMP IMPROVEMENTS
- CURB BULB-OUTS
- SHORTEN CROSSINGS
- CROSSING-SURFACE IMPROVEMENTS
- BICYCLE/PEDESTRIAN BRIDGES
- VIADUCTS
- NON-INFRASTRUCTURE PROGRAM
 - PEDESTRIAN SAFETY CLASSES
 - COMMUNITY WORKSHOPS
 - SCHOOL BIKE/PED EDUCATION
 - BIKE RODEOS
 - SRTS ENCOURAGEMENT DAYS



PROPOSED SCHEDULE

PA&ED

PS&E

ROW

CON

NI

Expected Completion:
August 2023

Expected Completion:
January 2025

Expected Completion:
October 2024

Expected Completion:
September 2026

Expected Completion:
December 2027

ATP Funded Components

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

CYCLE 6
SITE VISIT

BASCOM AVENUE COMPLETE STREETS PROJECT



PROJECT SUMMARY

Bascom Avenue is a wide arterial that runs through San Jose, Campbell and unincorporated Santa Clara County. The major arterial was designed to move large volumes of vehicles quickly. The average speed on Bascom Avenue is 40 - 43 mph, with bicyclists and pedestrians disproportionately represented in fatal crashes.

The project will connect community members to residential neighborhoods, San Jose City College, Valley Medical Center Campus, Bascom Library & Community Center, Bascom Light Rail, Los Gatos Creek Trail, several elementary, middle schools & Del Mar High School, Vista Center for the Blind & Visually Impaired and senior housing.

TOTAL PROJECT COST:
\$46,685,000

TOTAL ATP REQUEST:
\$39,103,000



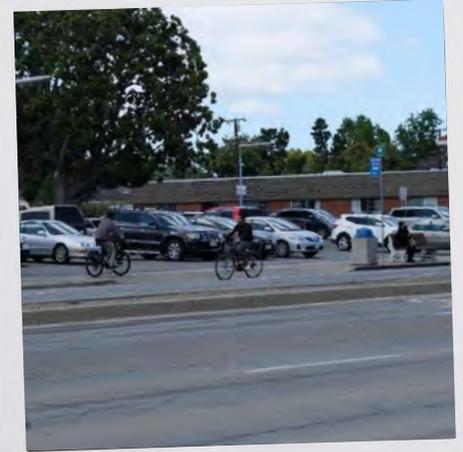
ATP FUNDS WILL
BENEFIT
DISADVANTAGED
COMMUNITIES



Bascom Avenue



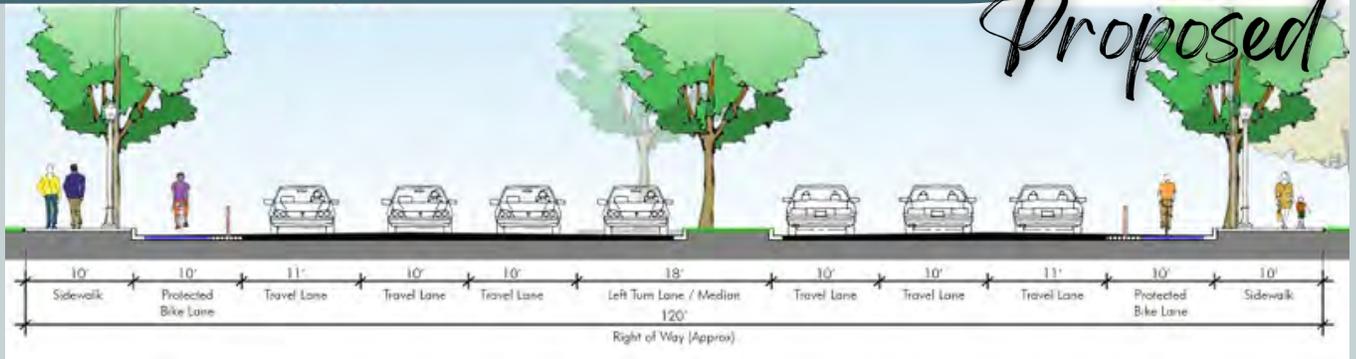
Southern border at Hamilton Ave.



Bascom Avenue

PROPOSED PROJECT DETAILS

- CLASS II BIKE LANES
- CLASS IV SEPARATED BIKE LANES
- BIKE BOXES
- CROSSING IMPROVEMENTS
- SIDEWALKS
- ADA RAMP IMPROVEMENTS
- PEDESTRIAN SIGNAL HEADS
- SHORTEN CROSSINGS
- CROSSING-SURFACE IMPROVEMENTS
- REMOVE TRAVEL LANES



PROPOSED SCHEDULE



ORANGE COUNTY

CYCLE
5 & 6
SITE VISITS

OC LOOP SEGMENT P AND Q



PROJECT SUMMARY

This project will bridge the last significant gap in the 15.6 mile San Gabriel River/Coyote Creek multi-purpose trail, a subset of the 66 mile, 88% complete OC Loop, immediately providing access to the beach, 24 parks, 121,400 residences, 859 businesses & services, and 19 schools including CSU Long Beach within a half mile of the Bikeway.

Within the confines of the 1.6 mile Segments P & Q alone, this 12'-14' wide, ADA compatible, asphalt trail accesses 14,633 jobs, disadvantaged community Housing, multiple grocery stores, medical and dental services, pharmacies, banks, restaurants, a new planned Multimodal Metrolink Station, three schools and two parks.

TOTAL PROJECT COST:
\$60,187,000

TOTAL ATP REQUEST:
\$45,921,000



ATP FUNDS WILL
BENEFIT SEVERELY
DISADVANTAGED
COMMUNITIES
THROUGHOUT
ORANGE COUNTY



Artesia Boulevard



La Mirada Boulevard where Segments Q & R meet



Firestone Boulevard

PROPOSED PROJECT

DETAILS

- CLASS I MULTI-USE TRAIL
- WIDENING EXISTING SIDEWALKS
- ADA RAMP IMPROVEMENTS
- CROSSING-SURFACE IMPROVEMENTS
- ENHANCE EXISTING CROSSWALKS
- BICYCLE/PEDESTRIAN BRIDGES
- ROADWAY/RAILWAY UNDERPASSES



PROPOSED SCHEDULE



ATP Funded Components

MODOC COUNTY

SURPRISE VALLEY SCHOOL SAFETY & COMMUNITY CONNECTIVITY PROJECT

ACTIVE TRANSPORTATION RESOURCE CENTER
DAC
Technical Assistance Program

CYCLE 6
SITE VISIT &
BRANCH
WORKSHOP



PROJECT SUMMARY

The project proposes pedestrian infrastructure and safety improvements, including new facilities and gap closures throughout the disadvantaged community of Cedarville. The improvements are adjacent to one school site that houses K-12 aged students, a large neighborhood park, tribal housing at the Cedarville Rancheria, worship centers, county district fairgrounds, baseball fields and other essential goods and services where there is a moderate/high level of pedestrian activity.

The proposed enhancements reflect the top priorities based on community outreach and engagement activities with community stakeholders (school-aged students and parents, community leaders, businesses, nonprofit organizations, and County staff) which will greatly improve mobility, access, and safety for all non-motorized users, especially for school aged children and the aged community.

TOTAL PROJECT COST:
\$3,021,000

TOTAL ATP REQUEST:
\$3,021,000

100%
OF ATP FUNDS WILL
BENEFIT A
DISADVANTAGED
COMMUNITY



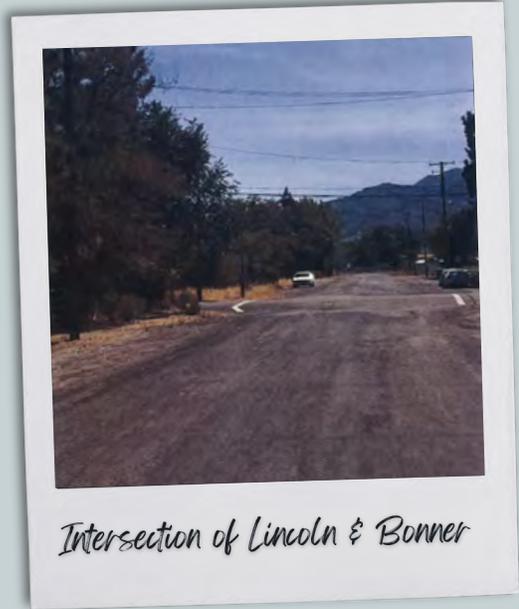
SRTS PROJECT
CONNECTING TO
1 SCHOOL



Center Street



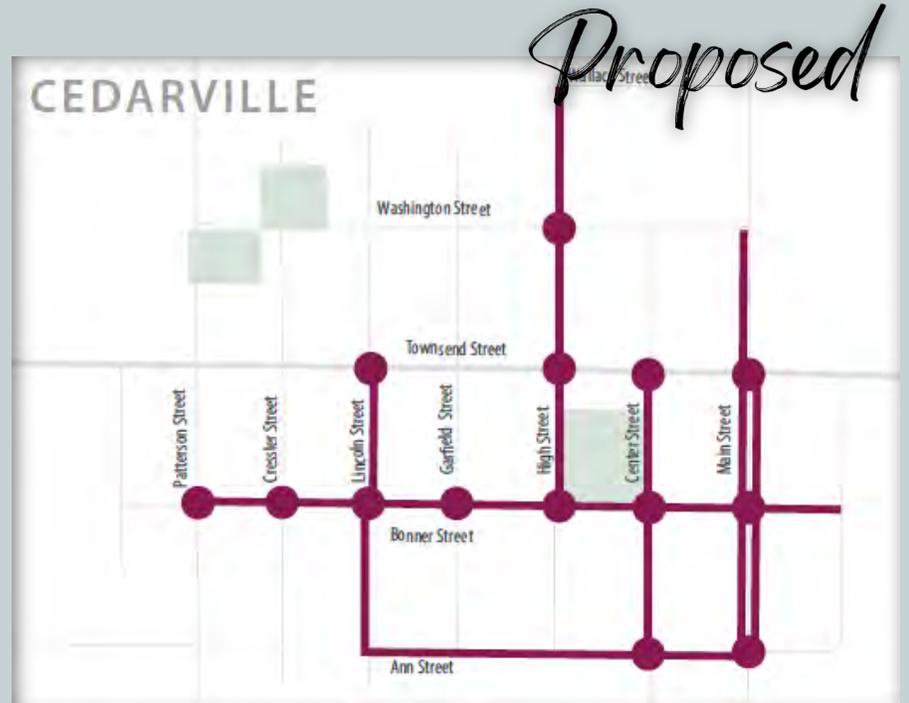
School drop off zone



Intersection of Lincoln & Bonner

PROPOSED PROJECT DETAILS

- SIDEWALKS
- SIGNALS
- CROSSING SURFACE IMPROVEMENTS



PROPOSED SCHEDULE



FRESNO COUNTY



DEL REY SIDEWALK PROJECT



PROJECT SUMMARY

Located within the disadvantaged rural unincorporated community of Del Rey, an area of persistent poverty, the project will improve community health and encourage alternative transportation to important destinations including community centers, places of worship, local businesses, the U.S. Post Office, and Del Rey Elementary School.

Currently, the majority of the proposed project area lacks sidewalks. Pedestrians are forced to either walk on a dirt path or in the street alongside motorized vehicles. People with disabilities who may be wheelchair-bound are forced to travel in the street alongside traffic instead of having adequate sidewalk and ADA curb ramp facilities.

TOTAL PROJECT COST:
\$3,014,000

TOTAL ATP REQUEST:
\$2,982,000

100%

OF ATP FUNDS WILL
BENEFIT A
DISADVANTAGED
COMMUNITY

SRTS PROJECT
CONNECTING TO
1 SCHOOL

& PROVIDE SAFE
ROUTES FOR SENIORS



Del Rey Community



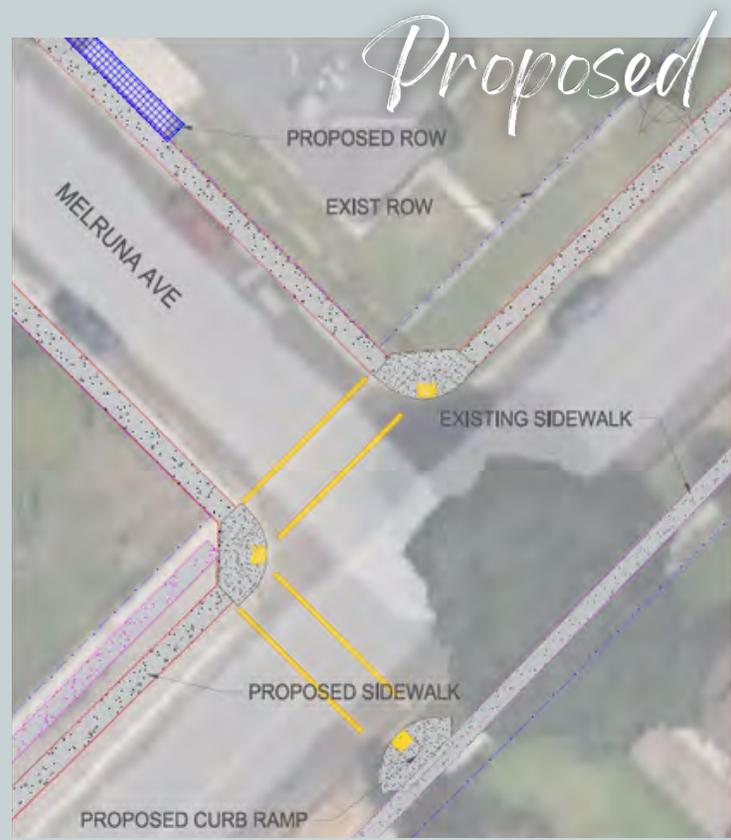
Jefferson Avenue & Morro Street



Del Rey Community

PROPOSED PROJECT DETAILS

- NEW SIDEWALKS
- ENHANCE EXISTING SIDEWALKS
- NEW ADA RAMPS
- RECONSTRUCT ADA RAMPS
- CROSSING-SURFACE IMPROVEMENTS



PROPOSED SCHEDULE



ATP Funded Components

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

COACHELLA VALLEY ARTS & MUSIC LINE

CYCLE 6
SITE VISIT



PROJECT SUMMARY

The Arts and Music Line project will provide nearly 9 miles of Class I and Class IV protected bicycle facilities along Avenue 48, Van Buren Street, and Dillon Road. The project will also construct more than 6 miles of Class II and III school spurs that directly connect the project to 11 disadvantaged schools. These improvements will provide significant separation and protection for people walking along the project corridors.

The project scope includes several innovative safety features including bicycle signals with fully protected bicycle movements, raised and/or recessed bicycle and pedestrian crossings, and bicycle signal indicators to alert cyclists that they have been detected by the traffic signal.

TOTAL PROJECT COST:
\$46,099,000

TOTAL ATP REQUEST:
\$36,483,000



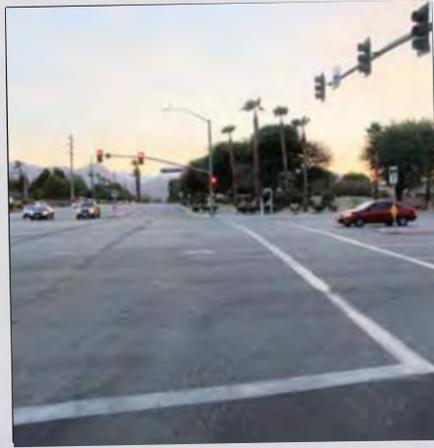
ATP FUNDS WILL
BENEFIT
DISADVANTAGED
COMMUNITIES



SRTS PROJECT
CONNECTING TO
11 SCHOOLS



Avenue 48 & Luzon Street



Avenue 48 at Jefferson Street



Dillon Road

PROPOSED PROJECT DETAILS

- CLASS I MULTI-USE TRAIL
- CLASS II BIKE LANE
- CLASS III BIKE ROUTE
- CLASS IV
- BICYCLE BOXES
- BICYCLE SIGNALS
- TIMING IMPROVEMENTS
- CROSSING SURFACE IMPROVEMENTS
- ADA RAMP IMPROVEMENTS
- ENHANCE CROSSWALKS
- LEADING PEDESTRIAN INTERVALS
- GLOW PATH
- REMOVE TRAVEL LANE

Proposed



PROPOSED SCHEDULE



ATP Funded Phases

CITY OF WEST SACRAMENTO

I STREET BRIDGE DECK CONVERSION FOR ACTIVE TRANSPORTATION PROJECT



PROJECT SUMMARY

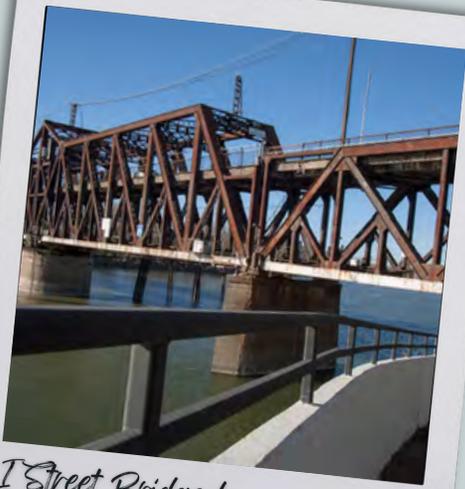
The I Street Bridge is a narrow, historic, double-deck swing-bridge Sacramento River crossing, connecting West Sacramento and Sacramento. The I Street Bridge Deck Conversion For Active Transportation Project will construct and connect new ADA compliant bicycle/pedestrian ramps on both sides of the Sacramento River and enhance the upper deck to facilitate and encourage active transportation between the cities over this historic structure. Auto traffic is planned for removal following construction of a new movable bridge upstream (C Street Bridge).

The project will re-purpose and modernize this historic bridge to maintain direct access to the regional inter-modal transit hub from West Sacramento, to facilitate reduction in VMT and GHG emissions, close an active transportation gap, and foster economic development between designated low-income, disadvantaged neighborhoods in both cities.

TOTAL PROJECT COST:
\$22,561,000

TOTAL ATP REQUEST:
\$16,029,000

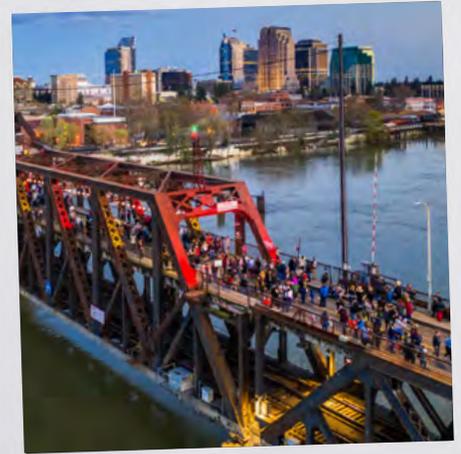
100%
OF ATP FUNDS WILL
BENEFIT
DISADVANTAGED
COMMUNITIES



I Street Bridge from Sacramento River Trail



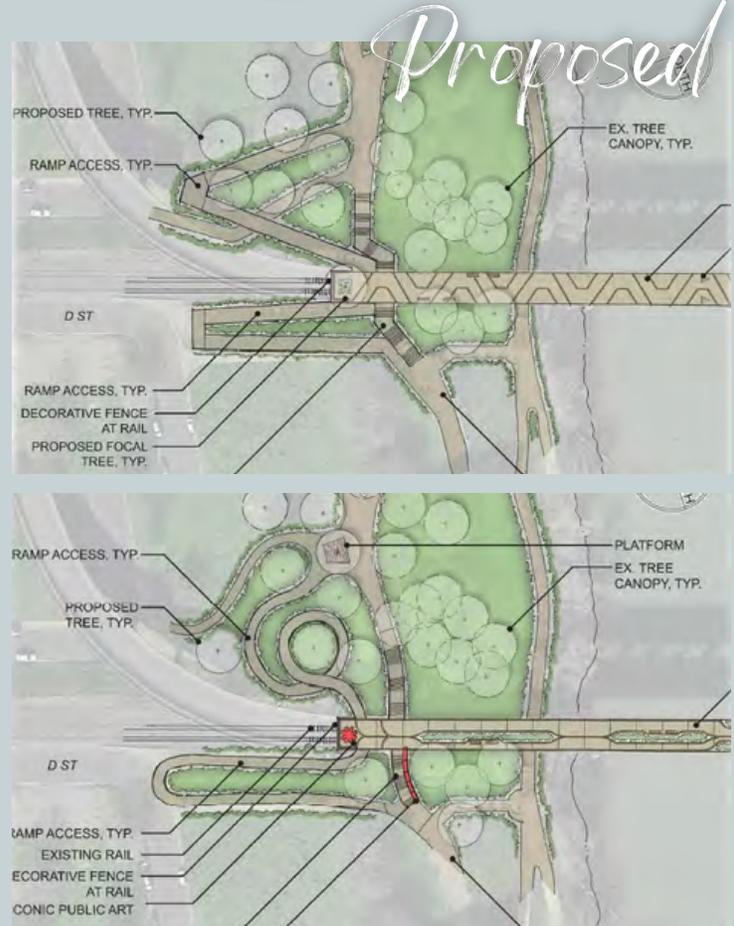
I Street Bridge



I Street Bridge Outreach Event

PROPOSED PROJECT DETAILS

- CLASS I MULTI-USE TRAIL
- CLASS IV SEPARATED BIKEWAY
- GREEN CYCLE TRACK LANE STRIPING
- SIDEWALKS
- ADA RAMP IMPROVEMENTS
- CROSSING-SURFACE IMPROVEMENTS
- SIGNAGE
- LIGHTING
- BIKE RACKS
- BENCHES
- SHADE TREES



PROPOSED SCHEDULE

PA&ED

PS&E

ROW

CON

Expected Completion:
August 2022

Expected Completion:
January 2024

Expected Completion:
May 2024

Expected Completion:
June 2027

ATP Funded Components

CITY OF SUSANVILLE

RIVERSIDE DRIVE PEDESTRIAN & BIKE TRAIL PROJECT



PROJECT SUMMARY

The City of Susanville proposes to construct a Class I bicycle/pedestrian path along the south side of Riverside Drive between Riverside Park and the existing Class I Susan River Trail. The project will close a gap in the non-motorized transportation network by connecting sidewalks in the low-income neighborhood to an existing Class I trail which leads to major commercial land uses such as Walmart and Safeway.

Currently residents walk along the gravel shoulder to make the connection. This is a safety hazard and discourages residents from biking or walking this short distance. The project will consist of 10-ft wide, 1,920 linear foot (LF) asphalt concrete separated Class I bike path and will extend from the Class II bike lane and sidewalks at Riverside Park to the Class I Susan River Trail, including a pedestrian bridge crossing at the Susan River.

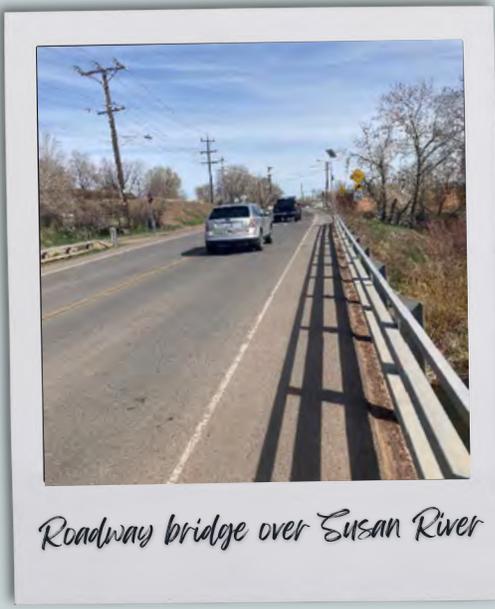
TOTAL PROJECT COST:
\$3,111,000

TOTAL ATP REQUEST:
\$2,861,000

100%
OF ATP FUNDS WILL
BENEFIT A
DISADVANTAGED
COMMUNITY



Riverside Drive



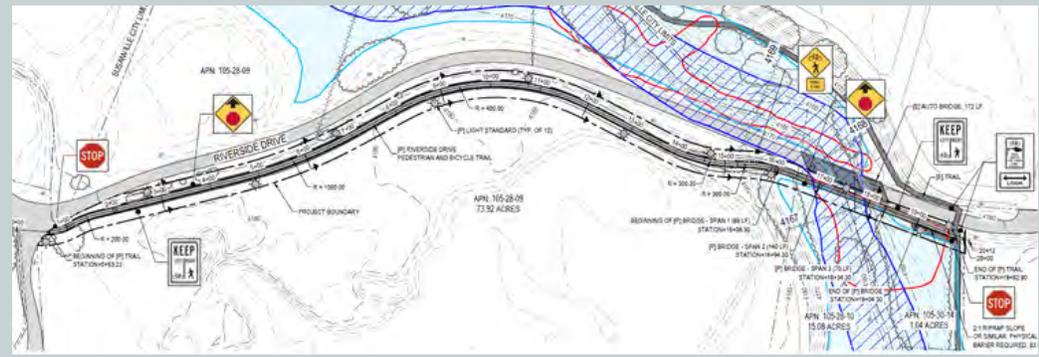
Roadway bridge over Susan River



Susan River Trail crossing Riverside Drive

PROPOSED PROJECT DETAILS

- CLASS I MULTI-USE TRAIL
- PEDESTRIAN BRIDGE
- INTERSECTION LIGHTING
- DIRECTIONAL/TRAFFIC CONTROL SIGNALS



PROPOSED SCHEDULE



CITY OF NATIONAL CITY

24TH STREET TRANSIT CENTER CONNECTIONS



PROJECT SUMMARY

The 24th Street Transit Center Connections project will create over 2 miles of Class IV separated bike lanes, curb extensions at Sweetwater High School, new continental crosswalks at all controlled pedestrian crossing locations and reconstruct curb ramps to be ADA compliant.

The project will provide a direct connection to the 24th Street Transit Center, Sweetwater River Trail, the Paradise Creek Apartments, and the recently completed Paradise Creek Park.

Currently, National City Boulevard and the inadequate active transportation facilities on roadways crossing National City Boulevard are barriers to non-motorized transportation for disadvantaged community members.

TOTAL PROJECT COST:
\$3,498,000

TOTAL ATP REQUEST:
\$3,496,000

100%

OF ATP FUNDS WILL
BENEFIT A
DISADVANTAGED
COMMUNITY



Hoover Avenue & 30th Street



30th Street & D Avenue

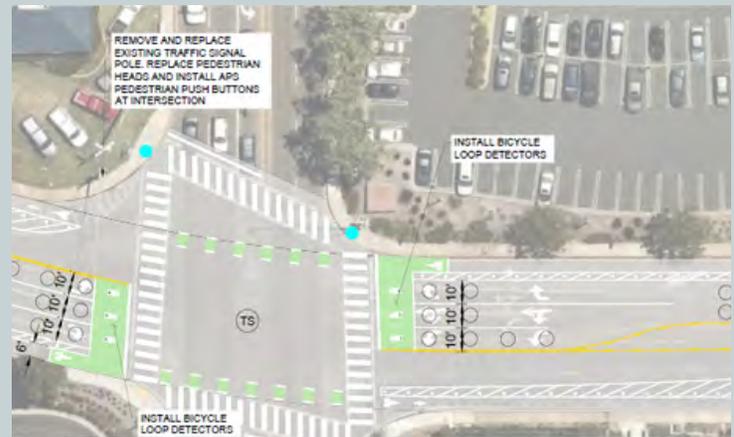


22nd Street and Hoover Avenue

PROPOSED PROJECT

DETAILS

- CLASS IV SEPARATED BIKEWAY
- SIDEWALKS
- ADA RAMP IMPROVEMENTS
- CROSSWALKS
- SHORTEN CROSSINGS
- CROSSING-SURFACE IMPROVEMENTS
- PEDESTRIAN SIGNAL HEADS
- LEADING PEDESTRIAN INTERVALS
- CURB EXTENSIONS
- BIKE BOXES
- TIMING IMPROVEMENTS
- BIKE SIGNALS
- GREEN BIKE CONFLICT STRIPING
- ROAD DIET



PROPOSED SCHEDULE

PA&ED

PS&E

ROW

CON

Expected Completion:
November 2024

Expected Completion:
September 2026

Expected Completion:
September 2026

Expected Completion:
May 2028

ATP Funded Components

CITY OF LOS ANGELES

CYCLE 6
BRANCH
WORKSHOP

WESTERN OUR WAY: WALK AND WHEEL IMPROVEMENTS



PROJECT SUMMARY

The project will transform almost 11.76 miles of streets in the heart of South Los Angeles with a focus on 4.5 miles of pedestrian and transit rider improvements on the Western Avenue corridor from Martin Luther King Jr. Blvd on the north.

Western Avenue is currently a high-speed vehicular-oriented corridor with a very high incidence of collisions that will be transformed with pedestrian/transit rider facilities. This will provide safer and more direct access for disadvantaged community members to transit lines, local destinations including 28 schools, 6 parks, 58 places of worship, libraries, medical facilities, local and regional shopping areas and entertainment/sports venues.

TOTAL PROJECT COST:
\$47,765,000

TOTAL ATP REQUEST:
\$37,737,000

100%

OF ATP FUNDS WILL
BENEFIT
DISADVANTAGED
COMMUNITIES



SRTS PROJECT
CONNECTING TO
15 SCHOOLS



Denker Avenue & 67th Street



Western Avenue & 40th Street



Martin Luther King Jr. Blvd Intersection

PROPOSED PROJECT DETAILS

- CLASS III BIKE ROUTE
- BIKE BOXES
- BIKE RACKS
- DIAGONAL DIVERTERS
- MEDIANS
- ADA RAMP IMPROVEMENTS
- CROSSWALKS
- CURB EXTENSIONS
- BUS BULB OUTS
- SPEED HUMPS



PROPOSED SCHEDULE

PA&ED

Expected Completion:
December 2025

PS&E

Expected Completion:
May 2027

ROW

Expected Completion:
July 2026

CON

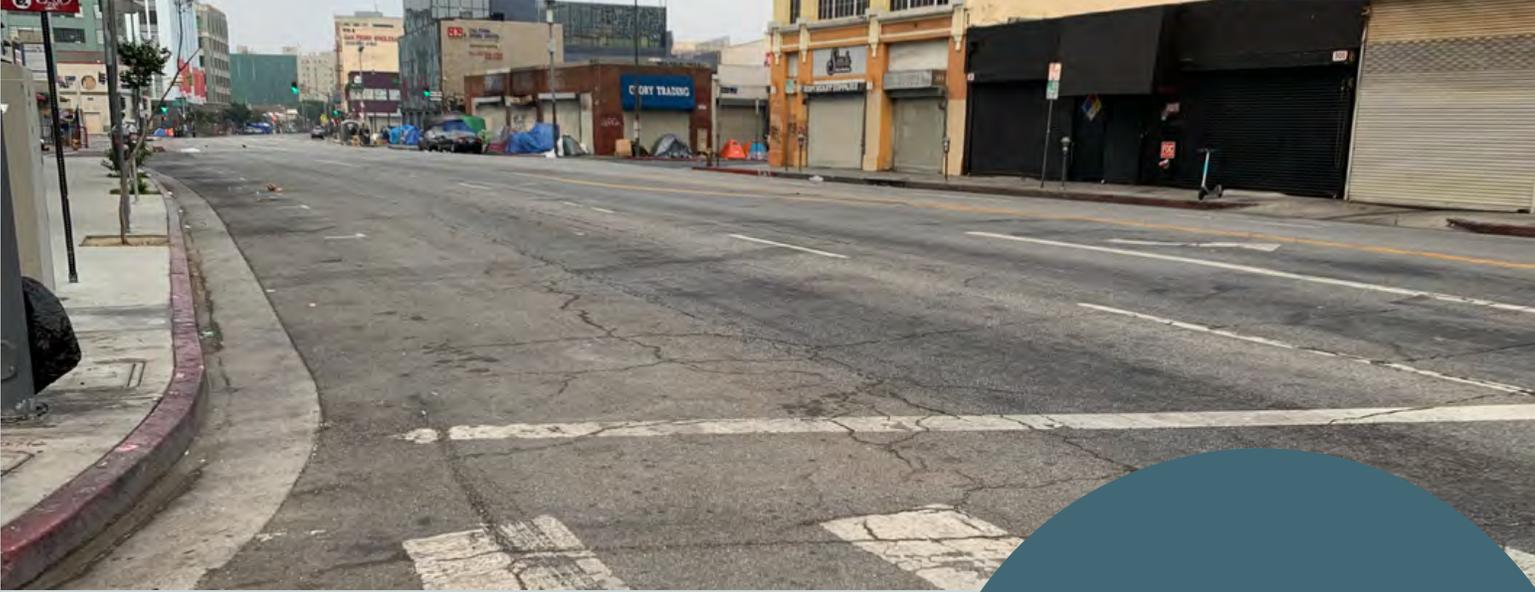
Expected Completion:
August 2030

ATP Funded Components

CITY OF LOS ANGELES

CYCLE 6
BRANCH
WORKSHOP

SKID ROW CONNECTIVITY & SAFETY PROJECT



PROJECT SUMMARY

The Skid Row Connectivity and Safety Project will transform a section of Downtown Los Angeles that has suffered from blight and lack of investment over decades, enabling pedestrians, cyclists, residents and businesses to co-exist and travel in the neighborhood safely and equitably.

The project calls for a wide array of bicycle and pedestrian improvements that are designed to close gaps in the existing bicycle and pedestrian network while also connecting local schools, health facilities, and job centers.

The project will repurpose a slip lane at 8th St and San Pedro St into a pedestrian-activated multi-modal bike plaza, including a bike share station, bike lockers, benches, landscaping and trees, creating a hub for active transportation and much needed open space.

TOTAL PROJECT COST:
\$47,566,000

TOTAL ATP REQUEST:
\$38,599,000

100%
OF ATP FUNDS WILL
BENEFIT A
DISADVANTAGED
COMMUNITY

SRTS PROJECT
CONNECTING TO
3 SCHOOLS



San Pedro & 8th Street



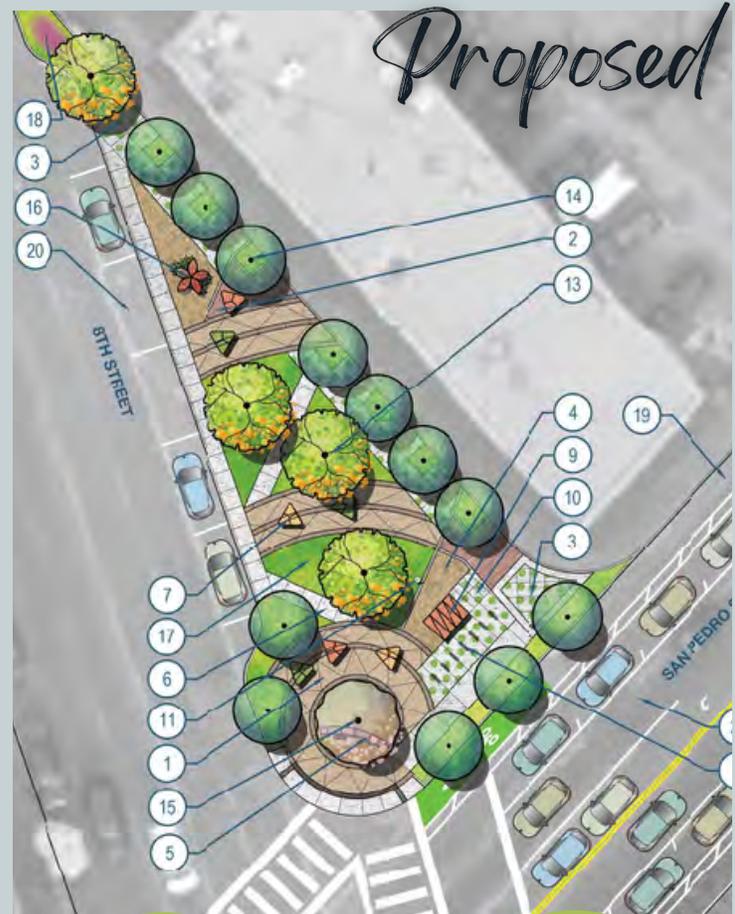
San Pedro, 3rd & 4th



San Pedro & Pico

PROPOSED PROJECT DETAILS

- CLASS IV SEPARATED BIKEWAY
- SIDEWALK WIDENING & RECONSTRUCTION
- REMOVE TRAVEL LANE
- BIKE RACKS & LOCKERS
- ADA RAMP IMPROVEMENTS
- ENHANCE CROSSWALKS
- SHORTEN CROSSINGS
- PEDESTRIAN SIGNAL HEADS
- RECTANGULAR RAPID FLASHING BEACONS
- SHADE TREES



PROPOSED SCHEDULE

PA&ED

Expected Completion:
December 2025

PS&E

Expected Completion:
February 2027

ROW

Expected Completion:
November 2026

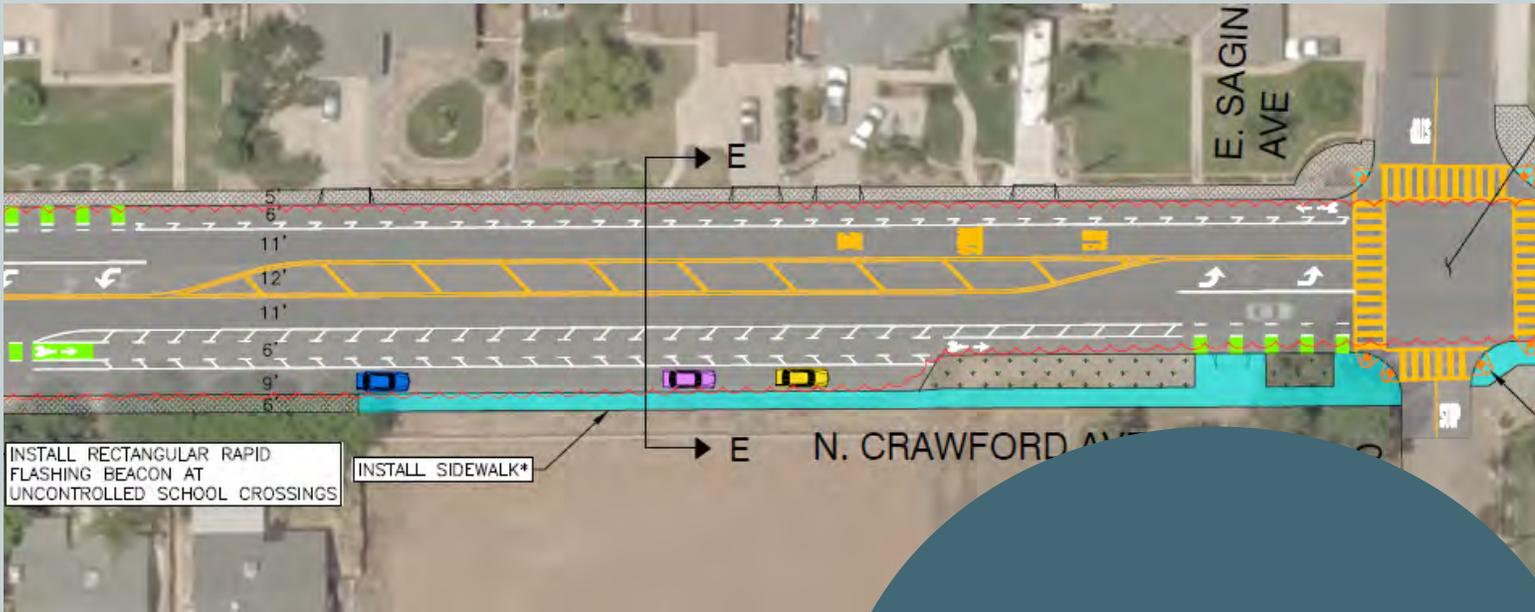
CON

Expected Completion:
August 2030

ATP Funded Components

CITY OF DINUBA

BUILDING DINUBA'S ACTIVE TRANSPORTATION FUTURE - INFRASTRUCTURE & NON-INFRASTRUCTURE



PROJECT SUMMARY

The Building Dinuba's Active Transportation Future is seeking to transform the active transportation landscape through the implementation of an infrastructure and non-infrastructure project that will construct bicycle and pedestrian improvements on a total of 7 miles of roadways and conduct bike rodeos at 8 schools in Dinuba.

The City's current active transportation network suffers from discontinuous sidewalks and bike lanes, inadequate ADA curb ramps, unsafe crossings, sight distance issues to crosswalks, and an uncomfortable walking and biking environment for residents. The project will connect community members to schools, transit stops, several shopping centers, parks, medical clinics and major employment centers.

TOTAL PROJECT COST:
\$17,235,000

TOTAL ATP REQUEST:
\$13,147,000

100%

OF ATP FUNDS WILL
BENEFIT
DISADVANTAGED
COMMUNITIES



SRTS PROJECT
CONNECTING TO
8 SCHOOLS



Alta Avenue



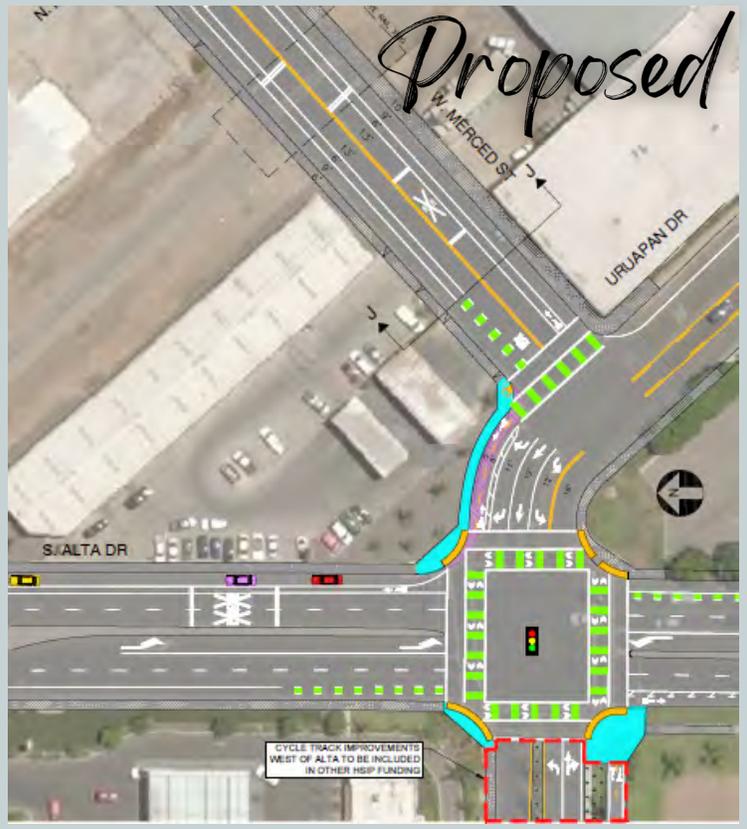
El Monte Way



Kamm Avenue

PROPOSED PROJECT DETAILS

- CLASS II BIKE LANES
- CLASS IV SEPARATED BIKEWAY
- RESURFACE & RESTRIPE BIKE LANE
- SIDEWALKS
- ADA RAMP IMPROVEMENTS
- PEDESTRIAN SIGNAL HEADS
- SHORTEN CROSSINGS
- NON-INFRASTRUCTURE PROGRAM
 - BIKE RODEOS



PROPOSED SCHEDULE



ATP Funded Components