



Los Alamos Pedestrian Circulation and Parking Plan

January 2015



ACKNOWLEDGEMENTS

COUNTY OF SANTA BARBARA

Doreen Farr, 3rd District Supervisor
Elizabeth Farnum, 3rd District Supervisor's Office
Allen Bell, Supervising Planner, Long Range Planning
Julie Harris, Planner, Long Range Planning
Rosie Dyste, Planner, Long Range Planning
Bret McNulty, Planner, Long Range Planning
Chris Sneddon, Deputy Director, Public Works
Transportation Division
Matt Dobberteen, Public Works Transportation Division
Gary Smart, Public Works Transportation Division

CONSULTANTS

Greg Maher, PLA, Alta Planning + Design
James Powell, Alta Planning + Design

CALTRANS

Larry Newland, District 5 Senior Transportation Planner
Melissa Streder, Associate Transportation Planner

LOS ALAMOS PLANNING ADVISORY COMMITTEE

Chris Wrather, Chair
Michael Fordyce, Vice Chair
Susan deWit
Chuy Jimenez
Carolyn Morthole
Jean Naughton
Bruce Thyron

TABLE OF CONTENTS

1	Introduction	1	6	Cost estimates	35
1.1	Introduction	1	6.1	Project Costs and Estimates	35
1.2	Project Goal and Objectives	3	7	Funding Sources	37
1.3	Background	3	7.1	Federal Sources	37
1.4	Policy Context	4	7.2	State Sources	39
2	Existing Conditions	9	7.3	Regional & Local Sources	40
2.1	Regional Roadway Network	9	7.4	Other Sources	41
2.2	Local Roadway Network	10	8	Conclusion and Next Steps	43
2.3	Multimodal Transportation	10	9	References	45
2.4	Safe Routes to School	10	10	Appendix A: Poster Contest	47
2.5	Bell Street Commercial Corridor	12	11	Appendix B: Combined Survey Results ..	51
3	Community Participation	17			
3.1	Stakeholders and Public Outreach	17			
3.2	Los Alamos Planning Advisory Committee (LAPAC)	20			
4	Design Standards and Guidelines	21			
4.1	Summary of Public Standards and Regulations	21			
4.2	Design Toolbox	22			
5	Improvement Concepts and priorities ...	29			
5.1	Overall Project Priorities	29			
5.2	Concept designs and Phasing Plan	29			
5.3	Bell Street East of Augusta and U.S. 101 Undercrossing	29			
5.4	Downtown (Bell Street from Den to Augusta)	30			
5.5	Centennial Street	32			
5.6	Side Streets	33			
5.7	Long Term Projects and Beautification	33			

This Page Intentionally Blank

1 INTRODUCTION

1.1 INTRODUCTION

The town of Los Alamos is an unincorporated community of 1,890 residents surrounded by agricultural land located along U.S. Highway 101 (U.S. 101) in west-central Santa Barbara County, approximately 15 miles southeast of the City of Santa Maria and 50 miles northwest of the City of Santa Barbara (Figure 1). U.S. 101 and State Route 135 are the main transportation corridors through the town. State Route 135 becomes Bell Street where it traverses Los Alamos and is considered the “main street.” Bell Street supports a small commercial area with antique stores, art galleries, a post office, convenience markets, wine tasting rooms, restaurants, hotels, and gas stations. There is one K-8 school in town, Olga Reed Elementary School. High school students commute approximately 15 miles north to attend schools in the Santa Maria Joint Union High School District.

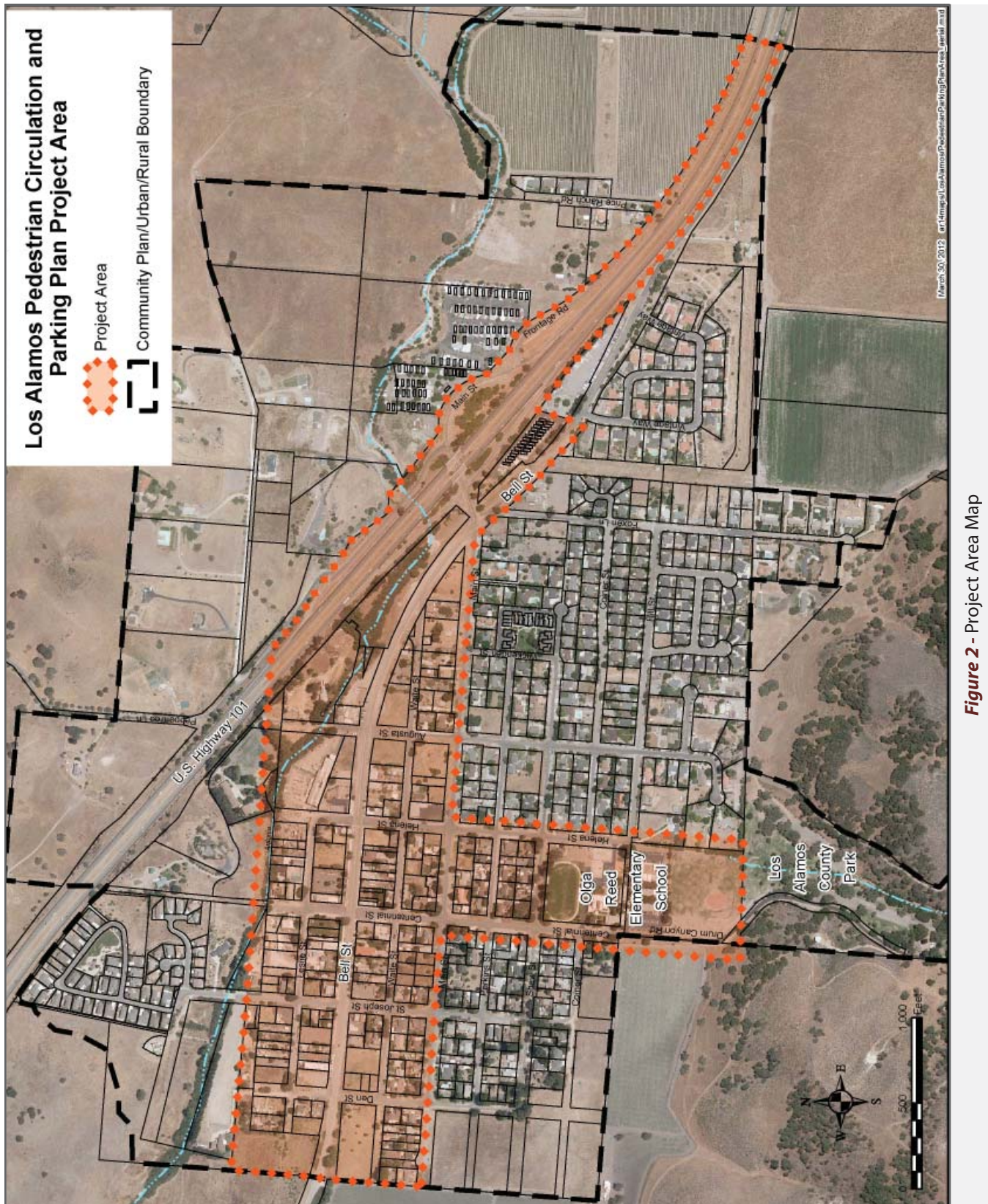
In 2012, Santa Barbara County Planning and Development Department, Long Range Planning Division was awarded a grant for the Los Alamos Pedestrian Circulation and Parking Plan (Circulation Plan) from the Caltrans Environmental Justice grant program. Matching grant funds were provided from the Santa Barbara County

Association of Governments (SBCAG) Measure A Bicycle and Pedestrian and Safe Routes to School program. The Circulation Plan is a community-driven effort to create concept plans for a safe transportation network connecting neighborhoods to downtown, supporting downtown revitalization, and providing safer walking and bicycling routes to Olga Reed Elementary School. An interdepartmental project team of staff from the County Long Range Planning Division and County Public Works Transportation Division worked on the Circulation Plan along with Alta Planning and Design, the consultant hired to prepare the concept plans. Caltrans staff was integral to the project as they reviewed concept plans for State Route 135 (Bell Street) for general consistency with engineering standards and attended public outreach events.

The Circulation Plan project area (Figure 2: Project Area Map) extends along Bell Street and includes an area two blocks north and south of Bell Street and encompasses the frontage road east of U.S. 101. The project area also includes Centennial and Helena streets fronting Olga Reed Elementary School.



Figure 1 - Regional Map



1.2 PROJECT GOAL AND OBJECTIVES

Goal: Conduct extensive public outreach and engagement to develop a community-based conceptual pedestrian circulation and parking plan.

The following objectives guided the preparation of the Los Alamos Pedestrian Circulation and Parking Plan:

- Prepare concept level plans for safer routes to school for the town's children.
- Support and sustain a vibrant and walkable downtown by planning for adequate parking for residents and visitors.
- Conduct outreach and Spanish language translation to ensure participation from all different groups and perspectives from the community.
- Create concept plans consistent with the Los Alamos Bell Street Design Guidelines and the Los Alamos western town theme.
- Reflect issues and creative solutions identified by the community.
- Include cost estimates and construction phasing for specific projects.
- Identify potential funding sources for construction of community identified projects for the town to realize safe neighborhoods, economic health, and civic benefits.

1.3 BACKGROUND

Los Alamos was founded in 1879 to serve the needs of agricultural operations in the surrounding valley. Today, the town partially serves as a residential bedroom community and supports a small and growing commercial downtown along Bell Street. Los Alamos retains elements of its rural western town history reflected in the design of historic buildings along Bell Street (see Figure 3).

In 2006, the Santa Barbara County Board of Supervisors initiated an update to the 1994 Los Alamos Community Plan (LACP) and formed the Los Alamos Planning Advisory Committee (LAPAC) to assist staff on updating the LACP. A primary focus of the LACP update was to focus on revitalization of the Bell Street corridor into a vibrant mixed-use downtown. The LACP update process involved 39 public meetings of the LAPAC and a community visioning workshop. The LACP and Los Alamos Bell Street Design Guidelines (Design Guidelines) were adopted by the Board of Supervisors in 2011.

According to the LACP, there are very few sidewalks or bicycle routes linking residential neighborhoods to downtown, Olga Reed Elementary School, and Los Alamos County Park. Economic conditions in Los Alamos and the lack of funding for transportation improvements were a focus of the community's planning efforts. During the LACP public hearings and the visioning workshop, strong public sentiment was expressed to address the following circulation system deficiencies:



Figure 3 - Bell Street Streetscape

- Missing sections of the pedestrian and bicycle network downtown create incomplete links that create safety issues by forcing pedestrians and bicyclists to share the road.
- Incomplete sidewalks along Bell Street encourage short auto trips instead of walking during multiple destination trips to downtown.
- The underpass at U.S. 101 lacks pedestrian improvements and vehicles travelling north along the curving frontage road experience poor visibility. Children travelling to and from school from homes and the trailer park east of U.S. 101 are forced walk in the road or on unimproved shoulders and reportedly use drainage tunnels under U.S. 101 to avoid the interchange.
- From U.S. 101 on the east to Den Street on the west, Bell Street has only one striped crosswalk, at Helena Street.
- Shoulders on key streets leading to the elementary school are below the road grade and flood during the rainy season, further exacerbating hazardous conditions.
- A lack of striped on-street parking in the downtown allows for informal and inefficient parking configurations.

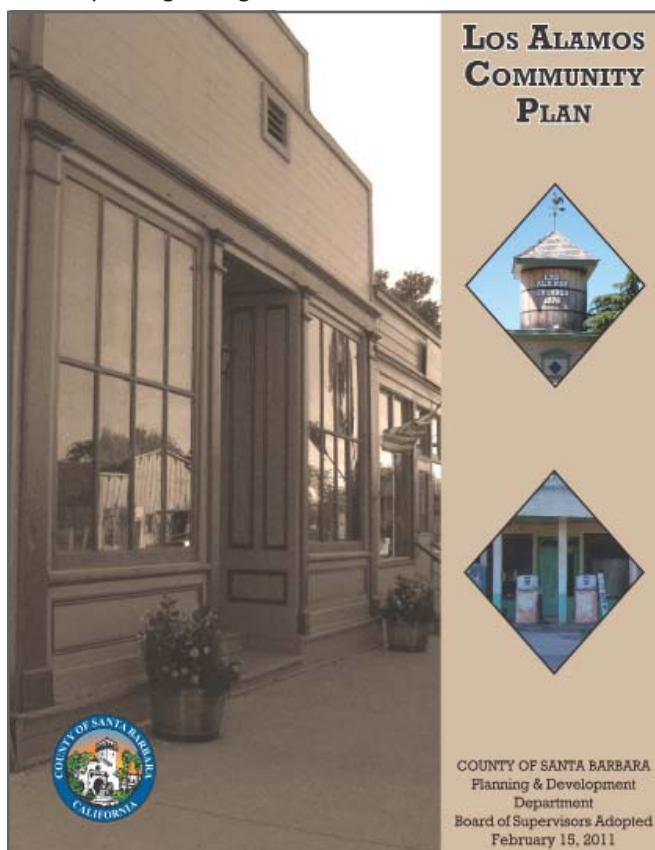


Figure 4 - Los Alamos Community Plan

1.4 POLICY CONTEXT

1.4.1 Los Alamos Community Plan

The LACP (Figure 4) directs the County Planning and Development Department and County Public Works Department to prepare a streetscape and pedestrian circulation plan for Los Alamos. The plan would complement two other LACP implementation components already in place: (1) the Community Mixed Use – Los Alamos (CM-LA) zone district and (2) the Design Guidelines.

The CM-LA is a form-based zone that intentionally revised development standards to stimulate revitalization and create a sense of place along the Bell Street corridor and attract additional local and visitor serving uses, including restaurants, retail shops, and professional services. A community survey conducted during the LACP update identified a need for commercial and professional services, such as a moderate sized grocery store, drug store, medical offices, and bank. The CM-LA zone provides for retail on the ground floor fronting Bell Street and housing above and in buildings fronting secondary streets of the corridor.

The Design Guidelines apply to the properties in the CM-LA zone district, other key properties along Bell Street, and commercial properties east of U.S. 101 on Main Street to encourage new construction, renovation, and improvements consistent with the rural western town theme of the downtown area.

The following goals, policies, and actions from the LACP provide the policy foundation for the Circulation Plan and a basis for the improvements this Circulation Plan.

BELL STREET COMMERCIAL CORRIDOR

- **GOAL LUC-LA-3:** Strive to create a pedestrian-friendly, safe environment along Bell Street.
- **Action LUC-LA-3.1:** The County Public Works Department shall work with Caltrans to develop a plan for installing improvements on Bell Street which would enhance the streetscape as well as enhance pedestrian safety. Improvements should include amenities such as wide sidewalks, crosswalks, street lighting, street trees, furniture, landscape planters, and traffic calming measures.
- **Action CIRC-LA-1.4.1:** The County Planning and Development and Public Works Departments shall prepare a Pedestrian Circulation Plan for the CM-LA zone district which provides for a safe and efficient circulation system which meets legal mandates for accessibility, and reinforces the community's informal, rural character.

PARKING

- **Policy CIRC-LA-1.5:** Angled parking shall be encouraged within the CM-LA Zone District on County maintained roads.
- **Action CIRC-LA-1.5.1:** Within two years of plan adoption, the County Planning and Development and Public Works Departments shall prepare an On-Street Parking Plan for the CM-LA Zone District. The parking plan shall establish ultimate road rights-of-way and angled parking configurations for each street identified in Figure 8 [of the LACP] and identify drainage and frontage improvements. The parking plan shall include a phasing program for installation of angled parking. The plan should also evaluate the feasibility of an in-lieu fee parking program to offset costs for installing angle parking in the CM-LA Zone District. The On-Street Parking Plan shall reinforce the community's informal, rural character and be prepared concurrent to the Pedestrian Circulation Plan.

RESIDENTIAL ROADWAYS AND INTERSECTIONS

- **Action CIRC-LA-1.2.3:** The County shall work with Caltrans to design, fund, install, and maintain safe aesthetically pleasing pedestrian walkways and bicycle lanes linking residential and commercial uses in Los Alamos, including uses located east of Highway 101, with downtown Los Alamos and Bell Street.
- **Policy CIRC-LA-1.1:** Roadway and intersection improvements shall be designed to respect the rural small town character of Los Alamos.

RIGHTS-OF-WAY

- **Policy LUC-LA-2.3:** Priority use of excess public road right-of-way, within two blocks north and south of Bell Street, shall be for enhancing public parking capacity; pedestrian access and circulation; storm water quality and drainage improvements; or other public benefits consistent with the LACP. Public Works and Planning and Development shall review all right-of-way abandonment requests and make said findings that no public benefit is available prior to approval of said abandonment.

ALTERNATIVE TRANSPORTATION

- **GOAL CIRC-LA-2:** The County shall continue to encourage the use of alternative modes of transportation such as bicycling, walking, carpooling, and other forms of ridesharing.

- **Policy CIRC-LA-2.1:** New development shall be sited and designed to encourage pedestrian and bicycle travel and provide maximum access to facilities that offer alternative modes of transportation (e.g. park and ride areas, bus stops).
- **Policy CIRC-LA-2.2:** In its long-range land use planning efforts, the County should seek methods to link commercial, recreational and educational facilities with transit lines, bikeways and pedestrian trails.

RURAL WESTERN TOWN THEME

- **Policy CIRC-LA-1.1:** Roadway and intersection improvements shall be designed to respect the rural small town character of Los Alamos.
- **GOAL VIS-LA-1:** Maintain the small town feel and rural character of the town of Los Alamos and integrate a respect for open space views and the aesthetic qualities of the community in all facets of project design.
- **Policy VIS-LA-1.3:** New buildings and street improvements in the CM-LA zone district should reflect the "Rural Western Town" traditional qualities outlined in the Bell Street Design Guidelines.

1.4.2 Design and Aesthetics

An important aspect of the Circulation Plan is the design and aesthetics of proposed improvements. Three important considerations reflected in the final concept designs are discussed below.

1.4.3 Rural Western Theme

Preserving the rural, small town western theme is a key goal. This value is communicated in a variety of LACP policies. To further encourage preservation of this distinct community character, the Bell Street Commercial Core Design Control Overlay (Design Overlay) was designated along Bell Street and near the U.S. 101 interchange at the gateway to Los Alamos (Figure 5 - Zoning Overlays). Projects within the Design Overlay require design review by the Central Board of Architectural Review to ensure compliance with the Design Guidelines. Although many of the specifications in the Design Guidelines address commercial development, several topics apply to potential components of the Circulation Plan.

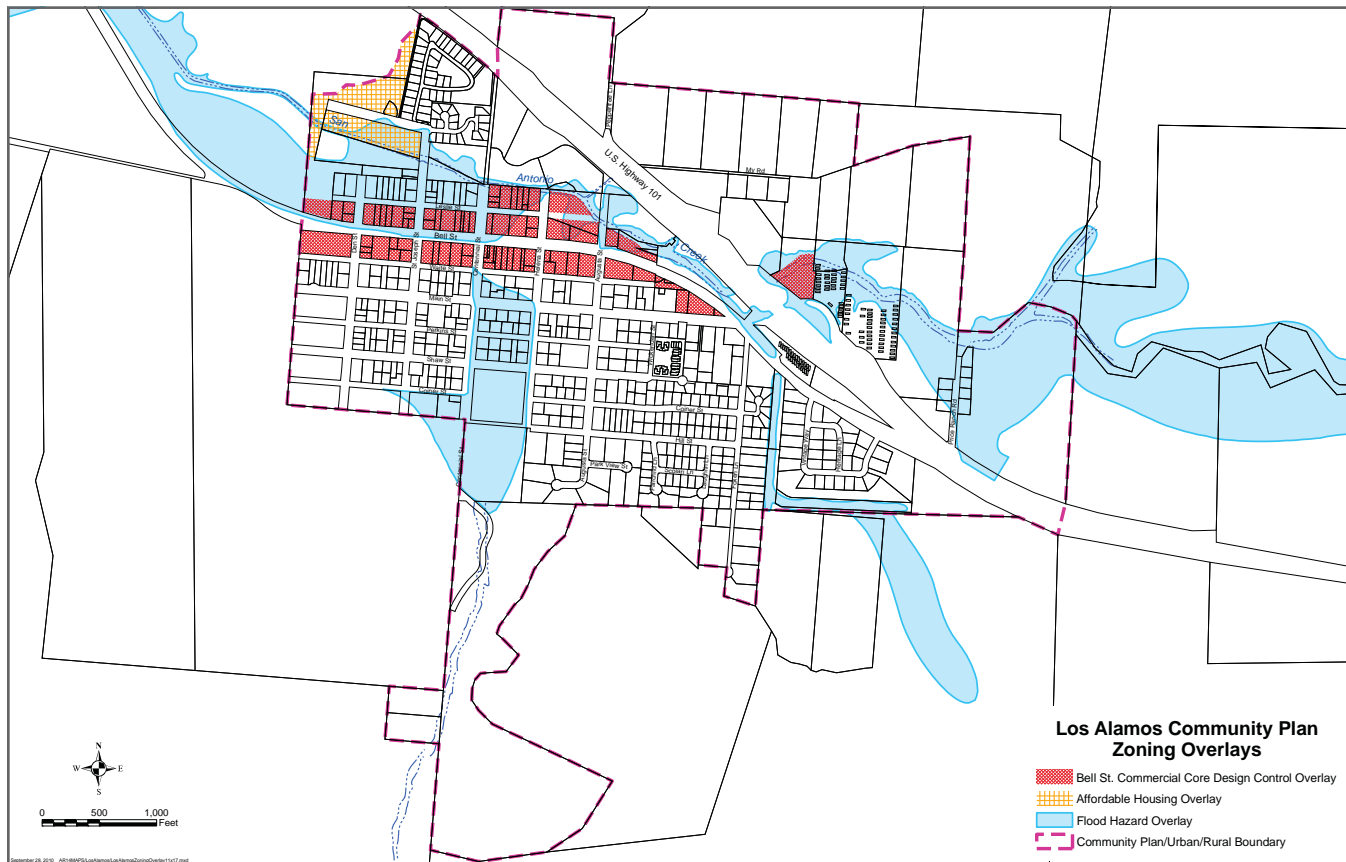


Figure 5 - Zoning Overlays

1.4.4 Complete Streets

A “complete street” is a term used to describe a transportation corridor that is accessible, useful, and safe for pedestrian, bicyclists, transit-riders, and drivers. In 2001 and 2008, Caltrans adopted complete streets policies to implement Deputy Directive 64-R1 and work with local jurisdictions to initiate complete streets projects on state highways. Because Bell Street is a state highway, the design of improvements along Bell Street must be consistent with Caltrans complete streets policies. Caltrans Complete Streets Implementation Action Plan (March 2010) includes guidance and manuals with specific design direction, including the Highway Design Manual (continuously updated) and Main Street, California: A Guide for Improving Community and Transportation Vitality (2013).

1.4.5 Caltrans Main Street, California

The purpose of the recommendations in the Caltrans Main Street, California guide is to encourage flexibility in the design of main streets, with the goal of creating livable places that are designed to address an individual community’s values. Caltrans provides a variety of recommendations for main streets, which are defined as roadways that are both a state route and a downtown area. Design options provided in the Main Street, California guide can be used to design improvements in the Bell Street commercial corridor.

1.4.6 Bell Street Design Guidelines

The Design Guidelines (Figure 6) provide a design foundation and basis for the types of improvements the Circulation Plan will describe. Key Design Guidelines policies that apply to the Circulation Plan are as follows:

WALKWAYS

- **Pedestrian Space Guideline 4.7:** Use decorative paving materials that are reviewed by the Central Board of Architectural Review to attract pedestrians into interior courtyards.
- **Pedestrian Space Guideline 4.13:** Pedestrian-friendly areas may be created using landscaping elements or architectural devices (e.g., galleries, breezeways and forecourts). Credit for lost commercial space due to incorporation of such pedestrian space may be provided in other areas on site.

LANDSCAPING

- **Trees and Landscaping Guideline 2.11:** Buildings should have a minimum of one street tree for each 50' of frontage.
- **Trees and Landscaping Guideline 2.12:** In locations where trees/plants will be susceptible to

injury by pedestrian or motor traffic, they should be protected by tree grates.

- **Trees and Landscaping Guideline 2.13:** Vines or planters are encouraged where a wall is built to fill gaps between structures.
- **Trees and Landscaping Guideline 2.14:** Large canopy trees endorsed by the Los Alamos Beautification Committee and Caltrans should be used.
- **Trees and Landscaping Guideline 2.15:** Drought-resistant landscaping is highly encouraged.

1.4.7 Caltrans Participation

The Circulation Plan was developed through a Caltrans Environmental Justice Grant program. Most of the improvements proposed in Los Alamos are on Bell Street, which is also State Route 135 and within Caltrans' jurisdiction. Caltrans would provide oversight of proposed projects, and any project within the Caltrans right-of-way would require an encroachment permit from Caltrans, with the County as lead agency. Throughout the development of the concept plans, the County worked with Caltrans to ensure the proposals are preliminarily consistent with state and county standards. The County will continue to work with Caltrans to analyze specific improvements prior to implementation, including adherence to engineering and design standards and the Americans with Disabilities Act.

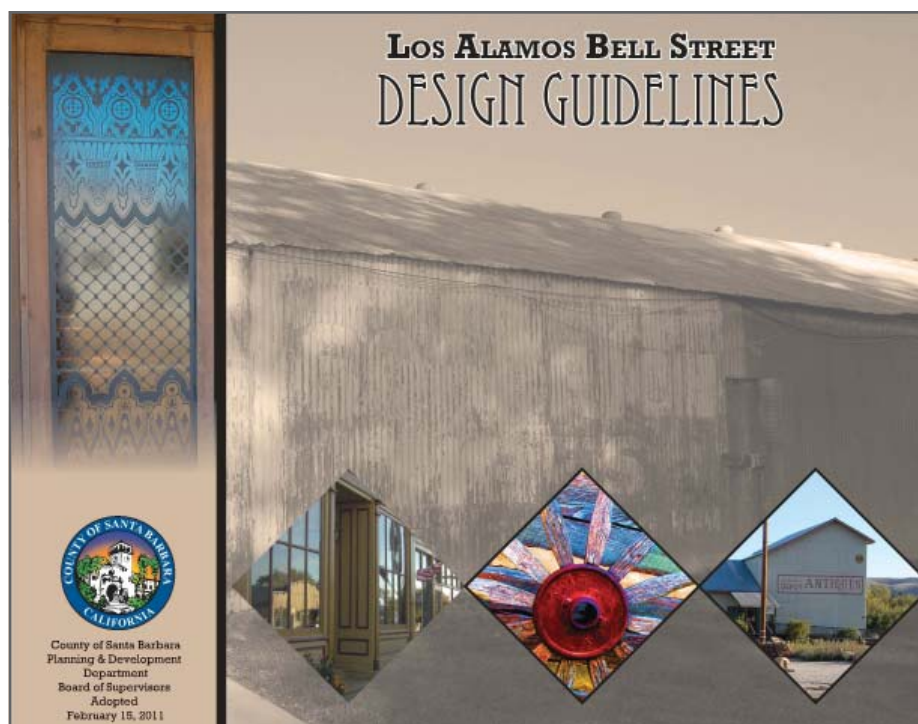


Figure 6 - Bell Street Design Guidelines

This Page Intentionally Blank

2 EXISTING CONDITIONS

This section describes the existing conditions in the town of Los Alamos including locations with safety, circulation, parking, or design issues identified during outreach for the Circulation Plan. The existing regional and local roadway network is described, followed by issues regarding the Bell Street Commercial Corridor and Safe Routes to School.

2.1 REGIONAL ROADWAY NETWORK

2.1.1 U.S. Highway 101

The primary regional circulation corridors within the community of Los Alamos are U.S. 101 and State Route 135 (see Figure 7). U.S. 101 is a north-south, four-lane highway which is the principal inter-regional route along the Pacific Coast. U.S. 101 provides commuter access to Orcutt and Santa Maria to the north, and the cities of Buellton, Goleta and Santa Barbara to the south.

2.1.2 State Route 135 – Bell Street

State Route 135 (SR 135) provides regional access to the Orcutt/Santa Maria area to the northwest, and the Vandenberg Village/Lompoc area to the southwest. Primary access to and from Los Alamos is from the SR 135 interchange with U.S. 101.

SR 135 becomes Bell Street within the town boundaries where it is a two-lane roadway that serves as the town's principle commercial corridor, functioning like a traditional "main street." Bell Street is affected by through traffic and is therefore expected to experience increases in traffic volume in the future as additional infill development occurs. It is also used by tractor-trailer trucks that are either serving agricultural operations to the west of Los Alamos, delivering goods within the community of Los Alamos, passing through as an alternate route to Orcutt and Santa Maria, or using Los Alamos as a rest stop along U.S. 101.



Figure 7 - Regional Network/Identifying Roadways

2.2 LOCAL ROADWAY NETWORK

Other important roadways within Los Alamos include:

- **Waite Street:** a two-lane roadway that runs one block south of Bell Street, extending from the Waite Street/Bell Street intersection on the east to its terminus at Den Street on the west. Properties fronting the north side of the street are in the CM-LA zone district, while single- and multi-family housing fronts the south side. The street is characterized by a rural aesthetic and has no sidewalks.
- **Main Street:** a two-lane roadway that runs two blocks south of Bell Street, extending from the Main Street/Bell Street intersection on the east to its terminus at Den Street on the west. Land use along Main Street is mostly residential, including single-family and some multi-family housing. The street is characterized by a rural aesthetic and has no sidewalks.
- **Centennial Street:** a wide, two-lane north-south roadway serving commercial business in the blocks north and south of Bell Street and then narrowing to serve residential areas south of Bell Street. It provides access to Olga Reed Elementary School and Los Alamos County Park, where it becomes Drum Canyon Road.
- **Helena Street:** a two-lane north-south street that is mainly residential and leads to Olga Reed Elementary School. The only existing crosswalk on Bell Street is at Helena Street. The U.S. Post Office is on the northwest corner of Helena and Bell.
- **Leslie Street:** a two-lane roadway that runs one block north of Bell Street, extending from Helena Street on the east to its terminus at Den Street on the west. Although parcels along Leslie Street are primarily zoned for commercial and industrial uses, most parcels are vacant or contain residences and aging commercial uses. The Los Alamos Valley Men's Club, the fire station, and the Los Alamos Community Services District offices are located along Leslie Street, as well as a historical train depot that now houses an antique shop.
- **St. Joseph Street:** a two-lane north-south street that is mainly residential. It is one of the few streets that cross San Antonio Creek and provides access to newer housing developments on the northwest side of town.

Most local roads in Los Alamos are generally narrow, and have very low traffic volumes. According to the LACP, at the U.S. 101 interchange, Main Street carries 3,200 vehicles per day. To the west of Los Alamos, the average daily trips

(ADT) on SR 135 are approximately 1,400 vehicles per day. All other roads in Los Alamos carry less than 1,000 vehicles per day.

2.3 MULTIMODAL TRANSPORTATION

The level terrain and compact nature of Los Alamos provide an excellent environment for pedestrian and bicycle travel, which could be improved with sidewalks and bicycle lanes. Apart from SR 135/Bell Street, most of the streets in Los Alamos are residential, and carry low traffic volumes. Thus, it has not yet been necessary to develop bikeways in these areas.

Transit options include the Los Alamos Shuttle, which provides service between Los Alamos and Santa Maria on Tuesdays and Saturdays and the Breeze, which is a weekday commuter bus service connecting Santa Maria to Los Alamos, Solvang, and Buellton. According to the Transit Needs Assessment 2013 (SBCAG 2013), the Los Alamos Shuttle annual ridership is approximately 1,776 persons per year (fiscal year 2011-2012).

2.4 SAFE ROUTES TO SCHOOL

Olga Reed Elementary School (Figure 8) is located on the south side of town between Centennial and Helena streets, about four blocks south of Bell Street. It provides elementary and junior high school education (K-8) to students within Los Alamos. High school students commute to Ernest Righetti High School in Orcutt or attend other schools outside of Los Alamos. Olga Reed has a current enrollment of 190 students and a capacity of 300 students. For students walking or bicycling to school, there are two main safety concerns: (1) the U.S. 101 underpass and (2) crossing Bell Street.



Figure 8 - Olga Reed Elementary School at Centennial Street



Figure 9 - Crosswalks Adjacent to Olga Reed Elementary School

2.4.1 Crossings at Olga Reed Elementary

Directly adjacent to Olga Reed Elementary School are four high visibility ladder crosswalks (Figure 9). While these crosswalks provide visibility to students crossing near the school, there is only one other crosswalk in Los Alamos (Bell and Helena Street). These crosswalks are on streets without sidewalks, and students using them will be either walking in the street or on shoulders that include drainage swales.

2.4.2 U.S. 101 Underpass

Students living north and east of U.S. 101 need to use the U.S. 101 underpass to get to Olga Reed Elementary School (Figure 10). At community meetings, residents and business owners expressed a concern for lack of lighting and overall pedestrian safety. Some students reportedly travel through nearby drainage tunnels to circumvent this area.



Figure 10 - U.S. 101 Underpass

2.4.3 Crossing Bell Street

Students living north of Bell Street need to cross one of several busy intersections to get to Olga Reed Elementary School. The descriptions below characterize the intersections that are most likely used by students from the easternmost intersection to the westernmost.

1. **Main Street:** Main Street is an east-west roadway that intersects with Bell Street as a three-way stop controlled intersection where Bell Street curves southeast. This intersection, with its proximity to the freeway off-ramps, serves as a key gateway to the community and is also a potential emerging commercial node due to the CM-LA zone on the northwest corner of the intersection. Students using the U.S. 101 underpass cross Bell Street at this intersection and there are no crosswalks or sidewalks.
2. **Helena Street:** Beginning at this intersection, a sidewalk extends two blocks to the west along Bell Street. This intersection contains the only painted crosswalk on Bell Street (Figure 11). There is no crossing guard at this intersection. Helena Street adjoins the east side of Olga Reed Elementary School and this intersection is key for students who either cross or walk along Bell Street to access the school. There are no formal pedestrian pathways on Helena Street.
3. **Centennial Street:** Sidewalks extend from this intersection for one block in either direction along Bell Street. This intersection has no crosswalks. Centennial Street adjoins the west side of Olga Reed Elementary School and, along with Helena Street, this intersection is key for students who either cross or walk along Bell Street to access the school.
4. **St. Joseph Street:** St. Joseph Street has no sidewalk or crosswalks (Figure 12). Students who live in the housing developments on and near St. Joseph Street

would either cross this intersection on their way to school or travel two blocks east to use the Bell/Helena Street crosswalk.

5. **Den Street:** This intersection marks the western most intersection of Bell Street and there are no crosswalks or sidewalks.



Figure 12 - Bell Street and St. Joseph Street intersection

2.5 BELL STREET COMMERCIAL CORRIDOR

2.5.1 Bell Street/State Route 135

Bell Street functions as the town's principle "main street" and commercial corridor. The commercial corridor portion of Bell Street extends from the Urban/Rural Boundary just beyond Den Street on the west to the intersection of Bell Street and Main Street to the east (Figure 14).

After Bell Street crosses Main Street, it becomes a two-lane frontage road along the west side of U.S. 101. The western portion of Bell Street is within the County's Flood Hazard Overlay due to the flooding potential of nearby San Antonio Creek. Current traffic volumes along Bell Street are well below capacity.

Community members are concerned about traffic safety for pedestrians and bicyclists along Bell Street, including issues with speeding and tractor trailer trucks parking and idling. Other issues include design compatibility of any proposed improvements with the historic western town theme and public parking, particularly on weekends. The following sections provide greater detail about these issues and concerns. Bell Street crosswalks were addressed in the Safe Routes to School section.



Figure 11 - Crosswalk at Bell and Helena Streets

2.5.2 Speed Limits

The speed limit along Bell Street is 35 miles per hour (mph). Speed regulations are based on the basic speed law:

"No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent, having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed that endangers the safety of persons or property."
California Vehicle Code 22350

State law permits local authorities to set speed limits that must be clearly posted. The critical (85th percentile) speed is the single characteristic that most nearly conforms to a safe and reasonable speed limit. This is the speed at or below which 85 percent of traffic is moving. Speed limits set higher than the critical speed will make only a few additional drivers



Figure 13 - Bell Street on a busy weekend day



Figure 14 - Bell Street Commercial Corridor

"legal" for each 5 mph that the posted speed limit is increased. However, speed limits set lower than the critical speed will make a large number of reasonable drivers "illegal" for each 5 mph increment that the posted speed is reduced. Results from speed surveys show that an increase of 5 mph from the 40 mph 85th percentile speed would "legalize" only an additional 10 percent of the sampled traffic, whereas a decrease of 5 mph would make "violators" of an additional 28 percent of the sampled traffic (Automobile Club of Southern California 2012).

The speed limit for Bell Street was established based on the 85th percentile speed regulation. Speed limits are enforced by the California Highway Patrol and, to address concerns about speeding, Caltrans installed a solar powered speed sign near the intersection of Bell Street and Den Street at the southbound entrance into Los Alamos.

2.5.3 Tractor Trailer Trucks

Tractor trailer trucks use Bell Street as a route from U.S. 101, servicing the surrounding agricultural operations, delivering goods within the community of Los Alamos, and/or as a rest stop (Figure 15). According to the most recent data from Caltrans (2012) truck traffic is about 13% of overall vehicle traffic on SR 135. Overland trucking is the primary way of moving goods in the United States and provides a necessary service to the community and surrounding areas.

Commerce and trade via trucking is legally protected and proposing any measures to restrict trucks from Bell Street would be extremely difficult. Local authorities can propose truck restrictions in ordinances or resolutions but such restrictions would have to be approved by Caltrans. In addition, the County would have to provide substantial evidence supporting the restriction (i.e., accident data and

evidence of safety problems) and propose a reasonable alternative route (Caltrans Route Restriction Procedures: <http://www.dot.ca.gov/hq/traffops/engineering/trucks/routes/restrict-process.htm>). To date, the County has not identified a viable alternative route. However, before pursuing the measures discussed above, some of the improvements to Bell Street, identified in Chapter 5, should first be implemented and their effectiveness evaluated. Improvements such as crosswalks, curb extensions, and bike lanes narrow traffic lanes and provide visual cues that may slow through traffic and address some of the truck-related safety concerns raised by community members. If tractor trailer truck parking is a safety issue for intersection visibility, the County could pass an ordinance to restrict parking near intersections.

2.5.4 Incomplete Sidewalks

Continuous sidewalks on both sides of Bell Street currently cover only two of the six blocks that make up the Bell Street commercial corridor (St. Joseph to Helena). Generally, missing sidewalk segments are completed by property owners as individual vacant or underdeveloped parcels are developed or redeveloped. Incomplete sidewalks discourage walking between downtown destinations in favor of multiple short car trips (Figure 16). Where there are no sidewalks, the road shoulder is shared by pedestrians, bicyclists, and parked cars, which leads to potential conflicts and safety hazards.



Figure 15 - Tractor Trailer Truck



Figure 16 - Missing Sidewalk

2.5.5 Parking

During the week, street parking is readily available in Los Alamos. However, on weekends, most of the available street parking along the Bell Street commercial corridor is occupied. Parking off Bell Street is informal, with no striping or other designations. This informality leads to a haphazard and inefficient parking configuration, with parked cars in vacant lots and along roadsides (Figure 17). Parking demand increases on the weekends when most businesses are open.

Parking demands will likely increase in the future with the CM-LA zone and the subsequent potential increase in development. Furthermore, onsite parking for commercial use is not required in the CM-LA zone. There are currently 519 existing parallel parking spaces serving the Bell Street commercial corridor. The LACP calculated that future residential and commercial uses could lead to a total onstreet parking demand of 655 parking spaces.



Figure 17 - Informal Roadside Parking

2.5.6 The Old West

Community members and visitors cherish the history exemplified by the western style architecture along Bell Street. Development along the street has a historic western theme, enhanced by the two County of Santa Barbara Landmarks located along Bell Street: the Union Hotel, established in 1880 (Figure 18); and a 1926 automobile service station (California Garage). There are a number of other potential historic resources along Bell Street and within the community such as the General Store and the 1889 Victorian Mansion (Figure 19), as well as historic structures and places including the 1880 Leslie House, Ferrini Park, and the flagpole in the center of Centennial Street, dedicated in 1918. Design and location of concept plans for Bell Street should consider consistency with the existing historic setting.



Figure 18 - The Union Hotel



Figure 19 - 1889 Victorian Mansion

This Page Intentionally Blank

3 COMMUNITY PARTICIPATION

Input from Los Alamos community members is a key part of understanding the issues and challenges and developing potential solutions for pedestrian circulation, safe routes to school, and parking. To this end, County staff held a number of outreach efforts, workshops, and meetings.

3.1 STAKEHOLDERS AND PUBLIC OUTREACH

The residents and business owners in Los Alamos, visitors, bicyclists, parents of local students, and local agricultural operators using the road system are stakeholders in the Circulation Plan. Public agency stakeholders include Santa Barbara County Planning and Development and Public Works departments, Caltrans, and California Highway Patrol (for traffic enforcement issues). Groups that are typically underrepresented and were included in the planning process include Spanish-speaking households, students, and commuters.

According to the 2010 Census, Los Alamos has a population of 1,890 residents. The following demographic information helped guide the public outreach strategy:

MINORITIES - The 2010 Census shows that Los Alamos has 41% Hispanic or Latino residents, including Spanish-speaking households. These households face language and cultural barriers to public participation.

LOW INCOME HOUSEHOLDS - The 2008-2012 American Community Survey estimates that 14.6 % of Los Alamos residents live under the poverty level, compared to 15.3% countywide. Low-income households are less likely to participate in community planning due to the struggle of meeting basic needs.

STUDENTS - This group is made up of approximately 190 K-8 age students who use local streets each day to get to Olga Reed Elementary School and approximately 115 high-school age students who walk to bus stops and/or commute 30 minutes each way daily to attend schools in the Santa Maria Joint Union High School District. Involving students in civic affairs is important in forming future leaders and strong communities.

COMMUTERS - The majority of Los Alamos workers commute by driving alone or carpooling to workplaces throughout the county and to area farms, with an average travel time to work of 29 minutes.

The project involved underrepresented stakeholders in the planning process to improve the overall project outcome and increase stakeholder support for its implementation. The following public outreach events occurred:

PUBLIC SERVICE ANNOUNCEMENT - The County's television station (CSBTV) produced a bilingual (English, Spanish) public service announcement featuring the project for airing on CSBTV.

PROJECT WEBPAGE - A Los Alamos Pedestrian Circulation and Parking Plan webpage was created and linked to Santa Barbara County Planning and Development, Long Range Planning Division's Los Alamos Community Plan website (Figure 20). The webpage includes project objectives, public outreach, workshop announcements and materials, survey input and results, and decision-maker public meetings and hearings announcements and materials.

County of Santa Barbara
PLANNING AND DEVELOPMENT
LONG RANGE PLANNING DIVISION ONLINE

Home > Community & Area Plans > Los Alamos

LOS ALAMOS Pedestrian Circulation & Parking Plan

The Los Alamos Pedestrian Circulation and Parking Plan implements direction from the 2011 Los Alamos Community Plan (LACP) directing the County to work with Caltrans to design safe and aesthetically pleasing pedestrian walkways and bicycle lanes linking residential and commercial uses in Los Alamos, including uses located east of Highway 101 with downtown and Bell Street, and to prepare a phased parking plan (LACP Action CIRC-LA-1.2.3 and Action CIRC-LA-1.5.1).

Public Meetings and Hearings

Meeting	Date	Materials
Los Alamos Planning Advisory Committee (LAPAC)	Monday, July 28, 2014, 6:30 pm Los Alamos Senior Center 595 Bell Street	Flyer
Central Board of Architectural Review	June 13, 2014	Agenda CBAR Memo and Attachments

Surveys

In April 2014, a survey was sent to all property owners and residents to include participation from all different groups and perspectives from the community. The survey was also available on this webpage. Survey results summary and comments summary is provided here:

Photograph examples of crosswalk types and street sections

• Survey Results Summary

Figure 20 - Project Website

INTERESTED PARTIES LIST - Long Range Planning's existing Los Alamos interested parties email list was used to announce public workshops, meetings, and hearings for the project. A sign up sheet for the interested parties list was provided at each public workshop and is also available on the Los Alamos Community Plan website.

POSTER CONTEST - Students at Olga Reed Elementary School participated in a "Design Your Street" poster contest. Students were asked to design a poster depicting their ideal streets and routes to school. Students designed

and submitted 121 posters, which were hung in area businesses and featured in a display booth during the 2013 Los Alamos Old Days Festival (Figure 21). On October 16, 2013, an awards ceremony was held at Olga Reed Elementary School and students from grades K-6 were awarded Certificates of Achievement and gift certificates from a local business (Figure 22). The award winning posters are presented in Appendix A. All 121 posters may be viewed at the following website: http://longrange.sbcountyplanning.org/planareas/losalamos/los_alamos_studentposters.php.

SURVEYS - Bilingual (English, Spanish) surveys were created to assess the public's perception of road safety and priorities for improvements in Los Alamos. The first survey was distributed to parents of students at Olga Reed Elementary School. The second survey was prepared specifically for businesses along Bell Street. After the results of the first two surveys were discussed at the first public workshop, community members requested that the County survey all residents and property owners rather than just the previous targeted surveys. Prior to



Figure 21 - Student posters on display at Old Days 2013



Figure 22 - Supervisor Farr with poster contest winners

the second workshop, staff prepared and mailed bilingual surveys to over 1,000 property owners and residents. Survey results were presented at both public workshops and posted on the project website http://longrange.sbcountyplanning.org/planareas/losalamos/los_alamos_circplan.php. A complete summary of survey results are provided in Appendix B.

COMMUTER OUTREACH - Commuters, especially those with families, have less time to engage in civic life. The County partnered with Traffic Solutions, a program of the Santa Barbara County Association of Governments (SBCAG) to provide outreach materials to Los Alamos commuters. To make it easier for commuters to participate, the project webpage featured an online version of the resident property owner survey, as well as design renderings, survey results, and the ability to email comments to County staff.

HIGH SCHOOL STUDENTS - Outreach to Ernest Righetti High School students was conducted to meet with students interested in volunteering at the public workshops and to assist with surveys of Los Alamos businesses and fellow students living in Los Alamos.

PUBLIC WORKSHOPS - County staff held two public workshops for the project in March and May 2014. The workshops provided an opportunity for the public to collaborate on issue identification and solutions as well as respond to draft concept plans prepared by the project team.

3.1.1 Los Alamos Business Association

On August 26, 2013, the County hosted a meeting for Los Alamos business owners. The purpose of the meeting was to listen to the local business owners and receive their comments. The primary concerns identified at this meeting centered on Bell Street, including speeding (especially of eastbound truck traffic), pedestrian safety, and lack of crosswalks and sidewalks, especially as for schoolchildren.

3.1.2 Public Workshop #1

The March 2014 public workshop was held in the evening and attended by approximately 30 people (Figure 23). Outreach included English and Spanish-language flyers distributed to area businesses and the Los Alamos Post Office, webpage and facebook postings, and an email notice to the Los Alamos interested parties list. Spanish translation was provided to workshop participants. The project team made a presentation on project scope, purpose, background, and survey results and presented design concepts and options. Ernest Righetti High School students assisted staff with workshop set up and made a



Figure 23 - Public Workshop #1

presentation about pedestrian improvements they would like to see in Los Alamos.

The project team had planned a table exercise to allow participants to choose their favorite design options but many participants declined to participate and instead used the workshop to express frustration about the planning process. The workshop however did result in participants agreeing on a few focused improvement areas as follows:

- Bell Street/State Route 135: traffic needs to be slowed, more crosswalks are needed, and sidewalks should be finished.
- U.S. 101 underpass: sidewalks and lighting should be installed.
- A request to conduct a communitywide survey to gain additional feedback.

There was no consensus or strong interest expressed in considering other concepts presented at the workshop, such as angled parking (particularly on Bell Street), improvements on streets leading to Olga Reed Elementary School, or including amenities such as street trees, landscaping, or benches on Bell Street.

3.1.3 Public Workshop #2

The May 2014 public workshop was held on a Saturday and attended by approximately 50 people (Figure 24). Spanish translation services were provided to workshop participants. Outreach included English and Spanish-language flyers distributed to the Los Alamos Post Office, a postcard notice mailed to all residents, webpage and facebook postings, and an email notice to the Los Alamos interested parties list. A meeting facilitator was used to ensure participants followed established ground rules for engagement and to increase participation from less

vocal community members. The facilitator conducted outreach to key stakeholders prior to the workshop to determine how to make this workshop more effective than the first workshop. The facilitator also established project objectives and workshop ground rules for engagement.

The second workshop included a review of the residents and property owners survey results, and information about project funding and construction. Based on results of the surveys and the first public workshop, the project team presented exhibits of focused project concepts and options with cost estimates. Workshop participants voted for their top three priority project concepts by placing stickers on the exhibits. Time was allocated at the end of the workshop for informal questions and answers with the County's Third District Supervisor and representatives from the Sheriff's office, California Highway Patrol, Caltrans, Public Works, and Planning and Development.

3.1.4 Boards and Commissions

Following the main public outreach events, the exhibits that were presented at the second public workshop were presented to the Santa Barbara County Central Board of Architectural Review (CBAR) for a courtesy review on June 13, 2014. The CBAR appreciated the opportunity to view the exhibits at this conceptual stage and made the following comments:

- Be sure to include beautification features in plan.
- Don't do anything that could preempt angled parking on side streets.
- Consider pavers for crosswalks; City of Buellton put in pavers on a State Highway (246).
- There is too much paint shown on the exhibits for the rural town setting.
- Consider wider sidewalks.



Figure 24 - Public Workshop #2

- Business owners should consider forming a Business Improvement District to fund and maintain landscape beautification.
- Consider street trees at the concept level, they provide a significant temperature difference and could encourage people to linger downtown and spend more money.
- Work with the County and Caltrans to be innovative and consider public/private partnerships for street trees.
- Reconsider angled parking for safety.
- Slow traffic down at the beginning and end of town.
- All the shown concepts plus increased enforcement should work together to slow traffic down.

comments from the LAPAC members and audience but no actions were taken.

3.2.2 LAPAC Meeting #2

The second LAPAC meeting, held in September 2014, saw an increased presence from the LAPAC, with six members present, and a more limited public presence, with six members of the community in attendance. This meeting sought to obtain LAPAC motions to approve and prioritize specific design treatments. Design options for bike lanes, crosswalks, curb extensions, parking, and streetscape were reviewed. The LAPAC provided recommendations and preferred alternatives, which are presented in Chapter 5.

3.2 LOS ALAMOS PLANNING ADVISORY COMMITTEE (LAPAC)

The current members of the LAPAC were appointed by the County Board of Supervisors in 2009. They advised staff during preparation of the Circulation Plan. Two LAPAC meetings were held for the project: the first one to present a summary of workshop and outreach results and review draft concept plans and the second one to accept final LAPAC recommendations and consider a LAPAC resolution recommending Circulation Plan adoption to the Planning Commission and Board of Supervisors. LAPAC meetings are open to the public.

3.2.1 LAPAC Meeting #1

The first LAPAC meeting was held in July 2014, with five members attending. Up to this time, no more than three LAPAC members could attend public workshops due to Brown Act provisions. Therefore, this LAPAC meeting was an opportunity for the project team to update the LAPAC on the progress on the Circulation Plan. The project team provided a project summary to the LAPAC, including results of the community surveys and outreach. The LAPAC reviewed a multitude of options for bike lanes, crosswalks, and angled parking. There were many questions and

4 DESIGN STANDARDS AND GUIDELINES

This chapter summarizes standards, guidelines, and design strategies for pedestrian, parking, and bicycle facilities. New facilities will need to meet design criteria set forth in federal, state, and local standards. The federal and state standards and guidelines that apply to bicycle and pedestrian facilities, and that are most likely to be required at implementation, are included below. The Los Alamos Community Plan and Bell Street Design Guidelines (both 2011) include general direction for the overall streetscape of Los Alamos, and these documents have informed the

more detailed design strategies presented in the following sections.

4.1 SUMMARY OF PUBLIC STANDARDS AND REGULATIONS

Table 4-1 identifies the topics addressed in each of the design guidelines and regulations contained in this chapter.

Table 4-1 Summary of Design Guidelines and Regulations

Design Guideline or Regulation	Applicable Topics Addressed
Federal	
American Association of State Highway and Transportation Officials (AASHTO)	
Guide for the Development of Bicycle Facilities (1999)	<ul style="list-style-type: none"> ● Shared roadways (lane width, on-street parking, signing) ● Bike lanes (widths, intersections, symbol guidelines) ● Shared use paths (separation from roadways, width, clearance, design speed, grade, sight distance, intersections, signing, marking, drainage) ● Other design considerations (bicycle facilities through interchange areas, traffic signals, bicycle parking, accessibility requirements)
Architectural and Transportation Barriers Compliance Board (Access Board)	
Proposed Guidelines for Public Rights-of-Way (2011)	<ul style="list-style-type: none"> ● Minimum standards for sidewalks, street crossings, and other elements of the public rights-of-way (including walkways and sidewalks, street or highway shoulders where pedestrians are not prohibited, crosswalks, islands and medians, overpasses and underpasses, on-street parking spaces and loading zones, and equipment, signals, signs, street furniture, and other appurtenances provided for pedestrians)
U. S. Department of Justice (DOJ) Amendment to the ADA Regulations Regarding the Use of Wheelchairs and Other Power Driven Mobility Devices 28 CFR part 35 (2011)	<ul style="list-style-type: none"> ● Requires public entities to “make reasonable modifications in policies, practices, or procedures where necessary to avoid discrimination on the basis of disability.” (28 CFR part 35, section 35.130(Paragraph (b)(7)).
Federal Highway Administration (FHWA)	
2009 Manual of Uniform Traffic Control Devices (MUTCD) with Revisions 1 and 2 (2012)	<ul style="list-style-type: none"> ● Defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic ● Caltrans adopted the updated California MUTCD (CA MUTCD) in January 2012

Design Guideline or Regulation	Applicable Topics Addressed
Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide (2001)	<ul style="list-style-type: none"> ● Shared-use paths (access to path, path surfaces, changes in level, grades, rest areas, width, passing spaces, railings, signs) ● Recreation trails (path surfaces, changes in level, grades, rest areas, width, passing spaces, trails through steep terrain, steps, edge protection, signs) ● Outdoor recreation access routes (surface, clear tread width, openings, tread obstacles, protruding objects, passing space, cross slope)
State	
California Department of Transportation (Caltrans)	
Highway Design Manual (HDM) (2014)	<ul style="list-style-type: none"> ● Class I bikeway/shared use path (width, clearances, grade, separation from highways, design speed, sight distance, horizontal and vertical curves) ● Class II bike lane (width, placement, at-grade interchange design) ● Class III bike route (bike route criteria, at-grade interchange design) ● Multipurpose trails ● Clear recovery zones
California Highway Barrier Aesthetics (2002)	<ul style="list-style-type: none"> ● Barrier design
California MUTCD (2012)	<ul style="list-style-type: none"> ● Signs (application, placement) ● Pavement markings (word messages, symbols, arrows, reflectorization, patterns and colors on shared-use paths, demarcating obstacles, dimensions) ● Traffic signals and crossing beacons (application, placement)
Main Street, California (2013)	<ul style="list-style-type: none"> ● Design of streets through towns adjacent to California State Highways ● Streetscape, traffic calming, parking, landscape
Local	
Santa Barbara County	
Los Alamos Community Plan (2011)	<ul style="list-style-type: none"> ● Direction for preparing a Pedestrian Circulation Plan and an On-Street Parking Plan ● Goals, policies, development standards, and actions for traffic, circulation and parking
Los Alamos Bell Street Design Guidelines (2011)	<ul style="list-style-type: none"> ● Guidance on implementing a form-based approach to architectural and streetscape design within the Bell Street downtown corridor ● Guidelines for new building construction, trees and landscaping, pedestrian space, and parking

4.2 DESIGN TOOLBOX

Good street design goes beyond meeting standards; it utilizes the most creative and practical techniques in a context-sensitive way to best suit the specific demands of a location. In Los Alamos the settings include: a downtown district that follows Bell Street; a freeway undercrossing where Bell Street meets U.S. 101; a connection from downtown to an elementary school on Centennial Street;

and other streets that intersect the downtown district (Den, St. Joseph, Helena, and Augusta).

Creating a safer and more welcoming pedestrian environment involves the incorporation of a variety of strategies, working in tandem, to slow traffic and improve driver awareness of pedestrians and cyclists. Beyond traffic safety, these treatments can work to improve the

aesthetics and accessibility of streets. Figure 25 presents a design toolbox that addresses these challenges, and presents a range of options for the Los Alamos streetscape. This toolbox was presented and discussed with the community throughout the design process and includes the following design elements:

- **High Visibility Crosswalks:** Well-marked, highly visible crossings alert drivers to locations where pedestrians may be crossing. Continental striped crosswalks improve visibility of standard crosswalks by providing high-contrast striping throughout the crosswalk surface, and, in turn, improve the visibility of pedestrians in the crosswalk.
- **Paved/Painted Crosswalks:** Custom crosswalk treatments can enhance the overall character of a downtown and match the aesthetics of existing conditions. Interlocking pavers and/or brick crosswalks are expensive to install, but are very durable when installed properly, and easy to maintain due to their modular nature. Stamped and colored asphalt or concrete are able to achieve effects similar to paver units, but tend to wear, fade, and flatten out over time, and can be difficult to match pattern and color when maintenance is required.
- **Crossing Signage and Beacons:** Adding warning signs and flashing beacons to crosswalks greatly increases the yield rate of drivers to pedestrians, while improving pedestrian comfort at crossings. Rectangular Rapid Flashing Beacons (RRFB's) can be activated automatically or via pushbutton, and provide a significant increase in vehicular yield rates. These beacons are significantly less expensive than traffic signals, and do not require the same lengthy investigation process from Caltrans that a new signal demands. RRFB flashers installed on standard sign posts are more durable than in-road flashing beacons, and require less long-term maintenance.
- **Curb Ramps and Truncated Dome Surfaces:** Curb ramps improve accessibility for those using assisted mobility devices, strollers, carts, and everyone else. People gravitate toward the easiest path, and having a gradual ramp at an intersection provides a seamless transition from sidewalk to crosswalk and back onto the sidewalk. Truncated dome surfaces serve to demarcate curb ramps from the surrounding pavement, and are required by ADA to alert those with restricted visibility to feel the approach to the edge of the street. Standard yellow truncated dome surfaces improve the visibility of the curb ramp and pedestrians waiting to cross.
- **Curb Extensions:** Curb extensions reduce crossing distance, increase pedestrian visibility, and slow turning traffic. In a two-lane road such as Bell Street, the reduced turning radius created by a curb extension will slow turning traffic, which will in turn slow through traffic. Curb extensions can provide area for landscape planting or street furnishings (such as art, benches and other amenities) to enhance the pedestrian experience.
- **Sidewalk Widening:** Well-designed sidewalks are fundamental to good streets and are the building blocks of a great pedestrian environment. Sidewalks should enable active public space and accessible pedestrian travel. All sidewalk amenities should be organized to ensure safe and accessible travel. Sidewalks that are too narrow prevent pedestrians from moving safely and comfortably and make it difficult or impossible to provide important additional streetscape elements and pedestrian amenities. Wide sidewalks offer space for improvements, making the streetscape more useful and attractive.
- **Pedestrian Scale Lighting:** Street lighting is an organizing element that defines the nighttime visual environment and supports nighttime activities. The quality of street and pedestrian lighting is beneficial for both traffic and pedestrian safety and security. A well-designed program of street lighting can help to define the nighttime visual environment as well as add to the aesthetic character. Directed, hooded, shielded lighting can be used to reduce light pollution and preserve dark skies, preserving this valuable resource in Los Alamos.
- **Increased Landscaping:** Trees and landscaping make important contributions by reducing air pollution and heat islands, improving the aesthetics of the streetscape, providing shade to pedestrians, and by helping to define a community's identity. By giving the perception that the street is narrower, trees contribute to traffic calming. The use of native trees reduces water requirements.
- **Pedestrian Oriented Amenities:** Amenities for pedestrians add functionality and vitality to the pedestrian realm. They can include benches and seating, bicycle racks, public art, wayfinding signage, and trash receptacles. Site furnishings announce that pedestrians are welcome and that the street is a comfortable place to be, provide a functional service, and increase visual interest.

- **Bicycle Treatments:** For a street to be “complete” it also needs to accommodate cyclists based on land use context and other parallel characteristics. Like pedestrians, bicyclists are vulnerable users of the public realm who can benefit from reduced traffic speed and dedicated facilities. On-street striped bike lanes assist in accommodating those on bikes as well as giving those in cars clear direction on paths of travel. Bicycle amenities such as signage, wayfinding, and bicycle parking should also be considered for context and potential need. Where possible bike racks can be integrated into the sidewalk amenities. Adding buffers to bike lanes protects cyclists from the “door zone,” helping to prevent one of the most common bicycle collisions, while also providing a safe space for drivers to exit vehicles without conflict with other vehicles. Striping bike lanes and buffers allows for a reduction in travel lane width, a common traffic calming strategy.
- **Medians:** Medians can be painted, curbed, or landscaped, and best serve the pedestrian environment when they provide a midway refuge for crossing pedestrians. Median refuges provide space for crossing pedestrians who may not be able to cross the entire roadway before the end of the walk phase of a signal. A median refuge might be employed where there are long crossings for pedestrians and the crossing distance can appear intimidating. Landscape medians provide space for tree and shrub plantings and visually break down the scale of the right-of-way. Painted medians provide a visual but not a physical separation, and are less effective at calming traffic and providing safe refuges.
- **Streetscape Elements:** Elements including street tree and shrub plantings, seating, and unified, accessible paving should be provided throughout the downtown core to enhance the character and quality of the public realm and the sense of place. Where possible, wider areas in the planting zone can be used as areas of enhanced landscaping to form small pocket parks along the pedestrian right-of-way.

Figure 25 - Design Toolbox

Bikeway Types



Custom Painted Bike Lanes



Class II Bike Lane with Custom Buffer



Class III Shared Route Marking



Buffered Bike Lane

Crossing Treatments

Pedestrian Refuge Island



Continental Crosswalk



Standard Crosswalk (Transverse Parallel)



Custom Design (Santa Ynez, CA)



Paver Crosswalk



Custom Painted Crosswalk

Pedestrian Facilities



Sidewalk with Planter Strip



Curb Tight Sidewalk



Narrow Shoulder



Wide Shoulder

Fixtures and Amenities



Bike Racks



Lighting



Benches



Trash Receptacles

Traffic Control/Calmng



Curb Extensions



Landscaped Curbed Median/Pedestrian Regue



Rectangular Rapid Flashing Beacon (RRFB)



Angled Parking

5 IMPROVEMENT CONCEPTS AND PRIORITIES

The improvement concepts presented below reflect recommendations by LAPAC at the July, 2014 and September, 2014 meetings, and public input from the well-attended public workshops in March and May 2014.

These are schematic plans prepared in the Adobe Illustrator format and based on GIS site data supplemented by a field survey consisting of cross-sections at intervals. These plans are illustrative of potential treatments and are to be used only as recommendations for future plans.

Costs for these improvements are based on preliminary estimates, and vary widely, based upon the level of design implementation. Unit costs are provided in Chapter 6.

5.1 OVERALL PROJECT PRIORITIES

The Bell Street Commercial Core Design Control Overlay, defined in the 2011 Bell Street Design Guidelines, includes the highest-priority areas of the Circulation Plan. Based upon LAPAC recommendations and public input, the following are the highest priority segments:

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

The community did not express strong priorities for the following design options:

- Changes to Centennial Street south of Waite Street;
- Improvements between the U.S. 101 undercrossing and Augusta Street;
- Additional parking on side streets;
- Modification of existing parking on Bell Street.

The reasoning behind these priorities has as much to do with safety as with timelines. The most immediate safety concern is truck traffic for those crossing Bell Street, and the safety of getting to downtown from the east side of U.S. 101. The magnitude of these safety concerns is greater than those of the other segments. While improvements to Centennial Street and eastern portions of Bell Street would improve safety, their impact would be greater if/when the population and number of visitors in Los Alamos increases dramatically.

Reverse angled parking, initially proposed for Bell Street as a way to increase parking capacity and safety, was presented for consideration at community meetings and through community surveys. It was met with opposition in both cases and removed as a design option (see survey results in Appendix B).

Adding angled parking to side streets would be a greater convenience to visitors than to residents; however, it would also benefit residents by reducing the potential for overflow parking on residential streets.

5.2 CONCEPT DESIGNS AND PHASING PLAN

As the extent of recommendations for this project covers a range of jurisdictions and potential funding sources, a phasing plan is recommended to determine which improvements, at which level of implementation, should be put in place in which order. The following section details a range of options for each project area, broken down by short and long-term recommendations.

5.3 BELL STREET EAST OF AUGUSTA AND U.S. 101 UNDERCROSSING

Encompassing the eastern portion of the downtown district, existing conditions east of Augusta Street are primarily undeveloped, with undeveloped lots and traffic exiting U.S. 101. Despite being a connection between downtown and residences at Rancho Los Alamos mobile home park east of the downtown district, the undercrossing at U.S. 101 lacks lighting or dedicated space for pedestrians or cyclists.

Improvements for this segment received the greatest amount of community support. Improvements to the U.S. 101 undercrossing will provide a link between both sides of Los Alamos, and greatly improve pedestrian and cyclist visibility and safety. Improvements to this area will bridge a crucial gap, and being a short segment, will be relatively inexpensive to construct.

SHORT-TERM RECOMMENDATIONS:

- Install a protective barrier on the north side of the underpass to protect pedestrians from traffic;
- Stripe bike lanes in each direction;
- Install lighting on the underside of the overpass;
- Add crosswalks to the intersection of Bell and Main streets;
- Estimated cost: \$52,000;
- See Figure 26.

LONG-TERM RECOMMENDATIONS:

- Construct curbed sidewalks on north side of the undercrossing;
- Stripe Class II bike lanes in each direction;
- Add crosswalks to intersections with 101 offramps;
- Install lighting on the underside of the overpass;
- Estimated cost: \$122,000;
- See Figure 27.

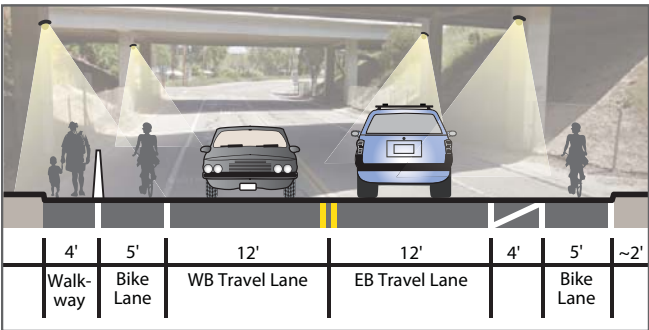


Figure 26 - 101 Undercrossing, Short Term Improvements

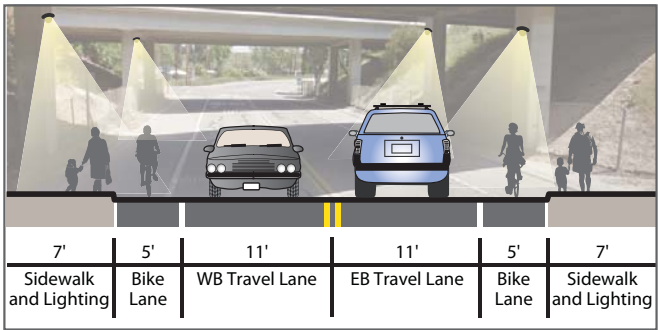


Figure 27 - 101 Undercrossing, Long Term Improvements

5.4 DOWNTOWN (BELL STREET FROM DEN TO AUGUSTA)

While the commercial core of Los Alamos is defined in the Bell Street Design Guidelines as reaching from Den Street on the west to U.S. 101 on the east, the majority of commercial activity runs along approximately ½ mile of Bell Street between Den Street and Augusta Street. This section of town receives the most foot traffic, particularly on weekends, and contains the majority of the town’s commercial activity. This segment will benefit most

from traffic calming measures but also from aesthetic improvements that can help reflect and expand upon the town’s rural character.

While extensive streetscape redesign is costly, short-term solutions can be put in place to improve safety in this corridor while funding is sought for more intensive improvements.

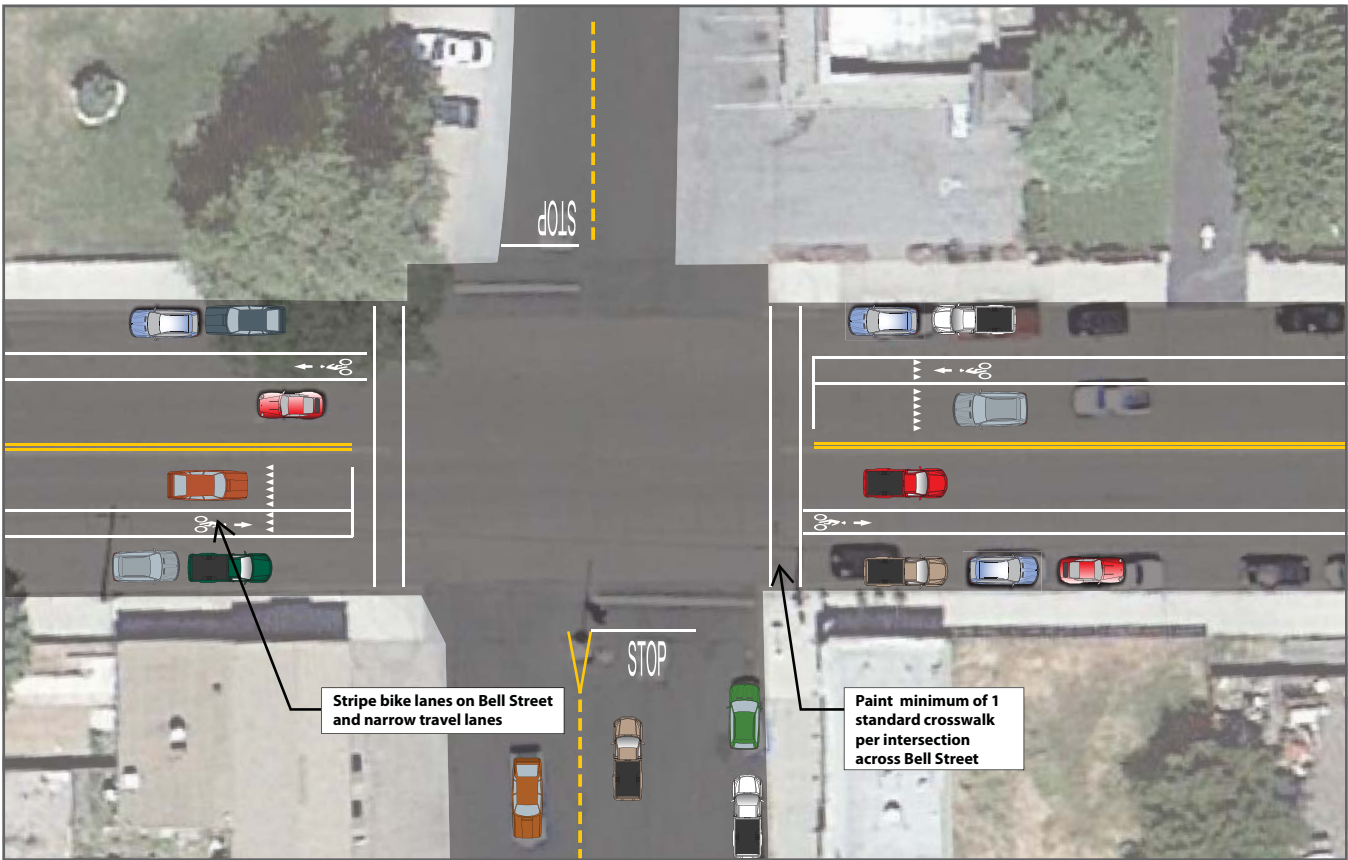
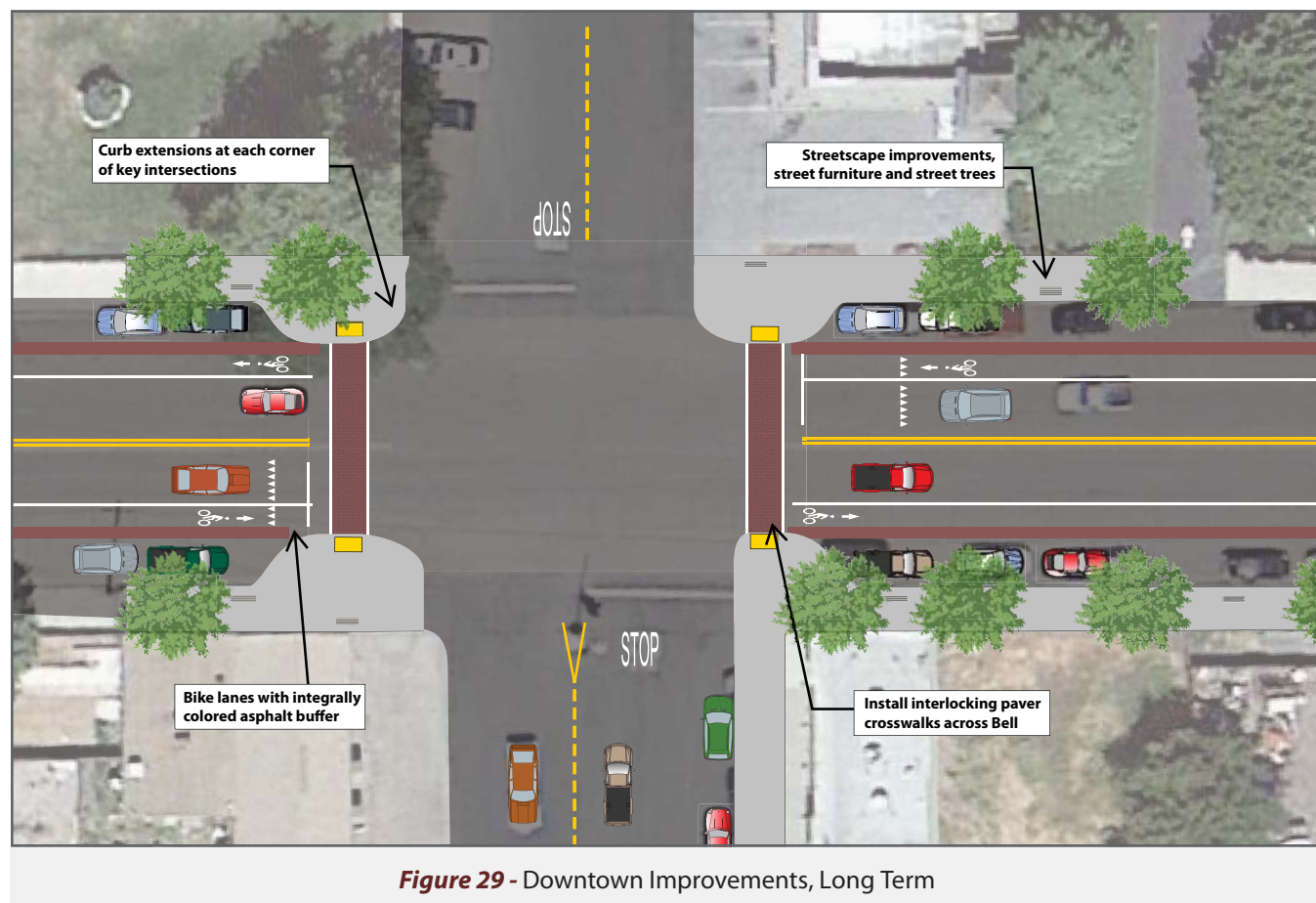


Figure 28 - Downtown Improvements, Short Term

**SHORT-TERM RECOMMENDATIONS:**

- Paint standard crosswalks across Bell Street at Centennial, St. Joseph, and Helena Streets;
- Stripe bike lanes on Bell Street to narrow travel lanes;
- Estimated cost: \$42,000.
- See Figure 28.

LONG-TERM RECOMMENDATIONS:

- 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;
- Estimated cost: \$2,275,000;
- See Figure 29.

5.5 CENTENNIAL STREET

Besides Bell Street, Centennial Street receives the greatest amount of traffic in Los Alamos, largely due to its connection to Olga Reed Elementary School. The majority of community support for Centennial Street was for improvements at Bell Street, which are included in the Bell Street descriptions above. However, projects on Centennial Street may be eligible for state and/or federal Safe Routes to School funding, and may be more easily implemented through the County, as they do not necessarily involve State Highways.

The greatest potential for improvements on Centennial Street is at the intersection with Bell Street, in the center of downtown. The town's historic flagpole sits on the south side of this intersection, with Ferrini Park on the northwest corner. Improvements to Centennial Street potentially extend to the south, creating dedicated space for pedestrians and cyclists going to and from school.

SHORT-TERM RECOMMENDATIONS:

- Stripe parallel parking stalls on the southeast corner of Centennial at Bell;
- Estimated cost: \$2,000;

LONG-TERM RECOMMENDATIONS:

- Create angled parking and landscape area at the flagpole at Bell and Centennial;
- Add bike corral or other bike parking area at new landscape area;
- Formalize walkways leading up to Bell Street;
- Formalize parking north of Bell Street;
- Create walkways/bikeways between Bell Street and Olga Reed Elementary School;
- Paint crosswalks on side streets down Centennial;
- Estimated cost: \$150,000;
- See Figure 30.



Figure 30 - Centennial Street Improvements, Long Term

5.6 SIDE STREETS

Streets crossing Bell through downtown, other than Centennial, include Den, St. Joseph, Helena, Augusta, and Main. Improvements on these streets are limited to the addition of angled parking adjacent to Bell Street. Angled parking would be recommended when necessary to meet future parking demand as the downtown is revitalized. Conditions are varied, though most streets would require repaving of shoulders for the full extent of the right of way to provide sufficient space for angled parking.

Addition of facilities on Den and Augusta Streets did not receive high priority among the LAPAC or the Los Alamos community. Any proposed designs on these streets are contingent upon increased parking demand for the downtown corridor, and do not serve immediate safety needs.

SHORT-TERM RECOMMENDATIONS:

- None.

LONG-TERM RECOMMENDATIONS:

- Repave shoulders on blocks leading to Bell Street;
- Paint angled parking on newly paved shoulders;
- Estimated cost: \$11,000 per street;
- See Figure 31.
- Add an alternative bike route along Main Street, Estimated cost: \$25,000 from Bell Street on the east to Den Street at the west.

5.7 LONG TERM PROJECTS AND BEAUTIFICATION

Throughout Los Alamos, potential exists for general streetscape improvements. With the addition of crosswalks, widened sidewalks, and curb extensions, overall public space in downtown will increase, and with it a demand for improved comfort and aesthetic treatments. While street furniture, trees, and other streetscape enhancements do not manage traffic directly, they can contribute to other traffic calming effects by providing visual cues to a pedestrian-friendly environment.

Installation of street trees is best planned for when sidewalks are installed, to provide tree grates and irrigation capabilities, but can also be installed later when low-water use trees are used and residents or businesses choose to “adopt” the tree and water it regularly. Less permanent landscape features can be installed in planters, which can also serve as barriers between pedestrians and moving vehicles.

Street furniture, including bike racks, benches, and trash receptacles, contributes greatly to a sense of place in a town, encourages visitors to spend more time (and often money), and helps define a district as a welcoming and active place. These elements can be installed throughout Bell Street at once, or placed one by one by individual business owners. A consistent streetscape is generally preferable aesthetically and is efficient to install, but the rural small-town feel of Los Alamos may be better suited by a more individualized and assorted streetscape.



Figure 31 - Side Streets Improvements, Long Term

This Page Intentionally Blank

6 COST ESTIMATES

6.1 PROJECT COSTS AND ESTIMATES

Costs for potential projects vary greatly based upon the extent of recommended improvements. Table 6-1 lists simplified unit costs for improvements throughout Los Alamos. These costs are used in the phasing plan (Chapter 5), to provide high-level planning estimates for costs of improvements to different areas and with different levels of design extents. These costs are derived from local, state, and federal sources, and have been used in project cost estimates from 2012-2014.

These estimates are based upon conceptual designs and are for planning purposes only. The cost estimates also include cost “placeholders” for each stage of project implementation, based on factors of the construction cost. These factors, derived from project experience and industry standards, include:

- Construction overhead (costs the contract typically includes over and above the individual work items – calculated as a percentage of the total project cost):
 - Mobilization – 5%
 - General conditions, bonds, and insurance – 2%
 - Erosion control, including all BMPs, SWPPP, and reporting – 5%
 - Traffic control – 10%
- Implementation:
 - Survey, technical studies (such as geotechnical or hazardous waste investigations), and design (including preliminary and final plans, cost estimates, and specifications/bid forms) – 20%
 - Environmental analysis and documentation and related permits (percentage varies per segment based upon existing conditions and scope of proposed changes) – 5% to 10%
 - Mitigation (percentage varies per segment based upon existing conditions and scope of proposed changes) – 2 to 3%
 - Construction engineering – 15%

A contingency for the level of accuracy of the estimate is included at 20% of all items.

Table 6-1 Costs for Improvements

Item	Unit*	Cost
Concrete and Asphalt Work		
Construct 4" PCC sidewalk	SF	\$8.00
Curb Ramp with truncated dome surface	EA	\$1,400.00
Colored stamped asphalt or concrete	SF	\$15.00
Hot mix asphalt	SF	\$4
Curbed median island	EA	\$25,000.00
Curb extension - concrete	EA	\$75,000.00
K-Rail barrier	LF	\$50.00
Striping and Signage		
High visibility crosswalk	EA	\$3,000.00
Painted striped crosswalk	EA	\$1,000.00
Paver crosswalk	EA	\$6,000.00
Integral color crosswalk	EA	\$3,500.00
Repaint stop bars and markings	LS	\$1,000.00
Bike lane striping and signage	MI	\$45,000.00
Bike lane with painted buffer and signage	MI	\$60,000.00
Bike lane with stamped colored asphalt buffer and signage	MI	\$125,000.00
Bike route markings and signage	MI	\$30,000
Multi-use path markings and signage	MI	\$5,000
RRFB	EA	\$25,000.00
Miscellaneous 4" thermoplastic stripe	LF	\$3.00
Painted median	EA	\$250.00
Landscape and Streetscape		
24" box trees with root barriers, tree grates, and irrigation	EA	\$2,200.00
1 gallon shrub w/groundcover planting	SF	\$2.50
Benches (bench, footings)	EA	\$1,700.00
Pedestrian light Type 1 (streetlamp style, placed near intersections)	EA	\$6,000.00
Trash Receptacle	EA	\$1,500.00
Bicycle rack (rack, footings)	EA	\$400.00

*EA = Each (Per Item) LF = Per Linear Foot LS = Lump Sum
MI = Per Linear Mile SF = Per Square Foot

This Page Intentionally Blank

7 FUNDING SOURCES

This chapter provides information on potential funding sources for bicycle, pedestrian, and complete streets improvements. Federal, state and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used in development projects, policy development, or planning to improve conditions for pedestrians and bicyclists. Even though appropriate funds are limited, they are available. To support agency efforts to find outside funding sources to implement improvements within Los Alamos, a summary by source type is provided below. Depending on when improvements identified in this report are pursued, some of the funding sources described below may have expired while new sources may have become available.

7.1 FEDERAL SOURCES

7.1.1 *Moving Ahead for Progress in the Twenty-First Century (MAP-21)*

The largest source of federal funding for bicycle and pedestrian projects is the US DOT's Federal-Aid Highway Program, which Congress has reauthorized roughly every six years since passage of the Federal-Aid Road Act of 1916. The latest act, Moving Ahead for Progress in the Twenty-First Century (MAP-21) was enacted in July 2012 as Public Law 112-141. The Act replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which was valid from August 2005 - June 2012. SAFETEA-LU contained dedicated programs including Transportation Enhancements, Safe Routes to School, and Recreational Trails, all commonly tapped sources of funding to make non-motorized improvements nationwide. MAP-21 combined these programs into a single source called the 'Transportation Alternatives Program (TAP).

More information: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

MAP-21 authorized funding for federal surface transportation programs including highways and transit for the 27 month period between July 2012 and September 2014. A reauthorization bill was introduced in Congress in July 2014. The bill is pending but has not yet been approved. Nevertheless, many bicycle and pedestrian transportation improvements programs have been included in some form since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and thus may continue to provide capital for active transportation projects and programs.

In California, federal monies are administered through the California Department of Transportation (Caltrans). Most, but not all, of these programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system.

There are a number of programs identified within MAP-21 that are applicable to bicycle and pedestrian projects. These programs are discussed on the following pages.

More information: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

TRANSPORTATION ALTERNATIVES PROGRAM

Transportation Alternatives Program (TAP) is a new funding source under MAP-21 that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SRTS), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, bikeways, multi-use paths, and rail-trails. TAP funds may also be used for selected education and encouragement programming such as Safe Routes to School, despite the fact that TAP does not provide a guaranteed set-aside for this activity as SAFETEA-LU did. MAP-21 provides \$85 million nationally for the RTP.

Eligible activities under the TAP Program include:

1. Transportation Alternatives as defined by Section 1103 (a)(29). This category includes the construction, planning, and design of a range of bicycle and pedestrian infrastructure including "on-road and off-road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990." Infrastructure projects and systems that provide "Safe Routes for Non-Drivers" is a new eligible activity.

More information: http://www.fhwa.dot.gov/environment/transportation_enhancements/legislation/map21.cfm

2. Safe Routes to School. There were two separate Safe Routes to School programs administered by Caltrans. There is the ongoing state-legislated program referred to as SR2S, and the federal program referred to as SRTS, which expired in September 2014 and is now

consolidated into the Active Transportation Program (see section 7.2.1). SR2S programs are intended to achieve the same basic goal of increasing the number of children walking and bicycling to school by making it safer for them to do so. SR2S-funded projects must be “in the vicinity” of a school (K-12). The Safe Routes to School Program funds non-motorized facilities in conjunction with improving access to schools through the Caltrans Safe Routes to School Coordinator. Eligible projects may include:

- Engineering improvements. These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways, trails or bikeways. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, and secure bicycle parking facilities.
- Education and Encouragement Efforts. These programs are designed to teach children safe bicycling and walking skills while educating them about the health benefits, and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive bicycle/pedestrian safety video games; and promotional events and activities (e.g., assemblies, bicycle rodeos, walking school buses).
- Enforcement Efforts. These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.

More information: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

3. Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways. At the time of writing, detailed guidance from the Federal Highway Administration on this new eligible activity was not available.

As discussed below, the State has consolidated the Transportation Alternatives Program with other state funding programs as part of the Active Transportation Program.

SURFACE TRANSPORTATION PROGRAM

The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including on-street bicycle facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STP-funded bicycle and pedestrian facilities may be located on local and collector roads. Half of each state's STP funds are sub-allocated geographically by population. These funds are funneled through Caltrans to the MPOs in the state. The remaining 50% may be spent in any area of the state.

More information: http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

MAP-21 doubles the amount of funding available through the Highway Safety Improvement Program (HSIP) relative to SAFETEA-LU. HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. HSIP is a data-driven funding program, and eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan.

Caltrans expects to announce the next HSIP Call-for-Projects (Cycle 7) in spring 2015. Information to prepare for the next cycle is at the link below.

More information: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/prepare_now.htm

7.1.2 Partnership for Sustainable Communities

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to “improve access to affordable housing, provide more transportation options, and lower transportation costs while protecting the environment in communities nationwide.” The Partnership is based on six Livability Principles, one of which explicitly addresses the need for bicycle and pedestrian infrastructure: “Provide more

transportation choices: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health."

More information: <http://www.sustainablecommunities.gov/mission/livability-principles>

7.1.3 National Endowment for the Arts (NEA) – Our Town Grants

NEA provides a limited number of planning and design grants, ranging from \$25,000 to \$200,000, for creative and innovative projects in which communities improve their quality of life, encourage greater creative activity, foster stronger community identity and a sense of place, and revitalize economic development.

More information: <http://arts.gov/grants-organizations/our-town/introduction>

7.1.4 New Opportunities for Bicycle and Pedestrian Infrastructure Financing Act

A pending bill in Congress (H.R.3978) proposes to set aside 1% of TIFIA's \$1 billion for bicycle and pedestrian infrastructure projects, such as the conversion of abandoned rail corridors for trails, bicycle signals, and path lighting. For these projects, TIFIA's minimum project cost would be \$2 million. Eligible costs include: planning & feasibility studies, construction, and land acquisition. The bill reserves 25% of project funding for low-income communities.

7.1.5 Community Transformation Grants

Community Transformation Grants administered through the Center for Disease Control support community-level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. Active transportation infrastructure and programs that promote healthy lifestyles are a good fit for this program, particularly if such improvements benefit groups experiencing the greatest burden of chronic disease.

More information: <http://www.cdc.gov/communitytransformation/>

7.2 STATE SOURCES

7.2.1 Active Transportation Program

With the consolidation of federal funding sources in MAP-21, the California State Legislature has moved to consolidate a number of state-funded programs centered on alternative transportation into a single program. The resulting Active Transportation Program (ATP) consolidates

the federal programs, Bicycle Transportation Account, the Safe Routes to Schools Program, and the Recreational Trails Program. The ATP's authorizing legislation (signed into law by the Governor on September 26, 2013) also includes placeholder language to allow the ATP to receive funding from the newly established Cap-and-Trade Program in the future.

The California Transportation Commission writes guidelines and allocates funds for the ATP, while the ATP will be administered by the Caltrans Division of Local Assistance. Goals of the ATP are currently defined as the following:

1. Increasing the proportion of trips accomplished by biking and walking;
2. Increasing safety and mobility for non-motorized users;
3. Advancing active transportation efforts of regional agencies to achieve the greenhouse gas reduction goals;
4. Enhancing public health;
5. Ensuring that disadvantaged communities fully share in the benefit of the program; and,
6. Providing a broad spectrum of projects to benefit many types of active transportation users.

More information: <http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>

7.2.2 State Highway Operations & Protection Program

Per the Self Help County Coalition (SHCC) Issue Paper on State Highway Operation and Protection Program (SHOPP) Communication: "The SHOPP is a four year program that funds projects on the State Highway system to maintain and preserve the asset. The program is primarily funded by federal highway trust funds. The federal funds that make up the SHOPP are National Highway Performance Program (NHPP), the Surface Transportation Program (STP), and the Highway Safety Improvement Program (HSIP). The new Federal act, Moving Ahead for Progress in the 21st Century (MAP- 21), requires that the States implement targets based on performance measures that will be forthcoming. This will dictate how funds need to be programmed based on meeting the targets. The emphasis of the federal bill is to maintain and/or improve the current asset condition and to address the safety needs. The cycle includes identification of rehabilitation and reconstruction needs in the ten year plan, the estimation of available funding in the Fund Estimate, and finally a four-year financially constrained portfolio of projects in the four-year SHOPP. As required by statutes, the SHOPP is a four-year portfolio of projects, updated every two years.

"The SHOPP project funding process is internal to Caltrans. SHOPP projects are originally scoped through the ten year SHOPP plan process. The ten year SHOPP plan has a fiscally constrained list of program areas that have specific estimated amounts of funding. The determination of the balance of funds for each of the areas is based on federal funding programs, priorities as agreed between the Caltrans and the CTC, and direction from the Caltrans SHOPP Executive Committee. The priorities are:

1. Collision reduction, major damage restoration, and mandates such as ADA and stormwater
2. Pavement, bridge, roadside, and facility preservation
3. Mobility"

The 2013 Caltrans Ten-Year SHOPP estimates \$2 billion per year available to address annual statewide needs. This covers only 25 percent of the total need for the State Highway System on an annual basis.

More information: http://www.dot.ca.gov/hq/transprog/SHOPP/prior_shopp_documents/SHCC_SHOPP_issue_paper.pdf

7.2.3 Office of Traffic Safety Grants

The Office of Traffic Safety (OTS) distributes grants statewide to establish new traffic safety programs or fund ongoing safety programs. OTS grants are supported by federal funding under the National Highway Safety Act and SAFETEA-LU.

Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Bicycle safety is included in the list of traffic safety priority areas. Eligible grantees are governmental agencies, state colleges, state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants.

The California application deadline is January of each year. There is no maximum cap to the amount requested; however, all items in the proposal must be justified to meet the objectives of the proposal.

More information: <http://www.ots.ca.gov/Grants/Apply/default.asp>

7.2.4 Environmental Enhancement and Mitigation Funds

The Environmental Enhancement Mitigation Program (EEMP) provides grant opportunities for projects that

indirectly mitigate environmental impacts of new transportation facilities. Projects should fall into one of the following three categories: urban forestry projects, resource lands projects, or mitigation projects beyond the scope of the lead agency. Funds are available for land acquisition and construction. The local Caltrans district must support the project. The average award amount is \$250,000.

More information: <http://www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm>

7.2.5 California Strategic Growth Council

The Strategic Growth Council is a state agency that manages the Affordable Housing and Sustainable Communities Program, created in June 2014 as part of SB-862 Greenhouse gases: emissions reduction. Eligible grant projects include: projects that support active transportation (through infrastructure and non-infrastructure projects), complete streets capital projects, and projects that support infill development.

A revision of the program guidelines is expected to be completed by December 2014. Applications for 2015 are planned to be due in April, with awards announced in June 2015.

More information: http://sgc.ca.gov/s_affordablehousingandsustainablecommunitiesprogram.php

7.3 REGIONAL & LOCAL SOURCES

7.3.1 Santa Barbara County Association of Governments (SBCAG)

The following programs, available through SBCAG, provide potential funding sources for parking and transportation projects.

SURFACE TRANSPORTATION PROGRAM (STP)

STP-eligible projects in Los Alamos include the repair or rehabilitation of roadways (in the form of paved shoulders, bike lanes, and repaving to include crosswalks) and the improvement of transportation systems (in the form of improved connectivity between the U.S. 101 undercrossing and both sides of Los Alamos. The program provides for highway construction costs, and could also fund improvements on Bell Street due to its status as a California State Route (135). SBCAG's annual budget for STP is \$4 million.

MEASURE A PROGRAM

Measure A Local Street and Transportation Improvement (LSTI) Funding

Measure A funds are usable for the repair of local roads, and on projects involving U.S. 101. SBCAG distributes

approximately \$20 million per year through this program to local jurisdictions. The most applicable uses for these funds are the suggested improvements to the U.S. 101 undercrossing, but could also apply to the construction of shoulders and additional parking on Bell Street and side streets.

Measure A North County Safe Routes to School, Bicycle and Pedestrian Program

The Measure A Program includes funding in the North County for a bicycle and pedestrian and safe routes to school program. In the North County, \$3 million is available for the thirty year period for the bicycle and pedestrian and safe routes to school program. Allocation of funding is required, by the Investment Plan, to be conducted through a competitive grant process. SBCAG conducts a call for projects every five years for the North County program.

More information: <http://www.measurea.net>

7.3.2 Development Impact Fees

As a condition for development approval, the County can require developers to provide certain infrastructure improvements, which can include sidewalks or portions of a bikeway project. The type of facility that is required to be built by developers reflects the greatest need for the particular project and its local area, and a clear nexus between the particular project and the mandated improvement and cost. The County also charges a transportation impact fee, which varies by region throughout the County. The funds are used for general transportation improvement projects.

7.3.3 Roadway Construction, Repair and Upgrade

Future road widening and construction projects are one means of providing improved pedestrian and bicycle facilities. To ensure that roadway construction projects provide these facilities where needed, it is important that the review process includes input pertaining to consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans's Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

More information: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

7.3.4 Utility Installation Projects

Cable TV and telephone companies sometimes need new cable routes within public right of way. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible to request reimbursement for affected sidewalks and streets to mitigate construction impacts. In cases where cable routes cross undeveloped areas, it may be possible to provide for new sidewalks or bikeway facilities following completion of the cable trenching.

7.4 OTHER SOURCES

Local sales taxes, fees and permits may be implemented as new funding sources for pedestrian and bicycle projects. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some improvements, such as the 'adoption' of street trees or the dedication of street furniture. A local construction company may donate or discount services.

Another funding strategy, common in downtowns and shopping districts, is the formation of a business improvement district (BID). BID's are often formed to fund parking and streetscape improvements, and can help pay for projects such as tree and landscape plantings, the installation of planters, signage, and awnings, or the commissioning of public art. BID funding is obtained through a self-imposed tax, established by businesses operating within the district. Beyond specific improvement projects, formation of a BID can help strengthen businesses in downtown Los Alamos by establishing common goals, consistent marketing campaigns, and a unified voice for representation in development hearings.

This Page Intentionally Blank

8 CONCLUSION AND NEXT STEPS

The Circulation Plan provides concept plans for future street improvements in Los Alamos. These improvements will provide safer routes to school for the town's children and will support and sustain a vibrant and walkable downtown by planning for adequate parking for residents and visitors.

Additional steps will be required to implement the Circulation Plan. The Circulation Plan was reviewed by the County Planning Commission on November 12, 2014 for comments and recommendations to the Board of Supervisors. In early 2015, the Board of Supervisors received and referred the Circulation Plan to County Public Works Transportation Division for incorporation into the County's Capital Improvement Program. Implementation of specific projects in Los Alamos will occur balanced with other County transportation project priorities.

Subsequently, the County will seek grants and other funding sources to construct and otherwise complete the identified improvements considering the priorities laid out in the Circulation Plan along with competing priorities in the County overall. The majority of improvements will occur within the rights-of-way of U.S. 101 and SR 135 (Bell Street), which will require coordination with, and permits from, Caltrans. Implementation will require several steps to move the concept plans forward to the point of construction. These next steps include, but are not limited to:

- formal survey of the road right-of-way, where required;
- traffic and parking studies, where applicable;
- preliminary design engineering;
- full environmental review pursuant to CEQA;
- permits and/or rights-of-way; and
- final design engineering, often known as PSE (Plans, Specifications and Estimates).

In addition, the final selection of materials and styles for each improvement will depend on the funds available and the conditions at the time of implementation.

Implementation of the Circulation Plan will occur as funds become available with the goal of first moving forward with the community's highest priority projects presented in this report. However, in certain circumstances it may be simple and cost effective to implement short-term priority projects. For example, painting standard striped parallel crosswalks across Bell Street at Centennial, Main and St. Joseph streets can improve pedestrian safety until such time as funding becomes available to construct crosswalks with pavers or other attractive pavements in a style consistent with the town's rural, western character. Thus, the short-term and long-term priorities, as laid out by the concept plans in this report, provide the blueprint for taking action in the future.

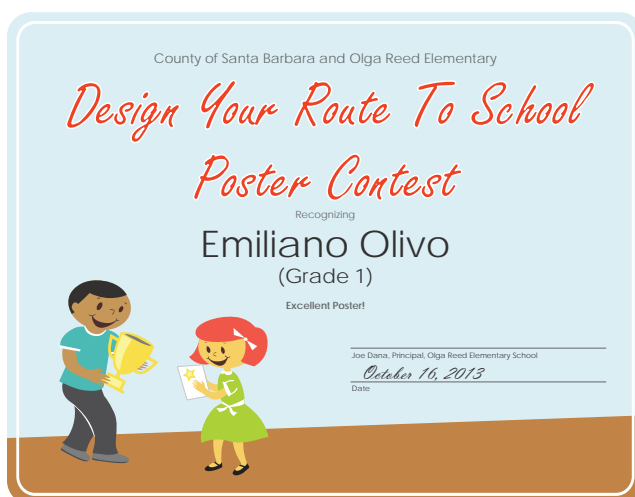
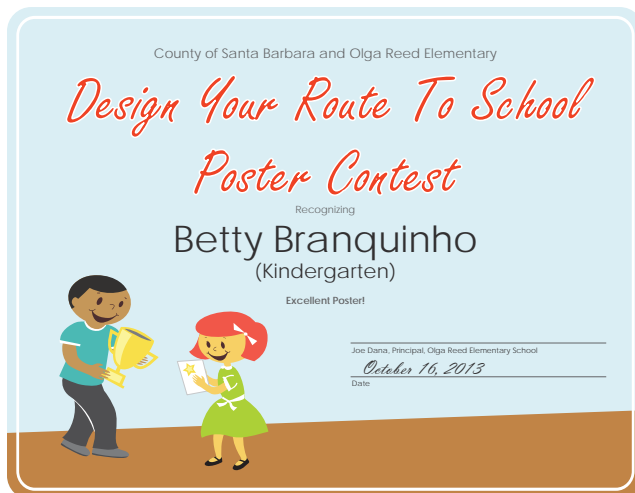
This Page Intentionally Blank

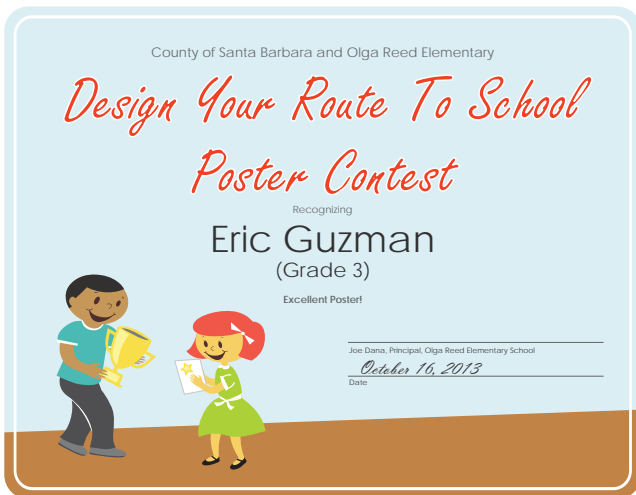
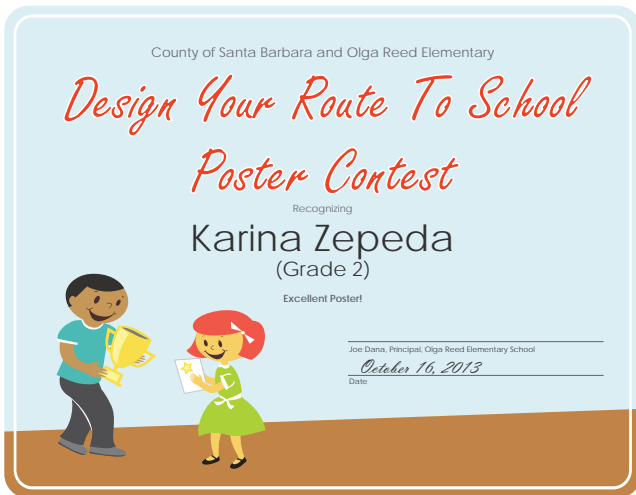
9 REFERENCES

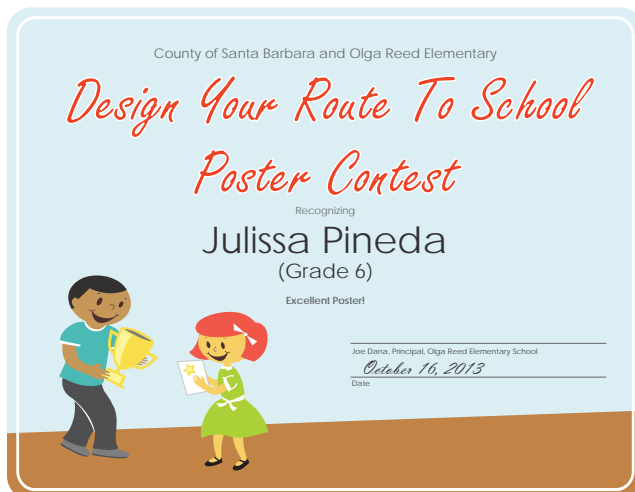
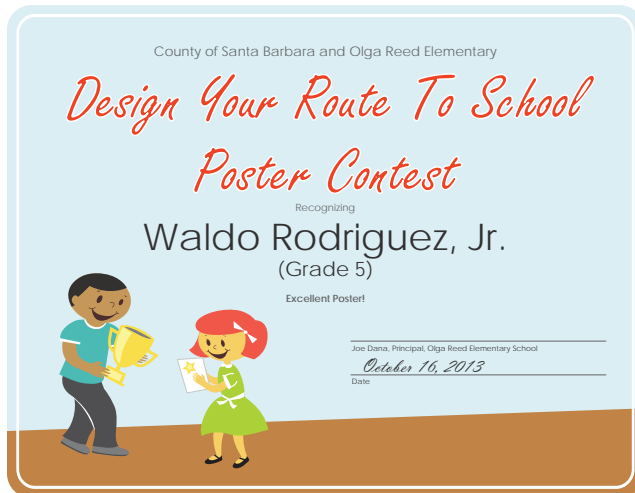
- American Association of State Highway and Transportation Officials (AASHTO). 1999. *Guide for the Development of Bicycle Facilities*.
<http://nacto.org/wp-content/uploads/2011/03/AASHTO-Guide-for-the-Development-of-Bicycle-Facilities-1999.pdf>
- Architectural and Transportation Barriers Compliance Board. 2011. *Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way*.
<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>
- California Department of Transportation (Caltrans). 2010. *Complete Streets Implementation Action Plan*.
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html
- Caltrans. 2013. *Main Street, California: A Guide for Improving Community and Transportation Vitality*.
http://www.dot.ca.gov/hq/LandArch/mainstreet/main_street_3rd_edition.pdf
- Caltrans. 2014. *Highway Design Manual*. <http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm>
- Caltrans. 2002. *California Highway Barrier Aesthetics*. http://www.dot.ca.gov/hq/LandArch/barrier_aesthetics/
- Caltrans. 2012. *California Manual on Uniform Traffic Control Devices: FHWA's MUTCD 2009 Edition as amended for use in California, 2012 Edition*. <http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/camutcd2012/CAMUTCD2012.pdf>
- 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. 2011. *Los Alamos Community Plan*.
- 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. 2012. *Scope of Work for Caltrans Environmental Justice Grant: Los Alamos Pedestrian Circulation and Parking Plan*.
- Federal Highway Administration. 2001. *Designing Sidewalks and Trails for Access Part II of II: Best Practices Design Guide*.
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/pdf.cfm
- Federal Highway Administration. 2012. *2009 MUTCD with Revisions 1 and 2*. http://mutcd.fhwa.dot.gov/kno_2009r1r2.htm
- Santa Barbara County Association of Governments (SBCAG). 2013. *Transit Needs Assessment 2013*.
- United States Department of Justice (DOJ). 2011. *Amendment to the ADA Regulations Regarding the Use of Wheelchairs and Other Power Driven Mobility Devices 28 CFR part 35*. <http://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=28:1.0.1.1.36>

This Page Intentionally Blank

10 APPENDIX A: POSTER CONTEST







This Page Intentionally Blank

11 APPENDIX B: COMBINED SURVEY RESULTS

Olga Reed Elementary School Design Your Route to School Parent Survey Conducted September 2013

SURVEY RESULTS COMPILED 27 of 200 Surveys returned Blank answers not counted

1. What is the street intersection nearest your home?

Number Responded	Answer
1	101 (Los Alamos exit)
1	Bell and 135
2	Bell and Main
3	Bell and Waite
1	Centennial and Helena
3	Centennial and Main
1	Centennial and Shaw
2	Foxen and Coiner
1	Foxen and Hill
1	Helena and Hill
1	Bell and 101
1	Perkins and Central
1	Perkins and St. Joseph
1	Perkins and Augusta
1	Shaw and Augusta
1	St. Joseph and Gonzales
1	St. Joseph and Centennial
1	St. Joseph and Waite

2. How many blocks from school does your child live?

Number Responded	Answer
1	One
4	Two
6	Three
3	Four
1	Five
4	Six or more
1	Across the street

3. On most days, how does your child arrive and leave for school?

Method	Arrive	Leave
Bike	2	3
Carpool	1	1
Vehicle	12	12
Walk	1	1
Walk/Vehicle	3	4

4. How many adults in the home commute to work in the following locations? Insert number of persons for each job location.

Number of Commuters	Location
1	Santa Maria
1	Los Alamos
1	Santa Barbara
2	Solvang
2	Los Alamos/Buellton
2	Santa Ynez/Santa Maria
2	Santa Ynez/Goleta
2	Santa Barbara/San Luis Obispo
3	Santa Ynez/Santa Maria
3	Los Alamos/Santa Barbara/Los Olivos
3	Los Alamos/Santa Ynez/Santa Maria
4	Los Alamos/Arroyo Grande/Buellton
No number provided	Santa Ynez, Santa Maria, Los Alamos, Buellton, Sisquoc, Orcutt, Other (remote or home business)



**Olga Reed Elementary School
Design Your Route to School Parent Survey
Conducted September 2013**

5. On their way to or from school, does your child(ren) cross the following major streets?

Street	Total Number of Children Crossing	Where?
Bell	5	2: Centennial 1: Frontier 2: No answer
101 Underpass	2	2: No answer
Main	8	2: St. Joseph 4: Centennial 1: Bell 1: No answer

6. Which of the following safety issues along your child's route to school are the most important in order of ranking? (1=most important, 5=least, or 0=not needed). (Answer provides number of responses and percent of those who responded)

Rank	Lack of Walkways (14)	Lack of Crosswalks (14)	Speeding Vehicles (15)	Pedestrian Visibility (10)	Lack of Bicycle Lanes (12)	Other
1	3 (21%)	2 (14%)	5 (33%)	3 (30%)	3 (25%)	Lack of 4-way stops
2	3 (21%)	3 (21%)	1 (7%)	0 (0%)	1 (8%)	
3	1 (7%)	2 (14%)	0 (0%)	3 (30%)	2 (17%)	Flashing lights/signs
4	2 (14%)	0 (0%)	1 (7%)	2 (20%)	1 (8%)	
5	0 (0%)	2 (14%)	0 (0%)	0 (0%)	2 (17%)	
X but No Rank	5 (36%)	5 (36%)	6 (40%)	0 (0%)	3 (25%)	
0 (not needed)	0 (0%)	0 (0%)	2 (13%)	2 (20%)	0 (0%)	



**Olga Reed Elementary School
Design Your Route to School Parent Survey
Conducted September 2013**

7. Please identify needed improvements along the streets next to Olga Reed Elementary School.

Street	Walkways	Bicycle Lanes
Centennial	16	10
Shaw	9	5
Helena	10	6

8. Please identify intersections adjacent to Olga Reed Elementary School that need the following safety improvements (X=needed or 0=not needed).

Intersection	Traffic Slowing Needed	Traffic Slowing Not Needed	Crosswalk Needed	Crosswalk Not Needed
Centennial and Shaw	10	0	7	2
Centennial and Main	12	2	8	1
Helena and Shaw	10	0	5	1
Helena and Main	8	1	8	1
Other	St. Joseph		St. Joseph and Bell	

9. Please identify the priority for pedestrian and bicycle improvements along Bell Street and Main Street east of 101. Please rank each street section (X=needed or 0=not needed).

Street Section	Walkway Needed	Walkway Not Needed	Bikeway Needed	Bikeway Not Needed
Den and St. Joseph	11	0	6	1
St. Joseph and Centennial	14	0	8	0
Centennial and Helena	14	0	9	0
Helena and Augusta	12	0	6	1
Augusta and Waite	13	0	5	1
Waite and Main	12	0	7	1
101 and Main	13	0	10	0
Main Street/Frontage east of 101	10	0	9	0



**Olga Reed Elementary School
Design Your Route to School Parent Survey
Conducted September 2013**

10. Please identify the priority for crosswalks and traffic slowing at the following Bell Street intersections. Please rank each intersection (X=needed or 0=not needed).

Intersection	Crosswalk Needed	Crosswalk Not Needed	Traffic Slowing Needed	Traffic Slowing Not Needed
Bell and Den	6	0	6	0
Bell and St. Joseph	7	0	5	0
Bell and Centennial	17	0	12	0
Bell and Helena	10	0	7	0
Bell and Augusta	6	0	5	0
Bell and Waite	5	1	4	1
Bell and 101/Main	9	0	10	0

11. Please indicate in the appropriate box the number of adults in your household and the method they use to travel to work each day.

Numbers of Adults	Auto	Public Transit	Carpool	Bike	Walk	Motorcycle	Other
1	4	3	1	1	1	0	Work at Home
2	13	0	0	0	0	0	Work at Home
Not provided	4	1	0	0	1	0	Clean Air Express



**Los Alamos Pedestrian Circulation and Parking Plan
Bell Street Business Owner Survey
Conducted February 2014**

SURVEY RESULTS COMPILED**10 of approximately 13 Surveys returned**

1. What is the intersection closest to your business?

Number Responded	Answer
2	Helena and Bell
1	St. Joseph and Bell
5	Centennial and Bell
1	Centennial and Helena
1	Centennial and Main

2. Which of the following circulation issues near your business are the most important in order of ranking? (1=most important, 6=least, or 0=not needed). (Heading provides number of responses and answer provides percent of those who responded).

Rank	Lack of Walkways (7)	Lack of Crosswalks (8)	Lack of Parking (6)	Speeding Vehicles (9)	Pedestrian Visibility (6)	Lack of Bicycle Lanes (6)
1	1 (14%)	4 (50%)		6 (67%)	1 (17%)	
2		1 (13%)	3 (50%)	1 (11%)		1 (17%)
3	2 (29%)	1 (13%)	1 (17%)	1 (11%)		1 (17%)
4	0	1 (13%)	1 (17%)		1 (17%)	1 (17%)
5	1 (14%)				1 (17%)	
6	1 (14%)		1 (17%)		1 (17%)	1 (17%)
Not Needed	2 (29%)	1 (13%)			2 (33%)	2 (33%)
X but No Rank				1 (11%)		



Page 1

3. On the following street segments that cross Bell Street, please rank the need for designated (striped) parking (1=most important, 7=least, or 0=not needed)

1 block North of Bell							
Rank	Den (7)	St. Joseph (8)	Centennial (9)	Helena (8)	Augusta (8)	Waite (6)	101/Main (7)
1	1 (14%)	1 (13%)	6 (67%)	3 (38%)			
2	1 (14%)	1 (13%)					1 (14%)
3		1 (13%)		1 (13%)	1 (13%)		
4	2 (29%)						
5				1 (13%)	1 (13%)		
6					1 (13%)	1 (17%)	
7	1 (14%)	1 (13%)	1 (11%)	1 (13%)	1 (13%)	2 (33%)	2 (29%)
Not Needed	2 (29%)	2 (25%)	1 (11%)	1 (13%)	3 (38%)	3 (50%)	4 (57%)
X but no rank		1 (13%)	1 (11%)	1 (13%)	1 (13%)		

1 block South of Bell							
Rank	Den (6)	St. Joseph (7)	Centennial (8)	Helena (7)	Augusta (7)	Waite (7)	101/Main (7)
1	1 (17%)	2 (29%)	6 (75%)	2 (29%)		1 (14%)	
2	1 (17%)	1 (14%)					1 (14%)
3		1 (14%)		1 (14%)	1 (14%)		
4	2 (33%)						
5				1 (14%)	1 (14%)		
6					1 (14%)	1 (14%)	
7	1 (17%)	1 (14%)	1 (13%)	2 (33%)	1 (14%)	2 (29%)	2 (29%)
Not Needed	1 (17%)	2 (29%)	1 (13%)	1 (14%)	3 (43%)	3 (43%)	4 (57%)



4. Please identify the priority for pedestrian walkways and/or bicycle lanes along Bell Street. Please rank each street section (X=needed or 0=not needed).

Street Section	Walkway Needed	Walkway Not Needed	Bikeway Needed	Bikeway Not Needed
Den to St. Joseph	3	3	2	3
St. Joseph to Centennial	2	3	2	3
Centennial to Helena	3	4	3	4
Helena to Augusta	3	3	3	3
Augusta to Waite	2	2	3	3
Waite to Main	2	2	3	3
101 and Main	4	2	2	3
Main Street/Frontage east of 101	3	3	3	3

5. Please identify the priority for crosswalks and/or traffic slowing at the following Bell Street intersections. Please rank each intersection (X=needed or 0=not needed).

Intersection	Crosswalk Needed	Crosswalk Not Needed	Traffic Slowing Needed	Traffic Slowing Not Needed
Bell and Den	5	1	7	1
Bell and St. Joseph	7	0	7	1
Bell and Centennial	7	0	9	0
Bell and Helena	6	1	9	0
Bell and Augusta	5	1	8	0
Bell and Waite	3	3	6	1
Bell and 101/Main	5	2	6	1

Other Comments:

- Any changes should be in keeping with look of buildings already on Bell Street.
- More interested in increasing consciousness than increasing directives or rules.
- Speeding cars and trucks are a danger, pulling out of diagonal parking is a major hazard. This is a rural setting, no stripes.
- Parking diagonally would be most beneficial on south side of Bell Street as there are more businesses on that side.
- Slow traffic on Bell Street.
- Want no sidewalks, slow traffic, yes crosswalk at Centennial and Bell.
- Designated bicycle lanes are not important at this time.



**Los Alamos Pedestrian Circulation and Parking Plan
Resident and Property Owner Survey
Conducted April – May 2014**

SURVEY RESULTS COMPILED

225 of approximately 1,023 surveys returned. 25 returned as undeliverable. Total numbers of responses vary due to incomplete responses or checking more than one category.

1. Please check the type of crosswalk you would prefer on Bell Street.

Painted with curb extension	Painted with center median	Total
94 45%	114 55%	208 100%

2. Do you support a crosswalk signal (such as a sign with flashing lights) to warn cars and trucks and allow people to cross safely?

Yes	No	Total
155 71%	62 29%	217 100%

3. Please rank from 1 (most support) to 4 (least support) the type of traffic slowing measures you would prefer on Bell Street.

Rank	Reduce vehicle lane widths (bikes lanes and wider sidewalks)	Raised center medians	Curb extensions	Back-in angled parking	Do not support	Total
1	77 44%	29 16%	25 14%	27 15%	19 11%	177 100%
2	24 16%	63 43%	39 26%	17 11%	5 3%	148 100%
3	29 20%	26 18%	57 40%	20 14%	10 7%	142 100%
4	30 14%	38 18%	37 17%	89 41%	22 10%	216 100%

**Los Alamos Pedestrian Circulation and Parking Plan
Resident and Property Owner Survey
Conducted April – May 2014**

- 4. Please check the type of improvements you would prefer on Centennial Street south of Waite Street for travel to Olga Reed Elementary School.**

Shared walking and bicycle path on one side of street	Walking paths and striped bike lane on both sides	Striped walking paths on both sides with shared bike/vehicle lanes	Do not support	Total
53 23%	112 49%	27 12%	36 16%	228 100%

- 5. Please check where you would support angled parking.**

Bell Street	North of Bell St.	South of Bell St.	Do not support	Total
64 25%	47 18%	50 19%	99 38%	260 100%

**Los Alamos Pedestrian Circulation and Parking Plan
Resident and Property Owner Survey
Conducted April – May 2014**

**6. Given limited funding for construction, please rank the following improvements
from 1 (most support) to 7 (least support).**

Rank	Traffic slowing on Bell	Complete missing sidewalks on Bell	New crosswalks/improve existing crosswalk on Bell	Improvements to the U.S. 101 underpasses	Back in angled parking on Bell	Angled parking N and S of Bell	Improvements on Centennial St. south of Waite	Total
1	58 25%	56 24%	34 15%	39 17%	14 6%	7 3%	24 10%	233 100%
2	25 14%	27 15%	51 29%	30 17%	9 5%	10 6%	21 12%	175 100%
3	20 12%	37 22%	45 27%	29 17%	8 5%	6 4%	24 14%	169 100%
4	32 19%	26 16%	24 15%	28 17%	13 8%	11 7%	31 19%	165 100%
5	16 10%	18 12%	15 10%	21 14%	15 10%	33 21%	36 23%	154 100%
6	12 8%	15 10%	6 4%	17 11%	25 17%	56 37%	20 13%	151 100%
7	23 10%	10 4%	12 5%	27 11%	94 39%	55 23%	21 9%	242 100%

G:\GROUP\COMP\Planning Areas\Los Alamos\Plan Area Projects\Pedestrian Circulation and Parking Plan\Outreach\Surveys\Resident Senior Survey\Los Alamos Pedestrian Circulation Survey Results.doc

Los Alamos Pedestrian Circulation and Parking Plan Resident Property Owner Surveys Written Comments Summary April - May 2014

Sidewalks/Bike Paths

- All of Los Alamos should have sidewalks
- Sidewalks or walking paths near Olga Reed is very important
- Sidewalks and bike lanes for students on Shaw Street is very important
- Sidewalks should be on the streets surrounding Olga Reed (Helena, Shaw, Centennial)
- Discourage use of Bell Street by bicyclists
- Bike paths are very important
- Install bike lanes to promote commuting on Highway 135
- Require developers to install sidewalks on all of Bell Street
- No bike lanes
- Only complete missing sidewalk segments on Bell where it is now dirt
- Children should be able to walk and ride their bikes safely to school
- Bike lanes all through town and beyond down Highway 135 would be great

Parking

- No back-in angled parking, use regular head-in angled parking only
- No angled parking on Bell Street
- Regulate parking at the Post Office to "Post Office Only"
- No angled parking anywhere
- Back in angled parking is a bad idea
- Angled parking is dangerous for kids
- No angled parking on Den, St. Joseph, or Augusta
- Back-in parking is confusing and unsafe
- Restrict parking in front of post office
- No angled parking in residential areas
- Designate parallel parking along Bell but no angled parking

Crosswalks

- Use push buttons on crosswalks like those used in Arroyo Grande
- No crosswalks
- Support crosswalk with signal
- Crosswalks should be simple designs and striped
- Crosswalks with extended curbs and signage would be safe without flashing lights that would conflict with charm

Stop Signs

- Add stop sign at the 3-way stop (Bell Street/Main Street/U.S. 101)
- Need clearly marked 4-way stop at Bell Street/Main Street/U.S. 101

- Add 4-way stop at Bell and Centennial and Bell and Helena

Road Maintenance

- Repair cracks in roadways
- Repave on/off ramp from 101 to Bell Street
- Repave Bell Street
- Repave Drum Canyon Road
- Repair exit from 101 north to Bell Street and 101 north entrance (below Skyline Motel)
- Trim trees back from the 101 onramp to improve line of sight

Traffic Enforcement/Speed Limits/Speeding

- Add speed bumps to Hill Street to slow traffic going to and from Olga Reed School
- Control traffic on St. Joseph Street to and from apartments. Consider speed bumps, striped walkways, bike paths, speed limit signs
- Patrol Bell Street for speeders
- Slowing traffic is most important
- Consider adding speed bumps
- Speed limit should be 25 mph on Bell Street
- Who enforces rules and regulations?
- No traffic lights
- People make illegal u-turns in front of post office
- Need an under/overpass at north end of 101. Entering 101 here is a traffic hazard due to weeds blocking views and impatient drivers. At the very least, it should be striped to show how to enter traffic flow.
- Vehicles run stop signs
- Increase police patrol
- Install solar powered speed signs on both directions of Bell Street
- Stop sign on Bell has little to no effect on cars or trucks
- Slow traffic by moving flag from Centennial to Bell Street
- Reduce 45 mph sign on 101 north exist, cars come off highway at high speed, potential for accidents on frontage road and at trailer park

Trucks

- Need an alternative truck route
- Enforce speed limits on trucks
- Stop truck traffic
- Prohibit parking or limit parking to outside of the main commercial area on Bell Street
- Restrict 18 wheelers and other large trucks on Bell Street
- Stop trucks from idling
- Divert all semi- and double-semi trucks
- Trucks speed on Bell with no regard for pedestrians day and night.
- Can truck cargo be restricted, hazardous cargo?

- Find another truck route to the Vandenberg AFB

Lighting

- Lighting on entire length of Bell Street is bad
- More lighting in town for pedestrians
- No [additional] lighting on Bell Street
- Add street lights and crosswalk signals to make pedestrians more visible
- Street lights needed on Bell Street and Foxen Lane.
- Lighting is needed on Foxen.
- Add more lighting around Los Alamos because it is needed at night and the streets get very dark.
- Light the U.S. 101 underpass
- Underpass lighting should be pathway light or wall

Entrance into town

- Make an entrance/exit into town on Bell Street so fast moving trucks do not drive through town to use the only available on-ramp
- Entry with center medians (welcome to Los Alamos), town interior with street/curb extensions

General Comments

- No change, do not waste funds
- Do not want to lose small town and old town look
- Do not want to look like Los Olivos
- No fees or taxes for improvements
- Maintain small town charm
- No improvements, we are happy with our town
- Don't waste money
- Do not urbanize Los Alamos
- Medians are necessary to bring tourism along with much needed resources
- Public restrooms needed downtown
- Change 101 north exit to read "Historic 135 to PCH; Los Alamos, Vandenberg AFB"
- No improvements are needed on Centennial [there are] dirt paths on both sides of street
- No modernizing, keep rural charm
- Landscaped center median would be nice but concerns about maintenance
- Move flagpole to the middle of Centennial and Bell Street
- Don't raise taxes
- Thanks for listening and requesting residential input
- Make Los Alamos a people friendly town

G:\GROUP\COMP\Planning Areas\Los Alamos\Plan Area Projects\Pedestrian Circulation and Parking Plan\Outreach\Surveys\Resident Senior Survey\Survey comments summary.docx