



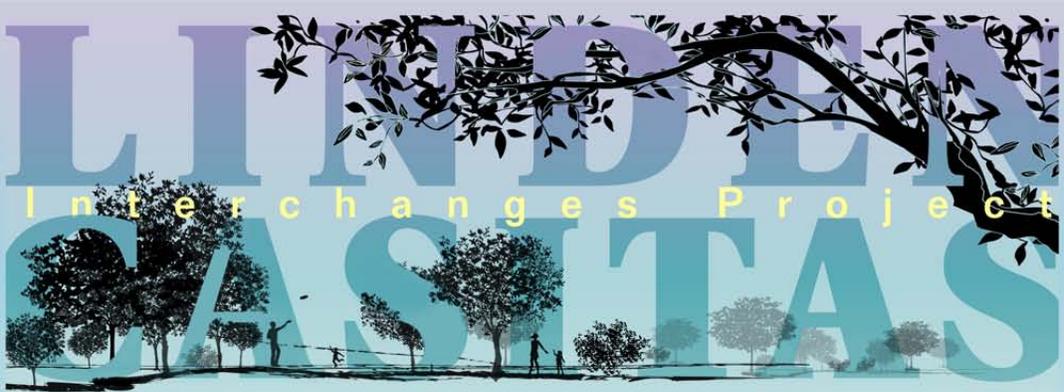
Welcome Open Forum Public Hearing

Please sign in.
View our displays, ask questions,
and give us your input concerning
this project.



Brief Presentation at 6:30 P.M.

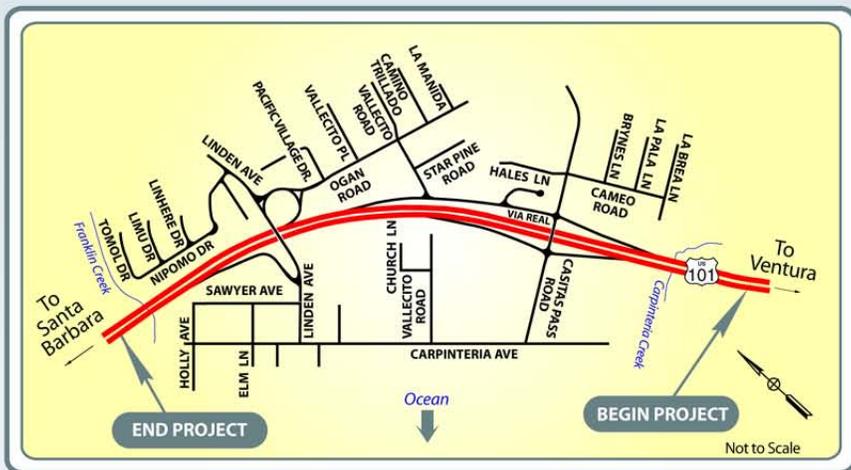


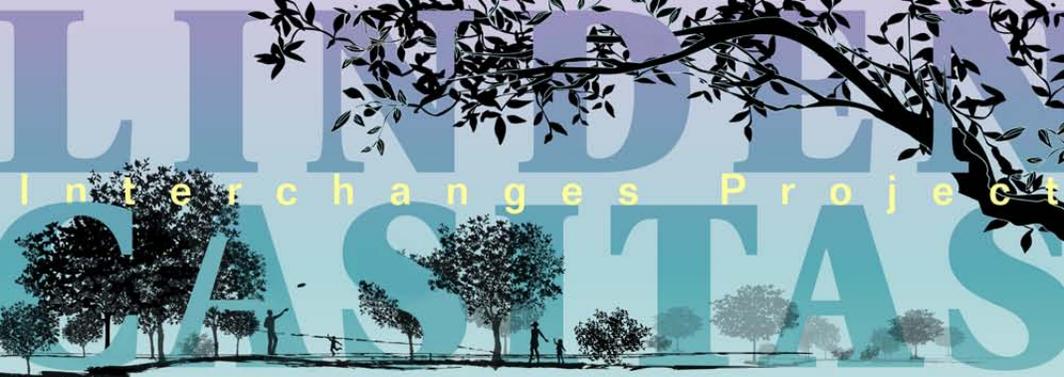


Open Forum Public Hearing

Thursday, January 22, 2009
5:30 p.m. - 8:00 p.m.

Canalino Elementary School Cafeteria
1480 Linden Avenue
Carpinteria, California





Why Are We Here Tonight?

- To present the proposed project to the community.
- To obtain your comments on the proposed project and associated draft environmental document.
- Caltrans staff are available to answer your questions. Written comments may be placed into the comment box or mailed directly to our office.

What's Next

Caltrans has released the draft environmental document to the public. The document identifies potential impacts. The public comment period will end February 14, 2009. All public comments received during the comment period will be included in the public record, considered, and responded to in the final Environmental Impact Report/Environmental Assessment.



LINDEN CASITAS

Interchanges Project

Project Description



THE LINDEN AVENUE AND CASITAS PASS ROAD INTERCHANGE PROJECT PROPOSES to replace both interchanges with wider overcrossing bridges, reconfigure and construct new ramp connections, and extend a local frontage road (Via Real) in Carpinteria.

THE PROJECT'S GOAL is to improve safety and operations on the 1.2-mile stretch of Highway 101 and the local roads adjacent to the two interchanges. The project is also designed to accommodate future widening of Highway 101 from four to six lanes.



LINDEN CASITAS

Interchanges Project

Purpose & Need

The project's purpose and need have been developed jointly with the City of Carpinteria, Santa Barbara County Association of Governments, and Caltrans.

Purpose:

The purpose of the project is to improve access to and operations at the Linden Avenue and Casitas Pass Road interchanges with Highway 101; improve operations on Highway 101 in the project vicinity; reduce use of Highway 101 for local trips and improve local circulation, including connectivity on Via Real between Bailard Avenue and Linden Avenue; and improve local bicycle and pedestrian connectivity.

Need:

The funds programmed by the board of the Santa Barbara County Association of Governments are intended to address several transportation problems and deficiencies on US 101 and the local road network in the City of Carpinteria, local interchanges, on and off ramps, and a parallel arterial. More specifically:

- The Linden Avenue overcrossing and Casitas Pass Road overcrossing have nonstandard vertical clearance over US 101, necessitating diversion of taller trucks onto City streets.
- On-ramps within the project limits have nonstandard spacing and merging lengths resulting in operational difficulties on US 101.
- There are three discontinuous sections of Via Real, a parallel arterial on the north side of US 101 in the City. This creates difficulties for local traffic on the north side of US 101, including bicycles, pedestrians, and emergency vehicles, requiring out-of-direction travel and/or freeway use to access properties on the north side of US 101.
- The northbound on-ramp at Casitas Pass Road interchange is combined with two-way traffic on Via Real, which includes traffic from Vallecito Road and Hales Lane. This is a non-standard geometric design for the interchange. Speed differentials between the ramp and the intersections discourage a free flow of traffic through the area.
- Pedestrian facilities are provided on only one side of both the Linden Avenue overcrossing and the Casitas Pass Road overcrossing. These overcrossings also have insufficient width to provide bicycle lanes. The close proximity of several schools creates higher than average pedestrian and bicycle traffic on these streets.

Guiding Principles

In addition to defining the project's purpose and need, the project partners developed a set of guiding principles, which assist to shape the project development process and guide decisions of the project team.

- Use local plans as guidance to ensure compliance with City Coastal Development Permit requirements.
- Develop with consideration for Highway 101 widening projects.
- Minimize residential right of way impacts.
- Preserve existing sense of community and environmental resources.
- Facilitate future transit improvements.



LINDEN CASITAS

Interchanges Project

Proposed Alternatives

Alternatives 1 through 4 will extend Via Real to provide connectivity between Bailard Avenue and Linden Avenue. Traffic signals will be installed where Route 101 ramps connect to local streets, and where Via Real connects to Linden Avenue and Casitas Pass Road.

Build Alternative 1

This alternative would incorporate the following:

LINDEN AVENUE INTERCHANGE

- Replace the Linden Avenue Overcrossing with a 5-lane structure
- Construct a northbound on-ramp and a southbound off-ramp in a diamond configuration
- Replace the northbound Franklin Creek Bridge

CASITAS PASS ROAD INTERCHANGE

- Replace the Casitas Pass Road Overcrossing with a 5-lane structure
- Construct northbound hook ramps
- Construct southbound diamond ramps
- Widen and replace the northbound and southbound Carpinteria Creek Bridges
- Construct a new 2-lane bridge for the Via Real extension over Carpinteria Creek

Build Alternative 2

This alternative would incorporate the following:

LINDEN AVENUE INTERCHANGE

- Replace the Linden Avenue Overcrossing with a 4-lane structure
- Construct a northbound hook on-ramp
- Construct a southbound diamond off-ramp

CASITAS PASS ROAD INTERCHANGE

- Replace the Casitas Pass Road Overcrossing with a 5-lane structure
- Construct northbound hook ramps
- Construct southbound diamond ramps
- Widen and replace the northbound and southbound Carpinteria Creek Bridges
- Construct a new 2-lane bridge for the Via Real extension over Carpinteria Creek

Build Alternative 3

This alternative would incorporate the following:

LINDEN AVENUE INTERCHANGE

- Replace the Linden Avenue Overcrossing with a 4-lane structure
- Construct a roundabout with one leg as a northbound on-ramp
- Construct a southbound diamond off-ramp

CASITAS PASS ROAD INTERCHANGE

- Replace the Casitas Pass Road Overcrossing with a 5-lane structure
- Construct northbound hook ramps
- Construct southbound diamond ramps
- Widen and replace the northbound and southbound Carpinteria Creek Bridges
- Construct a new 2-lane bridge for the Via Real extension over Carpinteria Creek



LINDEN CASITAS

Interchanges Project

Proposed Alternatives (Continued)

Alternatives 1 through 4 will extend Via Real to provide connectivity between Bailard Avenue and Linden Avenue. Traffic signals will be installed where Route 101 ramps connect to local streets, and where Via Real connects to Linden Avenue and Casitas Pass Road.

Build Alternative 4

This alternative would incorporate the following:

LINDEN AVENUE INTERCHANGE

- Replace the Linden Avenue Overcrossing with a 5-lane structure
- Construct a northbound on-ramp and a southbound off-ramp in a diamond configuration
- Replace the northbound Franklin Creek Bridge

CASITAS PASS ROAD INTERCHANGE

- Replace the Casitas Pass Road Overcrossing with a 5-lane structure
- Construct northbound hook ramps
- Construct southbound diamond ramps
- Widen and replace the northbound and southbound Carpinteria Creek Bridges
- Construct a new 2-lane bridge for the Via Real extension over Carpinteria Creek

No Build

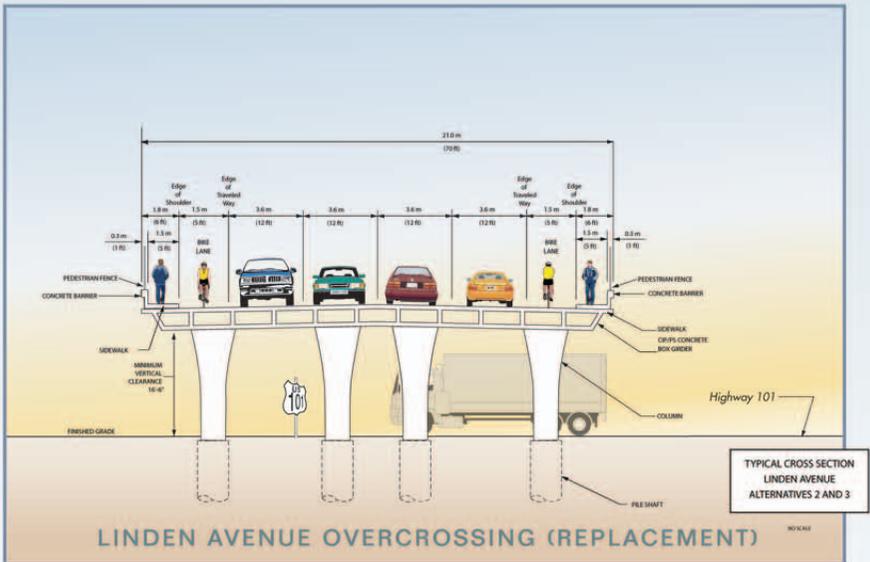
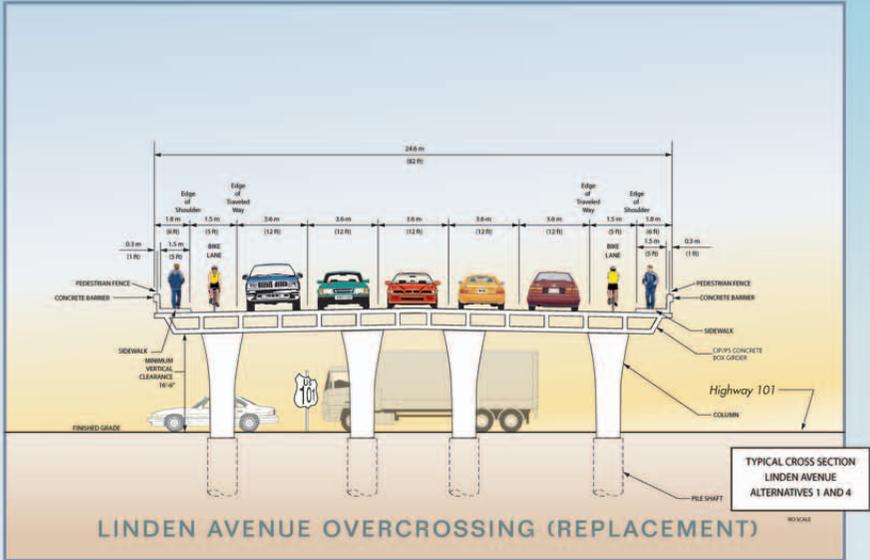
This alternative proposes to do nothing to U.S. Highway 101 or adjacent streets within the project limits. This alternative is used as a baseline for comparing current conditions to the build alternatives. The No-Build is a viable alternative in the event that none of the other alternatives meet the purpose and need.



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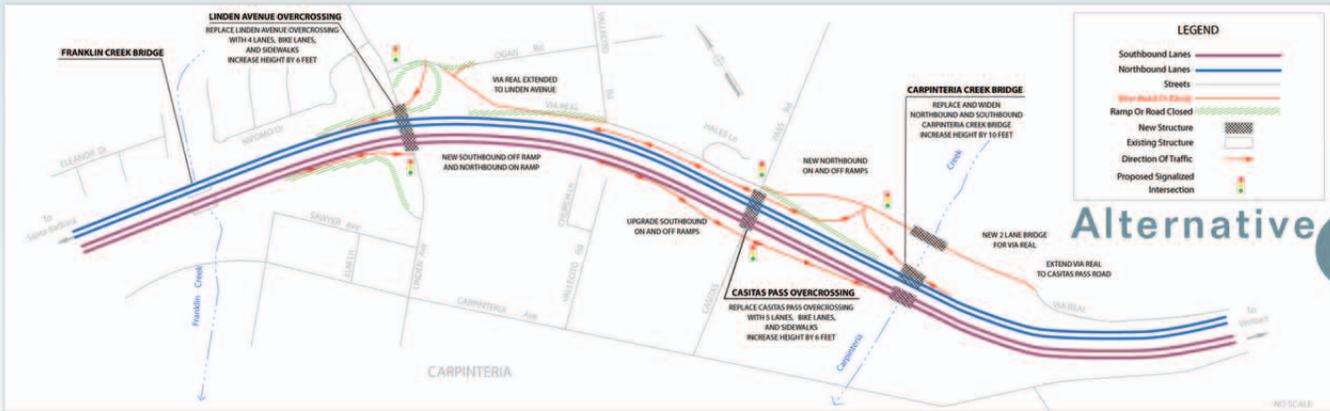
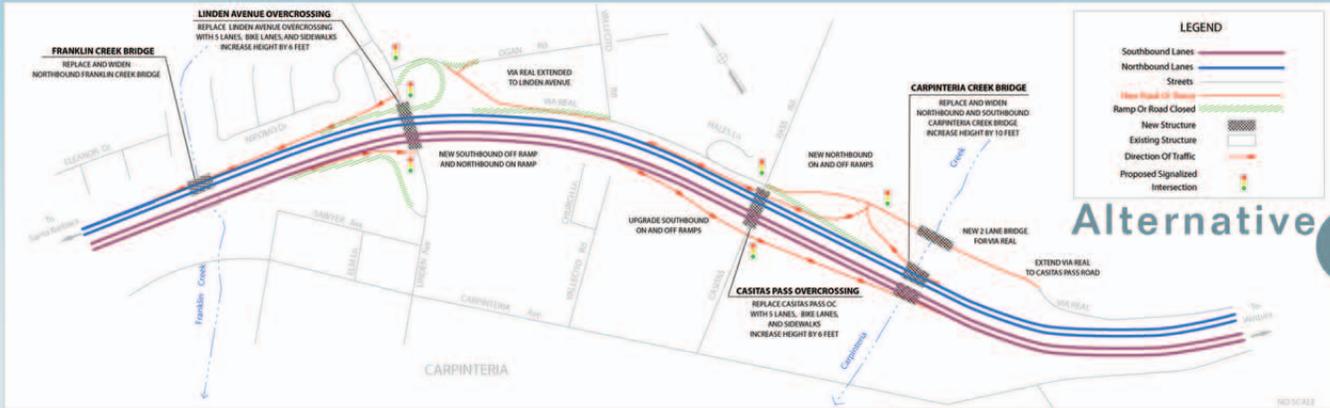
Interchanges Project

Typical Cross Sections



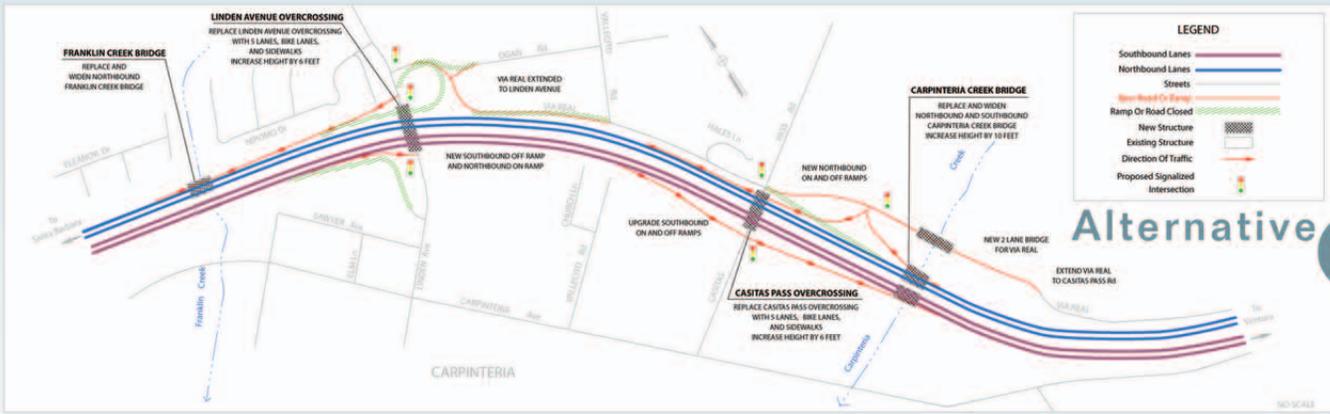
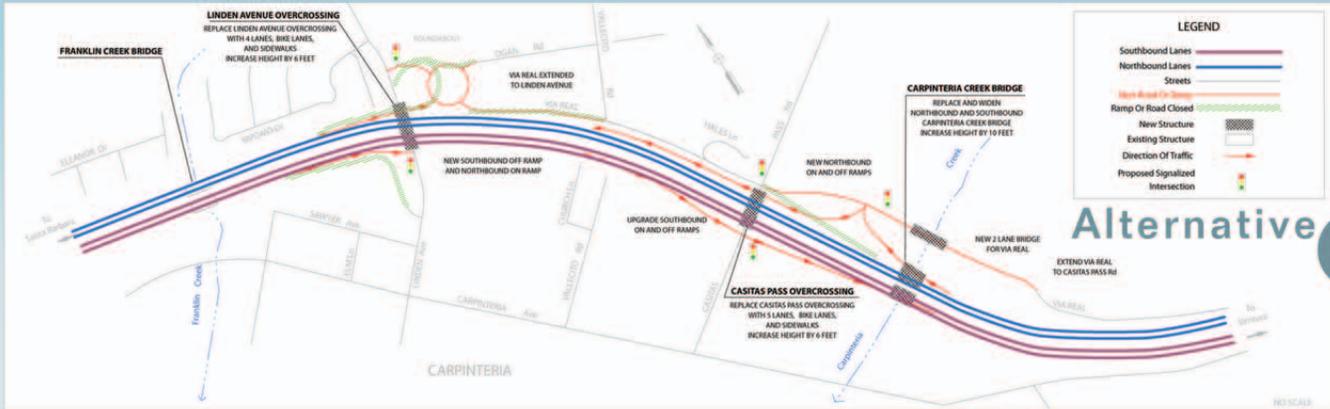
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Environmental Process





List of Technical Studies

- Historic Property Survey Report
 - Archeological Survey Report
 - Historic Resource Evaluation Report
- Air Quality Report
- Noise Study Report
- Noise Abatement Decision Report
- Floodplain Evaluation Report Summary
- Location Hydraulic Study
- Natural Environment Study
- Paleontology Study Report
- Site Investigation Report (Hazardous Waste/Materials)
- Visual Impact Assessment
- Water Quality Report
- Stormwater Data Report
- Preliminary Geotechnical Report (geology, soils, rupture hazards, liquefaction, etc.)
- Stormwater Data Report
- Traffic Analysis Report





Biology

All Caltrans projects are subject to environmental laws that protect our natural environment.

Caltrans Biologists conduct field studies and surveys to determine the biological resources that may be affected by a Caltrans project. The project includes bridge widening and new structures over Carpinteria Creek. Two project alternatives include bridge widening over Franklin Creek. Sensitive species living in the creek environment include Tidewater Gobies and the Southern California Steelhead.

This project is being developed with input from the applicable resource agencies which include the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, the National Oceanic Atmospheric Administration Fisheries Service, and the California Department of Fish and Game.

When a sensitive species or habitat may be affected by a Caltrans project, Caltrans Biologists develop ways to mitigate those effects. Mitigation reduces project related impacts by avoiding, minimizing, or compensating for those impacts.



Mitigation techniques include:

- Shifting the highway and frontage road alignments along with improvements in construction techniques to avoid or reduce impacts to sensitive species and habitat.
- Establishing a construction window of work in and around the creeks in order to avoid impacting migrating steelhead and minimize the effects to the breeding season of the tidewater goby.
- Creating a window of work for removing riparian (creek side) vegetation and large trees in order to avoid impacting potentially nesting raptors and migratory birds.
- Removing an existing steelhead migration impediment. (At-grade bicycle path)
- Enhancing, creating, restoring or purchasing of habitat.
- Using exclusionary fencing to avoid potential impacts to sensitive habitats outside of the project footprint.



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Interchanges Project

PROJECT AESTHETICS

During the design phase of the project, the appearance of important features such as bridges, sound walls, landscaping and other roadside elements will be developed through close collaboration between City Planning staff, the Architectural Review Board, and the Caltrans design team. Maintaining community character and preserving coastal visual resources will be a primary design goal throughout the process.

EXAMPLES OF AESTHETIC DESIGN USED ON OTHER PROJECTS

These images represent only a small sample of the range of aesthetic treatments available to the design team. The designs shown in these images are not being proposed for use on this project, however they illustrate how form, material, texture, and color can be used to reinforce community aesthetic goals.

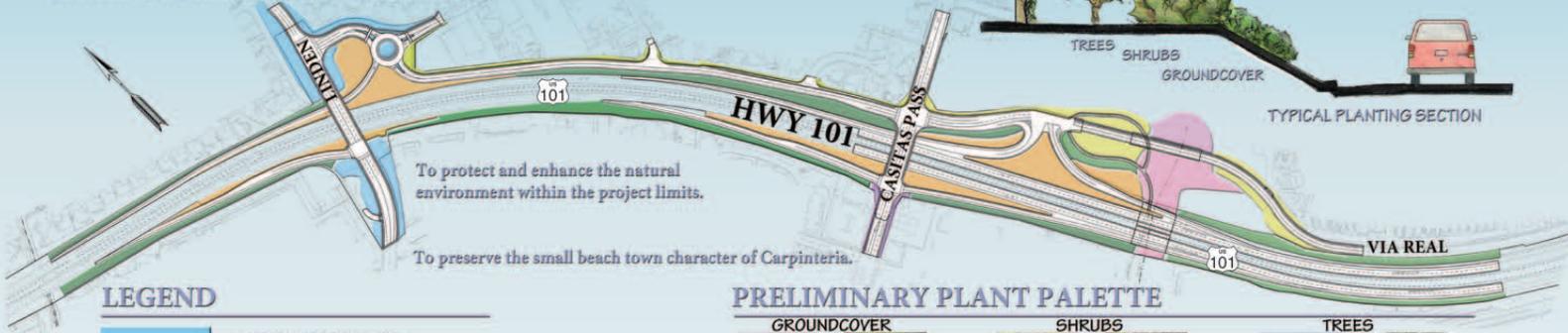


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Interchanges Project

SCHEMATIC LANDSCAPE PLAN

To create a well planned theme for the project, one which reinforces the existing scale and character of corridors affected by the project, and defines new themes where corridors and connections have been created.



To protect and enhance the natural environment within the project limits.

To preserve the small beach town character of Carpinteria.

LEGEND

- LINDEN CORRIDOR**
Street trees and ornamental landscape to define and enhance the Linden Avenue corridor.
- CASITAS PASS CORRIDOR**
Street trees and ornamental landscape to define and enhance the Casitas Pass Road corridor.
- VIA REAL CORRIDOR**
Street trees consistent with existing Via Real Corridor.
- 101 BUFFER/SCREEN**
Large shrubs, groundcovers, and trees (where appropriate) to act as a buffer, screen undesirable elements, enhance the character of the roadway and preserve the long-range vistas.
- COASTAL SAGE SCRUB**
Landscape planting which reflects the natural setting of Carpinteria. Low growing, plant material shall be used that retains sight distances needed by vehicle traffic.
- RIPARIAN**
Native Riparian plant material planted to protect, preserve, and enhance the Carpinteria Creek natural habitat.

PRELIMINARY PLANT PALETTE

GROUNDCOVER		SHRUBS		TREES	
 Acacia redolens	 Baccharis pilularis	 Escalonia rubra	 Cercis occidentalis	 Alnus rhombifolia	 Acer macrophyllum
 Ceanothus gineosus	 Mimulus aurantiacus	 Fremontodendron	 Prunus 'Lyoni'	 Quercus agrifolia	 Lagunaria patersonii
 Eriogonum fasciculatum	 Artemesia californica	 Rhus integrifolia	 Heteromeleis arbutifolia	 Arbutus 'Marina'	 Platanus racemosa
 Romanya coulterii	 Ribes sanguineum	 Atriplex nummularia			

NOTE: This palette represents a potential selection of plant material. It is not intended to be a comprehensive listing and selection may change as the project proceeds.

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Proposed Soundwall Locations for Alternatives 1 and 4

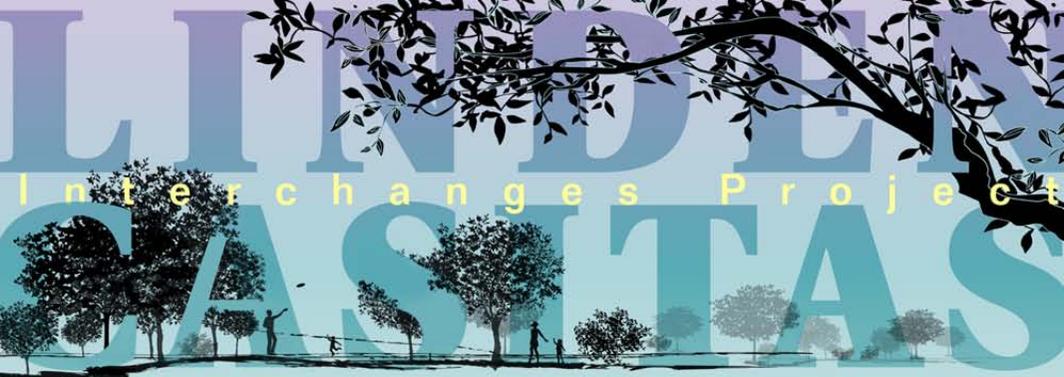


LINDEN CASITAS

Interchanges Project

Proposed Soundwall Locations for Alternatives 2 and 3





Noise Levels

The noise meter is calibrated to a known sound level with a calibrator “tuned” to 94 dBA. The noise meter is placed at 5 feet in height to simulate a normal receptor height. The noise meter is placed at a known distance from the centerline of the near lane of traffic and traffic is classified and counted during the noise measurement. It is then relatively easy to predict the noise level at any distance from the highway traffic or current and future conditions , since noise diminishes (drops off) at 4.5 dBA per distance doubled on a soft site (grass and trees) and at 3 dBA per distance doubled on a hard site (rocks and paving). After the noise level has been recorded, the meter is again checked with the calibrator.

Decibels (dB) is a logarithmic measure of sound. dBA indicates decibels measured on the A scale, calibrated for the human response to sound. On this scale, a change from 70 decibels to 80 decibels would be perceived as twice as loud.

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft) Commercial Area	70	Vacuum Cleaner at 3 m (10 ft)
Heavy Traffic at 90 m (300 ft)	60	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	50	Large Business Office
Quiet Urban Nighttime	40	Dishwasher Next Room
Quiet Suburban Nighttime	30	Theater, Large Conference Room (Background)
Quiet Rural Nighttime	20	Library
	10	Bedroom at Night, Concert Hall (Background)
	0	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing





Right of Way

The Division of Right of Way will conduct the following:

- Permits to enter
- Appraisal
- Acquisition
- Relocation Assistance
- Utility Relocation
- Excess Land Sales





Public Comment

There are several ways you can provide input to our process:

- Written comments may be placed in the comment box, or may be directly mailed to:

CALTRANS DISTRICT 5
Attention: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

or

E-mail: matt_c_fowler@dot.ca.gov

- Oral comments may be expressed to the court reporter tonight.
- Contact Matt Fowler at (805) 542-4603

Please submit comments by February 14th, 2009

Thank you for attending this evening !





Thursday, January 22, 2009

Information Sheet

Project Purpose:

- Improve access to and operations at the Linden Avenue & Casitas Pass Road interchanges.
- Improve operations on US 101 in the project vicinity.
- Reduce use of US 101 for local trips and improve local circulation.
- Connect Via Real between Bailard Avenue and Linden Avenue.
- Improve local bicycle and pedestrian connectivity.

Background:

In 1994 the Santa Barbara County Association of Governments (SBCAG) commissioned a consultant to investigate improvements to US 101 that would avoid the need for widening before 2015. As a result, the Highway 101 Corridor Task Force was formed with representatives from the public, City of Carpinteria, County of Santa Barbara, City of Santa Barbara, County Board of Supervisors, SBCAG, and Caltrans. The task force developed a list of eleven operational improvement projects, including the Linden Avenue and Casitas Pass Road Interchanges project. Since that time, the project has been combined with the City-sponsored Via Real Extension project, and four project alternatives have been identified for further study.

Project Description:

The project proposes to replace the Linden Avenue and Casitas Pass Road overcrossings at US 101 with wider and taller structures; reconfigure ramps; replace the bridge over Carpinteria Creek at US 101 with a wider and taller bridge; and connect Via Real from Bailard Drive through to Linden Avenue.

Environmental:

The project alternatives, environmental impacts, and proposed mitigation measures are presented in the Draft Environmental Impact Report/Environmental Assessment. Caltrans is accepting comments on the Draft EIR/EA from the public and interested agencies until the deadline on February 14, 2009.

Project Cost (approximate):

The current construction estimate for the proposed project is \$78 million. The funding will be allocated from the State Transportation Improvement Program (STIP).

Project Timeline (approximate):

- Public Scoping Meeting May 7, 2008
- Draft Environmental Document December 2008
- Public Hearing January 22, 2009
- Final Environmental Document August 2009
- Design, Right of Way, Permitting 2009-2012
- Begin Construction January 2013
- Complete Construction December 2016

Questions:

For more information, please contact Matt Fowler at (805) 542-4603, or e-mail at matt_c_fowler@dot.ca.gov.



Alternatives

