**Summary:** SacDOT is considering the following projects for submittal to 2025 Active Transportation Program (ATP) Grants:

* **Whitney Avenue Road Diet & Multimodal Improvements**
* **El Camino Avenue Pedestrian Improvements**
* **Stockton Boulevard Complete Streets Project**

**Whitney Avenue Road Diet & Multimodal Improvements**

The project addresses multimodal safety and comfort concerns along a 2-mile section of Whitney Avenue between Watt Avenue and Walnut Avenue – a low volume corridor providing access to several elementary and middle schools and a high school. The project would convert the roadway from two-lanes to one-lane per direction (“road diet”) with a continuous center turn lane. Additional improvements include construction of a Class IV bikeway or buffered Class II bike lanes, sidewalk infill, curb extensions, formalized on-street parking, high-visibility crosswalks, ADA ramp improvements, and non-infrastructure programming. The planning level cost estimate for the project is approximately $15.3 million with a grant request of $3 million for pre-construction costs, which could be pursued under the ATP large infrastructure category. ATP funding categories being considered include large infrastructure, small infrastructure, and the ATP quick-build program.

**El Camino Avenue Pedestrian Improvements**

The Project addresses safety concerns due to a history of fatal and severe pedestrian collisions along a 2-mile section of El Camino Avenue between Ethan Way and Watt Avenue – a high injury corridor within the West Arden-Arcade Environmental Justice community. The project proposes Project Approval and Environmental Document; Plans, Specifications, and Estimates, Right-of-Way, and Construction of approximately 0.45-mile of new sidewalk and installing street lighting (between Ethan Way and Bell Street), signalization of El Camino Ave at Drayton Drive, installation of a corner island or curb extension at the southwest corner of the intersection with Fulton Avenue, high visibility crosswalks at several controlled intersections, and ADA ramp improvements. Bicycle improvements include markings at intersections and high conflict areas. The planning level cost estimate for the project is approximately $2.1 million.

**Stockton Boulevard Complete Streets Project**

The Project will improve bicycle and pedestrian safety and mobility on Stockton Boulevard between Florin Road and Mack Road/Elsie Avenue – a high injury corridor within the South Sacramento Environmental Justice community. The County is seeking funding for Plan, Specifications, and Estimates, right of way acquisition and procedures, and construction. The project includes the installation of a Class IV bikeway, 0.9-mile of new sidewalk, signalization of the off-set intersection at Stockton Boulevard/Pomegranate Avenue/Walter Avenue, ADA ramp improvements, and striping. The planning level cost estimate for the project is approximately $15 million.

(The County was previously awarded funding for the Project Approval and Environmental Document phase of the project, which is anticipated to be completed in 2025.)

**Funding Source(s):** Statewide or Regional Active Transportation Program (ATP)

**Background Information:** The Active Transportation Program (ATP) Grants fund transportation projects that promote walking, biking, and transit uses as an alternative to single occupancy vehicle trips. There are two ATP Grant opportunities: a statewide competition (State ATP) that is managed by Caltrans, and a Regional competition (Regional ATP) that is managed by the Sacramento Area Council of Governments (SACOG). SACOG encourages agencies to submit projects to the State ATP before submission to the Regional ATP. Projects fully funded by the State ATP become ineligible for Regional ATP funding. The2025 Active Transportation Program (ATP) – Cycle 7 call for projects will be released March 21-22, 2024.

The ATP Quick-Build Program funds interim capital improvement projects that further the goals of the ATP. These projects require minor construction activities and are typically built with durable, low to moderate cost materials. The projects generally last from one year to five years but could last longer if the materials are maintained and the project continues to be supported by the community. Quick-build projects use semi-permanent materials, meaning they are adhered to the ground, but are still moderately flexible and can be adjusted if needed based on public input.