In Santa Barbara County, in Los Alamos from the SR 135/US 101 interchange to Den Street. Project to implement locally vetted complete street elements in conjunction with a 2018 SHOPP candidate project, minor A CAPM pavement preservation project, and transit amenities improvement project on SR 135.

Caltrans is proposing to partner with Santa Barbara County and the community of Los Alamos to develop a comprehensive connected community project on SR 135 that would integrate locally vetted Complete Streets elements with three programmed state and local projects.

The proposed project would include Class II bicycle lanes on both sides of SR 135 from the US 101/SR 135 interchange to Den Street; completion of sidewalks on both sides of SR 135 between Main Street and Den Street with ADA improvements, bulb-outs and dark sky lighting improvements to four existing intersection sidewalks on SR 135 and Helena Street, Centennial Street, Saint Joseph’s Street and Den Street, operational improvements at SR 135 and Main Street, pedestrian lighting improvements on the north side of the SR 135 at the US 101 undercrossing, drainage and storm water management improvements, and pavement for truck parking facility near the US 101/SR 135 interchange.

<table>
<thead>
<tr>
<th>Capital ($1,000)</th>
<th>FY</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PA &amp; ED</td>
<td>2018/19</td>
<td>$265</td>
</tr>
<tr>
<td>PS &amp; E</td>
<td>2019/20</td>
<td>$760</td>
</tr>
<tr>
<td>R/W</td>
<td>2019/20</td>
<td>$125</td>
</tr>
<tr>
<td>Construction</td>
<td>2021/22</td>
<td>$885</td>
</tr>
<tr>
<td>Total Support</td>
<td></td>
<td>$2,035</td>
</tr>
</tbody>
</table>

Legislative District Numbers
(State Assembly: 35,37
State Senate: 19
Congressional: 24)

Capital Construction Cost Escalation Rate: 5%

Approved [ ] Denied [ ]
<table>
<thead>
<tr>
<th>Location</th>
<th>Perf Measure #</th>
<th>Performance Measure</th>
<th>County</th>
<th>Route</th>
<th>Prefix</th>
<th>PM</th>
<th>Prefix</th>
<th>PM</th>
<th>Bridge Number If Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>Lane Miles</td>
<td>Santa Barbara</td>
<td>135</td>
<td></td>
<td>0.7</td>
<td></td>
<td>Pvmnt</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>Structures</td>
<td>Santa Barbara</td>
<td>135</td>
<td></td>
<td>0.7</td>
<td></td>
<td>510073L/R</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>16</td>
<td>Curb Ramps</td>
<td>Santa Barbara</td>
<td>135</td>
<td></td>
<td>0.7</td>
<td></td>
<td>ADA</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>5</td>
<td>Drainage Systems</td>
<td>Santa Barbara</td>
<td>135</td>
<td></td>
<td>0.7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>1</td>
<td>Signs</td>
<td>Santa Barbara</td>
<td>135</td>
<td></td>
<td>0.7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>2</td>
<td>Acres Treated/Pollutant</td>
<td>Santa Barbara</td>
<td>135</td>
<td></td>
<td>0.7</td>
<td></td>
<td>Bioswale</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Los Alamos Connected Community Project

Asset Management Pilot Project Nomination for
State Route 135 (PM 0 to 0.73) in District 5

Caltrans is proposing to partner with Santa Barbara County and the community of Los Alamos to develop a comprehensive connected community project on SR 135. This project would implement locally vetted Complete Streets elements from the Los Alamos Pedestrian Circulation and Parking Plan (2015) public engagement effort with the following three planned state and local projects: US 101 bridge deck replacement project (2016 SHOPP candidate) at the US 101/SR 135 interchange, a Minor A CAPM pavement preservation project for SR 135 through downtown Los Alamos, and a local transit amenities improvement project for the Breeze bus stop at Centennial Street and SR 135. Multimodal Complete Streets elements included in the pilot project will enhance pedestrian, bicycle and freight mobility, accessibility and safety. Letters of support from the community and a local match contribution of $100,000 from Santa Barbara County further demonstrates community support for implementation of the multimodal pilot project in coordination with the three planned complementary projects (Attachment F).

Project Background:

The community of Los Alamos is located in northern Santa Barbara County, and bisected by US 101 (a four lane divided freeway) and State Route 135 (a two lane conventional highway). Together these two routes facilitate goods movement of agricultural products from the Santa Maria Valley to the region, state and nation. Within Los Alamos, SR 135 is also known as Bell Street and is considered the “main street” serving downtown business and tourism. These businesses include antique stores, art galleries, a post office, convenience markets, wine tasting, hotels, restaurants and a gas station. The Olga Reed Elementary School for children K-8 is located a short distance from Bell Street with approximately 200 students, many of which walk across or along the route daily to travel to school.

In 2012, Caltrans invested $112,750 to develop the Los Alamos Pedestrian Circulation and Parking Plan (2015) through the Environmental Justice grant program. This partnership effort between Santa Barbara County and Caltrans built upon previous local and statewide planning efforts including the Los Alamos Community Plan (2011), Los Alamos Bell Street Guide (2011), Main Street, California (2013), and the Complete Streets Implementation Action Plan (2011). The purpose of the Los Alamos Pedestrian Circulation and Parking Plan (2015) was to create a locally driven concept for a safe transportation network to promote downtown revitalization, interconnection with the adjacent neighborhoods, and safer walking and bicycle routes to the Olga Reed Elementary School.

The proposed asset management pilot project would serve as a key funding mechanism to implement the locally vetted multimodal improvements through the community of Los Alamos (approximately one mile). This will be done through partnership with Santa Barbara County and SBCAG in coordination with a US 101 bridge deck replacement
project, SR 135 pavement preservation project, and transit amenities improvement project. Addressing the overlapping needs of these three projects with the proposed pilot project will more efficiently utilize state and federal resources, address multiple assets and Caltrans Strategic Management objectives, and overall better serve the community.

Safety and Health

<table>
<thead>
<tr>
<th>Caltrans Strategic Management Objectives met through Pilot Project Implementation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Promote community health through active transportation and reduced pollution in communities.</td>
</tr>
<tr>
<td>• Promote safety by reducing fatality and injury potential for vulnerable users.</td>
</tr>
<tr>
<td>• Reduce employee injury.</td>
</tr>
</tbody>
</table>

The *Los Alamos Pedestrian Circulation and Parking Plan (2015)* identified two community priorities for SR 135 that directly support safety and health: 1) Improvements to the US 101 undercrossing and 2.) Traffic calming and safety measures on Bell Street (SR 135).

The first recommendation, improvements to the US 101 undercrossing, stemmed from the community’s interest to improve mobility for children to travel from the Rancho Los Alamos Mobile Home Park, east of the US 101/SR 135 interchange to Olga Reed Elementary School, west of the intersection. This recommendation was largely generated from the students themselves who organized and spoke at one of the public workshops for the plan. At the two public meeting held for the *Los Alamos Pedestrian Circulation and Parking Plan (2015)*, members of the community also mentioned that some residents alternatively choose to travel through a large box drainage culvert underneath the highway to access SR 135 and the school.

To support safe routes to school and improve accessibility for residents of all abilities and ages, the project proposes to add an ADA compliant sidewalk on the north side of the undercrossing. This would continue on SR 135 through downtown Los Alamos. Additionally the project will include operational improvements at the SR 135/Main Street intersection and reduce the potential for turning movement conflicts from the US 101 freeway northbound off ramps.

The second recommendation, traffic calming measures on Bell Street (SR 135), was developed from a perception of excessive speeds of large trucks traveling through the downtown. The project includes traffic calming components that address this concern by creating visual friction for drivers. This includes construction of bulb outs with lighting elements that will minimize light pollution in the downtown core and work to narrow the roadway and further encourage reduced speeds. An existing radar speed feedback sign located at Den Street and SR 135 was installed over two years ago as a first step to encouraging drivers to slow down to the 35 mph speed limit.
Reallocating the existing 60 foot wide pedestrian crossing distance will have safety benefits for vulnerable users who cross the route to travel to the school (Attachment D). Many students focus their crossing of SR 135 at Helena Street at an existing crosswalk. In coordination with the planned Minor A CAPM pavement preservation effort, new striping proposed in this project will make the crosswalk more visible and provide dedicated Class II bicycle lanes northbound and southbound on SR 135.

Proposed improvements to the US 101 undercrossing and traffic calming measures on Bell street address all modes and all users of the facility. This promotes active transportation choices by encouraging residents and visitors to get out of their cars to bike or walk in the community. This also supports local and statewide GHG reduction goals and is consistent with California Global Warming Solutions Act AB 32 and SB 375. Coordination of the pilot project with the other three planned local and state projects will also reduce worker exposure to traffic and related risks.

Stewardship and Efficiency Needs

<table>
<thead>
<tr>
<th>Strategic Objectives Achieved through Pilot Project Implementation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>● Effectively manage transportation assets by implementing the asset management plan.</td>
</tr>
<tr>
<td>● Effectively manage taxpayer funds and the use of available financial resources.</td>
</tr>
<tr>
<td>● Efficiently manage operations of the transportation system.</td>
</tr>
</tbody>
</table>

Los Alamos was established in 1876 and has historically retained its rural character and small town feel. Today the community is becoming increasingly suburban in character and experiencing revitalization of the downtown core. The community provides workforce housing for those employed in Santa Maria and Santa Barbara, and as the community continues to grow, improvements to infrastructure will be essential. Implementation of Complete Streets improvements to the corridor will complement the anticipated growth of the downtown and improve multimodal travel options for tourists, residents, and children traveling to school.

Existing Conditions:

The pilot project limits extends on SR 135 between Den Street and the US 101/SR 135 interchange from PM 0.00 to PM 0.73 and serves as a two lane conventional highway with a wide roadway footprint. In most areas the width of the road is 60 feet with an additional 10 feet of sidewalk on each side of the street. The pavement is in poor condition which triggered the need for a Minor A CAPM pavement preservation project planned for 2017/18.

Bicyclists share the road with other vehicles and there are currently no parking restrictions through the downtown corridor. One crosswalk exists at the post office at the intersection of SR 135 and Helena Street where pedestrian and bicycle crossing movements are concentrated (Attachment D). (NOTE: Residents today still pick up their mail as the post office offers no street delivery). The sidewalk that exists in the downtown core between Helena Street and Den Street is 10 feet wide and in good condition in most locations but is not complete. Additionally, some locations contain barriers. Most notably, between
the Rancho Los Alamos Mobile Home Park, on the east side of the US 101/SR 135 interchange, and the downtown, there is no formally designated pedestrian facility. Pedestrians use the four and a half foot raised unpaved dirt shoulder at the undercrossing. Between the undercrossing and downtown, pedestrians must travel on an unpaved shoulder. Alternatively, it was reported at community meetings that some residents and students chose to walk through a large box drainage culvert to travel to downtown or Olga Reed Elementary School.

At the north end of Los Alamos at Den Street, a radar speed feedback sign was installed to encourage lower speeds through the corridor, especially truck speeds. SR 135 is heavily used by trucks transporting agricultural products from the Santa Maria Valley to US 101 for distribution throughout the region, state and nation. Trucks account for 13 percent of the vehicular volume through the corridor and can commonly be found at varying times of day and night parking along the street and especially at the south end of town near the US 101/SR 135 interchange.

**Future Conditions:**

The new and improved assets proposed in the pilot project include:

- Class II bicycle lanes on both sides of SR 135 from the US 101/SR 135 interchange to Den Street (7900 ft).
- Completion of Sidewalks meeting ADA standards on both sides of SR 135 between Main Street and Den Street (3,400 ft new sidewalk).
- Bulb outs, and dark sky lighting improvements to four existing intersection sidewalks on SR 135 and Helena Street, Centennial Street, Saint Joseph’s Street, and Den Street.
- Operational Improvements at SR 135 and Main Street.
- Pedestrian lighting improvements on the north side of the SR 135 at the US 101 undercrossing.
- Drainage and storm water management improvements.
- Pavement for truck parking facility near the US 101/SR 135 interchange.
- Supplemental pavement to extend the project limits of the Minor A CAPM pavement preservation project on SR 135 through the pilot project area.
Completion of sidewalks and the addition of Class II bicycle lanes will enhance bicycle and pedestrian connectivity from the east side of US 101 to the west side of the community. The addition of bicycle lanes, bulb outs and street lights in the downtown core will also reduce the crossing distance across SR 135 for residents and create visual friction that will encourage truck and automobile drivers to reduce their speed through downtown. This balances the Department’s interest to maintain efficient goods movement through the corridor while boosting accessibility and livability for residents and visitors. New pavement for a currently informal truck parking area will support the freight industry essential to the local, state and national economy as well as encourage truckers to move idling vehicles away from the downtown core. All of these elements combined contribute to improved walkability and livability. Table 1 describes in greater detail pre- and post- project conditions of existing and future assets. Attachment B provides a Los Alamos area map depicting the existing and proposed assets.

Table 1: Los Alamos SR 135 Pre and Post Project Conditions

<table>
<thead>
<tr>
<th>Program</th>
<th>Asset</th>
<th>Total Quantity of Assets</th>
<th>Pre-Project Condition</th>
<th>Post-Project Condition</th>
<th>Asset Life Expectancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHOPP Pilot Project</td>
<td>Operational Improvements (8 curb ramps)</td>
<td>1 location</td>
<td>0 Good 1 Fair 0 Poor</td>
<td>1 Good 0 Fair 0 Poor</td>
<td>20-30 Years</td>
</tr>
<tr>
<td></td>
<td>Bulb Outs (24 curb ramps)</td>
<td>4 locations</td>
<td>0 Good 4 Fair 0 Poor</td>
<td>4 Good 0 Fair 0 Poor</td>
<td>20-30 Years</td>
</tr>
<tr>
<td></td>
<td>Lighting</td>
<td>5 locations</td>
<td>0 Good 0 Fair 0 Poor</td>
<td>5 Good 0 Fair 0 Poor</td>
<td>20-30 Years</td>
</tr>
<tr>
<td></td>
<td>Existing Sidewalk</td>
<td>2320 LF</td>
<td>0 Good 2320 Fair 0 Poor</td>
<td>2320 Good 0 Fair 0 Poor</td>
<td>20-30 Years</td>
</tr>
<tr>
<td></td>
<td>Proposed Sidewalk</td>
<td>3385 LF</td>
<td>0 Good 0 Fair 0 Poor</td>
<td>3385 Good 0 Fair 0 Poor</td>
<td>20-30 Years</td>
</tr>
<tr>
<td></td>
<td>Class II Bicycle Lanes (striped)</td>
<td>2 lane miles</td>
<td>0 Good 0 Fair 0 Poor</td>
<td>2 Good 0 Fair 0 Poor</td>
<td>10 Years</td>
</tr>
<tr>
<td></td>
<td>Drainage System</td>
<td>5 systems</td>
<td>0 Good 5 Fair 0 Poor</td>
<td>5 Good 0 Fair 0 Poor</td>
<td>10-20 Years</td>
</tr>
<tr>
<td></td>
<td>Truck Parking</td>
<td>1 location (44,300 SF)</td>
<td>0 Good 0 Fair 0 Poor</td>
<td>44,300 Good 0 Fair 0 Poor</td>
<td>10-15 Years</td>
</tr>
<tr>
<td></td>
<td>Radar Speed Feedback Sign</td>
<td>1 sign</td>
<td>1 Good 0 Fair 0 Poor</td>
<td>1 Good 0 Fair 0 Poor</td>
<td>10-15 Years</td>
</tr>
<tr>
<td></td>
<td>Painted Crosswalk</td>
<td>1 crosswalk</td>
<td>0 Good 1 Fair 0 Poor</td>
<td>1 Good 0 Fair 1 Poor</td>
<td>10 Years</td>
</tr>
<tr>
<td>2016 SHOPP Candidate</td>
<td>US 101 Bridge Deck</td>
<td>2 bridges</td>
<td>0 Good 0 Fair 2 Poor</td>
<td>2 Good 0 Fair 0 Poor</td>
<td>20 Years</td>
</tr>
<tr>
<td>Minor A CAPM RTL 2017/18</td>
<td>SR135 Pavement</td>
<td>2 lane miles</td>
<td>0 Good 0 Fair 2 Poor</td>
<td>2 Good 0 Fair 0 Poor</td>
<td>10 Years</td>
</tr>
<tr>
<td>SB County Prop 1B CMIA-PTMISEA</td>
<td>Bus Shelter and Bench</td>
<td>1 location</td>
<td>0 Good 0 Fair 0 Poor</td>
<td>1 Good 0 Fair 0 Poor</td>
<td>20 Years</td>
</tr>
</tbody>
</table>
Asset Management:

The proposed project promotes efficient asset management and delivery of improvements in the corridor by coordinating with the following overlapping state and locally planned projects:

- 2016 Candidate SHOPP bridge deck replacement project on US 101
- Minor A CAPM pavement preservation project for 17/18 on SR 135
- Santa Barbara County Prop 1B PTMISEA transit amenities improvement project on Centennial Street adjacent to SR 135.

Coordinating these three projects with the pilot project will effectively manage multimodal transportation assets and implement the asset management plan. It also meets the following objectives:

- Reduce project construction time and support costs by combining project efforts.
- Promote worker safety by reducing worker exposure time.
- Decrease disturbance to local businesses and tourism.
- Decrease inconveniences to community members and visitors.
- Reduce time delay on freight movement through the corridor.

This comprehensive approach to corridor management has also garnered financial support from our local partners. The County of Santa Barbara has indicated in a letter of support that if the Los Alamos pilot project is selected for funding, the county would contribute $100,000 in matching funds toward the effort (Attachment F). The letter also includes intent to dedicate Santa Barbara County Flood Control property to install pavement for truck parking at the south end of town near the US 101/SR 135 interchange. Since this is off the State Highway System, and may not qualify for SHOPP funding, a percentage of the local match funds could be used to construct the parking area. This improvement would also evaluate visual and noise impacts in the environmental stage to determine if a barrier will be needed. Since this element of the pilot project is in county right-of-way, it is the intent that county would also own and maintain the parking area. Table 2 itemizes the construction cost (non escalated) for each new asset proposed in the pilot project.
Table 2: Los Alamos SR 135 Performance Measure Cost Estimate

<table>
<thead>
<tr>
<th>Program</th>
<th>Item</th>
<th>Performance Measure</th>
<th>Description of Work</th>
<th>2015 Construction Capital Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHOPP Pilot Project</td>
<td>Mobility (310)</td>
<td>1 intersection</td>
<td>Operational Improvement</td>
<td>$1,500,000</td>
</tr>
<tr>
<td></td>
<td>Mobility (310,378)</td>
<td>4 Intersections</td>
<td>Bulb Outs and ADA curb ramps at 4 intersections</td>
<td>$26,600</td>
</tr>
<tr>
<td></td>
<td>Lighting (170)</td>
<td>12 Pedestrian lights Type 1 Dark Sky Lighting</td>
<td>Pedestrian lights Type 1 (streetlamp style, placed near 4 intersections)</td>
<td>$24,000</td>
</tr>
<tr>
<td></td>
<td>Lighting (170)</td>
<td>4 Recessed lighting element</td>
<td>Recessed lighting under the US 101 overcrossing</td>
<td>$30,000</td>
</tr>
<tr>
<td></td>
<td>Sidewalk ADA, (361)</td>
<td>3385 LF of new sidewalk with curb ramps and driveways</td>
<td>4&quot; PCC sidewalk and curb ramps</td>
<td>$16,900</td>
</tr>
<tr>
<td></td>
<td>Drainage (151)</td>
<td>5 drainage systems</td>
<td>Improve drainage systems</td>
<td>$50,000</td>
</tr>
<tr>
<td></td>
<td>Stormwater (bioswale)</td>
<td>1 bioswale system</td>
<td>Bioswale system</td>
<td>$10,000</td>
</tr>
<tr>
<td></td>
<td>Bike Lane</td>
<td>2 lane-miles</td>
<td>Striped Bike lane with signage</td>
<td>$60,000</td>
</tr>
<tr>
<td></td>
<td>Truck Parking Pavement</td>
<td>44,300 SF</td>
<td>Pavement to accommodate truck parking</td>
<td>$22,200</td>
</tr>
<tr>
<td></td>
<td>Minor A CAPM Supplement</td>
<td>Additional Pavement</td>
<td>Funds to extend the Minor A CAPM Pavement preservation project through entire pilot project area (PM 0.00-0.73)</td>
<td>$500,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$2,239,700</strong></td>
</tr>
</tbody>
</table>

**Sustainability, Livability and Economy**

**Strategic Objectives Achieved through Pilot Project Implementation:**

- People
- Planet
- Prosperity

The proposed pilot project comprehensively improves quality of travel for all modes within the community of Los Alamos and promotes People, Prosperity and the Planet as identified in the Caltrans Strategic Management Plan (2015). The following outlines how the proposed Complete Street improvements are consistent with these three objectives.
People:

This project includes 3,400 feet of new sidewalk and approximately two miles of Class II bicycle lanes to improve connectivity from the east side of the US 101/ SR 135 interchange and the downtown core. This will overall support livability of the community and a vibrant economy. Currently, gaps in the sidewalk along this corridor do not encourage residents to walk along SR 135 and in some locations physical barriers exist. Continuous ADA compliant sidewalks promote accessibility and modal choices for people of all ages and abilities. This includes vulnerable users, and elementary school students that travel to the west side of the interchange to attend Olga Reed School. Some residents choose alternatively to use a box drainage culvert under US 101 to get from one side of the community to the other. Additionally, adding bulb outs at key intersections downtown will reduce the travel distance across SR135 for all pedestrians.

According to the 2009-2013 American Community Survey 5 year estimate, 23.7 percent of the community is Hispanic and 15.6 percent live under the poverty level. The percent of school age children in Los Alamos living below the nation’s poverty level is 24.3 percent. This is higher than the countywide 20.5 percent rate and statewide 22.1 percent rate. According to the Employment Development Department, the June 2015 unemployment rate for Los Alamos is 6.1 percent. This is higher than the Santa Barbara countywide unemployment rate of 4.7 percent. The proposed project would address environmental justice issues and improve the livability for the underrepresented and disadvantaged population in the community. This would be done by improving pedestrian and bicycle travel options and promoting safe routes to school.

Pedestrian and bicycle improvements will not impact the capacity of the roadway for automobiles and trucks. Trucks comprise 13 percent of the volumes on the route through the community and the project also supports regional and interregional freight movement by including paving for a truck parking area on the south end of the route near the US 101/SR 135 interchange. Truck parking in Los Alamos has been an ongoing concern for the community and discussions with truck drivers indicate they are supportive of a dedicated truck parking area as described in this proposal.

Another component to be coordinated with this project is improvements to the existing Breeze Bus Stop located at Ferrini Park near the corner of Centennial Street and SR 135. The County of Santa Barbara received a Prop 1B CMIA – PTMISEA grant for $20,000 to construct a bus shelter and install a bench and trash receptacle at this location. This will work in coordination with the other pedestrian and bicycle improvements to enhance the overall livability and downtown experience. Revitalization is evidenced by the
numerous county notifications for new development and adaptive reuse of older buildings. This includes proposals for restaurants, boutique hotels, and mixed use.

**Planet:**

Improving pedestrian and bicycle connectivity in Los Alamos will encourage a modal shift and help reduce dependence on the automobile. This will allow residents of all ages and abilities a viable bicycle or walking choice to the downtown core to get a meal, travel to the post office, or travel to school. For visitors, this will allow them to park their car on the street and be able to stroll, which contributes to the economic viability of small communities like Los Alamos. The addition of Class II bicycle lanes will also improve the experience for bicyclists that travel to the community from out-of-town. In fact, the Santa Barbara County Association of Governments (SBCAG) Regional Active Transportation Plan (2015) also identifies this corridor as a complete streets corridor for improvements along Bell Street. Bicycle improvements are also consistent with the Caltrans District System Management Plan (2015) that identifies Class II bicycle facilities as a need.

Dr. Richard Jackson, a nationally recognized pediatrician and expert on the relationship of the built environment and health, especially as it relates to children, states that, “…the obesity and inactivity epidemics and their health consequences are not only due to bad nutrition but also to severe car dependency” (2014). The proposed improvements for the active modes of walking and bicycling contained in this application will help address this concern. The secondary benefit of implementing multimodal improvements is reduced GHG emissions supported by AB 32 and SB 375 policy, and the 2013 SBCAG RTP/SCS goals and objectives.

The additional sidewalk pavement improvements proposed in this project do not trigger the need to consider permanent storm-water treatment facilities. Incorporation of low impact development and enhanced infiltration design adjacent to the sidewalk in areas and bulb-outs will sufficiently address storm water runoff created by additional impervious surfaces. It will also serve to “bank” post construction pollution prevention credits for future use.

**Prosperity:**

Complete Streets improvements proposed in this project maintain system performance for goods movement while also enhancing the downtown experience for residents and visitors. Thirteen percent of vehicles using SR 135 are trucks (5+ axle), many of which are getting onto US 101 to deliver agricultural products to markets for national and international food distribution. Agricultural production in the central coast is projected to generate $6.5 billion in revenues per year and supplies 80 percent of the nation’s lettuces and nearly the same percentage of artichokes.

US 101 is identified as a National Highway System, Interregional Road System (IRRS), a Strategic Interregional Corridor and Priority Interregional Highway (Caltrans, 2015) for its importance in linking two of large metropolitan areas, Los Angeles and the San Francisco Bay Area. It also supports the movement of agricultural products, military transport, the California Commercial Spaceport, and various national defense operations that are integral to the regional, state, and national economy. Additional paving for truck parking
at the southern end of the corridor proposed in this project further supports safe and efficient goods movement regionally and nationally.

Los Alamos is also experiencing a revitalization of the downtown, with new restaurants, hotels, mixed use, antique stores and other small new business opening up and attracting tourism. The Complete Streets improvements proposed in this project will complement this growth by allowing residents and visitors to seamlessly walk or bike to their destination, and will serve to support a growth in tourism, an important component to the economy of Los Alamos and Santa Barbara County.

Because the pavement preservation project is expected to extend the lifespan of SR135 pavement to ten years, and the bridge deck replacement project is expected to extend the life of the bridge to twenty years; this proposal economically and comprehensively improves the overall quality of life by optimizing savings associated with overhead and mobilization costs, and offers the least amount of disruption to the community. Moreover, the proposed improvements are also consistent with the SBCAG RTP/SCS which promotes a multi-modal transportation network to serve the region’s transportation needs.

System Performance

<table>
<thead>
<tr>
<th>Strategic Objectives Achieved through Pilot Project Implementation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Improve travel time reliability for all modes.</td>
</tr>
<tr>
<td>2. Improve integration and operation of the transportation system.</td>
</tr>
<tr>
<td>3. Increase the number of Complete Streets features on highways that are also local streets in small town settings.</td>
</tr>
<tr>
<td>4. Develop integrated corridor management strategies for those of highest statewide significance.</td>
</tr>
</tbody>
</table>

The community of Los Alamos is located at the intersection of two important goods movement routes: US 101 and State Route 135. US 101 is a four to six lane freeway and recognized as part of the National Highway System, Interregional Road System (IRRS), a Strategic Interregional Corridor and Priority Interregional Highway (Caltrans, 2015) for its importance in linking two large metropolitan areas, the Los Angeles basin and the San Francisco Bay Area. It also supports the movement of agricultural products, military transport, Commercial Spaceport, and national defense operations which contribute to the regional, state and national economy. State Route 135 is a two lane conventional highway that largely facilitates the transport of agricultural products from the Santa Maria Valley to US 101 and points beyond for statewide and nationwide distribution. Trucks comprise 13 percent of the volumes traveling through downtown Los Alamos.
SR 135 operates with low congestion (V/C less than 0.74) and an AADT of 3,500, with future AADT (Year 2040 and beyond) not expected to appreciably increase. The roadway width consistently extends 60 feet with additional 10 foot sidewalks on each side through the downtown. Widening is not proposed or anticipated. Sidewalk, bicycle lane, bulb outs, and drainage improvements proposed as part of this project will be located in Caltrans right-of-way.

These Complete Street improvements will maximize travel quality for local and visiting pedestrians and bicyclists while maintaining system performance of the route for automobile and truck travel. This project will especially minimize the inconvenience for pedestrians by reducing gaps in the sidewalk that currently inhibit residents from traveling from locations east of the US 101/ SR 135 interchange to the downtown as well as those visitors and community members traveling to downtown businesses. The added ADA compliant sidewalk bulb outs will also reduce the distance to cross the route for pedestrians. The project also includes partnership with Santa Barbara County to improve truck parking at the south end of town near the US 101/SR 135 interchange.

Drainage improvements and Class II bicycle lanes could be done in conjunction with the Caltrans 2017/18 CAPM pavement preservation job through the downtown and the Santa Barbara County Breeze 200 transit stop improvement project located at Ferrini Park adjacent to SR 135 on Centennial Street.

Organizational Excellence

<table>
<thead>
<tr>
<th>Strategic Objectives Achieved through Pilot Project Implementation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Encourage innovation and creativity aligned with Department and State strategic goals.</td>
</tr>
<tr>
<td>• Continuously increase customer satisfaction</td>
</tr>
<tr>
<td>• Reduce waste in Department operations and decision processes to ensure resources are used effectively.</td>
</tr>
<tr>
<td>• Improve internal and external communications to better demonstrate professionalism and service levels to the public and stakeholders.</td>
</tr>
</tbody>
</table>

This project would demonstrate to our local partners and customers that the Department is committed to implementing Complete Streets policy and the Caltrans Strategic Management Goals. It also demonstrates to the community and our stakeholders that the Los Alamos Pedestrian Circulation and Parking Plan (2015) investment of $112,750 was worthwhile and reinforces the importance of good planning by displaying continuity between the planning process and capital improvements. This project would effectively carry forward the planning partnership and public engagement efforts of the County, Caltrans, and the community of Los Alamos.

This project will also allow Caltrans staff to work internally and externally to creatively develop a plan that integrates the proposed pilot project with the programmed SR 135 pavement preservation project, US 101 bridge deck replacement project, and the local transit amenities improvement project in the corridor. This will undoubtedly strengthen partnerships between Caltrans units and our local partners, and helps demonstrate good stewardship of public resources.
Funding Plan

Table 3 provides a total cost estimate for the Los Alamos Connected Community SHOPP Pilot Project of $6.2 million. The additional improvements to be done in coordination with this project include:

- SR 135 Minor A CAPM Pavement Preservation
- US 101 2016 SHOPP Candidate Bridge Deck Replacement
- Transit Amenities for the bus stop at Ferrini Park

### Table 3: Los Alamos SR 135 Total Project Cost Estimate (escalated to 2021)

<table>
<thead>
<tr>
<th></th>
<th>Total Need</th>
<th>Minor A CAPM Pavement Preservation</th>
<th>Candidate SHOPP Bridge Deck Replacement Project</th>
<th>Programmed Prop. 1B CMIA PTMISEA</th>
<th>Santa Barbara County Pilot Project Local Match</th>
<th>Pilot Project SHOPP Needs</th>
<th>Caltrans Environmental Justice Planning Grant Funds Expended</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$0.1M</td>
</tr>
<tr>
<td>PA&amp;ED</td>
<td>$1.1M</td>
<td>$0.1M</td>
<td>$0.7M</td>
<td></td>
<td></td>
<td></td>
<td>$0.3M</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>$2.9M</td>
<td>$0.3M</td>
<td>$1.8M</td>
<td></td>
<td></td>
<td></td>
<td>$0.8M</td>
</tr>
<tr>
<td>Right of Way Support</td>
<td>$0.4M</td>
<td>$50K</td>
<td>$0.3M</td>
<td></td>
<td></td>
<td></td>
<td>$0.1M</td>
</tr>
<tr>
<td>Right of Way Capital</td>
<td>$0.5M</td>
<td>0</td>
<td>$0.1M</td>
<td></td>
<td></td>
<td></td>
<td>$0.4M</td>
</tr>
<tr>
<td>Construction Support</td>
<td>$3.4M</td>
<td>$0.4M</td>
<td>$2.1M</td>
<td></td>
<td></td>
<td></td>
<td>$0.9M</td>
</tr>
<tr>
<td>Construction Capital</td>
<td>$10.3M</td>
<td>$1.0M</td>
<td>$5.7M</td>
<td>$20K</td>
<td>$0.1M</td>
<td></td>
<td>$3.7M</td>
</tr>
<tr>
<td>Total Project Cost</td>
<td>$18.6M</td>
<td>$1.8M</td>
<td>$10.7M</td>
<td>$20K</td>
<td>$0.1M</td>
<td></td>
<td>$6.2 M</td>
</tr>
</tbody>
</table>

*Note: This is based on current fiscal year trends. 100 percent of PA&ED and PS&E for the SHOPP is federalized. This is subject to change in the next fiscal year.

**Recommendation:**

The recommended strategy is to construct locally vetted Complete Streets improvements in coordination with the SR 135 Minor A CAPM pavement preservation project, US 101 SHOPP bridge deck replacement project, and Prop 1B CMIA-PTMISEA transit amenities improvement project. The challenge for Los Alamos has been securing funding to
comprehensively implement multimodal and safety improvements. Funding from this asset management program would support this need.

Attachments:
Attachment A: Los Alamos SR 135 (Bell Street) Pictures
Attachment B: Los Alamos Area Map
Attachment C: Los Alamos Pedestrian Circulation and Parking Plan (2015) Summary
Attachment D: SR 135 Cross Section Improvement Concept
Attachment E: Sustainability, Livability, Economy Table
Attachment F: Letter of Support
Attachment G: Resources
Attachment A: Los Alamos SR 135 (Bell Street) Pictures

SR 135/U.S. 101 Interchange – northbound toward downtown Los Alamos

SR 135/U.S. 101 Interchange – southbound toward Rancho Los Alamos Mobile Home Park

SR 135 (Bell Street)/Augusta Street intersection – northbound towards downtown

SR 135 (Bell Street) downtown – northbound
Attachment A: Los Alamos SR 135 (Bell Street) Pictures (Continued)

SR 135 (Bell Street) – Drainage Culvert Access used by pedestrians between the Rancho Los Alamos Mobile Home Park and Downtown Los Alamos

SR 135 (Bell Street) – Existing Informal Truck Parking Area on Shoulder
Attachment C: Los Alamos Pedestrian Circulation and Parking Plan (2015) Summary

Purpose: The Los Alamos Pedestrian Circulation and Parking Plan was a community-driven effort to create a safe and complete transportation network connecting neighborhoods to downtown, schools, and regional transit. Stakeholder outreach focused on involving under-represented groups in visioning and design workshops that will culminate in a circulation and parking plan to support economic revitalization and creation of a safe and vibrant downtown. Funded by a Caltrans Environmental Justice Grant.

Community Outreach:
- Student Poster Contest (over 121 posters submitted)
- Project Booth at “Old Days” Celebration
- Two Public Workshops
- Two Los Alamos Planning Advisory Committee (LAPAC) meetings
- Santa Barbara County Board of Supervisors and County Board of Architectural Review meetings (unanimous recommendations of approval).

Plan Priorities:
- Improvements to the U.S. 101 undercrossing
- Traffic calming and safety measures on Bell Street

SR 135 (Bell Street) Specific Recommendations:

Short-Term:
- Install a protective barrier on the north side of the underpass to protect pedestrians from traffic;
- Stripe bike lanes in each direction under underpass;
- Install lighting on the underside of the overpass;
- Add crosswalks to the intersection of Bell and Main streets;
- Paint standard crosswalks across Bell Street at Centennial, St. Joseph, and Helena Streets;
- Stripe bike lanes on Bell Street to narrow travel lanes;

Long-Term:
- Construct curbed sidewalks on north side of the undercrossing;
- Stripe Class II bike lanes in each direction;
- Add crosswalks to intersections with 101 off ramps;
- Install lighting on the underside of the overpass;
- Install interlocking paver crosswalks across Bell Street at Centennial, Helena, and St. Joseph streets;
- Complete sidewalks on Bell Street;
- Bike lanes with integrally colored asphalt buffer;
- Curb extensions on Bell Street only, not side streets, at Centennial, St. Joseph, and Helena streets;
- Flashing pedestrian crossing beacons at key intersections, only if other measures do not successfully improve pedestrian safety;
- Streetscape improvements, street furniture, and street trees;
- Consider adding a crosswalk across Bell Street at Den Street, near the northwest end of town;
Contains wide lane widths for automobile travel with 10 foot sidewalks on each side of the street.

Includes bulb outs, lighting, Class II Bicycle Lanes, and a reduced lane widths for automobile travel.
Attachment E: Sustainability, Livability, Economy Table
This project will complete sidewalk gaps and add Class II bicycle lanes to better serve local and visiting pedestrians and bicyclists. Improving the connectivity of the downtown will also enhance tourism and the economic prosperity of the area. By the downtown, one can find historical buildings, on numerous abandoned buildings, for conversion to special restaurants, wine bars, and hotels. Improving pedestrian and bicycle circulation by completing sidewalk gaps, adding bicycle lanes, and other amenities such as street bulb-outs and lighting will improve the quality of life for locals and support tourism in this up-and-coming area.

**Quality of Life**

1. **Prosperity**
   - Will the project enhance the community’s quality of life and economic prosperity?
   - Yes

2. **Livability**
   - Will the project enhance walkability and livability?
   - Yes

3. **Non-Auto Mode Share**
   - Will the project encourage the use of transit and non-motorized transportation?
   - Yes

4. **Non-Auto Mode Share**
   - Has the project team coordinated the design with other infrastructure assets to improve walkability and livability?
   - Yes

5. **Fas**
   - Will the project improve existing public space including parks, plazas, recreational facilities, or wildlife refuges to enhance community livability?
   - Yes

6. **Sustainability**
   - Will the project minimize impacts on historic and cultural resources?
   - Yes

7. **Leadership**
   - If yes, who is the project owner and the project team intending to take a Context Sensitive Solutions approach to project implementation?
   - Yes

8. **Sustainability**
   - What is the score for the Sustainability Goal (see Appendix G)?
   - 80

9. **Resource Affected**
   - Will the project team consider reuse of existing materials or recycled materials or use of materials from within 100 miles of the project site?
   - Yes

10. **Resource Affected**
    - Will the use of recycled materials or use of materials from within 100 miles of the project site?
    - Yes

11. **Resource Affected**
    - Will the project consider use of recycled or local materials or use of materials from within 100 miles of the project site?
    - Yes

12. **Resource Affected**
    - Will the project consider use of recycled or local materials or use of materials from within 100 miles of the project site?
    - Yes

13. **Resource Affected**
    - Will the project consider use of recycled or local materials or use of materials from within 100 miles of the project site?
    - Yes

14. **Resource Affected**
    - Will the project consider use of recycled or local materials or use of materials from within 100 miles of the project site?
    - Yes

15. **Resource Affected**
    - Will the project consider use of recycled or local materials or use of materials from within 100 miles of the project site?
    - Yes

16. **Resource Affected**
    - Will the project consider use of recycled or local materials or use of materials from within 100 miles of the project site?
    - Yes

17. **Resource Affected**
    - Will the project consider use of recycled or local materials or use of materials from within 100 miles of the project site?
    - Yes

18. **Resource Affected**
    - Will the project consider use of recycled or local materials or use of materials from within 100 miles of the project site?
    - Yes

19. **Resource Affected**
    - Will the project consider use of recycled or local materials or use of materials from within 100 miles of the project site?
    - Yes

20. **Resource Affected**
    - Will the project consider use of recycled or local materials or use of materials from within 100 miles of the project site?
    - Yes

---

**Complete 20 question below: Sections in Green**

Gina Moran (916) 651-8164
Amy Bailey (916) 651-8166
Mary Beth Herritt (916) 651-4166
Melissa Thompson (Oct 26-Aug 11) (916) 651-7160

For further background you can see the Evaluation Guidance tab.
<table>
<thead>
<tr>
<th>Sustainable Goal Measures</th>
<th>Yes/No</th>
<th>Description (of Yes responses)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Title: Los Alamos Connected Community Project</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Energy</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item 11: Can the project incorporate reducing energy consumption or generating energy supply during the construction phase or after as a purpose for the project?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Natural World</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item 12: Does the project concept incorporate solutions to preserve, improve or connect important natural resources (habitat, species needs, or fish and wildlife movement corridors)?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Item 13: Does the project concept address or enhance adjacent wetlands, hydraulic connection and water functions, values, or existing deficiencies?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Sustainability</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item 14: Does the project concept improve or enhance the existing farm conditions or associated interface with the transportation facility (water conveyance, quality, habitat preservation, weed management, farming operations, etc.)?</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Climate &amp; Risk</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item 15: Can the project be designed to treat more than minimum stormwater pollution prevention requirements, for example post construction or TSMBL compliance limits?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Item 16: Can the project incorporate improvements to roadside vegetation or associated interface with the transportation facility (water conveyance, quality, habitat preservation, weed management, farming operations, etc.)?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Recreation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item 17: Based on a life-cycle carbon assessment, will the project be designed in a way that substantially reduces carbon emissions?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Water Quality</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item 18: Can the project be designed to include green infrastructure such as reducing heat island effects by reducing the percentage of low solar reflectance index (SRI) surfaces?</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

**Project Description:**

- **Energy:** By combining the pilot project improvements with the three other planned local and state improvements, it will consolidate the amount of construction time and resources (energy) that are required to complete the project during construction. After construction, the improvements to bicycle and pedestrian infrastructure will reduce dependency on automobile travel and subsequent energy consumption. This has the added benefit of reducing GHG emissions.

- **Sustainability:** The project includes a bioswale system to ensure that any additional stormwater created by improvements is effectively managed to preserve existing natural resources including the San Antonio Creek that runs through the project area.

- **Climate & Risk:** The implementation of pedestrian and bicycle improvements will encourage a shift from automobile travel and subsequent energy consumption throughout the project life cycle.

- **Recreation:** The implementation of pedestrian and bicycle improvements will encourage a shift from automobile travel and subsequent energy consumption throughout the project life cycle.

- **Water Quality:** Native vegetation and drought resistant elements will be evaluated for the bioswale system incorporated in this project.

- **Water:** The project area is not limited within the project area.

- **Natural World:** The project area is designated as prime farmland, unique farming...
Attachment F: Letters of Support
August 12, 2015

California Department of Transportation, District 5
c/o Melissa Stredler, Associate Transportation Planner
50 Higuera Street
San Luis Obispo, CA 93401-5415

Subject: SHOPP Asset Management Program, District 5 Nomination for Los Alamos

Dear Ms. Stredler:

The Santa Barbara County Public Works Department is pleased to support the Caltrans application for SHOPP funding to construct vital transportation infrastructure improvements in the unincorporated community of Los Alamos.

With an award of SHOPP funding, the following high priorities identified in the Los Alamos Pedestrian Circulation and Parking Plan would be constructed:

- At the Hwy. 101 overpass, a sidewalk, bike lanes and pedestrian lighting.
- Along Bell St./Hwy. 135 over 4,000 linear feet of missing sidewalk.
- At 3 intersections, curb extensions and enhanced crosswalks with additional curb extensions at a fourth intersection.
- New bike lanes along the entire length of Bell St./Hwy. 135.
- Formal parking for semi-trucks.

As evidence of the County’s commitment to the partnership with Caltrans and the implementation of a community’s vision requiring over a year of citizen participation, the following financial support is offered to the project:

- $100,000 in local Alternative Transportation Funding from the Measure A Sales Tax.
- $20,000 in grant funding for regional transit stop amenities (shelter, bench and trash can) from the State’s PTMISEA Proposition 1B program.

The transportation infrastructure improvements identified in the application for funding address serious deficiencies and make it far safer for pedestrians, bicyclists, vehicles and heavy truck traffic to interact together. The County is grateful for your consideration of this proposal. Please feel free to contact me at McGolpin@cosbpw.net or 805.568.3010 with questions.

Sincerely,

Scott D. McGolpin, Public Works Director
August 11, 2015

California Department of Transportation, District 5
c/o Melissa Stredar, Associate Transportation Planner
50 Higuera Street
San Luis Obispo, CA 93401-5415

RE: SHOPP Asset Management Program, District 5 Nomination for Los Alamos

Dear Ms. Stredar:

Thank you for consulting with the County of Santa Barbara as you prepare the Caltrans District 5 nomination for the SHOPP Asset Management Program. The County Planning and Development Department (P&D) is pleased to support the application for SHOPP funding to construct vital transportation infrastructure improvements in the unincorporated community of Los Alamos.

In 2014, the residents of Los Alamos, working with staff from the County of Santa Barbara (P&D and Public Works) and Caltrans, concluded a community planning process that identified modest yet essential transportation improvements for their community to provide safe routes to school and support a vibrant and walkable downtown. This work was funded through a Caltrans Environmental Justice grant and provided an opportunity for residents to develop consensus on how to better balance all modes of transportation throughout the town. The Environmental Justice grant-funded process resulted in the Los Alamos Pedestrian Circulation and Parking Plan (Circulation Plan) (January 2015).

With an award of SHOPP funding, the following high priority improvements identified in the Circulation Plan would be constructed:

- A sidewalk, bike lanes and pedestrian lighting at the Highway 101 overpass
- Over 4,000 linear feet of missing sidewalk along Bell Street/Highway 135
- Curb extensions and enhanced crosswalks at 3 intersections with additional curb extensions at a fourth intersection
- New bike lanes along the entire length of Bell Street/Highway 135

In addition, the SHOPP funding would allow development of formal parking for semi-trucks. This improvement would address a major community concern expressed during the planning process.
These improvements would address serious deficiencies in the existing transportation infrastructure and make it far safer for pedestrians, bicyclists, vehicles and heavy truck traffic to interact together, while maintaining the town’s character. Extensive public outreach helped shape the Circulation Plan, including bilingual community surveys, public workshops with Spanish translation services, an elementary school poster contest, and meetings of the Los Alamos Planning Advisory Committee. Key to the success of this project is providing safe routes to the town’s elementary school. Please provide this funding so that the planning recently completed by the community can become a reality.

Please contact Julie Harris of my staff at (805) 568-3543 or jharris@co.santa-barbara.ca.us if you have any questions or need additional information. We look forward working with you on this process.

Sincerely,

GLENN S. RUSSELL, Ph.D.
Director
Planning and Development

cc: Julie Harris, Senior Planner, Long Range Planning
August 12, 2015

California Department of Transportation, District 5  
c/o Melissa Stredker, Associate Transportation Planner  
50 Higuera Street  
San Luis Obispo, CA 93401-5415

Subject: SHOPP Asset Management Program, District 5 Nomination for Los Alamos

Dear Ms. Stredker:

The Santa Barbara County Flood Control and Water Conservation District (District) is pleased to support the Caltrans application for SHOPP funding to construct vital transportation infrastructure improvements in the unincorporated community of Los Alamos.

The District is prepared to offer approximately 3.5 acres of District owned property located northwest of the Main St./Foxen Ln. intersection for sale, or as an in-kind contribution to the effort to improve transportation facilities in Los Alamos.

This property has been used informally for public vehicular off-street parking and for overnight truck parking for decades. The District recognizes the potential benefits of formalizing this parking area for truck parking, as well as overflow parking for the public during special events held in Los Alamos, and has certain granted parking rights already to the Los Alamos Senior Center.

The District supports reviewing the use of berms, drainage swales and landscaping to control potential run-off from the site. The use of a soundwall will also be explored during the design of this facility proposed as a part of transportation enhancements for the community. District access to San Antonio Creek must be preserved, as such all plans for this project will need District approval.

Please contact me by email at tfayram@cosbw.net or by phone at 805-568-3436 if you have any questions.

Sincerely,

Thomas D. Fayram  
Deputy Public Works Director

Naomi Schwartz Building  
130 E. Victoria Street, Suite 200, Santa Barbara, California 93101  

Thomas D. Fayram  
Deputy Public Works Director
Los Alamos Planning Advisory Committee

August 12, 2015

California Department of Transportation, District 5
c/o Melissa Streder, Associate Transportation Planner
50 Higuera Street
San Luis Obispo, CA 93401-5415

Subject: SHOPP Asset Management Program, District 5 Nomination for Los Alamos

Dear Ms. Streder:

The Los Alamos Planning Advisory Committee is pleased to support the Caltrans application for SHOPP funding to construct vital transportation infrastructure improvements in the unincorporated community of Los Alamos.

In 2014 the residents of Los Alamos, working with staff from the County of Santa Barbara and Caltrans, concluded a community visioning process that identified modest yet essential transportation improvements in their community. This work was funded through a Caltrans Environmental Justice grant and provided an opportunity for residents to develop a full consensus on how to better balance all modes of transportation throughout the town. The work was adopted by the County Board of Supervisors (January 2015) in the Los Alamos Pedestrian Circulation and Parking Plan (Plan).

With an award of SHOPP funding, the following high priorities identified in the Plan would be constructed:

• At the Hwy. 101 overpass, a sidewalk, bike lanes and pedestrian lighting.
• Along Bell St./Hwy. 135 over 4,000 linear feet of missing sidewalk.
• At 3 intersections, curb extensions and enhanced crosswalks with additional curb extensions at a fourth intersection.
• New bike lanes along the entire length of Bell St./Hwy. 135
• Formal parking for semi-trucks

These improvements would address serious deficiencies in the existing transportation infrastructure and make it far safer for pedestrians, bicyclists, vehicles and heavy truck traffic to interact together. Please provide this funding so that the planning recently completed by the community can become a reality!

Please contact me at chris.wrather@cottonwoodhorse.com or 805-886-8873 if you have any questions.

Sincerely,

Christopher Wrather
Chair
Los Alamos Planning Advisory Committee
August 11, 2015

California Department of Transportation, District 5
c/o Melissa Streder, Associate Transportation Planner
50 Higuera Street
San Luis Obispo, CA 93401-5415

Subject: SHOPP Asset Management Program, District 5 Nomination for Los Alamos

Dear Ms. Streder:

On behalf of the students, families, and staff of Olga Reed School in Los Alamos, I am writing to support with enthusiasm the Caltrans application for SHOPP funding to construct vital transportation infrastructure improvements in the unincorporated community of Los Alamos.

In 2014 the residents of Los Alamos, working with staff from the County of Santa Barbara and Caltrans, concluded a community visioning process that identified modest yet essential transportation improvements in their community. This work was funded through a Caltrans Environmental Justice grant and provided an opportunity for residents to develop a full consensus on how to better balance all modes of transportation throughout the town. The work was adopted by the County Board of Supervisors (January 2015) in the Los Alamos Pedestrian Circulation and Parking Plan (Plan).

With an award of SHOPP funding, the following high priorities identified in the Plan would be constructed:

- At the Highway 101 overpass: a sidewalk, bike lanes and pedestrian lighting
- Along Bell Street/Highway 135: over 4,000 linear feet of missing sidewalk
- At three intersections: curb extensions and enhanced crosswalks with additional curb extensions at a fourth intersection
- New bike lanes along the entire length of Bell Street/Highway 135
- Formal parking for semi-trucks

These improvements would address serious deficiencies in the existing transportation infrastructure and make it far safer for pedestrians, bicyclists, vehicles and heavy truck traffic to interact together.

Please allow me to take a moment to address the specific safety needs of the 210 Olga Reed School students in grades K-8. First, Bell Street is a vital pedestrian thoroughfare for students walking to school from neighborhoods located north of Bell on St. Joseph Street. Any improvements that can be made to Bell will improve student safety. Second, the Highway 101 overpass is a point which students in the Rancho Los Alamos Mobile Home Park must negotiate when walking to and from school.
school. Currently, these students utilize a drainage culvert to get under the highway. Pedestrian and bicycle improvements will make this a far safer route to and from school.

Additionally, the parents of Olga Reed School most certainly would be supportive of these improvements. Over 85 percent of our students are socioeconomically disadvantaged, and over 60 percent of our students are English Learners. While many of our parents are either reluctant, or do not know how, to advocate for their children’s safety needs, I know from personal experience how much these parents care about their children and want their children to be safe at all times, including on their way to and from school. Provision of SHOPP funding would be much, much appreciated by these parents.

To include, I ask again that you provide this funding so that the safety planning recently completed by the Los Alamos community can become a reality. If you have any questions, please feel free to contact me by phone at (805) 344-2401 or by email at jdana@orcutt-schools.net.

Sincerely and respectfully,

[Signature]

Joseph Dana
Principal, Olga Reed School

CC: Walter Con, Assistant Superintendent, Business Services, Orcutt Union School District
August 10, 2015

California Department of Transportation, District 5
c/o Melissa Stredes, Associate Transportation Planner
50 Higuera Street
San Luis Obispo, CA 93401-5415

Subject: SHOPP Asset Management Program, District 5 Nomination for Los Alamos

Dear Ms. Stredes:

I am pleased to support the Caltrans application for SHOPP funding to construct vital transportation infrastructure improvements in the unincorporated community of Los Alamos.

In 2014 the residents of Los Alamos, working with staff from the County of Santa Barbara and Caltrans, concluded a community visioning process that identified modest yet essential transportation improvements in their community. This work was funded through a Caltrans Environmental Justice grant and provided an opportunity for residents to develop a full consensus on how to better balance all modes of transportation throughout the town. The work was adopted by the County Board of Supervisors (January 2015) in the Los Alamos Pedestrian Circulation and Parking Plan (Plan).

With an award of SHOPP funding, the following high priorities identified in the Plan would be constructed:

- At the Hwy. 101 overpass, a sidewalk, bike lanes and pedestrian lighting.
- Along Bell St./Hwy. 135 over 4,000 linear feet of missing sidewalk.
- At 3 intersections, curb extensions and enhanced crosswalks with additional curb extensions at a fourth intersection.
- New bike lanes along the entire length of Bell St./Hwy. 135
- Formal parking for semi-trucks

These improvements would address serious deficiencies in the existing transportation infrastructure and make it far safer for pedestrians, bicyclists, vehicles...
and heavy truck traffic to interact together. Please provide this funding so that the planning recently completed by the community can become a reality!

Please contact me at 568-2198 if you have any questions.

Sincerely,

[Signature]

Supervisor Third District
Santa Barbara County
August 11, 2015

California Department of Transportation, District 5
c/o Melissa Streder, Associate Transportation Planner
50 Higuera Street
San Luis Obispo, CA 93401-5415

Dear Ms. Streder,

As the State Assemblyman for the 35th District I write in strong support of the Caltrans application for SHOPP funding to generate vital infrastructure improvements in the community of Los Alamos. Residents of Los Alamos collaborated with staff from Caltrans and the Santa Barbara County in 2014 in a community visioning process which identified modest yet essential community transportation improvements. Funded by a Caltrans Environmental Justice grant, residents took the opportunity to develop consensus around various modes of transportation for their town. In January 2015, the Los Alamos Pedestrian Circulation and Parking Plan was adopted by the Santa Barbara County Board of Supervisors.

SHOPP funding would enable construction of a variety of elements identified as priorities in the plan. These include a sidewalk, bike lanes, and pedestrian lighting at the Hwy. 101 overpass; installation of 4,000 linear feet of missing sidewalk along the Bell St./Hwy. 135; curb extensions and enhanced crosswalks at three intersections with additional curb extensions at a fourth; new bike lanes along the entire length of Bell St./Hwy. 135; and dedicated parking for semi-trucks.

As Vice-Chair of the Assembly Transportation Committee, the proposed projects in Los Alamos are congruent with the latest vision for multi-modal transportation improvements and meet the rigorously prioritized needs of a most deserving community.

I respectfully ask for your full consideration of the Caltrans application for SHOPP funding to generate vital infrastructure improvements in the community of Los Alamos.

Sincerely,

Khatchik H. “Katcho” Achadjian
35th Assembly District
Attachment G: Resources


County of Santa Barbara, Planning and Development Department, Long Range Planning. 2011. Los Alamos Bell Street Design Guidelines.


County of Santa Barbara, Planning and Development Department, Long Range Planning. 2010. Los Alamos Community Plan Update Self-Guided Tour Book.

County of Santa Barbara, Planning and Development Department, Long Range Planning. 2015. Los Alamos Pedestrian Circulation and Parking Plan.


Santa Barbara County Association of Governments. 2015. Regional Active Transportation Plan: A Plan to Enhance Bicycle and Pedestrian Infrastructure in Santa Barbara County.