

Alamo Pintado Creek Pedestrian Bridge Project

Santa Barbara County, California
05-SB-154-PM R2.6
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State Clearinghouse Number 2017051053

Initial Study with Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation

January 2021



General Information About This Document

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Remove the pedestrian bridge over Alamo Pintado Creek on
State Route 154 at post mile R2.6 in Santa Barbara County

**INITIAL STUDY
with Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation



John Luchetta
Office Chief, Central Region
Environmental Central Coast Office
California Department of Transportation

January 21, 2021

Date

The following individual can be contacted for more information about this document:
Jason Wilkinson, 50 South Higuera Street, San Luis Obispo, California 93401,
phone: 805-542-4663

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to remove the Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y) at post mile R2.6 on the south side of State Route 154 in the town of Los Olivos in Santa Barbara County. The project would also remove a retaining wall next to the bridge and install rock slope protection. The existing bridge structure is 92 feet long by 28 feet wide and spans the Alamo Pintado Creek.

Determination

Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the project will not have a significant effect on the environment for the following reasons.

The project would have no effect on agriculture and forest resources, air quality, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, tribal cultural resources, or wildfire.

The project would have no significant effect on noise, utilities and service systems, greenhouse gas emissions, biological resources, and aesthetic resources.

The project would have no significantly adverse effect on cultural resources because the following mitigation measures would reduce potential effects to insignificance:

- A public interpretive document (pamphlet/booklet) on the history of transportation/historical context of the bridge will be distributed in the local area, and an interpretive exhibit will be installed in the project vicinity.
- Professional photographic and written documentation of the bridge will be prepared before the bridge is demolished.
- An interpretive exhibit will be installed in an area where it can provide a public benefit. The information in the exhibit will be on the history of transportation/historical context of the local area and can be installed in the project vicinity.



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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) has prepared this Initial Study with Mitigated Negative Declaration for the project located in Santa Barbara County in California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

Caltrans proposes to remove the Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y) at post mile R2.6 on the south side of State Route 154 in the town of Los Olivos in Santa Barbara County. The project would also remove a retaining wall and install rock slope protection to protect the channel banks from erosion. The existing bridge structure is 92 feet long by 28 feet wide and spans the Alamo Pintado Creek. Figures 1-1 and 1-2 show the project location and vicinity maps.

The Alamo Pintado Creek Pedestrian Bridge was constructed in 1912. In 1971, a new bridge structure—Alamo Pintado Creek Bridge (bridge number 51-0076Y)—was built nearby. The new bridge was built on a new alignment 40 feet upstream from the original structure. At that time, local citizens contacted the State to leave the 1912 structure so it could be used as a pedestrian/equestrian trail bridge. Concrete footing encasements were built around the pile caps of the existing structure. However, these encasements eventually became exposed and undermined.

Today, the old Alamo Pintado Creek Pedestrian Bridge is used by pedestrians, bicyclists, and equestrians. The bridge also functions as the support structure for the Santa Ynez River Water Conservation District's existing 6-inch public water main crossing Alamo Pintado Creek.

Scouring of the pile and pier foundation has caused settlement of the bridge deck. A bridge inspection on September 28, 2011 was used to prepare a Bridge Needs Report dated March 29, 2012. The report determined the abandoned bridge is no longer stable with respect to gravity load, and the bridge is slowly sinking at the supports. In the inspection report, recommendations were made to retrofit the bridge or simply remove the bridge. Retrofitting the substructure would result in significant substructure modifications, including seismic retrofitting, scour mitigation, embankment armoring, and foundation retrofitting.

The project will be funded from the 20.XX.201.110 Bridge Rehabilitation and Replacement Program in the 2016 State Highway Operational and Protection Program. The proposed program year is 2021/2022. The current capital

construction cost estimate for the project is \$3,799,000 (December 2020), with a \$143,000 right-of-way capital cost.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to reduce the risk to users from a bridge failure.

1.2.2 Need

A Bridge Inspection Report (September 28, 2011) identified critical scouring of the pile and pier foundation of the abandoned highway bridge (bridge number 51-0076Y) at post mile R2.6 on the south side of State Route 154. The report concluded the bridge structure is no longer stable with respect to gravity loads. Creek channel degradation has resulted in heavily exposed bridge piles, causing the bridge to sink at its supports.

1.3 Project Description

The project would remove the abandoned Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y), remove the retaining wall next to the bridge, and place rock slope protection in that area. The bridge superstructure would be removed from above the creek, while the piers and foundation portion would be removed from below. Minor grading and embankment restoration would also be necessary within the proposed construction easement.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices Included in All Alternatives.”

Figure 1-1 Project Vicinity Map

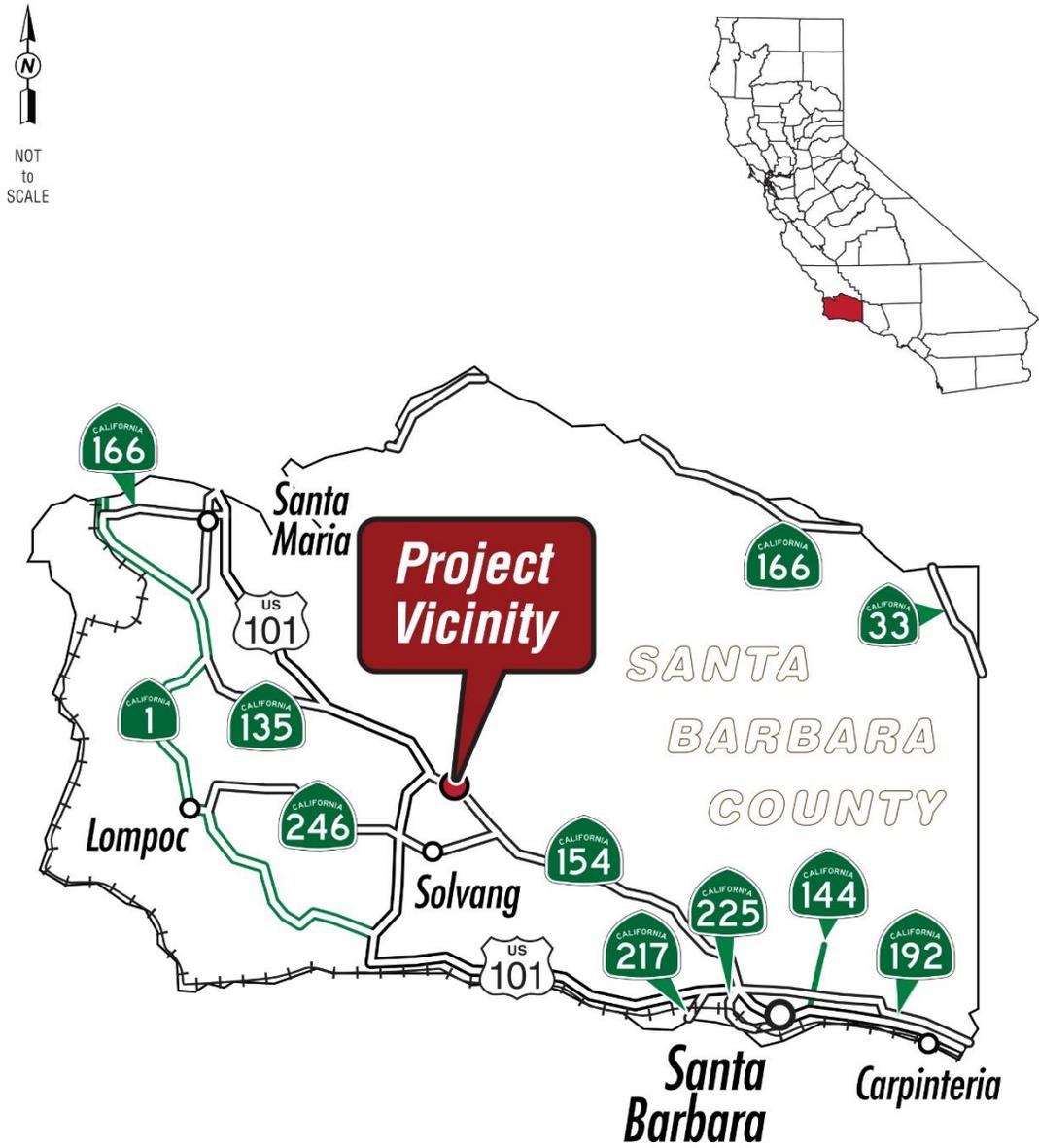
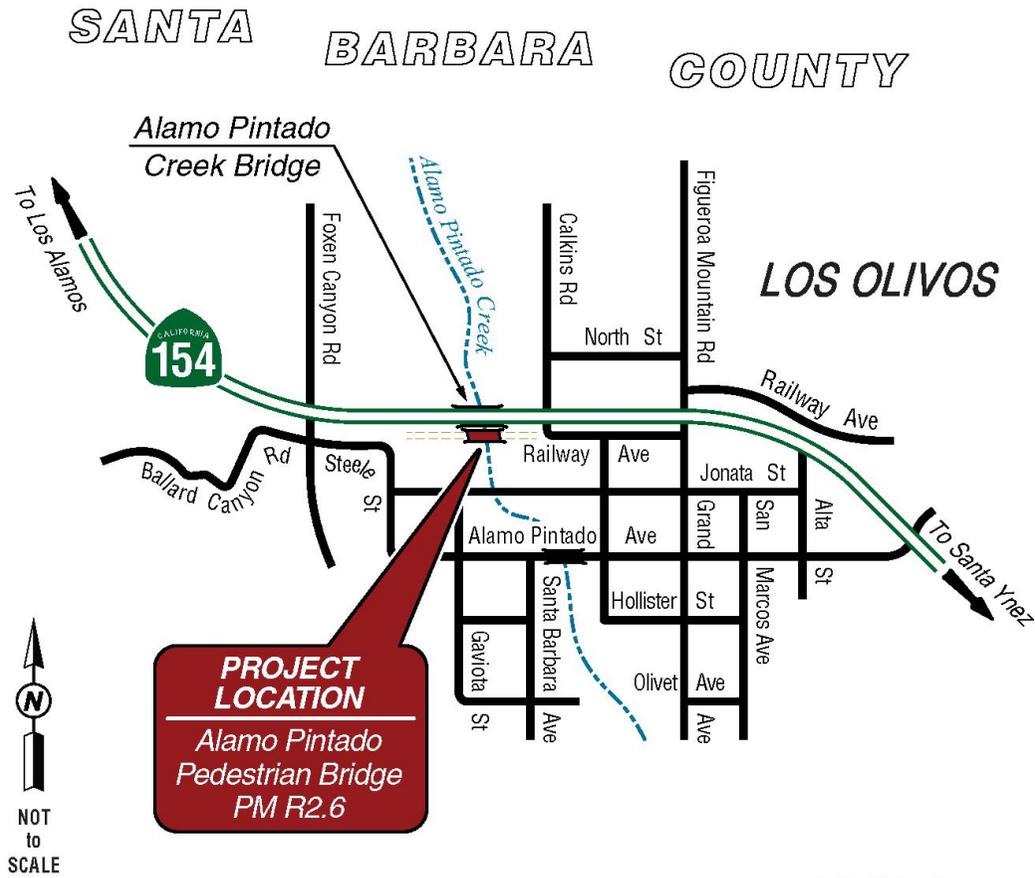


Figure 1-2 Project Location Map



1.4 Project Alternatives

There are three alternatives under consideration: Bridge Replacement Alternative, Removal Alternative, and No-Build Alternative.

1.4.1 Build Alternatives

Both build alternatives would remove the abandoned Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y) next to State Route 154, remove the retaining wall next to the bridge, and place rock slope protection between the northern edge of the existing State Route 154 bridge and the edge of the Caltrans right-of-way. The bridge superstructure would be removed from above the creek, while the piers and foundation portion would be removed from below.

Alternative 1—Bridge Replacement

This alternative would remove the existing bridge and replace it with either a single-span, cast-in-place reinforced concrete box girder or a pre-engineered steel bowstring truss bridge. A water line connected to the existing pedestrian bridge would have to be temporarily relocated and reattached to the new pedestrian bridge.

Alternative 1A

The single-span concrete bridge would be about 115 feet long, 16 feet wide, and 4 feet deep. Three design options are offered for the bridge railing:

Option 1—Railing consists of a 1-foot-wide and 2-foot-tall concrete curb including an architectural treatment with 2-foot-6-inch-high steel posts and about a 145-foot-long steel beam railing.

Option 2—Railing consists of a 1-foot-wide and 6-inch-tall concrete curb including architectural treatment with concrete posts every 10 feet at 3 foot-6 inches high and about a 145-foot-long steel beam railing.

Option 3—Railing consists of a 1-foot-wide and 6-inch-tall concrete curb including architectural treatment with 3-foot-6-inch-high steel posts and about a 145-foot-long steel beam railing.

Alternative 1B

This alternative would replace the existing bridge with a pre-engineered steel bowstring truss bridge with 4-foot, 6-inch-high steel posts and about a 145-foot-long steel beam railing. The bridge would be about 115 feet long, 11 feet and 8 inches wide, and 9.25 inches deep.

Alternative 2—Bridge Removal

This alternative would remove the abandoned Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y). The bridge superstructure would be removed from above the creek; the piers and foundation portion would be removed from below. The retaining wall next to the structure would also be removed, and rock slope protection would be placed on the banks of the creek.

Alternative 3—No-Build Alternative

This alternative would leave the bridge as it is. This alternative is not viable because it would not address the deficiencies of the bridge and would allow the structure to continue to deteriorate.

1.5 Comparison of Alternatives

Alternative 1 proposes the following:

- Replacing the Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y) with a pre-engineered steel bowstring truss bridge.
- Replacing the pedestrian bridge would result in 0.111 acre of permanent impacts to Regional Water Quality Control Board jurisdictional areas and 0.111 acre of permanent impacts to California Department of Fish and Wildlife jurisdictional areas.

Alternative 2 proposes the following:

- Removing the existing Alamo Pintado Creek Pedestrian Bridge.
- Removing the pedestrian bridge would result in 0.105 acre of permanent impacts to Regional Water Quality Control Board jurisdictional areas and 0.105 acre of permanent impacts to California Department of Fish and Wildlife jurisdictional areas.

1.6 Identification of a Preferred Alternative

Alternative 1A Option 1 as described in Section 1.4 has been identified as the preferred alternative. The draft environmental document identified a 12-foot-wide bridge with Alternative 1A, but the preferred Alternative 1A proposes a 16-foot-wide bridge to meet the design features and address the public input and comment to consider a wider bridge.

1.7 Alternatives Considered but Eliminated from Further Discussion

Due to a request from the community to retrofit the bridge prior to the release of the draft environmental document, the Project Development Team asked the Structures unit to review such an alternative, which was previously rejected. The Project Study Report rejected a retrofit alternative because this area of Alamo Pintado Creek is designated as a floodway and retrofitting the substructure would require constructing foundation elements within the channel, which would affect the hydraulic capacity. In addition, the National Bridge Inspection Standard (NBIS) 113 Scour Critical Bridge Code is U, which stands for “Bridge with unknown foundation that has not been evaluated for scour.”

The Structures staff reviewed the existing conditions of the bridge and, from a lifecycle cost and risk-based assessment, found the risks outweighed the benefits. It is not reasonable to salvage the 108-year-old bridge, which has exceeded the standard service life by 30+ years based on its age and condition: exposed footings and piles, unknown pile embedment length and pile condition, embankment erosion, settlement issues, nonstandard bridge railing.

Any retrofit would result in significant substructure modifications, including seismic retrofit, scour mitigation, embankment armoring, and foundation retrofit. There is no foundation information, no log of test borings, and no pile tip elevations available. Retrofitting would require a new heavier standard rail, which would add to the existing load for a bridge that is already experiencing settlement issues. Caltrans structures engineers concluded that this bridge foundation is not retrofittable.

The discussion below was added after the draft environmental document was released.

Based on comments Caltrans received regarding retrofitting the existing pedestrian bridge during the public meeting and comments received at the end of the public comment period, some additional analysis was performed to determine if retrofitting the structure would be feasible. However, a full analysis could not be performed because some of the as-builts for the bridge were not available.

Structure Maintenance and Investigations bridge inspections have noted settlement of the bridge supports and sagging of the deck/barrier rails. Several feet of scour were also noted at the pier and abutment foundations, deeming the bridge scour critical (refer to photos below).

The existing bridge does not conform to current codes and Caltrans policy:

- Code requirements—American Association of State Highway and Transportation Officials (AASHTO) Bridge Design Specification LRFD 8th Edition, California Special Amendments 2019 and Seismic Design Criteria version 2.0.
- Caltrans policy—Memo to Designers, Bridge Design Aids, Bridge Design Details, Bridge Design Practice, 2018 Standard plans.

To retrofit the bridge, the bridge barrier rails would need to be demolished and reconstructed, which would eliminate the variegated stone masonry of natural stone. The bridge foundation would require concrete piles to use reinforcement for tension and confinement reinforcement because the existing pilings do not have any reinforcement.

Determining the reinforcement embedded in the existing structure needed to support the new bridge deck would be difficult and would likely not result in successful outcomes needed to reinforce the substructure and foundation. The near-surface reinforcement could be mapped with the aid of Ground-Penetrating Radar detection methods, but require specialized equipment, significant amount of data collection and evaluation. Also, many core samples would be needed throughout the structure to verify the amount of corrosion, size of reinforcement, and lab tests would be required to determine material strengths. This analysis would not be conclusive as it would only provide information related to the near-surface reinforcement. In addition, anything with more than 6 inches of concrete cover, the results would not be useable in the design work required to retrofit the piling. The investigation, mapping, generation of as-built plans, and the required material testing for this effort would probably take a year to get results and would not likely be result in a design that could be used to retrofit the structure.

Structural retrofit could involve replacing all the substructure and foundation elements and, if a site investigation confirms no steel in the deck, then the bridge deck would likely need to be replaced as well due to inadequate reinforcement. In the absence of the steel concrete, old concrete, based on outdated mix designs, would not provide stability needed under tension. The only structural elements that may remain would be the concrete-encased steel girders, while all the other historical elements of the bridge would be replaced and designed to current Caltrans standards.

The following items summarize the multiple areas of deficiencies related to the pedestrian bridge and issues related to retrofitting the bridge:

- The foundation has significant scour issues that need to be addressed.
- The foundation piers appear to be unreinforced and not structurally adequate.

- The superstructure indicates signs of cracking and sinking.
- Deck reinforcement needs to be determined, however, based on the inspection finding the deck will likely need to be replaced due to inadequate reinforcement.
- Barrier rails do not meet the current code for height or loading.
- The general concrete mix and material construction in 1912 do not meet current American Association of State Highway and Transportation Officials (AASHTO) standards.
- The existing bridge in 1912 has not been analyzed for seismic considerations.
- The hydraulic capacity of the Alamo Pintado Creek is directly related to the cross-sectional area below the bridge. So, lengthening the bridge, widening the channel and replacing the structure with a single-span structure would increase the creek's capacity while replacing the structurally deficient foundations.

The superstructure is showing signs of cracking and has exceeded the design lifespan. Once cracking has occurred in the structure, the rebar is further exposed to moisture and can corrode, reducing design life. Based on standard construction practices in 1912, the existing structure would not likely meet steel reinforcement requirements of the current code. Any retrofit would result in significant substructure modifications, including seismic retrofitting, scour mitigation, embankment armoring, and foundation retrofitting. There is no foundation information, no log of test borings, and no pile tip elevations available. Retrofitting would require a new heavier standard rail, which would add to the existing load for a bridge that is already experiencing settlement issues. Caltrans structures engineers concluded that this bridge is not retrofittable.

Below are photos documenting deterioration of the bridge's structural elements.







Caltrans Structures determined that even if a feasible retrofit solution were found, any Alamo Pintado bridge retrofit would be significantly more expensive compared to constructing a new bridge and would still not be able to retain the important historical elements of the existing bridge nor provide the safety elements of a new bridge.

After Caltrans Structures staff reviewed the existing conditions of the bridge and, from a lifecycle cost and risk-based assessment, found the risks outweighed the benefits. This effort concluded it was unreasonable to salvage the 108-year-old bridge, which has exceeded the standard service life by more than 30 years based on its age and condition: exposed footings and piles, unknown pile embedment length and pile condition, embankment erosion, settlement issues, and nonstandard bridge railing. Furthermore, the bridge would still not meet current standards and exhaustive research and analysis based on the above information could not reach a feasible solution to retrofit the structure.

1.8 Standard Measures and Best Management Practices Included in All Alternatives

- Each internal combustion engine, used for any purpose on the job, or related to the job, will be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine will be operated on the job site without an appropriate muffler.
- Notify the public in advance of the construction schedule when construction noise and upcoming activities likely to produce an adverse noise environment are expected. This notice will be given two weeks in advance. Notice should be published in local news media of the dates and duration of proposed construction activity. The District 5 Public Information Office will post notice of the proposed construction and potential community impacts after receiving notice from the Resident Engineer.
- Shield especially loud pieces of stationary construction equipment.
- Locate portable generators, air compressors, etc. away from sensitive receptors.
- Limit grouping major pieces of equipment operating in one area to the greatest extent feasible.
- Place heavily trafficked areas such as the maintenance yard, equipment, tool, and other construction-oriented operations in locations that would be the least disruptive to surrounding sensitive noise receptors.

- Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job will be equipped with a muffler or baffle of a type recommended by the manufacturer.
- Consult the District Noise Specialist if complaints are received during the construction process.
- Construction equipment will be free of excessive dirt that may contain weed seed before entering the construction site. If necessary, wash stations either on-site or off-site will be established for construction equipment under guidance of Caltrans to avoid/minimize the spread of invasive plants and/or seed within the construction area.
- Water quality-related Best Management Practices specific to this project include job site management and preparation of a water pollution control plan.
- Temporary Best Management Practices may include hydraulic mulch, check dams, drainage inlet protection, fiber rolls, concrete washout, and Environmentally Sensitive Area fencing.
- NS-13 Material and Equipment Use Over Water
- NS-15 Structure Demolition/Removal Over Adjacent Water
- WM-4 Spill Prevention
 - All project-related hazardous materials spills within the project site will be cleaned up immediately. Readily accessible spill prevention and cleanup materials will be kept by the contractor on-site, at all times during construction.
 - All herbicides, fuels, lubricants, and equipment will be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. Prior to the onset of work, Caltrans will ensure that a plan is in place for a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.
- WM-5 Solid Waste Management
- WM-6 Hazardous Waste Management

- WM-10 Liquid Waste Management

1.9 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

- U.S. Army Corps of Engineers: Section 404 Nationwide Permit for impacts to waters of the U.S.
- Regional Water Quality Control Boards: Section 401 Certification for impacts to waters of the U.S.
- California Department of Fish and Wildlife: Section 1602 Streambed Alteration Agreement for impacts to streams under the jurisdiction of the California Department of Fish and Wildlife

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the project. Potential impact determinations include Potentially Significant Impact, Less Than Significant with Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A No Impact answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects, such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information included in the Scenic Resource Evaluation and Visual Assessment dated May 29, 2019, the following significance determinations have been made.

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	Less Than Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less Than Significant Impact

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less Than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

Affected Environment

The project sits at the edge of the Los Olivos township, a small community of about 1,000 residents, covering a little more than 300 acres in the Santa Ynez Valley. Typical of the Los Olivos township, the mature landscaping of the project site contributes to the rural, small town feel of the site and community. The overall visual quality of the project area is moderately high, due mostly to its vegetated character, glimpses of distant hillsides and, where visible, the visual integrity of development in terms of its contribution to the rural character of the township and surroundings.

State Route 154 in Santa Barbara County is classified as an Officially Designated State Scenic Highway. The old stone bridge rails of the pedestrian bridge are considered a CEQA Scenic Resource because of their rustic appearance, proximity to the scenic highway, and contribution to the rural visual character of the region. Other CEQA Scenic Resources visible from the project area include the distant oak-covered hillside and ridgelines, and certain older ranch developments.

Environmental Consequences

Scenic Vista

Replacement of the existing bridge would result in a somewhat larger facility. The proposed bridge would be slightly longer and wider, and the proposed bridge rails would be slightly taller than the existing ones.

In order to replace the bridge structure, the removal of a number of mature trees and other vegetation in the immediate vicinity of the bridge would be required. Although other existing trees would remain, the visual changes associated with replacement of the structure and vegetation would be noticeable from viewing areas in the immediate vicinity of the project. Because of the project’s generally low profile and the mature vegetation

throughout the community, the project would not be readily seen from areas outside of the immediate project vicinity.

In spite of these localized changes, the project would not reduce or affect the availability of expansive views to the distant hills or ridgelines, pastoral agriculture, undulating topography or overall patterns of native vegetation. The proposed bridge rails, although somewhat taller would not interfere with quality views of the surrounding area. As a result the project would have little to no effect on existing scenic vistas as seen from public viewpoints.

Scenic Resources

The old stone bridge rails of the Pedestrian Bridge are considered a CEQA Scenic Resource because of their rustic appearance, proximity to the Scenic Highway, and their contribution to the rural visual character of the region. Although as viewed from the highway noticeability of the pedestrian bridge is somewhat diminished by surrounding vegetation and its often shaded setting, the rails can still be seen and as such they contribute to the visual quality along the route. Removal of the existing stone bridge rails would diminish the visual quality of the scenic highway at that location.

Other CEQA Scenic Resources visible from the project area include the distant oak covered hillside and ridgelines and certain older ranch developments. Views of those scenic resources would not be affected by the project.

Visual Character

The project site contributes to the area's visual quality and character mostly by way of the pedestrian bridge's old stone rails and the vegetation along Alamo Pintado Creek. Removal of these visual elements would cause an alteration of rural character and a reduction of visual quality. Construction of either Build Alternative would require removal of several mature trees and other vegetation in the immediate vicinity of the bridge. The old stone bridge rails of the existing pedestrian bridge are considered a CEQA Scenic Resource because of their rustic appearance, proximity to the scenic highway, and contribution to the rural visual character of the region. Removal of the existing stone bridge rails would diminish the visual quality of the scenic highway at that location.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of the following measures, the project would be consistent with the rural character of the Santa Ynez Valley and the aesthetic goals of the State Scenic Highway program, and potential visual impacts would be effectively minimized:

Replacement Only (Alternative 1)

1. Aesthetic treatment will be included in the proposed replacement bridge rail design. The appearance will be consistent with the local community aesthetic values and the State Scenic Highway State Route 154 corridor.
2. If aesthetic treatment of the new pedestrian bridge includes coloring of its metal rail components, all existing and replacement (if applicable) end treatment elements and guardrail associated with the existing State Route 154 vehicle bridge will be colored with a stain such as Natina, as directed by Caltrans Landscape Architecture staff in conjunction with the Project Engineer.

Both Build Alternatives

1. Preserve as much existing vegetation as possible. Prescriptive clearing and grubbing and grading techniques that save the most existing vegetation possible should be used.
2. Following construction, re-grade and re-contour any new construction access roads, staging areas and other temporary uses as necessary to match the surrounding natural topography.
3. Revegetate the creek banks with native vegetation as directed by the Caltrans Biologist in conjunction with Caltrans Landscape Architecture. The purpose of revegetation will be to screen views of the residential neighborhood south of the project as seen from State Route 154.
4. Rock slope protection will be placed in a natural-appearing arrangement and either planted and/or stained to reduce noticeability.

2.1.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information included in the Air Quality Technical Memo dated April 3, 2019, the following significance determinations have been made.

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact

Question—Would the project:	CEQA Significance Determinations for Air Quality
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

Considering the information included in the Natural Environment Study dated August 2017 with an Addendum to the Natural Environment Study completed in March 2019, the following significance determinations have been made.

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	Less than Significant
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less than Significant
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than Significant

Question—Would the project:	CEQA Significance Determinations for Biological Resources
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

Affected Environment

The Biological Study Area is defined as the area that may be directly, indirectly, temporarily, or permanently impacted by construction and construction-related activities. The Biological Study Area occurs along State Route 154 and Alamo Pintado Creek in an area with relatively level topography and an elevation of about 834 feet above sea level. The size of the Biological Study Area is about 217,060 square feet or 4.98 acres.

The Alamo Pintado Creek originates in the San Rafael Mountains, about 10.5 miles northeast of the Biological Study Area. The Biological Study Area encompasses about 830 feet of the Alamo Pintado Creek. During major winter storms, Alamo Pintado Creek near Los Olivos may have short-duration surface flows. These flows tend to be more like small flash floods and last no more than a few hours or days. During the rest of the year, the creek is dry.

The limits of U.S. Army Corps of Engineers wetland jurisdictional areas were delineated using the Ordinary High-Water Mark of the creek. Wetland parameters were assessed by Caltrans biologists on August 3, 2017. About 0.078 acre of potential U.S. Army Corps of Engineers “other waters” was delineated within the area of potential impact along Alamo Pintado Creek. About 0.336 acre of California Department of Fish and Wildlife and Regional Water Quality Control Board jurisdictional area was delineated in the area of potential impact.

Vegetative communities in the Biological Study Area have been occasionally disturbed over the years by bridge projects, maintenance, and vehicle impacts. Both sides of Alamo Pintado Creek are vegetated, mostly with the invasive *Ailanthus* tree.

During surveys conducted in 2016 and 2017, the most common wildlife types encountered were passerine birds, such as the black phoebe (*Sayornis nigricans*) and American dusky flycatcher (*Empidonax oberholseri*). A single cliff swallow (*Petrochelidon pyrrhonota*) was seen flying circles between the existing pedestrian bridge and the existing vehicular bridge on State Route 154, and stains from previous swallow mud nests were found on the State Route 154 bridge. Other birds seen were the California scrub jay (*Aphelocoma californica*) and American crow (*Corvus brachyrhynchos*). A western fence lizard (*Sceloporus occidentalis*) was seen foraging along the creek bank. Staining from night-roosting bats was found on both bridges.

Environmental Consequences

Impacts would come mostly from clearing vegetation and trees, grading, and using construction equipment. Impact areas to natural communities/habitats have been quantified based on estimated ground disturbance, disturbed vegetation, and installation of rock slope protection. Estimated impacts would occur in the area of potential impact and include temporary impacts within the two staging areas.

Permanent impacts to jurisdictional areas would result from the installation of rock slope protection on the banks of the creek. Alternative 1 would result in 0.009 acre of permanent impacts to U.S. Army Corps of Engineers jurisdictional areas, 0.111 acre of permanent impacts to Regional Water Quality Control Board jurisdictional areas, and 0.111 acre of permanent impacts to California Department of Fish and Wildlife jurisdictional areas. Alternative 2 would result in 0.009 acre of permanent impacts to U.S. Army Corps of Engineers jurisdictional areas, 0.105 acre of permanent impacts to Regional Water Quality Control Board jurisdictional areas, and 0.105 acre of permanent impacts to California Department of Fish and Wildlife jurisdictional areas.

Temporary impacts to U.S. Army Corps of Engineers jurisdictional areas would be 0.065 acre for both Build Alternatives. Temporary impacts to Regional Water Quality Control Board and California Department of Fish and Wildlife jurisdictional areas would be 0.197 acre for both Build Alternatives.

The project would remove seven Southern California black walnut trees due to their proximity to the bridge. The removal would not only affect individual Southern California black walnut trees, but also the wildlife species that may use these trees as foraging, nesting, and/or roosting habitat.

Suitable habitat conditions are present for several regional animal species of concern, including the silvery legless lizard, coast horned lizard, Cooper's hawk, pallid bat, Townsend's big-eared bat, other roosting bats, American badger, and many migratory bird species. None of the above species were seen during biological surveys. The pallid bat (*Antrozous pallidus*) was not seen during daytime bat surveys, but is inferred to be present because

Jerusalem cricket parts (*Stenopelmatus* sp.) were found in bat guano (droppings) right below night-roosting locations.

Avoidance, Minimization, and/or Mitigation Measures

The project would impact potential U.S. Army Corps of Engineers/Regional Water Quality Control Board jurisdictional “other waters” and California Department of Fish and Wildlife jurisdictional areas within the area of potential impact. Avoidance and minimization measures would be implemented for potential impacts to all jurisdictional areas:

1. Prior to construction, Caltrans will obtain a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife.
2. Prior to any ground-disturbing activities, Environmentally Sensitive Area fencing will be installed between the area of potential impact and adjacent jurisdictional areas, and around the dripline of trees to be protected within the project limits. Caltrans-defined Environmentally Sensitive Areas will be noted on design plans and delineated in the field prior to the start of construction activities.
3. Construction activities in jurisdictional areas will not occur at times when surface water is either present or has the potential to be present (as determined by rain in the weather forecast). Work may not be conducted when rain is forecasted 24 hours prior to work activities and/or rain is forecasted during work activities. Deviations from this work window will only be made with permission from the relevant regulatory agencies.
4. Stream contours will be restored as close as possible to their original condition.
5. During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible. When practicable, invasive exotic plants in the project site will be removed and properly disposed of.
6. Enhancement plantings are anticipated to be proposed on-site and in-kind and will be detailed in Caltrans’ Landscape Architecture Landscape Planting Plan in coordination with a biologist determined qualified by Caltrans, with developed planting specifications to assure survival of planted vegetation and enhancement of functions and values. Impacts to native trees greater than 4 inches in diameter at breast height would be offset by replacement planting within the project limits. Replacement plantings would be achieved using a 3 to 1 ratio for each native tree removed.

7. On-site replacement plantings will include the Southern California black walnut, western sycamore, and arroyo willow. Erosion control seed mix will include the coyote bush (*Baccharis pilularis*), calf lotus (*Acmispon wrangelianus*), California buckwheat (*Erigogonum fasciculatum*), and other California native plants suitable for the vicinity.

Coast Horned Lizard and Silvery Legless Lizard

1. All excavation and vegetation removal will be monitored by a Caltrans Biologist. The biologist will be contacted at least two weeks prior to excavation and vegetation removal and will be on-site during all new excavations and tree removals to monitor the activities.
2. Coast horned lizards, silvery legless lizards, or any species (excluding state or federal listed species) discovered during monitoring will be captured and relocated by the Caltrans District Biologist to suitable habitat outside the area of potential impact. Observations of Species of Special Concern or other special-status species will be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion.

Cooper's Hawk and Other Nesting Birds

The following measures apply to all birds protected by the Migratory Bird Treaty Act and California Fish and Game Code. There are no formal survey protocols for most of these bird species, but the California Department of Fish and Wildlife typically requires preconstruction nesting bird surveys and avoidance of impacts to active bird nests.

1. If feasible, tree removal should be scheduled to occur between September 1 and February 15, outside of the typical nesting season. If bridge work, tree trimming, vegetation removal, or other work is proposed during the nesting season (February 15 through September 1), preconstruction nesting bird surveys will be conducted by a qualified biologist within two weeks prior to the onset of work activities. Also, 100-foot exclusion zones around active nests will be established by a qualified biologist until nesting season has ceased. The exclusion zone will be avoided until a qualified biologist has determined that juveniles have fledged and are no longer dependent on the nest.
2. If it is not feasible to conduct work on the pedestrian bridge outside of the bird nesting season (February 15 through September 1), bird nests will be excluded from both the pedestrian bridge and the State Route 154 bridge. Nesting bird exclusion methods may include installation of exclusion netting, removing/knocking down nests before they contain eggs, or other methods approved by the California Department of Fish and Wildlife. The proper time for installation of bird exclusion netting is outside of the typical nesting season (i.e., implement exclusion methods from September 1 to February 14).

Pallid Bat, Townsend's Big-eared Bat, and Other Roosting Bats

The following measures apply to all bats protected by the California Department of Fish and Wildlife or under the California Environmental Quality Act and are intended to avoid disturbance to night-roosting bats that may use both the pedestrian bridge and the State Route 154 bridge within the Biological Study Area.

1. The applicant will prepare a plan to exclude bat species from roost areas on the pedestrian bridge only. This plan will discuss methods of eliminating bat access to the identified roosting habitat prior to demolition, so that bats are not able to return to and occupy the roost. Bat roost areas will be surveyed by a qualified biologist prior to implementing exclusion methods to ensure that no bats are trapped within. Exclusion methods may include, but are not limited to, wire mesh, spray foam, or fabric placement. This plan will be submitted to the appropriate regulatory agency for approval.
2. To protect night-roosting bats on the State Route 154 bridge, construction will be limited to daylight hours between sunrise and sunset, as defined by the U.S. Naval Observatory.

American Badger

1. No less than 14 days and no more than 30 days prior to any construction activities or any project activity likely to impact an American badger, a preconstruction survey will be conducted for the American badger. The survey will identify badger habitat features on the project site, evaluate use by badgers and, if possible, assess the potential impacts to badgers by the proposed activity. The status of all dens should be determined and mapped. Known dens, if found occurring within the footprint of the activity, will be monitored for three days with tracking medium to determine the current use. If no badger activity is observed during this period, the den will be destroyed immediately to preclude subsequent use. If badger activity is observed at the den during this period, the den will be monitored for five consecutive days from the time of the observation to allow any resident animal to move to another den during its normal activity. Only when the den is determined to be unoccupied will the den be excavated under the direction of the biologist.
2. If the preconstruction survey reveals an active natal pupping den or new information regarding badger presence within 200 feet of the project boundary, the California Department of Fish and Wildlife will be immediately notified by a qualified biologist.
3. Prior to ground breaking, a qualified biologist will conduct an environmental education and training session for all construction personnel.

4. Maintenance and construction excavations greater than 2 feet deep will be covered (e.g., with plywood, sturdy plastic, steel plates, or equivalent), filled in at the end of each working day, or have earthen escape ramps no greater than 200 feet apart to prevent trapping badgers.

2.1.5 Cultural Resources

Considering the information included in the Historic Property Survey Report dated August 2017, the following significance determinations have been made.

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Less Than Significant with Mitigation
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

Affected Environment

The Area of Potential Effects was established as the area immediately surrounding the Alamo Pintado Creek Pedestrian Bridge, any areas where ground disturbance may occur, and any areas where cultural resources could be directly or indirectly affected by the bridge demolition.

The Alamo Pintado Creek Pedestrian Bridge is a concrete-encased “jack arch” steel-stringer bridge with coursed rubble masonry rails, designed by the Santa Barbara County engineer and constructed in 1912-1913 (on what was then a county road) by a private firm under contract with Santa Barbara County. In 1931, the bridge and county road became part of the state highway system. The current Alamo Pintado Creek Bridge (bridge number 51-0076) was constructed by the Division of Highways in 1971, bypassing the 1912 bridge (bridge number 51-0076Y). The 1971 bridge has no sidewalks, and the abandoned 1912 bridge has continued in use as a pedestrian and equestrian bridge.

The Alamo Pintado Creek Pedestrian Bridge was determined eligible for the National Register of Historic Places under Criterion C as a unique example in Santa Barbara County of a pre-World War I concrete bridge incorporating distinctive jack arch construction. The State Historic Preservation Officer concurred with this determination on September 20, 2017.

Environmental Consequences

Under both Build Alternatives, the demolition of the Alamo Pintado Creek Pedestrian Bridge would result in a finding of direct adverse effect to a historic resource that is eligible for listing in the National Register of Historic Places.

Avoidance, Minimization, and/or Mitigation Measures

- A public interpretive document (pamphlet/booklet) on the history of transportation/historical context of the bridge will be distributed in the local area.
- Historic American Engineering Record professional photographic and written documentation of the bridge will be prepared before the bridge is demolished.
- An interpretive exhibit will be installed in an area where it can provide a public benefit. The information in the exhibit will be on the history of transportation/historical context of the local area and can be installed in the project vicinity.

2.1.6 Energy

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

2.1.7 Geology and Soils

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? 	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

2.1.8 Greenhouse Gas Emissions

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

While the project will result in greenhouse gas emissions during construction, it is anticipated that the project will not result in any increase in operational greenhouse gas emissions. With implementation of construction greenhouse gas-reduction measures, the impact would be less than significant.

2.1.9 Hazards and Hazardous Materials

Considering the information included in the Initial Site Assessment dated March 28, 2017, the following significance determinations have been made.

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

2.1.10 Hydrology and Water Quality

Considering the information included in the Water Quality Assessment dated June 5, 2019, the following significance determinations have been made.

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

2.1.11 Land Use and Planning

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

Solvang and Buellton are the most populated areas of the Santa Ynez Valley. The city of Solvang has about 5,800 people, and Buellton has about 5,300.

This area is mostly rural and contains mostly single-family residences and scattered townhomes and mobile homes. Additional future housing will most likely be confined to infill development. Solvang is a tourist-based town with commercial development near the intersection of State Route 246 and Alamo Pintado Road. The commercial development in Buellton is near State Route 246 and McMurray Road, Industrial Way and North Avenue of Flags. Unincorporated areas of the Santa Ynez Valley include Los Olivos, Santa Ynez, and Ballard. Most of these areas contain ranchettes, large properties, and vineyards.

The Santa Barbara County Association of Governments Regional Active Transportation Plan identifies a planned Class I facility along the north side of State Route 154, across the highway from the pedestrian bridge. This is consistent with the 2009 Santa Ynez Valley Community Plan. The existing pedestrian bridge is used by the community to go between the residential and commercial parts of town. The Santa Ynez Valley Plan (2009) indicates the pedestrian bridge serves as an “on-road trail.” Coordination with the County will confirm alignment of the trail. The Caltrans-owned bridge alongside State Route 154 in Los Olivos is included in the longer-term vision for a multi-modal trail between Los Olivos and Los Alamos, as outlined in the Santa Ynez Valley Bicycle Master Plan. It will also be discussed in the forthcoming Santa Ynez Traffic Circulation and Safety Study as well as Santa Barbara County Association of Governments’ next Regional Transportation Plan, which is expected to be adopted in August 2021.

2.1.12 Mineral Resources

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

2.1.13 Noise

Considering the information included in the Noise Technical Memo dated April 3, 2019, the following significance determinations have been made.

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

Affected Environment

The project sits in a mostly suburban section of Santa Barbara County. There are two residences near the highway within the project limits. These homes are within a 300-foot radius of the project; the closest one is about 140 feet southwest of the bridge.

Environmental Consequences

Permanent (Long-term) Impacts

Since no capacity will be added to the highway and the profile of the highway will be the same after construction, this would be considered as a Type 3 project. It is assumed that local noise levels will be the same after completion of the project as they were before. Long-term noise abatement measures are not anticipated with this project.

Temporary (Construction) Impacts

It is inevitable that local noise levels in the vicinity of any given location will experience a short-term increase due to construction activities. The amount of construction noise will vary with the particular activities associated with each location and the models and types of equipment used by the contractor. Caltrans policy states that normal construction equipment should not emit noise levels greater than 86-dBA at 50 feet from the source during nighttime operations.

Avoidance, Minimization, and/or Mitigation Measures

Adverse noise impacts from construction are not anticipated because noticeable construction noise would be temporary and intermittent, conducted in accordance with Caltrans Standard Specifications. To minimize impacts on resident’s normal nighttime sleep activities, it is recommended that whenever

possible construction work be done during the day, especially for the two homes near the bridge. If nighttime construction is necessary, the noisiest construction activities should be done nearest the residences as early in the evening as possible. Caltrans Standard Specifications (Section 14-8.02) requires the contractor to control and monitor noise resulting from work activities and not to exceed 86 dBA L_{max} at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

The following general measures will be implemented as appropriate to further minimize temporary construction-noise impacts:

- Limit all phases of construction to acceptable hours, Monday through Friday as required by local ordinance.
- The Contractor will comply with all local sound control and noise level rules, regulations, and ordinances which apply to any work performed pursuant to the contract.
- Each internal combustion engine, used for any purpose on the job, or related to the job, will be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine will be operated on the job site without an appropriate muffler.
- Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice will be given two weeks in advance. Notice should be published in local news media of the dates and duration of proposed construction activity. The District 5 Public Information Office posts notice of the proposed construction and potential community impacts after receiving notice from the Resident Engineer.
- Shield especially loud pieces of stationary construction equipment.
- Locate portable generators, air compressors, etc. away from sensitive noise receptors.
- Limit grouping major pieces of equipment operating in one area to the greatest extent feasible.
- Place heavily trafficked areas such as the maintenance yard, equipment, tool, and other construction-oriented operations in locations that would be the least disruptive to surrounding sensitive noise receptors.
- Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job will be equipped with a muffler or baffle of a type recommended by the manufacturer.

- Consult District noise staff if complaints are received during the construction process.

2.1.14 Population and Housing

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

2.1.17 Transportation

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

2.1.18 Tribal Cultural Resources

Considering the information included in the Archaeological Survey Report dated April 2017, the following significance determinations have been made.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

2.1.19 Utilities and Service Systems

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact

Affected Environment

The Santa Ynez River Water Conservation District is a public water agency, organized and operating as a special district pursuant to the Water Conservation District Law, Water Code section 74000 et seq. The District

serves retail potable water supplies for domestic, agricultural, commercial, and institutional uses throughout the communities of Santa Ynez, Ballard, the Santa Ynez Band of Chumash Indians, Los Olivos, and the City of Solvang on a limited basis. The Alamo Pintado Creek Bridge functions as the support structure for the Santa Ynez River Water Conservation District's existing 6-inch public water main crossing Alamo Pintado Creek.

Environmental Consequences

The 6-inch public water pipeline that is attached to the Alamo Pintado Creek Pedestrian Bridge is an integral component of the District's water distribution system in the Los Olivos area, providing roughly 25 percent of the system capacity serving customers west of Alamo Pintado Creek. The District's ability to maintain sufficient and reliable system capacity throughout its service area is essential for the local community.

Avoidance, Minimization, and/or Mitigation Measures

The existing water line connected to the Alamo Pintado Creek Pedestrian Bridge will be temporarily relocated during construction and reattached to the new proposed pedestrian bridge that will be constructed as the preferred alternative.

2.1.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less than Significant with Mitigation
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

Detailed discussions regarding the existing environment and cultural resources that could be affected by the project, and expected project measures, are found in Section 2.1.5 of this document. The project would result in direct effects on cultural resources as a result of temporary and permanent project-related impacts. However, the project would incorporate avoidance, minimization, and/or mitigation measures that would reduce or offset any potential project-related impacts to cultural resources.

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



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November 2019

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A handwritten signature in blue ink, appearing to read 'Toks Omishakin'.

Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix B Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis required, potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements. Agency consultation for this project has been accomplished through a variety of formal and informal methods, including Project Development Team meetings, interagency coordination meetings, and so on. Public participation was sought through the release and review of the Initial Study with Proposed Mitigated Negative Declaration.

This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

Caltrans cultural resources staff consulted with the State Historic Preservation Officer and received concurrence with the finding of adverse effect. On August 7, 2019, the State Historic Preservation Officer sent an email stating no objection to the assertion that the project would have a direct adverse effect on the Alamo Pintado Creek Pedestrian Bridge because the project proposes to demolish the historic bridge.

Appendix C Response to Comments

This appendix contains comments received during the public review and comment period that ended on October 9, 2020. Comments are shown verbatim as received, so they may contain grammatical errors, abbreviations, acronyms and symbols. A Caltrans response follows each comment presented. Volume 2 contains the comment letters (in their entirety) and other correspondence submitted on the draft environmental document during the public circulation period.

Comments from Santa Barbara County Third District Supervisor Joan Hartmann

I concur with the community's desire to preserve the existing bridge, but if this is not possible from an engineering or budgetary perspective, I support Alternative 1 – Bridge Replacement. Bridge Replacement aligns with feedback that I have received from residents, trail enthusiasts, and community members on this matter and is consistent with the CalTrans *Complete Streets Program* and Governor Newsom's Executive Order N-19-19. Furthermore, the bridge is a key alternative transportation component and represents a key linkage in trails identified in both the *Santa Ynez Valley Community Plan* in the *Santa Ynez Valley Bicycle Master Plan*.

Maintaining a viable multi-modal bridge at the existing site would ensure consistency with the CalTrans *Complete Streets Program* as dictated by Deputy Directive 64-R1 2008: "The Department provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System." CalTrans defines a complete street as "a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs." Given the width of the existing Highway 154 crossing and the velocity at which automobiles travel across that bridge, preservation or replacement of the existing pedestrian bridge is essential to provide safe mobility for all users.

Governor's Executive Order N-19-19 to reduce greenhouse gas emissions directs the California State Transportation Agency (CalSTA) to align transportation spending with the State's Climate Change Scoping Plan where feasible; direct investments to strategically support smart growth to increase infill housing production; reduce congestion through strategies that **encourage a reduction in driving and invest further in walking, biking, and transit**; and ensure that overall transportation costs for low income Californians do not

increase as a result of these policies. The CalSTA Draft Action Plan in response to E.O. N-19-19 outlines 10 strategies to achieve this directive including:

8. Incorporate safe and accessible bicycle and pedestrian infrastructure on portions of the State Highway System that intersect active transportation networks, provide accessibility for transit users, or serve as small town or rural main streets, particularly in low income and disadvantaged communities across the state.

Bridge preservation or Alternative 1 - Bridge Replacement aligns with Executive N-19-19 and CalSTA draft action plan.

The *Santa Ynez Valley Bicycle Master Plan*, adopted by SBCAG in 2019 identifies a multi-modal trail between Los Olivos and Los Alamos as a high priority class I trail. A multi-modal bridge across the creek is an essential piece to ensure multi-modal connectivity. The origins of this trail concept date back to the *Santa Ynez Valley Master Plan (adopted by the County in 2009)*, which identifies a Class I trail along that corridor.

When the first public comment opportunity about the Alamo Pintado Creek Pedestrian Bridge Removal proposal was opened by CalTrans in 2017 and when the existing bridge was closed due to safety concerns, my office was inundated with phone calls calling for the bridge to be re-opened or replaced. Several themes from these calls emerged:

- This bridge has a decades-long history of usage by pedestrians, cyclists, and equestrians – in some cases spanning generations of family usage.
- Many residents depend on this bridge to safely travel from their homes into the town of Los Olivos.
- Residents do not feel safe using the existing Highway 154 bridge to cross the creek on foot, bicycle, or horseback.
- The bridge and the alternative transportation access that it provides are beloved by the community.

Clearly based on public comment received by my office, the community supports either preserving the existing bridge or Alternative 1 – Bridge Replacement.

In conclusion, given CalTrans Policy, Executive Order N-19-19, existing local planning documents, and community desire, I am strongly in support of bridge preservation – or, if preservation is not feasible - Alternative 1 - Bridge Replacement.

Response to Comments:

Thank you for your support of the project. The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred

alternative. See Section 1.7 of this document for more information related to the infeasibility of retrofitting the structure.

Comments from the County of Santa Barbara Planning and Development Department

Comment 1:

The proposed MND analysis of impacts to historic resources is inadequate. The proposed MND summarizes the Historical Resources Evaluation Report (HRER) as stating that the bridge is eligible for listing on the National Register of Historic Resources under one criterion (C); when in fact, the HRER concludes the bridge is eligible under three out of four criteria. Thus, removal of the bridge is a potentially significant impact.

The HRER does not recommend how the impact to historic resources resulting from demolition of the bridge can be mitigated to an insignificant level. The three mitigation measures identified in the proposed MND, which would provide for three types of documentation, have not been analyzed by the project historian to determine whether they would in fact mitigate the impact to an insignificant level. Documentation alone may not be sufficient to mitigate the demolition of an historic resource. Thus, a significant and unavoidable impact may occur requiring the preparation of an EIR, analysis of impacts of the alternatives, and a statement of overriding considerations by the decision-maker.

Response to Comment 1:

The Memorandum of Agreement between Caltrans and the State Historic Preservation Officer proposes the mitigation measures to resolve the adverse effect to historic properties under Section 106 of the National Historic Preservation Act to mitigate the projects impacts below significance.

Comment 2:

The proposed MND does not recognize the County's interest in keeping the historic bridge. On September 11, 2017, the County Historical Landmarks Advisory Commission (HLAC) reviewed and discussed the proposed bridge removal. The HLAC stated its preference that the historic bridge be retained and that "[d]emolition would definitely be an adverse impact." The HLAC also expressed the need for pedestrian/equestrian bridges, and recommended that stone elements of the historic bridge be used in the bridge's replacement.

Response to Comment 2:

Based on comments received during the public circulation. Caltrans performed addition analysis to determine whether retaining the structure and concluded it was infeasible for many reasons. Caltrans has provided additional information

related to the feasibility of retrofitting the bridge in Section 1.7 Alternatives Considered but Eliminated from Further Discussion.

Sections of the original stone masonry bridge railings may be incorporated into the interpretive exhibit if it is physically feasible to salvage them, per request by the Santa Barbara Historic Landmarks Advisory Commission (HLAC). It is not yet known whether it will be physically possible to salvage the railings or cross-sections of the bridge deck; this will require further investigation by the structures/construction team.

Comment 3:

Section 1.6 concludes “this bridge [is] not retrofittable” without including sufficient evidence to support the conclusion. Although some discussion is provided, there is insufficient evidence to support why removal of the historic resource is preferable to rehabilitation.

Response to Comment 3:

Caltrans has provided additional information related to the feasibility of retrofitting the bridge in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion.

Comment 4:

Section 2.1.16 Recreation concludes there would be no impacts to recreation as a result of bridge removal without any analysis to support this conclusion.

Section 2.1.17 Transportation concludes there would be no impacts to transportation as a result of bridge removal without any analysis to support this conclusion. The analysis under Land Use and Planning appears to be incomplete. Question “b” of the initial study checklist asks whether the project would “cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.”

Response to comment 4:

Caltrans indicated no impacts because removal of the structure within state right-of-way would not preclude the County from coordinating with Caltrans regarding construction of a future element of the multi-use trail identified in the Ynez Valley Community Plan and the Santa Ynez Valley Bicycle Master Plan at this location. The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. This alternative provides a replacement structure that would support county policies identifying this location as a critical element of a proposed multi-use trail.

Comment 5:

Additionally, the project area is described as the incorporated cities of Buellton and Solvang, which are several miles away, rather than the unincorporated community of Los Olivos, in which the project is located. The proposed MND should be corrected to reflect the actual location of the project site.

Response to comment 5:

The project description in Section 1.1 of this document describes the project location as within the community of Los Olivos.

Comment 6:

Historic Resources. Land Use Element2 Policies 2 and 3 require development to avoid historic resources if possible and, when not possible, to mitigate in accordance with guidelines of the State Office of Historic Preservation. Santa Ynez Valley Community Plan Goal HA-SYV, Policy HA-SYV-2, and Development Standard DevStd HA-SYV-2.3 require the protection and preservation of historic resources to the maximum extent feasible. Where the activity would adversely affect the integrity of the historic resource all feasible mitigation measures shall be incorporated into the project. As discussed above, the proposed MND does not provide an adequate analysis of the potential impacts to the historic bridge or proposed mitigation.

Response to comment 6:

Please refer to response to comment 1.

Comment 7:

The proposed MND and Natural Environment Study do not clearly state why seven black walnut trees must be removed or whether any efforts to protect them in place would be feasible. Pursuant to DevStd BIO-SYV-4.4 and DevStd BIO-SYV-4.7, the mitigation measures shall include revegetation/restoration with local native plants, obtained from within as close proximity to the site as feasible.

Response to comment 7:

The proposed removal of seven black walnut trees is related to access needed for equipment to remove and replace the bridge as well as areas where rock slope protection will be installed. Caltrans will minimize tree removal to the extent feasible where access is required for construction activities. All non-invasive trees removed as part of the project will be replanted on-site.

Comment 8:

Water Quality. Land Use Element Hillside and Watershed Protection Policy 7 and Streams and Creeks Policy 1 require the protection of streams and wetlands, including protection of water quality. Standard County mitigation measures require that construction equipment filling, storage, and washout areas shall be located at least 100 feet from any storm drain, waterbody or sensitive biological resources. Please include these setback requirements in the project's mitigation measures to ensure consistency with these policies.

Response to comment 8:

Please see the standard measures listed in Section 1.8 of this document. The following measures relate to the above comment:

- Water quality-related Best Management Practices specific to this project include job site management and preparation of a water pollution control plan.
- Temporary Best Management Practices may include hydraulic mulch, check dams, drainage inlet protection, fiber rolls, concrete washout, and Environmentally Sensitive Area fencing.
- NS-13 Material and Equipment Use Over Water
- NS-15 Structure Demolition/Removal Over Adjacent Water
- WM-4 Spill Prevention
 - All project-related hazardous materials spills within the project site will be cleaned up immediately. Readily accessible spill prevention and cleanup materials will be kept by the contractor on-site, at all times during construction.
 - All herbicides, fuels, lubricants, and equipment will be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. Prior to the onset of work, Caltrans will ensure that a plan is in place for a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

Comment 9:

For 14 additional issue areas (Agriculture and Forest Resources, Air Quality, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, Population and Housing, Public Services, Tribal Cultural Resources, Utilities

and Service Systems, and Wildfire), the proposed MND provides little to no discussion to explain why potential impacts are classified as “no impact.”

Response to Comment 9:

The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. This alternative provides a replacement structure that will negate any impacts to recreational resources. Please see Section 1.6 of this document for more information.

Comment 10:

Second, the proposed MND states that there would be no noise impacts, including no temporary increase in noise, and does not provide evidence to support this conclusion.

Response to Comment 10:

Section 2.1.13 of this document has been revised to reflect less than significant temporary noise impacts during construction.

Comments from the Santa Barbara County Historic Landmarks Advisory Commission

Comment 1:

If it is concluded that the bridge be demolished, HLAC recommends consideration of the following mitigation measures:

- Incorporation of stonework similar to native stone in the replacement bridge.
- Use of a simple structure and shape that evokes the rustic simplicity of the early bridge.
- Placement of a plaque and/or interpretive sign with photos commemorating the bridge's historic context and importance to the Los Olivos community.
- Placement of original selected elements secured from the original bridge in an adjacent or nearby public location that demonstrate the unique character of the bridge's design.

Response to Comment 1:

The Memorandum of Agreement between Caltrans and the State Historic Preservation Officer proposes the following mitigation measures to resolve the adverse effect to historic properties under Section 106 of the National Historic Preservation Act:

1. Historic American Engineering Record (HAER) recordation: Written historical and architectural documentation; professional photo documentation of the bridge and its character-defining features.
2. Completion of a professional interpretive publication on the history of transportation in the Los Olivos area. This publication will highlight the Alamo Pintado Creek Pedestrian Bridge within the broader context of the social, economic, and cultural trends of the early decades of the 20th century, with an emphasis on the bridge's specific design context. The publication will include historical photographs and/or illustrations as appropriate as well as text describing the Alamo Pintado Creek Pedestrian Bridge's history and character-defining features. Printed copies of the booklet will be published and distributed to local museums, libraries, institutions, and historical societies in Los Olivos and Santa Barbara County and will also be sent to the California Office of Historic Preservation, the California Room of the California State Library, Caltrans District 5, and Caltrans Headquarters Library and History Center. A digital copy of the publication will be made available on the Caltrans District 5 public website.
3. A permanent outdoor interpretive exhibit will be produced by Caltrans District 5 and will be installed near the new Alamo Pintado Creek Pedestrian Bridge along the pedestrian trail that connects to the bridge. The panels will feature text, photos, and/or illustrations on the history of the bridge in context of the history of transportation in the Los Olivos area and Santa Barbara County. Visual aids to show the technical significance of the "jack arch" design will be included in the exhibit. If possible, a cross-section cut from the bridge deck during demolition may be used to show the "jack arch" design. Sections of the original stone masonry bridge railings may be incorporated into the interpretive exhibit if it is physically feasible to salvage them, per request by the Santa Barbara Historic Landmarks Advisory Commission (HLAC). It is not yet known whether it will be physically possible to salvage the railings or cross-sections of the bridge deck; this will require further investigation by the structures/construction team.

Comment 2:

Although the HLAC appreciates and supports all three mitigation measures proposed by Caltrans (two of them mimic the third and fourth measures HLAC proposed) we question whether they reduce the impact of demolishing this valuable historic resource to Less Than Significant level.

We call your attention to the first and second mitigation measures HLAC proposed. At that time HLAC assumed that Caltrans would provide the community with a replacement bridge and that the design and construction of that bridge could help mitigate the impacts of demolishing the historic bridge.

Research since then documented by the HPSR has shown what a rare and important historic resource the bridge is. Therefore, the HLAC continues to believe that if the present bridge cannot be rehabilitated an appropriate replacement bridge with native stone evocative of the earlier bridge is essential mitigation.

Response to Comment 2:

The Alamo Pintado Creek Pedestrian Bridge was determined eligible for the National Register of Historic Places and the California Register of Historical Resources in 2017. This means that the bridge is considered a historical resource under the California Environmental Quality Act and is a historic property under Section 106 of the National Historic Preservation Act. The August 2017 Historical Resources Evaluation Report proposed eligibility under Criteria A, C, and D at the local level; the State Historic Preservation Officer concurred in September of 2017 that the bridge is eligible under Criterion C only. The number of criteria that a historic property meets does not alter the eligibility of the property – if a property meets one criterion, it is a historical resource for the California Environmental Quality Act.

Analysis of the project's potential effects on the historic bridge were included in a Finding of Adverse Effect (FAE), which was submitted to the State Historic Preservation Officer on July 8, 2019; the State Historic Preservation Officer responded on August 7, 2019 and concurred with that finding. The project was found to have an adverse effect to a historic property under Section 106 of the National Historic Preservation Act. The Memorandum of Agreement between Caltrans and the State Historic Preservation Officer proposes mitigation measures to resolve the adverse effect to historic properties under Section 106 of the National Historic Preservation Act:

Comment 3:

Based on HLAC's discussion of the Alamo Pintado Creek bridge project at its October 12, 2020 hearing, the commission, while acknowledging the findings from Caltrans' extensive engineering studies, requests that the agency continue to explore ways to repair rather than demolish this invaluable historical resource. One of our commissioners, William Howard Wittausch, a practicing civil engineer, proposed a bridge repair method that may not have been considered by Caltrans staff. Mr. Wittausch's suggestion is summarized below.

If the bridge ultimately cannot be preserved or rehabilitated, HLAC strongly supports the construction of a replacement pedestrian bridge that would authentically reference the design and/or materials of its predecessor. As noted above, HLAC commissioner William Howard Wittausch has put forward a possible method of repairing the existing bridge that Caltrans staff may not have studied. He visited the Alamo Pintado Creek bridge site and observed that bridge deformation is due to settlement of the pier footings and abutment walls

rather than failure of the bridge span itself. Mr. Wittausch concluded that the condition of the bridge closely resembles the damage done to the Highway 101 bridge at the Ventura River crossing following heavy rains in 1969. Water flows had undermined footings and abutment walls which caused one of the spans to drop 10 inches at the pier support. He was retained by the general contractor to work on this project. The approach taken was to temporarily level and support the bridge span in such a manner as to permit contractors access to the stream bed to perform the repair. The repair consisted of pouring concrete footings and grade beams to underpin the piers and abutment walls at each end and, upon removal of temporary shoring and diversion channels, to restore bridge clearances to their original dimensions and maintain existing water flow. This repair remains in place.

Mr. Wittausch proposes that a similar approach may be an economically feasible option to repair the subject pedestrian bridge. He notes that the bridge spans consist of concrete encased steel plate girders. Thus, before proceeding with any of the above proposed repairs, it needs to be determined that these girders are not rusting and, if so, that there are means of arresting and preventing further rusting.

Response to Comment 3:

Caltrans has provided information related to the feasibility of retrofitting the bridge in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion.

The proposed Section 106 mitigation corresponds with the Historic Landmarks Advisory Commission's requests. The Project Development Team has now selected the alternative to replace the bridge, and the Historic Landmarks Advisory Commission's requests can be addressed in the design of the new bridge. From a historic preservation standpoint, Caltrans has no objections to the requests to use "a simple structure and shape that evokes the rustic simplicity of the early bridge" and to incorporate "stonework similar to native stone in the replacement bridge." Both of these requests will need to be addressed by the design team, but both appear to be feasible. Per the Secretary of the Interior's Standards for the Treatment of Historic Properties, the replacement bridge should be designed in a manner that is "differentiated yet compatible" with the design of the historic bridge, so as not to create a "false sense of history" in mimicking the historic bridge. It is possible to address these design requests while also meeting the Secretary's standards.

Comments from County Riding and Hiking Trails Advisory Committee

Comment 1:

The County Riding & Hiking Trails Advisory Committee is very concerned over the loss of the historic bridge which is a treasured by local residents as part of

the Valley's heritage. The County Riding & Hiking Trails Advisory Committee is also deeply concerned that Caltrans has not clearly committed to provide a pedestrian bridge replacement as this is an important transportation link for pedestrians, runners, bikes and even equestrians; there should be no consideration of simply not providing a replacement bridge, if it provides unfortunately impracticable to save this important historic structure. The community will not accept no replacement of this bridge.

Response to Comment 1:

The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. See Section 1.6 of this document for more information.

Comment 2:

The County Riding & Hiking Trails Advisory Committee believes that the Initial Study/Mitigated Negative Declaration (IS/MND) is inadequate, provides cursory unsupported analysis and does not meet the basic requirements of the California Environmental Quality Act (CEQA) for adequacy and that Caltrans should instead prepare a full Environmental Impact Report (EIR) on this damaging project. This would support a much fuller consideration of project alternatives than the cursory analysis currently provided.

The County Riding & Hiking Trails Advisory Committee chief concerns are as follows:

- a. The proposed mitigation for impacts to historic resources is inadequate. Photo documentation and a historic brochure alone will not mitigate loss of this truly historic structure. Preparation of a full EIR would permit Caltrans to study and consider alternatives such as preservation in place with appropriate repairs to stabilize this important historic structure.
- b. The analysis of impacts to aesthetic resources within a State designated scenic is cursory and does not adequately describe potential impacts.
- c. Removal of this bridge without a replacement will force existing users (cyclists, pedestrians, equestrians) onto State Route 154, a highway known for high speeds and safety hazard, a significant public safety impact.
- d. This bridge is a valued community recreational resource and part of a public trail, yet the IS/MND lacks any analysis of impacts to recreation- it is simply a blank checklist, clearly a violation of basic CEQA requirements.
- e. Similarly, the IS/MND lacks any transportation safety analysis of forcing users onto Highway 154; it is simply a blank checklist, clearly a violation of basic CEQA requirements.

Response to Comment 2:

The Memorandum of Agreement between Caltrans and the State Historic Preservation Officer proposes the mitigation measures to resolve the adverse effect to historic properties under Section 106 of the National Historic Preservation Act. These measures are listed above in the response to comments from the Santa Barbara County Historic Landmarks Advisory Commission.

Additional information was added to the aesthetics section; however, Caltrans believes that the analysis of impacts and mitigation to aesthetic resources regarding removal of the bridge rails in the document is adequate. We will work with the community and resource agencies to develop a context sensitive replacement bridge design under the preferred alternative. The preferred alternative will provide a replacement bridge that will alleviate any impacts to pedestrians, bicyclists, and equestrians.

Comment from Saint Mark's-In-The-Valley Episcopal Church

After reviewing all of the information offered by Caltrans on the proposal to demolish the historic Alamo Pintado Creek Pedestrian Bridge and participating in the public meeting, I find the conclusions unconvincing and ask that those working on the project focus on alternatives that will preserve this important and useful historic structure.

Response to Comment:

Caltrans has reviewed the site information for additional retrofit options as a result of public input. The bridge superstructure has already exhibited 10 feet of scour and 4 inches of superstructure sag and required maintenance to address these issues only provide temporary solutions due to the overall condition of the structure. There are ways to patch cracks around the exterior to fix the bridge aesthetics, however, there are fundamental structural issues and design standards that must be addressed regarding the size of the foundation and scour. Caltrans has provided additional information related to the feasibility of retrofitting the bridge in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion. Please see response below to Klaus Brown for maintenance activities performed on the bridge.

Comment from Michele Bandinu

Regarding the Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y). We are very disappointed to hear of the proposed "Improvements" of this Historical feature. Being an active masonry contractor locally for over 30 years, I would like to respectfully point out that there are ways to cost effectively reinforce the existing structure while remaining intact. We are asking for you to please reconsider demolition of this Historical item.

Response to Comment:

Caltrans values the community feedback and will try to balance the community's concerns with the project cost and timelines. Caltrans has provided additional information related to the feasibility of retrofitting the bridge in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion.

Comment from Dr. Nichole Dechaine

We would like to have our beautiful pedestrian bridge that is adjacent to Foxen Canyon Road and Railway Avenue in Los Olivos, added to the National Register of Historic Places.

Response to Comment:

The Alamo Pintado Creek Pedestrian Bridge was already evaluated and determined eligible for listing in the National Register of Historic Places. This determination provides the same level of status and protection of the bridge under state and federal law as listing the bridge in the National Register of Historic Places. Due to this designation, the bridge is considered a historic property and the project was found to have an adverse effect to a historic property; therefore, mitigation measures are proposed to resolve and offset the adverse effect.

Due to the structural deficiencies in the bridge, it has been determined that it is not physically feasible to preserve the bridge. Structures that are no longer existent cannot be listed in the National Register of Historic Places; however, the existing National Register of Historic Places evaluation and proposed Historic American Engineering Record recordation provide a permanent record and documentation of the bridge's design and historical significance.

Comments from Klaus Brown

Comment 1:

How much money has Caltrans or any other responsible agency spent on maintaining, improving, or taking any action to prevent the degradation of this bridge and/or supports since 1971? Please provide the listing with the year, amount of dollars, brief description, and responsible agency. When was the most recent engineering study completed after the 2012 report and its conclusions?

Response to Comment 1:

Below is a list of the mitigation efforts that Caltrans has completed for the Alamo Pintado Pedestrian Bridge:

- In 1970, the footing block was retrofitted at Bent 3.
- In 1971, the bridge was changed from a highway to a pedestrian bridge. This reduced the load demand on the bridge structure. Under the original plans and scope of work, the bridge was scheduled to be demolished in 1971 but instead was converted to a pedestrian bridge as a change order.
- In 1983, a rock wall cutoff was added in front of Pier 3 to mitigate scour.
- Since 2000, biannual bridge site investigations have been conducted to monitor the structural stability and condition of the bridge. Maintenance reports identified structural deficiencies, and funding was approved for removal of the bridge.
- The bridge is currently in scour critical condition. Therefore, the Caltrans maintenance team is required to close the entrance during a rainstorm for public safety. After any significant storm, the maintenance team is required to reevaluate the scour conditions.

Comment 2:

As I read it, there is a budget of \$3.6 million allocated to demolition of the bridge and limited restoration of the area. Please describe what other technical and design alternatives for this amount of dollars have been studied or discussed that would “save” the pedestrian bridge? Has the clearing of debris, undergrowth, and other blockage of the channel (over a long distance) been studied? What methods could be used to reduce scour around the piles? How would clearing/widening of the channel to create better water flow? Can the existing bridge be temporarily supported on wooden piles while the original supports are strengthened with new concrete encasements? Could the stone facades be kept while a new, modern bridge is put in place? For example a “Bailey Bridge” or railroad car frame/bed to span the creek without foundations in the stream bed?

Response to Comment 2:

The Caltrans has reviewed all the existing site information. The Caltrans bridge design branch anticipates that any Alamo Pintado Creek bridge retrofit would be significantly more expensive compared to constructing a new bridge. In addition, a new bridge would have a longer lifespan, reduced maintenance cost, and most importantly increased life safety for the public.

The existing structure is showing multiple areas of deficiencies. Any retrofit/restoration would result in a significant number of structural components being replaced while causing increases in cost and project schedule. See Section 1.7 for detailed information.

The existing bridge has deficiencies under load without any water in the channel. Clearing and widening the river can change the future scour effects on the bridge and stream channel. However, changing the channel will not affect existing structural issues:

- a) Changing the channel profile would not improve the current pier conditions. The superstructure and substructure have already had 10 feet of existing scour and 4 inches of deck settlement.
- b) Replacement or retrofit of the foundation would be required regardless of any mitigation to the future hydraulic flow of the river.
- c) Adding new piers or foundations would result in restrictions in hydraulic flows in the river. It would be best to redesign with a single-span structure for this length of bridge.

It is feasible to install temporary supports, however, retrofit construction would be significantly more expensive and would not fix deficiencies and cracking in the superstructure.

For the new bridge construction, Caltrans is proposing a single span across the creek. See Section 1.6 for the Preferred Alternative.

Comment 3:

Is the advancement of this planned project in any way connected to the adjacent new hotel presently under construction?

Response to Comment 3:

The decision to replace the Alamo Pintado Creek bridge has no relation to the new hotel being constructed in the area. Caltrans' mission is to ensure safe, sustainable and efficient transportation systems to the Los Olivos community. The original recommendation for possible repair or replacement was suggested in a maintenance report dated 2008. Since this date, Caltrans has routinely inspected the bridge to ensure its integrity.

Comments from the Santa Ynez River Water Conservation District

Comment 1:

Determination, Page iii, paragraph 4. The statement/conclusion that "the project will have no effect on ... utilities and service systems" is incorrect. As stated above, the Project will cause significant impacts to the District's water system and the District's provision of water service to customers in Los Olivos, particularly those located west of Alamo Pintado Creek.

Response to Comment 1:

Page iii, paragraph 4 has been updated to state that the project will have a less than significant effect on utilities and service systems. Caltrans will coordinate with the District during final design to reduce affects to users.

Comment 2:

1.1 Introduction, Page 1, paragraph 4. The bridge's function as the support structure for the District's existing 6-inch public water main crossing Alamo Pintado Creek should be included in the description of existing uses.

Response to Comment 2:

Section 1.1 has been updated to include this function as an existing use of the structure.

Comment 3:

1.4 Project Alternatives, Alternative 1 Bridge Replacement, Page 5, paragraph 3. The District appreciates the recognition of the water line and the need for relocation and/or reattachment to the new pedestrian bridge which is critical to the District's distribution system and service to water users. The existence of the water line should be part of the Project description (see Comment 2 above). Additionally, replacement of the District's water main should be included in the proposed Project (Section 1.3), similar to its inclusion in Alternative 1.

1.4 Project Alternatives, Alternative 2 Bridge Removal, Page , paragraph 1. The relocation of the District's public water line should be addressed under this Alternative, including but not limited to building a dedicated creek crossing for the water line or attachment to the existing Highway 154 bridge.

1.8 Permits and Approvals Needed, Page 9. By placement on a new pedestrian bridge, placement on the Highway 154 Bridge, or by construction of a dedicated crossing for the District's public water line, reinstallation of the water line should be included as an integral aspect of the Project (similar to Alternative 1). Reinstallation of the District's public water line, and all necessary activities related thereto, should not be a separate project, which would result in improper piecemealing under CEQA.

Response to Comment 3:

Caltrans' inclusion of the water line work in the Alternatives section is sufficient to indicate that a water main exists in the project area.

Comment 4:

2.1.15 Public Services. Page 28, paragraph 3. In accordance with the foregoing, the determination that the Project will have "No Impact" on Public Services with regard to fire protection and other public facilities is incorrect. Removal of the District's existing water main that is attached to the pedestrian bridge will cause significant impacts to the District's water distribution system and provision of water service, including but not limited to reduced system capacity, reduced system resiliency, reduced flow, and reduced pressure (including impacts to fire protection) west of Alamo Pintado Creek.

2.1.19 Utilities and Service Systems, Page 30, paragraph 3. The determination that the Project will have "No Impact" on Utilities and Service Systems is incorrect. Please see all comments above. As stated in the description of Project Alternative 1: "A water line connected to the existing pedestrian bridge would have to be temporarily relocated and reattached to the new pedestrian bridge."

Response to Comment 4:

Section 2.1.19 of the document has been updated to reflect a less than significant impact finding.

Comments from Matt Allen

The section of the 154 where the Alamo Pintado is located is already a very dangerous section of the 154 highway. The bridge is used regularly by locals as a pedestrian access and is part of an approved trail system leading through Matteis Tavern. This trail was part of an EIR for this project, where CALTRANS commented about how dangerous this new project was and that it lacked adequate turn lanes. However, Caltrans failed to make any sort of agreement with the owner to improve the intersection for this new project. Now, without indicating that the approved trail in the EIR was leading to a bridge that Caltrans knew would be removed at the time, Caltrans is proposing to remove this bridge. The result of this is that pedestrians are not going to be forced to use the edge of the 154 to cross the creek. This is the only crossing point for the creek, as the other bridge around 1/2 mile south has no shoulder at all which would allow pedestrians to safely use it to cross. If the state wants to remove this bridge that connects to a trail that it failed to comment on, the state needs to replace this pedestrian bridge for the safety of the public. If not, the state should repair the bridge and study the environmental impacts of this repair. The removal of the bridge will endanger the community and put pedestrians on a section of the highway that the state has indicated is dangerous and that it failed to make any accommodation with the developer to improve.

Response to Comment:

The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. The preferred alternative will provide a replacement pedestrian bridge across Alamo Pintado Creek. See Section 1.6 of this document for more information.

Comments from Jennifer Beyer

Comment 1:

I am a twenty year resident of the valley, and a home owner in Los Olivos. I exercise daily, and passing over this bridge is something I have done for many, many years. Not only is this bridge a beautiful example of craftsmanship, it serves as the perfect walkway for walkers, joggers, and bikers. Would you have us walk on Hwy 154?

Response to Comment 1:

The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. The preferred alternative will provide a replacement pedestrian bridge across Alamo Pintado Creek. See Section 1.6 of this document for more information.

Comment 2:

What is very confusing to me, is WHY? Why does Caltrans want to take down the bridge? It would appear that the heaviest weight traveling across the bridge would be maybe 250lbs. or so. Therefore, I can't imagine it is at risk of collapse.

Response to Comment 2:

Caltrans has provided additional information related to the feasibility of retrofitting the bridge in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion. The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. The preferred alternative will provide a replacement pedestrian bridge across Alamo Pintado Creek. See Section 1.6 of this document for more information.

Comment from Laurel M. Brady, ASLA

Just wanted to let you know how much we value the historical (and practical) significance of the old bridge by Mattie's tavern. We LOVE that bridge!!! It would be a crime to tear it down. We should be preserving our heritage, especially something that encourages walkers, bikers, horseback riders to use it everyday without having to get on 154! It reminds me of days gone by with stagecoaches

and carriages. Please do not tear down our beautiful bridge. We've lost so much history already.

Response to Comment:

Due to the structural deficiencies in the bridge, it has been determined that it is not physically feasible to preserve the bridge. The existing National Register of Historic Places evaluation and proposed Historic American Engineering Record recordation provide a permanent record and documentation of the bridge's design and historical significance.

Comment from Christopher Brady

Please keep the bridge. What are the reasons to remove it? We cannot demolish the past in order to try to build a future. Bridges are constructed with a reason. Is there a purpose to remove a bit of history in Los Olivos?

Response to Comment:

Due to the structural deficiencies in the bridge, it has been determined that it is not physically feasible to preserve the bridge. The existing National Register of Historic Places evaluation and proposed Historic American Engineering Record recordation provide a permanent record and documentation of the bridge's design and historical significance.

Comment from Kurt Carlstedt

One of the simple joys in this neighborhood is the quiet, serene vistas offered by a few remaining spots like the old Stone Bridge. Please help us to keep this sigh of tradition in an ever-changing world.

Response to Comment:

Due to the structural deficiencies in the bridge, it has been determined that it is not physically feasible to preserve the bridge. The existing National Register of Historic Places evaluation and proposed Historic American Engineering Record recordation provide a permanent record and documentation of the bridge's design and historical significance.

Comments from Kenneth Kahn Tribal Chairman of the Santa Ynez Band of Chumash Indians

I would strongly encourage CalTrans to pursue Alternative 1 – Bridge Replacement. Bridge Replacement aligns with frequent requests that I receive from residents, trail enthusiasts, and community members and is consistent with the CalTrans *Complete Streets Program*. Furthermore, the pedestrian bridge is a key alternative transportation component and represents a key

linkage in trails identified in both the *Santa Ynez Valley Community Plan* in *Santa Ynez Valley Bicycle Master Plan*.

When the first comment opportunity about the Alamo Pintado Creek Pedestrian Bridge Removal proposal was opened in 2017 and when the existing bridge was closed due to safety concerns, my office was inundated with phone calls calling for the bridge to be re-opened or replaced. Several themes from these calls emerged:

- This bridge a long history usage by pedestrians, cyclists, and equestrians – in some cases spanning generations.
- Many residents depend on this bridge to safely travel from their homes into the town of Los Olivos.
- Residents and do not feel safe using the existing Highway 154 bridge to cross the creek on either foot, bicycle, or on horseback.
- The bridge and the alternative transportation access that it provides are beloved by the community.

We are also informed that “public comment” in the community supports Alternative 1 – Bridge Replacement.

Moving forward with Alternative 1 – would ensure consistency with the CalTrans *Complete Streets Program* as dictated by Deputy Directive 64-R1 2008: “The Department provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System.” CalTrans defines a complete street as “a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.” Given the width of the existing Highway 154 crossing and the velocity at which automobiles travel across that bridge, replacement of the existing pedestrian bridge is essential to provide safe mobility for all users.

Lastly, the *Santa Ynez Valley Bicycle Master Plan*, adopted by SBCAG in 2019 identifies a multi-modal trail between Los Olivos and Los Alamos as a high priority class I trail. A replacement bridge would be critical piece to ensure multi-modal connectivity. The origins of this trail concept date back to *the Santa Ynez Valley Master Plan (adopted by the County in 2009)*, which identifies a class I trail along that corridor.

In conclusion, given community desire, CalTrans Policy, and existing planning documents, I strongly encourage you to support alternative 1 bridge replacement.

Response to comments:

Thank you for your comment and support of the Alternative 1A. The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. The preferred alternative will provide a replacement pedestrian bridge across Alamo Pintado Creek. See Section 1.6 of this document for more information.

Comment from Lexy Clark

I grew up in the Santa Ynez Valley and just recently became a resident of Los Olivos again. My family and I frequently use the Alamo Pintado Creek Pedestrian Bridge on our walks and to safely get into the town of Los Olivos from our home. We would be deeply saddened to see it demolished, not only for the history it holds, but for the change it would have to our lives. Our hope is something can be done to prevent it from being demolished.

Response to Comment:

Due to the structural deficiencies in the bridge, it has been determined that it is not physically feasible to preserve the bridge. See Section 1.7 of this document for more information. The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. The preferred alternative will provide a replacement pedestrian bridge across Alamo Pintado Creek. See Section 1.6 of this document for more information.

Comments from Richard Clossen

Because the “old stone bridge rails ... are considered a CEQA Scenic Resource” (Initial Study, p. 12), I would hope as much of the stone railing could be preserved or adaptively reused as possible. The Initial Study acknowledges their removal “would diminish the visual quality of the scenic highway at that location.” (p. 12)

Rather than dispose of the demolished bridge stone rubble, I suggest it might be reused in the replacement bridge or to create a low curved entrance with pillars on each end of the replacement bridge as a physical remembrance of the 1912 bridge.

The 1912 bridge has a low profile compatible with the rural character of the setting and construction era. Public understanding of the Build Alternatives (Initial Study, p. 5) would be enhanced by example sketches or photos of

alternatives for Alternative 1 - Bridge Replacement. I have been unable to find such examples online.

My perfect preference would be for a replacement bridge that meets all the structural and safety requirements but with original stone curbs and railing as visual, i.e., non-structural, features. Such a bridge could have concrete and steel underpinnings, but retain the character-defining stone appearance of the original. Failing that, here are my comments about the replacement alternatives.

Alternative 1A, Option 1 is unacceptable by virtue of using “2-foot-6-inch-high steel posts” (total height on top of curb = 4-feet-6-inches) that are incompatible with the rural surroundings in materials and height.

Alternative 1A, Option 2 is acceptable, but would be improved if the “every 10 feet” concrete posts (total height on top of curb = 4-feet) could be faced with or incorporate original stone from the 1912 bridge.

Alternative 1A, Option 3 is unacceptable by virtue of steel posts incompatible with the rural surroundings in material.

Alternative 1B requires a better description. My understanding of the design for a bowstring truss bridge includes visible bridge structure (sometimes a high arch) above the footpath that - on the basis of height, alone - could be a style departure for the surrounding rural character. The 22-foot width is also curious due to the narrow winding footpath on the west end of the bridge.

Reconstruction of the 1912 bridge should not be viewed as an isolated building project. This is an opportunity for the historic thoroughway to connect Railway Avenue and Steele Street with a contemporary pedestrian-equestrian purpose. Plans should be broad enough to include the entire stretch between those Los Olivos streets.

The project must be mindful of the nearby Mattei’s Tavern, 2326 Railway Avenue, which is a Santa Barbara Historic Landmark with a period of significance including the entire era of the bridge. A sensitive reworking of the entire path between Railway and Steele could enhance the attractiveness of both the bridge and the landmark, while being a functional connector.

Care must be taken when planning any path off the north end of the bridge, which includes a wonderful tree-lined winding route, but is pinched between State Highway 154 and private properties.

Response to Comments:

The proposed Section 106 mitigation corresponds with the Historic Landmarks Advisory Commission’s requests. The Project Development Team has now selected the alternative to replace the bridge, and the Historic Landmarks Advisory Commission’s requests can be addressed in the design of the new

bridge. From a historic preservation standpoint, Caltrans has no objections to the requests to use “a simple structure and shape that evokes the rustic simplicity of the early bridge” and to incorporate “stonework similar to native stone in the replacement bridge.” Both of these requests will need to be addressed by the design team, but both appear to be feasible. Per the Secretary of the Interior’s Standards for the Treatment of Historic Properties, the replacement bridge should be designed in a manner that is “differentiated yet compatible” with the design of the historic bridge, so as not to create a “false sense of history” in mimicking the historic bridge. It is possible to address these design requests while also meeting the Secretary’s standards.

Caltrans will work with the community and resource agencies to develop a context sensitive replacement bridge design under the preferred alternative. The preferred alternative will provide a replacement bridge that will alleviate any impacts to pedestrians, bicyclists, and equestrians. The decision to replace the Alamo Pintado Creek bridge has no relation to the new hotel being constructed in the area. Caltrans’ mission is to ensure safe, sustainable and efficient transportation systems to the Los Olivos community. Work on the path was discussed as a potential part of this project. It was ultimately decided to not fit within the scope and schedule of the project.

Comments from Paulina Conn

Please keep the profile of any new pedestrian/equestrian bridge low and understated.

Highway 154 is a scenic highway. The current path and stone rail bridge should have been retained and rebuilt using the 1912 stonework and style. In my opinion, it is laziness and an uncaring attitude towards preservation that causes this kind of neglect and desire to replace rather than to look for ways to preserve and repair the existing, highly functional path and bridge.

Please incorporate the sandstones in any new construction so that these stones are visible. Please also add an interpretive sign so the historic significance can be appreciated.

Please take the entire historic looking town of Los Olivos and the historic landmark Mattie’s Tavern into consideration when creating a new bridge if that new bridge is really necessary.

Please keep the understated, rural character of the current bridge in any design for a new one. Don’t make the bridge the center of attention. The countryside and the minimal buildings are the character defining features of the area. An ostentatious bridge would be completely out of character.

Response to Comments:

Caltrans will work with the community and local agencies to develop a context sensitive replacement bridge design under the preferred alternative. The preferred alternative will provide a replacement bridge that will alleviate any impacts to pedestrians, bicyclists, and equestrians. Due to the structural deficiencies in the bridge, it has been determined that it is not physically feasible to preserve the bridge. See Section 1.7 of this document for more information.

Comments from Santa Barbara County Parks

The project alternatives with respect to the Land Use and Planning (a) and (b) sections and the Transportation (a) and (c) sections need to be analyzed separately and more thoroughly as the impacts are significant for the bridge removal alternative compared to the bridge replacement alternative as described below. If significant impacts for the bridge removal alternative cannot be mitigated, CEQA requires an EIR to be prepared.

Land Use and Planning (a): The existing old bridge has provided a connection for pedestrians, bicyclists and equestrians between eastern and western Los Olivos for practically 50 years. The bridge removal alternative would create an impact of physically dividing the established Los Olivos community and require pedestrians, bicyclists and equestrians to use the shoulder of the highway that experiences vehicles traveling in excess of 55 mph. Furthermore, any pedestrians, bicyclists and equestrians traveling in a westbound direction in that part of the community to reach western Los Olivos would be required to cross Highway 154 at two uncontrolled intersections at Railway Ave/Calkins Road and at Foxen Canyon Road to avoid using the highway shoulder against oncoming highway traffic flow.

In addition, the Inn at Mattei's Tavern project is located adjacent to Highway 154 east of Alamo Pintado Creek. It is currently under construction and includes a public multi-use trail proposed to connect from the pedestrian bridge to the Jonata Street intersection which leads directly into downtown Los Olivos. Once complete, it will provide a continuous route from western Los Olivos into downtown to help provide economic stimulus and foster eco-tourism. Without bridge replacement, this path will essentially dead end at the creek near the Highway 154 guardrail further creating the impact of dividing the established community.

Land Use and Planning (b) and Transportation (a): A multi-use on-road trail along Highway 154 is identified on the adopted Parks, Recreation and Trails (PRT) Map of the Santa Ynez Valley Community Plan. The bridge removal alternative would create the impact of conflicting with the PRT Map and the Community Plan. Replacing the old bridge with a multi-use bridge would avoid this impact.

Transportation (c): The pedestrian bridge has provided a multi-use trail connection for decades between eastern and western Los Olivos and would provide a direct connection between western Los Olivos and public multi-use path under construction at the Inn at Mattei's Tavern. Not replacing it would create the impact of increased hazard because users would instead be required to utilize the less safe shoulders of the high speed Highway 154 traffic. Replacing the old bridge with a multi-use bridge would avoid this impact.

County Parks requests the bridge replacement alternative be selected as the preferred alternative given the significantly lesser impact on pedestrians, bicyclists and equestrians traversing between western Los Olivos and eastern/downtown Los Olivos.

Response to Comments:

Thank you for your comment and support of Alternative 1. Caltrans will work with the community and resource agencies to develop a context sensitive replacement bridge design under the preferred alternative. The preferred alternative will provide a replacement bridge that will alleviate any impacts to pedestrians, bicyclists, and equestrians.

See response to comments from the County of Santa Barbara Planning and Development Department.

Comments from Kristen Cramer

I wanted to submit my support for replacing the bridge in Los Olivos with a new pedestrian and equestrian bridge. I am a local resident and as a runner I appreciate having a safe way to navigate around the 154 in our community.

I also believe, as a Los Olivos business owner, that it is important to our tourists to provide attractive, useful and safe walking paths. Once Matties Tavern re-opens it is my hope that there is an increase overall in foot traffic in the town which would be a boost for businesses. Keeping the town one in which strolling the streets, enjoying our offerings and beautiful views is a priority and will increase its attraction to our guests.

I hope that the district not only replaces the bridge but also addresses the dirt section of Jonata that connects Matties to Los Olivos business district. This road is a disaster in the winter months, and a dusty blight in summer. Please consider the overall improvement that paving the road will have to the town.

Response to Comments:

Caltrans will work with the community and resource agencies to develop a context sensitive replacement bridge design under the preferred alternative. The preferred alternative will provide a replacement bridge that will alleviate any impacts to pedestrians, bicyclists, and equestrians. The decision to replace the

Alamo Pintado Creek bridge has no relation to the new hotel being constructed in the area. Caltrans' mission is to ensure safe, sustainable and efficient transportation systems to the Los Olivos community. Work on the path was discussed as a potential part of this project. It was ultimately decided to not fit within the scope and schedule of the project.

Comments from Margaret Crowley

I walk across and use with much regularity the Foot Bridge located adjacent to Mattie's Tavern in Los Olivos often. I understand that CalTrans plans to demolish the old stone bridge over Alamo Pintado Creek next to Highway 154 and I can't for the life of me understand why Cal Trans would be allowed to perform such a destructive act?

It is not harmful to others, it provides SAFE PASSAGE away from the traffic and potential harm that could result from walking along the busy and treacherous Highway 154 where countless fatalities have occurred. I think that it would be a massive potential liability to demolish this bridge and subject equestrians, joggers, families and individuals alone or with their pets to have to hazard the conditions of walking nearer to the 154 Highway when SAFE PASSAGE is provided by this beautiful and sturdy existing Foot Bridge. I also believe that this should serve as formal notice that if the SAFE Foot Bridge is destroyed and there is a fatal collision on 154 as a result of someone being diverted onto or adjacent to the 154 hwy because the SAFE Foot Bridge is no longer available to use, let the County, the State of California and Cal Trans be on notice that they had fair warning that the removal of the bridge could result in harm, injury and/or fatality and as such, they will be held accountable to the resulting legal ramifications should the results create a harmful injurious situation.

Response to Comments:

Caltrans will work with the community and resource agencies to develop a context sensitive replacement bridge design under the preferred alternative. The preferred alternative will provide a replacement bridge that will alleviate any impacts to pedestrians, bicyclists, and equestrians. The decision to replace the Alamo Pintado Creek bridge has no relation to the new hotel being constructed in the area. Caltrans' mission is to ensure safe, sustainable and efficient transportation systems to the Los Olivos community. Work on the path was discussed as a potential part of this project. It was ultimately decided that did not fit within the scope and schedule of the project.

Comments from J. Lansing Duncan

Surprisingly the Draft Environmental Review document includes no reference to impacts to the habitat of Southern Steelhead Trout.

The Draft Environmental Review document does identify the existence of a highly invasive exotic species in the project area. *Ailanthus altissima*, Tree of

Heaven, thrives in areas of disturbed soil such as that created by a project such as this. Biological mitigation measure #5 is essential but it should be augmented with regular follow up monitoring during times of the year optimal for invasive species identification and removal.

In conclusion, in order to reduce the adverse impacts of this project to a level that is Less than Significant, it is essential to provide a replacement bridge similar to the historic bridge and using identical native stone rails.

Response to Comments:

The project area was studied by Caltrans biologists, and the Federal Endangered Species Act Section 7 effects determination is the project will have no effect on steelhead. More information is available in the Natural Environment Study that was completed for the project.

Following the removal of invasive species and replanting of native vegetation, there will be a plant establishment period that will involve biological monitoring of the project area to ensure successful replanting. Monitoring will occur under the direction of Caltrans biologists.

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comments from Michael A. Dunn

Viability

The bridge is safe and sound given the use. The largest stress load it bears is about 300lbs when a couple walks across it. There is no way that load can be a safety issue.

If the concern is the creek flow, we haven't had enough water in that creek to be a concern for longer than most locals can recall. However, if that is a concern, then build gates that CalTrans or the state can close to block the bridge off from pedestrian use during big rains. And, you can post liability signs making it explicit that pedestrians, 'use at your own risk'.

Consider buttressing the bridge instead of the colossal expense of demolishing and replacing it. We could even get a fund going to help Cal Trans defer some cost of shoring it up. Add some boulders/barriers to the entrance ways of the bridge to ensure that no vehicles can cross (which by the way, to my knowledge has not occurred since the bridge was abandoned as a functioning part of Hwy 154).

Expense

Preserving the bridge will result in a huge savings of state funds compared to replacing it.

Historic Value

The bridge, especially to those of us who grew up in Los Olivos, represents a part of our history and in fact, an example of the craftsmanship of a bygone era. The bridge's architecture, with its handcrafted stone walls is a thing of beauty and would be impossible to re-create.

Necessity

The only alternate walking route (Alamo Pintado Ave.) is increasingly dangerous due to amount of traffic and SPEED of traffic. I know because I live on Alamo Pintado Avenue and live with it every day. For all of these reasons, I vehemently oppose any demolition and reconstruction of the Alamo Pintado pedestrian bridge and call for you to work with our community to preserve this piece of our history, not destroy it!

Response to Comments:

Caltrans will work with the community and resource agencies to develop a context sensitive replacement bridge design under the preferred alternative. The preferred alternative will provide a replacement bridge that will alleviate any impacts to pedestrians, bicyclists, and equestrians. Due to the structural deficiencies in the bridge, additional weight by users of the bridge does not contribute to sag of the structure as its own weight, caused by gravity, is one of the concerns. It has been determined that it is not physically feasible to preserve the bridge. See Section 1.7 of this document for more information.

Comment from Brent and Lisa Fletcher

Please do not demo our bridge. It's a piece of history in our valley. Its existence has charm and reminds people of those times. It would be greatly appreciated if Caltrans can let it be.

Response to Comment:

Caltrans has provided additional information related to the feasibility of retrofitting the bridge in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion.

Caltrans will work with the community and resource agencies to develop a context sensitive replacement bridge design under the preferred alternative.

The preferred alternative will provide a replacement bridge that will alleviate any impacts to pedestrians, bicyclists, and equestrians. Due to the structural deficiencies in the bridge, it has been determined that it is not physically feasible to preserve the bridge. See Section 1.7 of this document for more information.

Comment from Hannelore Richter

I oppose the tearing down the bridge in Los Olivos next to the 154. It holds many fond memories from childhood, as I'm sure many other members of the community would like to cherish the benefits of the bridge and keep the structure preserved for the years to come.

Response to Comment:

Based on feedback that Caltrans received during the public circulation period on retaining the structure, additional information related to the feasibility of retrofitting the bridge has been added in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion.

Comments from Alisse Harris

As a native of the Santa Ynez Valley and current resident, it concerns me how quickly a historic structure could be so quickly disregarded for new construction. I understand that we must maintain safe bridges and infrastructure to better serve the community and if studied/surveyed as an unsafe structure to be condemned, why keep it? However the history of a community is also increasingly important as it strengthens out connections and transforms Los Olivos into a community. With the economy in freefall, a turbulent election year, and already so many changes taking place in LO, why not try to preserve something from the past? Guests of the new hotel will enjoy walking over a piece of LO history, not to mention all of the locals who currently enjoy this route. Additional signage could be added and the community will feel proud to preserve this historic gem.

If Caltrans says the bridge is eligible to be listed on the National Register of Historic Places, would you please consider this as an option?

Response to Comments:

Based on feedback that Caltrans received during the public circulation period on retaining the structure, additional information related to the feasibility of retrofitting the bridge has been added in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion. Also see response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Vince Hougo

I use the bridge daily (sometimes more) for dog walks and runs. I am just so thankful I do NOT have to walk or run next to the 60 to 80 mile an hour traffic on 154. Please just leave the bridge as it is.

Response to Comment:

Based on feedback that Caltrans received during the public circulation period on retaining the structure, additional information related to the feasibility of retrofitting the bridge has been added in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion.

Caltrans will work with the community and resource agencies to develop a context sensitive replacement bridge design under the preferred alternative. The preferred alternative will provide a replacement bridge that will alleviate any impacts to pedestrians, bicyclists, and equestrians. Due to the structural deficiencies in the bridge, it has been determined that it is not physically feasible to preserve the bridge. See Section 1.7 of this document for more information.

Comments from Tom Hutcheson

I am a retired Los Olivos resident that walks across the bridge twice a day. I put my foot on the railing and stretch every day. I see it as a unique historical resource. The removal/replacement will impact my life along with many others. I bet we would be surprised by the amount of traffic. The 2nd alternative, only removal, should be out of the question! I advocate the 3rd option. Thinking the whole project should be a low priority. Just wait until it falls on its own then pick it up and built your favorite replacement. Your explanation at the meeting last night didn't dissuade me. Personally I don't see much difference between picking up the pieces of fallen deck from the creek bottom vs prior removal. There is no plan to salvage the unique rock used in the railing anyway. I know it's speculation but I anticipate one half of the deck collapsing during a heavy creek flow but I'm not an engineer. I haven't heard of any threat of flooding to the town or 154 being caused by collapse. Which would be enough reason for immediate removal. In my humble opinion, other action could/ should be taken to reduce your liability and make it each individuals' responsibility. For example, permanent Road Closed signage and K-rail to deny access of vehicles. During storm conditions, access should be denied. Thanks for the opportunity for me to make my comments. I understand that I'm in the minority and your plan is to proceed post haste. For reasons I don't understand. Please acknowledge it's historic significance and make the transition to your preferred design as quick as possible.

Response to Comments:

Thank you for your comment on the project. To retrofit the bridge, the bridge barrier rails would need to be demolished and reconstructed, which would eliminate the variegated stone masonry of natural stone. The bridge foundation would require concrete piles to use reinforcement for tension and confinement reinforcement because the existing pilings do not have any reinforcement. The work required to retrofit the existing bridge would lead to loss of characteristics

of the bridge related to its historic eligibility. Please see response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comments from Carey L. Kendall

There must be another way to restore it and keep the walkway that has been used here for generations. With the new Matteis project it will also provide an avenue to the town, at least an alternative walk way, as well as residents. Please find another approach and keep this bridge. We are losing to much of our tradition; lets try and keep it!

Response to Comments:

Based on feedback that Caltrans received during the public circulation period on retaining the structure, additional information related to the feasibility of retrofitting the bridge has been added in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion. Also, see response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Ruth A. Kunkle

My husband and I both wish to PRESERVE "old stone bridge" near Mattei's Tavern in Los Olivos. We wish to preserve our history as opposed to tearing down and removing.

Response to Comment:

Based on feedback that Caltrans received during the public circulation period on retaining the structure, additional information related to the feasibility of retrofitting the bridge has been added in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion. Also, see response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Don and Pam Layton

We are strongly against the proposal to remove the Alamo Pintado Creek Pedestrian Bridge adjacent to Foxen Canyon Road and Railway Avenue in Los Olivos. Many people, pets and creatures use that path to avoid the highway. We think it will be a detriment to the safety of all to remove it. The path is peaceful, historic and a little bit of nature next to the highway. What's the point of removing it? Who wants it removed?

Response to Comment:

Based on feedback that Caltrans received during the public circulation period on retaining the structure, additional information related to the feasibility of retrofitting the bridge has been added in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion. Also, see response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Robert R. Leite

CalTrans has indicated that there are plans to remove this bridge for safety reasons. Is the bridge suspected to be in danger of collapsing? I lived in Los Olivos from 1976 until 2012. Several times a week I would take a walk for exercise and to pick up my mail at the Post Office, since there is no home mail delivery in Los Olivos. This is a very scenic walk and my observation is that access is via a foot trail which would preclude a large, heavy vehicle from accessing the bridge causing large stresses. Please consider alternatives to removal. Can it be reinforced? It only experiences pedestrian traffic.

Response to Comment:

Based on feedback that Caltrans received during the public circulation period on retaining the structure, additional information related to the feasibility of retrofitting the bridge has been added in the environmental document in Section 1.7 Alternatives Considered but Eliminated from Further Discussion. Also, see response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Laura Lippencott

Just as the original Los Olivos community asked for a place to walk, bike and ride horses, current residents continue to use the old bridge for the same reasons. From what I have read, I see plans for demolition only; needs for non auto travel have not been taken into account. I am assuming you do not want us to walk along highway 154. We do request that at least some kind of extension be added to the existing modern overpass/ bridge to allow safe foot traffic.

Response to Comment:

Caltrans will work with the community and resource agencies to develop a context sensitive replacement bridge design under the preferred alternative. The preferred alternative will provide a replacement bridge that will alleviate any impacts to pedestrians, bicyclists, and equestrians.

Comment from Allen Maris

I'm writing to let you know my support to keep the bridge that crosses Alamo Pintado Creek near Foxen Canyon Rd. This is a historical bridge and since it's pedestrian use only, it can stand for many more years. I've walked across bridges that are hundreds of years old in Europe. Let's maintain our history and historical structures and not just demo anything old.

Response to Comment:

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Claudia Matthews

Regarding the stone bridge adjacent to State Route 154 in Los Olivos, the news that this bridge is scheduled for demolition is terrible news for our community. Los Olivos is not your typical community, every landmark and feature here is beloved by the community members. This bridge is at the top of the list of scenic and well used, well loved landmarks. Please please please reconsider!

Response to Comment:

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Eileen McCall

Please do not destroy/remove this historic old bridge.

Response to Comment:

Caltrans will work with the community and resource agencies to develop a context sensitive replacement bridge design under the preferred alternative. The preferred alternative will provide a replacement bridge that will alleviate any impacts to pedestrians, bicyclists, and equestrians.

Comment Greg and Joyce Millikan

My husband and I ride our bikes alongside the bridge trail 3 or 4 times a week. I've seen and watched many locals use the trail and the bridge's regular crossing. It's regular use has become commonly valued. I fear removal of the bridge might be considered a way to conserve limited resources; however, I don't actually know the reason. Please place my vote to maintain the bridge-crossing so many of us who have lived here and enjoyed the regular convenience of the bridge will continue to do so.

Response to Comment:

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from John J. Mitchell Jr.

We have a home at 2950 Foxen Canyon Road in Los Olivos which is a block and a half from the foot bridge you are thinking to remove. We often use it to walk to town or Matte's Tavern area. Why spent the time and money to remove it? The bridge seems to be sound. Just leave it.

Response to Comment:

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Melissa Nathan

I've been made aware of the proposal to demolish this historic bridge, one of the oldest in our county. While I'm sure there may be structural concerns, structures such as these cool old bridges should be preserved and appreciated!! What can be done to stop the demo and get this piece of local history saved??!!

Response to Comment:

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Lynne Nelson

I am writing to express to you how strongly I am in favor of retaining our stone bridge by Mattei's Tavern in Los Olivos. I live on San Marcos Ave in Los Olivos and have been here since 1984. I was married at Mattei's Tavern. So many things have changed in this Valley, many not for the better. Please let us keep the good, the special, our history. We don't have a lot left. The Bridge is a tiny piece of our past that connects us, "bridges" our past and future.

Response to Comment:

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Rick Paaske

Keep the bridge as is. It is used by many of us L.O. locals and shouldn't be dangerous to foot traffic. NEVER let them take the bridge down without a replacement as we always use that trail on our daily walks.

Response to Comment:

Caltrans will work with the community and resource agencies to develop a context sensitive replacement bridge design under the preferred alternative. The preferred alternative will provide a replacement bridge that will alleviate any impacts to pedestrians, bicyclists, and equestrians.

Comment from Chris Pankau DVM

I have been a resident of Los Olivos for over 40 years and I do not understand why all of a sudden CalTrans is getting worried about the Alamo Pintado Bridge. It has functioned as a pedestrian/equestrian bridge for decades and has never been an issue... Is this a result of the new complex being built on the Mattei Tavern and adjoining property? Did the owners or their representatives initiate this? Will keeping the bridge surrounding area be an eyesore for them? What is the current status of the parking area in front of Mattei's Tavern? I believe the county sold the area in front of the Tavern to the original developers. My vote is to leave well enough alone... That has worked for decades. Please keep me advised of every aspect of this project.

Response to Comment:

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Robyn Richter

I am very much opposed to tearing down the Los Olivos bridge next to SR 154! Please reinforce the existing structure or leave the bridge as it is.

Response to Comment:

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Kelly Rose

Our society has evolved into a place where our history is disposable. Buildings, churches, homes, monuments, statues and bridges which link us to our past are no longer valued. It is cheaper and easier to destroy than it is to create. It is cheaper and easier to tear down than to build. Los Olivos is unique in this

evolutionary process. We cherish and value the past as we move forward into the future. That is why you can walk around Los Olivos and see numerous buildings which reflect the past. A number of these buildings are over 100 years old and feature older building styles and materials - like tin roofs and ceilings. A great example for preservation is Mattei's Tavern which is undergoing a major remodel while preserving the look and feel of this 100+ year old stage coach inn. The Alamo Pintado Creek Pedestrian Bridge follows in these same footprints. It reflects a simpler time when people walked or rode horses when they needed to travel. It is located adjacent to Mattei's Tavern and fits well into the look and feel of this historic structure that the new owners are spending millions of dollars to create a gateway to our past. I am sure that guests and others would cherish the opportunity to walk across a historic bridge. I don't believe that it would be all that difficult or that expensive to either repair the bridge so that it is safe to use, or to remove and replace the bridge with a new bridge that replicates the look and feel of the existing bridge. In any case, simply removing the bridge and not replacing it is the wrong choice.

Response to Comment:

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Brad Ross

If the bridge is unsafe, it should be removed and replaced.

I prefer the truss bridge over the concrete bridge, assuming the cost of the truss bridge is not substantially higher than the cost of the concrete bridge. Which option is represented by the \$3.8 million estimate?

Response to Comment:

The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. The preferred alternative will provide a replacement pedestrian bridge across Alamo Pintado Creek. See Section 1.6 of this document for more information.

Comment from Campbell Sadeghy

I appreciate the efforts to improve the infrastructure but are there any plans to replace this pedestrian bridge? I have used it on several occasions and I know many people who use it weekly. it should be replaced.

Response to Comment:

The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. The preferred alternative will

provide a replacement pedestrian bridge across Alamo Pintado Creek. See Section 1.6 of this document for more information.

Comment from Santa Ynez Valley Riders

SYVR supports Alternative 1, removing the existing Bridge and REPLACING it with a pedestrian/cyclist/equestrian-friendly bridge as the preferred alternative. Significant impacts to the community and recreational trail users would occur if the Bridge were removed but not replaced.

Response to Comment:

The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. The preferred alternative will provide a replacement pedestrian bridge across Alamo Pintado Creek. See Section 1.6 of this document for more information.

Comments from Kent W. Epperson Director of SBCAG Traffic Solutions

I strongly encourage CalTrans to pursue Alternative 1 – Bridge Replacement.. Traffic Solutions designs and publishes the Countywide Bike Map, hosts CycleMAYnia (Bike Month) and Open Streets events to introduce novices to biking and walking. In recent years, Traffic Solutions has sponsored group rides in the Santa Ynez Valley that have used the old Alamo Pintado Creek bridge. While some advanced cyclists do not mind riding along the highspeed traffic on Hwy 154, most riders will avoid highways due to safety concerns.

We support Alternative 1 because it is consistent with Caltrans' Complete Streets program, and it also serves to encourage more biking and walking in and around Los Olivos. That is why the bridge is shown as a key linkage in trails identified in both the *Santa Ynez Valley Community Plan* in *Santa Ynez Valley Bicycle Master Plan*. In addition to serving bikes and pedestrians, the bridge would also serve an important gap in the equestrian trail network in the Santa Ynez Valley.

This project offers a huge opportunity for the residents of the Santa Ynez Valley. While transportation planning efforts may have difficulty projecting the hypothetical future use of a proposed bike and pedestrian facility, this bridge has had a long history of use by pedestrians, bicyclists and equestrians. However, in contrast, if the bridge is not replaced, it will create a danger as pedestrians and bicyclists are forced to use Hwy 154 to pass over Alamo Pintado Creek. Thank you for your consideration in selecting Alternative 1 for this important CalTrans project.

Response to Comments:

The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. The preferred alternative will provide a replacement pedestrian bridge across Alamo Pintado Creek. See Section 1.6 of this document for more information.

Comment from Annette Schaeffer

I'm writing to let you know that I am opposed to the demolition of the old stone bridge over Alamo Pintado Creek in Los Olivos. Nearby Mattei's Tavern is being restored to its old beauty, and like the restored and beautiful stone bridges that span the Merced in Yosemite National Park, I think our little bridge deserves the same treatment. I appreciate your willingness to consider restoration rather than demolition.

Response to Comment:

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Jody Schoen

Please preserve the old stone bridge over Alamo Pintado Creek adjacent to Highway 154 near Mattei's Tavern in Los Olivos. I live in Los Olivos and walk every day. This bridge is historic and beautiful. Please do not remove.

Response to Comment:

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

Comment from Paul K. Wilcox

I have lived in Los Olivos for 15 years. I love that bridge. My kids love that bridge. People who come to visit me love that bridge. We take walks that include that bridge. It would be a terrible loss for the community if that beautiful and historic bridge was removed and replaced with nothing or something generic.

Response to Comment:

The Caltrans Project Development Team has chosen Alternative 1A with Design Option 1 as the preferred alternative. The preferred alternative will provide a replacement pedestrian bridge across Alamo Pintado Creek. See Section 1.6 of this document for more information.

Comment from Rebecca Gomez Zussin

It is a wonderful historic resource and today being able to access it for walking, horseback or bicycle riding is an important gift to residents and visitors. We want to see it listed in the National Register of Historic Places, and hope that is pursued soon. Please do what you can to preserve, save, and move forward to getting the bridge listed in the National Register of Historic Places.

Response to Comment:

See response to comments from the Santa Barbara County Historic Landmarks Advisory Committee.

List of Technical Studies

(Bound Separately in Volume 2)

Air Quality Report

Noise Study Report

Water Quality Report

Natural Environment Study

Location Hydraulic Study

Historical Property Survey Report

- Historic Resource Evaluation Report
- Historic Architectural Survey Report
- Archaeological Survey Report

Hazardous Waste Reports

Scenic Resource Evaluation/Visual Assessment

Initial Paleontology Study

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Jason Wilkinson
Central Region Environmental, California Department of Transportation
50 Higuera Street, San Luis Obispo, CA 93401

Or send your request via email to Jason Wilkinson:
Jason.wilkinson@dot.ca.gov

Or call: 805-542-4663

Please provide the following information in your request:

Project title

General location information

District number-county code-route-post mile

Project ID number