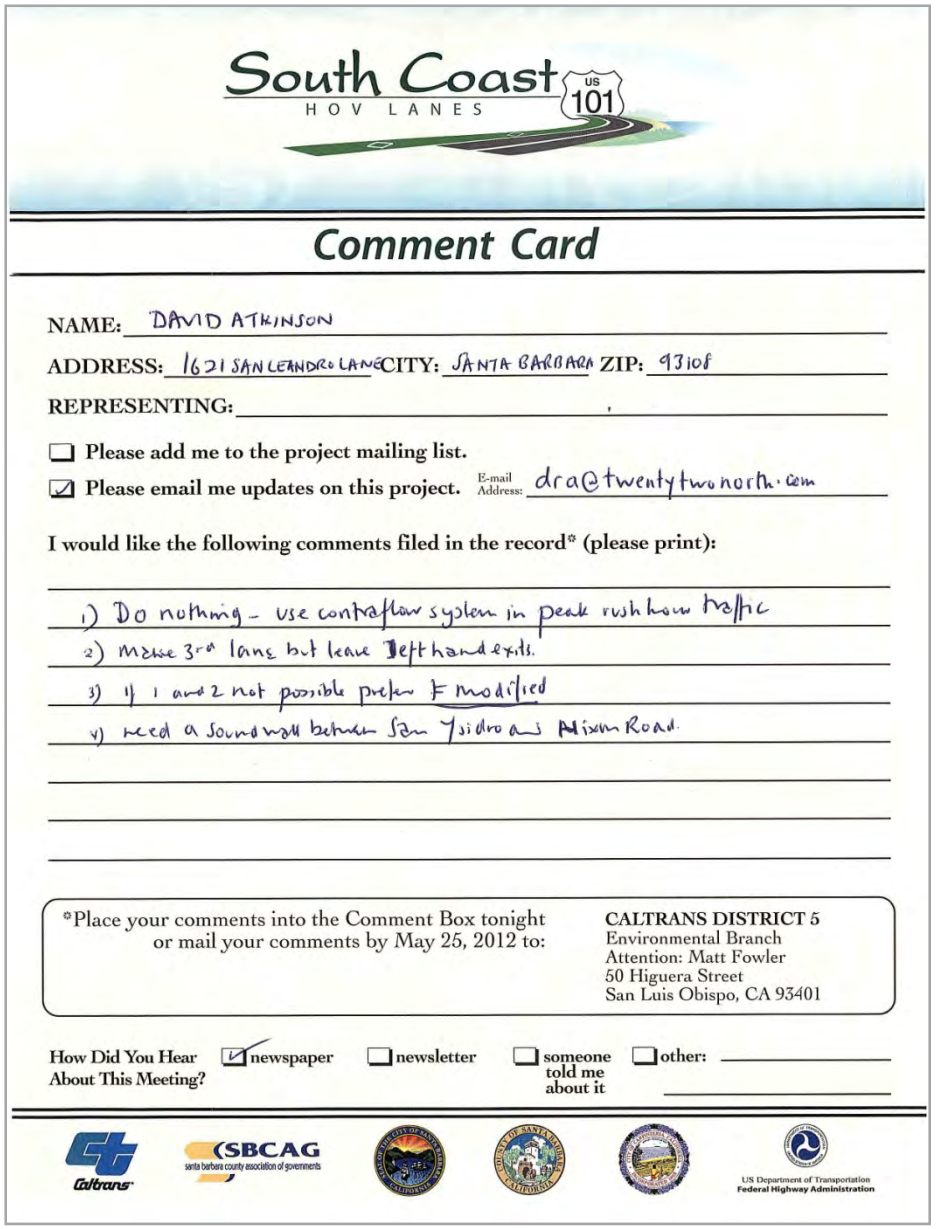


South Coast HOV LANES US 101

Comment Card

NAME: DAVID ATKINSON

ADDRESS: 1621 SAN LEANDRO LANE CITY: SANTA BARBARA ZIP: 93108

REPRESENTING:

☐ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: dra@twentytwonorth.com

I would like the following comments filed in the record* (please print):

1) Do nothing - use contraflow system in peak rush hour traffic
2) Make 3rd lane but leave left hand exits.
3) If 1 and 2 not possible prefer F modified
4) need a sound wall between San Ysidro and Alisom Road.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☑ newspaper ☐ newsletter ☐ someone told me about it ☐ other:

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Atkinson, David

Comment 1 Alternative and Configuration Preference

After considering public input, Caltrans (per recommendation from the Project Development Team) selected Alternative 1 as the preferred alternative. Your suggested use of Contraflow systems would require a lane that can reverse direction depending on time of day. The reversing lane concept would have much higher operational costs and operational risks due to the barriers requiring relocation twice a day.

Atkinson, David

Comment 2 Left-side Ramps

Caltrans has determined that left-side median ramps cannot be retained. The locations of the existing left-side ramps at Sheffield Drive do not allow for the necessary lane improvements without ramp reconstruction or excessively costly avoidance of the ramps. The off-ramps at the Cabrillo Boulevard interchange have significant operational limitations, including limited stopping sight distance and collision rates above the statewide average. Since the left-side ramps need to be reconstructed and/or relocated, they must be constructed to meet current engineering standards. See Appendix J for the Left-Side Ramps Fact Sheet for further explanation of how left-side exits are contrary to what drivers expect.

Atkinson, David

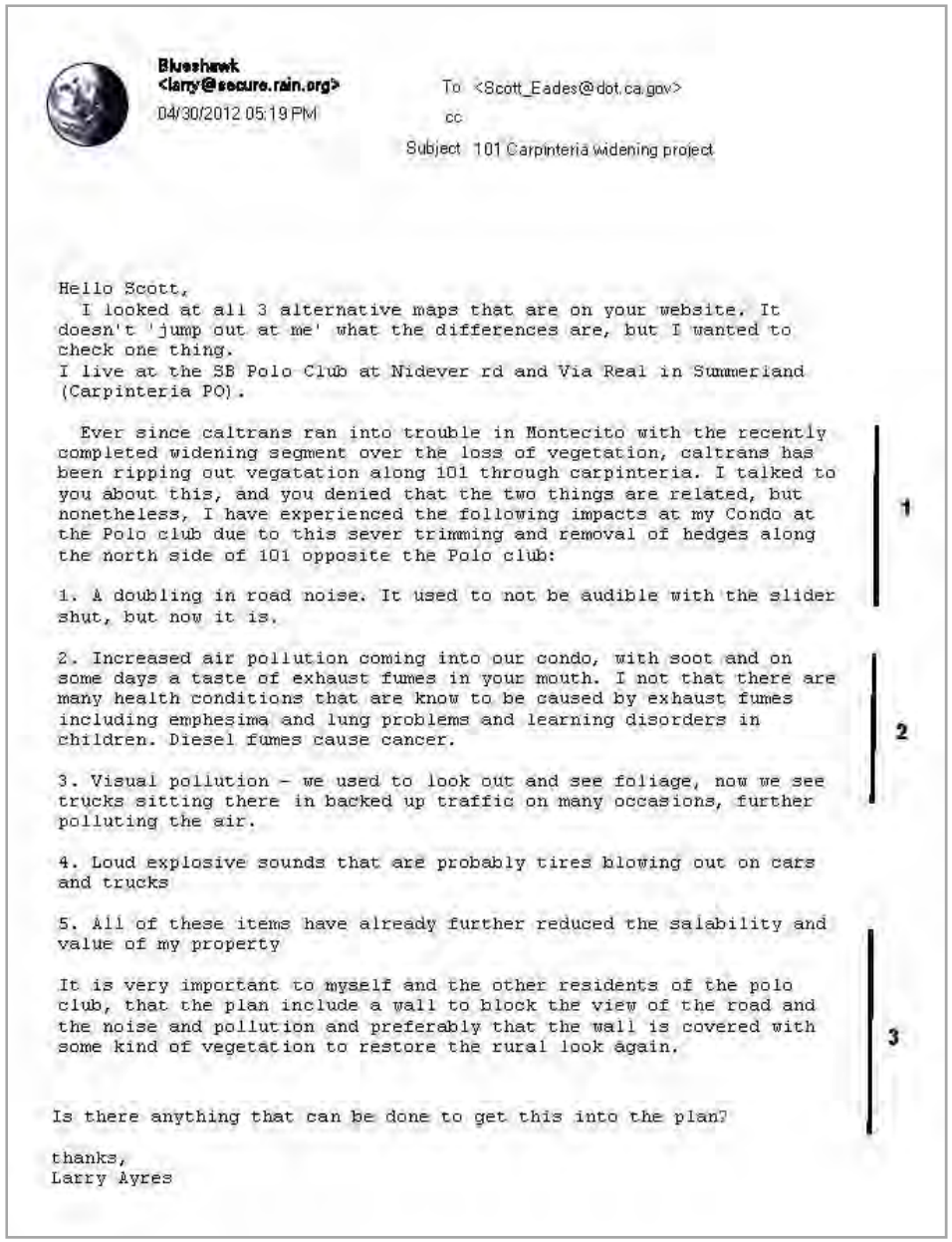
Comment 3 Configuration Preference

After considering public input, Caltrans (per recommendation from the Project Development Team) selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange.

Atkinson, David

Comment 4 Noise

As a result of comments received during the public review period, Caltrans staff reevaluated Soundwall S498 for high-density development locations to determine whether short sections of soundwalls might be financially reasonable. An extension of Soundwall S498 north to San Ysidro Road is now recommended for construction.



Blueshawk
<larry@secure.rain.org>
04/30/2012 05:19 PM

To <Scott_Eades@dot.ca.gov>
cc
Subject 101 Carpinteria widening project

Hello Scott,
I looked at all 3 alternative maps that are on your website. It doesn't 'jump out at me' what the differences are, but I wanted to check one thing.
I live at the SB Polo Club at Nidever rd and Via Real in Summerland (Carpinteria PO).

Ever since caltrans ran into trouble in Montecito with the recently completed widening segment over the loss of vegetation, caltrans has been ripping out vegatation along 101 through carpinteria. I talked to you about this, and you denied that the two things are related, but nonetheless, I have experienced the following impacts at my Condo at the Polo club due to this sever trimming and removal of hedges along the north side of 101 opposite the Polo club: 1

1. A doubling in road noise. It used to not be audible with the slider shut, but now it is.

2. Increased air pollution coming into our condo, with soot and on some days a taste of exhaust fumes in your mouth. I not that there are many health conditions that are know to be caused by exhaust fumes including emphesima and lung problems and learning disorders in children. Diesel fumes cause cancer. 2

3. Visual pollution – we used to look out and see foliage, now we see trucks sitting there in backed up traffic on many occasions, further polluting the air.

4. Loud explosive sounds that are probably tires blowing out on cars and trucks

5. All of these items have already further reduced the salability and value of my property

It is very important to myself and the other residents of the polo club, that the plan include a wall to block the view of the road and the noise and pollution and preferably that the wall is covered with some kind of vegetation to restore the rural look again. 3

Is there anything that can be done to get this into the plan?

thanks,
Larry Ayres

Ayres, Larry (April 30, 2012)

Comment 1 Noise

Although a wide strip of trees with very thick undergrowth can lower noise levels, studies show that the dense vegetation would need to be 100 feet wide to reduce noise by 5 decibels. The vegetation between the highway and Via Real do not have hedges. It's possible the hedges being referred to are the hedges that line the polo club.

Ayres, Larry (April 30, 2012)

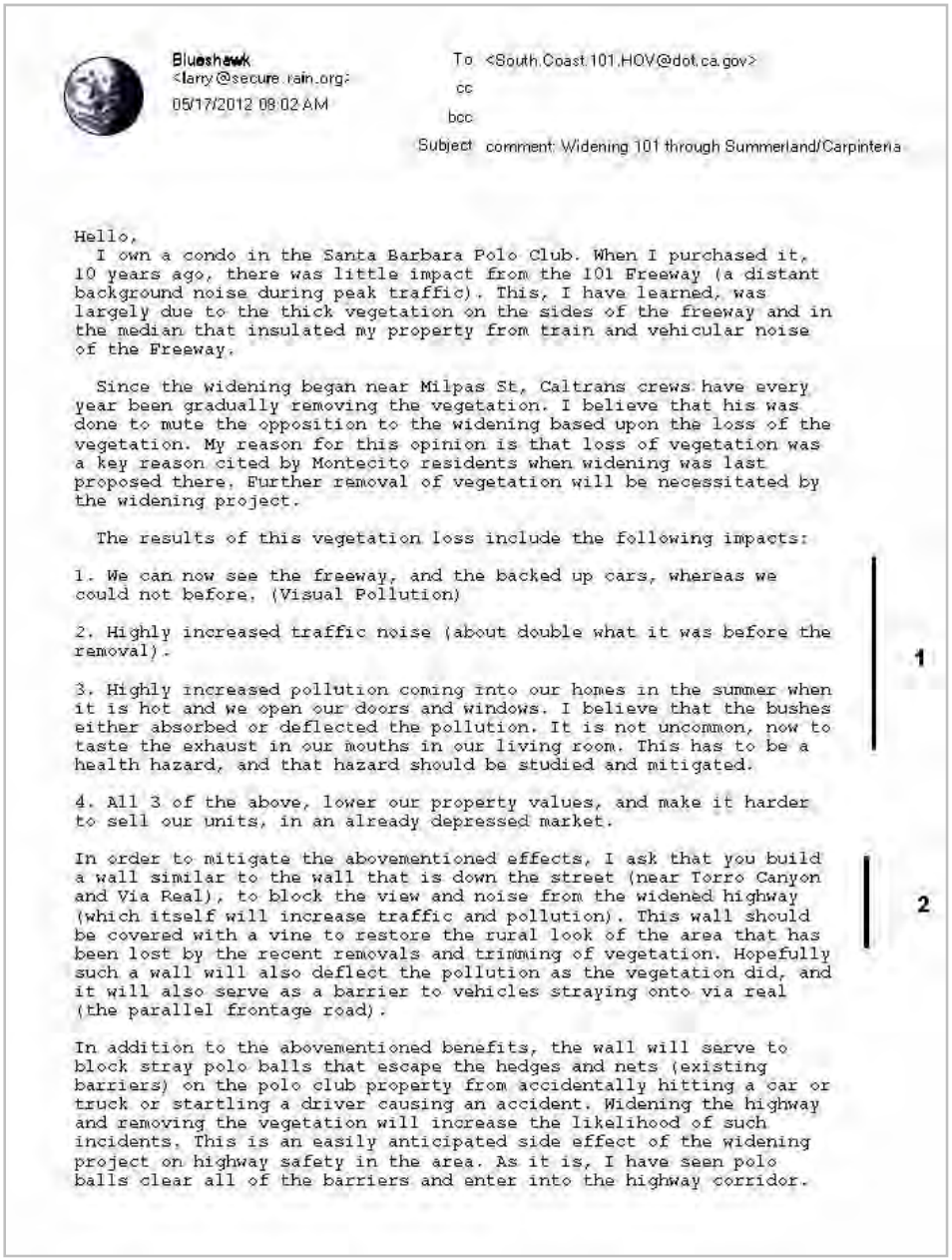
Comment 2 Air Quality

The project was analyzed for mobile source air toxics and was found to have no potential for meaningful effects per Federal Highway Administration protocol. Further analysis did find that there will be minor increases in PM10 emissions because motorists who have been using local roads to avoid congestion on U.S. 101 would ultimately return to using the highway.

Ayres, Larry (April 30, 2012)

Comment 3 Noise

Soundwalls are recommended for construction only in locations where the predicted future noise levels approach or exceed 67 decibels for residential uses; soundwalls must also meet the Caltrans/Federal Highway Administration criteria for being financially reasonable and acoustically feasible by reducing noise levels by at least 5 decibels. A soundwall for the polo club location is not recommended for construction because noise levels were below the noise abatement criteria of 67 decibels. Furthermore, no homes are close enough to the highway near the intersection of Nidever Road and Via Real for a soundwall to benefit them acoustically.



Blueshawk
<larry@secure.rain.org>
05/17/2012 08:02 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject comment: Widening 101 through Summerland/Carpinteria

Hello,
I own a condo in the Santa Barbara Polo Club. When I purchased it, 10 years ago, there was little impact from the 101 Freeway (a distant background noise during peak traffic). This, I have learned, was largely due to the thick vegetation on the sides of the freeway and in the median that insulated my property from train and vehicular noise of the Freeway.

Since the widening began near Milpas St, Caltrans crews have every year been gradually removing the vegetation. I believe that his was done to mute the opposition to the widening based upon the loss of the vegetation. My reason for this opinion is that loss of vegetation was a key reason cited by Montecito residents when widening was last proposed there. Further removal of vegetation will be necessitated by the widening project.

The results of this vegetation loss include the following impacts:

1. We can now see the freeway, and the backed up cars, whereas we could not before. (Visual Pollution)

2. Highly increased traffic noise (about double what it was before the removal).

3. Highly increased pollution coming into our homes in the summer when it is hot and we open our doors and windows. I believe that the bushes either absorbed or deflected the pollution. It is not uncommon, now to taste the exhaust in our mouths in our living room. This has to be a health hazard, and that hazard should be studied and mitigated.

4. All 3 of the above, lower our property values, and make it harder to sell our units, in an already depressed market.

In order to mitigate the abovementioned effects, I ask that you build a wall similar to the wall that is down the street (near Torro Canyon and Via Real), to block the view and noise from the widened highway (which itself will increase traffic and pollution). This wall should be covered with a vine to restore the rural look of the area that has been lost by the recent removals and trimming of vegetation. Hopefully such a wall will also deflect the pollution as the vegetation did, and it will also serve as a barrier to vehicles straying onto via real (the parallel frontage road).

In addition to the abovementioned benefits, the wall will serve to block stray polo balls that escape the hedges and nets (existing barriers) on the polo club property from accidentally hitting a car or truck or startling a driver causing an accident. Widening the highway and removing the vegetation will increase the likelihood of such incidents. This is an easily anticipated side effect of the widening project on highway safety in the area. As it is, I have seen polo balls clear all of the barriers and enter into the highway corridor.

1

2

Ayres, Larry (May 17, 2012)

Comment 1 Noise

The existing landscaping through the south coast corridor is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible while considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, although not required to meet the intent of mitigation, will be developed in collaboration with representatives from each affected community. Caltrans anticipates that a design review team will be established in the design phase as part of the local coastal permitting process. This team can then help review and refine aesthetic and planting plan details associated with the project. Also, each permitting jurisdiction as part of the Coastal Development Permit process may require additional measures beyond the required mitigation that has been identified in the final environmental.

Vegetation, if it is high enough, wide enough, and dense enough that it cannot be seen over or through, can decrease highway traffic noise. A wide strip of trees with very thick undergrowth can lower noise levels. Dense vegetation 100 feet wide can reduce noise by 5 decibels. However, it is not feasible to plant enough trees and other vegetation along a highway to achieve such a reduction.

According to the Air Quality Report prepared September 2011 and the addendum to the Air Quality Report prepared 2013, the project would not result in significant air quality impacts. Furthermore, since the project will relieve traffic congestion within the corridor, the additional HOV lane coupled with fleet turnover over time that meet the Environmental Protection Agency's vehicle and fuel regulations, the regional air pollution time would

see a substantial decrease in mobile source air toxics. Refer to Volume I, Sections 2.2.6 and 2.5, in the final environmental document for discussion of air quality minimization measures and Caltrans Standard Specifications that would decrease operational air emissions during construction.

Ayres, Larry (May 17, 2012)
Comment 2 Visual and Noise
See response to comment 2 above.

Where soundwalls are recommended, they will include aesthetic treatment developed in conjunction with the community. In addition, vines and/or shrubs will be planted next to the soundwalls to the greatest extent possible considering safety and maintenance requirements.

Although soundwalls might block errant vehicles, they are not designed nor approved for that use.

Randall Badat
<Rbadat@cox.net>
05/07/2012 11:34 AM

To <south.coast.101.hov@dot.ca.gov>,
<supervisorcarbajal@sbcbos1.org>,
<hschneider@SantaBarbaCA.gov>
cc <jim@montecitojournal.net>
bcc
Subject Montecito Hwy 101 Expansion Comments

To All Parties Concerned,

As long time residents and homeowners in the Hedgerow neighborhood of Montecito, we respectfully wish to offer the following comments regarding the proposed 2016 Highway 101 widening:

1 - HOV LANES - are not appropriate in this area due to the tightly clustered number of on and off ramps between Cabrillo and Sheffield. While other municipalities appear to be abandoning them we will be saddled with their limited functionality and the conflict they present to retaining the existing highly functional left hand off-ramps in this span (more to follow below).

2 - OVER EMPHASIS ON SHEFFIELD AND CABRILLO - The proposed massive changes to these two interchanges appear overblown and out of proportion to the needs of the area. This is especially true in light of the complete neglect of the equally dangerous and problematical exchanges at Olive Mill and San Ysidro Rds, which in all versions of the plan will remain largely unchanged. The on and off ramps at these two locations have long been dangerously short, visually compromised and inadequate to handle current traffic no less to meet future demands.

3 - LEFT HAND OFF-RAMPS - Currently we have two left hand off-ramps - one at Cabrillo and one at Sheffield. Both are historically safe and efficient, and keeping them would help alleviate the need for some of the excessive changes proposed. What makes more sense is forgoing the HOV LANES in favor of multiple use widened lanes which would permit retaining these functional exits as well as freeing up funds to be spread more evenly across this corridor.

4 - MONTECITO ASSOCIATION ALTERNATIVES - These strategic proposals do not appear in any of the choices offered by Caltrans. Not only do they make excellent fiscal sense, they do so with far better consideration for the integrity of the area. They include modified changes spread across the full length of the project.

5 - SOUND WALLS, CENTER DIVIDERS AND PLANTINGS - Current plans call for a patchwork of sound walls which will be ineffective in numerous areas already above legal noise levels. We favor a continuous system covered with appropriate local planting. As well there should be more attention paid to finding alternatives to a concrete center divider, to retaining mature trees and to preserving the visual beauty so long associated with this stretch of highway.

6 - LACK OF DATA - The Caltrans proposals appear woefully lacking in adequate data to support their demands regarding the above issues. Not only does this lack of information compromise the project and threaten to negatively impact our area both aesthetically and functionally, it will plunge us headlong into unneeded construction and inconvenience with minimal long term benefit. Further it does little to encourage local support for the project or engender confidence in the responsible agencies.

We hope these thoughts will find a receptive ear and add to a more thoughtful dialogue. As it stands the Caltrans proposal is unimaginative, unbalanced in its approach, financially challenged, and if executed in any of its versions will squander millions with great local sacrifice and seriously compromised benefit. There are better alternatives.

Thank you,

Randall & Shelley Badat

Badat, Randall and Shelley

Comment 1 HOV Lanes

The HOV lane will function as a part-time lane, continious access lane; which means the HOV lane can be entered or exited at the driver's discretion. The new lane will operate as HOV lane in the morning and later afternoon/evening; otherwise, it will operate as a mixed-flow lane during off-peak hours. The South Coast 101 HOV Lanes project will connect to the HOV lane project that is currently under construction from Ventura to Carpinteria.

All vanpools, buses, motorcycles, and certain qualifying clean alternative fuel vehicles are allowed to use the HOV lanes. This is a part-time HOV lane, unlike those in Los Angeles, so the operating hours would be during peak commute hours; the rest of the day, it will be a mixed-flow lane.

Badat, Randall and Shelley

Comment 2 Off-ramps

The defined scope of this project is to add HOV lanes in the project limits. In general, if spot locations, including interchanges, develop a collision history of significance to satisfy safety program criteria, a safety project would be proposed. Safety program criteria evaluate the benefit of collisions that would be reduced and the cost of proposed safety projects. This section of the freeway, including the Olive Mill and San Ysidro Interchanges, has not experienced correctable collision patterns of that magnitude to warrant a standalone safety project.

The existing San Ysidro Road southbound on-ramp does have a shorter-than standard acceleration lane; historic accident records for the three years from October 1, 2006 to September 30, 2009 indicate accident rates less than the expected statewide rates for similar ramps.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

Caltrans supports City and County planning efforts to improve the Olive Mill Road intersection and will coordinate with City and County staff to study appropriate improvement options. However, Caltrans has no plans to improve these intersections as part of the South Coast 101 HOV Lanes project.

Badat, Randall and Shelley

Comment 3 Off-ramps and HOV Lanes

Unfortunately, the locations of the existing left-side ramps do not allow for the new lanes to be constructed through the interchanges without ramp reconstruction or excessively costly avoidance of the ramps. In addition, the off-ramps present at Cabrillo Boulevard have significant operational limitations, including limited stopping sight distance and collision rates above statewide averages. Because the left-side ramps at both locations need to be reconstructed and/or relocated to provide room for the HOV lanes, they must be constructed to meet current engineering standards.

Additional information about Caltrans conclusions related to left-side ramps are shown in Volume II, Appendix J.

Badat, Randall and Shelley

Comment 4 Configurations

After considering public input, the Project Development Team recommended the selection of Alternative 1 as the preferred alternative and F Modified as the configuration for the Cabrillo Boulevard/Hot Springs Road Interchange.

Please refer to the response to comment 8 from the Montecito Association's comment letter.

Badat, Randall and Shelley

Comment 5 Noise

Soundwalls are recommended for construction only in locations where the predicted future noise levels approach or exceed 67 decibels for residential uses; soundwalls must also meet the Caltrans/Federal Highway Administration criteria for being financially reasonable and acoustically feasible by reducing noise levels by at least 5 decibels. Furthermore, although a wide strip of trees with very thick undergrowth can lower noise levels, studies show that the dense vegetation would need to be 100 feet wide to reduce noise by 5 decibels.

The existing landscaping through the U.S. 101 corridor is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements.

Note that through much of the Montecito area, the median will contain thrie-beam median barrier instead of concrete because this area is located within a floodplain.

Badat, Randall and Shelley

Comment 6 Off-ramps and HOV Lanes

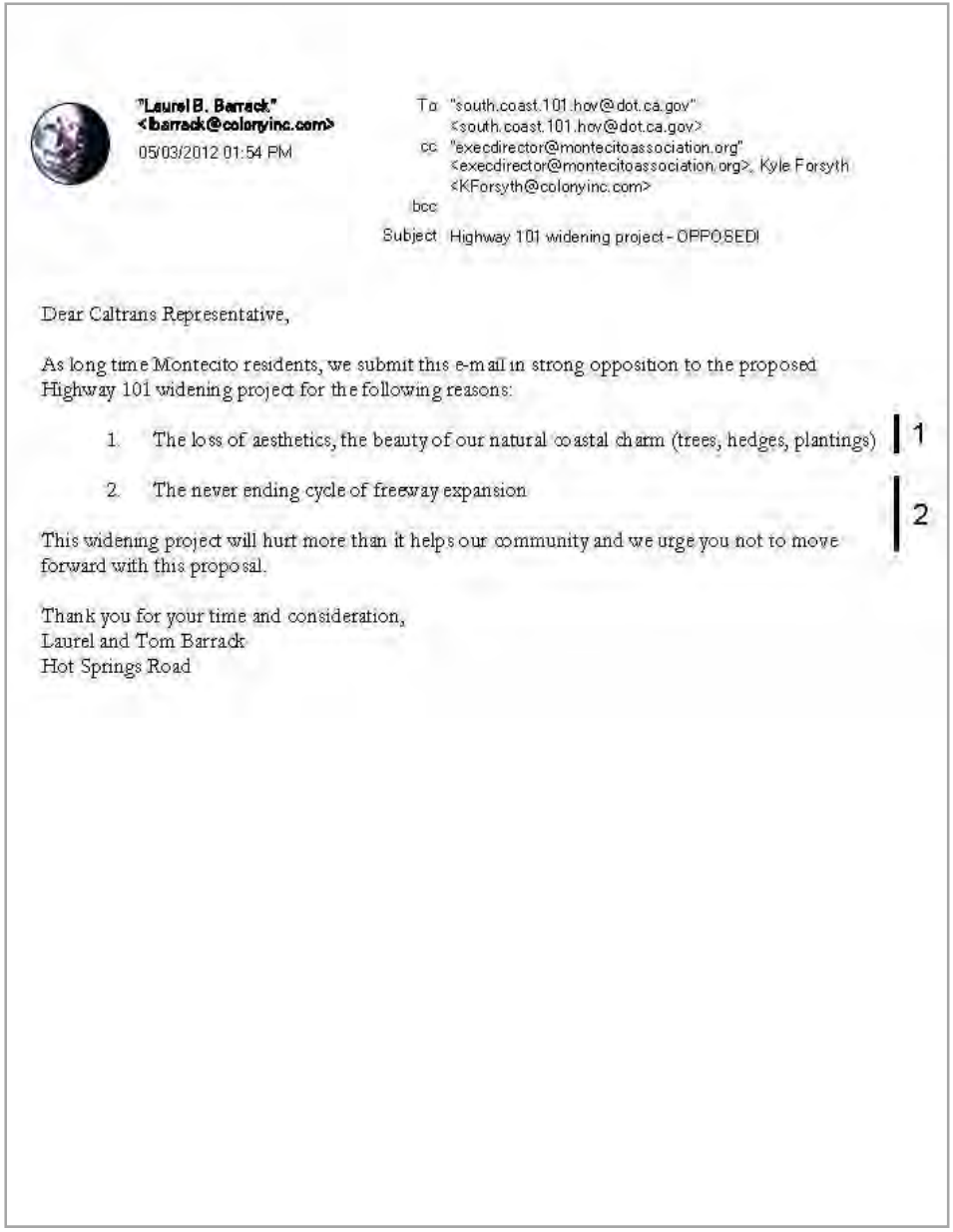
Caltrans, the Santa Barbara County Association of Governments, and several other state and local agencies have worked together to develop the “South Coast Highway 101 Deficiency Plan” (2002) and the “101 In Motion Plan” (2006). These plans analyzed several options for improving circulation within the U.S. 101 corridor, including widening the highway by adding travel lanes in each direction and the addition of a High Occupancy Vehicle (HOV) lane in each direction. Congestion relief was also analyzed in the Regional Transportation Improvement Plan (RTIP); this plan also recommended adding lanes and implementing a peak-hour HOV lane.

A full range of build alternatives was considered in the draft environmental document; some of these were eliminated from further consideration because they did not meet the purpose and need of the project. Information on alternatives and configurations for the Cabrillo Boulevard Interchange can be found in Volume I, Section 1.3.6. In addition, the California Environmental Quality Act requires that a reasonable range of alternatives be studied.

The existing landscaping through the corridor is recognized as an important aesthetic resource of high value to the communities that live near the project. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. In addition, each permitting jurisdiction may require additional measures beyond the mitigation identified in the final environmental document.

A Traffic Management Plan will be developed during the design phase of the project to address potential impacts on traffic flow during construction. This project would be designed to provide two lanes open in each direction of U.S. 101 throughout construction, though some lane closures may be required for night work when traffic is at its lowest volume. Median off-ramps will not be closed until replacement ramps are built. Temporary ramp improvements

may be needed based on projected use. Also see response to comment 2 for more information. Specific construction staging plans developed for the Cabrillo Boulevard Interchange Configuration F Modified generally allows for new ramp connections to be built before the ramps to be replaced are closed. See the updated discussion in Volume I, Section 2.4 (Construction Impacts), of the final environmental document for additional details.



"Laurel B. Barrack" <lbarrack@colonyinc.com>
05/03/2012 01:54 PM

To "south.coast.101.hov@dot.ca.gov" <south.coast.101.hov@dot.ca.gov>
cc "execdirector@montecitoassociation.org" <execdirector@montecitoassociation.org>, Kyle Forsyth <KForsyth@colonyinc.com>
bcc
Subject Highway 101 widening project - OPPOSED!

Dear Caltrans Representative,

As long time Montecito residents, we submit this e-mail in strong opposition to the proposed Highway 101 widening project for the following reasons:

1. The loss of aesthetics, the beauty of our natural coastal charm (trees, hedges, plantings) | 1
2. The never ending cycle of freeway expansion | 2

This widening project will hurt more than it helps our community and we urge you not to move forward with this proposal.

Thank you for your time and consideration,
Laurel and Tom Barrack
Hot Springs Road

Barrack, Laurel

Comment 1 Aesthetics

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details will be developed in collaboration with representatives of each affected community. In addition, each permitting jurisdiction may require additional permitting measures beyond the mitigation identified in the final environmental document.

Barrack, Laurel

Comment 2 Highway Expansion

The HOV lanes proposal is one project in a larger consensus-approved package of improvements that was developed from the Santa Barbara County Association of Governments-sponsored *101 In Motion* process. This larger package of recommended improvements was funded through the Measure A local transportation sales tax measure and included as planned improvements in the 2008 Regional Transportation Plan. This plan provides a multimodal approach to long-term congestion relief in this corridor. Congestion relief was also analyzed in the Regional Transportation Improvement Plan (RTIP); this plan also recommended adding lanes and implementing a peak hour HOV lane.

This project is funded by voter-approved Measure A funds, which are matched by federal funds. The proposed project benefits the region as well as the entire state because U.S. 101 is the only major highway along the California Coast in the area. Improving mobility and goods movement is vital to the

environmental health and economic vitality of the state. The HOV lanes project is one component of the complete package supported by the Santa Barbara County Association of Governments and was disclosed to the public in the past four years. The HOV lane will function as a part-time lane; therefore it will only be an HOV lane during peak commute hours and will operate as a mixed-flow lane during off-peak hours.

Arlene Bergman
3025 Vista Linda Lane
Santa Barbara, CA 93108

May 21, 2012

Matt Fowler, Senior Environmental Planner
Caltrans District 5
50 Higuera St.
San Luis Obispo, CA 93401

Dear Mr. Fowler,

Please have my comments filed in the record:

I support the following actions:
Widen 101 to three lanes in both directions from South Milpas to Ventura, adding a carpool lane. | 1

Implement the F-modified design which replaces the 2 left lane exists with right lane exits and add a Southbound on-ramp at the Hot Springs-Cabrillo interchange.

Widen East Cabrillo Blvd from the Bird Refuge to the Montecito roundabout. | 2

Lengthen the Southbound San Ysidro on-ramp, to provide a safer entrance to the 101. | 3

At the Sheffield Drive Interchange re-construct both the Southbound left lane exit and the left lane entrance, so that they are replaced with both a Southbound right lane exit and entrance. | 4

Minimize traffic disruption to the frontage roads from Carpinteria to Milpas by prohibiting exit access from the 101 for other than local traffic.

Utilize available technology that will reduce freeway noise levels. | 5

Thank you,
Arlene Bergman
Arlene Bergman

Bergman, Arlene

Comment 1 Alternative and Configuration Preference

After considering public input, the Project Development Team selected Alternative 1 as the preferred alternative and recommended that F Modified be selected for the Cabrillo Boulevard/Hot Springs Road Interchange configuration.

Bergman, Arlene

Comment 2 Design

Congestion along this segment of Cabrillo Blvd is related primarily to eastbound traffic demand. The project is proposing to provide two eastbound lanes from the railroad to the roundabout. In addition, the construction of a southbound on-ramp near the railroad will capture traffic that currently heads to the roundabout to access the southbound on-ramp from Coast Village Road. Additionally, the existing southbound off-ramp that exits onto Los Patos Way is proposed for closure which will reduce traffic entering Cabrillo Boulevard near the Bird Refuge. These three proposed features are projected to significantly reduce congestion for motorists on Cabrillo Boulevard from Los Patos Way to Coast Village Road.

Bergman, Arlene

Comment 3 Traffic Design

The existing San Ysidro Road southbound on-ramp does have a shorter-than-standard acceleration lane; however, the historic accident records of the three years from October 1, 2006 to September 30, 2009 indicate accident rates are less than the expected statewide rates for similar ramps.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped

rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

Bergman, Arlene

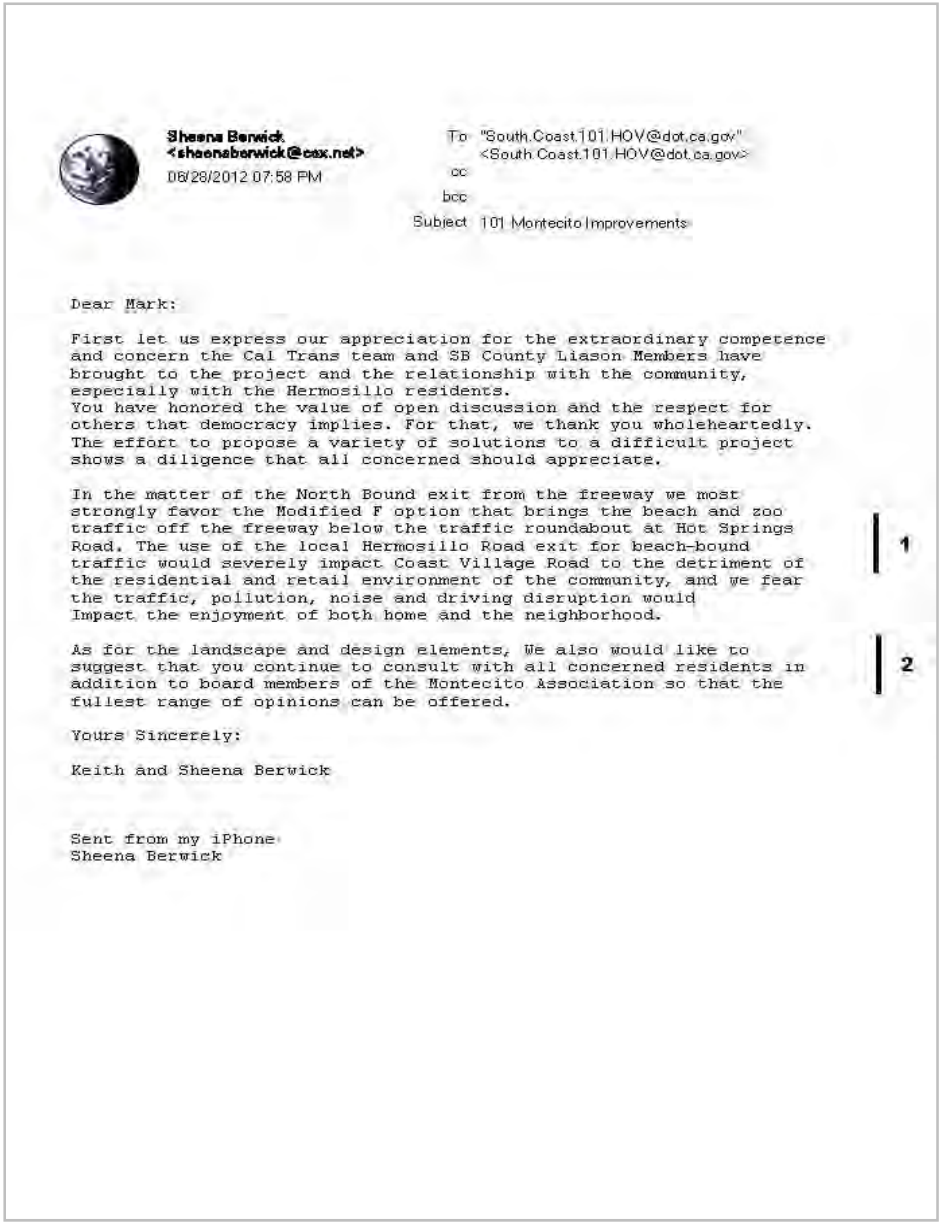
Comment 4 Traffic Design

Reconstruction of the Sheffield Interchange includes new southbound right-side on- and off-ramps.

Bergman, Arlene

Comment 5 Noise-Attenuating Pavement

The project proposes to include a noise-attenuating pavement surface that would reduce noise levels. Caltrans recognizes the importance of noise reduction to local residents. The noise-attenuating pavement surface to the freeway pavement will be applied when construction activities occur as part of this project.



Sheena Berwick
<sheenaberwick@cox.net>
08/28/2012 07:58 PM

To "South.Coast.101.HOV@dot.ca.gov" <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject 101 Montecito Improvements

Dear Mark:

First let us express our appreciation for the extraordinary competence and concern the Cal Trans team and SB County Liason Members have brought to the project and the relationship with the community, especially with the Hermosillo residents.
You have honored the value of open discussion and the respect for others that democracy implies. For that, we thank you wholeheartedly.
The effort to propose a variety of solutions to a difficult project shows a diligence that all concerned should appreciate.

In the matter of the North Bound exit from the freeway we most strongly favor the Modified F option that brings the beach and zoo traffic off the freeway below the traffic roundabout at Hot Springs Road. The use of the local Hermosillo Road exit for beach-bound traffic would severely impact Coast Village Road to the detriment of the residential and retail environment of the community, and we fear the traffic, pollution, noise and driving disruption would Impact the enjoyment of both home and the neighborhood. 1

As for the landscape and design elements, We also would like to suggest that you continue to consult with all concerned residents in addition to board members of the Montecito Association so that the fullest range of opinions can be offered. 2

Yours Sincerely:

Keith and Sheena Berwick

Sent from my iPhone
Sheena Berwick

Berwick, Keith and Sheena

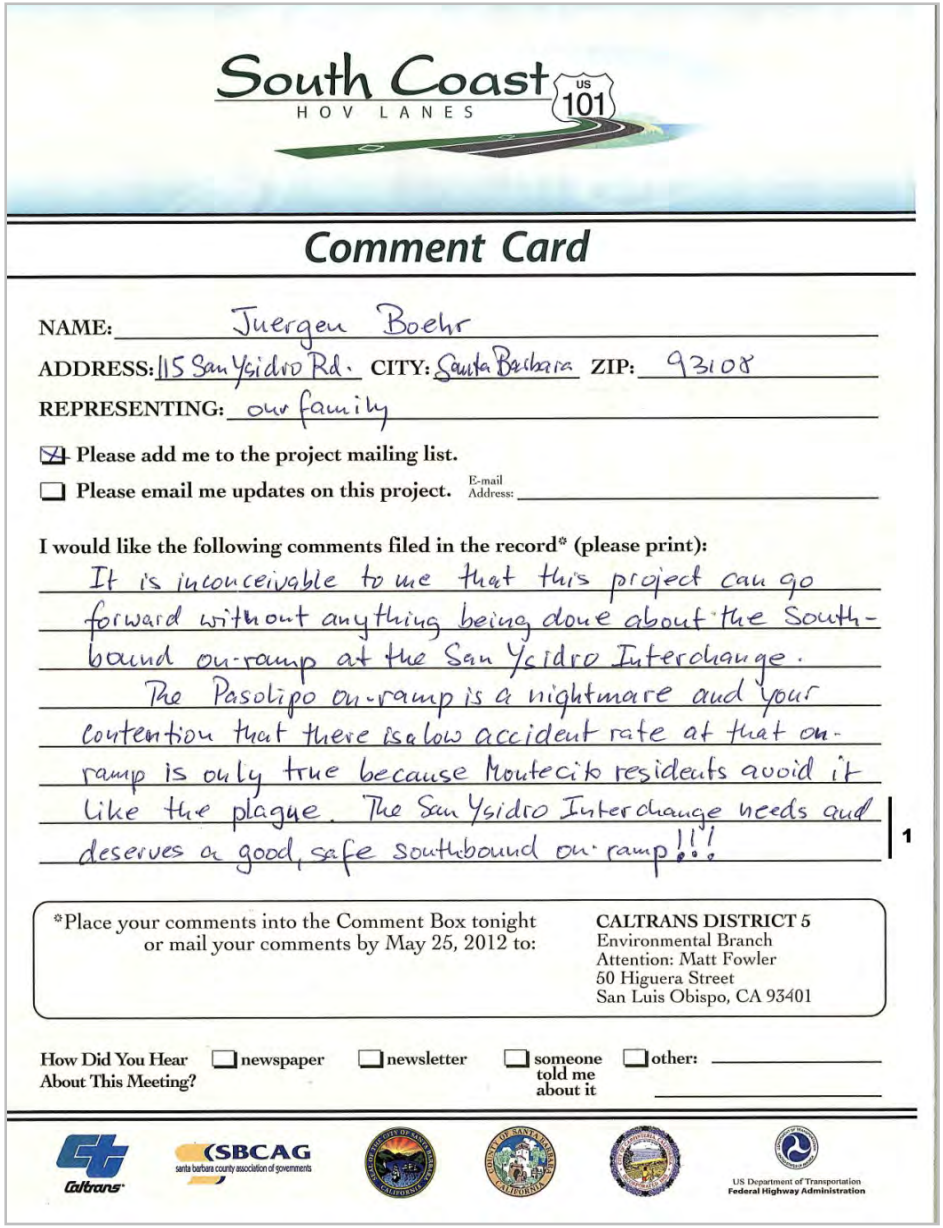
Comment 1 Alternative Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Berwick, Keith and Sheena

Comment 2 Visual

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible while considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives from each affected community. Also, each permitting jurisdiction as part of the Coastal Development Permit process may require additional measures beyond the mitigation that has been identified in the final environmental document.



South Coast HOV LANES US 101

Comment Card

NAME: Juergen Boehr

ADDRESS: 115 San Ysidro Rd. CITY: Santa Barbara ZIP: 93108

REPRESENTING: our family

☒ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

It is inconceivable to me that this project can go forward without anything being done about the South-bound on-ramp at the San Ysidro Interchange.

The Pasolipo on-ramp is a nightmare and your contention that there is a low accident rate at that on-ramp is only true because Montecito residents avoid it like the plague. The San Ysidro Interchange needs and deserves a good, safe southbound on-ramp!!!

1

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Boehr, Juergen

San Ysidro Interchange

The existing San Ysidro Road southbound on-ramp does have a shorter-than-standard acceleration lane; however, the historic accident records of the three-year period from October 1, 2006 to September 30, 2009 indicate accident rates that are less than the expected statewide rates for similar ramps. Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

Thomas Bollay
Architects, Inc.

July 9, 2012

Matt Fowler, Senior Environmental Planner
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401

Re: Draft Environmental Document for the Highway 101 HOV Project

Dear Mr. Fowler:
Thank you for this opportunity to comment on the Draft Environmental Document for the Highway 101 HOV Project from Carpinteria to Santa Barbara.

I agree with the comments and questions included in the Montecito Association's letter of July 5, 2012, attached.

I am a currently serve on the Montecito Association board, serve as a member of the association's Land Use Committee and the LUC's Transportation Sub-Committee.

I have additional concerns with the scope of the Draft Environmental Document for the widening of 101 thru our community. I feel the DEIR fails to address the following including:

1. Failure to identify an environmentally superior alternative for The Hot Springs / Cabrillo intersection that preserves to the maximum extent feasible the existing interchange structures. **1**
2. Failure to address safety concerns on the main line at the Olive Mill south bound on ramp;
3. Failure to address safety concerns on the main line at the San Ysidro south bound off ramp; **2**
4. Failure to address safety concerns on the main line at the Posipo south bound on ramp;
5. Failure to identify a environmentally superior alternative for The Scheffield intersection that minimizes grading to the greatest extent feasible; **3**

Architecture • Engineering • Interiors
PO Box 5686, Montecito, CA 93150 • Tel 805.969.1991 • Fax 805.565.9662
www.Architect.com • Thomas.Bollay@Architect.com

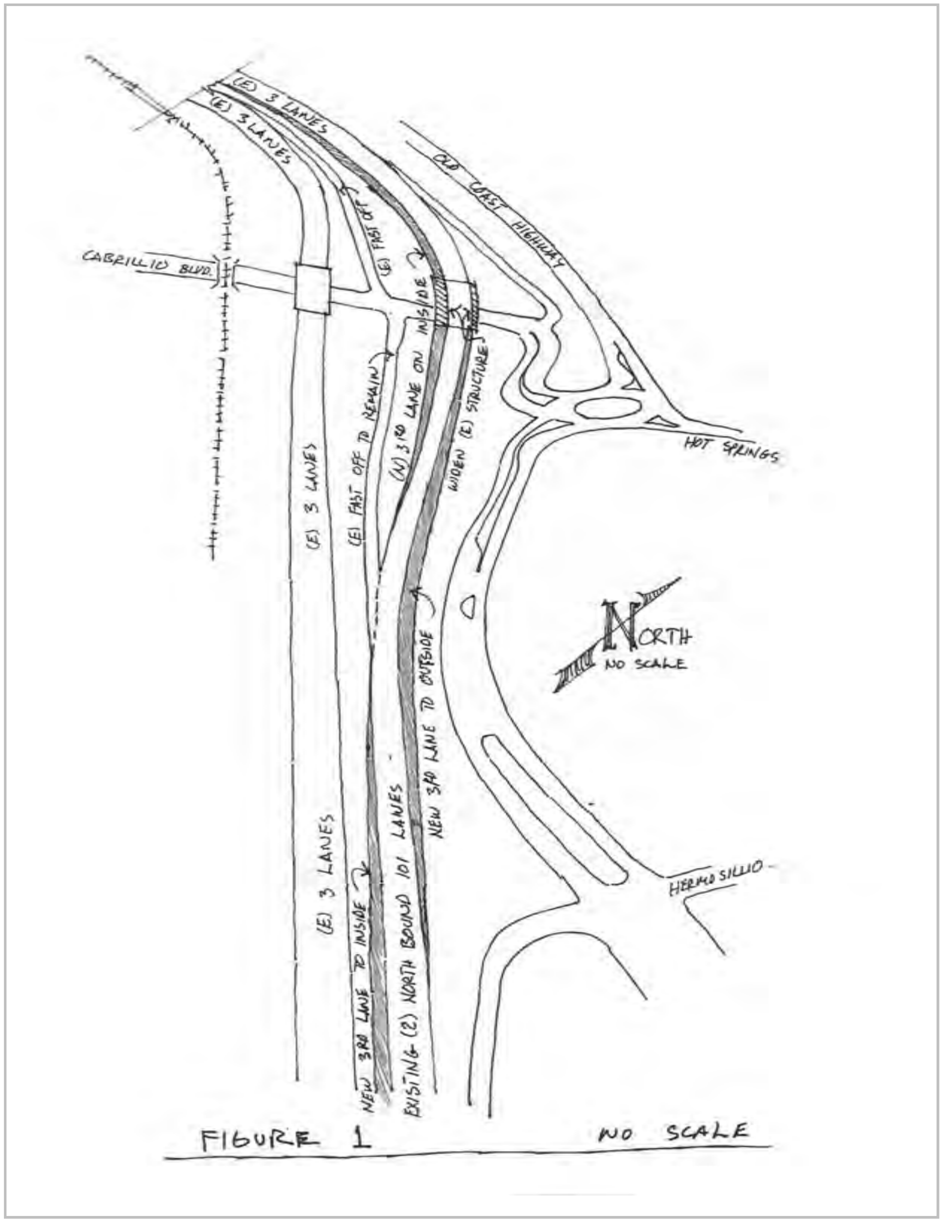
I respectfully suggest a follow-up EIR / report or study should address the above referenced issues and include simpler solutions for the Hot Springs / Cabrillo and Sheffield intersections even if they do not meet all of Caltrans Design criteria. As a suggestion I have included sketches of simpler solutions / alternates for study of these critical community intersections

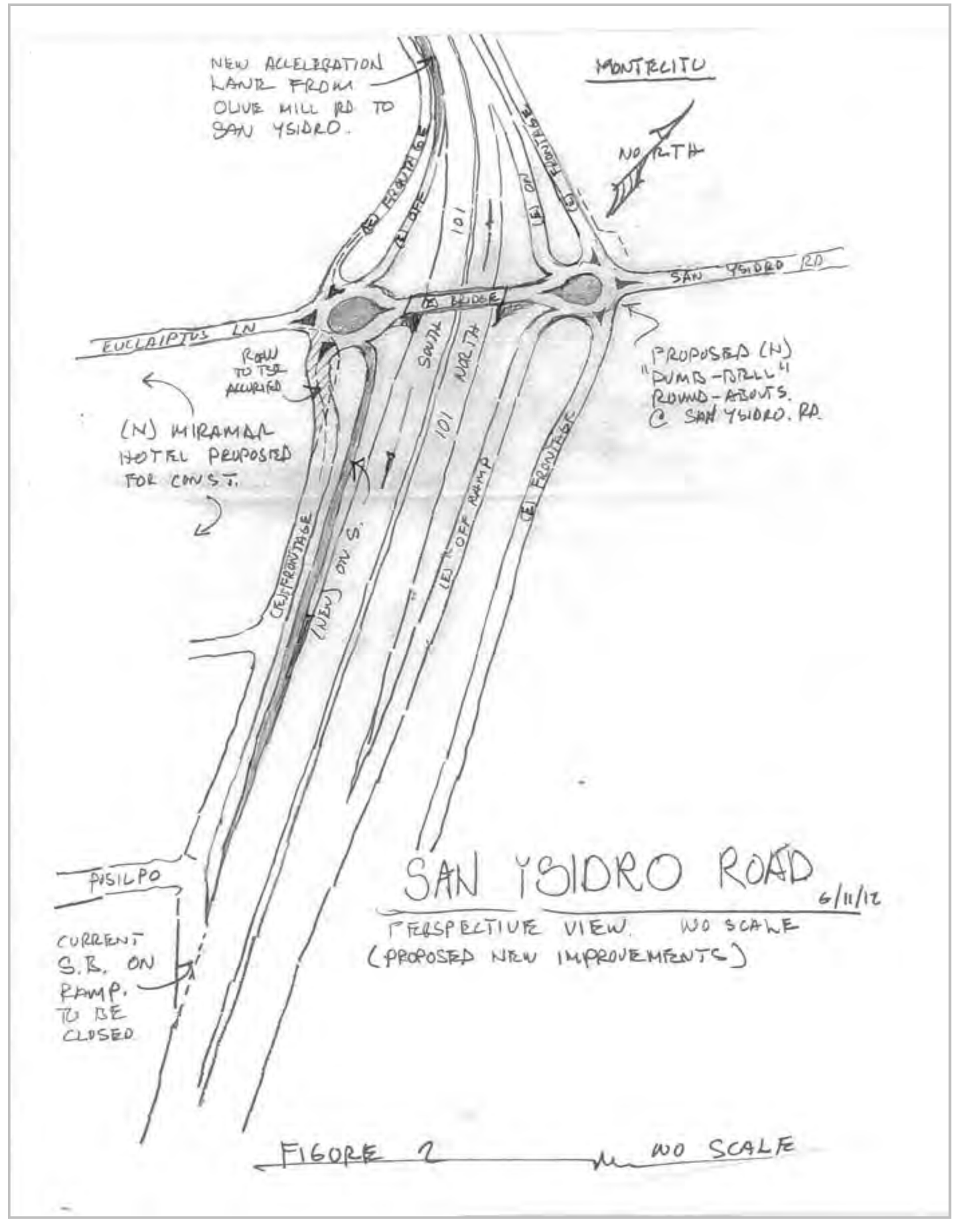
Please see figures one and two attached.

Respectfully submitted;

Thomas Bollay,
Montecito Resident

Thomas Bollay Architects, Inc
P. O. Box 5686 Montecito, CA 93150 • 805.969.1991 • Fax 805.565.9662
E-mail TBA@Architect.com • URL www.Architect.com


(E) 3 LANES
(E) 3 LANES
OLD COAST HIGHWAY
CABRILLO BLVD.
(E) FAST OFF
(E) FAST OFF TO REMAIN
(N) 3RD LANE ON INSIDE
WIDEN (E) STRUCTURE
HOT SPRINGS
(E) 3 LANES
NORTH
NO SCALE
(E) 3 LANES
NEW 3RD LANE TO INSIDE
EXISTING (2) NORTH BOUND 101 LANES
NEW 3RD LANE TO OUTSIDE
HERMOSILLO
FIGURE 1
NO SCALE


NEW ACCELERATION LANE FROM OLIVE MILL RD TO SAN YSIDRO.
MONTECITO
NORTH
SAN YSIDRO RD
EUCALIPTUS LN
BRIDGE
ROW TO BE ACQUIRED
PROPOSED (N) "DUMB-BELL" ROUND-ABOUTS. @ SAN YSIDRO. RD.
(N) MIRAMAR HOTEL PROPOSED FOR CONST.
(E) FRONTAGE
(NEW) ON S.
SOUTH 101
NORTH 101
(E) OFF RAMP
(E) FRONTAGE
CURRENT S.B. ON RAMP. TO BE CLOSED
SAN YSIDRO ROAD
6/11/12
PERSPECTIVE VIEW. NO SCALE
(PROPOSED NEW IMPROVEMENTS)
FIGURE 2
NO SCALE

Bollay, Thomas

Comment 1 Cabrillo Boulevard/Hot Springs Road Interchange

Caltrans does not always identify an environmentally superior alternative in the draft environmental document. It is not required by the California Environmental Quality Act. However, the document did disclose that Alternative 1 was a hybrid alternative designed to avoid scenic and biological resources to the maximum extent feasible. Also, there were benefits pointed out for the interchange configurations that avoided work in the railroad right-of-way that would have required construction closer to the Andree Clark Bird Refuge.

The Cabrillo Boulevard/Hot Springs Road Interchange proposal submitted with your comment letter is the same as the previously evaluated project identified as Concept A. This concept was evaluated and rejected by the Project Development Team due to the need for retaining the left-side ramps that were deemed geometrically infeasible due to inadequate stopping sight distance.

As for preserving the existing interchange structures, the existing northbound freeway mainline lane structure cannot carry an additional lane northbound. The Los Patos southbound off-ramp structure vertical clearance is inadequate and cannot remain without replacement (required by Union Pacific Railroad). The only existing Cabrillo Boulevard/Hot Springs Road Interchange structure that can carry adequate lanes to meet the purpose and need of the project is the structure for the southbound freeway mainline lanes. Unfortunately, to have a full-access interchange remain after construction, the existing southbound lanes needs to be relocated due to physical conflicts with proposed right-side ramps. The existing southbound structure could remain in place only if the southbound ramps were closed or if the ramps connected at Los Patos as proposed by configurations J, M, and M modified. A closure of the southbound ramps was not made part of this project due to the additional impacts that would occur to local roads.

Bollay, Thomas

Comment 2 Olive Mill and San Ysidro

In all three locations you've identified (Olive Mill southbound on-ramp, San Ysidro southbound off-ramp and the Posilipo southbound off-ramp), the three-year accident rates from October 1, 2006 to September 30, 2009 have been less than the expected statewide rates for similar ramps. Reconstruction of the Olive Mill Road and San Ysidro Road Interchanges is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

Bollay, Thomas

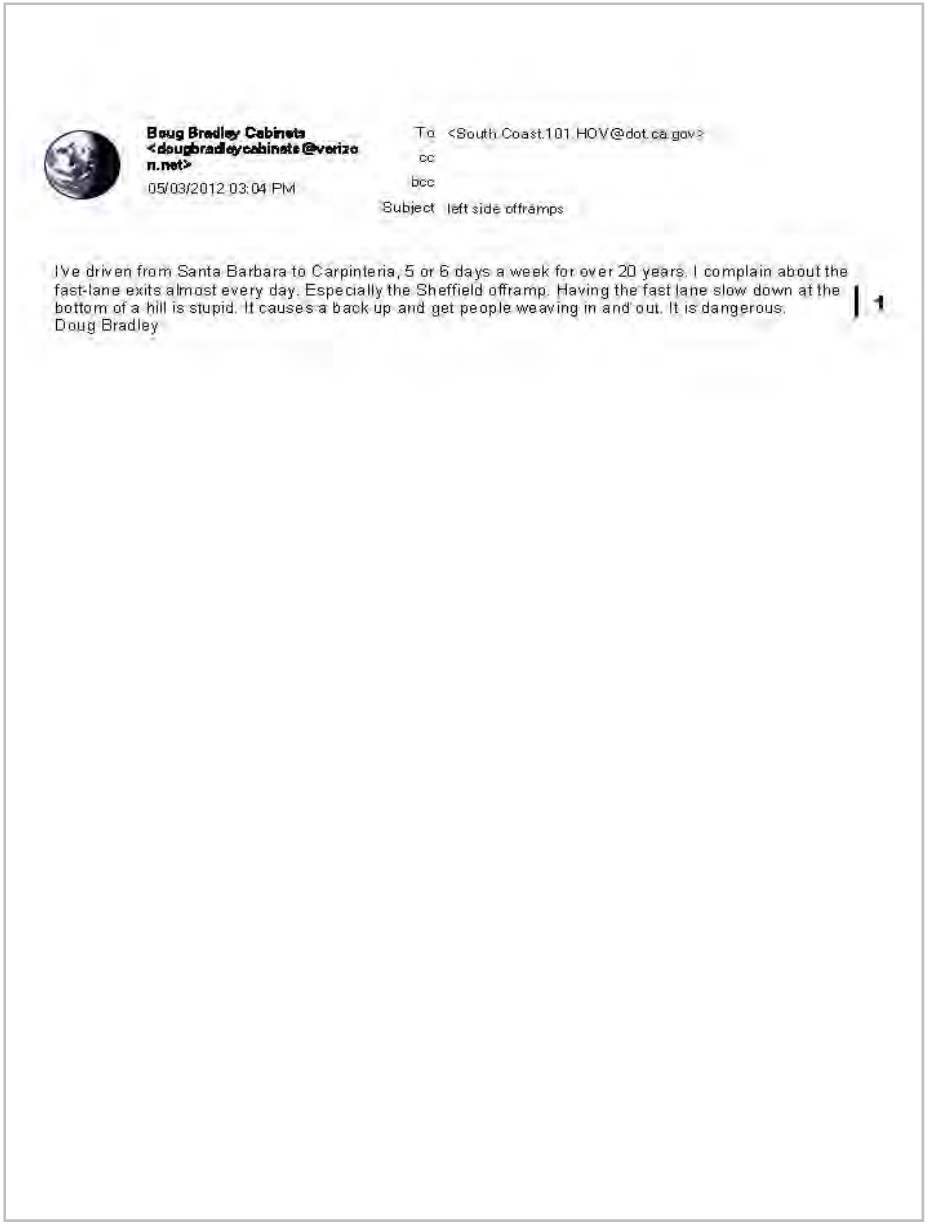
Comment 3 Sheffield Interchange

Configurations that included left-side ramps at the Sheffield Interchange were determined not viable for this project. The option of using one structure to carry the six freeway mainline lanes requires less earthwork grading than two structures separated by an open median, each carrying three lanes. Less grading would be required at the Sheffield Interchange if the existing southbound lanes could remain at their existing grade with one additional southbound lane added. However, for a full-access interchange to remain after construction, the existing southbound lanes need to be relocated due to footprint conflicts with proposed right-side ramps. The southbound lanes could remain at grade only if the southbound ramps were closed, which was

not considered in the scope of this project due to potential traffic impacts to local roads.

Options for closing one or more of the southbound ramps were considered. These options were rejected by the Project Development Team as they were considered not to be viable since the improvements necessary to address the diversion of traffic to other local streets and interchanges would have resulted in significant impacts, including direct impacts to historical properties.

Attached to Thomas Bollay's letter was the Montecito Association's comment letter. Please refer to the Montecito Association's comment letter earlier in this appendix.



Doug Bradley Cabinets <dougbradleycabinets@verizon.net>
05/03/2012 03:04 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject left side offramps

I've driven from Santa Barbara to Carpinteria, 5 or 6 days a week for over 20 years. I complain about the fast-lane exits almost every day. Especially the Sheffield offramp. Having the fast lane slow down at the bottom of a hill is stupid. It causes a back up and get people weaving in and out. It is dangerous.
Doug Bradley

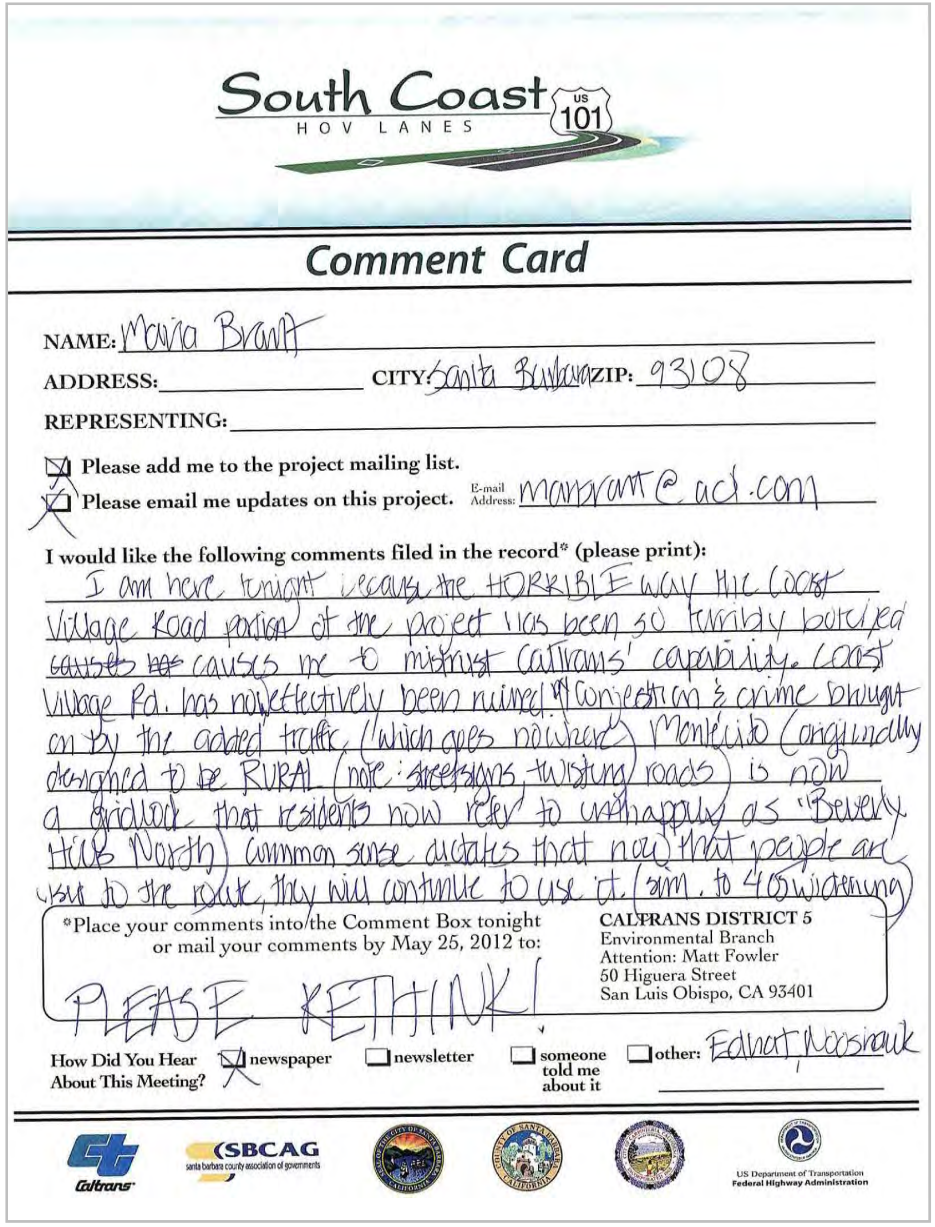
1

Bradley, Doug

Left-Side Off-ramps

The left-side ramps will be replaced with new right-side ramps as part of the design at both interchanges—Sheffield Drive and Cabrillo Boulevard/Hot Springs Road.

As a result of public comment on the draft environmental document, the Project Development Team has selected the F Modified configuration for the Hot Springs/Cabrillo Interchange. Under this configuration the project would make the improvements noted above.



South Coast HOV LANES US 101

Comment Card

NAME: Maria Brandt

ADDRESS: _____ CITY: Santa Barbara ZIP: 93108

REPRESENTING: _____

☒ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: mambrant@aol.com

I would like the following comments filed in the record* (please print):

I am here tonight because the HORRIBLE way the Coast Village Road portion of the project was been so terribly botched causes me to mistrust Caltrans' capability. Coast Village Rd. has now effectively been ruined by congestion & crime brought on by the added traffic (which goes no where) Montecito (originally designed to be RURAL (no streetlights, twisting roads) is now a gridlock that residents now refer to unhappily as "Beverly Hills North) Common sense dictates that now that people are used to the route, they will continue to use it. (am. to 405 widening)

PLEASE RETHINK!

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☐ someone told me about it ☐ other: Edhat, Noozhawk

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

Brant, Maria

Coast Village Road

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

CALTRANS - DISTRICT 5 5.23.2012
ENVIRONMENTAL BRANCH
MATT FOWLER
50 HIGUERA ST
SAN LUIS OBISPO, CA 93401

1) RE FREEWAY PLANTING.
CONCENTRATE PLANTING ON OUTSIDE EDGES OF FREEWAY INSTEAD OF IN CENTER MEDIAN/BARRIER AREA. OUTSIDE PLANTING PROVIDES MORE NEIGHBORHOOD PROTECTION FROM NOISE + VISUAL OF FREEWAY.

2) RE REPLACING CURRENT FAST LANE NORTHBOUND OFF RAMP.
CONFIGURATION 'F MOD' WITH NEW SLOW LANE OFF RAMP EXITING DIRECTLY DOWN TO NEW UNDERPASS STOPLIGHT JUNCTION IS BEST. HAVING TRAFFIC GET OFF AT HERMOSILLO + TURN LEFT ONTO CVR WILL CONGEST CVR + THE NEW TRAFFIC CIRCLE. DIRECT EXIT IS BEST.

3) RE NEW SOUTHBOUND RAMP.
CONFIGURATION 'F MOD' MAKES THE MOST SENSE. COMBINED WITH NORTHBOUND CONFIGURATION 'F MOD' THE CABRILLO INTERCHANGE WOULD FINALLY BE A NORMAL FREEWAY INTERCHANGE WITH NORTHBOUND + SOUTHBOUND ON + OFF RAMPS COMING ON + OFF THE FREEWAY IN THE SLOW LANES UNDER THE SAME OVERPASS. CONFIGURATION 'J' WHERE THE HEAVY WEEKEND SOUTHBOUND TRAFFIC WOULD HAVE TO TURN LEFT ONTO LOS PATOS FROM CABRILLO + DRIVE ALONG THE BIKE REFUGE STRIP, ACROSS FROM CAFE DEL SOL + STELLA MARIS RESTAURANTS, JUST ADDS MORE TRAFFIC CONGESTION.

THANK YOU FOR YOUR CONSIDERATION,

ANN BROMFIELD
1482 EAST VALLEY RD. STE 210
SANTA BARBARA, CA 93108

Bromfield, Ann

Comment 1 Alternative 3

Caltrans notes your preference for maximizing planting on the outside shoulders. The Project Development Team identified Alternative 1 as the preferred alternative based on the alternative's ability to balance wetland/riparian resources along with scenic resources. Alternative 1 also meets the goals expressed by local agencies and community groups for maintaining a certain amount of median planting. It should be noted that certain individuals expressed interest in Alternative 3 because it was compatible with the Santa Claus Lane parking improvements proposed by Santa Barbara County. Public input and subsequent discussions with the County resulted in Caltrans making changes to the design in the preferred alternative adjacent to Santa Claus Lane to eliminate the need for a retaining wall that had potential to conflict with the Santa Claus Lane Streetscape proposal.

Bromfield, Ann

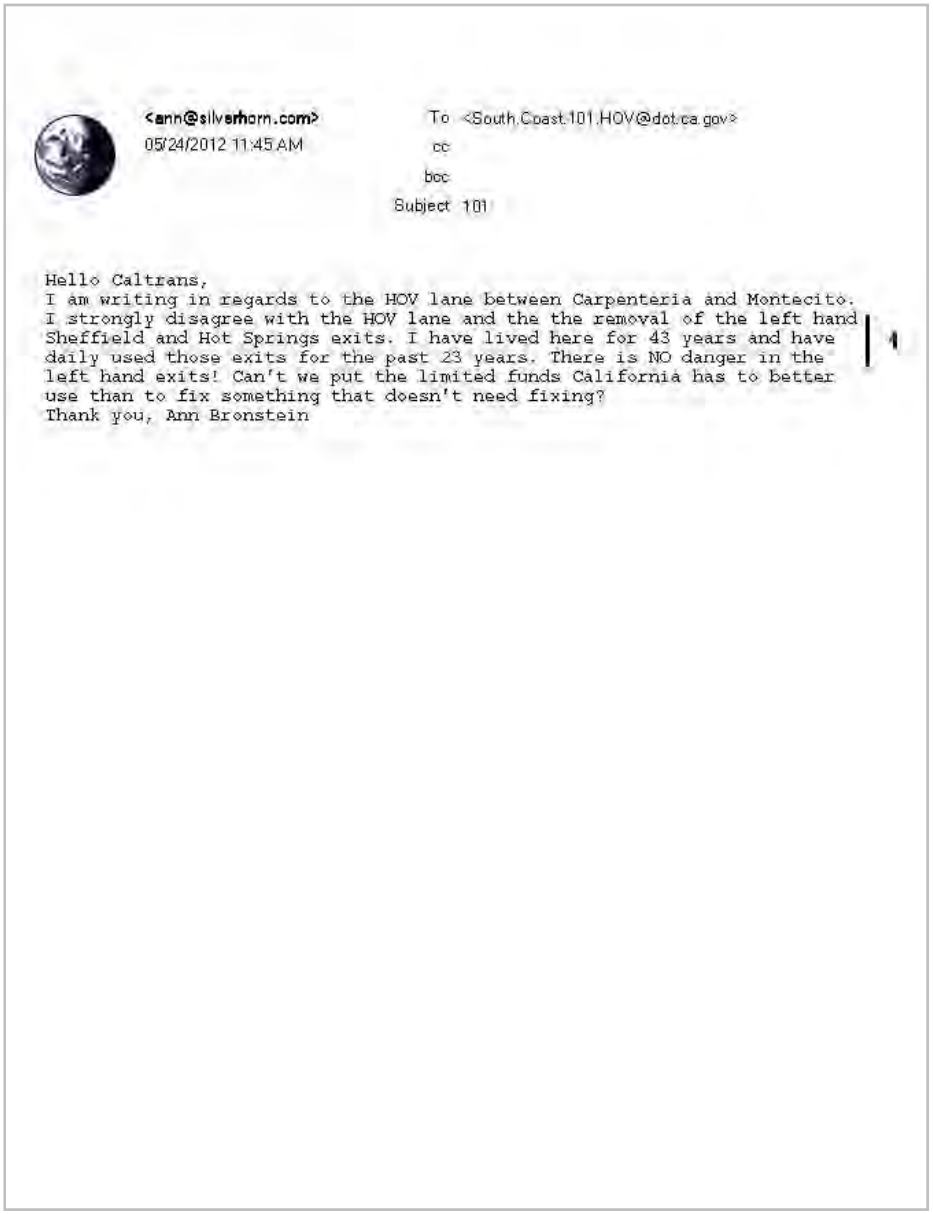
Comment 2 Coast Village Road

The Project Development Team selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. The F Modified configuration would direct beach traffic to the new northbound off-ramp at Hot Springs, bypassing the roundabout and Hermosillo Road. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Bromfield, Ann

Comment 3 Coast Village Road

See response to comment 2 above.



<ann@silverhorn.com>
05/24/2012 11:45 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject 101

Hello Caltrans,
I am writing in regards to the HOV lane between Carpenteria and Montecito. I strongly disagree with the HOV lane and the the removal of the left hand Sheffield and Hot Springs exits. I have lived here for 43 years and have daily used those exits for the past 23 years. There is NO danger in the left hand exits! Can't we put the limited funds California has to better use than to fix something that doesn't need fixing?
Thank you, Ann Bronstein

Bronstein, Ann

Traffic and Sheffield Interchange

The additional lanes are being proposed to reduce daily recurring congestion and delay. The locations of the existing left-side ramps at Sheffield Drive do not allow for the lane improvements to be constructed through the interchange without ramp reconstruction or excessively costly avoidance of the ramps. The off-ramps present at Cabrillo Boulevard have significant operational limitations, including limited stopping sight distance and collision rates above statewide averages. Because the left-side ramps at both locations need to be reconstructed and/or relocated, they must be constructed to meet current engineering standards. Left-side exits are contrary to what drivers expect. See Volume II, Appendix J, for the Left-side Ramps Fact Sheet.

J'Amy Brown
1143 High Road
Montecito, CA 93108

RE: Caltrans DEIR – Summary of Requests:

Eliminate Hermosillo from consideration as the main east beach exit
Reject F, M, M-Modified as Inferior Options
Endorse F-Modified Superior Interchange Option
Establish a local Design Review Board as specific visual impact mitigation
Add Baseline traffic counts (if F-Mod not selected) on Middle / Butterfly / Hermosillo

July 9, 2012 (via electronic submission to Matt Fowler, Caltrans Sr. Planner)

Dear Mr. Fowler

Thank-you for this opportunity to address the Caltrans **South Coast 101HOV Lanes Project Draft Environmental Impact Report /Environmental Assessment** (March 2012). Per Caltrans request, seeking input on Interchange Options, my comments are directed specifically to the DEIR and EA and noting the environmental effects of options and alternatives. I will focus mainly on the Cabrillo Interchange Options and how that part of the 101 HOV expansion project impacts lower village residential neighbors. The area involved is shown in the DEIR on (Page 331)

INTERESTED PARTY/ EYEWITNESS ACCOUNT: My neighborhood is part of the Montecito Land Company Tract, subdivided in 1887. It includes nearly 200 parcels on streets of High, Oriole, Middle, Butterfly, and Summit, which we have dubbed "HOMBS." Our residential Montecito neighborhood runs for several blocks north of Coast Village Road, bounded by Middle and Hot Springs. My neighborhood falls under the governmental jurisdiction of the unincorporated part of the county and borders Coast Village Road, which is in the City of Santa Barbara jurisdiction. (Attachment A-Area Map)

I began studying the project over 14 months ago, along with neighbors on Hermosillo, under the grassroots umbrella of Save Our Village. During this process I have become educated on the nuances of five of the interchange options. As a nearby resident to the freeway and Cabrillo, I am an eyewitness and have personal observations and knowledge about the burdens of poorly planned traffic patterns, road obstacles, pedestrian accidents and gridlock congestion. As a daily commuter, I know the freeway well, the exits and the new roundabout--and how all this affects our main thoroughfare, Coast Village Road (CVR) and our residential streets including Hermosillo and Middle Roads. I can attest once Coast Village is congested due to limited 101 stalls and difficult southbound access, **unintended traffic creeps directly in my neighborhood.** Currently I see daily stalled congestion on

Coast Village Road, even at non-peak hours, traffic detours up Middle, Summit and Hot Springs in furtive attempts to keep moving and find quick routes. (Photo of Gridlock Attachment B)

PROJECT HISTORY / COMMUNITY INVOLVEMENT: In November, 2010 Hermosillo and surrounding neighborhoods (HOMBS) became aware that Caltrans was reviewing preliminary HOV project plans. As the neighborhood most affected, we sought information directly from SBCAG. That contact resulted in a February, 2011 community forum, involving 65 residents, along with representatives from SBCAG, the city, and the county. **At that meeting a unanimous straw vote rejected the Caltrans' preliminary proposal that Hermosillo be the main beach exit, even if that meant losing significant vegetation**. The outcome of that meeting was Caltrans postponed the release of the DEIR and added a new option to address our concerns, now known as F-Modified.

FOCUS: While there are many impacts to address in the DEIR, the focus of my comments will be mainly to the parts of the project that most affects the quality of life in the western lower village. **In particular, I oppose any interchange option that proposes Hermosillo as the main northbound east beach exit from the 101.** That position is also supported by the Montecito Association, as noted in their June letter to Matt Fowler.

DEIR INFORMATION ACCESS: I want to note how comprehensive I found the Draft EIR and the how helpful I found the Caltrans presentation staff. An EIR that cannot be comprehended by the public is useless. While massive, I found the report to be well laid out and readable by a lay person. In areas where I was left in a quandary, the Caltrans staff made themselves available to respond to my questions and concerns.

I appreciate an already massive 640-page document could not include all of the underlying studies, but I easily found what I needed but following the clear directions on page one of the DEIR, pointing me to the underlying studies on a disk at my local library. I thought that information resource was expedient and efficient. I easily found the backup disk, as did many other citizens, and the information I needed.

In particular, I want to recognize project director, **Scott Eades,** and commend his professionalism, patience and clear presentation skills. His demeanor truly helped we citizens understand the project and he went far beyond expectations.

LOCAL COMMUNITY PLAN PROTECTIONS: It is incumbent on Caltrans to be aware of and attempt to build a project compatible with the framework of local community needs and wants. Our Montecito Community Plan (MCP) Goal is to preserve the semi-rural residential quality of life through careful resource planning. While the MCP actually mentions expansion to six-lane freeway (CIRC M-1.6.2), it, fortunately, also provides balancing protections, assuring our semi-rural character is retained. Those safeguards include low

traffic counts on most residential streets, safe streets for pedestrians and bicyclists and nightscape ambiance free from glaring lights.

REQUESTED ACTIONS:

1) REJECT "M" and "M-MODIFIED": Due to the high costs associated with railroad improvements and permits, options M and M-Modified are excessively expensive. *(DEIR Pg 86, "Approvals and easements required from railroad would require an additional 12 months of lead time for interchange configuration of J, M, M-Modified. Costs associated with rail road improvements have been estimated at $50million for interchange concepts of J, M, and M Modified.")*

2) REJECT "F" and "J":

- Both these options make Hermosillo the only 101 east beach exit, which I strongly oppose. I am joined in that opposition by the Montecito Association, Save Our Village, the Coast Village Road Business Association and the Montecito Journal.
- If Hermosillo were to be the a main beach exit, it will add excessive traffic to an already encumbered Coast Village Road
- It would add new beach, Airbus and hotel delivery traffic, currently routed to the left lane exit, onto CVR
- The new round about is already nearing capacity and any major additional off ramp traffic would render it inadequate
- It counters Coastal Zone policies by adding obstacles (a roundabout and parkway) to easy beach access.
- It would be confusing to out of town drivers trying to reach the beach, and contrary to Coastal Zone polices requiring easy and most direct access to the beach
- "J" involves expensive railroad work at Los Patos.
- M, M-Modified and J would require work on Los Patos for an on-ramp. These options present Coastal Act consistency challenges. Interchange construction would encroach into the Coastal Act protected wetland area surrounding the Andrea Clark Bird Refuge, conflicting with CA protection policies 30233 and 30240.
- Noise: As the main exit Hermosillo (F&J) would create the need for additional trips be used for delivery to east beach hotel and Airbus exit, it would have truck traffic all night with headlight not only being a nuisance but also eliminating the ambient nighttime starscapes protected by the Montecito Community Plan.
- Intensification of Coast Village Road as a primary access road would result in CVR becoming a highway frontage road thoroughfare and permanently change the landscape and aesthetic character of this special "village feel" area.
- In addition to potentially exceeding Montecito's LOS B, it WILL exceed Caltrans own LOS Thresholds: *"One primary intersection—Coast Village Road and Hermosillo Road northbound off-ramp – is projected to exceed the Caltrans level of service threshold criteria during one or both peak hours for Cabrillo interchange configurations of F and J in the year 2040." (DEIR pg 102)*

3) <u>ENDORSE</u> OPTION F-MODIFED (Pgs 196/Map Pg 178)

Reasons for Endorsement of F-Modified as the superior option:

1

F -Modified carries the least overall impacts of all the options and alternatives that were discussed in public meetings and deemed feasible. F-Modified should be chosen at the superior alternative.

F-Modified routes Traffic away from CVR, lessening impacts, yet retains Hermosillo for local use. It creates the least overall change to our Hermosillo-HOMBS neighborhood and the Coast Village Road Commercial area

- It features an easy off northbound ramp that directs abundant east beach traffic, including Airbus and hotel bound traffic, to a dedicated exit, bypassing CVR
- It features and easy southbound on ramp that will direct beach traffic, especially during peak hours, away from currently congested CVR
- It maintains current travel patterns
- It avoids reconfiguration of the Los Patos railroad bridge, which is a major challenge to the viability of other options (F&J)
- All options, other than F-Modified result in great impacts on the community / neighborhood level causing permanent impacts to our land use character and long term degradation to mobility in adjoining neighborhoods

Prevents Residential Neighborhood Traffic "Creep" / Provides for pedestrian safety

- By routing beach traffic off CVR, F-Modified will prevent drivers, frustrated by CVR gridlocked, from detouring into our semi-rural residential neighborhoods. As we have already witnessed, when CVR gridlocks, cars creep into our neighbor seeking faster routes. Should that increase by directing freeway traffic onto Coast Village Road (Options F&J), it could have the negative result of taking residential streets (Middle and Butterfly) **above acceptable local Level of Service (LOS) B** (Montecito Community Plan, pg 66, CIRC Policy M.1.6)
- Montecito by Community Plan calls for, by design, no sidewalks or street lights. Increased "creep," especially from non-local drivers, could create pedestrian and safety hazards.

Supported by nearby neighbors / commissions / retains small Hermosillo exit for local use and maintains the current local traffic patterns

- As mentioned, it has been well-studied for over a year by those living closest to it. It receives the highest support of any option currently offered from those of us residents who will potentially be most impacted—the neighborhoods adjacent to Coast Village Road (CVR)
- F-Modified is supported by the City of Santa Barbara Planning Commission (6); by Save our Village (a grass roots group of 200 nearby residential homeowners); by the Editorial Board of The Montecito Journal (Montecito's Weekly Newspaper); by Los Patos Businesses
- It retains Hermosillo as a small, secondary exit, useful for residents and visitors looking to use the gas station or banks. Having Hermosillo as an east exit onto Coast Village Road relieves stress on the Olive Mill northbound exit.
- It is the option most consistent with the Montecito Community Plan, the local planning ordinance (as it causes the least environmental impacts.)

Easy, Avoids Obstacles, Reduced Signage, Less Roundabout traffic, Emergency Response friendly flows during construction

- It keeps non local, unknowledgeable drivers from having to negotiate an already "at-max" roundabout and from having to navigate CVR's unique, confusing surface-street parkway configuration
- It eliminates the need for additional directional signage on 101 or CVR. Should Hermosillo be the only beach exit, numerous directional signs will be required on both CVR and 101 to route drivers, unfamiliar with the area, toward the beach.
- The newly built well-liked Northbound On-ramp remains untouched
- Emergency response times from both the city and Montecito Fire Protection District could be affected by freeway exit traffic snarling on CVR. When minutes count, having massive traffic stalled at an over-impacted roundabout may create an unsafe response time or impaired evacuation routes. If an Airbus or 18-wheeler should get stalled trying to navigate the roundabout during emergency, emergency responses could get blocked.
- Caltrans engineers have said on most occasions the underpasses will be open to through traffic toward the beach and two lanes of the freeway will always be open. Coast Village Road Business zone will not be impeded from functioning in somewhat normal manner during construction of the interchange.

Meets Project Goals / Aligns with Coastal-Regional-sub regional-community Goals / MPC / Less Expensive

- F-Modified allows for new HOV lanes, meeting Caltrans, SBCAG and Montecito Community Plan goals (CIRC M 1B)
- Aligns with Caltrans goals to be compatible with existing community character…
- It aligns with Coastal Zone Polices by offering an uncomplicated beach exit that directs traffic easily toward the beach.
- It is a less expensive option because it does not require railroad construction or permitting

Design Review Team (DRT) Could Help Mitigate Impacts
Any final option will require important refinements and mitigations as the EIR is finalized and fully developed.

- Urban Feel: While urban in feel, other than No-build, ALL options are urban in feel. However, the freeway does not define Montecito and solid beautification, even the softening of a 12-foot retaining wall (DEIR pg 187,) can reduce urban-feel.
- As a **mitigation measure** to significant visual impacts Caltrans should immediately (35% and final plans) initiate a **local Design Review Team, made up of city and Montecito citizens**, including one homeowner from the lower village and Coast Village Road Business Association to work with Caltrans on the design of the project. We cannot eliminate the urban features of a freeway, but a local design board can minimize intensity!
- Landscaping Reduction: While F-Modified may require the removal of some mature trees, I believe a design board can design a suitable visual appealing landscape for the entry to Montecito. Trees can be replanted and replaced but, unless attended to as part of the 101 HOV project, traffic on CVR could be clogged "forever."

2

Other comments:

- Bridge Demolition Duration: While the DEIR is unclear on staging conceptual plans and construction details, it appears the time frame on in each of the options is the same. 3
- Construction Impacts: Construction impacts are not well defined in the DEIR. That should be addressed and staging areas should also be identified.
- Traffic Light: A small contingency of Montecito residents oppose a traffic light as part of the interchange. I have no issue with a traffic light as there a traffic light there now. 4
- Transportation Issues: F-Modified best addresses transportation issues. The Airbus and the many hotel deliveries will be routed to a specific off ramp, alleviating the need to go around our already maxed out round about
- Larger Roundabout: I question the feasibility of any future plan that would expand the current well working roundabout or meld freeway traffic with Montecito traffic in an expanded roundabout. I believe the most efficient plan will direct beach traffic as efficiently as possible to the beach. F-Modified accomplishes that goal. I also support Caltrans' project goal to not purchase any land outside of the Caltrans right of way. 5

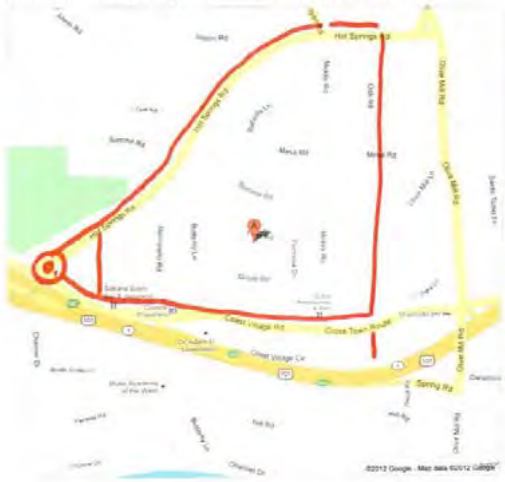
CURRENT BASELINES: SHOULD F OR J BE CHOSEN AS THE SUPERIOUR INTERCHANGE OPTIONS, THERE MAY BE A NEED FOR CURRENT BASELINE TRAFFIC STUDIES/FUTURE MITIGATIONS FOR OUR RESIDENTIAL STREETS: If F or J are selected as the preferred alternatives, Caltrans must define current traffic use on residential streets by doing pre-construction baseline traffic studies on our residential streets (Middle, Butterfly, Hermosillo, Summit) and also explain future mitigation measures that will need to be installed should future traffic exceed Level B thresholds mandated by the Montecito Community Plan. To eliminate the need of this mitigation F and J must be eliminated from consideration.

CONCLUSION:
I support a six-lane freeway expansion, including HOV Lanes. Montecito and the freeway can live in harmony IF our semi-rural character and our unique environment is protected as best as possible. That can be done by choosing F-Modified as the superior alternative and, as soon as possible, as a visual mitigation, convene a local design review team to shepherd the visual aspects of this project. Our daily routines and quality of life all pivot around Coast Village Road. We must assure the 101 project does not create congestion on that village-feel local mobility artery. Eliminating the notion of Hermosillo as the main east beach exit *and* endorsing Modified F as the superior configuration accomplishes goal!

Sincerely,

J'Amy Brown
1143 High Road
Montecito, CA 93108
805 969-5515 / j.amy.brown@att.net

Attachment A: Map of Local residential area



Attachment B: Daily Gridlock Traffic on CVR/Middle (4PM):

Brown, J'Amy

Comment 1 Alternative

The Project Development Team recommends selection of the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road interchange. This selection eliminates the concern about Hermosillo acting as the main northbound beach exit and rejects the interchange configurations you have determined as inferior. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Brown, J'Amy

Comment 2 Design Review Team

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible while considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, although not required to meet the intent of mitigation, will be developed in collaboration with representatives from each affected community. Caltrans anticipates that a design review team will be established in the design phase as part of the local coastal permitting process. This team can then help review and refine aesthetic and planting plan details associated with the project.

Also, each permitting jurisdiction as part of the Coastal Development Permit process may require additional measures beyond the required mitigation that has been identified in the final environmental.

Brown, J'Amy

Comment 3 Project Staging

A Traffic Management Plan will be developed during the design phase of the project to address potential impacts on traffic flow during construction. The project's final design will ensure there are two lanes in each direction on U.S. 101 throughout construction, although some short-term mainline lane closures may be required for night work. Although some on- and off-ramps would be closed for part of the construction period in other areas of the project, significant traffic impacts are not expected within the City of Santa Barbara. Specific construction staging plans developed for the Cabrillo Boulevard Interchange Configuration F Modified generally allows for new ramp connections to be built before the ramps to be replaced are closed. See the updated discussion in Section 2.4 (Construction Impacts) of the final environmental document for additional details.

Brown, J'Amy

Comment 4 Traffic Light and Roundabout

Under the F Modified configuration, both the north and southbound ramp junction intersections will be signalized.

The F Modified configuration would not require the expansion of the existing roundabout.

Brown, J'Amy

Comment 5 Roundabout

See response to comment 4 above.

Candice
<cbuergey@gmail.com>
07/09/2012 03:06 PM

To <south.coast.101.HOV@dot.ca.gov>
cc <sstratton@parks.ca.gov>, "Tittle, Jeremy" <jtittle@co.santa-barbara.ca.us>, "Carbajal, Salud" <scarbaja@co.santa-barbara.ca.us>
Subject SOUTH COAST HOV LANES 101 COMMENT CARD

Mon. 7/9/2012
Good afternoon Mr. Matt Fowler.

I'm sending in my comments and concerns in regards to the HOV 101 project,. you should have received a additional comment card by email this morning.

I'm extremely concerned with the discrepancy between the Historic Resources Survey Report of the 1993 EIR and the new 2011 EIR. These two studies do not coincide. How were so many Historical Property and Archeological sites omitted from the new Historical Property Survey Report (HPSR) and how were additional properties added? How were Historic Properties removed from the Area of Potential Effect (APE) and additional properties were added on. Why is the new Historic Property Survey Report completely different from the January 25, 1993 Historic Property Survey Report?

Please refer to letter dated January 251993, FHWA9210064 in the March 1993 EIR report. That letter is from the State Office of Historic Preservation written to Mr. Roger Borg at Division Administrator, Federal Highway Administration Region nine. This letter clearly states what the Historic Recourses Inventory for 11.7 miles from Bailard Ave, located in the city Carpinteria, to Milpas Ave., in the city of Santa Barbara. The Office of Historic Preservation concurs with the Historic Property Survey report. The letter states that out of 111 properties, 95 properties evaluated in HPSR were not eligible for inclusion on the National Register of Historic Places under any of the criteria established under 36 CFR 60.4. Only 16 properties located within the project Area of Potential Effects (APE) are eligible for inclusion on the National Register of Historic Places under criteria established under 36 CFR 60. 4. Five Archeological sites were also identified as being within the project Area of Potential Effect . An additional five sites have been identified as being located adjacent to the project.

1

So what's up with the huge discrepancy in HPSR? This HOV Project is basically the same project with a new name.
Has our Local Historical and cultural Treasurer Inventory in Montecito /Santa Barbara been compromised by Caltrans With this 2010 Historic Property Survey Report?

Please note I have contacted The Office of Historic Preservation numerous times by phone, email, and fax, regarding this subject and they do not respond.

I look forward to your response
Sincerely
Candice Buergey

P.S. I will be sending you hard copies of both HPSR.

Buergey, Candice (Comment Letter 1)

Archaeology

Architectural studies and reports, including Historical Resources Evaluation Reports, are always linked to a specific project. Even though subsequent projects may be proposed for the same corridor, each project is unique, with specific characteristics and environmental concerns. Earlier architectural studies are important sources of information, of course, and are always consulted, but a new project requires a new report and a new, project-specific Area of Potential Effects.

Caltrans determined the extent of the Area of Potential Effects in accordance with a programmatic agreement Caltrans has with the Federal Highway Administration, the Advisory Council on Historic Preservation, and the California State Historic Preservation Officer. The programmatic agreement states that the Area of Potential Effects "delineates the boundaries within which it can be reasonably expected that a proposed undertaking [project] has the potential to affect historic properties, should any be present. It may be the right-of-way itself or an area either more or less than the right-of-way, depending on the scope and design of the undertaking."

The scope and design of the South Coast 101 HOV Lanes project is substantially smaller than the scope and design of the Santa Barbara Six-Lane project proposed 20 years ago. The current project is almost entirely confined to the existing State right-of-way and does not require the acquisition of extensive additional right-of-way from neighboring parcels, as the earlier project did.

Because the project footprint for the proposed South Coast 101 HOV Lanes project is smaller, many resources included in the 1993 Area of Potential Effects were excluded from the 2011 Area of Potential Effects. Caltrans would like to make it clear, however, that resources formerly in the Area of Potential Effects but excluded from the current Area of Potential Effects do not lose significance by being excluded from study for the current project; in other words, it is not a reflection of the individual merit of any excluded property. Rather, properties are excluded because there is no potential for the project to affect these resources either directly or indirectly.

Another reason for the difference between the reports done in 1993 and 2011 is that, in the interval since the 1993 studies were done, properties had been built, altered, and demolished. New information about significance (or lack of significance) of particular properties had come to light. Some properties too young to have been studied last time reached 50 years of age and required evaluation. In other words, the resources available to be evaluated were different from those available 20 years ago.

Caltrans takes its stewardship and regulatory responsibilities seriously. The three-volume Historic Property Survey Report produced in connection with the South Coast 101 HOV Lanes project represents a substantial contribution to the body of knowledge about the individual properties in the project Area of Potential Effects and beyond. Far from compromising local historical and historic-period resources, Caltrans has enhanced the ability of planning professionals to make informed decisions about future projects concerning these resources.

Candice
<cbuergey@gmail.com>
07/09/2012 11:32 AM

To <marcia_vierra@dot.ca.gov>
cc <south.coast.101.HOV@dot.ca.gov>, <scott.eades@dot.ca.gov>, "'Carbajal, Salud'" <scarbaja@co.santa-barbara.ca.us>, "'Tittle, Jeremy'" <jtittle@co.santa-barbara.ca.us>
Subject COMMENT CARD FOR — RE: South Coast HOV Project - Requests for technical evaluations regarding Soundwalls

Mon. 7-9-12
Good Morning Ms. Marcia Vierra,
(Also for Matt Fowler, Salud Carbajal, Jeremy Tittle, Scott Eades)

Thank you for your email regarding the South Coast HOV project. I'm aware that the public review period has been extended till Monday July 9 2012 5:00 pm. So I'm responding to your email but will also down load the comment card and mail you a hard copy of this email letter so we both have a hard copy for our records.

I will also be sending a separate letter to Caltrans regarding my concerns on the Historic Inventory and discrepancy in EIR reports of March 1993 and EIR of October 2010 EIR.

We reviewed the Acoustic sound study and we are very concerned about the shortened version of the S498 Soundwall. Caltrans comment stating that it isn't "finically reasonable" is completely unacceptable.

Our neighborhood worked very close with First District Supervisor Naomi Schwartz and Salud Carbajal regarding noise, health and safety of the 101 project. We were assured by Ms. Swartz and Mr. Carbajal that if, and when, a third lane was added to the 101 freeway that a Soundwall would be included in the project since our neighborhood dBA exceeded 67 dBA threshold. Ms. Schwartz suggested it would be in our best interest and protection to have a private Acoustic Survey, which we did. We have also reviewed a second Acoustic Survey done for the Miramar Hotel and both of those surveys show higher dBA then Caltrans Acoustic Survey. 1

This technical process and acoustic evaluation has been very convoluted for our lovely Historic Residential neighborhood. We were told and believe that the reason for sound walls is to protect residents for health, safety and excessive sound. Now we are told that there is a extra added hurdle called "financial benefit" calculation that we must qualify for. Caltrans report reflects that our neighborhood doesn't qualify because the finical benefit to this neighborhood would not be finically reasonable. The Caltrans study is inaccurate and needs to be revised to include all buildings. Our neighborhood consists of single family homes with cottages that are legal

residential propertY. Some of these cottages are attached and some are free standing, but almost every home has a additional cottage and some have two cottages. So, please explain why our neighborhood has to substantiate its residential position. When Caltrans justified the Soundwall for Santa Barbara Municipal Tennis Courts? Where were the restricted and Federal standards and "financial benefit" calculations for that area? why weren't the same requirements and standards applied to SBMTC? How was a huge, extremely long extensive sound wall built to protect 12 tennis courts that sit vacant all night and most of the day. May we have a copy of the calculation evaluated? We are also requesting a report on how many residents are benefiting from that enormous expenditure? Why does our residential neighborhood need to substantiate enough residential buildings to qualify for a additional 500 feet of wall when this soundwall will be protecting residents that live here 24/7, and are in no way no comparable to empty concrete
tennis courts. Stopping the soundwall 500 feet short at the East corner of Miramar
Ave. and No. Jameson will decrease the decibel protection for the homes that you are
supposed to be protecting, which is another wasteful decision. It will also reduce the effectiveness and effeciency that a complete wall would offer. A short version of the soundwall will also cause more problems because the noise from the freeway will funnel down Miramar Ave. like a sound river. We believe the real reason for Shortening this Soundwall 500 feet is it gives enormous benefits and advantages to Caltrans. This action takes our neighborhood out of the "Area of Potential Effect", because we will then be 64 feet away from the construction area, it simplifies the project, releases Caltrans from EIR disclosure, surveys, tests and Caltrans avoids evaluating the project's impact and potential problems it could have on our Historic neighborhood, homes and private water company ("Miramar addition Water Improvement Company") plus reduces the cost of this project. In the March 1993 EIR our property and neighborhood was in the "Area of Potential Effect" Now the new 2011 EIR bumps us out of the APE. So please respond why there has been numerous changes in the new EIR that benefits Caltrans and subtracts from the safety, protection and benefit of our residential community. Afterall this "HOV Project" is nothing more than a six lane freeway project. Why is the 2011 EIR packed with so many discrepancies from Caltrans previous EIR documentation?

1

2

The questions and concerns listed above and below were sent to you on a comments card plus emailed, from the July 7th 2009 Canalino Elementary School Open house. I never received a response back to my comment card that I filled out or my E-mail. So please answer all questions.

1. How will our neighborhood be impacted by demolition work, vibration, grading, new construction and paving?

2. How much pile driving is designated for our area? Can "screw in footing" be used as an alternative?

3. What studies have been done and are available to us regarding the impact of pile driving and vibration in the area with the potential damage to numerous water aquifers in the area from Sheffield Drive to San Ysidro. Pile driving could cause damage to the natural barrier walls causing salt water intrusion, and contamination to "Miramar Addition Water Co." as well as others which all are suppliers to Montecito Water company?

4. What studies have been done and are available to us regarding the impact of pile driving on our home "Acacia Lodge", which is currently listed on the "National Register of Historic Places"?

3

5. How much freeway landscape will be removed and how much new landscaping will be planted to screen the soundwalls to duplicate Montecito's lush vegetation and to decrease potential graffiti?

4

6. What damages will be caused to the existing landscape, roads, foot paths, bridges, and all other infra structure of the local area.

7. Are the massive trucks, construction equipment, workers vehicles, pavers, tractors, lunch trucks and all of the rest of the heavy equipment to be dumped in front of the homes of our local residential area?

5

8. Will the sound walls be put in place prior to beginning of the demolition and the rest of the work?

6

9. With the huge increased numbers of transient workers will security be provided to protect our homes which are historically vulnerable in a project of this size?

7

Thank you. I look forward to your response.

Sincerely,

Candice Buergey

Buergey, Candice (Comment Letter 2)

Comment 1 HPSR and Vibration

Because the approved Miramar Hotel property proposal includes a private soundwall, any additional soundwall proposed as part of the South Coast 101 HOV Lanes project would not provide the additional 5 decibels of noise attenuation required by federal guidelines. A reevaluation of Soundwall S489 found that one residential unit had not been accounted for in the Noise Study Report. But, including that unit did not change the conclusion that a wall in that area is not financially reasonable. No additional soundwalls on the southbound side were added to the recommendation for construction near Posilipo.

Soundwall S498, as initially proposed, was evaluated for financial reasonableness using federal guidelines and was found not to qualify for construction. Due to the presence of several homes that qualified as "severe receptors," however, a shorter (in length) wall was proposed for construction to benefit those federally defined as "severely impacted" homes that were not subject to the test of financial reasonableness. As a result of public comments received on the draft environmental document, Caltrans staff reevaluated all of the soundwalls proposed for high-density development areas to identify whether shorter sections of soundwalls might remain financially reasonable even when the entire soundwall does not. This approach is consistent with the intent of the federal guidelines. As a result, a wall extension of Soundwall S498 northward to San Ysidro Road is expected to be recommended for construction. For more information related to soundwalls please refer to Volume I, Section 2.2.7, for more information.

The tennis courts, on the other hand, fall under a different category and evaluation system (recreational use) that assesses one residential equivalent per 100 feet of frontage along the State right-of-way, whereas residential units are assessed as one dwelling unit per residential lot. Based on this analysis, the tennis courts were determined to be financially reasonable and were constructed as part of the 101 Operational Improvements project (Milpas to Hot Springs).

The architectural area of potential effects encompasses all historic-period (i.e., constructed in 1969 or earlier) built-environment resources that have the potential to be affected, either directly or indirectly, by project activities that may cause a change in character or use of any historic property by diminishing its historic integrity (i.e., its ability to remain eligible for the National Register). The architectural area of potential effects was delineated under the following protocol:

- In those instances where the proposed work extends beyond the existing right-of-way or where there is proposed construction of a soundwall, the architectural area of potential effects includes the area directly affected by construction, plus one parcel deep immediately adjacent to the proposed existing right-of-way to provide for consideration of visual and noise impacts and changes to cultural settings.
- Where specific construction activities included the potential for vibration-induced impacts to historic-period resources, the architectural area of potential effects was extended outward a maximum of 64 feet from the vibration point-source.
- In those instances where there is a frontage road immediately adjacent to the existing right-of-way that serves as a buffer between the existing route and the next nearest parcel, the architectural area of potential effects line was drawn along the existing right-of-way.
- Where all the work proposed is within the current right-of-way, the right-of-way is expansive, and there are no adjacent parcels with buildings, the architectural area of potential effects was drawn along the existing right-of-way.

The architectural area of potential effects is specifically intended to encompass those historic properties that have the potential to be affected by the project. Historic properties not included in the architectural area of potential effects are, by definition, properties that do not have the potential to be affected by the project. Even with the northward extension to San Ysidro Road, Soundwall S498 will be more than 64 feet away from the nearest homes. The significance of this distance is detailed on pages 16-17 of the Addendum to the Vibration Report prepared in May 2013: "The minimum safe distance . . . (expected from pile driving possible on the project) is as follows: . . . historic old structures – 64 feet (Peak Particle Velocity less than 0.25 inches/second)." And on pages 16-17, it states: "The above approximate safe distances have been used as a screening tool to check specifically for any structures that fall within the relevant limit for potential architectural damage impacts. The 'safe distance' simply means that structures located farther than this distance from the source of vibration have virtually no risk of damage during pile driving or construction operations."

Buergey, Candice

Comment 2 HPSR and Vibration

The architectural area of potential effects that was part of the 1993 Environmental Impact Report had to account for all alternatives that were proposed in that document, which included an alternative that would have required the acquisition of a considerable number of parcels to widen the freeway beyond the existing freeway right-of-way. The architectural area of potential effects for the current project, on the other hand, does not have a similar alternative. The current South Coast 101 HOV Lanes project alternatives are all proposed to be constructed within the existing right-of-way, except for some minor construction easements. The current project's smaller footprint accounts for the major difference between the former project's architectural area of potential effects and the current project's architectural area of potential effects.

Our architectural studies in the project corridor began with the creation of detailed mapping showing the outlines of individual parcels and the locations of previously designated historic resources. This map set was then used to delineate an appropriate architectural study area, taking into consideration the nature and location of proposed construction activities, the fact that the proposed South Coast 101 HOV Lanes project will be constructed within the existing right-of-way, and the potential for both direct and indirect effects to the architectural resources. Although the study area for the South Coast 101 HOV Lanes project is much more compact than the study area drawn 20 years ago for the Santa Barbara Six-Lane project, the extensive architectural history database compiled for the earlier project was extremely useful. The photographs and descriptions recorded 20 years ago served as an important benchmark in our reevaluation of the historic-period resources in the current study area, providing a detailed view of how resources and settings may have been altered since the prior evaluations. See Section 2.1.7 and Appendix D for further details on the extensive 106 process for this project.

Buergey, Candice

Comment 3 HPSR and Vibration

Several properties along the project corridor have been listed in, or determined eligible for listing in, the National Register of Historic Places. These properties have been individually evaluated for potential impacts from pile driving activities. The Ortega-Masini Adobe is the only historic, extremely fragile structure in the project corridor, requiring a buffer of 179 feet from vibration-inducing construction activities. The other historic properties were evaluated as historic, old structures, requiring a buffer of 64 feet from vibration-inducing construction activities.

Historic-period properties (i.e., constructed in 1969 or earlier) that were determined ineligible for the National Register were nonetheless evaluated for vibration impacts because of their age, using the "safe distance" methodology discussed above in Section 8. For these properties, a safe distance of 64 feet was used as the threshold for potential damages due to construction activities. In other words, parcels with historic-period buildings within 64 feet of proposed pile driving (for soundwalls, structures and retaining walls) were identified and evaluated individually. A total of 38 residential parcels were identified in the June 2011 Vibration Report, and an additional five residential parcels were identified in the September 2012 Addendum Vibration Report, for a total of 43 parcels. These properties have all been determined to have an increased potential for human annoyance. Special provisions will be provided in the construction contract to minimize or mitigate potential impacts. Additionally, as depicted on the mapping contained in Appendix C, properties that fall within or adjacent to established buffer zones will have site specific low vibration construction methods employed to ensure there are no impacts due to construction induced vibration. (Refer to Appendix B and Appendix C for a listing and maps of these properties.)

The same methodology was used to evaluate buildings or structures that were considered newer or modern construction (1970 to present). Because these structures are generally built with more stringent seismic codes and construction practices, they are more resistant to earth-borne movements such as vibration caused by pile-driving. Using the "safe distance" methodology discussed in Section 8, a safe distance of 34 feet was used as the threshold for potential architectural damages due to construction activities. In other words, parcels with buildings within 34 feet of proposed pile driving (for soundwalls, structures and retaining walls) were identified and evaluated individually. A total of 33 parcels were identified as being located within this zone in the June 2011 Vibration Report, and one additional parcel was identified in the September 2012 Addendum Vibration Report, for a total of 34 parcels. These properties have all been determined to have an increased potential for architectural damages and/or human annoyance. Special provisions will be provided in the construction contract to minimize or mitigate potential impacts. Properties that fall within or adjacent to established buffer zones will have site specific low vibration construction methods employed to ensure there are no impacts due to construction induced vibration.

Nineteen parcels located within several mobile home parks were identified within a safe distance limit of 64 feet. Due to the foundation type for these structures, these properties do not have rigid foundations and are built to withstand the type of vibration typical of soundwall construction and do not have great potential for vibration related impacts.

Based on the September 2012 Addendum Vibration Report prepared for the South Coast 101 HOV Lanes project, low-vibration footing design and construction methodology will be employed within the identified 64-foot and 34-foot buffers to ensure that these properties are not impacted or affected by activities associated with this project. Other areas of the project where either no structures exist or structures are located farther than 64 feet will have standard special provisions provided in the construction contract to minimize or mitigate potential claims.

Caltrans prepared a Supplemental Vibration Report in September 2012. Based on the analysis conducted specifically for this project, there are no historic structures located near enough to pile driving activities that would be expected to be damaged. Appendix A of the Supplemental Vibration Report specifically addresses the Ortega-Masini Adobe, Acacia Lodge and Wylbron Lodge. For the purposes of the analysis, Caltrans studied a “worst-case scenario” involving pile driving because of its greater potential to cause

construction-related vibration damage or annoyance. Similarly, Caltrans assumed that the largest piles will be used, consequently requiring the highest credible pile driver energy rating. The analysis concluded that the Ortega-Masini Adobe, Acacia Lodge and Wylbron Lodge are all located at a safe distance from pile-driving activities.

Regarding your comment about potential problems for the Miramar Addition Water Improvement Company, the letter Caltrans sent you on June 17, 2011 concerning this issue still applies. Several local professionals in the industry who have authority along the project limits have been consulted. The general manager of the Montecito Water District stated that there are no particular concerns regarding aquifer damage, including salt water intrusion, resulting from freeway activities such as pile driving. The senior environmental health specialist for the Santa Barbara County Environmental Health Department has expressed no concerns regarding bridge pile driving activities being able to cause saltwater intrusion either from vibration or from the physical depth of penetration within the aquifer.

Buergey, Candice

Comment 4 HPSR and Vibration

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible while considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, although not required to meet the intent of mitigation, will be developed in collaboration with representatives from each affected community. Also, each permitting jurisdiction as part of the Coastal Development Permit process may require additional measures beyond the required mitigation that has been identified in the final environmental.

As currently proposed, soundwalls would be made of masonry block construction and faced with plaster or stucco. Vines would be planted to eventually cover the entire wall and when fully mature lessen the likelihood for graffiti. Caltrans would maintain soundwalls proposed to be within State right-of-way.

Buergey, Candice

Comment 5 HPSR and Vibration

Heavy construction equipment will be brought to the construction site most likely on trailers by way of the freeway. When not in use, equipment will be stored at the jobsite or in the contractor's yard. Construction activities that would require access from local roads would include construction of the soundwalls and construction of the interchanges at Cabrillo Boulevard and at Sheffield Drive.

Buergey, Candice

Comment 6 HPSR and Vibration

As there is a benefit to nearby residents to construct soundwalls early in the construction phase, a priority will be made to investigate which soundwall locations can be built as early as possible. However, there are construction features that require widening or replacement such as bridges that will ultimately support soundwalls. In these situations, certain project features must be in place before constructing a particular soundwall segment.

Buergey, Candice

Comment 7 HPSR and Vibration

Although you may have concerns regarding security in areas where highway construction is occurring, Caltrans records do not demonstrate that this has been an issue or problem in the past. The County of Santa Barbara will be notified prior to commencing construction. If the county staff has concerns with regard to security, they will notify local law enforcement.

JULY 6, 2012

VIA EMAIL TO SOUTH.COAST.101.HOV@DOT.CA.GOV

Mr. Matt Fowler, Senior Environmental Planner
Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Re: Comments on South Coast 101 HOV Lanes Project; Project ID# 0500000225, Santa Barbara County, Draft EIR/EA (Project)

Dear Mr. Fowler:

My name is Jeffrey Burke, and I own the property at 1809 Fernald Point Lane. My property will be impacted by the above-mentioned Project. Our home is located 60 feet from Highway 101 and noise is a significant issue for this otherwise beautiful property. I am surprised that the environmental document proposes NO sound wall for the highway section adjacent to my house. I hope that you are to help change this situation.

The environmental document is inadequate because it includes no sound wall to protect my property. Without a sound wall, noise from the widened highway will increase steadily (the EIR/EA estimates decibel impacts from the project upon my neighborhood ranging from the high 60's to the low 70's). Most acoustical engineers would agree that a 65 decibel level in an exterior area is beyond the level of acceptability and constitutes a significant impact. The EIR/EA includes a decibel range in my neighborhood, after the project, of the high 60's to the low 70's. This is a significant impact and must be mitigated. The most appropriate mitigation measure is a sound wall, which I support. Without this mitigation measure, the EIR/EA is inadequate. 1

The noise section of this environmental document must be revised or the EIR/EA to include a sound wall for my neighborhood.

I hope that you are able to amend this document in time to positively affect my property. Please feel free to contact me if you wish to discus this further.

Sincerely,

Jeffrey T. Burke

626.799.1405

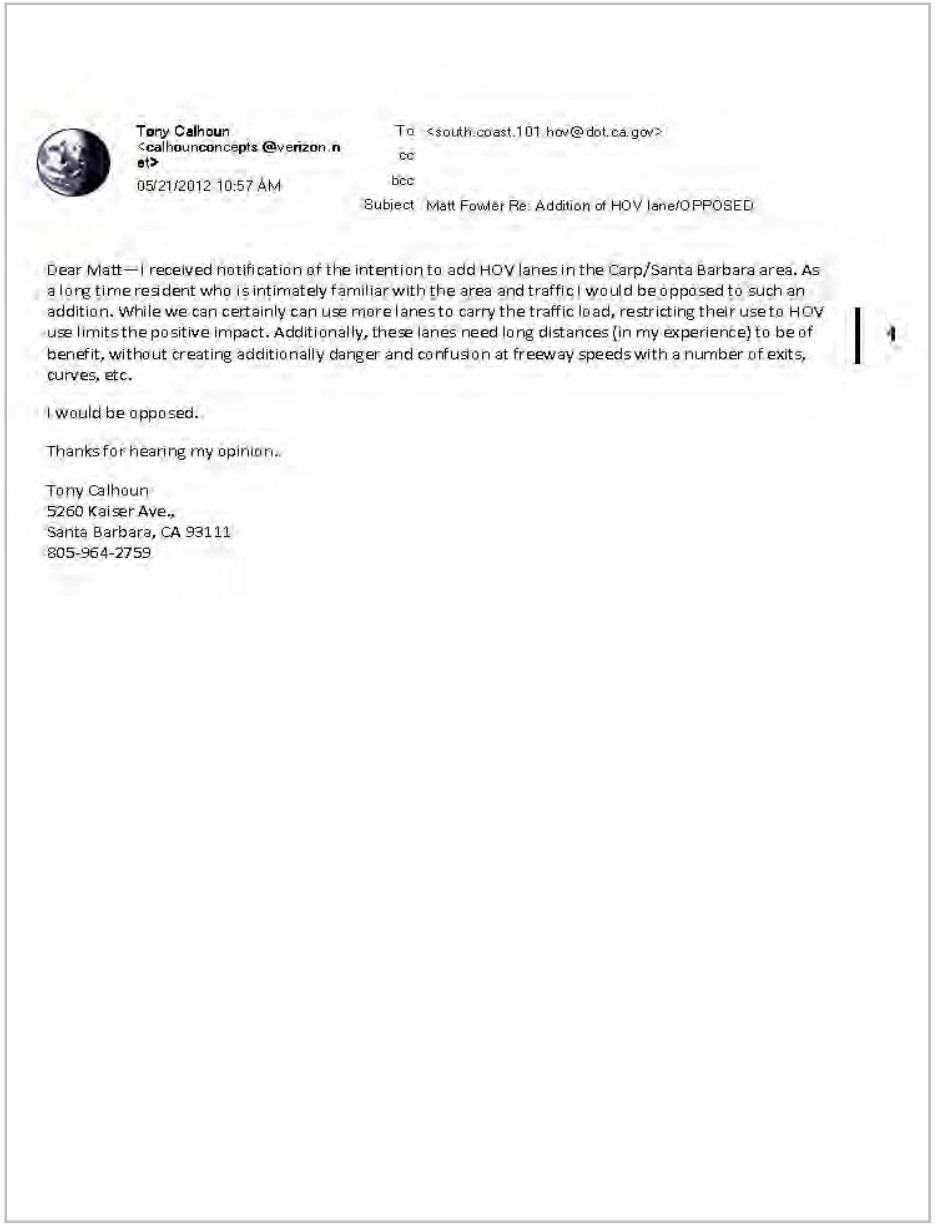
Burke, Jeffery T.

Noise

As a result of public comments received on the draft environmental document, Caltrans staff reevaluated Soundwall S471. Two additional benefitted units associated with Receptor R76 that had been overlooked during the original calculations were evaluated. Once confirmed, they were included in the recalculation. Additional second-row homes were reevaluated and confirmed that they would not be benefitted by a wall. Caltrans staff also looked at high-density residential areas behind the wall to identify any short sections that might be financially reasonable. None were identified at this location. As a result of these evaluations, no additional locations or segments of Soundwall S471 were identified as being financially reasonable. Also, it was determined that a soundwall at this location would cross a Federal Emergency Management Agency-identified floodway containing possible flood flows of a magnitude that cannot be passed using floodgates. Other proposed soundwalls crossing this floodway are not considered feasible are also not recommended for construction due to the potential of exacerbating the flooding situation upstream of the soundwall locations. Please refer to Volume I, Section 2.2.7, for more information related to Soundwall S471.

Caltrans is the lead agency on this project for both the California Environmental Quality Act and the National Environmental Policy Act. Caltrans determines the significance of environmental impacts, including noise impacts, under the California Environmental Quality Act and the National Environmental Policy Act criteria of context and intensity. Caltrans uses the Federal Highway Administration guidelines to determine when noise abatement must be considered, however that is not considered a threshold of significance. Table 2.36 in Section 2.2.7 (Noise) in Volume 1 of the final environmental document shows a project build noise level increase for the project of a maximum of 2 dB above the existing noise levels for residences in Fernald Point. This minimal increase is not considered a significant impact

given the fact that according to the Caltrans Technical Noise Supplement (TeNS) a 2 dBA increase is not detectable to a healthy human ear and a 3 dBA increase is barely noticeable to a healthy human ear. Therefore, the increase is not considered a significant impact under CEQA or NEPA and no mitigation is required.



Tony Calhoun
<calhounconcepts@verizon.net>
05/21/2012 10:57 AM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject Matt Fowler Re: Addition of HOV lane/OPPOSED

Dear Matt—I received notification of the intention to add HOV lanes in the Carp/Santa Barbara area. As a long time resident who is intimately familiar with the area and traffic I would be opposed to such an addition. While we can certainly can use more lanes to carry the traffic load, restricting their use to HOV use limits the positive impact. Additionally, these lanes need long distances (in my experience) to be of benefit, without creating additionally danger and confusion at freeway speeds with a number of exits, curves, etc.

I would be opposed.

Thanks for hearing my opinion.

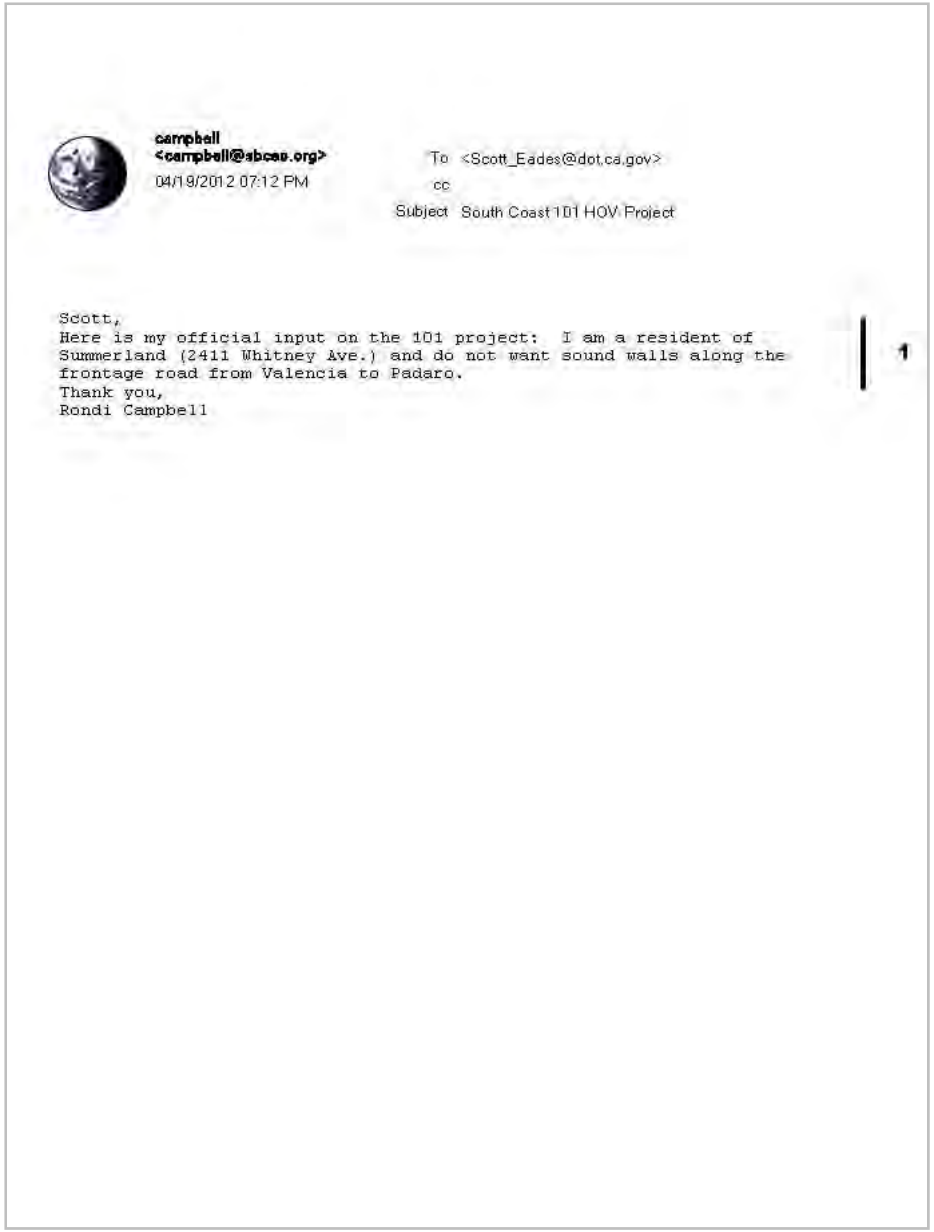
Tony Calhoun
5260 Kaiser Ave.,
Santa Barbara, CA 93111
805-964-2759

Calhoun, Tony

Additional Lane Should Not be Designated HOV

The alternatives noted in Section 1.3.3 are a result of the *101 In Motion* report that studied long-term solutions to the growing congestion throughout the U.S. 101 corridor in Southern Santa Barbara County. As a result of the *101 In Motion* process (see Section 1.3.3 of the draft environmental document), an HOV lane was one of the solutions in a package designed to relieve congestion. The other three main components in the package were providing commuter rail, increasing bus services, and installing meter devices at selected ramps. The *101 In Motion* report concluded that Transportation Demand Management solutions that did not include adding a lane on U.S. 101 were found to be inadequate in reducing long-term congestion in this corridor.

The South Coast 101 HOV Lanes project will connect to the HOV lane project that is currently under construction from Ventura to Carpinteria. The project will provide dedicated lanes for those who are already carpooling during the commute hours and reduce the time required for their commute as well as others that may choose to carpool and vanpool based on the incentive provide by the new HOV lanes. The HOV lane will function as a part-time, continuous access lane; therefore it will only be an HOV lane during peak commute hours and will operate as a mixed-flow lane during off-peak hours. Commuters who use the express bus between Ventura and Santa Barbara will also benefit from this project. A new commuter rail between Ventura, Santa Barbara and Goleta will also be available in the near future for commuters. This part-time HOV lanes project is only a portion of the total package to help relieve the recurring congestion on the highway.



campbell
<campbell@sbceo.org>
04/19/2012 07:12 PM

To <Scott_Eades@dot.ca.gov>
cc
Subject South Coast 101 HOV Project

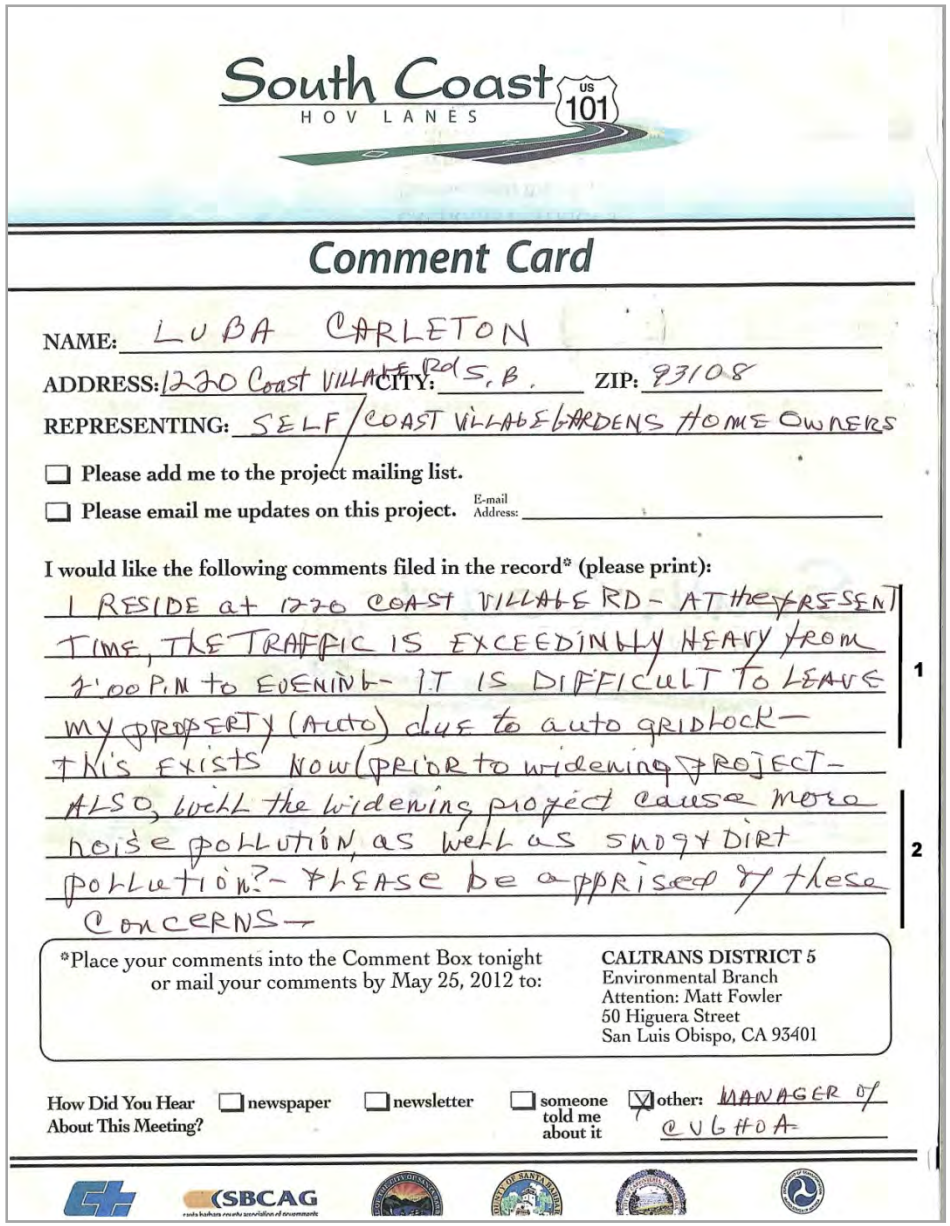
Scott,
Here is my official input on the 101 project: I am a resident of Summerland (2411 Whitney Ave.) and do not want sound walls along the frontage road from Valencia to Padaro.
Thank you,
Rondi Campbell

1

Campbell, Rondi

Noise

This location, including the public park that fronts the Summerland Cottages development near Soundwall S374, was reevaluated after the draft environmental document was released. It was determined that Soundwall S392 was found not to be financially reasonable and feasible. As a result, the Project Development Team is not recommending this wall for construction. Furthermore, the soundwall would block prime ocean views. For more information related to Soundwalls S374 and S392, please refer to Volume I, Section 2.2.7, for more information.



South Coast HOV LANES US 101

Comment Card

NAME: LUBA CARLETON

ADDRESS: 1220 Coast VILLAGE Rd S, B. CITY: ZIP: 93108

REPRESENTING: SELF / COAST VILLAGE GARDENS HOME OWNERS

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address:

I would like the following comments filed in the record* (please print):

I RESIDE at 1220 COAST VILLAGE RD - AT THE PRESENT TIME, THE TRAFFIC IS EXCEEDINGLY HEAVY FROM 2:00 P.M to EVENING - IT IS DIFFICULT TO LEAVE MY PROPERTY (AUTO) due to auto GRIDLOCK - THIS EXISTS NOW (PRIOR to widening PROJECT - ALSO, will the widening project cause more noise pollution, as well as SMOGY DIRT pollution? - PLEASE be apprised of these CONCERNS - 1 2

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☒ other: MANAGER OF CVGHOA

SBCAG

Carleton, Luba

Comment 1 Traffic

The Project Development Team selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. This configuration would direct beach traffic to the new northbound off-ramp at Hot Springs, bypassing the roundabout and Hermosillo Road. A new southbound on-ramp at Cabrillo would divert traffic away from Coast Village Road.

Carleton, Luba

Comment 2 Air and Noise

According to the Air Quality Report prepared September 2011 and the addendum to the Air Quality Report prepared 2013, the project would not result in significant air quality impacts. Furthermore, since the project will relieve traffic congestion within the corridor, the additional HOV lane coupled with fleet turnover over time that meet the Environmental Protection Agency's vehicle and fuel regulations, the regional air pollution time would see a substantial decrease in mobile source air toxics. Refer to Volume I, Sections 2.2.6 and 2.5, in the final environmental document for discussion of air quality minimization measures and Caltrans Standard Specifications that would decrease operational air emissions during construction.

Caltrans recognizes the importance of noise reduction to local residents. The project includes a noise-attenuating pavement surface treatment designed to reduce noise levels throughout the project limits. The surface treatment has yet to be determined; various surfaces are being tested and developed by Caltrans and other transportation departments to find the best technology.

April 24, 2012

Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401
Attn.: Matt Fowler

Re: Santa Barbara County 101 Highway Widening and Sound/Safety Barrier

Dear Mr. Fowler,

I am a property owner in the Montecito Oaks neighborhood in Southern Santa Barbara County. This neighborhood is bordered by Olive Mill Road on the west and North Jameson Road on the south, adjacent to Highway 101. 'I have been notified as an affected resident that Highway 101 is being widened and the purpose of this letter is to petition Caltrans to include a sound/safety barrier along the 101/North Jameson Road corridor when the Highway is widened **for the entire region between San Ysidro Road and Olive Mill Road**.

A permanent sound/safety barrier was constructed over the past 5 years or so in Summerland, CA on the north side of Highway 101 in the 3200 block of Via Real and this barrier not only protects the neighbors adjacent to Highway 101 from traffic hazards, it also significantly reduces the noise generated by the traffic on the Highway. As a homeowner in a neighborhood that receives an exceptional amount of noise from Highway 101, I urge you to construct a similar barrier along the Highway 101/North Jameson Road corridor for the entire span between San Ysidro Road and Olive Mill Road. 1

Although the volume of noise varies throughout the day and evening commuting hours, it is frequently extremely loud. This noise will increase substantially during and after the widening of the Highway. Highway widening will only increase the need for a permanent Highway barrier to alleviate the impact of the often deafening noise.

Emissions from vehicles traveling on Highway 101 present another health and welfare concern. Vehicle emissions and contaminant-laden soot travel from the Highway to bordering neighborhoods and waterways. A permanent barrier would act to contain some of these emissions, thereby significantly mitigating this problem by hindering the migration of emissions and soot from the Highway to neighboring residences and to the environmentally sensitive Montecito Creek, which intersects the Highway just to the east of the Montecito Oaks neighborhood. 2

Public safety is probably of most concern and it is compromised by the proximity of 101 to North Jameson Road. North Jameson is a primary east-west artery located on the north side of the Highway and is used heavily by motor vehicles. In addition, pedestrians and bicyclists use the Class II bike path located between North Jameson and Highway 101. At present, only a basic chain-link fence separates Highway 101 from North Jameson. From time to time, motor vehicles from the Highway have crashed into or through the chain-link fence onto North Jameson. Also, motor vehicles traveling on North Jameson have crashed into or through the chain-link fence onto the ribbon of the Highway. The current situation is extremely dangerous to motorists, pedestrians and cyclists, and is no longer acceptable. The risks to life and property will become even more severe with the Highway widening and the faster vehicle travel. A permanent barrier would substantially reduce these safety concerns. 3

Consistent with the Federal Department of Transportation guidelines, "*Most residents near a barrier seem to feel that highway noise barriers effectively reduce traffic noise and that the benefits of barriers far outweigh the disadvantages of barriers. While noise barriers do not eliminate all highway traffic noise, they do reduce it substantially and improve the quality of life for people who live adjacent to busy highways.*" *http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm*

As the above reasons for construction of a Highway sound/safety barrier are compelling, I support the construction of such a barrier on the north side of Highway 101 between the entire stretch from San Ysidro Road to Olive Mill Road and request the opportunity to comment on how the barrier should be constructed, screened by vegetation and maintained at the appropriate time. 4

Sincerely,

Jeffrey S. Carmody
138 Santo Tomas Lane
Santa Barbara, CA 93108
(805) 969-1196

cc: Salud Carbajal, Santa Barbara County First District Supervisor
Congresswoman Lois Capps, California 23rd District
Richard Krumholz, District Director, CalTrans
Jim Shivers, Public Information Officer, CalTrans

Carmody, Jeffery S.

Comment 1 Noise

As a result of public comments received on the draft environmental document, Caltrans staff reevaluated Soundwalls S519 and S520 for high-density residential areas to identify whether there are short sections of soundwalls that might be financially reasonable. As a result, a northward extension of Soundwalls S519 and S520 is being recommended to attenuate noise for the densely populated areas. For more information relating to Soundwalls S519 and S520, please refer to Volume I, Section 2.2.7.

Although soundwalls might block errant vehicles, they are not designed nor approved for that use.

Carmody, Jeffery S.

Comment 2 Soundwall and Air Pollution

Many studies have documented a relationship between the presence of barriers (soundwalls) and the concentrations of air pollution. Unfortunately, field conditions can vary dramatically (geometric distances from road to wall to house, wall heights, prevailing wind speed and direction). Furthermore, air pollution plumes will vary based on wind speed , wind direction, temperature, and humidity so that a prediction of a wall's effectiveness in reducing air pollution cannot be made. The latest studies have shown that walls likely have no air quality impact at distances greater than 300 feet.

Carmody, Jeffery S.

Comment 3 Traffic Safety

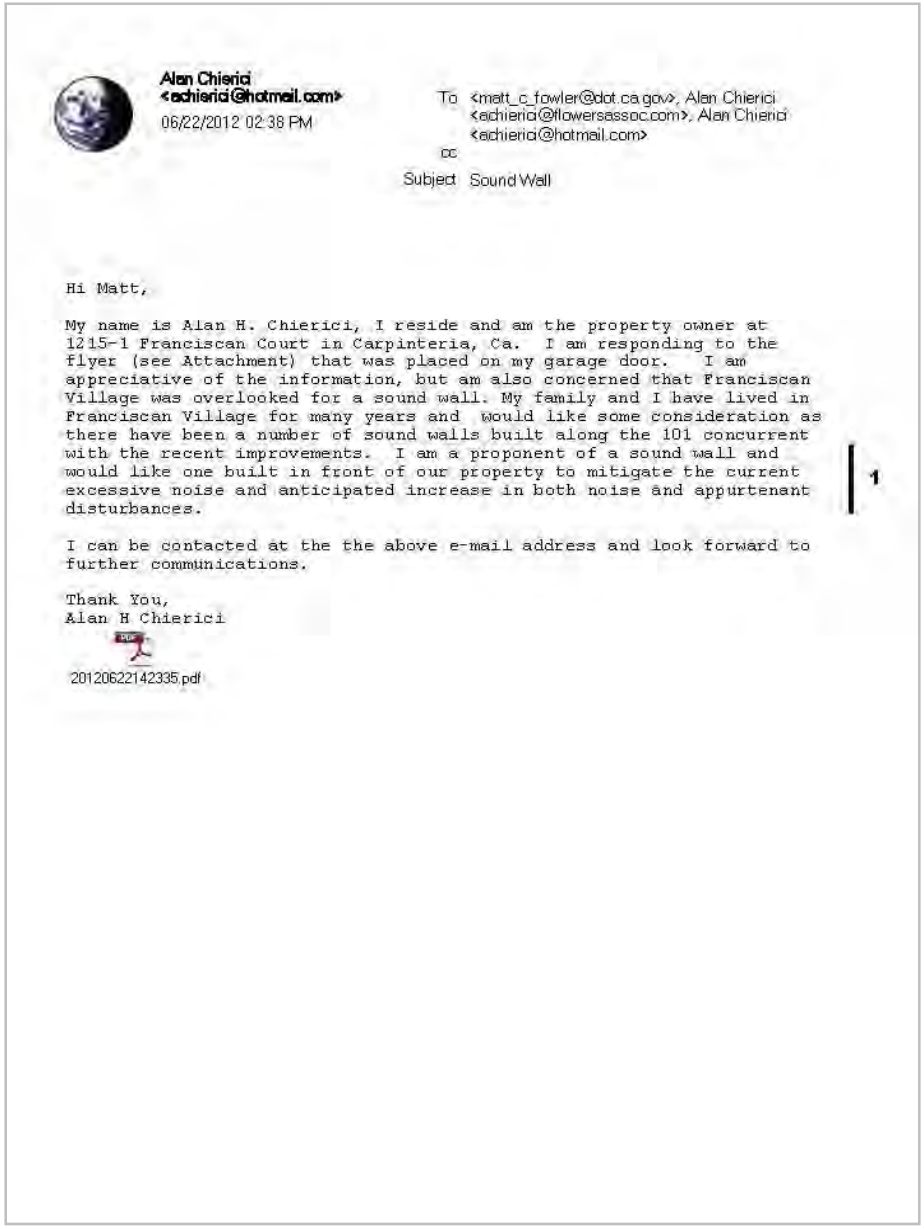
Collisions involving freeway traffic and North Jameson Lane traffic (including pedestrians and bicycles) have not occurred in the last ten years of records between the Sheffield Drive on-ramp and Olive Mill off-ramp. This history indicates a metal beam guard rail or concrete barrier is not justified at this location. Please refer to comment 1 in regard to safety of soundwalls in providing protection against errant vehicles.

Carmody, Jeffery S.

Comment 4 Soundwalls and Aesthetic Treatment

Mitigation measures are included regarding aesthetic treatment to new and modified structures, walls and barriers. Refinement of aesthetic and landscaping design details will occur in collaboration with representatives of each affected community.

Refer to comment 1 for information supporting soundwall between San Ysidro Boulevard to Olive Mill Road.



Alan Chierici
<achierici@hotmail.com>
06/22/2012 02:38 PM

To <matt_c_fowler@dot.ca.gov>, Alan Chierici <achierici@flowersassoc.com>, Alan Chierici <achierici@hotmail.com>
cc
Subject Sound Wall

Hi Matt,

My name is Alan H. Chierici, I reside and am the property owner at 1215-1 Franciscan Court in Carpinteria, Ca. I am responding to the flyer (see Attachment) that was placed on my garage door. I am appreciative of the information, but am also concerned that Franciscan Village was overlooked for a sound wall. My family and I have lived in Franciscan Village for many years and would like some consideration as there have been a number of sound walls built along the 101 concurrent with the recent improvements. I am a proponent of a sound wall and would like one built in front of our property to mitigate the current excessive noise and anticipated increase in both noise and appurtenant disturbances. 1

I can be contacted at the the above e-mail address and look forward to further communications.

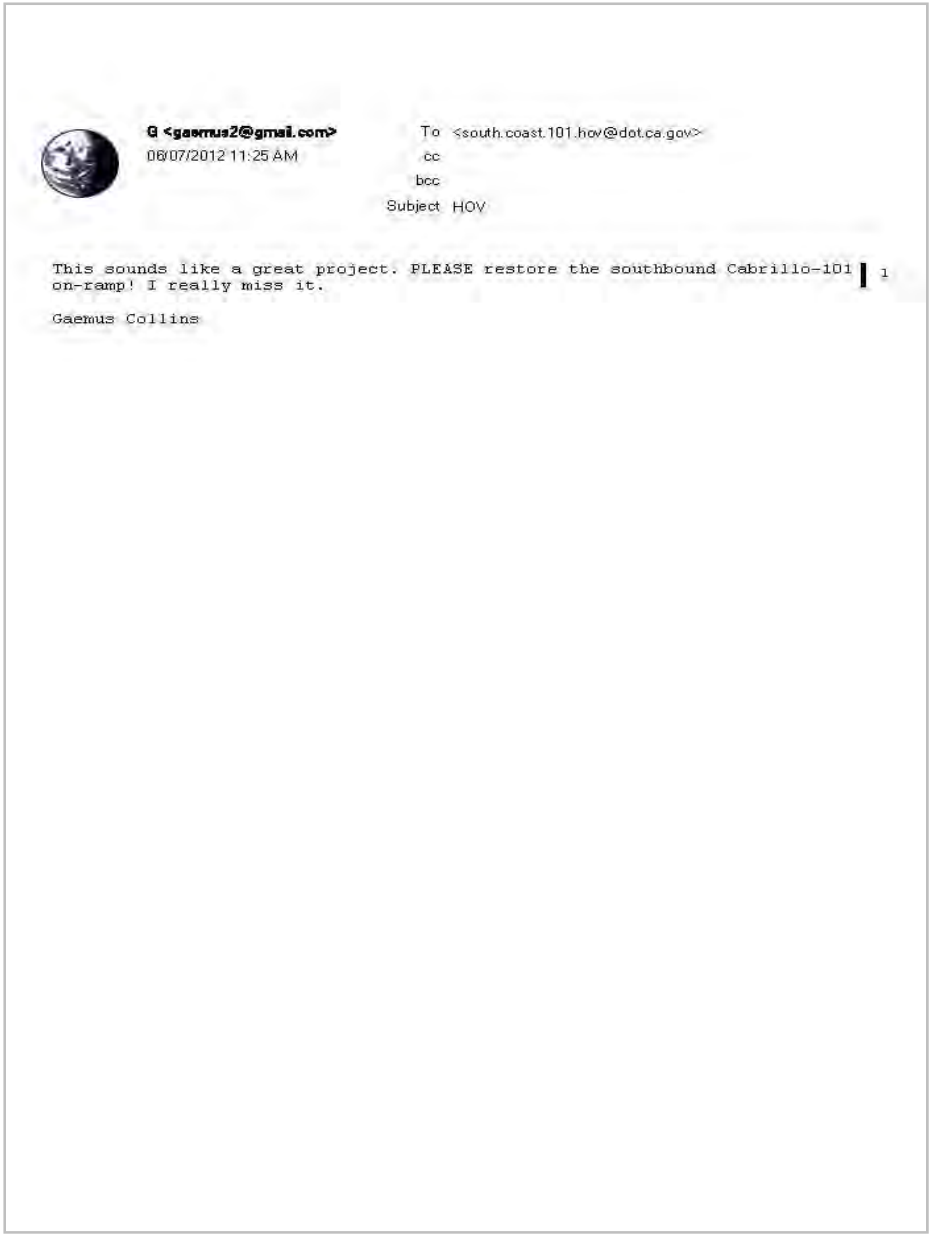
Thank You,
Alan H Chierici

20120622142335.pdf

Chierici, Alan H.

Noise

As a result of public comments on the draft environmental document, Caltrans staff reevaluated soundwalls for high-density residential areas to identify short sections that might be financially reasonable. A wall segment of Soundwall S210 to protect the densely populated area of Franciscan Village is expected to be recommended for construction. Please refer to Volume I, Section 2.2.7, for more information relating to Soundwall S210.



G <gaemus2@gmail.com>
06/07/2012 11:25 AM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject HOV

This sounds like a great project. PLEASE restore the southbound Cabrillo-101 on-ramp! I really miss it. 1

Gaemus Collins

Collins, Gaemus

Traffic

After considering public comments on the environmental document, the Project Development Team recommended Alternative 1 as the preferred alternative and F Modified as the preferred configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. This interchange configuration at Cabrillo Boulevard/Hot Springs Road would add a southbound on-ramp.

South Coast HOV LANES US 101

Comment Card

NAME: Ryan Comperatore & Lorene Cleary

ADDRESS: 126 Loureyro Rd CITY: Montecito ZIP: 93108

REPRESENTING: Lorene Cleary / 126 Loureyro & 1910 N. Jameson

☒ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: ryancompo@gmail.com

I would like the following comments filed in the record* (please print):

Please consider re-assessing the Loureyro area Sound Wall in the Sheffield area HOV project to continue Southbound in a similar fashion to the originally proposed location. First and foremost the noise study and cost basis analysis in the existing SC HOV proposal considers the corner property at Loureyro and N Jameson a single family dwelling (126 loureyro Rd and 1910 N. Jameson) but there are in fact 3 units - 2 separate homes and a studio. Each address has a separate driveway and parking off each road. Many properties in the Loureyro area have additional units which implies there may be additional accidental misrepresentations. 1

Caltrans Transportation Engineer, Marcia Vierra and an associate were kind enough to visit the area and bear witness to this statement. Additionally, every neighbor interviewed (over 10) agree to produce signatures requesting that the proposed Sound Wall continue "South" far enough to protect the Loureyro area properties from the proposed additional environmental damage stemming from this freeway project.

The project as proposed will increase freeway noise in the area by raising the South Bound freeway to more audible levels. The South bound lanes currently have a natural sound barrier by sitting lower than the northbound lanes. Also, noise attenuating surface cannot be used on the nearby bridge and hill (consider "Jake Brakes" at 2am) which is where much of the freeway noise stems from. 2

Additionally, we believe 2 or 3 noise readings should be made at our property. After metering the noise levels ourselves we found the decibels to be much higher than reported in the study. We believe this may be due to the location where the single reported reading was taken. We took 2 readings – one close to the reading shown in the study and one near the "northern" part of the property where the main communal areas of our property lie and where the larger 3 bedroom home sits on the property. The higher "main area" reading is not represented by the study as is. 3

We are hoping the revisited information will give CalTrans the needed numbers to justify a Sound Wall closer to the originally proposed plan which protects our property and street. If the project moves forward as proposed, our property alone will suffer an estimated $300k-$400k drop in value. This is directly attributable to the visual blight of a Sound Wall on adjacent N. Jameson coupled with the increase in noise negatively impacting area properties two fold. The plan as proposed has a large negative effect on the overall good of the community by lowering the property values in the area.

It is common knowledge that the number one convention, wisdom and success of Montecito includes the adamant protection of property values. We have been in our home over 25 years and our neighbor in a similarly impacted home across the street over 50 years. We all have faith that with the correct numbers and considerations it's a no brainer to return to a Sound Wall design that protects Loureyro Rd area homes.

As a side note: It was brought up in several review meetings that Fernald's beach access at Sheffield might now be a reasonable feat considering it would no longer require the cost of a bridge over South bound lanes. 4

Thank you,

Ryan Comperatore

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☒ newspaper ☒ newsletter ☒ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Cleary, Lorene and Comperatore, Ryan

Comment 1 Benefitted Receptors and Soundwall

As a result of comments received on the draft environmental document, Caltrans staff reevaluated Soundwall S464 for high-density residential areas to identify short sections of soundwalls that might be financially reasonable. It was also determined that two additional benefitted units had not been accounted for in the original calculations for Receptor R70. As a result, extending Soundwall S464 to the south to protect the densely populated area near the Sheffield Interchange is expected to be recommended for construction. Please refer to Volume I, Section 2.2.7, for more information on Soundwall S464.

Cleary, Lorene and Comperatore, Ryan

Comment 2 Noise

Jake Brakes are a safety feature on trucks that Caltrans does not regulate and to do so would cause safety and liability issues.

Cleary, Lorene and Comperatore, Ryan

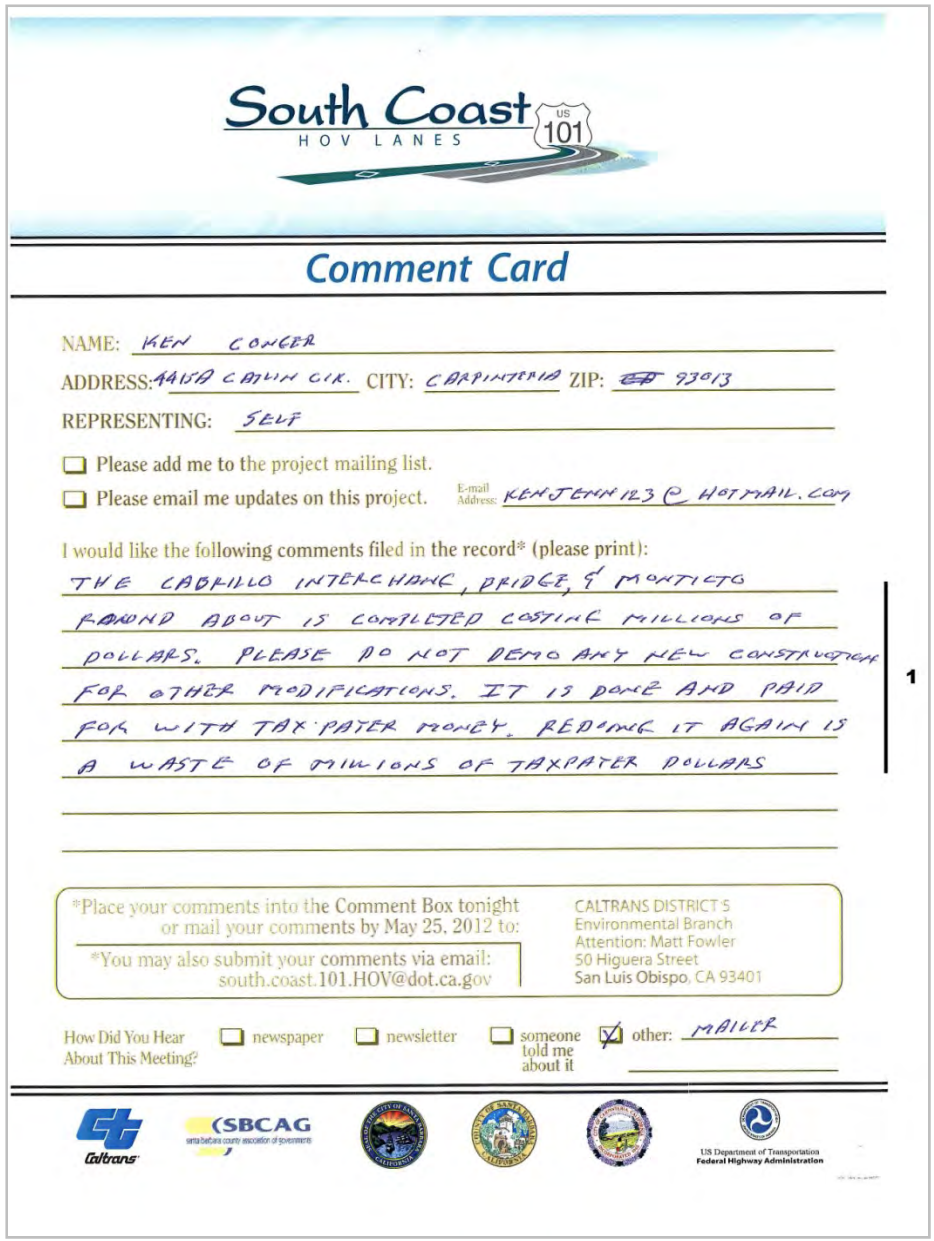
Comment 3 Noise Readings

See response to comment 1.

Cleary, Lorene and Comperatore, Ryan

Comment 4 Beach Access

Developing new public access to Fernald Point Beach is outside of the scope of this project and would need to be addressed as a separate project.



South Coast HOV LANES US 101

Comment Card

NAME: KEN CONGER

ADDRESS: 4415A CALLE CIR. CITY: CARPINTERIA ZIP: ~~93~~ 93013

REPRESENTING: SELF

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: KENJEHN123@HOTMAIL.COM

I would like the following comments filed in the record* (please print):

THE CABRILLO INTERCHANGE, BRIDGE, & MONTECITO ROUND ABOUT IS COMPLETED COSTING MILLIONS OF DOLLARS. PLEASE DO NOT DEMO ANY NEW CONSTRUCTION FOR OTHER MODIFICATIONS. IT IS DONE AND PAID FOR WITH TAX PAYER MONEY. REDOING IT AGAIN IS A WASTE OF MILLIONS OF TAXPAYER DOLLARS 1

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

*You may also submit your comments via email: south.coast.101.HOV@dot.ca.gov

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☒ other: MAILER

Caltrans SBCAG US Department of Transportation Federal Highway Administration

Conger, Ken

Cabrillo Interchange

The Cabrillo Boulevard/Hot Springs Road Interchange cannot support a future six-lane facility and must be rebuilt. (Note: None of the five proposed interchange configurations proposes reconstruction of the roundabout at Cabrillo Boulevard/Hot Springs Road.) The recently completed interchange modification extended a third lane southbound by reconstructing the southbound bridge railings. This was to allow for temporary congestion relief in the southbound direction at a relatively low cost as an "operational improvement." It was recognized at that time that rebuilding the interchange would later be required in order to provide for the six lanes.

For the South Coast 101 HOV Lanes project, three interchange layouts were proposed (J, M and M Modified) to retain as much of the existing three southbound lanes as possible, but they all involve costly impacts ($50 million) to the Union Pacific Railroad. Total construction costs for these interchanges are estimated at about $80 million, $90 million, and $90 million, respectively. Interchange Configurations F and F Modified were designed to avoid the railroad impacts, but they affect the existing southbound lane improvements instead. These two interchanges are estimated to have construction costs of about $40 million and $45 million, respectively. The costs referenced above are based on mainline and interchange related improvements associated with this project north of the Olive Mill Road overcrossing.

May 22, 2012

Caltrans District 5
Attn: Matt Fowler
Environmental Branch
50 Higuera Street
San Luis Obispo, CA 93401
south.coast.101.HOV@dot.ca.gov

Re: South Coast HOV Lanes, 101 Highway

Dear Mr. Fowler:

I am writing on behalf of myself, my family and my neighbors as a resident of the Montecito Oaks residential neighborhood. I live at 135 Santa Isabel Lane, and have sent emails in the past supporting a sound wall to mitigate the noise impact of the proposed Highway 101 improvement project.

The specific issue I'd like to address now is to support the extension of the proposed sound wall S520 to cover the area where Santa Isabel Lane intersects with North Jameson Lane. As has been pointed out by others in the neighborhood – particularly Doug Large – sound travels easily and freely up this corridor into the neighborhood. At our house we are particularly aware of the impact since due to the slight curve in Santa Isabel Lane, our property is one of the most exposed. 1

We already experience a lot of freeway noise, and the prospect of increasing it is troubling. I'd like to join others in respectfully requesting that you consider extending the proposed wall 300 feet to fully mitigate the increased impact to the neighborhood.

If we can be of any assistance in helping your team conduct testing to confirm the noise levels, we'd be happy to help.

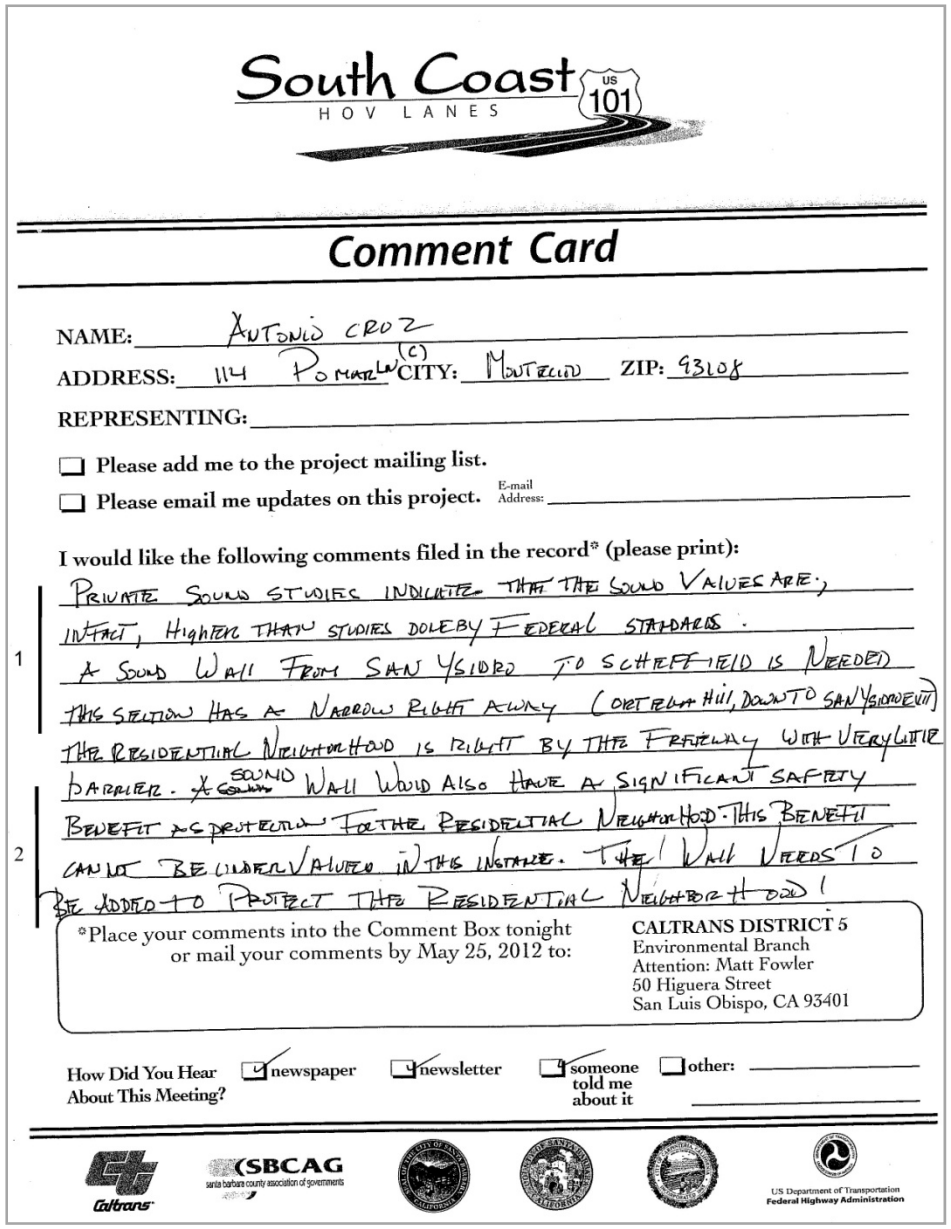
Sincerely,

Michael Crandell
135 Santa Isabel Lane
Montecito, CA 93108
805-448-1897

Crandell, Michael

Noise

As a result of comments received on the draft environmental document, Caltrans staff reevaluated Soundwall S520 for high-density development areas to identify short sections of soundwalls that might be financially reasonable. Extending Soundwall S520 to the north to protect the densely populated area between Santa Isabel and Olive Mill is expected to be recommended for construction. For more information related to Soundwall S520, refer to Volume I, Section 2.2.7.



South Coast HOV LANES US 101

Comment Card

NAME: ANTONIO CRUZ

ADDRESS: 114 POMARLE (C) CITY: MONTECITO ZIP: 93108

REPRESENTING:

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address:

I would like the following comments filed in the record* (please print):

1 PRIVATE SOUND STUDIES INDICATES THAT THE SOUND VALUES ARE; IN FACT, HIGHER THAN STUDIES DONE BY FEDERAL STANDARDS. A SOUND WALL FROM SAN YSIDRO TO SCHEFFIELD IS NEEDED THIS SECTION HAS A NARROW RIGHT AWAY (CORTELLA HILL, DOWN TO SAN YSIDRO EXIT) THE RESIDENTIAL NEIGHBORHOOD IS RIGHT BY THE FREEWAY WITH VERY LITTLE

2 BARRIER. A SOUND WALL WOULD ALSO HAVE A SIGNIFICANT SAFETY BENEFIT AS PROTECTION FOR THE RESIDENTIAL NEIGHBORHOOD. THIS BENEFIT CAN NOT BE UNDERVALUED IN THIS INSTANCE. THE WALL NEEDS TO BE ADDED TO PROTECT THE RESIDENTIAL NEIGHBORHOOD!

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☑ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Cruz, Antonio

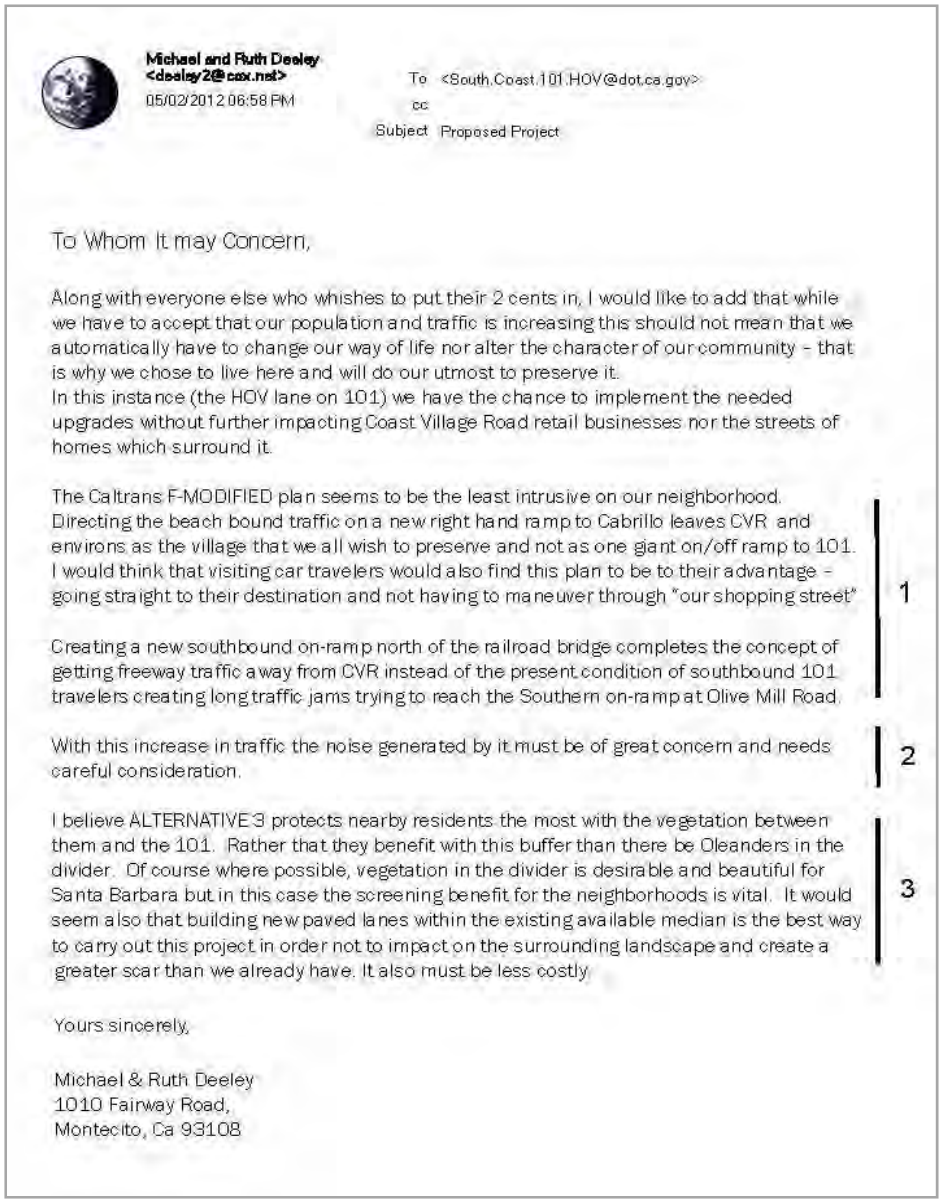
Comment 1 Noise

As a result of comments received on the draft environmental document, Caltrans staff has reevaluated Soundwall S464 for high-density development areas to identify short sections that might be financially reasonable. It was also determined that two additional benefitted units had not been accounted for in the original calculations for Receptor R70. As a result, it is recommended that Soundwall 464 be extended to the south to protect the densely populated area near the Sheffield Interchange.

Cruz, Antonio

Comment 2 Safety

Although soundwalls might block errant vehicles, they are not designed nor approved for that use.



Michael and Ruth Deeley <deeley2@cox.net>
05/02/2012 06:58 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
Subject Proposed Project

To Whom It may Concern,

Along with everyone else who whishes to put their 2 cents in, I would like to add that while we have to accept that our population and traffic is increasing this should not mean that we automatically have to change our way of life nor alter the character of our community - that is why we chose to live here and will do our utmost to preserve it.
In this instance (the HOV lane on 101) we have the chance to implement the needed upgrades without further impacting Coast Village Road retail businesses nor the streets of homes which surround it.

The Caltrans F-MODIFIED plan seems to be the least intrusive on our neighborhood. Directing the beach bound traffic on a new right hand ramp to Cabrillo leaves CVR and environs as the village that we all wish to preserve and not as one giant on/off ramp to 101. I would think that visiting car travelers would also find this plan to be to their advantage - going straight to their destination and not having to maneuver through "our shopping street" 1

Creating a new southbound on-ramp north of the railroad bridge completes the concept of getting freeway traffic away from CVR instead of the present condition of southbound 101 travelers creating long traffic jams trying to reach the Southern on-ramp at Olive Mill Road.

With this increase in traffic the noise generated by it must be of great concern and needs careful consideration. 2

I believe ALTERNATIVE 3 protects nearby residents the most with the vegetation between them and the 101. Rather that they benefit with this buffer than there be Oleanders in the divider. Of course where possible, vegetation in the divider is desirable and beautiful for Santa Barbara but in this case the screening benefit for the neighborhoods is vital. It would seem also that building new paved lanes within the existing available median is the best way to carry out this project in order not to impact on the surrounding landscape and create a greater scar than we already have. It also must be less costly. 3

Yours sincerely,

Michael & Ruth Deeley
1010 Fairway Road,
Montecito, Ca 93108

Deeley, Michael and Ruth

Comment 1 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Deeley, Michael and Ruth

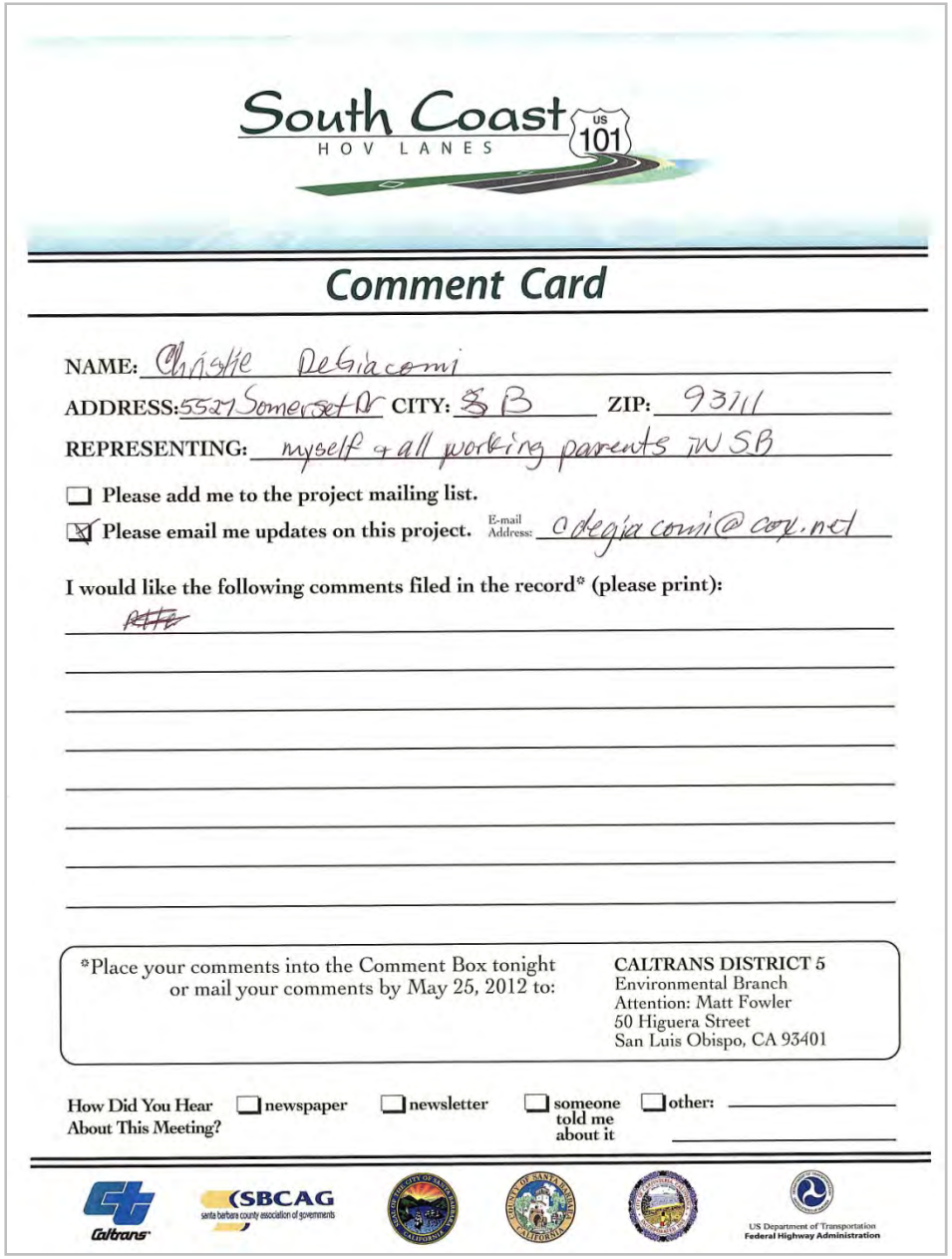
Comment 2 Safety

The project proposes to include a noise-attenuating pavement surface that would reduce noise levels. Caltrans recognizes the importance of noise reduction to local residents. The noise-attenuating pavement surface to the freeway pavement will be applied when construction activities occur as part of this project.

Deeley, Michael and Ruth

Comment 3 Alternative Preference

Caltrans notes your preference for maximizing planting on the outside shoulders. The Project Development Team identified Alternative 1 as the preferred alternative based on the alternative's ability to balance wetland/riparian resources along with scenic resources. Alternative 1 also meets the goals expressed by local agencies and community groups for maintaining a certain amount of median planting.



South Coast HOV LANES US 101

Comment Card

NAME: Christie DeGiacomi

ADDRESS: 5527 Somerset Dr CITY: S B ZIP: 93111

REPRESENTING: myself + all working parents in SB

☐ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: cdegiacomi@cox.net

I would like the following comments filed in the record* (please print):

~~RTE~~

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

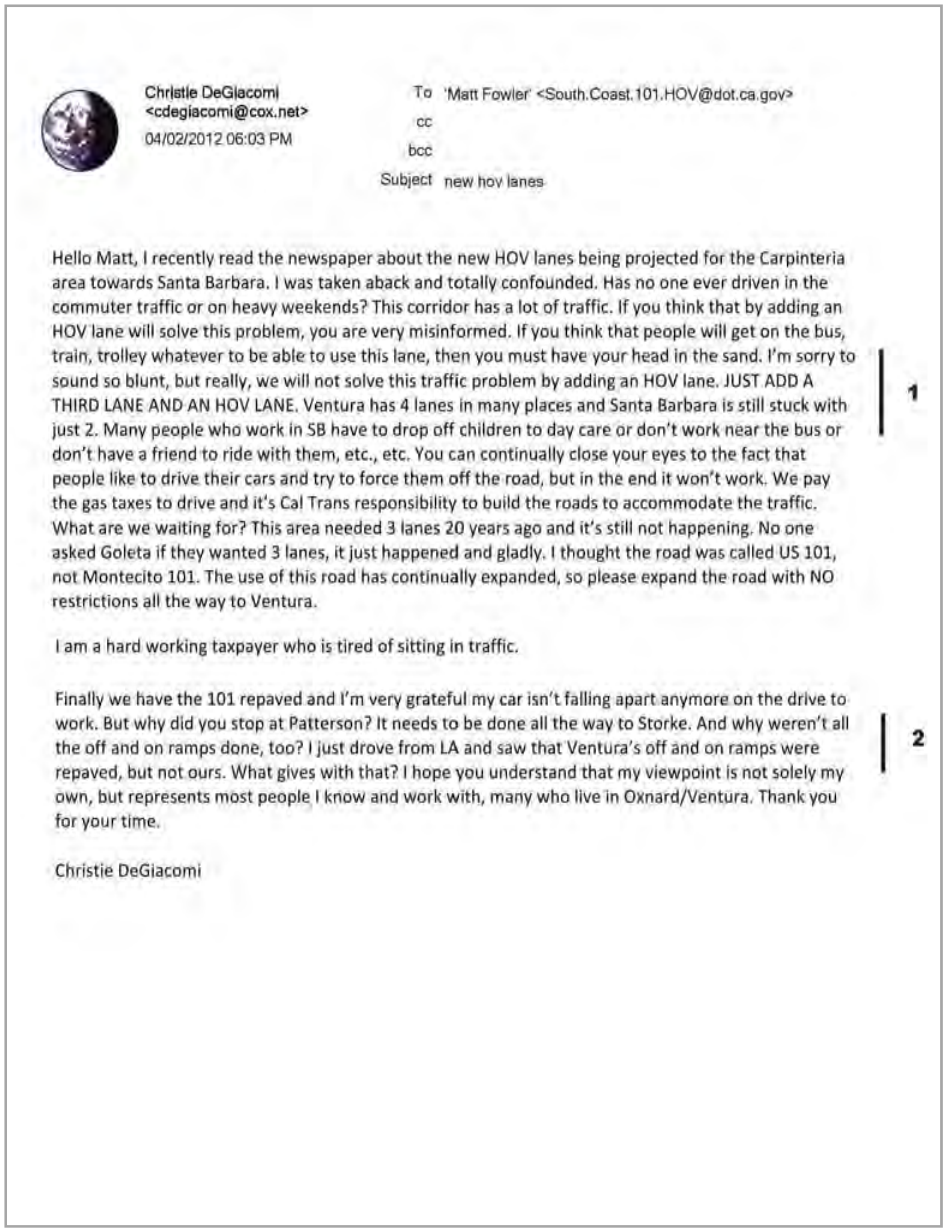
How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

DeGiacomi, Christie

Email Updates

You will receive an email when any updates occur on the project.



Christie DeGiacomi
<cdegiacomi@cox.net>
04/02/2012 06:03 PM

To 'Matt Fowler' <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject new hov lanes

Hello Matt, I recently read the newspaper about the new HOV lanes being projected for the Carpinteria area towards Santa Barbara. I was taken aback and totally confounded. Has no one ever driven in the commuter traffic or on heavy weekends? This corridor has a lot of traffic. If you think that by adding an HOV lane will solve this problem, you are very misinformed. If you think that people will get on the bus, train, trolley whatever to be able to use this lane, then you must have your head in the sand. I'm sorry to sound so blunt, but really, we will not solve this traffic problem by adding an HOV lane. JUST ADD A THIRD LANE AND AN HOV LANE. Ventura has 4 lanes in many places and Santa Barbara is still stuck with just 2. Many people who work in SB have to drop off children to day care or don't work near the bus or don't have a friend to ride with them, etc., etc. You can continually close your eyes to the fact that people like to drive their cars and try to force them off the road, but in the end it won't work. We pay the gas taxes to drive and it's Cal Trans responsibility to build the roads to accommodate the traffic. What are we waiting for? This area needed 3 lanes 20 years ago and it's still not happening. No one asked Goleta if they wanted 3 lanes, it just happened and gladly. I thought the road was called US 101, not Montecito 101. The use of this road has continually expanded, so please expand the road with NO restrictions all the way to Ventura. 1

I am a hard working taxpayer who is tired of sitting in traffic.

Finally we have the 101 repaved and I'm very grateful my car isn't falling apart anymore on the drive to work. But why did you stop at Patterson? It needs to be done all the way to Storke. And why weren't all the off and on ramps done, too? I just drove from LA and saw that Ventura's off and on ramps were repaved, but not ours. What gives with that? I hope you understand that my viewpoint is not solely my own, but represents most people I know and work with, many who live in Oxnard/Ventura. Thank you for your time. 2

Christie DeGiacomi

DeGiacomi, Christie

Comment 1 Traffic

The HOV lane will function as a part-time (continuous access) lane; therefore it will only be an HOV lane during peak commute hours and will operate as a mixed-flow lane during off-peak hours. It will connect to the HOV lane currently being constructed from Ventura to Carpinteria.

All vanpools, buses, motorcycles, and certain qualifying clean alternative fuel vehicles are allowed to use the HOV lanes. This project is constructing part-time HOV lanes, which are unlike the carpool or HOV lanes found in Los Angeles that operate for 24 hours a day, seven days a week. The part-time HOV lanes are limited only during the specified peak commute hours and would be appropriately signed. The lanes would be mixed- flow lanes for the remainder of the day.

DeGiacomi, Christie

Comment 2 Traffic

Typically, maintenance of freeway ramps occurs as part of a rehabilitation project. A rehabilitation project is proposed within the same project limits that are covered by the South Coast 101 HOV Lane project. However, it will be several years before either project is built.

Date: 4/24/2012

To: Caltrans and SBCAG

Upon hearing that Caltrans and SBCAG were finally going to add another lane to the clogged US 101 freeway between Santa Barbara and Carpinteria, I was thrilled. Then I went on to read that it wouldn't continue on to Ventura and that it would be an HOV lane. I was floored and dumbstruck to say the least. I am voicing my opinion to say that I feel that an HOV lane is misguided and unwarranted. We need an unrestricted 3rd lane.

I am a firm believer in facing reality. And the reality is that this road is overcrowded at all times throughout the day and especially on weekends and work days. I work with many people who live in the Carpinteria/Ventura area and work here in Santa Barbara. Most are young people with families who can't afford a home in Santa Barbara. As a working parent I know what it's like to have to drop off a child at day-care, then get to work on time, then run errands and get dinner at the grocery store, pick up your child and get home at a decent time. Most families I know run their day this way. 1

This type of schedule leaves no room unfortunately for carpooling or vanpooling or bus rides or driving in an HOV lane home. An HOV lane works well for single young people, or older no children adults who have no obligations or no need to go places before or after work.

US 101 in this area needed a 3rd lane 20 years ago and you allowed residents to decide not to widen this road. Goleta added a third lane and no one asked the neighbors. I also noticed that this road is called US 101, not Montecito 101 or Carpinteria 101. This is not the "if you build it, they will come". They are already already here! This lane needs to be added now to the benefit of all travelers and for the safety of this area. This road is the only inlet/outlet for this area in a disaster and an HOV will not help.

I have driven on many HOV lanes in the Southern California area and I can say that most are not filled with commuters, but vacationers or families. It is Caltrans job to build and maintain roads for the benefit of the public in California and to move the traffic smoothly. Please reconsider the use of the additional lane. Make it with unrestricted use. It makes much more sense. If people want to carpool, let them, but no special lanes until you have 4-5 lanes already. In Southern California, when an HOV lane was built, it was after there already were 5 lanes on the road. That is understandable. Also they don't really help anyway. They are just as crowded. In Arizona, they have a part time HOV lane with a white line, but it doesn't have many drivers in it during high frequency times. 2

I am disappointed in Caltrans and SBCAG's decision to build an HOV lane and hope that you consider that my opinion represents many of my co-workers and other people I know. I don't understand why you are so against cars? Progress and growth will happen whether we want it to or not. Thank you for your time.

Christie DeGiacomi

DeGiacomi, Christie (Comment Letter 2)

Comment 1 Traffic

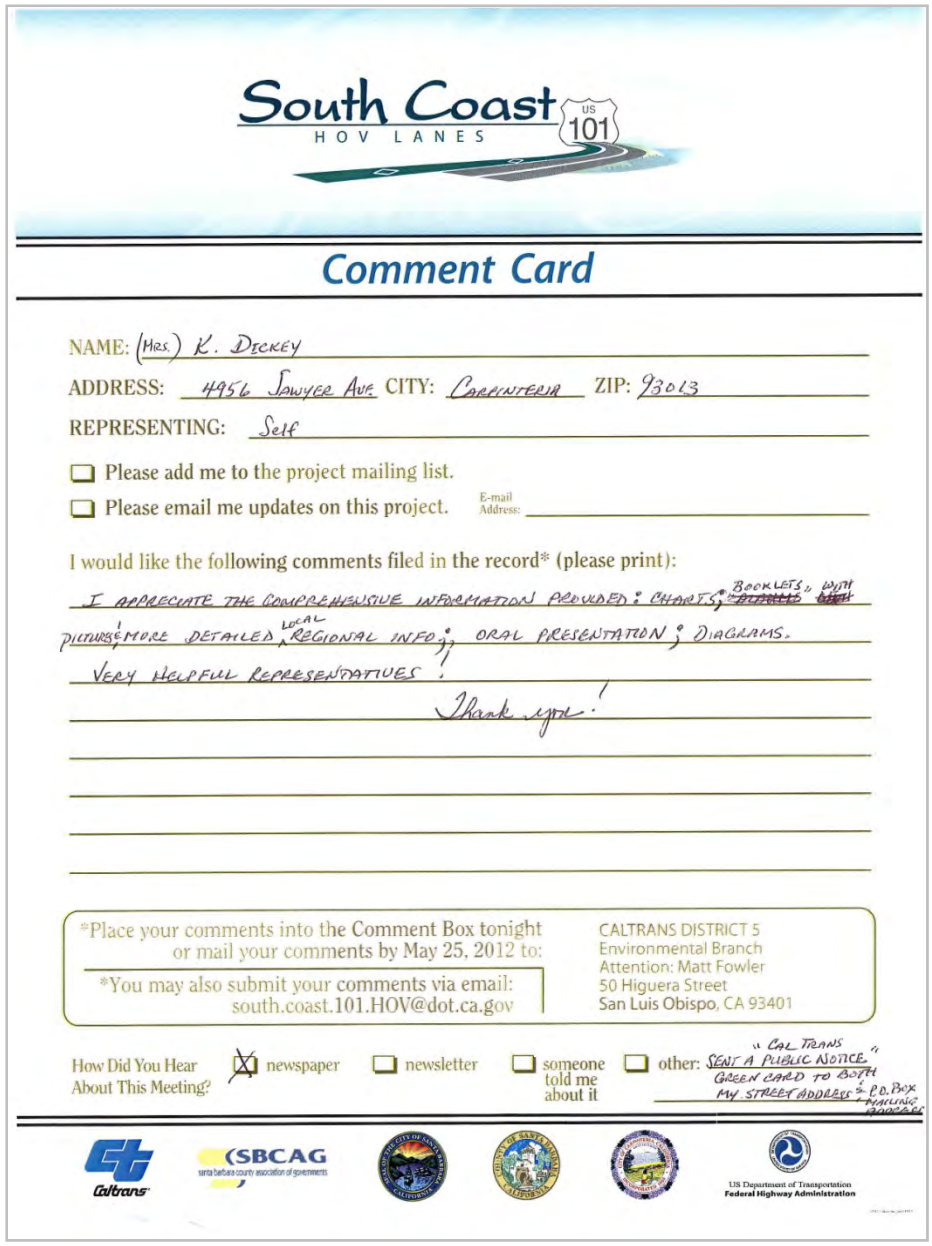
The HOV lane will function as a part-time (continuous access) lane. Therefore, it will only serve as an HOV lane during specified peak commute hours and will be a mixed-flow lane during off-peak hours. The proposed HOV lane will connect to the HOV lane currently being constructed from Ventura to Carpinteria.

All vanpools, buses, motorcycles, and certain qualifying clean alternative fuel vehicles are allowed to use the HOV lanes. This project is constructing part-time HOV lanes, which are unlike the carpool or HOV lanes found in Los Angeles that operate for 24 hours a day, seven days a week. The part-time HOV lanes are limited only during the specified peak commute hours and would be appropriately signed. The lanes would be mixed- flow lanes for the remainder of the day.

DeGiacomi, Christie (Comment Letter 2)

Comment 2 Traffic

The alternatives noted in Volume I, Section 1.3.3, are outcomes of the *101 In Motion* report that studied long-term solutions to the growing congestion throughout the U.S. 101 corridor in Southern Santa Barbara County. As a result of the *101 In Motion* process (see Volume 1, Section 1.3.3, of the environmental document), a part-time HOV lane was one of the solutions in a package designed to relieve congestion. The three other main components in the package were: providing commuter rail, increasing bus services, and installing meter devices at selected ramps. The *101 In Motion* report concluded that any Transportation Demand Management solutions that did not include "adding a lane" on U.S. 101, were found to be inadequate in terms of reducing long-term congestion in this corridor.



South Coast HOV LANES US 101

Comment Card

NAME: (Mrs.) K. Dickey

ADDRESS: 4956 Sawyer Ave. CITY: Carpinteria ZIP: 93013

REPRESENTING: Self

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

I appreciate the comprehensive information provided: charts, booklets, ~~with pictures~~, more detailed local/regional info; oral presentation; diagrams.

Very helpful representatives!

Thank you!

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

*You may also submit your comments via email: south.coast.101.HOV@dot.ca.gov

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

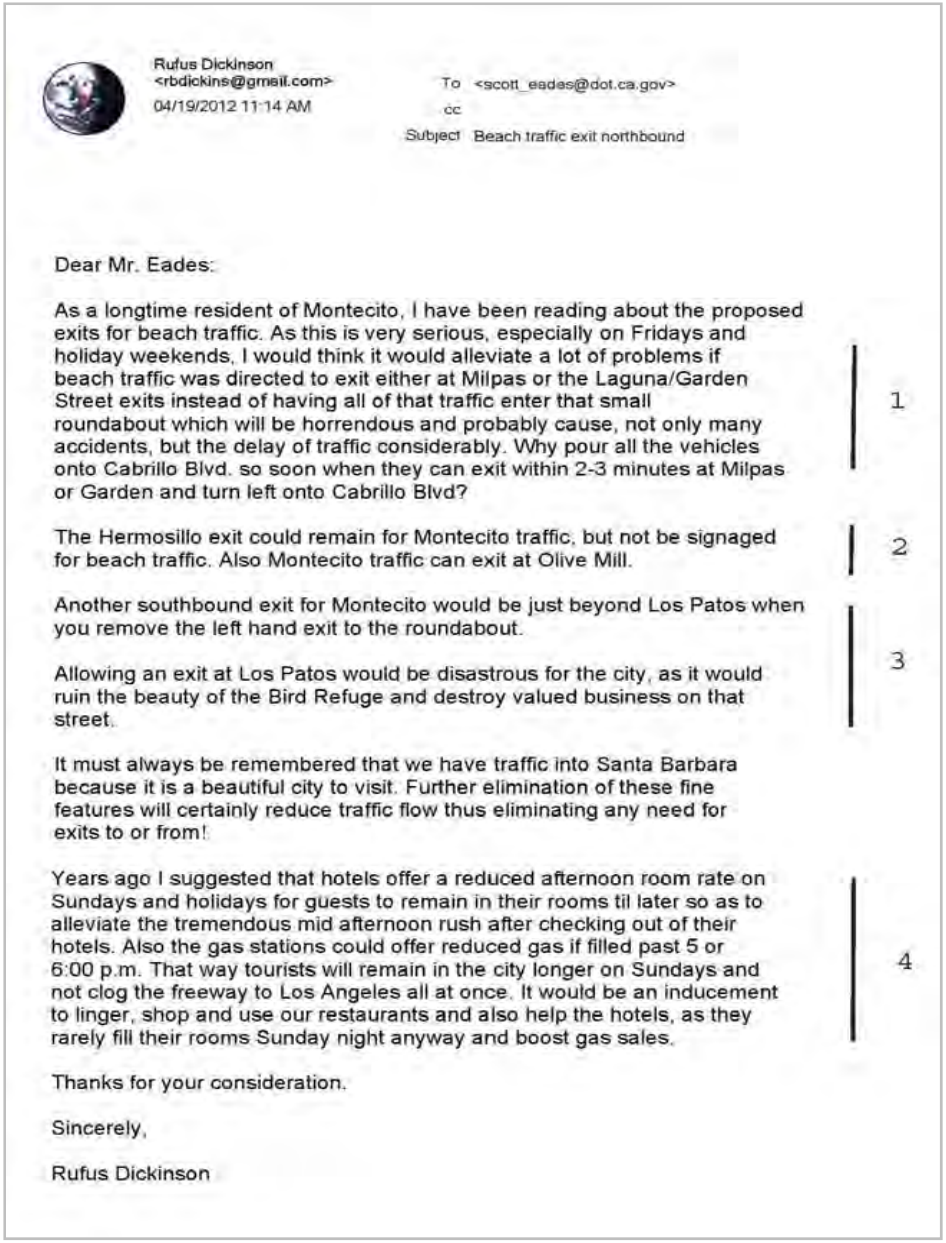
How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☐ someone told me about it ☐ other: "Cal Trans sent a public notice." Green card to both my street address & P.O. Box mailing address

Caltrans (SBCAG santa barbara county association of governments) US Department of Transportation Federal Highway Administration

Dickey, Mrs. K.

Compliment

Caltrans staff appreciates your taking the time to review the materials. Caltrans staff strives to provide the public with quality information on its projects.



Rufus Dickinson
<rbdickins@gmail.com>
04/19/2012 11:14 AM

To <scott_eades@dot.ca.gov>
cc
Subject Beach traffic exit northbound

Dear Mr. Eades:

As a longtime resident of Montecito, I have been reading about the proposed exits for beach traffic. As this is very serious, especially on Fridays and holiday weekends, I would think it would alleviate a lot of problems if beach traffic was directed to exit either at Milpas or the Laguna/Garden Street exits instead of having all of that traffic enter that small roundabout which will be horrendous and probably cause, not only many accidents, but the delay of traffic considerably. Why pour all the vehicles onto Cabrillo Blvd. so soon when they can exit within 2-3 minutes at Milpas or Garden and turn left onto Cabrillo Blvd? 1

The Hermosillo exit could remain for Montecito traffic, but not be signaged for beach traffic. Also Montecito traffic can exit at Olive Mill. 2

Another southbound exit for Montecito would be just beyond Los Patos when you remove the left hand exit to the roundabout.

Allowing an exit at Los Patos would be disastrous for the city, as it would ruin the beauty of the Bird Refuge and destroy valued business on that street. 3

It must always be remembered that we have traffic into Santa Barbara because it is a beautiful city to visit. Further elimination of these fine features will certainly reduce traffic flow thus eliminating any need for exits to or from!

Years ago I suggested that hotels offer a reduced afternoon room rate on Sundays and holidays for guests to remain in their rooms til later so as to alleviate the tremendous mid afternoon rush after checking out of their hotels. Also the gas stations could offer reduced gas if filled past 5 or 6:00 p.m. That way tourists will remain in the city longer on Sundays and not clog the freeway to Los Angeles all at once. It would be an inducement to linger, shop and use our restaurants and also help the hotels, as they rarely fill their rooms Sunday night anyway and boost gas sales. 4

Thanks for your consideration.

Sincerely,

Rufus Dickinson

Dickinson, Rufus

Comment 1 Traffic

Cabrillo Boulevard is signed for the zoo traffic, and the Garden/Laguna exit is signed for beach traffic. With the proposed F Modified configuration, there is no new or additional re-distribution of traffic onto Cabrillo Boulevard.

Dickinson, Rufus

Comment 2 Traffic

The Project Development Team has selected the F Modified configuration for the Hot Springs/Cabrillo Interchange. Under the F Modified configuration, Montecito traffic will continue to exit at the Olive Mill and Hermosillo Road off-ramps. Zoo traffic will be directed to the new right-side northbound off-ramp at Cabrillo Boulevard.

Dickinson, Rufus

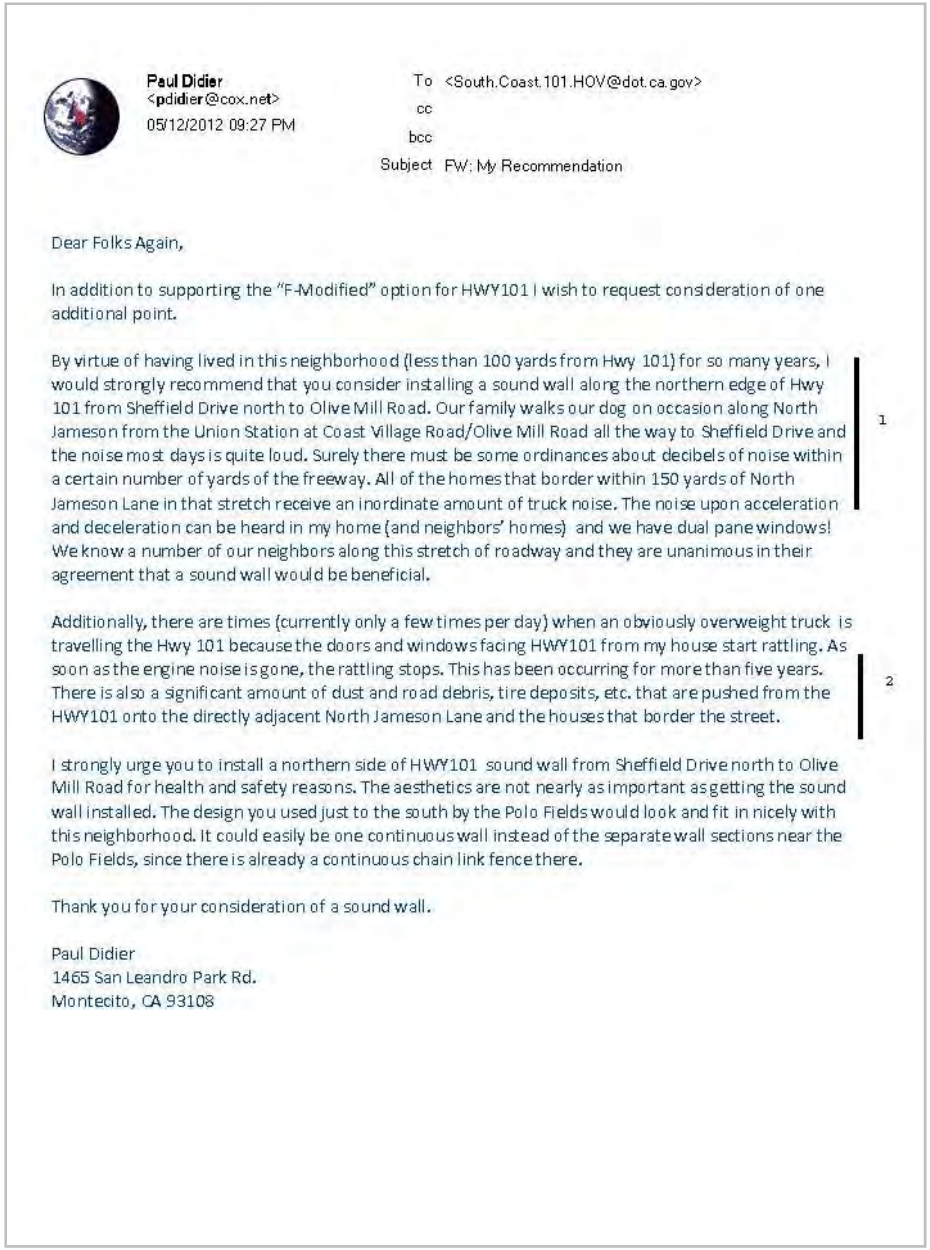
Comment 3 Traffic

Under the F Modified configuration, a new southbound off-ramp will connect directly to Cabrillo Boulevard. The current off-ramp at Los Patos will be removed.

Dickinson, Rufus

Comment 4 Traffic

Your suggestion is a potential demand management strategy that the City of Santa Barbara could explore with local businesses. This suggestion could be brought up to the City Council and local chamber to help relieve congestion and improve local circulation within the city limits.



Paul Didier
<pdidier@cox.net>
05/12/2012 09:27 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject FW: My Recommendation

Dear Folks Again,

In addition to supporting the "F-Modified" option for HWY101 I wish to request consideration of one additional point.

By virtue of having lived in this neighborhood (less than 100 yards from Hwy 101) for so many years, I would strongly recommend that you consider installing a sound wall along the northern edge of Hwy 101 from Sheffield Drive north to Olive Mill Road. Our family walks our dog on occasion along North Jameson from the Union Station at Coast Village Road/Olive Mill Road all the way to Sheffield Drive and the noise most days is quite loud. Surely there must be some ordinances about decibels of noise within a certain number of yards of the freeway. All of the homes that border within 150 yards of North Jameson Lane in that stretch receive an inordinate amount of truck noise. The noise upon acceleration and deceleration can be heard in my home (and neighbors' homes) and we have dual pane windows! We know a number of our neighbors along this stretch of roadway and they are unanimous in their agreement that a sound wall would be beneficial. 1

Additionally, there are times (currently only a few times per day) when an obviously overweight truck is travelling the Hwy 101 because the doors and windows facing HWY101 from my house start rattling. As soon as the engine noise is gone, the rattling stops. This has been occurring for more than five years. There is also a significant amount of dust and road debris, tire deposits, etc. that are pushed from the HWY101 onto the directly adjacent North Jameson Lane and the houses that border the street. 2

I strongly urge you to install a northern side of HWY101 sound wall from Sheffield Drive north to Olive Mill Road for health and safety reasons. The aesthetics are not nearly as important as getting the sound wall installed. The design you used just to the south by the Polo Fields would look and fit in nicely with this neighborhood. It could easily be one continuous wall instead of the separate wall sections near the Polo Fields, since there is already a continuous chain link fence there.

Thank you for your consideration of a sound wall.

Paul Didier
1465 San Leandro Park Rd.
Montecito, CA 93108

Didier, Paul

Comment 1 Configuration Selection and Noise

As a result of public comments received on the draft environmental document, the Project Development Team recommends the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange.

Based on the large number of noise-related comments, Caltrans staff reevaluated soundwalls for high-density residential areas to identify short sections of soundwalls that might be financially reasonable. As a result, several soundwall extensions are recommended for construction. For the segment in question, northbound soundwalls (S464 and S498) will be recommended for construction from Sheffield Drive to Olive Mill Road except for those sections crossing a Federal Emergency Management Agency-identified floodway or street openings.

In addition, the segment located in the vicinity of the two low-density developments (200 feet east of the floodway and 500 feet west of San Ysidro Road) was determined not to be financially reasonable and is not recommended for construction. Refer to Volume I, Section 2.2.7, of the final environmental document for more information on Soundwalls S464 and S498.

Didier, Paul

Comment 2 Air Quality

According to the Air Quality Report prepared September 2011 and the addendum to the Air Quality Report prepared 2013, the project would not result in significant air quality impacts. Furthermore, since the project will relieve traffic congestion within the corridor, the additional HOV lane coupled with fleet turnover over time that meet the Environmental Protection Agency's vehicle and fuel regulations, the regional air pollution time would see a substantial decrease in mobile source air toxics.

Refer to Volume I,Section 2.2.6, in the final environmental document for discussion of air quality minimization measures and Caltrans Standard Specifications that would decrease operational air emissions during construction.

p o r c h <info@porchsb.com>

07/07/2012 01:37 PM

To "scott_eades@dot.ca.gov" <scott_eades@dot.ca.gov>

cc

Subject Caltrans 101 Widening Project

Dear Mr. Eades,

I am writing to you concerning the planned Cal Trans 101 Highway widening project adjacent to Santa Claus Lane in Carpinteria, Ca.

I am co-owner of Porch at 3823 Santa Claus Lane. Specifically, what I am requesting as a business owner, is that as Cal Trans develops the widening project on 101, they expand the highway towards the median adjacent to Santa Claus Lane so that there is no need to build a retaining wall along Santa Claus Lane right in front of our businesses. If this retaining wall is built it would eliminate any chance for the much needed parking along the north side of the Lane across from our businesses. 1

As this seems to be a time of planning and change, I would also like to voice my strong support for a bike lane similar to the Ortega Hill bike lane that would connect the eastern end of Santa Claus Lane to the western end of Carpinteria Avenue. I know that this proposal has been suggested in the past and I'd like to encourage its implementation in this time of flux. The connection of Santa Claus Lane to Carpinteria has been on the wish list for the community for many years. 2

Thank you for your consideration,

Sincerely,
Diana Dolan

p o r c h
3823 Santa Claus Lane
Carpinteria, CA 93013
t 805.684.0300
f 805.684.0355

Dolan, Diana, Business Owner of Porch

Comment 1 Configuration Selection and Retaining Wall

After considering public input received during review of the draft environmental document, the Project Development Team has recommended selecting Alternative 1 as the preferred alternative with the change that the area paralleling Santa Claus Lane be widened to the inside instead of to the outside. This eliminates the need to build a retaining wall near the southbound on-ramp from Santa Claus Lane.

Dolan, Diana, Business Owner of Porch

Comment 2 Pedestrian and Bike Path

The following text was added to Volume I, Section 2.1.1.3, of the final environmental document to expand on the topic of regional enhancements that would enhance public access to coastal resources: "As a result of ongoing discussions that culminated after release of the draft environmental document, the Santa Barbara County Association of Governments has taken the lead on two separate projects that are identified as priority improvements in the Local Coastal Plan Amendment package for the City of Carpinteria. The amendment is moving forward for both the South Coast 101 HOV Lanes project and the Linden and Casitas Interchanges Improvement Project. The first of these projects is the Coastal Route Bike Path that will extend from Santa Claus Lane to Carpinteria Avenue. This Class I path will close the coastal trail gap. The second project is the Rincon Coastal Trail that will extend from Carpinteria Avenue to Rincon County Park. The proposed improvement will close the coastal trail gap between Carpinteria Avenue and the new Class I trail along U.S. 101 at Rincon."

EDWARD W. ENGS III
1210 HILLSIDE ROAD
PASADENA, CA 91105

July 7, 2012

Mr. Matt Fowler, Senior Environmental Planner
California Department of Transportation
50 Higuera St.
San Luis Obispo, CA 93401

Subject: Highway 101 HOV Lanes Project ID# 0500000225

Dear Mr. Fowler:

My wife and I have owned the home at 3581 Padaro Lane, Carpinteria, CA since purchasing it in 1981. Our property will be adversely affected by the plan as it is now drafted as it is my understanding that there will be no sound wall for the road section adjacent to my house. **1**

The EIR/EA references "abatement evaluation" as a formula to arrive at a determination of whether or not the cost of installation of a sound wall can be supported. The figure of $31,000 base value for abatement cannot be supported and must be revised. **2**

Beach front homes on Padaro Lane are worth millions of dollars and you must take this fact into your final conclusions in making your decision.

We support the widening of the highway but the environmental issues in the project must be revised to include the sound wall.

Sincerely,

Edward W. Engs
3581 Padaro Ln.
Carpinteria, CA 93013

Engs, Edward

Comment 1 Property Value

A Noise Abatement Decision Report was prepared for the project to estimate construction costs for feasible noise abatement measures identified in the Noise Study Report, and to determine whether noise abatement is financially reasonable per Caltrans 2006 Noise Protocol. The overall reasonableness of noise abatement treatment is determined by a number of factors. The main factors affecting reasonableness include the cost of noise abatement, absolute noise levels, existing noise levels versus design-year noise levels, achievable noise reduction, date of development along the highway, life cycle of noise abatement measures, and environmental impacts of abatement construction. Cost considerations for determining noise abatement reasonableness are evaluated by comparing reasonableness allowances and projected costs.

A portion of Soundwall S281 together with S257 (which would provide abatement for your residence) was evaluated as a two-wall system to determine if S257 could be constructed. However, Soundwall S257 as an independent wall was found not to be financially reasonable and therefore was not recommended for construction. This is mostly due to the additional costs associated with acoustically "overlapping" the two walls coupled with the less dense development at the southern end of Padaro Lane. See Volume I, Section 2.2.7, for more information on Soundwalls S281 and S257.

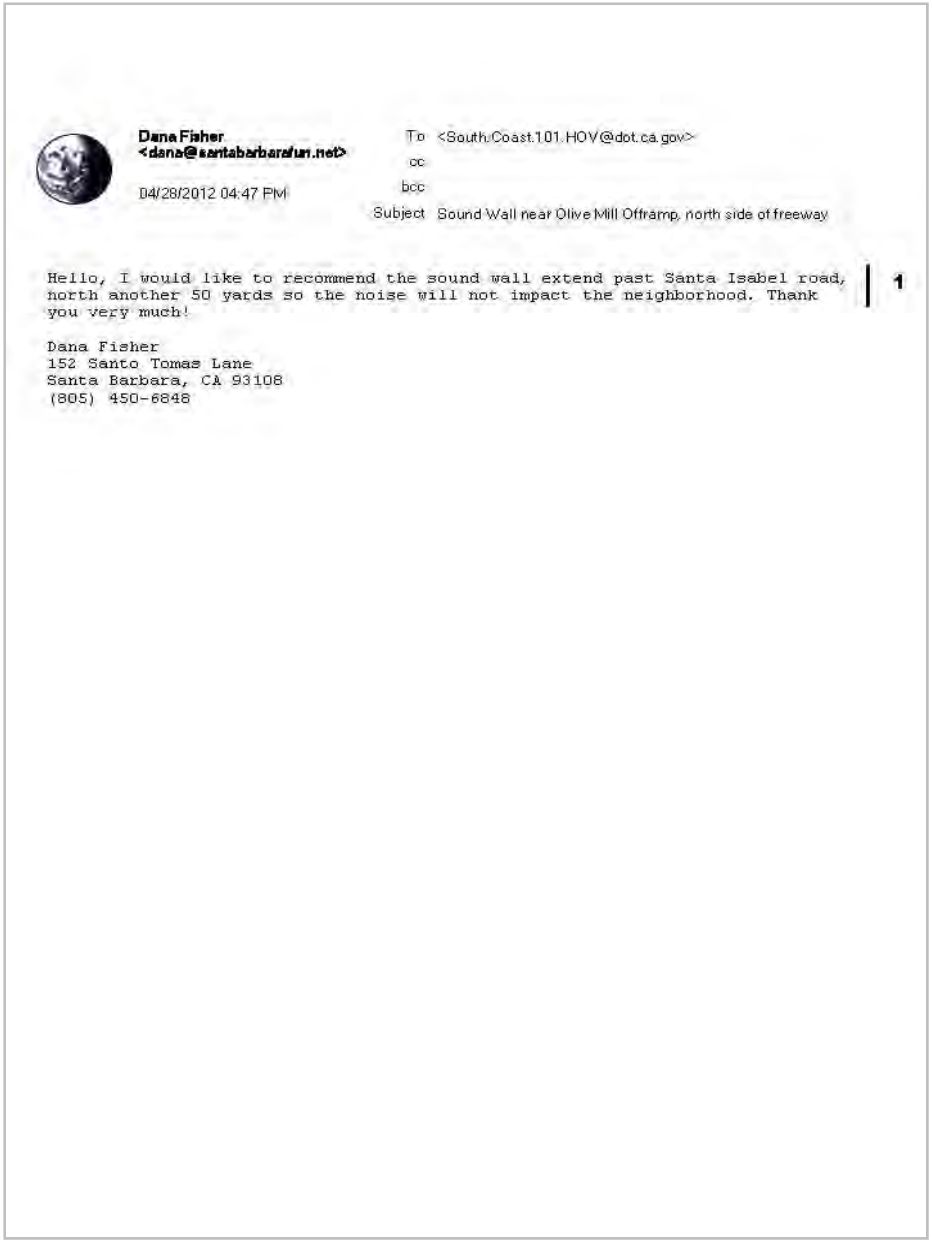
Engs, Edward

Comment 2 Property Value

The allowance per residence is $31,000 base allowance as determined by the Federal Highway Administration with additional allowance factors of $14,000 for absolute noise levels and achievable noise reduction for a total of $45,000 allowance per residence behind Soundwall S257. Unfortunately, Soundwall

S257 is significantly more expensive to construct than the cost allowance due to the need to widen the interchange structure.

Considering home values as part of the soundwall evaluation process would conflict with environmental justice policies. See Volume I, Section 2.2.7, for more information on cost evaluation and how it was used to determine soundwalls along Padaro Lane.



Dana Fisher
<dana@santabarbaraiun.net>

04/28/2012 04:47 PM

To <SouthCoast.101.HOV@dot.ca.gov>
cc
bcc
Subject Sound Wall near Olive Mill Offramp, north side of freeway

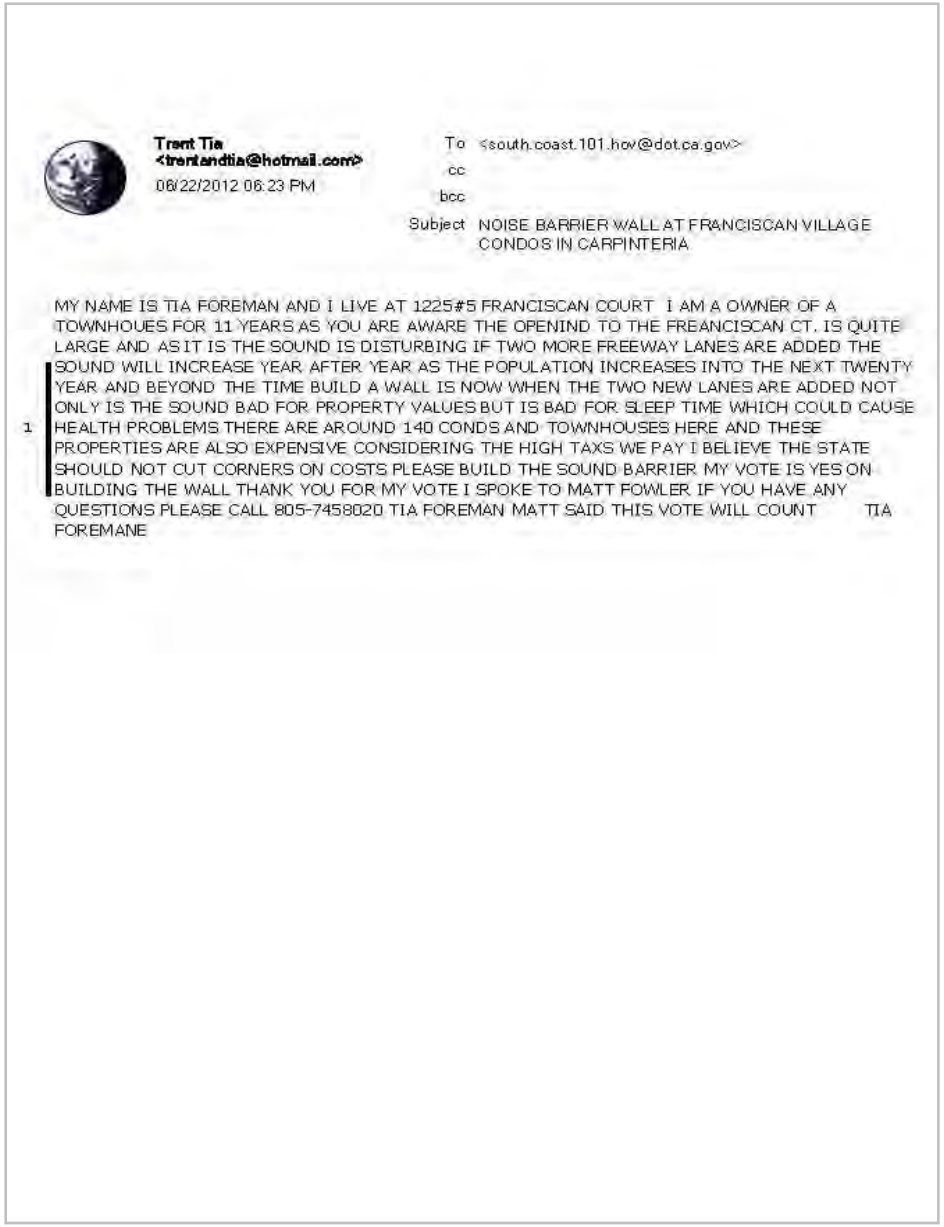
Hello, I would like to recommend the sound wall extend past Santa Isabel road, north another 50 yards so the noise will not impact the neighborhood. Thank you very much! 1

Dana Fisher
152 Santo Tomas Lane
Santa Barbara, CA 93108
(805) 450-6848

Fisher, Dana

Noise

As a result of comments received on the draft environmental document, Caltrans staff reevaluated Soundwall S520 for high-density residential areas to identify short sections of soundwalls that might be financially reasonable. As a result, Soundwall S520 is recommended to be extended northward to protect the densely populated area between Santa Isabel and Olive Mill. For more information related to Soundwall S520, refer to Volume I, Section 2.2.7.



Trent Tia
<trentandtia@hotmail.com>
06/22/2012 06:23 PM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject NOISE BARRIER WALL AT FRANCISCAN VILLAGE CONDOS IN CARPINTERIA

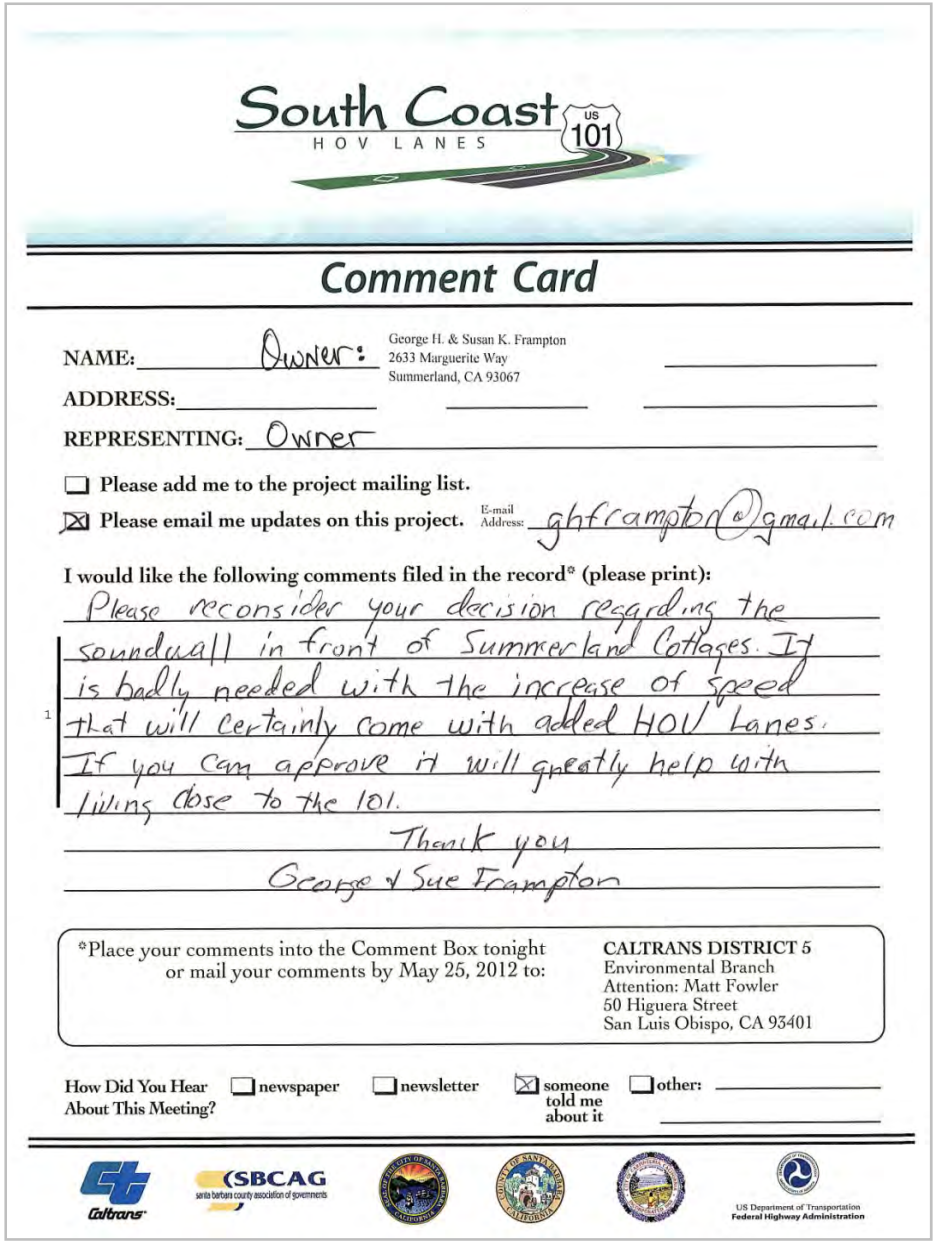
MY NAME IS TIA FOREMAN AND I LIVE AT 1225#5 FRANCISCAN COURT I AM A OWNER OF A TOWNHOUES FOR 11 YEARS AS YOU ARE AWARE THE OPENIND TO THE FREANCISCAN CT. IS QUITE LARGE AND AS IT IS THE SOUND IS DISTURBING IF TWO MORE FREEWAY LANES ARE ADDED THE SOUND WILL INCREASE YEAR AFTER YEAR AS THE POPULATION INCREASES INTO THE NEXT TWENTY YEAR AND BEYOND THE TIME BUILD A WALL IS NOW WHEN THE TWO NEW LANES ARE ADDED NOT ONLY IS THE SOUND BAD FOR PROPERTY VALUES BUT IS BAD FOR SLEEP TIME WHICH COULD CAUSE 1 HEALTH PROBLEMS THERE ARE AROUND 140 CONDS AND TOWNHOUSES HERE AND THESE PROPERTIES ARE ALSO EXPENSIVE CONSIDERING THE HIGH TAXS WE PAY I BELIEVE THE STATE SHOULD NOT CUT CORNERS ON COSTS PLEASE BUILD THE SOUND BARRIER MY VOTE IS YES ON BUILDING THE WALL THANK YOU FOR MY VOTE I SPOKE TO MATT FOWLER IF YOU HAVE ANY QUESTIONS PLEASE CALL 805-7458020 TIA FOREMAN MATT SAID THIS VOTE WILL COUNT TIA FOREMANE

Foreman, Tia

Noise

As a result of public comments on the draft environmental document, Caltrans staff reevaluated soundwalls for high-density residential areas to identify short sections that might be financially reasonable. A wall segment of Soundwall S210 to protect the densely populated area of Franciscan Village is expected to be recommended for construction. Please refer to Volume I, Section 2.2.7, for more information relating to Soundwall S210.

An explanation of the soundwall voting process was added to the final environmental document. This explanation describes the fact that all affected property owners get an opportunity to vote and defines the criteria used to establish this group. The process explains other aspects of voting, including whether business owners or renters can vote and how the votes are interpreted. A notation was added to the final environmental document acknowledging that all recommended soundwalls making the cut after the voting process would also need to be considered by the local agencies during the Coastal Development Permit process.



South Coast HOV LANES US 101

Comment Card

NAME: Owner: George H. & Susan K. Frampton, 2633 Marguerite Way, Summerland, CA 93067

ADDRESS:

REPRESENTING: Owner

☐ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: ghframpton@gmail.com

I would like the following comments filed in the record* (please print):

Please reconsider your decision regarding the soundwall in front of Summerland Cottages. It is badly needed with the increase of speed that will certainly come with added HOV Lanes. If you can approve it will greatly help with living close to the 101.

Thank you

George & Sue Frampton

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☒ someone told me about it ☐ other:

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

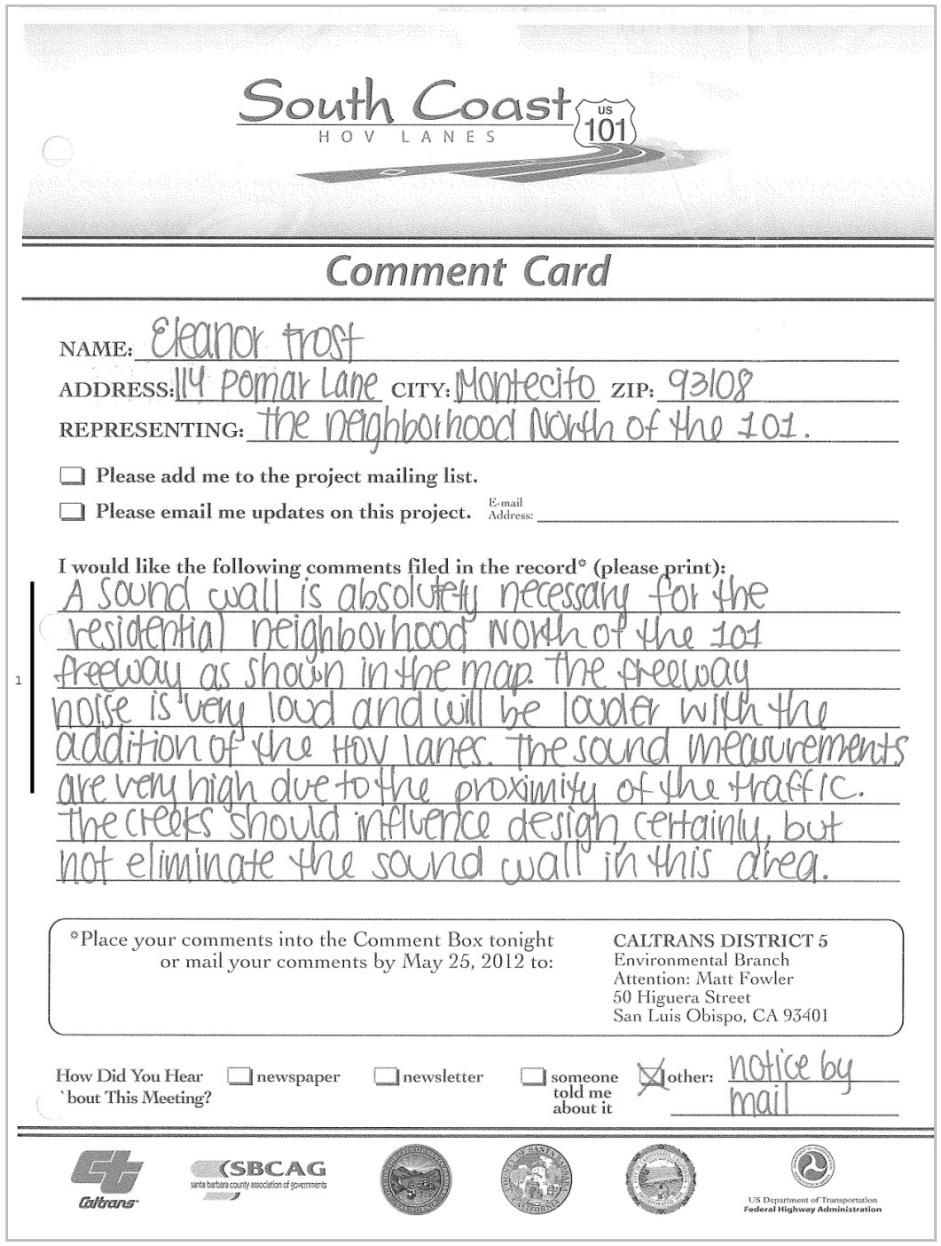
Frampton, George and Sue

Noise

Additional modeling scenarios were completed using the ground patios, the upper-floor patios, with and without the suspect calibration adjustment with no homes at the second row (or the new upper-development ground levels) level receiving 5 dBA of benefit from a soundwall, which is a requirement for those homes to be counted as benefitted with the installation of a soundwall. The nine home sites and the two homes that are in building permit process were included in the noise modeling and were found to not be benefitted by a wall. As a result of the additional frontage units of the park being benefitted, Soundwall S374 continues to be financially unreasonable and not recommended for construction. In addition, it was also determined that the soundwall would block prime ocean views and the Project Development Team would not recommend its construction.

Soundwall S374 not being proposed for construction results in several locations where severe receptors are present with no proposed soundwalls. This condition has occurred due to prime ocean views being blocked by a soundwall or floodways being blocked by a soundwall. In these cases, providing acoustical treatment on private property or soundwalls on county property, if appropriate, will be considered in coordination with the property owner. Acoustical treatment on private property might include insulation, dual paned windows, air conditioning or private walls.

Please refer to Observer Viewpoint 7 in Section 2.1.6, Volume I, for discussion of prime ocean views in Summerland and Section 2.1.7 for more details on Soundwall S374.



South Coast HOV LANES US 101

Comment Card

NAME: Eleanor Frost

ADDRESS: 114 Pomar Lane CITY: Montecito ZIP: 93108

REPRESENTING: the neighborhood North of the 101.

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

1 A sound wall is absolutely necessary for the residential neighborhood North of the 101 freeway as shown in the map. The freeway noise is very loud and will be louder with the addition of the HOV lanes. The sound measurements are very high due to the proximity of the traffic. The creeks should influence design certainly, but not eliminate the sound wall in this area.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear `bout This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☒ other: notice by mail

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

Frost, Eleanor

Noise

As a result of public comments on the draft environmental document, Caltrans staff reevaluated soundwalls for high-density residential areas to identify short sections of soundwalls that might be financially reasonable. As a result, several soundwall extensions are now recommended for construction. For the segment in question, northbound soundwalls will be recommended for construction from Sheffield Drive to San Ysidro Road except where the wall would cross two Federal Emergency Management Agency-identified floodways (see detailed explanation below) and one area consisting of low-density development that is 200 feet east of the floodway. Tentatively, it has been determined that soundwalls in these two floodway areas cannot be designed to pass the flood flows during floods. During the design phase of the project when detailed hydraulic analysis is performed, if a design can be developed that can pass the flood flows without affecting anticipated 100-year floodwater elevations, either upstream or downstream, residents will be contacted for further input on soundwalls.

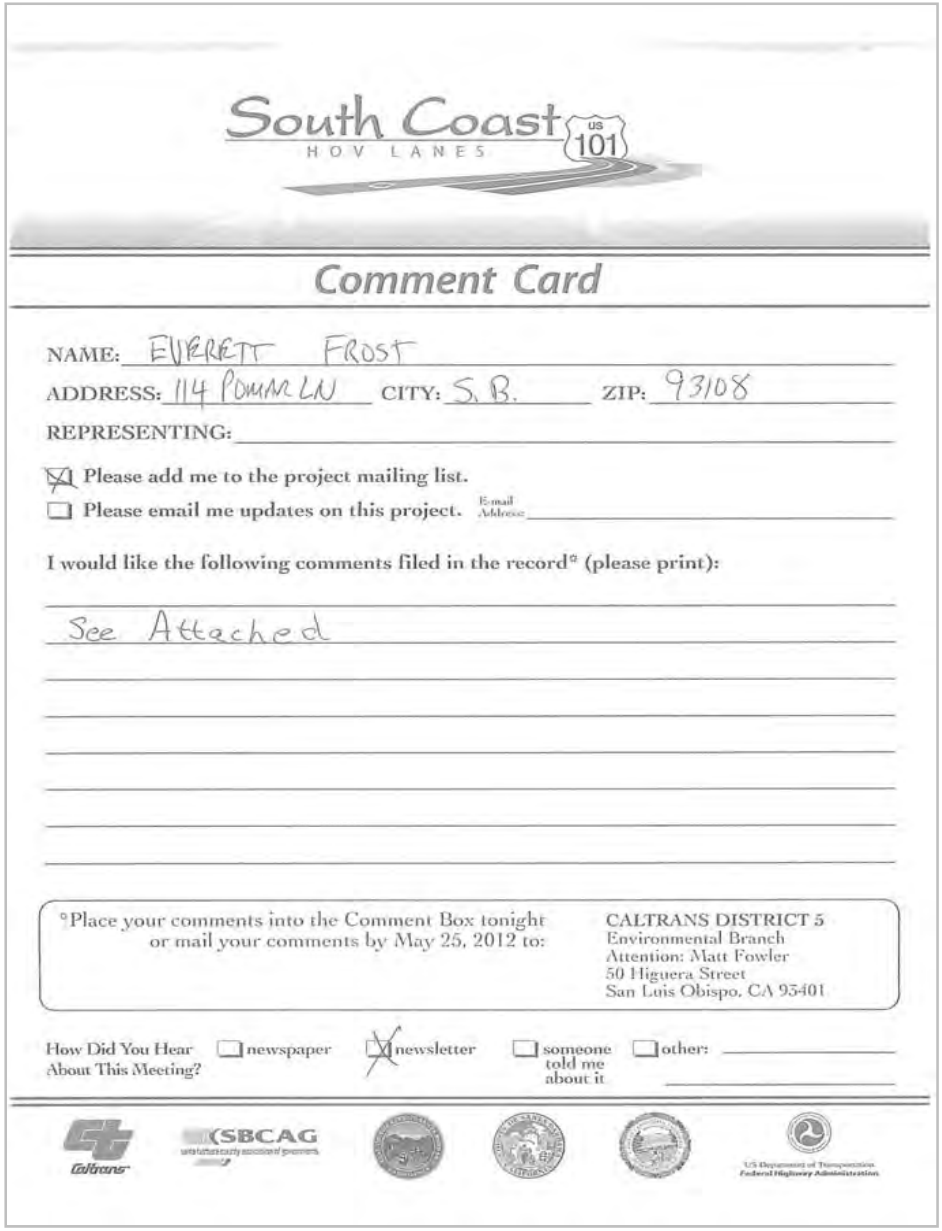
All feasible alternatives were studied to find a way to provide a soundwall at this location without raising 100-year flood elevations. Caltrans studied the effect of providing a soundwall at this location equipped with floodgates similar to those near Salinas Street in Santa Barbara because this type of floodgate allows more flow through the wall than any other method. The studies showed an increase in 100-year flood elevations within the limits of the floodways even when the maximum possible number of floodgates were incorporated into the wall. Parallel soundwalls with staggered openings have been determined to be effective in passing flood flows in other locations along the project, but they allow even less flow to pass than floodgates and would not be appropriate at this location.

The Federal Emergency Management Agency has very strict criteria for allowing an exemption to raising 100-year flood elevations within a floodway. Per National Flood Insurance Program Regulation 44 Code of Federal Regulations Chapter 1, Section 65.12, if the flood elevation is to be raised at all, even by 0.01 foot, the requirements include:

- Evaluate alternatives that would not raise flood elevations, and demonstrate why these alternatives are not feasible.
- Certify that no structures are located in areas that would be affected by the increased flood elevation.

The first requirement cannot be met because there is a feasible alternative, which is not to build the soundwall. The second requirement cannot be met because structures are located in the areas that would be affected by the increased flood elevation.

During the design phase of the project when a detailed hydraulic analysis is performed, if a design can be developed to pass the flood flows without affecting anticipated 100-year flood elevations, either upstream or downstream, residents will be contacted for further input on soundwalls.



South Coast HOV LANES US 101

Comment Card

NAME: EVERETT FROST

ADDRESS: 114 POMAR LN CITY: S. B. ZIP: 93108

REPRESENTING:

☒ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address:

I would like the following comments filed in the record* (please print):

See Attached

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☒ newsletter ☐ someone told me about it ☐ other:

Caltrans SBCAG U.S. Department of Transportation Federal Highway Administration

I am writing to you today to thank you on behalf of our community for all of the great work that you do. I wanted to ask you to please consider elongating the proposed sound wall along the north side of the 101 freeway so that the residents who live between Sheffield Drive and San Ysidro Road will be protected from the increasing noise.

First, a continuous wall is a superior design because it will block noise continuously. The proposed freeway expansion will only increase traffic and associated noise; sound would come through the gap in the sound wall and would be incredibly loud. The only real solution for this problem is to make a continuous wall along the freeway. 1

Air quality for residents will decline. A 2009 research paper published by Dr. Shishan Hu at UCLA determined that air pollutants can travel up to 2500 meters from a large freeway. It is imperative that we construct a wall to reduce pollution in our neighborhood. It is unacceptable that our children and we should be completely exposed to diesel and gasoline exhaust and particulates without even an attempt to mitigate this problem. 2

Safety is also a primary point of concern. A strong wall would prevent automobile debris and wreckage from potentially coming into residential areas. Many large trucks and tractor-trailers travel along this route. The last thing we need is an eighteen-wheeler buried in someone's front yard and flattened house. 3

The last thing I want to address is overall culture of our residential neighborhood. We live in a beautiful, thriving city with spectacular views of the ocean and the mountains, with nature living in our midst. We have regulations against streetlights so we can enjoy the county lane look and feel. Why spoil our homes with the disgusting fumes and overbearing noise of a freeway? Please consider extending the wall to preserve the country milieu of these neighborhoods.

Thank you very much for taking the time to read my letter. I hope that concerned citizens such as myself can help to improve our community and the lives of the people who live in it.

Sincerely,
Everett Frost

Think about the tradeoffs as follows: 100 year flood Concerns versus every minute, ...every hour, ...every day the freeway noise. 52.5 MILLION MINUTES of increasing traffic noise (more than a lifetime) versus the one, 100 year flood event. The sound noise is increasing and your proposal is to have more as congestion is reduced. With the traffic jammed, I am sure we are well below the Federal Highway Noise standard since the freeway otherwise resembles a parking lot.

Sound reading measurements in the report look low compared to private studies. But the sound level is no surprise regardless of which standard you use. Look at how close the traffic is to the residential neighborhood. Not sure the "Federal Standard" discussed during the hearing is relevant in this case. Noise level is extremely high to the proximity of the traffic. Look at how close the traffic is to the residential neighborhood in the attached.

This picture shows the lack of any protection. Look. Just a chain link fence. A sound wall would also offer protection to the residential neighborhood from the traffic. Its time to install a sound wall in north of the 101 between Sheffield and San Ysidro exits.

Frost, Everett

Comment 1 Soundwall

Refer to response to comments from Eleanor Frost (see previous response).

Frost, Everett

Comment 2 Air Quality

Because the project would relieve future congestion, it could potentially reduce emissions in the area. Many studies have documented a relationship between the presence of barriers (soundwalls) and the concentrations of air pollution. Unfortunately, field conditions can vary dramatically (geometric distances from road to wall to house, wall heights, prevailing wind speed and direction). Furthermore, air pollution plumes will vary based on wind speed , wind direction, temperature, and humidity so that a prediction of a wall's effectiveness in reducing air pollution cannot be made. The latest studies have shown that walls likely have no air quality impact at distances greater than 300 feet.

The project was analyzed for mobile source air toxics and was found to have no potential for meaningful effects per Federal Highway Administration protocol. Further analysis did find that there will be minor increases in PM10 emissions because motorists who have been using local roads to avoid congestion on U.S. 101 would ultimately return to using the highway. Refer to Volume I, Sections 2.2.6, of the final environmental document for more information related to air quality.

Frost, Everett

Comment 3 Traffic Safety

Although soundwalls might block errant vehicles in certain situations, they are not designed or approved for that use.

South Coast HOV LANES US 101

Comment Card

NAME: OWEN FROST

ADDRESS: 120 HIXON CITY: MONTECITO ZIP: 93108

REPRESENTING: RESIDENTIAL NORTH OF 101 BETWEEN SAN YSIDRO & SHEFFIELD

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

PLEASE SEE ATTACHED

PLEASE ADD A SOUND WALL TO THE NORTH OF THE 101 BETWEEN SHEFFIELD AND SAN YSIDRO.

THANK YOU

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☒ other: MAILER

Caltrans · SBCAG · US Department of Transportation Federal Highway Administration

I am writing about the 101 Freeway HOV Lane project south of Santa Barbara through Montecito.

The Freeway noise between Sheffield and San Ysidro has been getting worse. If the freeway is congested, it is not as noisy since traffic is not moving. Your proposal shall increase the traffic flow and offer incentives for car pooling. A very noble intent. But the noise, the noise, do not forget about the noise. It is difficult to understand how noisy it is unless you are here.

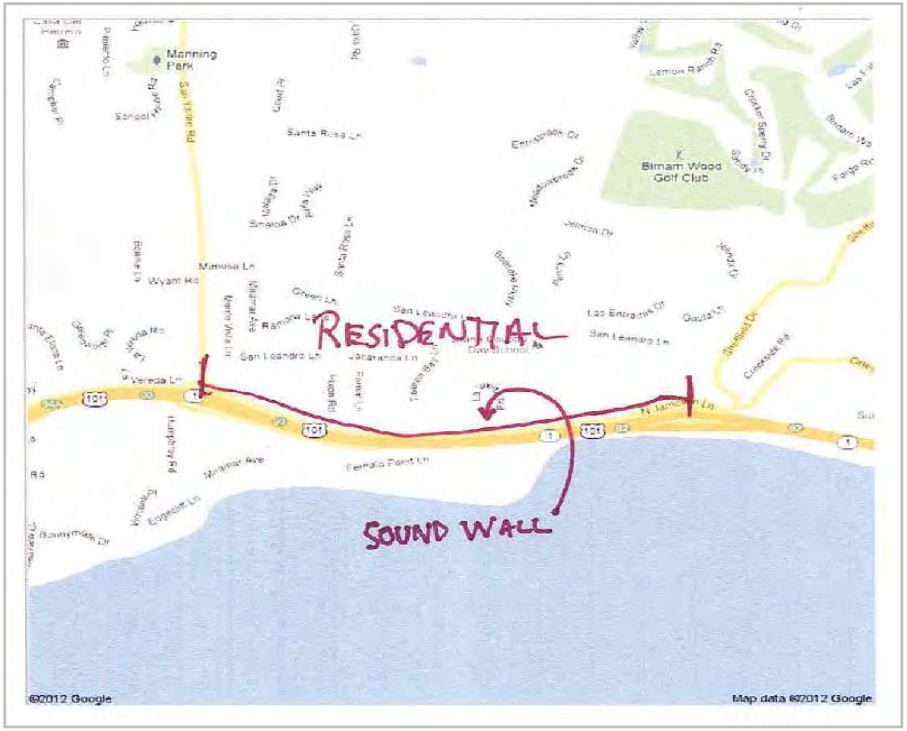
During the public hearing, I was interested to note how low your sound level reports are for the residential neighborhood north of the 101 freeway between Sheffield and San Ysidro. They are LOW by 10 to 15 decibels. There are private studies done in the area that back that up. I understand that the sound studies were done to Federal Highway Standards. Impressive. But the sound comes from the proximity of the freeway to the residential neighborhood. Take a look at the picture enclosed. You tell me that across this nation, if you are this close to a freeway, the sound level does not support the installation of a sound wall? The sound wall in conjunction with this HOV project is a must from a common sense standpoint. (Using the Federal Common Sense Standard)

During the public hearing it was said that once a sound wall is identified then the neighborhood votes on it. FAIRNESS suggests that a vote should be also held where a sound wall is clearly needed whether or not a sound wall is suggested. Put it to a vote. This neighborhood pays a lot of State Taxes and Property Taxes that support State operations and pays for pensions. And the Governor has suggested an increase in these taxes. I think a sound wall vote is a very fair approach in this case. 1

During the information session, the engineer stated that there was a 100 year flood issue that means the simple solution is to not put in a sound wall. The engineer clearly stated that they did not have enough time to balance the water analysis, channel the water and reinforce footings with diverters....solutions we see all over California and we should see here in this case. We can hire the talent to accomplish this analysis in the timeframes presented. As far as FEMA, get an exception thru the design. 2

The way we think about it is as follows: 100 year flood Concerns versus every minute, ...every hour, ...every day the freeway noise. 52.5 MILLION MINUTES of increasing traffic noise (more than a lifetime) versus the one, 100 year flood event. The sound noise is increasing and your proposal is to have more as congestion is reduced. With the traffic jammed, I am sure we are well below the Federal Highway Noise standard since the freeway otherwise resembles a parking lot.

Please add a sound wall to the north of the 101 all the way between San Ysidro and Sheffield. Thank you.


Manning Park
Birnam Wood Golf Club
RESIDENTIAL
SOUND WALL
©2012 Google
Map data ©2012 Google

Frost, Owen

Comment 1 Noise

See response to comment 1 from Eleanor Frost.

Frost, Owen

Comment 2 Noise

All feasible alternatives were studied to find a way to provide a soundwall at this location without raising 100-year flood elevations. Caltrans studied the effect of providing a soundwall at this location equipped with floodgates similar to those near Salinas Street in Santa Barbara because this type of floodgate allows more flow through the wall than any other method. The studies showed an increase in 100-year flood elevations within the limits of the floodways even when the maximum possible number of floodgates were incorporated into the wall. Parallel soundwalls with staggered openings have been determined to be effective in passing flood flows in other locations along the project, but they allow even less flow to pass than floodgates and would not be appropriate at this location.

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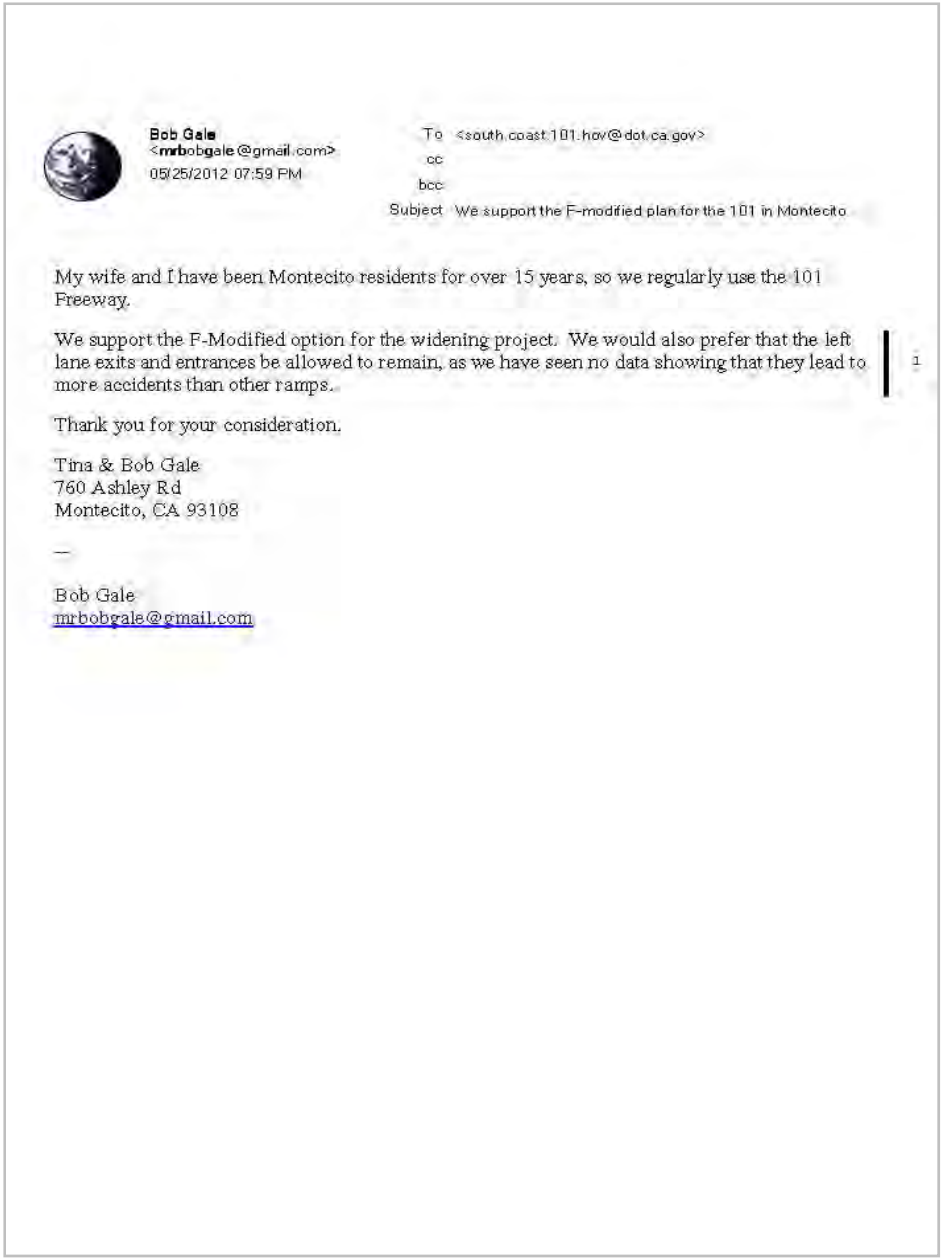
During the design phase of the project when a detailed hydraulic analysis is performed, if a design can be developed to pass the flood flows without affecting anticipated 100-year flood elevations, either upstream or downstream, residents will be contacted for further input on soundwalls.



Bob Gale
<mrbobgale@gmail.com>
05/25/2012 07:59 PM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject We support the F-modified plan for the 101 in Montecito

My wife and I have been Montecito residents for over 15 years, so we regularly use the 101 Freeway.

We support the F-Modified option for the widening project. We would also prefer that the left lane exits and entrances be allowed to remain, as we have seen no data showing that they lead to more accidents than other ramps. 1

Thank you for your consideration.

Tina & Bob Gale
760 Ashley Rd
Montecito, CA 93108

—

Bob Gale
mrbobgale@gmail.com

Gale, Tina and Bob

Configuration Preference and Left-side Ramps

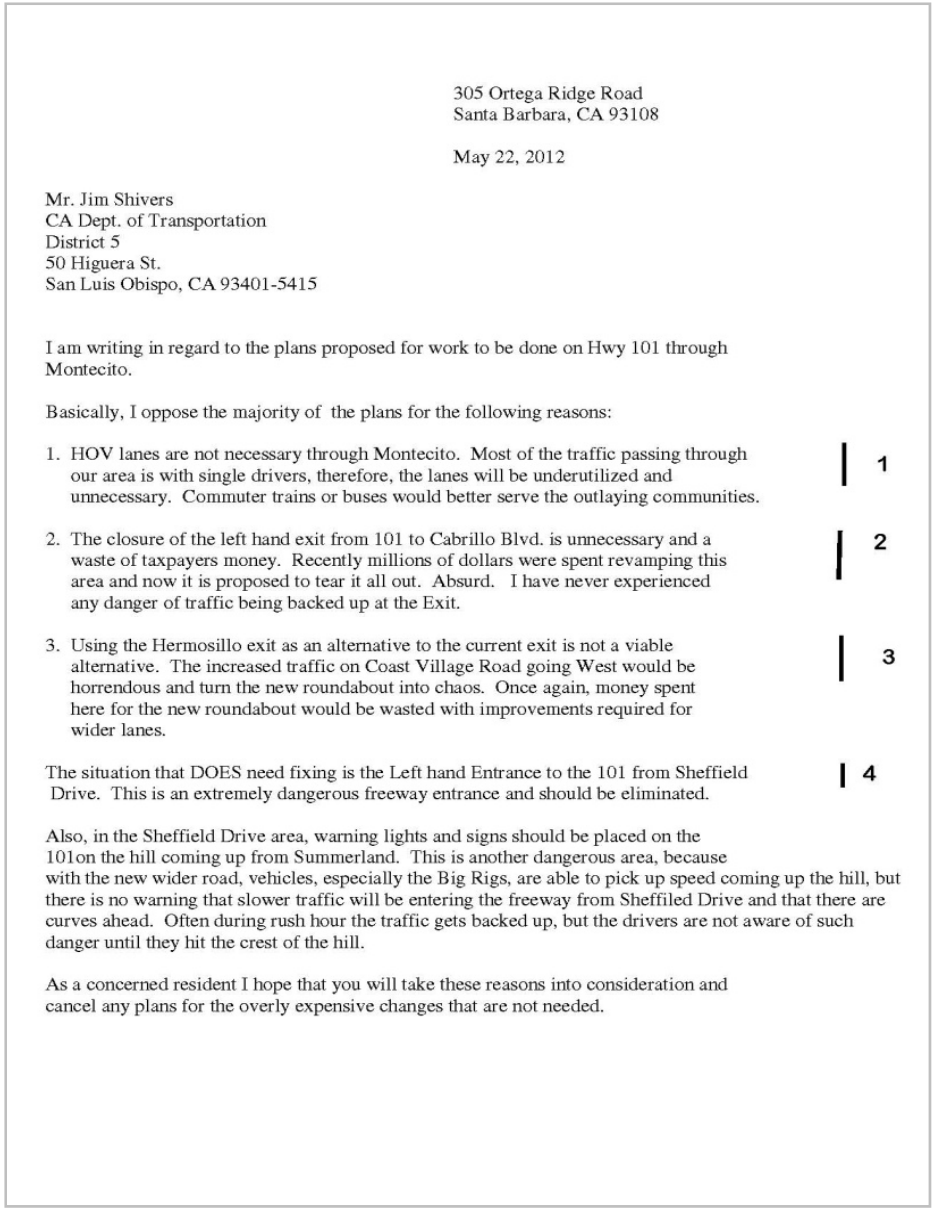
Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

It has been determined that left-side median ramps cannot be retained. The off-ramps present at Cabrillo Boulevard have significant operational limitations, including limited stopping sight distance and collision rates above statewide averages. Because the left-side ramps need to be rebuilt and/or relocated, they must be built to meet current engineering standards. Also, left-side exits are not what drivers expect when exiting the highway. See Volume II, Appendix J, for the Left-side Ramps Fact Sheet.

Garner and Hess

Noise

As a result of comments received, Caltrans staff reevaluated Soundwall S549 for high-density residential areas to identify short sections of soundwalls that might be financially reasonable. As a result of that evaluation, A 1,705 foot-long segment of Soundwall S549 to the west was found to be financially reasonable and is expected to be recommended for construction. Soundwall S535 continues to be recommended for construction. For more information related to Soundwall S549, refer to Volume I, Section 2.2.7.



305 Ortega Ridge Road
Santa Barbara, CA 93108

May 22, 2012

Mr. Jim Shivers
CA Dept. of Transportation
District 5
50 Higuera St.
San Luis Obispo, CA 93401-5415

I am writing in regard to the plans proposed for work to be done on Hwy 101 through Montecito.

Basically, I oppose the majority of the plans for the following reasons:

1. HOV lanes are not necessary through Montecito. Most of the traffic passing through our area is with single drivers, therefore, the lanes will be underutilized and unnecessary. Commuter trains or buses would better serve the outlaying communities. 1

2. The closure of the left hand exit from 101 to Cabrillo Blvd. is unnecessary and a waste of taxpayers money. Recently millions of dollars were spent revamping this area and now it is proposed to tear it all out. Absurd. I have never experienced any danger of traffic being backed up at the Exit. 2

3. Using the Hermosillo exit as an alternative to the current exit is not a viable alternative. The increased traffic on Coast Village Road going West would be horrendous and turn the new roundabout into chaos. Once again, money spent here for the new roundabout would be wasted with improvements required for wider lanes. 3

The situation that DOES need fixing is the Left hand Entrance to the 101 from Sheffield Drive. This is an extremely dangerous freeway entrance and should be eliminated. 4

Also, in the Sheffield Drive area, warning lights and signs should be placed on the 101on the hill coming up from Summerland. This is another dangerous area, because with the new wider road, vehicles, especially the Big Rigs, are able to pick up speed coming up the hill, but there is no warning that slower traffic will be entering the freeway from Sheffiled Drive and that there are curves ahead. Often during rush hour the traffic gets backed up, but the drivers are not aware of such danger until they hit the crest of the hill.

As a concerned resident I hope that you will take these reasons into consideration and cancel any plans for the overly expensive changes that are not needed.

Giles, Diane

Comment 1 Traffic

The alternatives noted in Section 1.3.3 are a result of the *101 In Motion* report that studied long-term solutions to the growing congestion throughout the U.S. 101 corridor in Southern Santa Barbara County. As a result of the *101 In Motion* process (see Section 1.3.3 of the draft environmental document), an HOV lane was one of the solutions in a package designed to relieve congestion. The other three main components in the package were providing commuter rail, increasing bus services, and installing meter devices at selected ramps. The *101 In Motion* report concluded that Transportation Demand Management solutions that did not include adding a lane on U.S. 101 were found to be inadequate in reducing long-term congestion in this corridor.

The HOV lane is a necessary part of the total package to help relieve the congestion on U.S. 101. Plus, this is a part-time HOV lane; during off-peak hours, it will operate as a mixed-flow lane. A new commuter rail between Ventura, Santa Barbara and Goleta will also be available in the near future for commuters. Commuters who use the express bus between Ventura and Santa Barbara will also benefit from this project since the buses are allowed to utilize the HOV lanes.

Giles, Diane

Comment 2 Left-side Ramps

It has been determined that left-side median ramps cannot be retained. The off-ramps present at Cabrillo Boulevard have significant operational limitations, including limited stopping sight distance and collision rates above statewide averages. Because the left-side ramps need to be rebuilt and/or relocated, they must be built to meet current engineering standards. Also, left-side exits are not what drivers expect when exiting the highway. See Volume II, Appendix J, for the Left-side Ramps Fact Sheet.

Giles, Diane

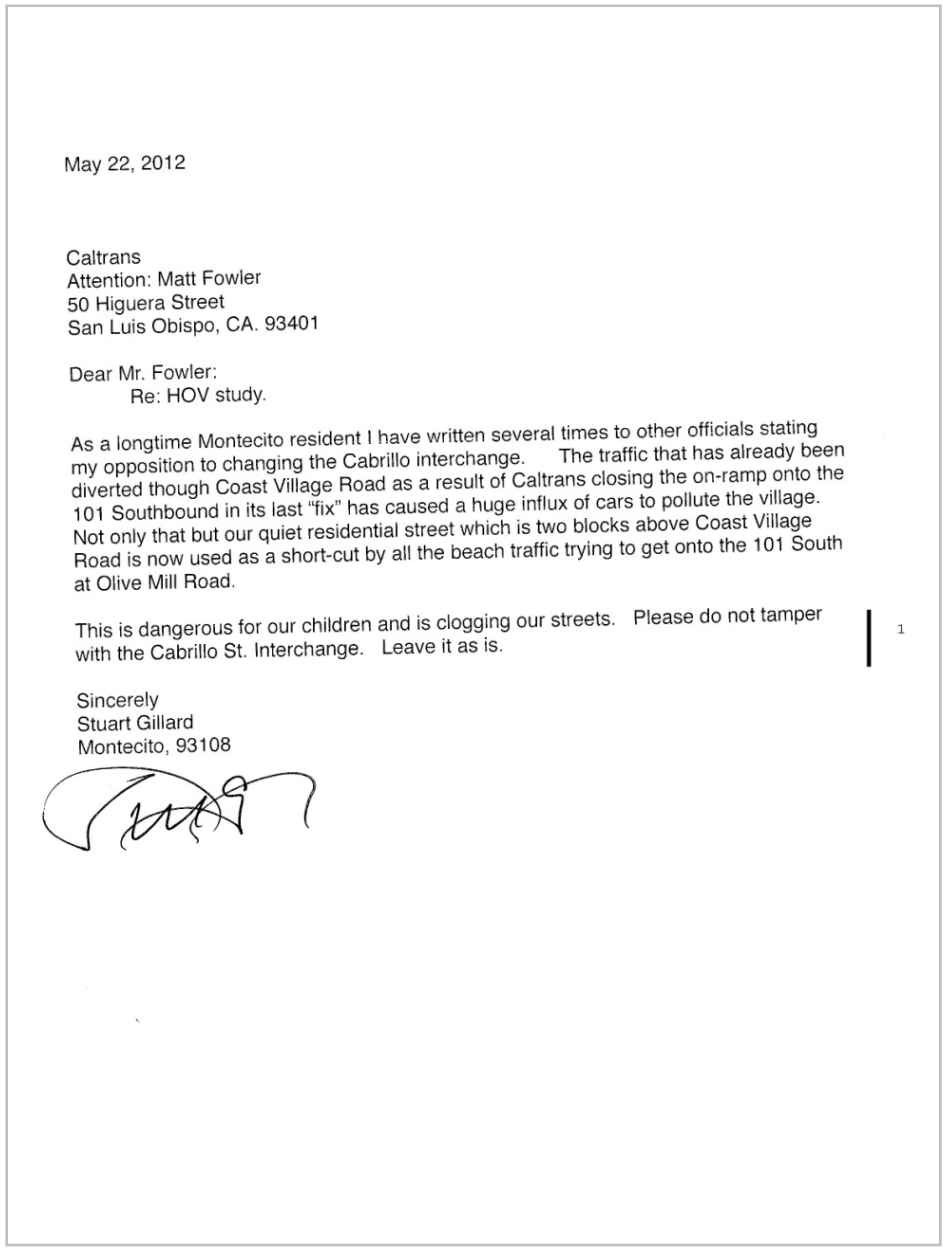
Comment 3 Traffic

Traffic studies support your opinion that using the Hermosillo Road exit as the alternative to the current exit would increase congestion on Coast Village Road. The Project Development Team selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. The F Modified configuration would direct beach traffic to the new northbound off-ramp at Hot Springs, bypassing the roundabout and Hermosillo Road. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Giles, Diane

Comment 4 Traffic Safety

A new Sheffield Interchange with new right-side on- and off-ramps is part of the project.



May 22, 2012

Caltrans
Attention: Matt Fowler
50 Higuera Street
San Luis Obispo, CA. 93401

Dear Mr. Fowler:
Re: HOV study.

As a longtime Montecito resident I have written several times to other officials stating my opposition to changing the Cabrillo interchange. The traffic that has already been diverted though Coast Village Road as a result of Caltrans closing the on-ramp onto the 101 Southbound in its last "fix" has caused a huge influx of cars to pollute the village. Not only that but our quiet residential street which is two blocks above Coast Village Road is now used as a short-cut by all the beach traffic trying to get onto the 101 South at Olive Mill Road.

This is dangerous for our children and is clogging our streets. Please do not tamper with the Cabrillo St. Interchange. Leave it as is. 1

Sincerely
Stuart Gillard
Montecito, 93108

Gillard, Stuart

Traffic

The Project Development Team selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. The F Modified configuration would direct beach traffic to the new northbound off-ramp at Hot Springs, bypassing the roundabout and Hermosillo Road. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

1775 Fernald Point Lane
Montecito, CA 93108-2907

July 9, 2012

VIA ELECTRONIC TRANSMISSION

Matt Fowler, Senior Environmental Planner
Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Re: Comments on South Coast 101 HOV Lanes Project; Project ID# 0500000225, Santa Barbara County, Draft EIR/EA (Project)

Dear Mr. Fowler:

I am a resident of 1775 Fernald Point Lane. My property will be impacted by the Project, particularly noise impacts. My property is located immediately adjacent to Highway 101. My family has owned the property since 1994 and have heard the freeway noise increase substantially over time, yet the environmental document proposes NO sound wall for the highway section adjacent to my house. 1

I don't agree with the environmental document's claim that special paving material will reduce or mitigate noise levels from the additional lanes. Paving deteriorates and, when it does, any sound reduction will be lost. Without proof as to the sound attenuating life of this paving material, and a guaranty that it will be replaced (as it deteriorates) with material that has equal or better sound attenuation, the paving is not mitigation.

The environmental document is inadequate because it includes no sound wall to protect my property. Without a sound wall, noise from the widened highway will increase steadily (the EIR/EA estimates decibel impacts from the project upon my neighborhood ranging from the high 60s to the low 70s). Most acoustical engineers would agree that a 65 decibel level in an exterior area is beyond the level of acceptability and constitutes a significant impact. 2

The EIR/EA suggests that a determination as to whether or not construction of a sound wall is economically reasonable (and, therefore, to be included in the project) is based upon a mathematical formula to determine "abatement valuation." The formula starts with a base value of $31,000, then adds a few thousand here and there, depending upon factors applicable to a particular property. The resulting "abatement valuation" for my house is ridiculously low 3

because my house and those of my neighbors are worth many millions of dollars each. A $31,000 base value for abatement of the amount of noise that will be generated by widening this segment of the highway is absurd and proposed without any explanation or justification. Therefore, it is unsupported and invalid. If the analysis were to include a fair market value difference for my home with and without the additional noise level, it would be credible. One abatement valuation formula cannot be applied to an oceanfront home and to a small tract house. The noise section of this environmental document must be substantially revised or the EIR/EA will be inadequate. 3

Very truly yours,

Kathleen M Grassini

KATHLEEN M. GRASSINI

Grassini, Kathleen M.

Comment 1 Noise

As a result of comments received during public review, Caltrans staff reevaluated Soundwall S471. This assessment identified two additional benefitted residences associated with Receptor R76 that were overlooked in the original calculations. These units were confirmed and added to the new calculations. A second row of homes was reevaluated. The study confirmed that the homes would not be benefitted by a wall. Caltrans staff also reevaluated high-density residential locations behind Soundwall 471 to determine whether there were short sections that might be financially reasonable. No further segments of S471 were determined to be financially reasonable. It was noted that a soundwall at this location would cross a Federal Emergency Management Agency-identified floodway, creating higher flood flows that could not be passed through using floodgates. Any proposed soundwalls crossing this floodway were considered not feasible and were not recommended for construction due to their potential for exacerbating flooding upstream of the soundwall locations. Refer to Volume I, Section 2.2.7, for more information related to Soundwall S471.

The noise-attenuating pavement treatment is not being proposed as noise mitigation, but rather as a project feature to help reduce noise levels along the entire project limits. All pavements require periodic surface maintenance efforts to retain their original functionality. This is true for structural pavement as well as sound-attenuating surfaces.

Grassini, Kathleen M.

Comment 2 Noise

Caltrans is the lead agency on this project for both the California Environmental Quality Act and the National Environmental Policy Act. Caltrans determines the significance of environmental impacts, including noise impacts, under the California Environmental Quality Act and the National Environmental Policy Act criteria of context and intensity. Caltrans uses the Federal Highway Administration guidelines to determine when noise abatement must be considered, however that is not considered a threshold of significance. Table 2.36 in Section 2.2.7 (Noise) in Volume 1 of the final environmental document shows a project build noise level increase for the project of a 2 dB above the existing noise levels for residences in Fernald Point. This minimal increase is not considered a significant impact given the fact that according to the Caltrans Technical Noise Supplement (TeNS) a 2 dBA increase is not detectable to a healthy human ear and a 3 dBA increase is barely noticeable to a healthy human ear. Therefore, the increase is not considered a significant impact under CEQA or NEPA and no mitigation is required.

Grassini, Kathleen M.

Comment 3 Noise

A Noise Abatement Decision Report was prepared for the project to estimate construction costs for feasible noise abatement measures identified in the Noise Study Report and to determine whether noise abatement is financially reasonable per Caltrans 2006 Noise Protocol.

The overall reasonableness of noise abatement treatment is determined by numerous factors. The main factors affecting reasonableness include the cost of noise abatement, absolute noise levels, existing noise levels versus design-year noise levels, achievable noise reduction, date of development along the highway, life cycle of noise abatement measures, and environmental impacts of abatement construction. Cost considerations for determining noise abatement reasonableness are evaluated by comparing reasonableness allowances and projected costs.

See Volume I, Section 2.2.7, for more information on criteria for determining when an abatement measure is reasonable and feasible.

Considering home values as part of the soundwall evaluation process would conflict with environmental justice policies.

1775 Fernald Point Lane
Montecito, CA 93108-2907

July 9, 2012

VIA ELECTRONIC TRANSMISSION

Matt Fowler, Senior Environmental Planner
Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Re: Comments on South Coast 101 HOV Lanes Project; Project ID# 0500000225, Santa Barbara County, Draft EIR/EA (Project)

Dear Mr. Fowler:

I own the property at 1775 Fernald Point Lane. My property will be impacted by the Project. Noise impacts are my greatest concern because my home is located immediately adjacent to Highway 101. I already suffer from substantial freeway noise at my home, yet the environmental document proposes NO sound wall for the highway section adjacent to my house.

The environmental document is inadequate because it includes no sound wall to protect my property. Without a sound wall, noise from the widened highway will increase steadily (the EIR/EA estimates decibel impacts from the project upon my neighborhood ranging from the high 60s to the low 70s). Most acoustical engineers would agree that a 65 decibel level in an exterior area is beyond the level of acceptability and constitutes a significant impact. The EIR/EA includes a decibel range in my neighborhood, after the project, of the high 60s to the low 70s. This is a significant impact and must be mitigated. The most appropriate mitigation measure is a sound wall, which I support. Without this mitigation measure, the EIR/EA is inadequate.

The noise section of this environmental document must be revised or the EIR/EA to include a sound wall for my neighborhood. 1

Very truly yours,

LAWRENCE P. GRASSINI

Grassini, Lawrence P.

Noise

Refer to response to comment 1 and 2 for Kathleen Grassini.

Please refer to Volume I, Section 2.2.7, for more information related to Soundwall S471 and Section 3.2.2 for determination of significant noise impacts under the California Environmental Quality Act.

1775 Fernald Point Lane
Montecito, CA 93108-2907

July 9, 2012

VIA ELECTRONIC TRANSMISSION

Matt Fowler, Senior Environmental Planner
Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Re: Comments on South Coast 101 HOV Lanes Project; Project ID# 0500000225, Santa Barbara County, Draft EIR/EA (Project)

Dear Mr. Fowler:

I own and reside at 1775 Fernald Point Lane, which is within the project area of the Project referenced above. My primary concern is noise. My property is located immediately adjacent to Highway 101 but the environmental document proposes NO sound wall between the highway and my house.

I contend that the Project EIR/EA is legally inadequate because it concludes that there are no significant or potentially significant noise impacts from the project. This statement is incorrect and results in a substantial flaw in the environmental document. The document states that CEQA provides that "a significant impact occurs when the design year noise levels (20 years after construction of the project) increase by 12 or more decibels over existing noise levels." CEQA says no such thing. The EIR/EA admits that a 3 decibel increase in sound is perceptible. Because of the existing high noise impacts upon my home and neighborhood from the highway, even a 3-decibel increase is significant and must be mitigated. 1

The environmental document also suggests that the installation of sound attenuating paving material will mitigate the noise increase resulting from the project. Paving materials deteriorate and the State has a poor track record for replacing aging pavement. Reliance upon a material that has no proven performance record to offset long-term measurable sound increases from the project is incorrect and cannot be considered to be adequate mitigation. 2

The environmental document is inadequate because it includes no mitigation for the noise impacts that my property, and those of my neighbors, will suffer unless a noise barrier (i.e., sound wall) is erected to protect our homes. Without a sound wall, noise from the highway will 3

increase steadily (the EIR/EA estimates decibel impacts from the project upon my neighborhood ranging from the high 60s to the low 70s. Most acoustical engineers would agree that a 65 decibel level in an exterior area is beyond the level of acceptability and constitutes a significant impact. 3

The EIR/EA understates the noise level by imposing upon the model a 3 decibel adjustment, due to a discrepancy between actual readings and the levels projected by the model, and attributed to topography and other field conditions. I submit to you that the discrepancy arose from the failure to take into account the impact of the ocean breeze. This tends to carry the sound away from my house and toward the highway, but it doesn't blow constantly and, when it is still, the sound levels increase markedly. The original projected decibel levels should be used without the 3 dB adjustment. 4

Finally, the EIR/EA suggests that a determination as to whether or not construction of a sound wall is economically reasonable (and, therefore, to be included in the project) is based upon a mathematical formula to determine "abatement valuation." The formula starts with an assumed base value of $31,000, then adds a few thousand here and there, depending upon certain factors applicable to a particular property. The "abatement valuation" for my house and that of my neighbors is $45,000. The EIR/EA doesn't explain how it was developed, so it doesn't justify its use. Therefore, the document is flawed. To apply such a low valuation to mitigating noise impacts that my property already suffers, together with the increased impacts that my property will suffer from the project, demonstrates that the EIR/EA is inadequate. It is using a pre-packaged formula that doesn't take into account the value of my ocean-front home. The houses in my neighborhood each are worth many millions of dollars, yet the EIR/EA applies the same base figure ($31,000) to modest houses on the north side of the highway – houses that have much lower fair market value than ours. This lack of a logical approach to valuation of impact, and its abatement, must be corrected. If it were, the cost of the sound wall between my home and the highway would be "reasonable" because it would be far less than the mitigation value for my neighbors and me. 5

The noise section of this environmental document must be substantially revised or the EIR/EA will be inadequate.

Very truly yours,

Sharon Grassini

SHARON GRASSINI

Grassini, Sharon

Comment 1 Noise

Caltrans is the lead agency on this project for both the California Environmental Quality Act and National Environmental Policy Act. Caltrans determines the significance of environmental impacts, including noise impacts, under the California Environmental Quality Act and National Environmental Policy Act criteria of context and intensity. Caltrans uses the Federal Highway Administration guidelines to determine when noise abatement must be considered, however that is not considered a threshold of significance. Table 2.37 in Section 2.2.7 (Noise) in Volume 1 of the final environmental document shows a noise level increase for the project of a maximum of 2 dB above the existing noise levels for residences in Fernald Point. This minimal increase is not considered a significant impact given the fact that according to the Caltrans Technical Noise Supplement (TeNS) a 2 dBA increase is not detectable to a healthy human ear and a 3 dBA increase is barely noticeable to a healthy human ear. Therefore, the increase is not considered a significant impact under CEQA or NEPA and no mitigation is required.

Grassini, Sharon

Comment 2 Noise

The noise-attenuating pavement treatment is not being proposed as noise mitigation, but rather as a project feature to help reduce noise levels. All pavements require periodic surface maintenance efforts to retain their original functionality. This is true for structural pavement as well as sound-attenuating surfaces.

Grassini, Sharon

Comment 3 Noise

As a result of public comments received on the draft environmental document, Caltrans staff reevaluated Soundwall S471 by including two additional benefitted units associated with Receptor R76 that were overlooked in the original calculation. They were confirmed and included in new calculations. The second row of homes was also reevaluated and confirmed to not be benefitted by a wall. Caltrans staff has also reevaluated Soundwall S471 for high-density development areas behind the wall location to identify short sections that might be financially reasonable. No wall locations or segments of Soundwall S471 were identified as being financially reasonable.

Also, it was noted that a soundwall at this location would cross a Federal Emergency Management Agency-identified floodway and create higher flood flows that could not be passed through using floodgates. Soundwalls that would cross this floodway are not considered feasible and are not being recommended for construction due to the potential for exacerbating flooding upstream of the soundwall locations. Refer to Volume I, Section 2.2.7, of the final environmental document for more information on Soundwall S471.

Grassini, Sharon

Comment 4 Noise

The protocol for analyzing noise does not provide for speculation of worst-case weather conditions. Validity of the model output depends on rational decisions on field conditions present at the time of data collection to avoid skewing the collected data. The important factor is to avoid collecting data if wind is blowing in excess of 12 miles per hour; otherwise the data would not represent average conditions. If the field notes indicate “null” or “calm” conditions, wind is assumed to not be a problem.

Grassini, Sharon

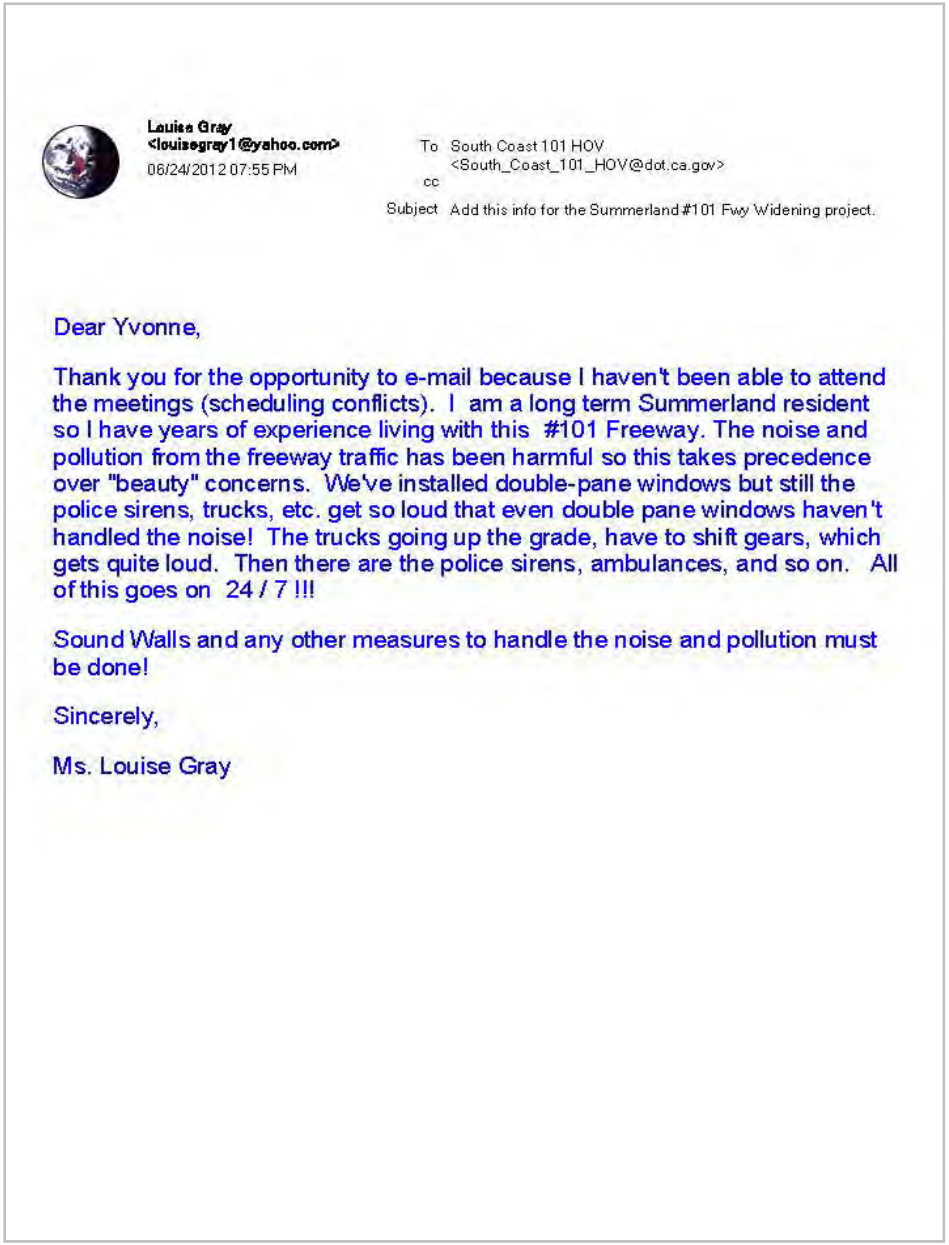
Comment 5 Noise

A Noise Abatement Decision Report was prepared for the project to estimate the construction cost for the feasible noise abatement measures identified in

the Noise Study Report and determine if noise abatement is financially reasonable per Caltrans 2006 Noise Protocol.

The overall reasonableness of noise abatement is determined by many factors. Main factors that affect reasonableness include the cost of noise abatement, absolute noise levels, existing noise versus design-year noise levels, achievable noise reduction, date of development along the highway, life cycle of noise abatement measures, and environmental impacts of abatement construction. Cost considerations for determining noise abatement reasonableness are evaluated by comparing reasonableness allowances and projected costs.

In addition, considering the value of the home the soundwall protects would conflict with environmental justice policies. See Volume I, Section 2.2.7, for more information on criteria for determining when an abatement measure is reasonable and feasible.



Louise Gray
<louisegray1@yahoo.com>
06/24/2012 07:55 PM

To South Coast 101 HOV
<South_Coast_101_HOV@dot.ca.gov>
cc
Subject Add this info for the Summerland #101 Fwy Widening project.

Dear Yvonne,

Thank you for the opportunity to e-mail because I haven't been able to attend the meetings (scheduling conflicts). I am a long term Summerland resident so I have years of experience living with this #101 Freeway. The noise and pollution from the freeway traffic has been harmful so this takes precedence over "beauty" concerns. We've installed double-pane windows but still the police sirens, trucks, etc. get so loud that even double pane windows haven't handled the noise! The trucks going up the grade, have to shift gears, which gets quite loud. Then there are the police sirens, ambulances, and so on. All of this goes on 24 / 7 !!!

Sound Walls and any other measures to handle the noise and pollution must be done!

Sincerely,

Ms. Louise Gray

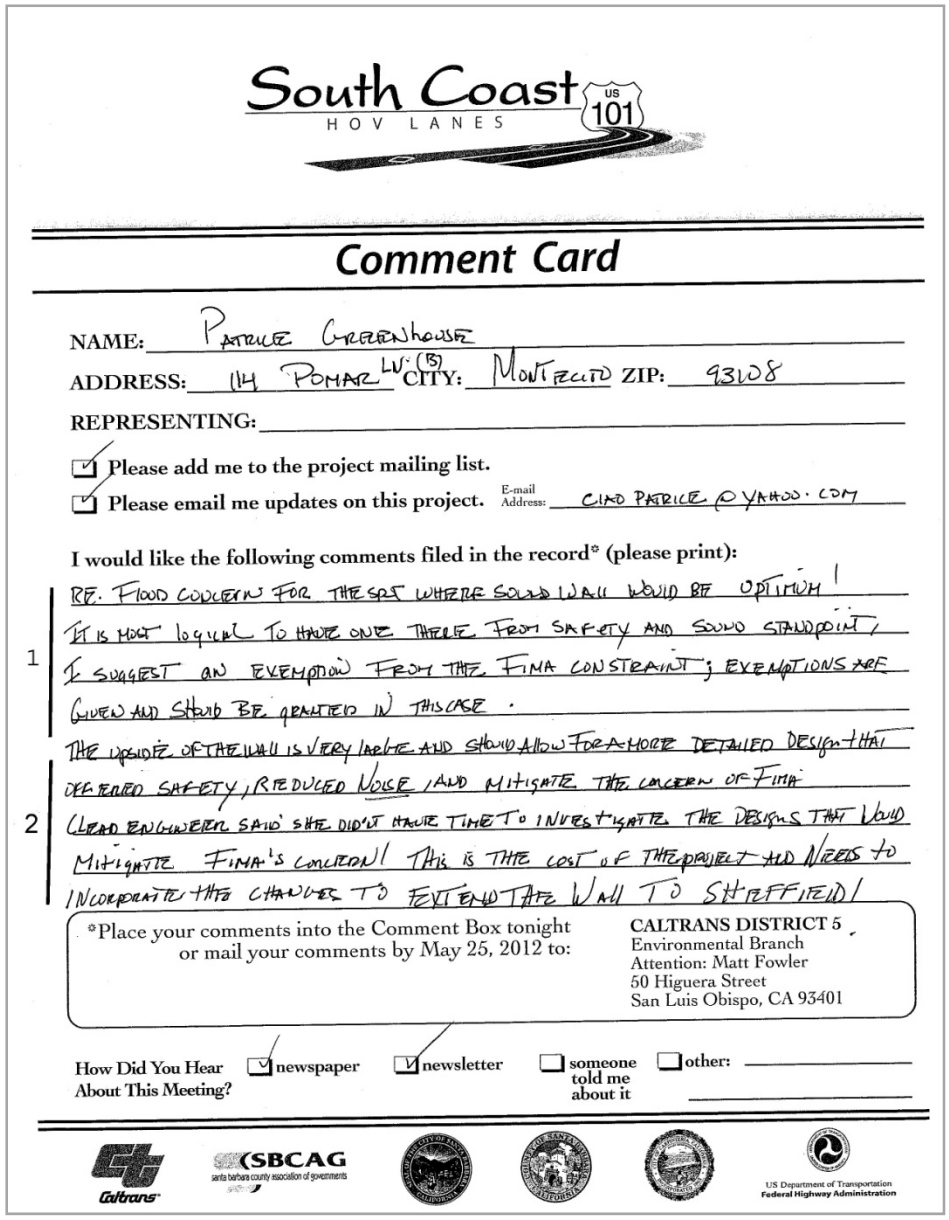
Gray, Louise

Noise and Air Pollution

Soundwalls S392, S414, and S374 are not recommended for construction because they were determined to be not financially reasonable. Furthermore, the Project Development Team recommended that these walls not be constructed after determining they would block prime ocean views and cause severe visual impacts. Only Soundwall S424, which is near the Summerland by the Sea mobile home park, is proposed for construction to provide noise abatement for severely impacted receptors. That wall would be approximately 14 to 16 feet high. Please refer to Volume I, Section 2.2.7, for more information about the above soundwalls.

Because Soundwalls S374 and S392 cannot be recommended for construction, there are several locations where severe receptors are present with no proposed soundwalls. These situations require pursuing added noise attentuation for severe receptors. Typical residential measures include those that can reduce interior sound such as window treatments or soundwalls on private property. Refer to Observer Viewpoint 7 in Volume 1, Section 2.1.6, for discussion of prime ocean views in Summerland and Section 2.1.7 for more details on Soundwall S374.

According to the Air Quality Report prepared September 2011 and the addendum to the Air Quality Report prepared 2013, the project would not result in significant air quality impacts. Furthermore, since the project will relieve traffic congestion within the corridor, the additional HOV lane coupled with fleet turnover over time that meet the Environmental Protection Agency's vehicle and fuel regulations, the regional air pollution time would see a substantial decrease in mobile source air toxics. Refer to Volume I, Sections 2.2.6 and 2.5, in the final environmental document for discussion of air quality minimization measures and Caltrans Standard Specifications that would decrease operational air emissions during construction.



South Coast HOV LANES — US 101

Comment Card

NAME: PATRICIA GREENHOUSE

ADDRESS: 114 POMAR LN (B) CITY: MONTECITO ZIP: 93108

REPRESENTING:

☑ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: CIAO PATRICIA @ YAHOO.COM

I would like the following comments filed in the record* (please print):

1 RE. FLOOD CONCERN FOR THE SPOT WHERE SOUND WALL WOULD BE OPTIMUM! IT IS MOST logical TO HAVE ONE THERE. FROM SAFETY AND SOUND STANDPOINT, I SUGGEST AN EXEMPTION FROM THE FEMA CONSTRAINT; EXEMPTIONS ARE GIVEN AND SHOULD BE GRANTED IN THIS CASE.

2 THE UPSIDE OF THE WALL IS VERY LARGE AND SHOULD ALLOW FOR A MORE DETAILED DESIGN THAT OFFERED SAFETY, REDUCED NOISE, AND MITIGATE THE CONCERN OF FEMA. CLEAR ENGINEER SAID SHE DIDN'T HAVE TIME TO INVESTIGATE THE DESIGNS THAT WOULD MITIGATE FEMA'S CONCERN! THIS IS THE COST OF THE PROJECT AND NEEDS TO INCORPORATE THE CHANGES TO EXTEND THE WALL TO SHEFFIELD!

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☑ newspaper ☑ newsletter ☐ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Greenhouse, Patrice

Comment 1 Noise and Floodplain

Based on noise-related public comments received on the draft environmental document, Caltrans staff reevaluated soundwalls in high-density residential areas to identify short sections of soundwalls that might be financially reasonable. Based on this assessment, several soundwall extensions are being recommended for construction. For the segment in question, northbound soundwalls will be recommended for construction from Sheffield Drive to San Ysidro Road except for two locations crossing Federal Emergency Management Agency floodways (see detailed explanation below), and one low-density development area 200 feet east of the floodway. Tentatively, it has been determined that soundwalls in these two floodway areas cannot be designed to pass the flood flows during floods. During the design phase of this project when detailed hydraulic analysis is performed, if a design can be developed that can pass the flood flows without affecting anticipated 100-year floodwater elevations, either upstream or downstream, residents will be contacted for further input on soundwalls.

A continuous soundwall from Sheffield Drive to San Ysidro Road would cross the Federal Emergency Management Agency-identified floodplain created by the combined flows of Romero, San Ysidro and Oak creeks. Within the floodplain, there are floodways defined for Romero Creek and for the combined flows of San Ysidro and Oak creeks (see FEMA Flood Insurance Rate Maps in Appendix E). The Federal Emergency Management Agency does not allow any increase to 100-year flood elevations within a floodway. Caltrans studied the effect of providing a soundwall at this location equipped with floodgates similar to those near Salinas Street in Santa Barbara. This type of floodgate allows more flow through the wall than any other method. The studies showed an increase in 100-year flood elevations within the limits of the floodways even when the maximum possible number of floodgates was

incorporated into the wall. For this reason, a soundwall cannot be built within the limits of the floodways for Romero, San Ysidro and Oak creeks.

Greenhouse, Patrice

Comment 2 Noise and Floodplain

All feasible alternatives were studied to find a way to provide a soundwall at this location without raising 100-year flood elevations. Caltrans studied the effect of providing a soundwall at this location equipped with floodgates similar to those near Salinas Street in Santa Barbara. This type of floodgate allows more flow through the wall than any other method. The studies showed an increase in 100-year flood elevations within the limits of the floodways even when the maximum possible number of floodgates was incorporated into the wall. Parallel soundwalls with staggered openings have been determined to be effective in passing flood flows in other locations along the project, but they allow even less flow to pass than floodgates and would not be appropriate at this location.

The Federal Emergency Management Agency has very strict criteria for allowing exemptions to raising 100-year flood elevations within a floodway. Per National Flood Insurance Program Regulation 44 Code of Federal Regulations Chapter 1, Section 65.12, if the flood elevation is to be raised more than 0.01 feet, the requirements include:

- Evaluate alternatives that would not raise flood elevations, and demonstrate why these alternatives are not feasible.
- Certify that no structures are located in areas that would be affected by the increased flood elevation.

The first requirement cannot be met because there is a feasible alternative, which is to avoid building the soundwall. The second requirement cannot be met because structures are located in areas that would be affected by the increased flood elevation.

During the design phase of this project (when detailed hydraulic analysis is performed), if a design can be developed that can pass the flood flows without affecting anticipated 100-year floodwater elevations, either upstream or downstream, residents will be contacted for further input on soundwalls.

July 8, 2012

To Matt Fowler
Senior Environmental Planner
Caltrans

Dear Matt Fowler,

In response to the DEIR on the 101 HOV Lane Project through Montecito, please note the following:

- I oppose any plan that takes **beach traffic off the freeway at Hermosillo**. This puts traffic onto Montecito's 'main street,' creating more congestion and destroying the very special character of our community.
- I oppose any plan which channels **beach traffic into the Montecito roundabout**. All Montecito residents will then have to deal with beach bound traffic, tourists, hotel and restaurant supply vehicles and the airbus. Keep Montecito streets and roundabout for local traffic only. 1
- **I support F Modified because it does not put increased traffic onto our local streets and it will not impact our business district on Coast Village Road.**
- I oppose any plan that makes **Los Patos a freeway on-ramp or off-ramp**. The DEIR did not truly address the wildlife impacts of increased traffic at the Bird Refuge. I would like this impact explored more fully. And it did not address the impact of this proposal on the businesses on Los Patos. Seeing my favorite restaurant, Stella Mare, at the freeway end of the street, in a doctored photograph presented by Caltrans with a chain link fence around the front of it, says it all. The DEIR did not address this impact. The cost of a Los Patos on/off ramp is too high, before one even figures in the huge cost of raising the railroad bridge. 2
- I support the idea to **widen the Union Pacific railroad bridge at Cabrillo and Hot Springs** to accommodate pedestrians and bicyclists as well as a left turn lane onto the freeway on-ramp. The impact of not widening this bridge will create a bottleneck that will affect the local community adversely. 3
- I hate the idea of a concrete corridor going through Montecito but sadly recognize the problem of the narrowness of the available throughway in the Olive Mill/Hot Springs section. I urge Caltrans to **choose Alternative 1** in order to maximize available plantings and to maintain scenic views where possible. 4
- I strongly urge Caltrans to **convene a local design board** to work with Caltrans designers to assure that the freeway has the least impact on our beautiful community. The board should consist of landscape architects, designers and local citizens with the appropriate background who will explore ways to mitigate the 'losangelesization' of our freeway, such as using stone facings on the freeway medians.
- I strongly urge Caltrans to use **sound-deadening materials** for the roadbed and to do this as soon as possible, even before the project begins. Since the current Milpas to Hot Springs freeway uses such materials, please extend their use now into the Montecito area, where residences are much closer to the freeway than along the Milpas-Hot Springs stretch. 5
- I strongly urge Caltrans to revisit the **Sheffield Drive interchange**. Are ten lanes absolutely necessary? Can the bypass lane be eliminated? The DEIR is not clear on the specifics of this interchange proposal and does not make the case for the total destruction of one of the most beautiful stretches of highway in California, a real jewel in Caltrans' network. 6
- I support the idea to make the **redesign of the San Ysidro southbound on-ramp** part of this project. It is the most dangerous on-ramp in Santa Barbara. I wonder if the length of the on-ramp even meets Caltrans safety standards. By the time this project is completed, and I hope long before that, the Miramar Hotel project will have been finished and hotel guests will be returning to LA via this on-ramp, a truly dangerous exit from Santa Barbara. 7

I want to thank Caltrans for their careful work on this project. Although I'm horrified by some of the implications of the changes proposed, I think that Caltrans has done an excellent job of informing the public with well-run public information meetings with expert Caltrans employees to answer our questions. Caltrans has been sensitive to community input, providing us with the F Modified Option in direct response to neighborhood concerns about the impact of proposed changes on Lower Montecito Village. Thank you very much for that.

And last but not least, the face of this project has been Scott Eades who has been unfailingly gracious and polite through innumerable meetings and in the face of sometimes angry commentary by community members. I have attended many of these meetings and have seen Scott's presentation many times. He has always been well prepared and clear in his responses to questions. I have come to trust what Scott says. He has been totally admirable in how he has represented Caltrans' efforts to inform the community. He should get a promotion.

While I don't look forward to the chaos this project will create, albeit temporarily, I do have faith that Caltrans is trying to make this project work for all concerned. Thank you very much. I trust that you will take these, and all residents', comments seriously and will continue to answer our concerns.

Sincerely,

Diane Handloser
148 Hermosillo Road
Montecito, CA 93108
805-969-6355
jd.handloser@verizon.net

Handloser, Diane

Comment 1 Traffic and Design

The Project Development Team selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. The F Modified configuration would direct beach traffic to the new northbound off-ramp at Hot Springs, bypassing the roundabout and Hermosillo Road. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Handloser, Diane

Comment 2 Traffic and Design

Alternative 1 (the preferred alternative) in combination with the F Modified configuration avoids impacts to the Andree Clark Bird Refuge for several reasons. The interchange configuration does not install an on-ramp at Los Patos Way and it closes the existing off-ramp. The F Modified configuration does not involve any work on the railroad grade, which would have moved construction activities closer to the bird refuge.

Handloser, Diane

Comment 3 Traffic and Design

Caltrans acknowledges there is a Cabrillo Railroad Bridge constriction of vehicles, bicycles and pedestrians. However, SBCAG and the City of Santa Barbara are currently developing a project to widen the UPRR Bridge and make operational improvement on Cabrillo Boulevard, which will address the operational needs of this important arterial road.

Handloser, Diane

Comment 4 Traffic and Design

After considering public input, the Project Development Team selected Alternative 1 as the preferred alternative. Alternative 1 was developed as a hybrid to maximize opportunities to retain and refine high value resources including scenic views, wetlands and median/outside landscaping.

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. In addition, each permitting jurisdiction may require additional measures beyond the California Environmental Quality Act-required mitigation identified in the final environmental document.

Handloser, Diane

Comment 5 Traffic and Design

The project proposes includes noise-attenuating pavement surface within the project limits.

Handloser, Diane

Comment 6 Sheffield Interchange

The Sheffield Drive Interchange is proposed for six lanes. There is an auxiliary lane (or merging lane) proposed at the Sheffield Interchange that will connect the southbound on-ramp to the southbound off-ramp at the Evans Avenue interchange due to the short weaving distance available between the two closely spaced interchanges. This additional lane does not cross either interchange but is located between them, over the Ortega Hill area. There is currently an existing northbound auxiliary lane present between the two interchanges due to a short weaving length as well.

Interchange configurations that included left-side ramps at the Sheffield Interchange were determined to not be viable as part of this project. Less grading would have been required at the Sheffield Interchange if the existing southbound lanes could remain at their existing grade with one additional southbound lane added. However, for a full-access interchange to remain after construction, the existing southbound lanes need to be relocated due to footprint conflicts with proposed right-side ramps. The southbound lanes could remain at grade only if the southbound ramps were closed, which was not considered in the scope of this project due to potential traffic impacts to local roads.

The Project Development Team recommended that the proposal for the Sheffield Interchange be revised to enhance available median landscaping where possible. As a result additional separation between the northbound and southbound mainline lanes at Sheffield Drive Interchange have been added for a length of approximately 1,000 feet at the interchange to increase the width of the median.

Handloser, Diane

Comment 7 Traffic and Design

The existing San Ysidro Road southbound on-ramp does have a shorter-than-standard acceleration lane, but the three-year accident records from October 1, 2006 to September 30, 2009 indicate accident rates less than the expected statewide rates for similar ramps.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

John S. Handloser, Jr.
148 Hermosillo Road
Montecito, CA 93108
Tel: 805 969 6355

Date: July 8, 2012

Subject: Comments on the Draft EIR for the South Coast 101 HOV Lanes Project

The 101 improvements will forever change the drive through Montecito on Highway 101. This corridor from Sheffield Drive to Hot Springs has been a monument to freeway planning in scenic design. It is the most beautiful part of the drive from Los Angeles to San Francisco. Keeping this parkway beautiful should be one of the most important considerations in the design of the 101 corridors. If this section of freeway was designated an historic place of merit or given landmark status, it would allow leeway in the execution of the design constraints. Consider that this section of freeway is given this status in your planning because if it had been possible to do so, it would have been designated as such. 1

I have looked at the complete EIR and do not feel that the design from Sheffield Drive to Hot Springs Road has thoroughly embraced the concept of the scenic corridor. Shifting the freeway a few feet to one side or reducing the shoulder by a small amount may allow better choices. As I comment above, consider this to be an historical site and make sure that it is the best possible design since drivers will see this work for decades.

1. I agree on the need for three lanes in each direction through Montecito and Santa Barbara.
2. Alternative 1 is the best design choice for median and outside design.
3. Create a local Design Review Team that is made up of architects, planners, landscapers, and citizens to work with Caltrans to beautify the corridor that will be decimated by the modifications. Currently this is a beautifully mature landscaped parkway that will largely disappear because of the construction. The need for the Design Review Team is extreme. 2
4. Look for alternatives in selection of materials, such as stone facings on the median, that will make the visual design look less like an LA freeway. This is particularly important on the new overpasses that will easily look like tunnels to cars driving through them.
5. The Sheffield interchange does not have sufficient information in the EIR to make an assessment as to its design. The EIR should be rewritten to include specifics for this interchange. 3
6. The Sheffield interchange, as shown from the aerial views, has too many lanes and is too massive. Is the bypass lane necessary? Do your projections of truck and car traffic deem this extra lane necessary? What can be done to eliminate the massive amount of concrete in the design?
7. The San Ysidro southbound onramp needs to be redesigned. If you are going go add an extra lane to the Sheffield interchange why not make this onramp safe? It must be the most unsafe part of the corridor from Sheffield to Hot Springs and perhaps from Carpinteria to Goleta. 4
8. Noise is a big problem with the freeway because hills surround the freeway and noise travels line of sight to a significant number of homes. Noise reducing pavement is important and must be used in the new design. Because the project will not be implemented for a decade, installing noise-reducing pavement should be done now. 5
9. Install signs to block the use of air brakes from trucks that travel through the Montecito corridor. When the traffic slows they frequently slow down with the BLAAAAAAAA of the air brakes. This should be forbidden where there are residences in close proximity to the freeway. Many studies have shown increased stress in residents from loud freeways adjacent to housing neighborhoods. 6
10. If possible, keep the left hand exits at the Hot Springs Cabrillo Blvd interchange.
11. If not possible to keep the left hand exits at the Hot Springs Cabrillo Blvd interchange build Plan F Modified. This is the only sensible plan offered. 7
12. Keep traffic coming off the freeway and bound for the beach at the Hot Springs Cabrillo Blvd interchange from going into the local neighborhood. Also keep it from going through the round a bout at Hot Springs and Coast Village Road.
13. Los Patos is not a good choice for a major freeway exit or entrance. This is a small community street and using it as an exit or entrance would make a huge negative impact on the community around it. The wildlife in the nearby Bird Refuge needs all the protection it can get. I also feel for the family whose belongings were strewn around the area when a moving van decided to use it as an exit and was too tall for the low railway bridge. 8
14. Widen the Union Pacific Bridge that goes over East Cabrillo Blvd as part of the construction plan. Local traffic needs to be able to exit the freeway and not back up on the freeway because it is backed up on local streets. This bridge is a bottleneck. 9
15. Consider improvements at the Coast Village Road - Olive Mill Road intersection. This area is a bottleneck and increased traffic on US 101 will only make it worse. 10

In closing I would like to stress the importance of the F Modified plan as the best possible choice from all aspects. I would also like to thank Caltrans for listening to the community and making F Modified a possible choice. Scott Eades also needs recognition for his patience and professionalism with the community and at all of the meetings. He has eased the way for this project where many others would have made it more difficult.

Best Regards,
John S. Handloser, Jr.

Handloser, John S. Jr.

Comment 1 Traffic and Design

Most of the landscaping visible in the Montecito corridor dates from the mid-1950s when the divided highway was built. As part of the Tilton Plan, Montecito Parkway was converted to its current configuration as a limited-access freeway. The Montecito Parkway was evaluated for possible National Register-eligibility in 1989 and again in connection with the proposed South Coast 101 HOV Lanes project. Caltrans determined that the original Tilton Plan design from the 1930s, built in two phases in the late 1930s and late 1940s, had lost too much design integrity to be eligible for the National Register of Historic Places or to meet the criteria for listing in the California Register of Historical Resources.

In making the determination that the Montecito Parkway is not a historical resource, Caltrans duly considered that, under the California Environmental Quality Act, resources locally designated may constitute historical resources for the purposes of the act. California Environmental Quality Act guidance, however, states that "resources which are listed in a local historic register or deemed significant in a historical resource survey as provided under Section 5024.1(g) are to be presumed historically or culturally significant unless 'the preponderance of evidence' demonstrates they are not." The next step is to consult the pertinent existing local register and survey. Because a local register or survey may not use the same criteria as the California Register, listing or identification in a local survey does not necessarily establish if the property is eligible for listing in the register. The Lead Agency will need to evaluate the resource in light of the register's listing criteria. The Lead Agency may determine that the preponderance of evidence demonstrates that the property in question is not historically or culturally significant despite being listed on a local register or identified in a local historic survey. When making this determination, the California Office of Planning and Research strongly recommends that the agency cite for the record the specific, concrete evidence which supports that determination."

Caltrans provided this specific concrete evidence in its evaluation of the resource, as documented in the Historical Resources Evaluation Report prepared for the proposed South Coast 101 HOV Lanes project (Attachment H of the Historic Property Survey Report). The State Historic Preservation Officer concurred with Caltrans' eligibility determinations on January 26, 2011.

While there are scenic visual resources in the project corridor that have been present and distinctive for decades, no landscaping elements or landscaping schemes in the project Area of Potential Effects are considered either National Register-eligible historic properties or historical resources for the purposes of the California Environmental Quality Act. Landscaping through this section of the corridor, therefore, is considered to be strictly a Visual and Aesthetic element.

Handloser, John S. Jr.

Comment 2 Traffic and Design

After considering public input, the Project Development Team selected Alternative 1 as the preferred alternative and recommended that F Modified be selected for the Cabrillo Boulevard/Hot Springs Road Interchange configuration.

For discussion of the Design Review Team, please refer to response to comment 4 from Diane Handloser.

Handloser, John S. Jr.

Comment 3 Design Configuration

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is

therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

Configurations that included left-side ramps at the Sheffield Interchange were determined to not be viable as part of this project. Furthermore, the proposal of using one structure to carry the six freeway mainline lanes requires less earthwork grading than two structures separated by an open median, each carrying three lanes. Less grading would be required at the Sheffield Interchange if the existing southbound lanes could remain at their existing grade with one additional southbound lane added. However, for a full-access interchange to remain after construction, the existing southbound lanes need to be relocated due to footprint conflicts with proposed right-side ramps. The southbound lanes could remain at grade only if the southbound ramps were closed, which was not considered in the scope of this project due to potential traffic impacts to local roads.

Options for closing one or more of the southbound ramps were considered. These options were rejected by the Project Development Team as being viable since the improvements necessary to address the diversion of traffic to other local streets and interchanges would have resulted in significant impacts, including direct impacts to historical properties.

Detailed design on the Sheffield Interchange will continue in the next phase of the project. Ample time and opportunity for local agencies to have input into design details that relate to the values, policies, and concerns of the community. CEQA allows for an iterative process for specific design details and does not require final plans to completed in this phase of the project.

Handloser, John S. Jr.

Comment 4 Traffic and Design

Refer to the response to comment 7 from Diane Handloser.

Handloser, John S. Jr.

Comment 5 Noise-Attenuating Pavement

The project proposes to include a noise-attenuating pavement surface that would reduce noise levels. Caltrans recognizes the importance of noise reduction to local residents. The noise-attenuating pavement surface to the freeway pavement will be applied when construction activities occur as part of this project.

Handloser, John S. Jr.

Comment 6 Signage

State signage aimed at controlling truck operations' usage of air brakes is not enforceable through the California Vehicle Code. Therefore, it is not appropriate to install signs of that nature on a State facility.

Handloser, John S. Jr.

Comment 7 Traffic Configuration

The Project Development Team has selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. The F Modified configuration would direct beach traffic to the new northbound off-ramp at Hot Springs, bypassing the roundabout and Hermosillo Road. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road. It has been determined that left-side median ramps cannot be retained. The locations of the existing left-side ramps at Sheffield Drive do not allow for the lane improvements to be made through the interchange without ramp reconstruction or excessively costly avoidance of the ramps. The off-ramps present at Cabrillo Boulevard have significant operational limitations including limited stopping sight distance and collision rates above statewide

averages. Because the side exit ramps at both locations need to be reconstructed and/or relocated, they must be built to meet current engineering standards. Also, left-side exits are not what drivers expect. Refer to Appendix J in Volume II for the Left-side Ramps Fact Sheet.

Handloser, John S. Jr.

Comment 8 Configuration

F Modified does not include an on-ramp or off-ramp at Los Patos Way.

Handloser, John S. Jr.

Comment 9 Traffic and Design

Refer to the response to comment 3 from Diane Handloser in regard to the Union Pacific Bridge over Cabrillo Boulevard.

Handloser, John S. Jr.

Comment 10 Traffic Data

Caltrans supports city and county planning efforts to improve the intersection at Coast Village Road and Olive Mill Road, and will coordinate with city and county staff to study appropriate improvement options. However, improvements at these intersections are not part of the South Coast 101 HOV Lanes project.

Johnny Hardisty
<johnnyhardisty@ymail.com>
03/29/2012 11:01 AM
Please respond to Johnny Hardisty <johnnyhardisty@ymail.com>

To "south.coast.101.hov@dot.ca.gov" <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject 101 hov

dear Cal trans,

my name is johnny hardisty and i live in oxnard and work in carpinteria. i have been commuting on the HWY 101 for 4 years now. and i think the planned part time 101-HOV lane is not going to help ease heavy traffic in the area. most people commuting to work like me are in their car by themselves during the am and evening rush hour. so we will have the same amount of traffic in the two NON-HOV lanes and an empty HOV lane during the busiest time of day. not to mention the traffic caused during construction that will not alleaviate the problem. i am actually moving back to carpinteria, where i work so i do not have deal with the traffic cause by the construction. i am moving back to a more expensive town just to avoid the construction hassle that will not improve the current traffic situation better.

just because the people planning the HOV lanes went to school for however long, doesn't mean the theory on paper and in the cubicle will actually be functional in real world application. do any of the people planning this HOV lane, even live and commute in the area? the part time HOV section should be in hi density city limits of SB or Vnetura. not in the empty stretch of HWY in between. if this was LA or San Diego i could understand. if it was a fourth lane that was a part time HOV lane i could understand that as well. but this just makes me loose faith that our government is out of touch or doesn't care about the tax payers. really diappointing all around after paying $20,000 in federal taxes and $7,500 in state taxes.

once again our government is still very wasteful of our hard earned tax dollars and very in-effective.

johnny hardisty

Hardisty, Johnny

Traffic

The alternatives noted in Section 1.3.3 are a result of the *101 In Motion* report that studied long-term solutions to the growing congestion throughout the U.S. 101 corridor in Southern Santa Barbara County. As a result of the *101 In Motion* process (see Section 1.3.3 of the draft environmental document), an HOV lane was one of the solutions in a package designed to relieve congestion. The other three main components in the package were providing commuter rail, increasing bus services, and installing meter devices at selected ramps. The *101 In Motion* report concluded that Transportation Demand Management solutions that did not include adding a lane on U.S. 101 were found to be inadequate in reducing long-term congestion in this corridor.

The South Coast 101 HOV Lanes project will connect to the Santa Barbara/Ventura HOV project that is currently under construction between Ventura and Carpinteria. The proposed project will provide dedicated lanes for those who already carpool during the commute hours, which will reduce their commute time. For others, the extension of the HOV lane will provide added incentive to try carpooling and vanpooling. The HOV lane will function as a part-time, continuous access lane; therefore it will only be an HOV lane during peak commute hours and will operate as a mixed-flow lane during off-peak hours.

Commuters who use the express bus between Ventura and Santa Barbara will also benefit from this project. A new commuter rail between Ventura, Santa Barbara and Goleta will also be available in the near future for commuters. This part-time HOV lanes project is only a portion of the total package to help relieve the recurring congestion on U.S. 101.

Toni Haselton
<tonihaselton@me.com>
07/02/2012 01:25 PM

To <South.Coast.101.hov@dot.ca.gov>
cc
Subject Highway 101 Project Opinion

Dear Mark Fowlers,

I am writing to give you my opinion of the 101 Freeway widening through Montecito, CA. I would ask you to please consider the following:

1) Most importantly, use F-Modified as the master plan for keeping freeway traffic out of Montecito's Coast Village Road so we can use the commercial district there with the minimum of extra traffic congestion. 1

2) Include additional funding in the final EIR to mitigate the visual impacts on the character of our Montecito. 2

3) Recommend to Caltrans, our 1st District supervisor, Salud Carbajal and to Michael Cooney, the Chair of the Santa Barbara Planning Committee team, that Montecito needs a properly funded Design Review team made up of notable Montecito landscape architects and concerned citizen to work with Caltrans to implement beautification procedures such as a medium that looks like a stone wall instead of poured concrete and putting utilities underground. 3

4) Include funding and engineering for a new southbound entry ramp at San Ysidro Lane. The current one is very dangerous! 4

5) Consider widening the Union Pacific Railroad Bridge over E. Cabrillo Blvd. to accommodate a south-bound, right-lane on-ramp and safer pedistrian and bicycle lanes. 5

6) Consdier improving the Olive Mill/Coast Village Road interchange. 6

Thank you,

Toni Haselton
620 Cima Vista Lane, Montecito
tonihaselton@me.com

Haselton, Toni

Comment 1 Visual and Design

The Project Development Team selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. The F Modified configuration would direct beach traffic to the new northbound off-ramp at Hot Springs, bypassing the roundabout and Hermosillo Road. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Haselton, Toni

Comment 2 Visual

The project will include funding sufficient to implement mitigation measures required by the final environmental document and Visual Impact Assessment technical report as well as requirements of the Coastal Development Permits.

Haselton, Toni

Comment 3 Design Review Team

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. In addition, each permitting jurisdiction may require additional measures beyond the California Environmental Quality Act-required mitigation identified in the final environmental document.

Haselton, Toni

Comment 4 Design Safety

The existing San Ysidro Road southbound on-ramp does have a shorter-than-standard acceleration lane, but the three-year accident records from October 1, 2006 to September 30, 2009 indicate accident rates less than the expected statewide rates for similar ramps.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

Haselton, Toni

Comment 5 Pedestrian and Bicycle Safety

Caltrans acknowledges there is a Cabrillo Railroad Bridge constriction of vehicles, bicycles and pedestrians. However, SBCAG and the City of Santa Barbara are currently developing a project to widen the UPRR Bridge and make operational improvement on Cabrillo Boulevard which will address the operational needs of this important arterial road.

Haselton, Toni

Comment 6 Olive Mill Road and Coast Village Road Interchange

Five configurations were considered in the draft environmental document for the Cabrillo Boulevard/Hot Springs Road Interchange. The F Modified configuration, which would address your concerns, has been recommended by the Project Development Team. The F Modified configuration would direct beach traffic to the new northbound off-ramp at Hot Springs, bypassing the roundabout and Hermosillo Road. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

JAMES R. HASLEM
144 SANTO TOMAS LANE
SANTA BARBARA, CA 93108

June 8, 2012

Via email south.coast.101.HOV@dot.ca.gov
Caltrans District 5
Environmental Branch
50 Higuera Street
San Luis Obispo, CA 93401
Attn.: Matt Fowler

Re: 101 Freeway Widening: Sound wall

Dear Mr. Fowler:

I am a resident of the Montecito neighborhood known as Montecito Oaks. Our neighborhood is bordered by Olive Mill Road on the west and North Jameson Road on the south, with our southernmost homes virtually adjacent to Highway 101. The purpose of this letter is to petition Caltrans to include a freeway sound wall when the 101 is widened between San Ysidro Road and Olive Mill Road.

I also request that the sound wall be constructed along the entire southern boundary of our neighborhood and ideally from San Ysidro Road to Olive Mill Road. The current proposal would discontinue the sound wall just prior to the Santa Isabel Lane entrance to our neighborhood. The current proposal would significantly compromise the efficacy of the sound wall because freeway noise would continue to travel unimpeded up Santa Isabel Lane and into the core of our neighborhood. The human ear can easily detect that the freeway noise level at Santa Isabel Lane is among the highest of any of the points in our neighborhood. 1

From an aesthetic perspective, discontinuing the sound wall before Santa Isabel Lane would not be desirable. All of us hope that the construction project will be both effective and attractive. The current proposal would, I believe, look odd and incongruous, unless the sound wall extends along the entire length of our neighborhood. 2

Thank you for your consideration of the above concerns. You may reach me at (805) 565-5527 or by return email should you have a question.

Very truly yours,

James R. Haslem

Haslem, James R.

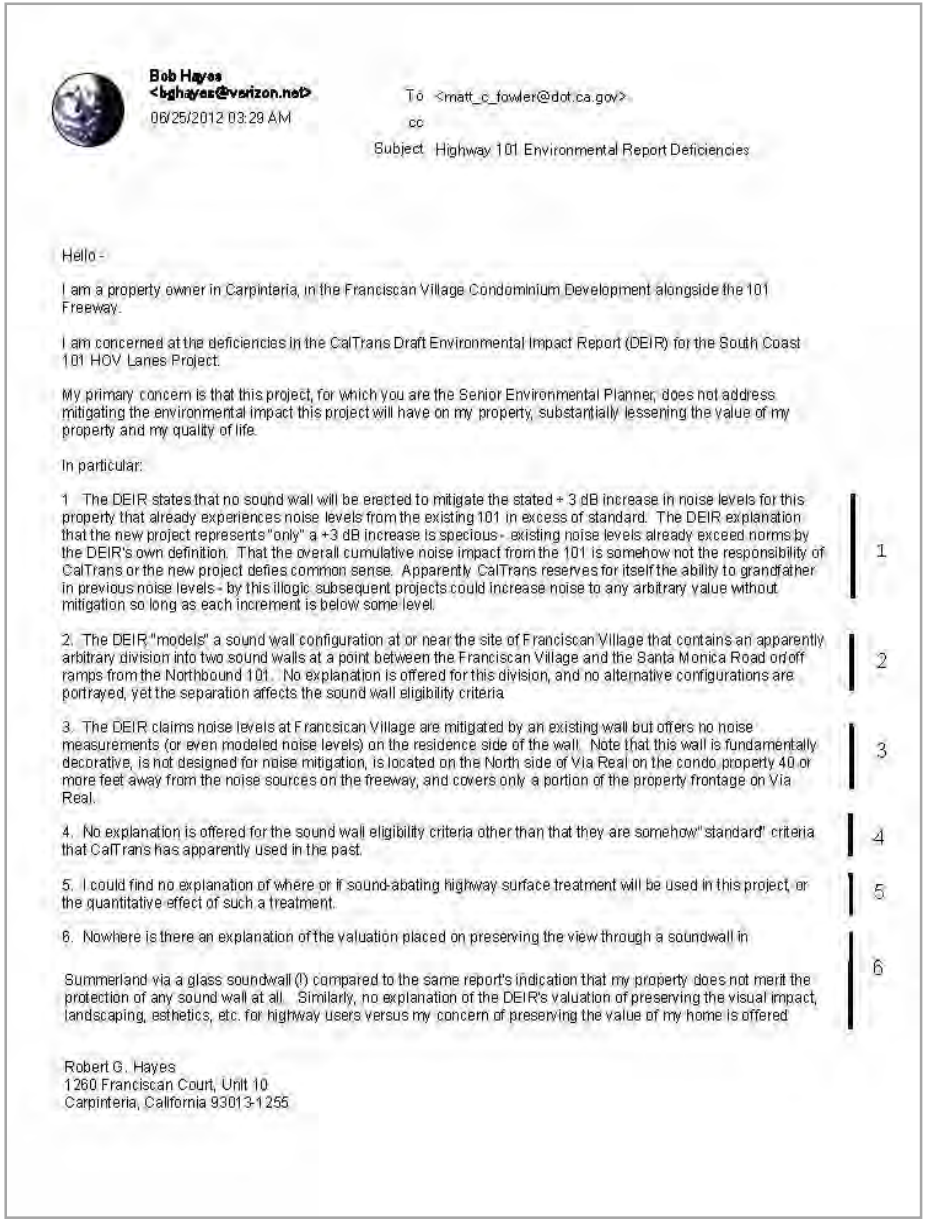
Comment 1 Noise

As a result of public comments on the draft environmental document, Caltrans staff reevaluated Soundwall S520 for high-density residential areas to identify short sections of soundwalls that might be financially reasonable. A wall extension to extend S520 to the north to protect the densely populated area between Santa Isabel and Olive Mill is expected to be recommended for construction. For more information related to Soundwall S520, refer to Volume I, Section 2.2.7.

Haslem, James R.

Comment 2 Noise

Where soundwalls are recommended, they will include aesthetic treatment developed in conjunction with the community. Vines and/or shrubs will be planted next to the soundwalls to the greatest extent possible considering safety and maintenance requirements.



Bob Hayes
<bghayes@verizon.net>
06/25/2012 03:29 AM

To <matt_c_fowler@dot.ca.gov>
cc
Subject Highway 101 Environmental Report Deficiencies

Hello -

I am a property owner in Carpinteria, in the Franciscan Village Condominium Development alongside the 101 Freeway.

I am concerned at the deficiencies in the CalTrans Draft Environmental Impact Report (DEIR) for the South Coast 101 HOV Lanes Project.

My primary concern is that this project, for which you are the Senior Environmental Planner, does not address mitigating the environmental impact this project will have on my property, substantially lessening the value of my property and my quality of life.

In particular:

1 The DEIR states that no sound wall will be erected to mitigate the stated + 3 dB increase in noise levels for this property that already experiences noise levels from the existing 101 in excess of standard. The DEIR explanation that the new project represents "only" a +3 dB increase is specious - existing noise levels already exceed norms by the DEIR's own definition. That the overall cumulative noise impact from the 101 is somehow not the responsibility of CalTrans or the new project defies common sense. Apparently CalTrans reserves for itself the ability to grandfather in previous noise levels - by this illogic subsequent projects could increase noise to any arbitrary value without mitigation so long as each increment is below some level. 1

2. The DEIR "models" a sound wall configuration at or near the site of Franciscan Village that contains an apparently arbitrary division into two sound walls at a point between the Franciscan Village and the Santa Monica Road on/off ramps from the Northbound 101. No explanation is offered for this division, and no alternative configurations are portrayed, yet the separation affects the sound wall eligibility criteria. 2

3. The DEIR claims noise levels at Francsican Village are mitigated by an existing wall but offers no noise measurements (or even modeled noise levels) on the residence side of the wall. Note that this wall is fundamentally decorative, is not designed for noise mitigation, is located on the North side of Via Real on the condo property 40 or more feet away from the noise sources on the freeway, and covers only a portion of the property frontage on Via Real. 3

4. No explanation is offered for the sound wall eligibility criteria other than that they are somehow "standard" criteria that CalTrans has apparently used in the past. 4

5. I could find no explanation of where or if sound-abating highway surface treatment will be used in this project, or the quantitative effect of such a treatment. 5

6. Nowhere is there an explanation of the valuation placed on preserving the view through a soundwall in Summerland via a glass soundwall (!) compared to the same report's indication that my property does not merit the protection of any sound wall at all. Similarly, no explanation of the DEIR's valuation of preserving the visual impact, landscaping, esthetics, etc. for highway users versus my concern of preserving the value of my home is offered 6

Robert G. Hayes
1260 Franciscan Court, Unit 10
Carpinteria, California 93013-1255

Hayes, Robert G.

Comment 1 Noise

As a result of your comments on noise impacts as well as those of others, Caltrans staff reevaluated the potential for soundwalls in high-density residential areas. The reevaluation looked at whether there might be short sections of soundwalls that could be determined financially reasonable. As a result of this analysis, a segment of Soundwall S210 that would attenuate noise for Franciscan Village is now recommended for construction. Please refer to Volume I, Section 2.2.7, for more information on Soundwall S210.

Hayes, Robert G.

Comment 2 Noise

Soundwall S210 was split based on the number of benefited receptors identified in the high-density residential areas. The higher density criteria could not be met for certain segments of the soundwall. As a result, only the soundwall segment that would provide noise attenuation for the Franciscan Village is recommended for construction. For more information relating to Soundwall S210, please refer to Volume I, Section 2.2.7.

Hayes, Robert G.

Comment 3 Noise

The private walls were reevaluated in order to address your concerns. It was determined that these walls do not provide more than 1 decibel of noise attenuation to the residences nearest the roadway. As stated above, following a subsequent analysis, there is a section of soundwall recommended to protect Franciscan Village.

Hayes, Robert G.

Comment 4 Noise

A Noise Abatement Decision Report was prepared for the project to estimate the construction cost for the feasible noise abatement measures identified in

the Noise Study Report and determine if noise abatement is financially reasonable per Caltrans 2006 Noise Protocol. The overall reasonableness of noise abatement is determined by many factors. Main factors that affect reasonableness include the cost of noise abatement, absolute noise levels, existing noise versus design-year noise levels, achievable noise reduction, date of development along the highway, life cycle of noise abatement measures, and environmental impacts of abatement construction. Cost considerations for determining noise abatement reasonableness are evaluated by comparing reasonableness allowances and projected costs. See Volume I, Section 2.2.7, for more information on criteria for determining when an abatement measure is reasonable and feasible.

Hayes, Robert G.

Comment 5 Noise-Attenuating Pavement

One change to the project since releasing the draft environmental document is that the proposed structural section for the highway would be continuously reinforced concrete instead of asphalt concrete pavement. This change could improve noise attenuation and extend the service life from a previous estimate of 20 years to 40 years. In addition, a noise-attenuating pavement surface treatment will be provided on all mainline travel lanes on U.S. 101 within the project limits where HOV lanes are added. The type of treatment will be determined during the design phase. According to the Caltrans Technical Noise Supplement (2009), applying noise-attenuating pavement surface treatment reduces noise levels by up to 5 dBA.

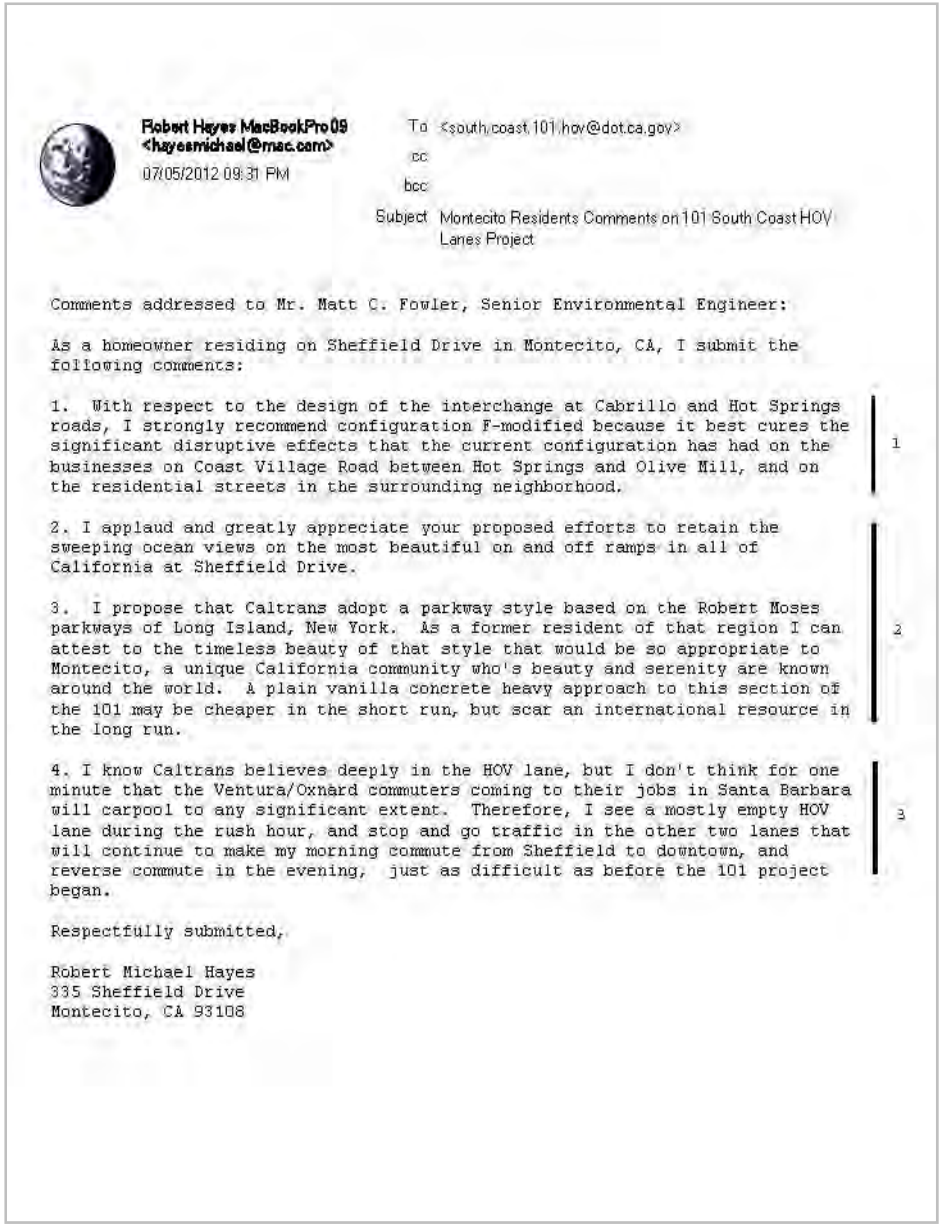
Hayes, Robert G.

Comment 6 Visual

The final environmental document includes a complete section assessing the project's potential visual effect on the Summerland community and the adjacent highway corridor (see Volume I, Section 2.26). The high values placed on the ocean, hillside and community views are discussed and considered as part of the analysis. Representative viewpoint photo-simulations from the community as well as from the highway user perspective are included. Federal Highway Administration analysis ratings and rationale are provided. As a result, the final document includes measures for constructing partial clear-panel soundwalls at specific locations as well as eliminating other walls entirely where the visual impacts would be most severe.

The draft environmental document found that existing high-quality ocean views from public vantage points on Via Real in the vicinity of Franciscan Village are severely limited by intervening vegetation, fencing, and vehicular traffic. As a result, measures that included installing glass panels on the recommended segments of Soundwall S210 to preserve these limited ocean views, are not warranted in this area.

Where soundwalls are recommended, they will include aesthetic treatment that will be developed in conjunction with community input. In addition, vines and/or shrubs will be planted next to the soundwalls to the greatest extent possible, considering safety and maintenance requirements.



Robert Hayes MacBookPro09 <hayesmichael@mac.com>
07/05/2012 09:31 PM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject Montecito Residents Comments on 101 South Coast HOV Lanes Project

Comments addressed to Mr. Matt C. Fowler, Senior Environmental Engineer:

As a homeowner residing on Sheffield Drive in Montecito, CA, I submit the following comments:

1. With respect to the design of the interchange at Cabrillo and Hot Springs roads, I strongly recommend configuration F-modified because it best cures the significant disruptive effects that the current configuration has had on the businesses on Coast Village Road between Hot Springs and Olive Mill, and on the residential streets in the surrounding neighborhood. 1

2. I applaud and greatly appreciate your proposed efforts to retain the sweeping ocean views on the most beautiful on and off ramps in all of California at Sheffield Drive.

3. I propose that Caltrans adopt a parkway style based on the Robert Moses parkways of Long Island, New York. As a former resident of that region I can attest to the timeless beauty of that style that would be so appropriate to Montecito, a unique California community who's beauty and serenity are known around the world. A plain vanilla concrete heavy approach to this section of the 101 may be cheaper in the short run, but scar an international resource in the long run. 2

4. I know Caltrans believes deeply in the HOV lane, but I don't think for one minute that the Ventura/Oxnard commuters coming to their jobs in Santa Barbara will carpool to any significant extent. Therefore, I see a mostly empty HOV lane during the rush hour, and stop and go traffic in the other two lanes that will continue to make my morning commute from Sheffield to downtown, and reverse commute in the evening, just as difficult as before the 101 project began. 3

Respectfully submitted,

Robert Michael Hayes
335 Sheffield Drive
Montecito, CA 93108

Hayes, Robert M.

Comment 1 Configuration Preference

The Project Development Team recommends selecting the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. The F Modified configuration proposes a southbound on-ramp at Cabrillo Boulevard, which will remove some southbound traffic on Coast Village Road.

Hayes, Robert M.

Comment 2 Visual

The Sheffield Drive interchange must be reconstructed to accommodate the final configuration for six lanes. The locations of the existing left-side ramps at Sheffield Drive do not allow for lane improvements to be constructed through the interchange without ramp reconstruction or at excessive costs associated with avoiding the ramps. For more information on left-side ramps, refer to Appendix J (Left-side Ramps Fact Sheet) in Volume II.

Significant right-of-way purchases would be necessary to add additional landscaped medians and additional landscaping to the outside shoulders of the freeway to emulate Robert Moses parkway designs. Alternatives E and F (since rejected) used this design format.

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible while considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, although not required to meet the intent of mitigation, will be developed in collaboration with representatives from each affected community. Caltrans anticipates that a design review team will be established in the design phase

as part of the local coastal permitting process. This team can then help review and refine aesthetic and planting plan details associated with the project.

Also, each permitting jurisdiction as part of the Coastal Development Permit process may require additional measures beyond the required mitigation that has been identified in the final environmental.

Hayes, Robert M.

Comment 3 HOV lanes

The HOV lanes proposal is one project in a larger consensus-approved package of improvements that was developed from the Santa Barbara County Association of Governments-sponsored *101 In Motion* process. This larger package of recommended improvements was funded through the Measure A local transportation sales tax measure and included as planned improvements in the 2008 Regional Transportation Plan. This plan provides a multimodal approach to long-term congestion relief in this corridor.

This project is funded by voter-approved Measure A funds, which are matched by federal funds. The proposed project benefits the region as well as the entire state because U.S. 101 is the only major highway along the California Coast in the area. Improving mobility and goods movement is vital to the environmental health and economic vitality of the state. The HOV lanes project is one component of the complete package supported by the Santa Barbara County Association of Governments and was disclosed to the public in the past four years. The HOV lane will function as a part-time, continuous access lane; therefore it will only be an HOV lane during peak commute hours and will operate as a mixed-flow lane during off-peak hours.

VALERIE J. HOFFMAN
3288 BEACH CLUB ROAD
CARPINTERIA, CA 93013

JULY 9, 2012

VIA EMAIL TO SOUTH.COAST.101.HOV@DOT.CA.GOV

Mr. Matt Fowler, Senior Environmental Planner
Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Re: Comments on South Coast 101 HOV Lanes Project; Project ID# 0500000225, Santa Barbara County, Draft EIR/EA (Project)

Dear Mr. Fowler:

I own my home at 3288 Beach Club Road, which is within the project area of the Project referenced above. My primary concern is noise. My property is located immediately adjacent to Highway 101 but the environmental document proposes NO sound wall between the highway and my house.

I contend that the Project EIR/EA is legally inadequate because it concludes that there are no significant or potentially significant noise impacts from the project. This statement is incorrect and results in a substantial flaw in the environmental document. The document states that CEQA provides that "a significant impact occurs when the design year noise levels (20 years after construction of the project) increase by 12 or more decibels over existing noise levels." CEQA says no such thing. The EIR/EA admits that a 3 decibel increase in sound is perceptible. Because of the existing high noise impacts upon my home and neighborhood from the highway, even a 3 decibel increase is significant and must be mitigated. 1

The environmental document also suggests that the installation of sound attenuating paving material will mitigate the noise increase resulting from the project. Paving materials deteriorate and the State has a poor track record for replacing aging pavement. Reliance upon a material that has no proven performance record to offset long-term measurable sound increases from the project is incorrect and cannot be considered to be adequate mitigation. 2

The environmental document is inadequate because it includes no mitigation for the noise impacts that my property, and those of my neighbors, will suffer unless a noise barrier (i.e., sound wall) is erected to protect our homes. 3

Without a sound wall, noise from the highway will increase steadily (the EIR/EA estimates decibel impacts from the project upon my neighborhood ranging from the high 60's to the low 70's. Most acoustical engineers would agree that a 65 decibel level in an exterior area is beyond the level of acceptability and constitutes a significant impact. 3

The EIR/EA understates the noise level by imposing upon the model a 3 decibel adjustment, due to a discrepancy between actual readings and the levels projected by the model, and attributed to topography and other field conditions. I submit to you that the discrepancy arose from the failure to take into account the impact of the ocean breeze. This tends to carry the sound away from my house and toward the highway, but it doesn't blow constantly and, when it is still, the sound levels increase markedly. The original projected decibel levels should be used without the 3 dB adjustment. 4

Finally, the EIR/EA suggests that a determination as to whether or not construction of a sound wall is economically reasonable (and, therefore, to be included in the project) is based upon a mathematical formula to determine "abatement valuation." The formula starts with an assumed base value of $31,000, then adds a few thousand here and there, depending upon certain factors applicable to a particular property. The "abatement valuation" for my house and that of my neighbors is $45,000. The EIR/EA doesn't explain how it was developed, so it doesn't justify its use. Therefore, the document is flawed. To apply such a low valuation to mitigating noise impacts that my property already suffers, together with the increased impacts that my property will suffer from the project, demonstrates that the EIR/EA is inadequate. It is using a pre-packaged formula that doesn't take into account the value of my ocean-front home. The houses in my neighborhood each are worth many millions of dollars, yet the EIR/EA applies the same base figure ($31,000) to modest houses on the north side of the highway – houses that have much lower fair market value than ours. This lack of a logical approach to valuation of impact, and its abatement, must be corrected. If it were, the cost of the sound wall between my home and the highway would be "reasonable" because it would be far less than the mitigation value for my neighbors and me. 5

The noise section of this environmental document must be substantially revised or the EIR/EA will be inadequate.

Sincerely,

Valerie J. Hoffman

Hoffman, Valerie

Comment 1 Noise

Caltrans is the lead agency for the South Coast 101 HOV Lanes project for both the California Environmental Quality Act and the National Environmental Policy Act. Caltrans determines the significance of environmental impacts, including noise impacts under the California Environmental Quality Act as well as the National Environmental Policy Act criteria of context and intensity. Caltrans uses the Federal Highway Administration guidelines to determine when noise abatement must be considered. However, noise abatement guidance is not used for considering a CEQA threshold of significance. The reference noted on page 431 of the draft environmental document that discussed a threshold of 12 dBA or more for the purposes of determining CEQA noise significance was incorrect. This statement was removed from Chapter 3 in the final environmental document. Section 2.2.7 of Volume I clarifies that the 12 dbA measurement is used by FHWA to determine noise abatement criteria. Table 2.36 shows a project build noise level increase of a maximum of 2 dB above the existing noise levels for residences along Padaro Lane. This minimal increase is not considered a significant impact given the fact that according to the Caltrans Technical Noise Supplement (TeNS), a 2 dBA increase is not detectable to a healthy human ear and a 3 dBA increase is barely noticeable to a healthy human ear. Therefore, the increase is not considered a significant impact under CEQA or NEPA and no mitigation is required. Responses located in Appendix A-7 (CEQA checklist XII Noise, a-d) in Volume II were changed to reflect this determination.

Hoffman, Valerie

Comment 2 Noise Attenuating Pavement

The noise-attenuating pavement treatment is not being proposed as noise mitigation, but rather as a project feature to help reduce noise levels. All pavements require periodic surface maintenance efforts to retain their original functionality. This is true for structural pavement as well as sound-attenuating surfaces.

Hoffman, Valerie

Comment 3 Soundwall

Please refer to response 1.

Hoffman, Valerie

Comment 4 Noise Measurement

As directed by Caltrans, each field noise measurement taken by the consultant is supported with a field report that includes weather conditions and other field factors. The Noise Study Report for the project indicates the weather conditions when the noise measurements were taken in the vicinity of 1755 Fernald Point Lane. Based on the Noise Study Report, the measurements were taken under calm wind conditions (see Appendix F of the Noise Study Report).

The protocol for analyzing noise does not provide for speculation of worst-case weather conditions. Validity of the model output depends on rational decisions on field conditions present at the time of data collection to avoid skewing the collected data. The important factor is to avoid collecting data if wind is blowing in excess of 12 miles per hour; otherwise the data would not represent average conditions. If the field notes indicate “null” or “calm” conditions, wind is assumed to not be a problem.

Hoffman, Valerie

Comment 5 Noise

A Noise Abatement Decision Report was prepared for the project to estimate the construction cost for the feasible noise abatement measures identified in the Noise Study Report and determine if noise abatement is financially reasonable per Caltrans 2006 Noise Protocol. The overall reasonableness of noise abatement is determined by many factors. Main factors that affect

reasonableness include the cost of noise abatement, absolute noise levels, existing noise versus design-year noise levels, achievable noise reduction, date of development along the highway, life cycle of noise abatement measures, and environmental impacts of abatement construction. Cost considerations for determining noise abatement reasonableness are evaluated by comparing reasonableness allowances and projected costs. In addition, considering the value of the home the soundwall protects would conflict with environmental justice policies. See Volume I, Section 2.2.7, for more information on criteria for determining when an abatement measure is reasonable and feasible.

As a result of comments received, Caltrans staff has reevaluated Soundwall S281 for high-density development areas behind the wall location to identify short sections that might be financially reasonable. No additional locations were found to be financially reasonable. Only a portion of Soundwall S281 could be proposed for construction due to the center portion of the wall being dropped for safety reasons when it was determined it would have blocked "stopping sight distance" for traffic. The remaining eastern portion of S281was determined to be financially reasonable as a stand-alone wall segment and is recommended for construction. This portion of Soundwall S281 together with S257 was evaluated as a two-wall system to determine if S257 could be constructed. However, Soundwall S257 as an independent wall was found not to be financially reasonable and therefore was not recommended for construction. This is mostly due to the additional costs associated with acoustically "overlapping" the two walls coupled with the less dense development at the southern end of Padaro Lane. See Volume I, Section 2.2.7, for more information on Soundwalls S281 and S257.

Please refer to response to comment 1 in regard to significant noise impacts under CEQA and NEPA.

Phillip and Elizabeth Hogan
30 Miramar Avenue
Santa Barbara, CA 93108
(805) 969-1862

Attn: Matt Fowler
South.Coast.101.HOV@dot.ca.gov

Re: Subject: South Coast 101 Plan Public Comments

July 8, 2012

Dear Mr. Fowler,

This letter is a Public Comment Letter in reference to several proposed 101 highway widening alternatives that have been put forward.

Our primary concerns and objections to the project include:

- Noise Concerns during and after Construction
- Traffic Concerns in Montecito
- Duration of Construction

We will address and comment on these sequentially below.

Noise Concerns during and after Construction

We live at 30 Miramar Avenue, near the beach in Montecito. Our house has the railroad tracks and beach to the south, and the Miramar Hotel across the street to the north. Highway 101 is 1 block away.

We are concerned that the highway widending project will result in more highspeed traffic, and more noise at our house. The existing 4 lane highway is already pretty lound, and by widening the freeway and straightening out the curves there will likely be a lot more traffic noise.

Consequently, we request the a **14' to 16' high Sound Wall** be built along the south side of the 101, immediately adjacent to South Jamison between San Ysidro/Eucalytus Lane and the on southbound onramp at the east end of the Miramar Hotel (Posilipo Lane). This wall will reduce sound and noise impacts for residents in our community, as well as guests staying at the Miramar Hotel.

We request that noise impacts to local residents be addressed in the EIR, and that mitigation measures such as **Sound Walls be integrated into the project plans.**

Sound walls should also be considered for the south side of the 101 from San Ysidro/Eucalytus Lane to Cold Springs/Coast Village to mitigate sound impacts to residents living to the south of the freeway.

We also have concerns about noise, dust, and fallout during the extended construction phase that has been proposed, and request that these impacts be addressed.

Traffic

Montecito traffic corridors have value and are their importance is recognized by the Community, as outlined in the Montecito Community Plan (May 16, 1995). We join others in the Community in supporting the F-Modified Interchange Plan so as to direct beach traffic away from Montecito. 3

Duration of Construction

The construction schedule is very long, and will disrupt traffic on Highway 101 for an extended period of time. We request that the schedule be condensed such that the duration of impacts resulting from construction are minimized. Good construction management and scheduling is critical. 4

Summary

Our primary concern is increased noise at our house resulting from traffic and construction of the proposed project. We ask that a **sound wall be constructed on the south side of the 101 corridor adjacent to South Jamison** to reduce and help mitigate sound generated by increased traffic and traffic velocities on the 101.

We look forward to hearing from you with responses to our concerns. Our address is as above.

Thank you.

Sincerely,

Dr. Phillip Hogan Mrs. Elizabeth Hogan

Cc:-Brian Banks County Planner

Hogan, Phillip and Elizabeth

Comment 1 Noise

The only soundwall proposed between the San Ysidro/Eucalyptus Lane southbound on-ramp and Posilipo Lane is Soundwall S489. As a result of comments received on the draft environmental document, Caltrans staff reevaluated this soundwall for high-density development areas to identify shorter sections of this soundwall that might be financially reasonable. Reevaluating Soundwall S489 revealed that one residential unit had not been accounted for in the Noise Study Report; inclusion did not change the conclusion that a wall in this area is not financially reasonable.

As a result of comments received, Caltrans staff has reevaluated Soundwall S519 for high-density development areas to identify sections of soundwalls that might be financially reasonable. As a result, an extension to the north of Soundwall S519 to Olive Mill Road is expected to be recommended for construction.

Please refer to Volume I, Section 2.2.7, for more information related to Soundwalls S489 and S519.

Hogan, Phillip and Elizabeth

Comment 2 Air Quality

Construction Impacts are discussed in Section 2.4 of the Final Environmental document. Measures will be taken to reduce construction related dust and noise during project construction. These measures can be found in Volume I, Section 2.4 and Volume II, Appendix F, Avoidance, Minimization and Mitigation Measure of the final environmental document.

Hogan, Phillip and Elizabeth

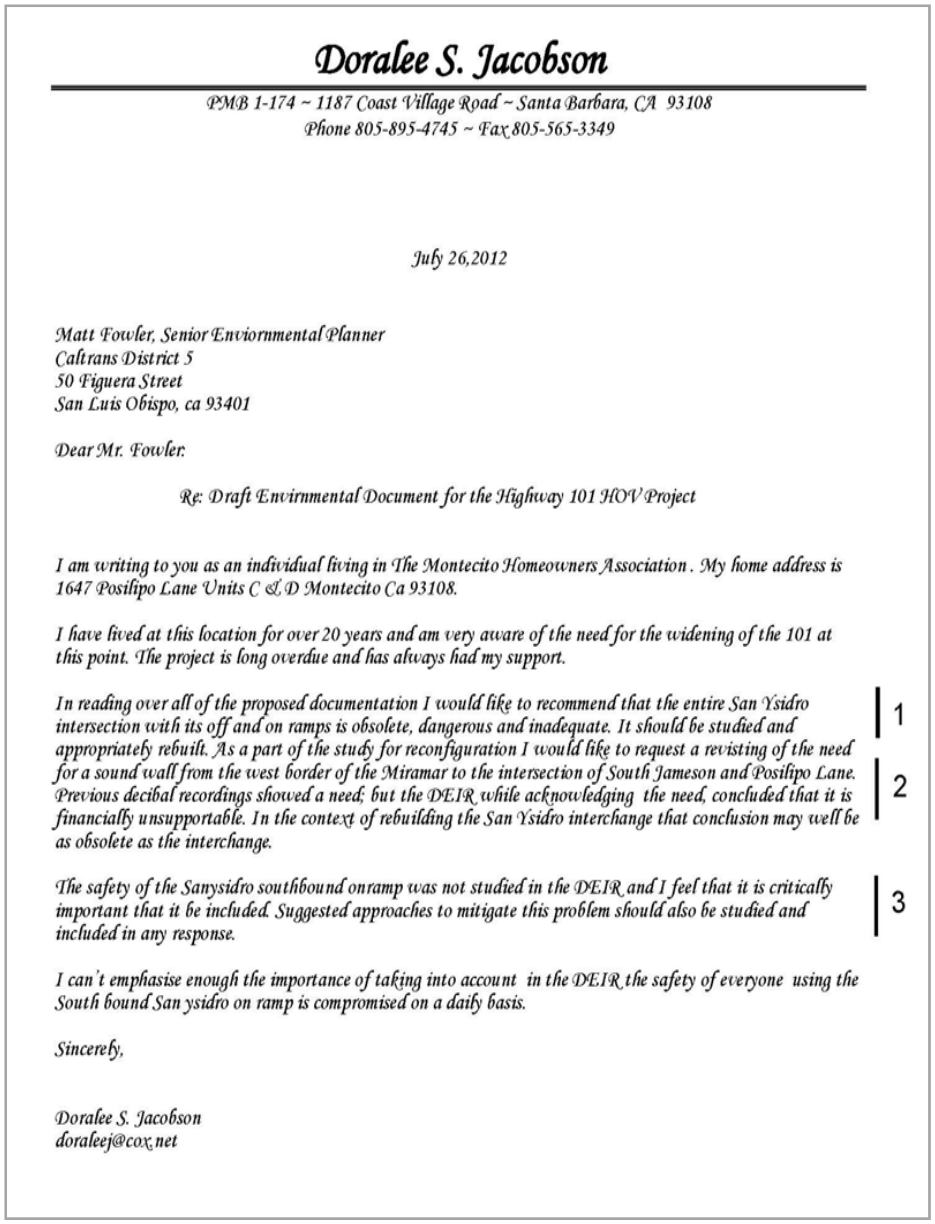
Comment 3 Design Configuration

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Hogan, Phillip and Elizabeth

Comment 4 Construction Phasing

Given the magnitude and length of the proposed project, it is anticipated that construction would be phased and individual sections would be constructed within the expected 10 year timeline once construction starts. The timing of the phased construction may be affected by factors such as available funding, location of other nearby highway construction projects, railroad involvement, utility relocation needs, and the Coastal Development Permit process. Individual phases of the construction would not take the entire 10 years, but would be on a much shorter timeline in order to minimize impacts to the adjacent communities.



Doralee S. Jacobson

PMB 1-174 ~ 1187 Coast Village Road ~ Santa Barbara, CA 93108
Phone 805-895-4745 ~ Fax 805-565-3349

July 26,2012

Matt Fowler, Senior Enviornmental Planner
Caltrans District 5
50 Figuera Street
San Luis Obispo, ca 93401

Dear Mr. Fowler:

Re: Draft Envirnmental Document for the Highway 101 HOV Project

I am writing to you as an individual living in The Montecito Homeowners Association . My home address is 1647 Posilipo Lane Units C & D Montecito Ca 93108.

I have lived at this location for over 20 years and am very aware of the need for the widening of the 101 at this point. The project is long overdue and has always had my support.

In reading over all of the proposed documentation I would like to recommend that the entire San Ysidro intersection with its off and on ramps is obsolete, dangerous and inadequate. It should be studied and appropriately rebuilt. As a part of the study for reconfiguration I would like to request a revisting of the need for a sound wall from the west border of the Miramar to the intersection of South Jameson and Posilipo Lane. Previous decibal recordings showed a need; but the DEIR while acknowledging the need, concluded that it is financially unsupportable. In the context of rebuilding the San Ysidro interchange that conclusion may well be as obsolete as the interchange. 1 2

The safety of the Sanysidro southbound onramp was not studied in the DEIR and I feel that it is critically important that it be included. Suggested approaches to mitigate this problem should also be studied and included in any response. 3

I can't emphasise enough the importance of taking into account in the DEIR the safety of everyone using the South bound San ysidro on ramp is compromised on a daily basis.

Sincerely,

Doralee S. Jacobson
doraleej@cox.net

Jacobson, Doralee S.

Comment 1 Design

The existing San Ysidro Road southbound on-ramp does have a shorter-than-standard acceleration lane; however, the historic accident records of the three years from October 1, 2006 to September 30, 2009 indicate accident rates are less than the expected statewide rates for similar ramps.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

Jacobson, Doralee S.

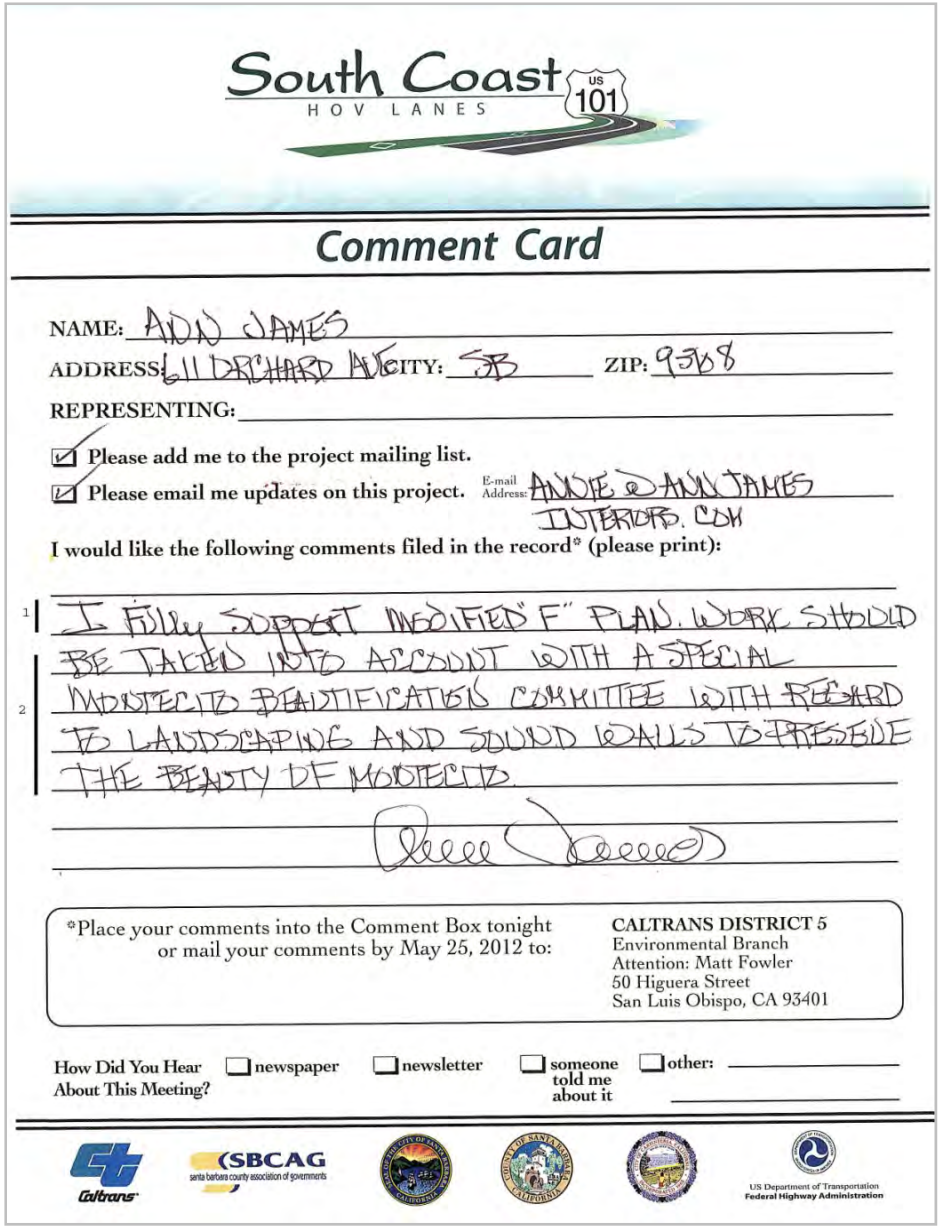
Comment 2 Noise

As a result of public comments on the draft environmental document, Caltrans staff reevaluated soundwalls in high-density residential areas to identify whether there are short sections of soundwalls that might be financially reasonable. Reevaluating Soundwall S489 revealed that one residential unit had not been accounted for in the Noise Study Report; including this unit in the calculation did not change the conclusion. A wall at this location is not financially reasonable. No additional southbound soundwalls were recommended for construction near Posilipo.

Jacobson, Doralee S.

Comment 3 San Ysidro On-ramp

See response to comment 1 above.



South Coast HOV LANES US 101

Comment Card

NAME: ANN JAMES

ADDRESS: 611 ORCHARD AVE CITY: SB ZIP: 93108

REPRESENTING:

☑ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: ANNIE@ANNJAMES INTERIORS.COM

I would like the following comments filed in the record* (please print):

1 I FULLY SUPPORT MODIFIED "F" PLAN. WORK SHOULD BE TAKEN INTO ACCOUNT WITH A SPECIAL

2 MONTECITO BEAUTIFICATION COMMITTEE WITH REGARD TO LANDSCAPING AND SOUND WALLS TO PRESERVE THE BEAUTY OF MONTECITO.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

James, Ann

Comment 1 Visual

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

James, Ann

Comment 2 Visual

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible, but must consider safety and maintenance requirements. Where soundwalls are recommended, they will include aesthetic treatment developed in conjunction with the community. In addition, vines and/or shrubs will be planted next to the soundwalls to the greatest extent possible (considering safety and maintenance requirements). Refinement of aesthetic landscaping design details will be developed in collaboration with representatives of each affected community. In addition, each permitting jurisdiction may require additional measures beyond the California Environmental Quality Act-required mitigation identified in the final environmental document.

Steve Johnson
<steve@stevej.com>
05/06/2012 03:11 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc Bettie Weiss <bweiss@SantaBarbaraCA.gov>
bcc
Subject Comments on the Draft Environmental Impact Report/ Environmental Assessment for 101HOV-PROJ

Thank you for the opportunity to comment on the Draft Environmental Impact Report/ Environmental Assessment for the South Coast 101 HOV Lanes Project (101HOV-PROJ).

I own the property at 517 W. Figueroa St in Santa Barbara, CA. Following the recommendation of the California ARB, the City of Santa Barbara has adopted policy ER-7 as part of its General Plan Update, passed in November of 2011. Policy ER-7 currently prohibits residential development within a 250' wide corridor bordering US Highway 101 located within city limits. The stated reason for the prohibition is concern about health risks due to diesel particulate matter (DPM). A specific study ("Air Quality Report, February 24, 2009") was cited as a primary basis for the 250' corridor width. However, city staff has acknowledged in a public hearing that the Air Quality Report contains an error.
Please see the attached letter sent to city staff prior to a SB City Council hearing to consider impacts of Policy ER-7. **1**

I assert that if that if the error had been corrected, the correct screening corridor width would have been 1000', not 250'.
I most strongly request that the EIR for the 101HOV-PROJ address this issue, and provide a corrected and valid analysis
for the health risks associated with DPM within the City of Santa Barbara.

I also note that the Draft EIR for 101HOV-PROJ nowhere mentions the City's Air Quality Report, and feel this is a serious omission.

The following statement can be found on page 270 of the Draft EIR:
"Additionally, since the project has been initiated as a congestion relief/operational improvement, it is not expected to increase local concentrations of air pollutants; therefore it is consistent with the state air quality goals of the air district." **2**

I believe that statement needs revision. It is not credible to expect that local concentrations of air pollutants will not increase as a result of the project.
Indeed, the Draft EIR explicitly states the contrary on page 276:
"Using the Caltrans- approved air quality modeling program software, the 2040 build condition shows a slight increase with respect to PM10 versus the 2040 no-build condition (see Table 2.29)."

These conflicting statements clearly need resolution.

It **must** also be the case that improvements along the length of the 101HOV-PROJ will increase the density of truck traffic within the City of Santa Barbara, and thereby worsen the impact on my property at 517 W. Figueroa St. This will especially be the case for morning peak hour northbound traffic, a time when meteorological records indicate the DPM hazard at my property is greatest. **3**

For the record, I would also like to note that my property value has been reduced by past poor State judgements, with respect to Highway 101 widening in the 1950s. Mission Creek was diverted to stay north of 101 between Micheltorena and Figueroa streets. The resulting remnant of Mission Creek (now called Old Mission Creek) collects floodwaters, which enter a culvert abutting my property. The culvert is undersized, resulting in a flood hazard to my property. **4**

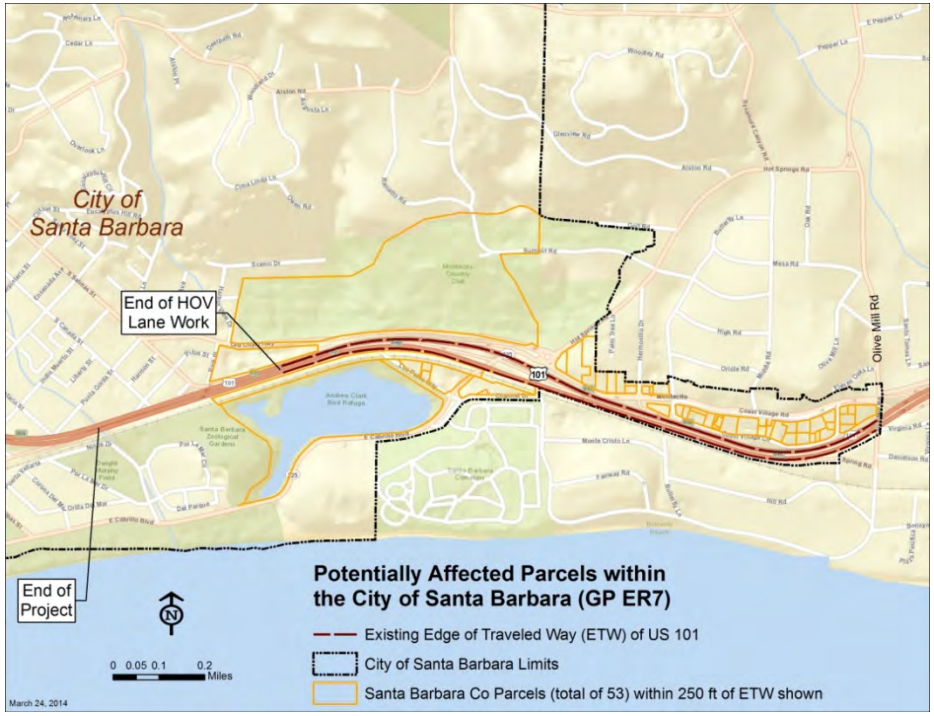
Steve Johnson
Email: steve@stevej.com
FindMe: 805-699-5364
VoiceMail: 805-881-3717
319 W. Cota St, SB CA 93101

CC_Feb14_letter copy.pdf

Johnson, Steve

Comment 1 City of Santa Barbara Policy ER-7

The project proposes to widen into the median in some locations and to the outside of the existing lanes in other locations. The shift would be about 12 feet on either side of the freeway and would not affect the development potential of the adjoining parcels. The following map shows affected parcels that lie within 250 feet of U.S. 101 in the area where the HOV lanes are being added in the City of Santa Barbara.



Johnson, Steve

Comment 2 Air Quality

The project was analyzed for mobile source air toxics and was found to have no potential for meaningful effects per Federal Highway Administration protocol. Further analysis did find that there will be minor increases in PM10 emissions because motorists who have been using local roads to avoid congestion on U.S. 101 would ultimately return to using the highway. According to the Air Quality Report prepared September 2011 and the addendum to the Air Quality Report prepared 2013, the project would not result in significant air quality impacts.

Furthermore, since the project will relieve traffic congestion within the corridor, the additional HOV lane coupled with fleet turnover over time that meet the Environmental Protection Agency's vehicle and fuel regulations, the regional air pollution time would see a substantial decrease in mobile source air toxics. Refer to Volume I, Sections 2.2.6 and 2.5, in the final environmental document for discussion of air quality minimization measures and Caltrans Standard Specifications that would decrease operational air emissions during construction. Refer to Section 2.2.6 for discussion of entrained dust.

Johnson, Steve

Comment 3 Traffic Congestion

Truck percentages in the U.S. 101 corridor are not expected to change as a result of the improvements proposed by this project.

Johnson, Steve

Comment 4 Hydraulics

The drainage problem described is not within the limits of the HOV lanes project and cannot be addressed by the project. The culvert for Old Mission Creek was built in 1962 and was designed in accordance with the standards of the time period. Conditions in the watershed may have changed since that time. There is no record of flooding at this location. If further flooding takes place, please contact the Caltrans Maintenance department to investigate.

Steve Johnson
<steve@stevej.com>
05/07/2012 11:08 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc Bettie Weiss <bweiss@SantaBarbaraCA.gov>
bcc
Subject web site mis-identified

The web site for the SB 101HOV project is mis-identified in the flyer provided to the public to announce the project.
The correct site is http://www.dot.ca.gov/dist05/projects/sb_101hov/.
The site given in the flyer is missing the underscore. 1

Steve Johnson
Email: steve@stevej.com
FindMe: 805-699-5364
VoiceMail: 805-881-3717
319 W. Cota St, SB CA 93101

Johnson, Steve (Comment Letter 2)

Website Information

The initial public notice for the Notice of Availability of the draft environmental document for the South Coast 101 HOV Lanes project had been published in two or three newspapers when we received word that the link was not working. The error was corrected in all subsequent flyers, letters, and public notices in newspapers. Thank you for letting us know.

Beth Jones
<bethjosb@verizon.net>
07/09/2012 02:39 PM

To <south.coast.101.HOV@dot.ca.gov>
cc Montecito Association <info@montecitoassociation.org>, <news@montecitojournal.net>
bcc
Subject Supporting Montecito Assn Questions Matt Fowler at South.Coast.101

Dear Matt Fowler,

We agree with the Montecito Assn. findings that there are many other issues that should be addressed. We strongly believe that the Southbound on-ramp at San Ysidro Rd. is very unsafe. We dislike using it! To us, the left-lane exits on 101 have not presented a safety problem. There are other items that should be investigated. 1

Of options mentioned, we believe that the F-Modified Interchange Plan will serve Montecito best by directing beach traffic away from Montecito. 2

Thank you for the opportunity to voice our opinion.

William & Elizabeth Jones
255 Bonnie Lane
Montecito, CA 93108

Cc: Montecito Journal
Montecito Assn.

Jones, Beth

Comment 1 San Ysidro Road On-Ramp Design

The existing San Ysidro Road southbound on-ramp does have a shorter-than-standard acceleration lane; historic accident records for the three years from October 1, 2006 to September 30, 2009 indicate accident rates that are less than the expected statewide rates for similar ramps.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. The recently scoped Highway 101 rehabilitation project covers much of the same project limits as the HOV Lanes project. The rehabilitation project may include changes to this ramp.

It has been determined that left-side median ramps cannot be retained. The locations of the existing left-side ramps at Sheffield Drive do not allow for lane improvements to be made through the interchange without ramp reconstruction or excessive costs associated with avoiding the ramps. The existing median ramps at Cabrillo Boulevard have operational limitations, including limited stopping sight distance and collision rates above statewide averages. Because the left-side ramps at both locations need to be reconstructed and/or relocated, they must be built to meet current engineering standards. See Volume II, Appendix J, for the Left-Side Ramps Fact Sheet.

Jones, Beth

Comment 2 Configuration Selection

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

May 22, 2012

156 Santa Isabel Lane
Santa Barbara, CA 93108

Caltrans District 5
Environmental Branch
Attention: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401
south.coast.101.HOV@dot.ca.gov

Re: South Coast HOV Lanes, Highway 101

Mr. Fowler:

This is to petition you to build a complete sound barrier between the planned expanded Highway 101 and the north side neighborhoods between San Ysidro Road and Olive Mill Road.

The roar of traffic noise that comes from the highway to our homes is constant and loud. Health and quality of life suffers as a result. Our family has lived on Santa Isabel Lane for nearly 20 years, and have looked forward to the time when we will be protected from the highway noise.

Several months ago we went to a presentation by Caltrans at the Montecito Country Club. The plan showed a sound barrier on the north side of Highway 101 between San Ysidro Road and Olive Mill, but the wall stopped at Santa Isabel Lane. Between Santa Isabel Lane and Olive Mill Road there is no wall planned. This is a serious error. Looking south on Santa Isabel Lane towards the highway, you can quite easily see the top half of each car that travels north on the 101. For trucks, the wheels and most of the body, engine compartment and exhaust pipes are visible. Substantial line-of-sight noise from these vehicles would still invade most of the Montecito Oaks neighborhood if the sound barrier is stopped at Santa Isabel Lane. By continuing the wall westward 200 to 300 feet, 2 or 3 more homes which back onto North Jameson would be greatly benefited, while most of the neighborhood will be significantly benefited. 1

The western extent of the barrier needs to be re-evaluated. Please do so.

Thank you for your consideration of this request.

Sincerely,

John & Caroline Kavanagh

copy to Salud Carbajal, First District Supervisor

Kavanagh, John and Caroline

Noise

As a result of public comments received on the draft environmental document, Caltrans staff reevaluated Soundwall S520 in high-density residential areas to identify short sections of soundwalls that might be financially reasonable. An extension of Soundwall S520 to the north is expected to be recommended for construction to protect the densely populated area between Santa Isabel and Olive Mill. For more information related to Soundwall S520, refer to Volume I, Section 2.2.7.

SUSAN KELLER
480 Pimiento Lane
Santa Barbara, CA 93108
Tel: (805) 565-9357
Fax: (805) 565-9557
Email: Esque13@aol.com

Mark Fowler,
Senior Environmental Planner
Caltrans
50 Higuera Street
San Luis Obispo, CA 93401

Dear Mr. Fowler:

It is my understanding that the proposed Highway 101 improvements passing through and involving the community of Montecito will result in a rather modest net reduction of the driving time for commuters between Ventura and Santa Barbara in the year 2040. Given that this net reduction is relatively small, it is imperative that the net impact on local residents affected by these changes be commensurately slight. Specifically, there are four areas that I do not feel have not been adequately addressed by the Draft EIR, all of which have the potential to significantly diminish the quality of life of every Montecito resident and to reduce the property values of those who live in close proximity to the freeway. These areas of concern are as follows:

1) TRAFFIC ON COAST VILLAGE ROAD: Hermosillo Lane should not be used as a main freeway exit, and no alternative that directs freeway traffic onto Coast Village Road should be considered as an option. Coast Village Road has already been greatly impacted by the closures of the left lane on- and off-ramps at Cabrillo/Hot Springs: congestion has noticeably increased such that local merchants are affected; there is now much more traffic on smaller, residential roads as cars attempt to avoid the gridlock on Coast Village Road. The F-Modified option currently is the best alternative of the five proposed interchanged configurations. But any option that keeps traffic away from Coast Village Road and the adjacent residential neighborhoods would be acceptable. However, this will require further study and consideration to find the best solution.

2) LOSS OF MEDIAN PLANTING AND FRONTAGE ROAD BUFFERING: The parkway along the freeway and the lush median planting as drivers approach and pass through Montecito is of great value to our residents, both aesthetically—providing as it does a lovely introduction to our community—and practically—acting as a shield, absorbing freeway noise and masking the freeway from the view of homes along the frontage road. The current proposal for widening Highway 101 to include a third HOV lane each way results in a complete loss of both the median planting and the growth alongside the freeway; where we now have mature trees and hedges, there will be nothing but concrete. This result is not acceptable. I understand that various Caltrans requirements—for set-backs and clearances adjacent to medians, etc.—are dictating this configuration. However, the needs and safety considerations of Montecito residents must be given as much consideration as those of Caltrans planners and workers. There must be an effort made to find a viable solution that retains as much growth as possible. There are many qualified landscape architects in our area that would be in a position to consult and work with Caltrans to find options that are acceptable, that do not slavishly adhere to boilerplate measurements and configurations for medians and side planting. It is imperative that this collaborative process be initiated.

3) SOUND WALLS: Not enough study has been done in regard to the proper locations and configuration of sound walls along the Montecito corridor. The current proposal to install sound walls at the discretion of those who live closest to them also is not acceptable. These constructions have the potential to impact the entire community, both visually—by creating an unrelenting concrete "tube" through Montecito—and with their great probability for actually increasing noise; there has not been adequate study and information about the reflective qualities of the sound walls, especially if they are inconsistently installed at the will of individual property owners.

4) FREEWAY SURFACE: Mention has been made of using a sound-reducing surface for the proposed new freeway; however, I understand that this sound reduction will only last until the freeway requires resurfacing. Currently, in almost all parts of the Montecito community, some freeway noise can be heard in private homes. It is certain that all these residential properties will be impacted by freeway noise stemming from a third lane, especially if sound walls are built to reflect that noise and there is a loss of the now-muffling trees and hedges. This is a serious problem that requires serious study; the current solutions are not acceptable.

I have lived in Montecito for almost 20 years, having moved here with my family from the Los Angeles area to escape the congestion, the traffic, and the concrete jungle. Along with hundreds of other community-minded volunteers, I have spent thousands of hours in an effort to maintain the semi-rural quality of our community, serving on the Montecito Association Board of Directors, as Chair of its Land Use Committee and—currently—as a member of the Montecito Board of Architectural Review. I am truly devastated by the realization that—without careful thought and planning and without a willingness on the part of Caltrans to work collaboratively with local residents to find more acceptable solutions to what is currently proposed—much of our preservation efforts will have been for naught; our community will be irreversibly and negatively impacted. I implore you to reach out to the community that is being so strongly affected by this proposed construction to find better alternatives.

Sincerely,

Susan Keller

Susan Keller

Keller, Susan

Comment 1 Cabrillo Intersection

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Keller, Susan

Comment 2 Visual

Existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the communities as well as the traveling public. The fundamental concepts of the original L. Deming Tilton parkway concept through Montecito are understood by the team of project Landscape Architects and will provide inspiration for project design, given the present-day constraints of the roadway. In addition, a guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. All landscaping and aesthetic design elements will be developed in collaboration with representatives of each affected community, in addition to a thorough review by the permitting jurisdiction. The Draft Environmental Impact Report described the relative visual changes resulting from each project alternative. Through the Montecito area, though median planting would be removed, most of the existing roadside landscaping would not be affected, which is the primary contributor to the corridor's well-vegetated character. The loss of median planting is identified, and measures to reduce the resulting potentially urbanizing effect were included, such as substantial aesthetic treatment to safety barriers, walls, and structures.

Keller, Susan

Comment 3 Noise

Noise was examined in the Noise Study Report prepared for the project in March 2010. The Noise Study Report identified land uses and sensitive receptors, particularly areas of frequent human use that would benefit from reduced noise levels. Frequent human use is described as outdoor activity areas, such as residential backyards, decks, common outdoor use areas for motel/hotels, school playgrounds, and common use areas at multi-family residences. Feasibility of noise abatement is basically an acoustical and engineering concern. A minimum 5-dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. In addition, a Noise Abatement Decision Report was prepared for the project to estimate the construction cost for the feasible noise abatement measures identified in the Noise Study Report and determine if noise abatement is reasonable. The overall reasonableness of noise abatement is determined by many factors. Primary factors that affect reasonableness include the cost of noise abatement, absolute noise levels, existing noise versus design-year noise levels, achievable noise reduction, date of development along the highway, life cycle of noise abatement measures, and environmental impacts of abatement construction. Cost considerations for determining noise abatement reasonableness are evaluated by comparing reasonableness allowances and projected costs. See Volume I, Section 2.2.7, for more information on criteria for determining when an abatement measure is reasonable and feasible.

Nine soundwalls were proposed in Montecito. However, three of those soundwalls are not recommended for construction because they were determined not to be financially reasonable.

It should also be noted that during the Coastal Development Permit process each jurisdiction can decide whether soundwalls will be made part of the project.

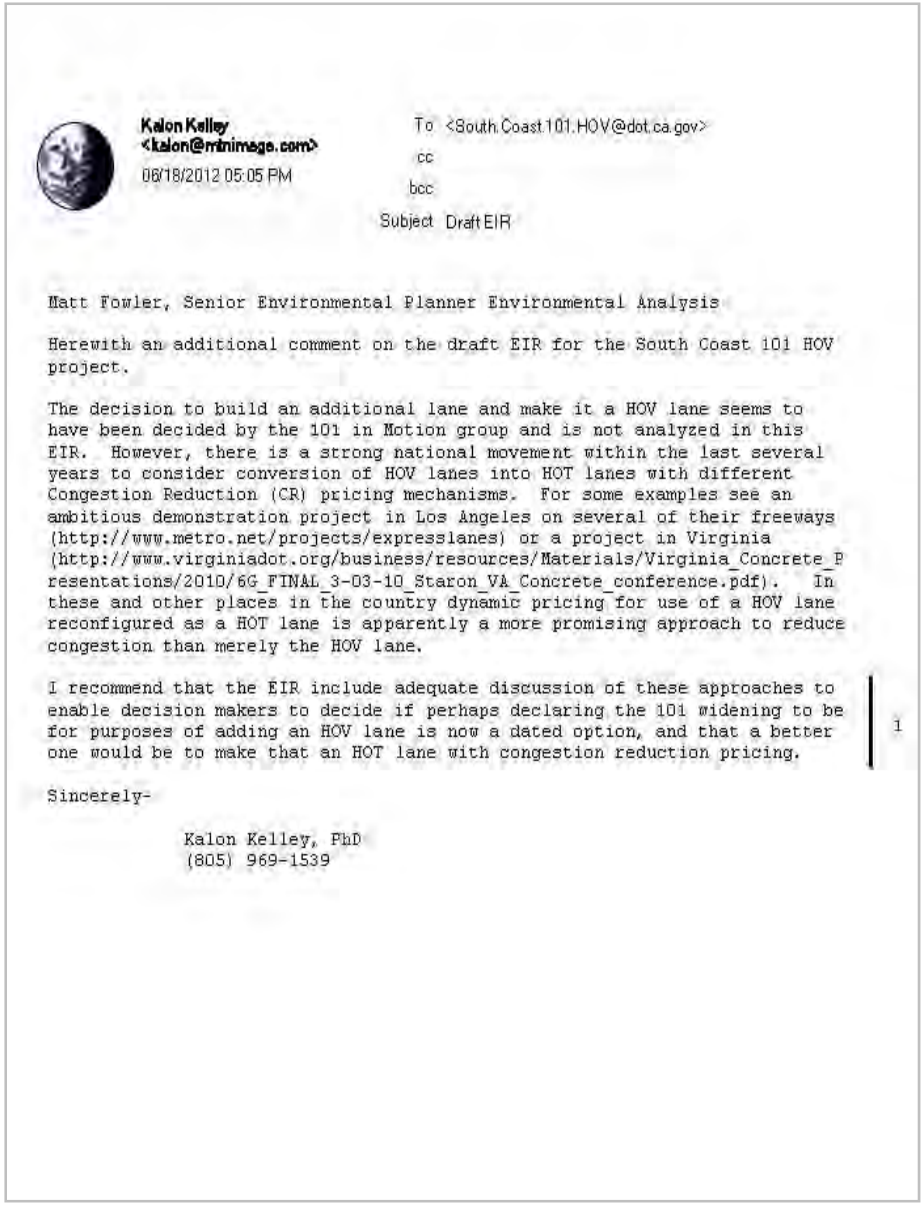
According to the Federal Highway Administration website *http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm*, studies show that noise reflected by barriers to residences on the opposite side of the highway are unlikely. In fact, noise levels do not normally exceed 1 to 2 dBA, an increase that is not perceptible to the average human ear. This is due to the fact that not all of the acoustical energy is reflected back to the other side of a highway. Some of the energy goes over the barrier, some is reflected to points other than the homes on the opposite side, some is scattered by ground covering (grass and shrubs), and some is blocked by the vehicles on the highway. Additionally, some of the reflected energy is lost due to the longer path that it must travel.

Keller, Susan

Comment 4 Pavement Maintenance

The noise-attenuating pavement treatment is not being proposed as noise mitigation, but rather as a project feature to help reduce noise levels. All pavements require periodic surface maintenance efforts to retain their original functionality. This is true for structural pavement as well as sound-attenuating surfaces.

Although a wide strip of trees with very thick undergrowth can lower noise levels, studies show that the dense vegetation would need to be 100 feet wide to reduce noise by 5 decibels.



Kalon Kelley <kalon@rrbnimage.com>
06/18/2012 05:05 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject Draft EIR

Matt Fowler, Senior Environmental Planner Environmental Analysis

Herewith an additional comment on the draft EIR for the South Coast 101 HOV project.

The decision to build an additional lane and make it a HOV lane seems to have been decided by the 101 in Motion group and is not analyzed in this EIR. However, there is a strong national movement within the last several years to consider conversion of HOV lanes into HOT lanes with different Congestion Reduction (CR) pricing mechanisms. For some examples see an ambitious demonstration project in Los Angeles on several of their freeways (http://www.metro.net/projects/expresslanes) or a project in Virginia (http://www.virginiadot.org/business/resources/Materials/Virginia_Concrete_Presentations/2010/6G_FINAL_3-03-10_Staron_VA_Concrete_conference.pdf). In these and other places in the country dynamic pricing for use of a HOV lane reconfigured as a HOT lane is apparently a more promising approach to reduce congestion than merely the HOV lane.

I recommend that the EIR include adequate discussion of these approaches to enable decision makers to decide if perhaps declaring the 101 widening to be for purposes of adding an HOV lane is now a dated option, and that a better one would be to make that an HOT lane with congestion reduction pricing. 1

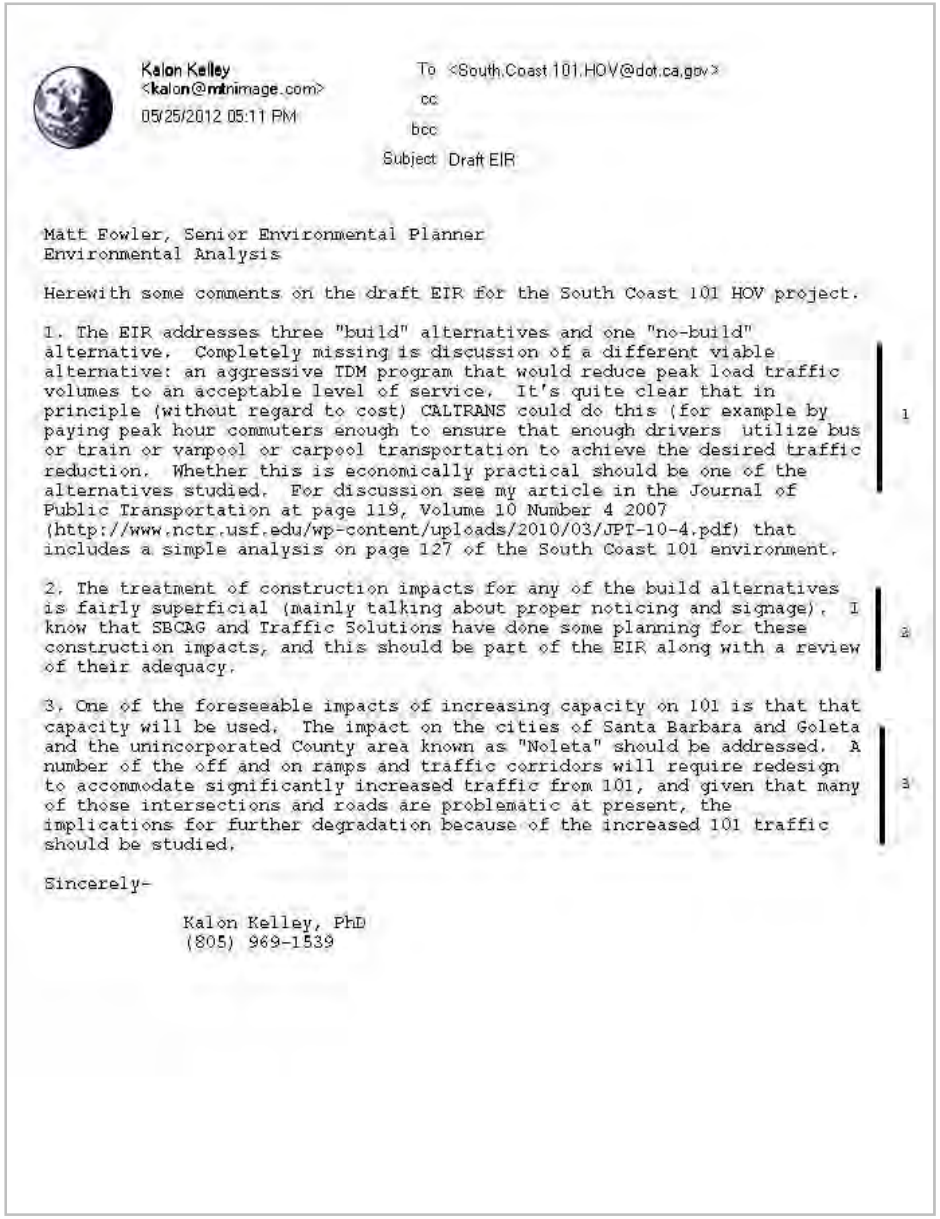
Sincerely-

Kalon Kelley, PhD
(805) 969-1539

Kelley, Kalon

Traffic

HOT (High Occupancy Toll) lanes, were studied as part of the previous *101 In Motion* studies and removed from further consideration for both technical and local acceptance reasons. The current HOV project is designed in conjunction with other modes of transportation, such as commuter rail from Ventura County to City of Goleta, operational improvements, and traffic demand management. Florida's studies may have suggested otherwise, but they are not definitive. Also, the HOV lanes project is designed to be a part-time continuous access HOV lane. It is operational only during peak commute periods; the HOV lane will turn into a mixed-flow lane during off-peak periods.



Kalon Kelley
<kalon@mtnimage.com>
05/25/2012 05:11 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject Draft EIR

Matt Fowler, Senior Environmental Planner
Environmental Analysis

Herewith some comments on the draft EIR for the South Coast 101 HOV project.

1. The EIR addresses three "build" alternatives and one "no-build" alternative. Completely missing is discussion of a different viable alternative: an aggressive TDM program that would reduce peak load traffic volumes to an acceptable level of service. It's quite clear that in principle (without regard to cost) CALTRANS could do this (for example by paying peak hour commuters enough to ensure that enough drivers utilize bus or train or vanpool or carpool transportation to achieve the desired traffic reduction. Whether this is economically practical should be one of the alternatives studied. For discussion see my article in the Journal of Public Transportation at page 119, Volume 10 Number 4 2007 (http://www.nctr.usf.edu/wp-content/uploads/2010/03/JPT-10-4.pdf) that includes a simple analysis on page 127 of the South Coast 101 environment. 1

2. The treatment of construction impacts for any of the build alternatives is fairly superficial (mainly talking about proper noticing and signage). I know that SBCAG and Traffic Solutions have done some planning for these construction impacts, and this should be part of the EIR along with a review of their adequacy. 2

3. One of the foreseeable impacts of increasing capacity on 101 is that that capacity will be used. The impact on the cities of Santa Barbara and Goleta and the unincorporated County area known as "Noleta" should be addressed. A number of the off and on ramps and traffic corridors will require redesign to accommodate significantly increased traffic from 101, and given that many of those intersections and roads are problematic at present, the implications for further degradation because of the increased 101 traffic should be studied. 3

Sincerely-

Kalon Kelley, PhD
(805) 969-1539

Kelley, Kalon (Comment Letter 2)

Comment 1 Traffic

The Santa Barbara County Association of Governments is the agency responsible for preparing the Regional Transportation Plan (RTP), which is a 20-year vision for addressing transportation needs in the Santa Barbara Region. Traffic Demand Management is one of the strategies addressed in the Santa Barbara County Association of Governments' RTP. Measure A includes funding to promote carpooling and vanpooling in Santa Barbara County. The funds are used by the Santa Barbara County Association of Governments' Traffic Solutions division to provide countywide vanpool/carpool matching services and incentives, commuter information via the 963-SAVE commuter hotline and Traffic Solutions website, bike map distribution, and employer rideshare consulting. Traffic Solutions also coordinates alternative transportation campaigns such as Commuter and Bike-to-Work Challenges. During 2010 and 2011, Measure A funds were used to support 36 vanpools in operation throughout the county, enroll over 1,000 new persons in Traffic Solutions programs, and conduct outreach to 26 employers to promote alternative commuting options that can assist with recruitment and retention of employees. To learn more about Traffic Solutions online, please visit www.trafficsolutions.info (abstract Measure A, Annual Report). There is also a Santa Barbara County Association of Governments Strategic Plan, completed in September 2011. These plans can be found at http://www.sbcag.org/publications.html.

Kelley, Kalon (Comment Letter 2)

Comment 2 Construction Impacts

This project would be designed to provide two lanes in each direction on U.S 101 throughout construction, though some lane closures may be required for night work that is required when traffic is at its lowest volume. Median off-ramps will not be closed until replacement ramps are built. Temporary ramp improvements may be needed based on projected use. Many interchanges

will have falsework on the local roads below. During construction, consideration would be given to provide continuous access along local roads to traffic—including bicycles, and ADA-compliant pedestrians paths—through the construction area.

Kelley, Kalon (Comment Letter 2)

Comment 3 Traffic

The 101 HOV Lanes project will improve travel time on a large stretch of U.S. 101, which would represent a regional benefit and enhance access to coastal resources. Some local intersections may see added traffic as a result of improved travel time on U.S. 101, which would lead to vehicles arriving at their destinations quicker. Overall, vehicle travel time will still improve with the project whenever there will be a combination of highway and local road travel because the local road delays are minor compared to the improved highway travel times.

Jeff Kerns
<jeffkerns@cox.net>
05/26/2012 01:24 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject Hwy 101 widening and HOV lane - Carpenteria to Montecito

Dear Caltrans-

For the various options proposed for the Hot Springs/Cabrilllo interchange, please count me as a **Modified F supporter.** 1

Actually, my first preference is to eliminate the idea of an HOV lane and keep the existing left hand exits and entrances, but if that is off the table for consideration, I support plan F-modified for the Hot Springs/Cabrillo interchange. 2

Thank you for considering my opinion.

Jeff Kerns
Montecito resident

Kerns, Jeff

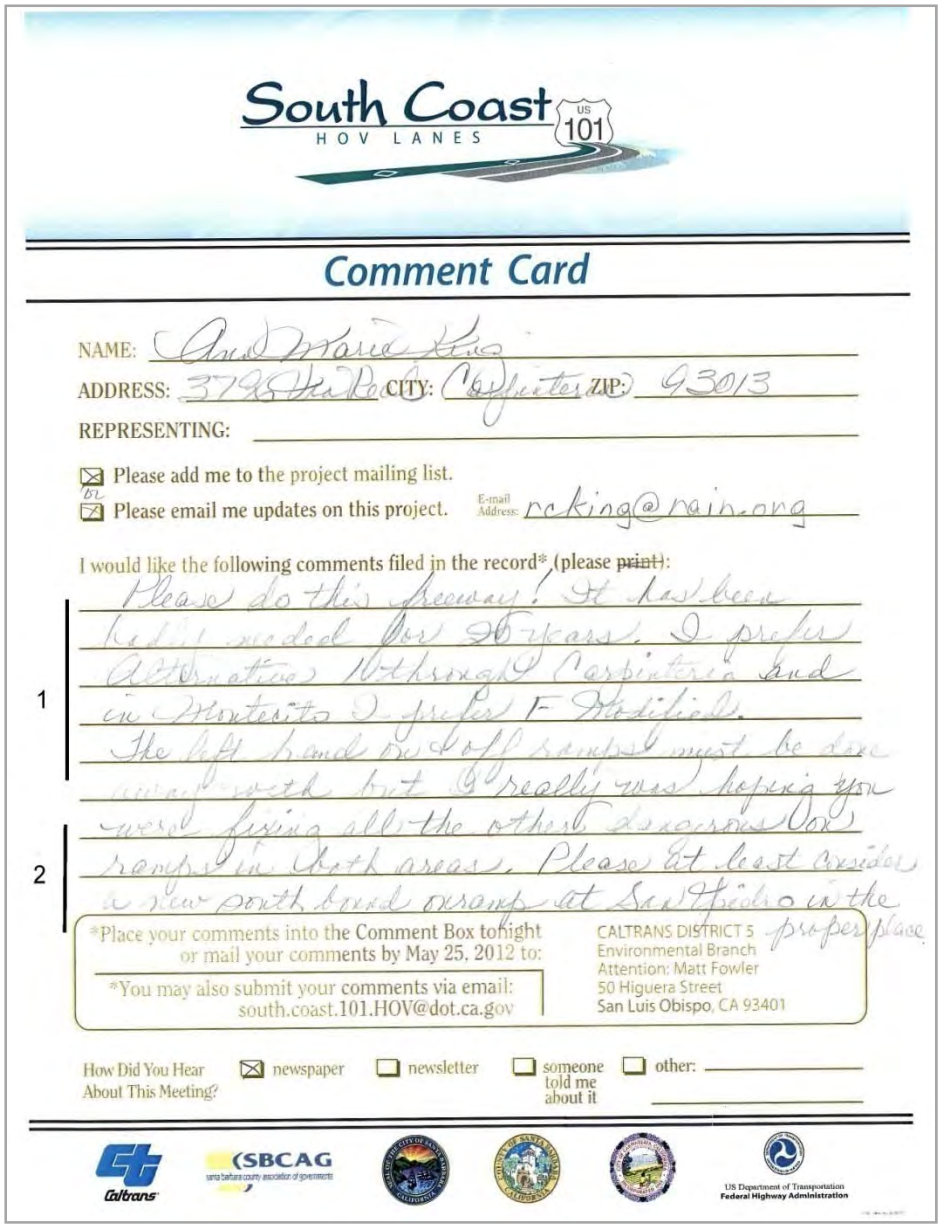
Comment 1 Configuration

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Kerns, Jeff

Comment 2 Left-Side Median Ramps

It has been determined that left-side median ramps cannot be retained even for additional mixed-flow lanes. The off-ramps present at Cabrillo Boulevard have significant operational limitations, including limited stopping sight distance and collision rates above statewide averages. Because the left-side ramps need to be reconstructed and/or relocated, they must be built to meet current engineering standards. Also, left-side exits are contrary to what drivers expect. See Volume II, Appendix J, for the Left-side Ramps Fact Sheet.



South Coast HOV LANES US 101

Comment Card

NAME: Ana Marie King

ADDRESS: 3795 Via Real CITY: Carpinteria ZIP: 93013

REPRESENTING:

☒ Please add me to the project mailing list.
or
☒ Please email me updates on this project. E-mail Address: rcking@rain.org

I would like the following comments filed in the record* (please ~~print~~):

1 Please do this freeway! It has been
badly needed for 30 years. I prefer
Alternative 4 through Carpinteria and
in Montecito. I prefer F-Modified.
The left hand On/Off ramps must be done
away with but I really was hoping you
were fixing all the other dangerous On/
2 ramps in both areas. Please at least consider
a new south bound on ramp at San Ysidro in the
proper place.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

*You may also submit your comments via email: south.coast.101.HOV@dot.ca.gov

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

How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans (SBCAG) US Department of Transportation Federal Highway Administration

King, Ana Marie

Comment 1 Traffic

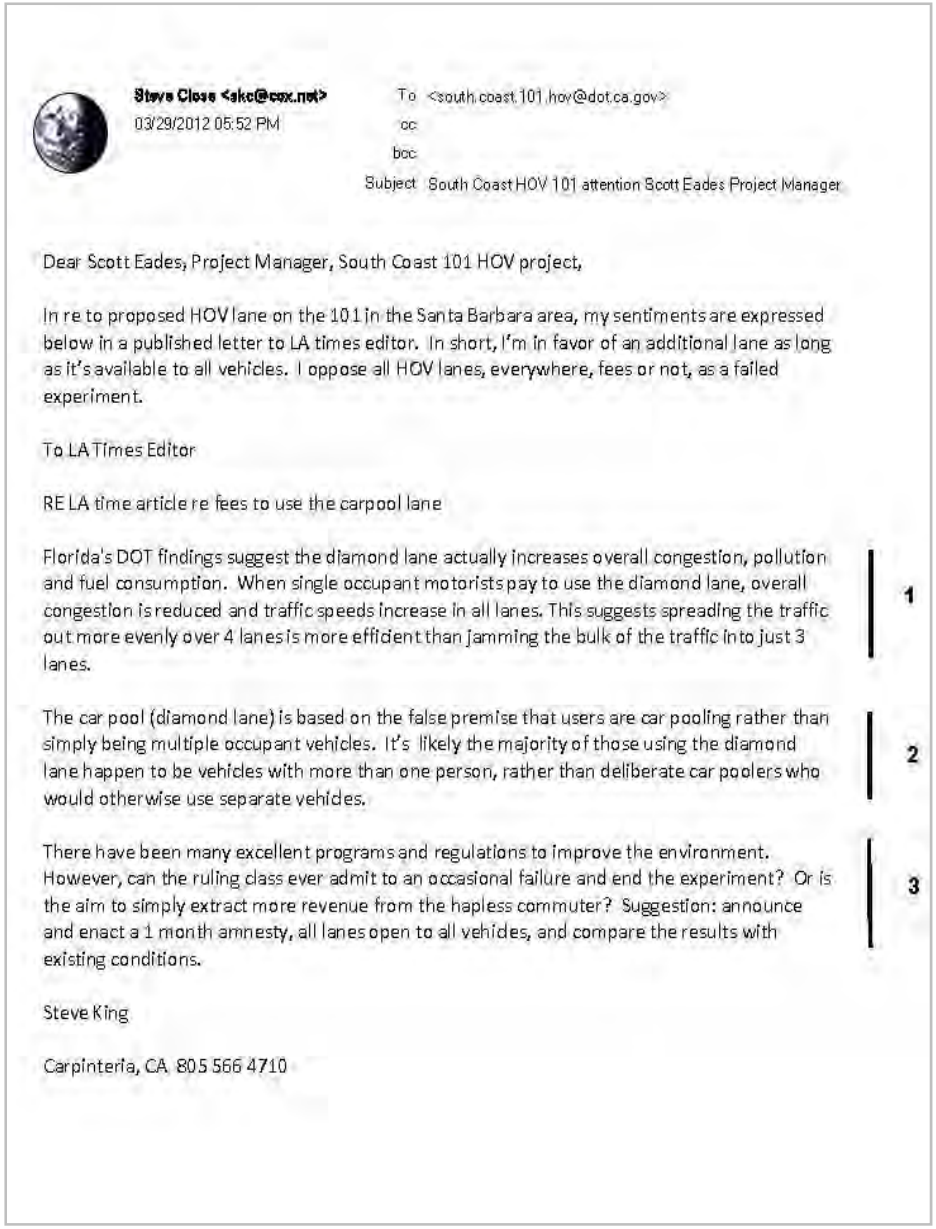
Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

King, Ana Marie

Comment 2 Traffic

The existing San Ysidro Road southbound on-ramp does have a shorter-than-standard acceleration lane; accident records for the three years from October 1, 2006 to September 30, 2009 indicate accident rates less than the expected statewide rates for similar ramps.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.



Steve Close <skc@cox.net>
03/29/2012 05:52 PM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject South Coast HOV 101 attention Scott Eades Project Manager

Dear Scott Eades, Project Manager, South Coast 101 HOV project,

In re to proposed HOV lane on the 101 in the Santa Barbara area, my sentiments are expressed below in a published letter to LA times editor. In short, I'm in favor of an additional lane as long as it's available to all vehicles. I oppose all HOV lanes, everywhere, fees or not, as a failed experiment.

To LA Times Editor

RE LA time article re fees to use the carpool lane

Florida's DOT findings suggest the diamond lane actually increases overall congestion, pollution and fuel consumption. When single occupant motorists pay to use the diamond lane, overall congestion is reduced and traffic speeds increase in all lanes. This suggests spreading the traffic out more evenly over 4 lanes is more efficient than jamming the bulk of the traffic into just 3 lanes. 1

The car pool (diamond lane) is based on the false premise that users are car pooling rather than simply being multiple occupant vehicles. It's likely the majority of those using the diamond lane happen to be vehicles with more than one person, rather than deliberate car poolers who would otherwise use separate vehicles. 2

There have been many excellent programs and regulations to improve the environment. However, can the ruling class ever admit to an occasional failure and end the experiment? Or is the aim to simply extract more revenue from the hapless commuter? Suggestion: announce and enact a 1 month amnesty, all lanes open to all vehicles, and compare the results with existing conditions. 3

Steve King

Carpinteria, CA 805 566 4710

King (Close), Steve

Comment 1 Traffic Congestion

The purpose of HOV lanes is to move more people with fewer cars via carpooling, vanpooling and bus ridership. This means that HOV lanes can carry the same number of people as a general-purpose lane with half the number of cars even if only two people ride in each car. Transit buses can carry many more people than carpools and therefore greatly increase the person-moving capacity of the HOV lane. HOV lanes can carry three times as many people as a general-purpose lane and still not appear full. This is the reason that HOV lanes often look less traveled than the adjacent general-purpose lanes when they are actually performing better. Fewer cars on the road mean less harmful emissions. All citizens see benefits from the cleaner air, when reducing harmful emissions. HOV lanes also save fuel consumption through shared ridership and the encouragement of clean air vehicle use.

King (Close), Steve

Comment 2 Traffic

High Occupancy Vehicle lanes are designed to be used by vehicles with multiple occupants. Although they are commonly called carpool lanes, vehicles with multiple occupants are allowed to use these facilities. High Occupancy Vehicle lanes provide incentives to commuters who carpool. Especially if commuters are already carpooling, they will reap the benefit from having quicker commute times during peak periods. The objective is to promote ride sharing by enticing other commuters to carpool. Research shows that vehicles traveling at speed higher than 35 mph are less polluting than vehicles traveling at speed lower than that. So, the more carpool vehicles there are, the greater improvements to air quality will occur.

King (Close), Steve

Comment 3 Traffic Congestion

See response to comment 1.

Caltrans

Attention: Mr. Matt Fowler

50 Higuera Street

San Luis Obispo, CA 93401

Dear Mr. Fowler:

My husband, Tom, and I own a home on 130 Palm Tree Lane in Montecito, California. We have lived at this location since 1992. It has been an extremely quiet non-through street, located just off Hot Springs Road, one street before Hermosillo Road. Prior to the South Coast HOV Project on U.S. Highway 101, we heard NO traffic sounds from the 101. Now, if you stand in the middle of Palm Tree Lane, you can see the traffic go by at the end of the street. This was never the case before the highway construction. In addition, the sound is so noisy that we have to close our windows in order to sleep. 1

I have two points/questions: first, will a substantial wall (i.e. for sight, safety and sound) be constructed so that traffic is not visible at the end of our street? Two, why was all the vegetation removed in most all areas (west, south and east of us) and trimmed so radically in others, and importantly, will it be replace with substantial non-deciduous trees to help with sound control? We are concerned and perplexed that any trees that have been added to the hatched-off coverings have been replaced with deciduous trees that loose their leaves in the winter. Tree and vegetation removal has occurred west, south and east of us, including around the Santa Barbara zoo, where sound originates and travels toward our location. Sound during the winter months is worse, even roars, and is extremely difficult to live with and handle. Please carefully note that we heard NO sounds prior to the highway work. Palm Tree Lane was a quiet little street where we could relax and restore. 2

I look forward to hearing back from you on these two questions. My cell phone is 773-551-6650.

All the best,

Susan Smith Kuczmarski

130 Palm Tree Lane

Montecito, CA 93108

Kuczmarski, Susan Smith

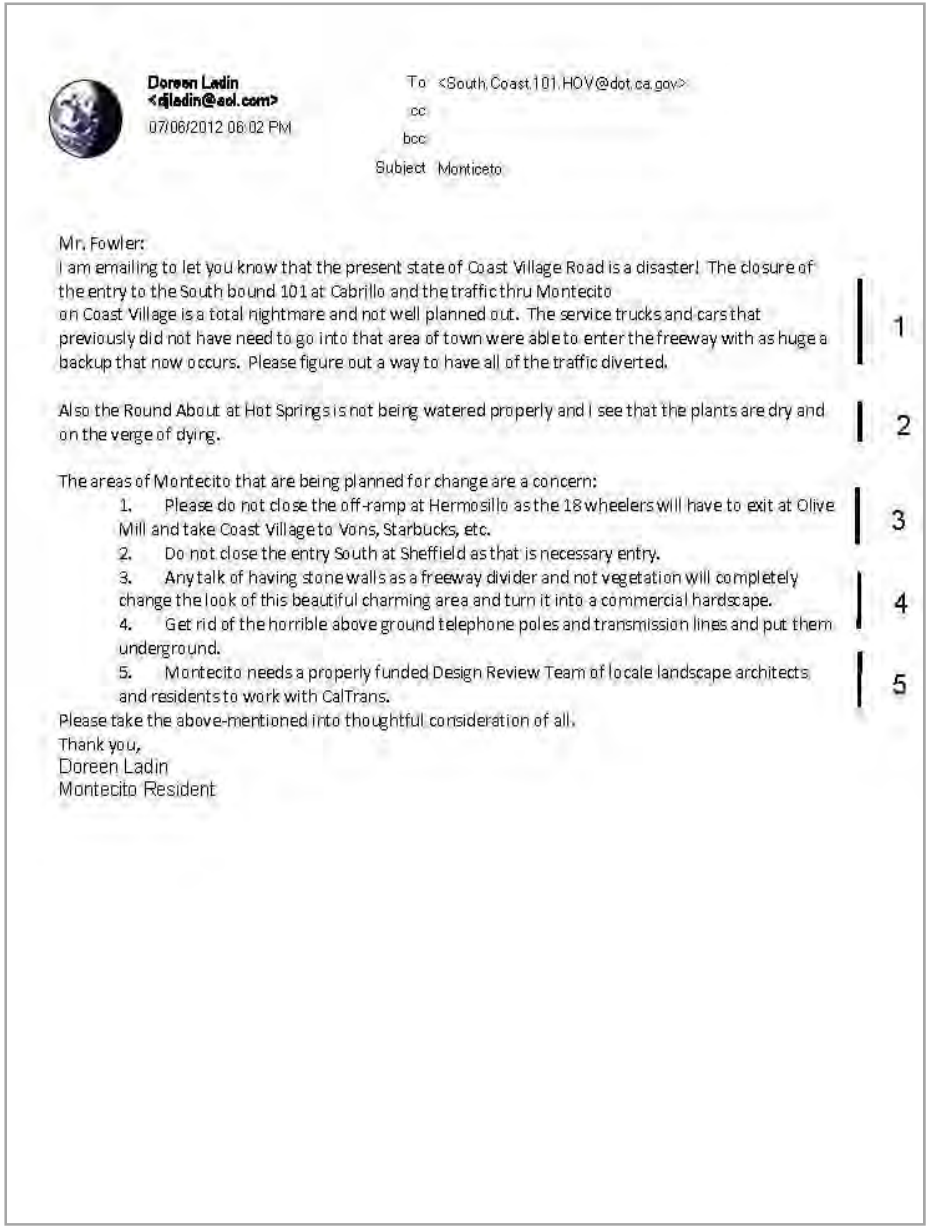
Comment 1 Noise and Landscape Removal

Neither a soundwall nor a retaining wall is being considered near Palm Tree Lane or the roundabout area at Hot Springs Road. For locations of soundwalls please refer to Volume I, Figures 2-22 though 2-32.

Kuczmarski, Susan Smith

Comment 2 Noise and Landscape Removal

Caltrans maintenance crews are responsible for ever-increasing amounts of landscape inventory that must be maintained. As a result, crews are unable to dedicate as much time to individual sites and the frequency of visits to each has been reduced. Therefore, the pruning and weed abatement activities must be robust enough to last an extended period of time. Recently, the amount of vegetation and weeds in Montecito had overgrown to the point of interfering with sightlines and safety equipment such as metal beam guardrail. The crews responded to local complaints that weeds and trash were having a negative effect on the freeway appearance. The amount of overgrowth and weeds contributed to the overall vegetated character of the area. In general, however, vegetation on this stretch of highway is very old; much of it is in decline, and the irrigation system is no longer functioning. The HOV lanes project will replace the plantings, use modern water-efficient irrigation and rejuvenate the aging landscape in this area, as well as provide adequate access for maintenance crews to perform their duties without road closures, traffic delays, and safety risks.



Doreen Ladin
<djladin@aol.com>
07/06/2012 06:02 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject Montecito

Mr. Fowler:
I am emailing to let you know that the present state of Coast Village Road is a disaster! The closure of the entry to the South bound 101 at Cabrillo and the traffic thru Montecito on Coast Village is a total nightmare and not well planned out. The service trucks and cars that previously did not have need to go into that area of town were able to enter the freeway with as huge a backup that now occurs. Please figure out a way to have all of the traffic diverted. 1

Also the Round About at Hot Springs is not being watered properly and I see that the plants are dry and on the verge of dying. 2

The areas of Montecito that are being planned for change are a concern:

1. Please do not close the off-ramp at Hermosillo as the 18 wheelers will have to exit at Olive Mill and take Coast Village to Vons, Starbucks, etc. 3
2. Do not close the entry South at Sheffield as that is necessary entry.
3. Any talk of having stone walls as a freeway divider and not vegetation will completely change the look of this beautiful charming area and turn it into a commercial hardscape. 4
4. Get rid of the horrible above ground telephone poles and transmission lines and put them underground.
5. Montecito needs a properly funded Design Review Team of locale landscape architects and residents to work with CalTrans. 5

Please take the above-mentioned into thoughtful consideration of all.
Thank you,
Doreen Ladin
Montecito Resident

Ladin, Doreen

Comment 1 Traffic

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Ladin, Doreen

Comment 2 Roundabout Landscape Maintenance

The roundabout is outside the jurisdiction of the state highway. Maintenance responsibilities are done by the City of Santa Barbara.

Ladin, Doreen

Comment 3 Configuration Selection

The Project Development Team selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. This configuration would retain the Hermosillo Road northbound exit.

Ladin, Doreen

Comment 4 Utilities

The project does not require relocation of existing power poles, but this situation could change during the final design phase as final soundwall locations are determined. This would be addressed during that time as part of the design and appropriate Coastal Development Permit.

Ladin, Doreen

Comment 5 Design Review Team

Existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where

vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. Each permitting jurisdiction may require additional measures beyond the California Environmental Quality Act-required mitigation identified in the Final Environmental Impact Report.

Caltrans

Attention: Mark Fowler

50 Higuera Street

San Luis Obispo, CA. 93401

RE: South Coast HOV Project on Highway 101

Segment: San Ysidro Road/ Eucalyptus Lane to Butterfly Lane

Noise Study

My residence is on the South side of Highway 101 and closest to receiver #103. It has an existing noise level of 69 decibels. Your new project would increase the outside dBA to 71, the inside level would be 70. If the exterior dBA should be 67 ,there should definitely be sound wall protection at this location.

Please consider a wall at this location as the predicted noise level with this project exceeds the noise abatement criteria in this location.

1

If in doubt of what I say, come visit my patio.

Sincerely,

Patrick J Leader

Patrick J. Leader

1116 Hill Road

Santa Barbara, CA. 93108

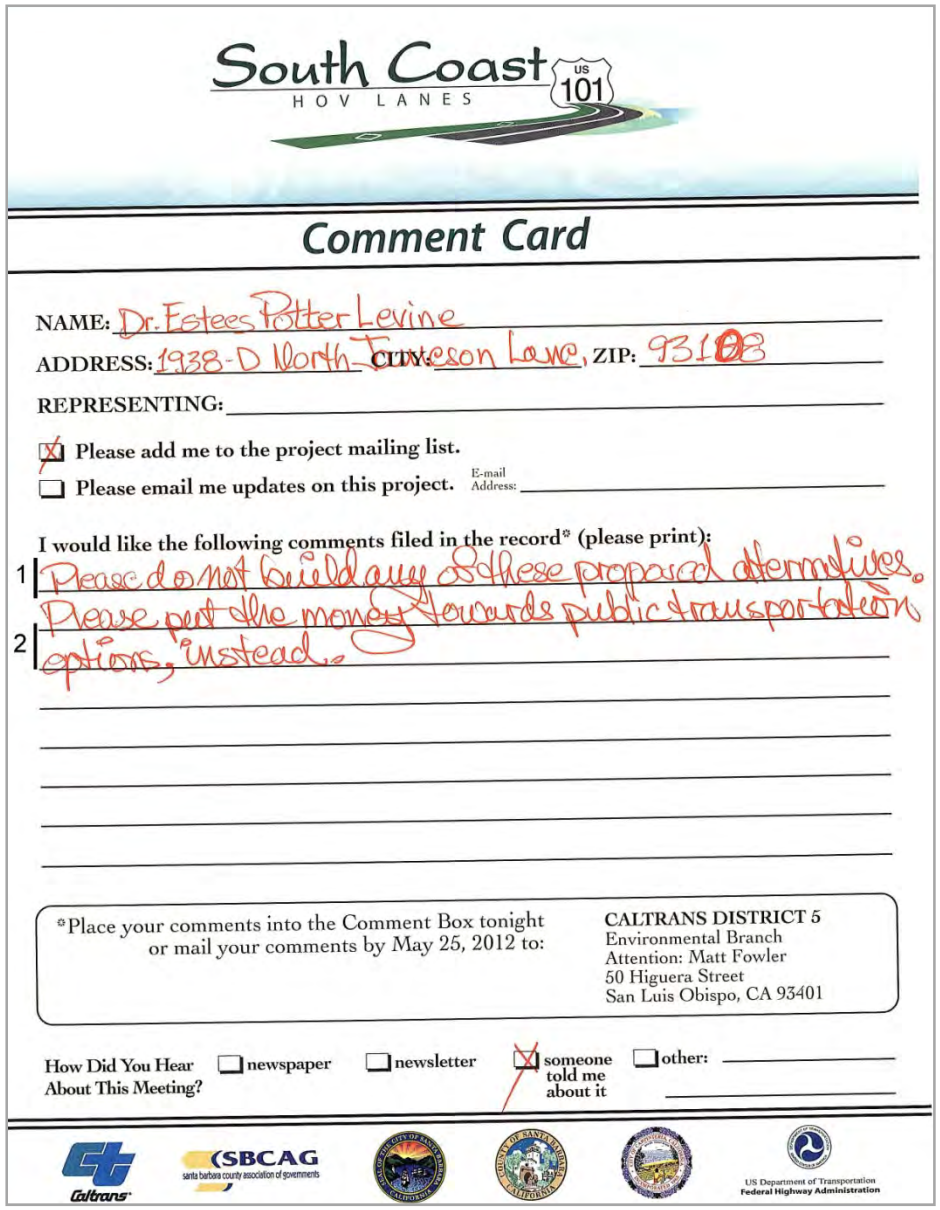
Telephone:415-271-9226

E-mail: Pat Leader@SBCglobal.net

Leader, Patrick

Noise

As a result of comments received, Caltrans staff reevaluated Soundwall S549 for high-density residential areas to identify short sections of soundwalls that might be financially reasonable. A 1,705-foot-long segment of Soundwall S549 to the west was found to be financially reasonable and is expected to be recommended for construction. For more information related to Soundwall S549, refer to Volume I, Section 2.2.7.



South Coast HOV LANES US 101

Comment Card

NAME: Dr. Estees Potter Levine

ADDRESS: 1938-D North Jameson Lane, CITY: _____ ZIP: 93108

REPRESENTING: _____

☒ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

1 Please do not build any of these proposed alternatives.

2 Please put the money towards public transportation options, instead.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☒ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Levine, Dr. Estees Potter

Comment 1 Alternative Preference

After considering public input, the Project Development Team selected Alternative 1 as the preferred alternative and recommended that F Modified be selected for the Cabrillo Boulevard/Hot Springs Road Interchange configuration.

Levine, Dr. Estees Potter

Comment 2 Public Transportation

The HOV lanes proposal is one project in a larger consensus-approved package of improvements that was developed from the Santa Barbara County Association of Governments-sponsored *101 In Motion* process. This larger package of recommended improvements was funded through the Measure A local transportation sales tax measure and included as planned improvements in the 2008 Regional Transportation Plan. This plan provides a multimodal approach to long-term congestion relief in this corridor. Congestion relief was also analyzed in the Regional Transportation Improvement Plan (RTIP); this plan also recommended adding lanes and implementing a peak hour HOV lane.

This project is funded by voter-approved Measure A funds, which are matched by federal funds. The proposed project benefits the region as well as the entire state because U.S. 101 is the only major highway along the California Coast in the area. Improving mobility and goods movement is vital to the environmental health and economic vitality of the state. The HOV lanes project is one component of the complete package supported by the Santa Barbara County Association of Governments and was disclosed to the public in the past four years. The HOV lane will function as a part-time lane; therefore it will only be an HOV lane during peak commute hours and will operate as a mixed-flow lane during off-peak hours.

Peter and Naila Lewis
160 Santo Tomas Lane
Santa Barbara, CA 93108
Tel 805-969-3470
Fax 805-969-3493
Peterl@nyla.cc

April 24, 2012

Caltrans
Attn: Matt Fowler
50 Higuera St.
San Luis Obispo,CA 93401

RE: 101 Widening Montecito ,CA

Dear Mr. Fowler,

I am writing you in response to the EIR and plans for widening the 101 freeway and the planned mitigation of sound impacts on my neighborhood. I understand the current plans for a sound wall will not extend along the entire distance that the freeway borders my neighborhood commonly called Montecito Oaks. The plans call for the wall not to extend north of the Santa Isabel intersection with Jamison on the north side of the freeway. Our neighborhood is significantly impacted by the freeway's noise and to only construct along half of the border with our neighborhood is very unfortunate. Please reconsider the freeway's significant impacts on this existing neighborhood and find a way to extend the sound wall further north. 1

Sincerely,

Peter Lewis

Lewis, Peter and Naila

Noise

As a result of comments received on the draft environmental document, Caltrans staff reevaluated Soundwall S520 for high-density residential areas to identify short sections of soundwalls that might be financially reasonable. A wall extension to the north extending Soundwall S520 to protect the densely populated area between Santa Isabel and Olive Mill is expected to be recommended for construction. For more information related to Soundwall S520, refer to Volume I, Section 2.2.7.

Eva Linowski
<ellinowski@cox.net>
07/09/2012 03:50 PM

To "South.Coast.101.HOV@dot.ca.gov" <South.Coast.101.HOV@dot.ca.gov>
cc
Subject Heart and Soul

Dear Mr. Fowler,
I've lived on Hermosillo Rd. now Drive for a few decades. I know there is more traffic everywhere,however, the last few months, since the closure of Cabrillo south bound on ramp, we have hade both Coast Village Road and Hot Springs road backed up for almost a mile in the late afternoons. This also leads to many cars speeding up Hermosillo, thinking they could get thru and go south on H.S. to get to the 101. So, already if there was an emergency, it would be very difficult for any fire trucks, ambulances etc. to get thru either on Coast Village or Hot Springs forget about reaching Hermosillo.

As you know lower Montecito has many families who have enjoyed walking in the area as well as to the beaches. The traffic makes it much more difficult already, I can't imagine what an off ramp on Hermosillo would do. We have a pre- school mid block, how will parents get their children?
This road is also wide and we already have a problem with people speeding, I implore you to consider modified F, If indeed this project goes ahead.

Also, how can there be only one fix for all circumstances, every neighborhood is different, as I see every day the closure of Cabrillo South has been a major mistake, with better signage and longer on ramp we could have safer streets in front of our houses. Are we sacrificing the safety of our neighborhoods for the (efficiency?) Of the freeways.

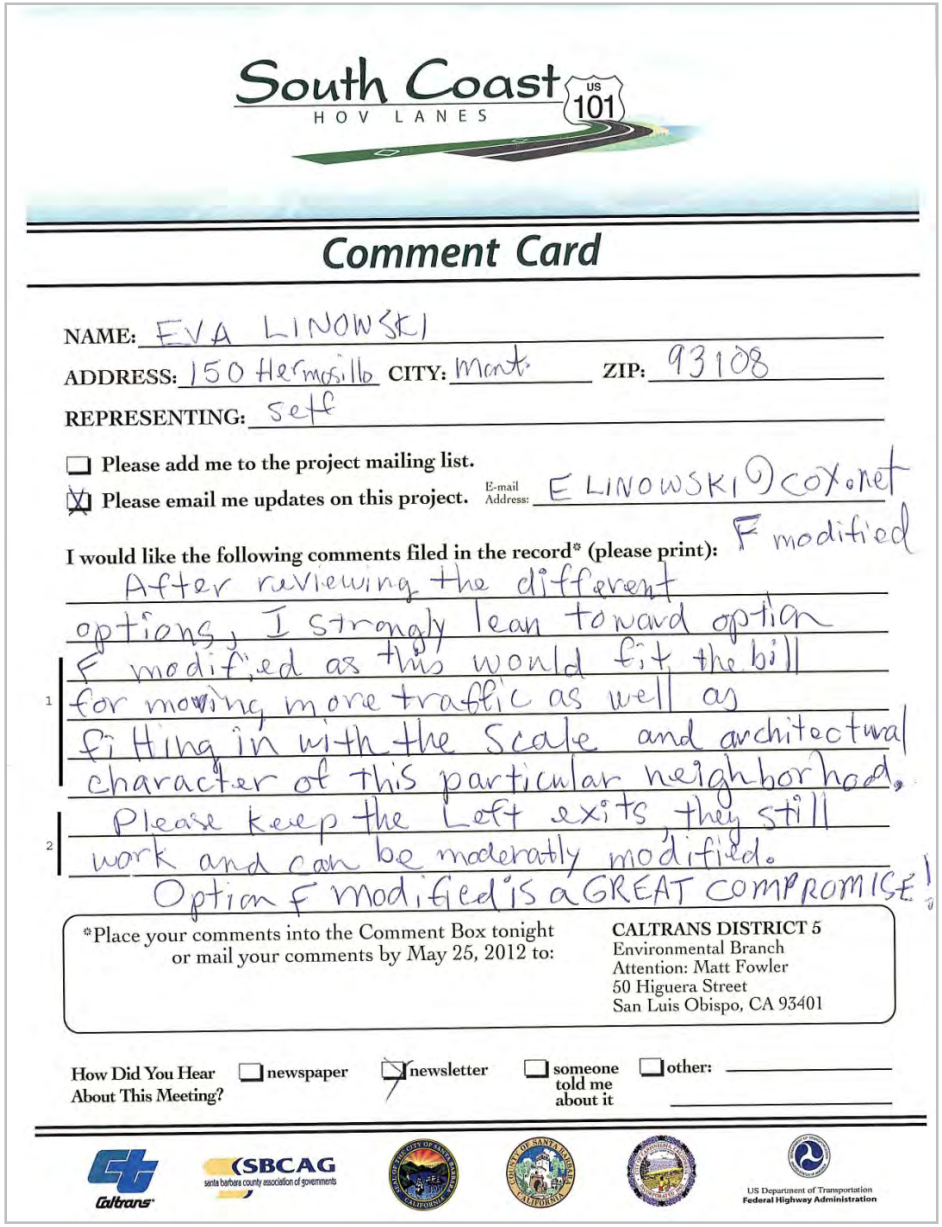
Please try to look at our side and don't take the heart and soul away from this neighborhood. Each situation being different I feel we need to make room for compromise and leave the town at least with a little bit of breathing space.

Eva Linowski
150 Hermosillo
SB. Ca.
Please have a wonderful day.

Linowski, Eva

Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.



South Coast HOV LANES US 101

Comment Card

NAME: EVA LINOWSKI

ADDRESS: 150 Hermosillo CITY: Mont. ZIP: 93108

REPRESENTING: self

☐ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: ELINOWSKI@COX.NET

I would like the following comments filed in the record* (please print): F modified

After reviewing the different options, I strongly lean toward optian F modified as this would fit the bill for moving more traffic as well as fitting in with the Scale and architectural character of this particular neighborhood. Please keep the Left exits they still work and can be moderatly modified. Optian F modified is a GREAT COMPROMISE!

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☒ newsletter ☐ someone told me about it ☐ other: _____

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

Linowski, Eva (Comment Letter 2)

Comment 1 Design

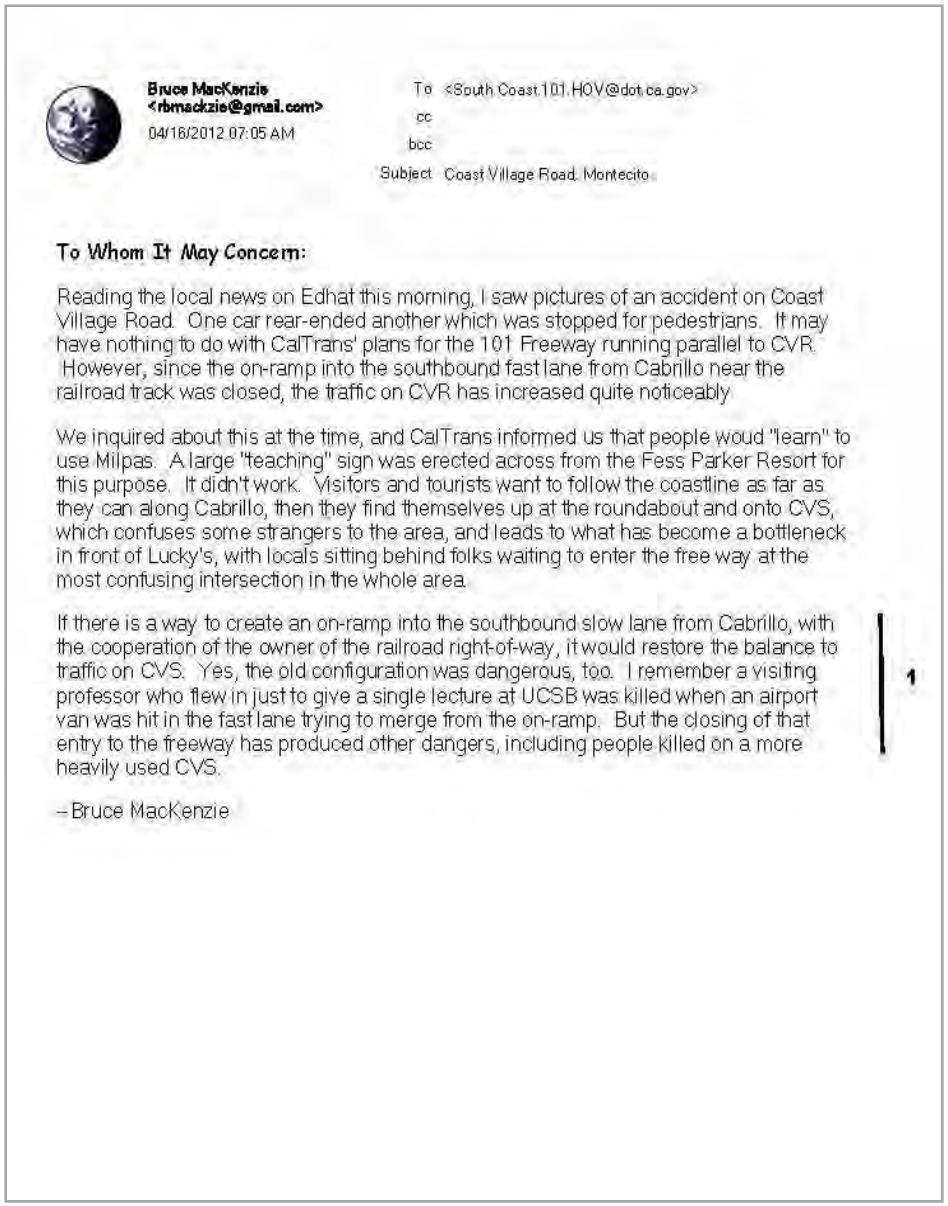
Refer to the response to comment 1 in your first letter.

Linowski, Eva (Comment Letter 2)

Comment 2 Design

A full range of build alternatives was considered in the draft environmental document; some of these were eliminated from further consideration because they did not meet the purpose and need of the project. Information on alternatives and configurations for the Cabrillo Boulevard Interchange can be found in Volume I, Section 1.3.6.

The locations of the existing left-side ramps at Sheffield Drive do not allow for the lane improvements to be made through the interchange without ramp reconstruction or excessively costly avoidance of the ramps. The off-ramps present at Cabrillo Boulevard have significant operational limitations, including limited stopping sight distance and collision rates above statewide averages. Because the left-side ramps at both locations need to be reconstructed and/or relocated, they must be built to meet current engineering standards. Also, left-side exits are contrary to what drivers expect. See Appendix J for the Left-side Ramps Fact Sheet.



Bruce MacKenzie
<rbmackzie@gmail.com>
04/16/2012 07:05 AM

To <South Coast 101 HOV@dot.ca.gov>
cc
bcc
Subject Coast Village Road, Montecito

To Whom It May Concern:

Reading the local news on Edhat this morning, I saw pictures of an accident on Coast Village Road. One car rear-ended another which was stopped for pedestrians. It may have nothing to do with CalTrans' plans for the 101 Freeway running parallel to CVR. However, since the on-ramp into the southbound fast lane from Cabrillo near the railroad track was closed, the traffic on CVR has increased quite noticeably.

We inquired about this at the time, and CalTrans informed us that people woud "learn" to use Milpas. A large "teaching" sign was erected across from the Fess Parker Resort for this purpose. It didn't work. Visitors and tourists want to follow the coastline as far as they can along Cabrillo, then they find themselves up at the roundabout and onto CVS, which confuses some strangers to the area, and leads to what has become a bottleneck in front of Lucky's, with locals sitting behind folks waiting to enter the free way at the most confusing intersection in the whole area.

If there is a way to create an on-ramp into the southbound slow lane from Cabrillo, with the cooperation of the owner of the railroad right-of-way, it would restore the balance to traffic on CVS. Yes, the old configuration was dangerous, too. I remember a visiting professor who flew in just to give a single lecture at UCSB was killed when an airport van was hit in the fast lane trying to merge from the on-ramp. But the closing of that entry to the freeway has produced other dangers, including people killed on a more heavily used CVS.

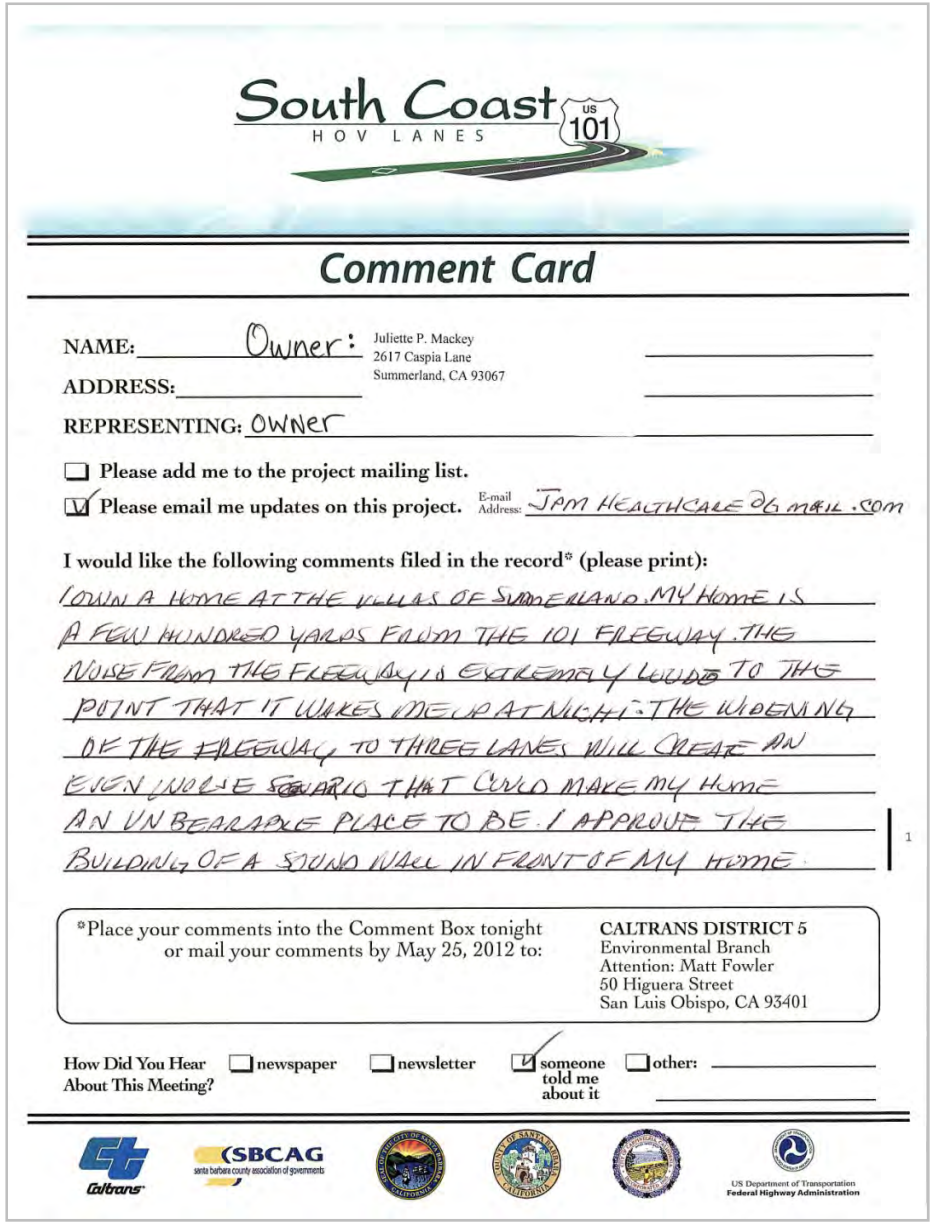
--Bruce MacKenzie

1

MacKenzie, Bruce

Design

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.



South Coast HOV LANES US 101

Comment Card

NAME: Owner: Juliette P. Mackey
2617 Caspia Lane
Summerland, CA 93067

ADDRESS:

REPRESENTING: OWNER

☐ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: JAM HEALTHCARE 06 MAIL.COM

I would like the following comments filed in the record* (please print):

I OWN A HOME AT THE VILLAS OF SUMMERLAND. MY HOME IS A FEW HUNDRED YARDS FROM THE 101 FREEWAY. THE NOISE FROM THE FREEWAY IS EXTREMELY LOUD TO THE POINT THAT IT WAKES ME UP AT NIGHT. THE WIDENING OF THE FREEWAY TO THREE LANES WILL CREATE AN EVEN LOUDER SCENARIO THAT COULD MAKE MY HOME AN UNBEARABLE PLACE TO BE. I APPROVE THE BUILDING OF A SOUND WALL IN FRONT OF MY HOME.

1

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☑ someone told me about it ☐ other:

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

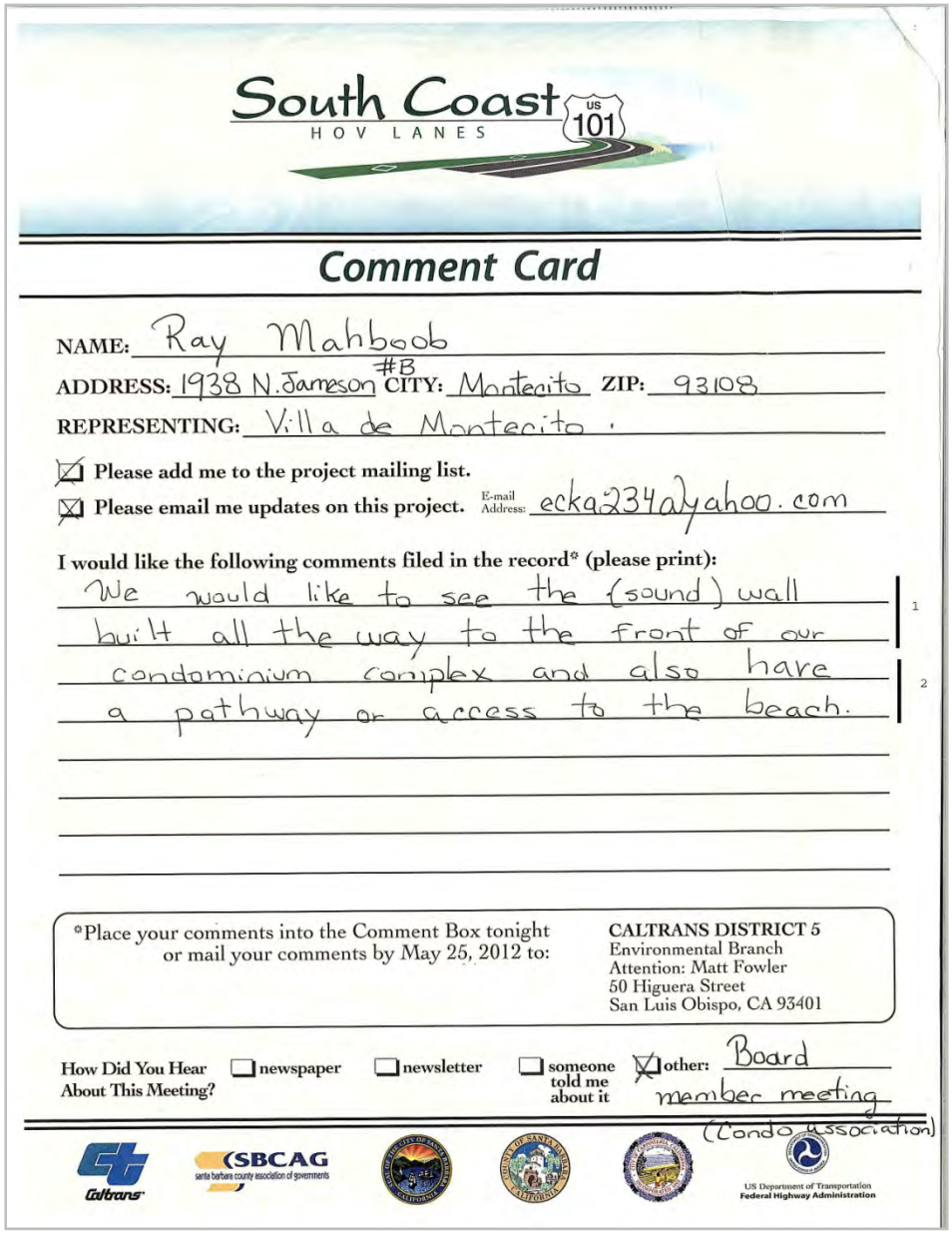
Mackey, Juliette

Noise

Additional modeling scenarios were completed using the ground patios, the upper-floor patios, with and without the suspect calibration adjustment with no homes at the second row (or the new upper-development ground levels) level receiving 5 dBA of benefit from a soundwall, which is a requirement for those homes to be counted as benefitted with the installation of a soundwall. The nine home sites and the two homes that are in building permit process were included in the noise modeling and were found to not be benefitted by a wall. As a result of the additional frontage units of the park being benefitted, Soundwall S374 continues to be financially unreasonable and not recommended for construction. In addition, it was also determined that the soundwall would block prime ocean views and the Project Development Team would not recommend its construction.

Soundwall S374 not being proposed for construction results in several locations where severe receptors are present with no proposed soundwalls. This condition has occurred due to prime ocean views being blocked by a soundwall or floodways being blocked by a soundwall. In these cases, providing acoustical treatment on private property or soundwalls on county property, if appropriate, will be considered in coordination with the property owner. Acoustical treatment on private property might include insulation, dual paned windows, air conditioning or private walls.

Please refer to Observer Viewpoint 7 in Section 2.1.6, Volume I, for discussion of prime ocean views in Summerland and Section 2.1.7 for more details on Soundwall S374.



South Coast HOV LANES US 101

Comment Card

NAME: Ray Mahboob

ADDRESS: 1938 N. Jameson #B CITY: Montecito ZIP: 93108

REPRESENTING: Villa de Montecito.

☒ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: ecka234a@yahoo.com

I would like the following comments filed in the record* (please print):

We would like to see the (sound) wall built all the way to the front of our condominium complex and also have a pathway or access to the beach. 1 2

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☒ other: Board member meeting (Condo association)

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

Mahboob, Ray

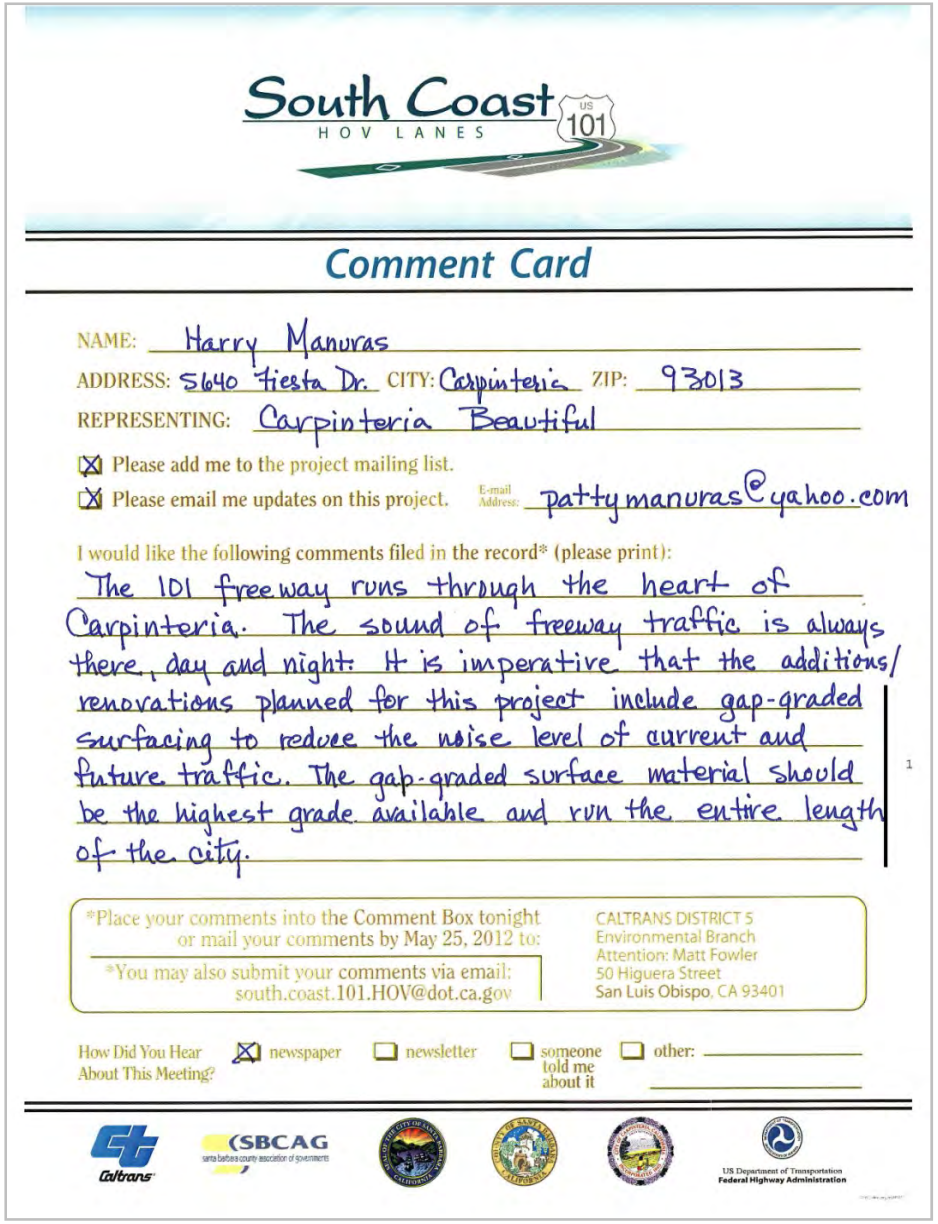
Comment 1 Noise

As a result of comments received, Caltrans staff reevaluated Soundwalls S464 and S452 for high-density residential areas to identify short sections of soundwalls that might be financially reasonable. It was determined that two additional benefitted units had not been accounted for in the original calculations for Receptor R70. As a result, a wall extension of Soundwall S464 to the south that would protect the densely populated area near the Sheffield Interchange is expected to be recommended for construction. However, Soundwall S452 was still not financially reasonable. For more information related to Soundwall S464 and S452, refer to Volume I, Section 2.2.7.

Mahboob, Ray

Comment 2 Pedestrian Access

Providing a pedestrian pathway from Jameson Lane to the beach is outside the scope of the project. Furthermore, there is currently no public crossing rights over the railroad right-of-way.



South Coast HOV LANES US 101

Comment Card

NAME: Harry Manuras

ADDRESS: 5640 Fiesta Dr. CITY: Carpinteria ZIP: 93013

REPRESENTING: Carpinteria Beautiful

☒ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: pattymanuras@yahoo.com

I would like the following comments filed in the record* (please print):

The 101 freeway runs through the heart of Carpinteria. The sound of freeway traffic is always there, day and night. It is imperative that the additions/ renovations planned for this project include gap-graded surfacing to reduce the noise level of current and future traffic. The gap-graded surface material should be the highest grade available and run the entire length of the city. 1

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

*You may also submit your comments via email: south.coast.101.HOV@dot.ca.gov

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

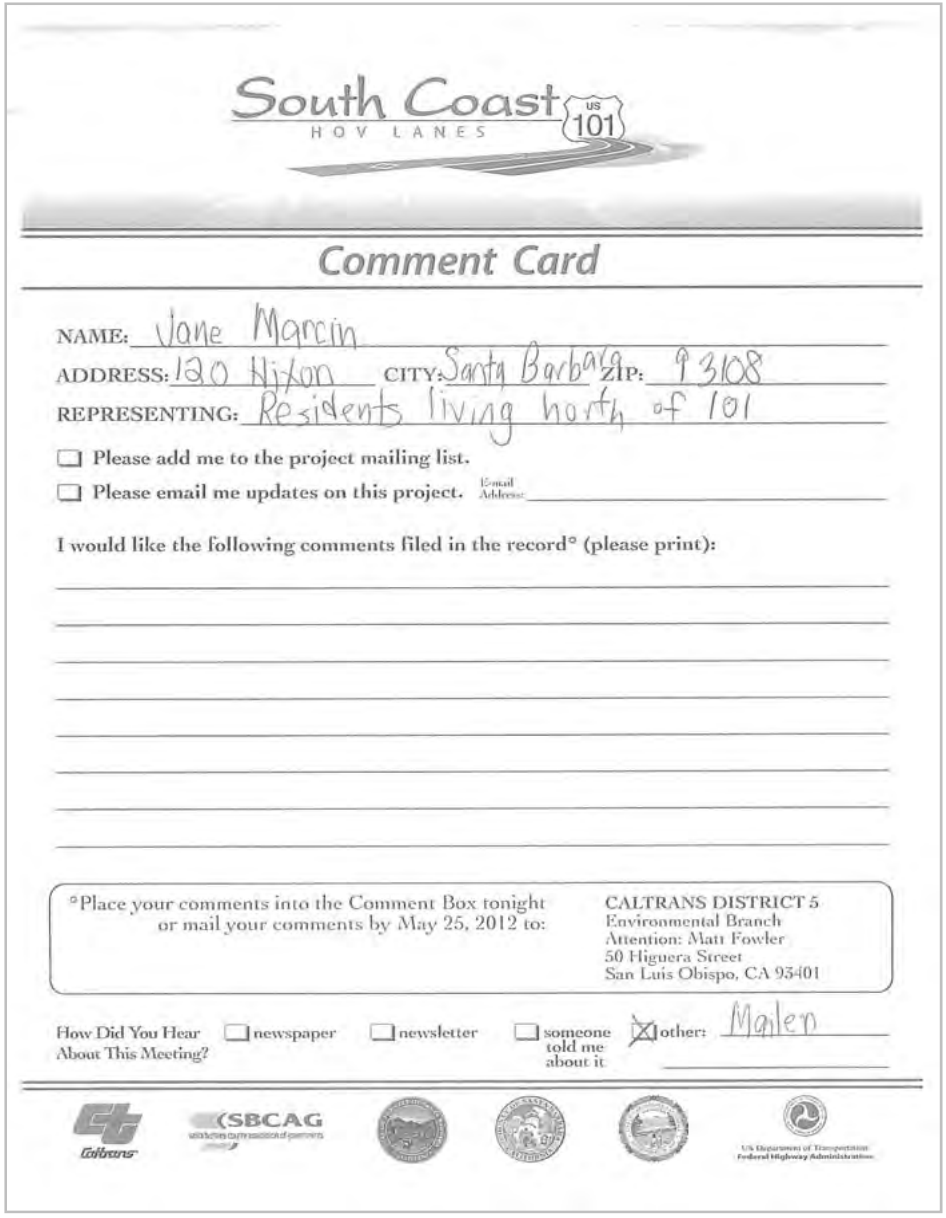
How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

Manuras, Harry

Noise

Caltrans recognizes the importance of noise reduction to local residents. The project proposes to include a noise-attenuating pavement surface within the project limits that would reduce noise levels. The type of pavement surface has not yet been determined; various surfaces are being tested and developed by Caltrans and other transportation departments to find the best technology.



South Coast HOV LANES US 101

Comment Card

NAME: Jane Marcin

ADDRESS: 120 Hixon CITY: Santa Barbara ZIP: 93108

REPRESENTING: Residents living north of 101

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. Email Address:

I would like the following comments filed in the record* (please print):

Dear Commissioners,

Thank you for all you do for our community. Please extend the proposed sound wall along the north side of the 101 Freeway in Santa Barbara so it shields the residents who live between Sheffield Drive and San Ysidro Road. 1

A continuous sound wall in this area would benefit residents in three ways. First, any break in the wall in this area will make the freeway noise louder than it is now because the flow of traffic will be greater with the planned new lanes and because traffic noise broken up by the rest of the wall will pour through that opening at ground level. A continuous sound wall would push noise over the top of the barrier.

Second, the air quality for area residents will decline precipitously due to the freeway fumes that will be naturally funnelled through the break in the wall. If a continuous wall were implemented, fumes would flow over the top of the wall, instead of coming in at street level. 2

Finally, a continuous wall will protect the residents who live on north Jameson Road between Sheffield Drive and San Ysidro Road from potential injury or death from any vehicles that could lose control and veer off the freeway. 3

Please help the people who live near north Jameson Lane between Sheffield and San Ysidro retain liveable levels of noise and air quality despite the addition of new lanes to the 101 Freeway.

Thank you for your consideration,

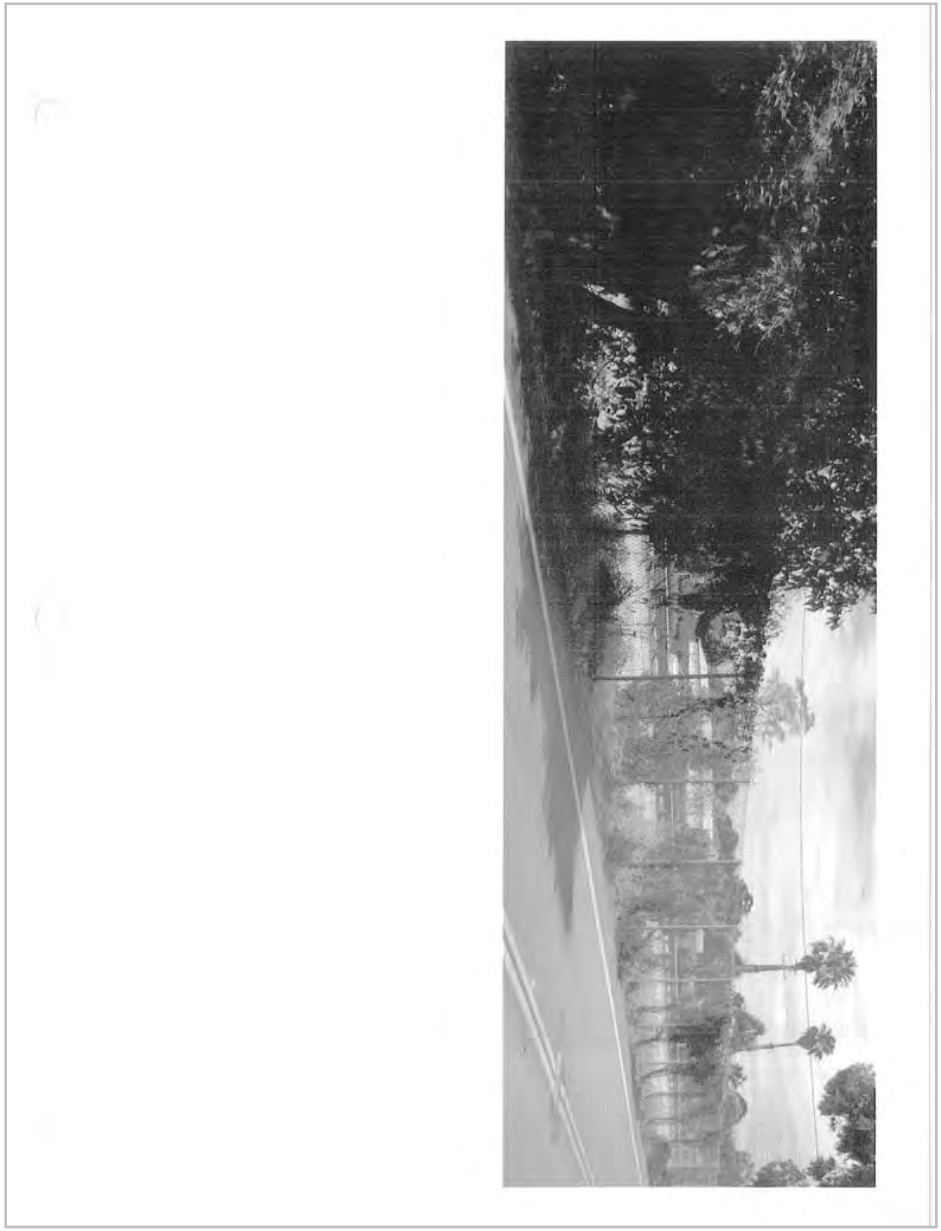
Jane Marcin

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☒ other: Mailer

Caltrans SBCAG US Department of Transportation Federal Highway Administration




EXTEND SOUNDS WALL

Marcin, Jane

Comment 1 Soundwall Extension

Caltrans staff reevaluated soundwalls for high-density residential areas to identify short sections of soundwalls that might be financially reasonable (for more information on cost reasonableness of soundwalls, please refer to Volume I, Section 2.2.7), and now several soundwall extensions are recommended for construction. For the segment in question (S498 and S464), northbound soundwalls will be recommended for construction from Sheffield Drive to San Ysidro Road, except for the areas crossing two Federal Emergency Management Agency floodways (see detailed explanation below) and one low-density residential area 200 feet east of the floodway. Tentatively, it has been determined that soundwalls in these two floodway areas cannot be designed to pass the flood flows during floods. During the design phase of this project, when detailed hydraulic analysis is performed, if a design can be developed that can pass the flood flows without affecting anticipated 100-year floodwater elevations (either upstream or downstream), residents will be contacted for further input on soundwalls.

A continuous soundwall from Sheffield Drive to San Ysidro Road would cross the Federal Emergency Management Agency-identified floodplain created by the combined flows of Romero, San Ysidro and Oak creeks. Within that floodplain, there are floodways defined for Romero Creek and for the combined flows of San Ysidro and Oak creeks (see Flood Insurance Rate Maps in Appendix E of the final environmental document). The Federal Emergency Management Agency prohibits any increase to 100-year flood elevations within a floodway. Caltrans studied the effect of providing a soundwall at this location equipped with floodgates similar to those near Salinas Street in Santa Barbara. This type of floodgate allows more flow through the wall than any other method. The studies showed an increase in 100-year flood elevations within the limits of the floodways even when the maximum possible number of floodgates was incorporated into the wall. For this reason, a soundwall cannot be built within the limits of the floodways for Romero, San Ysidro and Oak creeks.

Where gaps are present between soundwalls, the noise level increase will be minimal. Gaps in walls will not amplify sound being transmitted. Volume I, Table 2.35, shows a project build noise level increase of a maximum of 3 dB above the existing noise levels for residences along North Jameson Lane. This increase is not considered a significant impact and is considered very minimal because it is not detectable to a normal human ear per the Caltrans Technical Noise Supplement (TeNS).

Marcin, Jane

Comment 2 Air Quality

According to the Air Quality Report prepared in September 2011 and the addendum to the Air Quality Report prepared in 2013, the project would not result in significant air quality impacts. Furthermore, since the project will relieve traffic congestion within the corridor, the additional HOV lane coupled with fleet turnover over time that meet the Environmental Protection Agency's vehicle and fuel regulations, the regional air pollution time would see a substantial decrease in mobile source air toxics. Refer to Volume I, Sections 2.2.6 and 2.5, in the final environmental document for discussion of air quality minimization measures and Caltrans Standard Specifications that would decrease operational air emissions during construction.

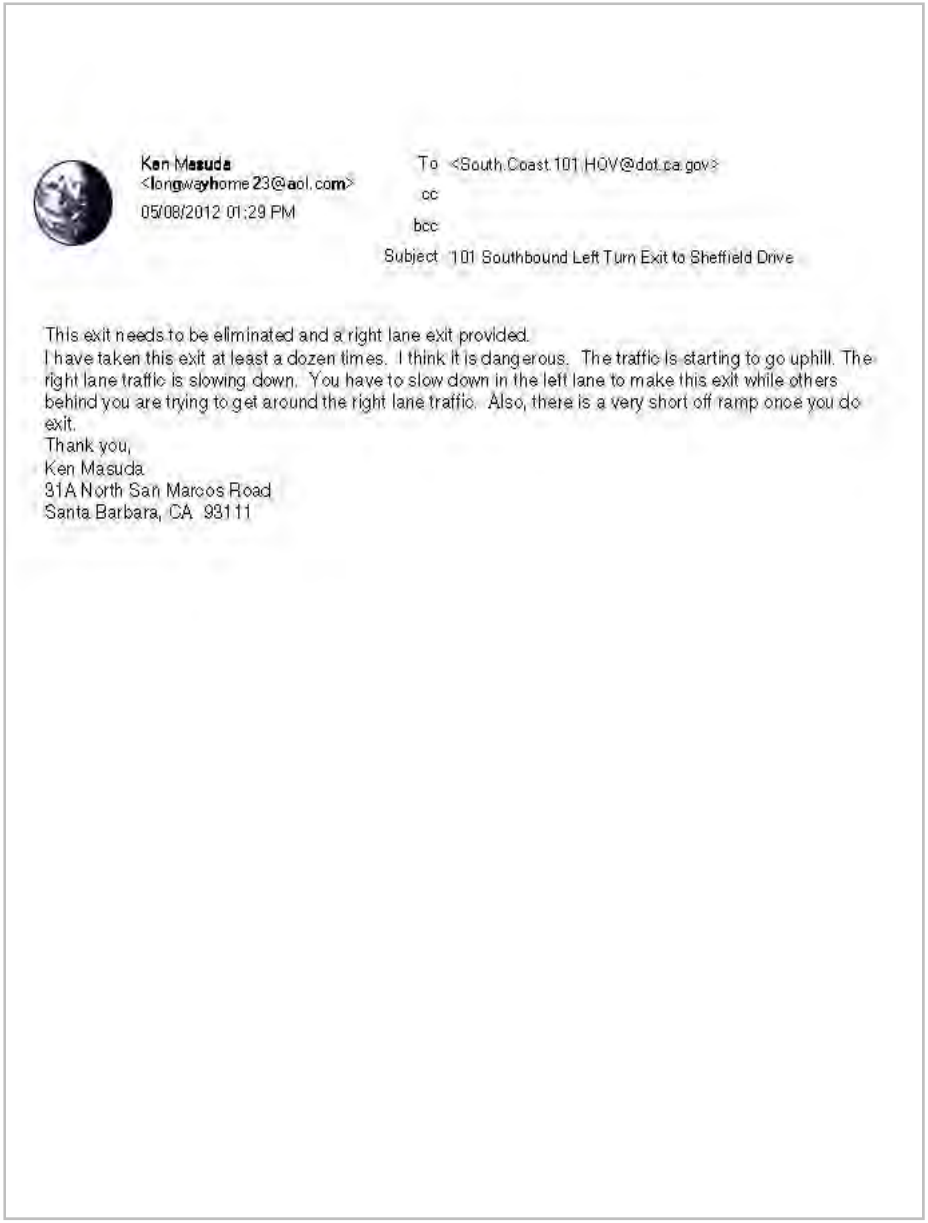
Many studies have documented a relationship between the presence of barriers (soundwalls) and the concentrations of air pollution. Unfortunately, field conditions can vary dramatically (geometric distances from road to wall to house, wall heights, prevailing wind speed and direction). Furthermore, air pollution plumes will vary based on wind speed , wind direction, temperature, and humidity so that a prediction of a wall's effectiveness in reducing air

pollution cannot be made. The latest studies have shown that walls likely have no air quality impact at distances greater than 300 feet.

Marcin, Jane

Comment 3 Noise

Although soundwalls might block errant vehicles, they are not designed or approved for that use. Soundwalls at this location will most likely have a safety shape design or may include a metal beam guardrail.



Ken Masuda
<longwayhome23@aol.com>
05/08/2012 01:29 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject 101 Southbound Left Turn Exit to Sheffield Drive

This exit needs to be eliminated and a right lane exit provided.
I have taken this exit at least a dozen times. I think it is dangerous. The traffic is starting to go uphill. The right lane traffic is slowing down. You have to slow down in the left lane to make this exit while others behind you are trying to get around the right lane traffic. Also, there is a very short off ramp once you do exit.
Thank you,
Ken Masuda
31A North San Marcos Road
Santa Barbara, CA 93111

Masuda, Ken

Design

The project design team considered several configurations for the Sheffield interchange, which has limited flexibility for reconstructing due to extremely restrictive right-of-way and topography. Options that were considered included retention of existing left-side ramps, removal of one or more southbound ramps, or a full closure of this interchange (closing all ramps). Upon consideration of these options, only a tight diamond interchange, which included the removal of the left-hand off-ramp (the option proposed) was determined to be viable.

June 2, 2012

Matt Fowler, Senior Environmental Planner
Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

RE: Comments on the DEIR for the South Coast 101 HOV Lanes Project (sent via e-mail to South.Coast.101.HOV@dot.ca.gov)

Dear Matt:

Please include the following comments with other public responses to the Draft Environmental Impact Report for the South Coast 101 HOV Lanes Project.

- Use noise reduction paving throughout the Summerland corridor. | 1
- Do not construct sound walls anywhere along the stretch of highway from Toro Canyon Road to the Sheffield off-ramp. The one exception would be a sound wall adjacent to the Summerland by the Sea Mobile Home Park, if the park's association votes for a sound wall. | 2
- Improve the Evans Avenue undercrossing to make it more welcoming by: visually reducing the impact of the concrete mass supporting the overpass, eliminating the chain link fence (trash is tossed over it and it can't be removed by local volunteers) and install lighting that helps reduce any 'tunnel effect'. Plant choices for landscaping should require little maintenance and be drought tolerant. | 3
- Widen the highway to the inside wherever possible limiting expansion of the highway to the south or north easements. | 4
- Remove or trim back dead/woody vegetation from the outsides of the freeway. Choices for any new vegetation should be limited to plant and tree selections that are low and slow growing so as to require less maintenance and, more importantly, not impact the beautiful views through the Summerland corridor. | 5

Sincerely,

Ron and Barbara McClain
Summerland Residents and Property Owners

McClain, Ron and Barbara

Comment 1 Noise-Attenuating Pavement

Caltrans recognizes the importance of noise reduction to local residents. The project proposes to include a noise-attenuating pavement surface within the project limits that would reduce noise levels. The type of pavement surface has not yet been determined; various surfaces are being tested and developed by Caltrans and other transportation departments to find the best technology.

McClain, Ron and Barbara

Comment 2 Visual Impacts

The final environmental document recommends building Soundwall S424 in Summerland, which is next to the Sea Mobile Home Park, to provide noise abatement to severely affected receptors. However, two soundwalls (S392 and S414) along Ortega Hill Road and Lillie Avenue/Via Real that would potentially block prime ocean views were not recommended for construction because they were not financially reasonable. Please refer to Volume I, Section 2.2.7, for more information relating to soundwalls through Summerland.

McClain, Ron and Barbara

Comment 3 Aesthetics

Mitigation measures include aesthetic treatment to new and modified structures, walls and barriers. Refinement of aesthetic and landscaping design details will be developed in collaboration with representatives of each affected community.

McClain, Ron and Barbara

Comment 4 Inside Widening

After consideration of public input, the Project Development Team has selected Alternative 1 as the preferred alternative.

McClain, Ron and Barbara

Comment 5 Landscaping

The existing landscaping through Summerland is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Also, all landscaping and aesthetic design elements will be developed in collaboration with representatives of each affected community.

Edo McGowan
<edo_mcgowan@hotmail.com>
06/28/2012 05:10 PM

To Montecito Journal <jim@montecitojournal.net>, <south.coast.101.hov@dot.ca.gov>, <supervisorcarbajal@co.santa-barbara.ca.us>
cc
bcc
Subject Jim, you know the waterfront around Montecito far better than I. Could you route this to whom ever, as it relates to the 101 EIR. I am also submitting it

This may be something not discussed in the 101 EIR----the impact of road dust on human health when synergistically exacerbated by influence of electro-magnetic fields from adjacent high tension power lines.

My Credentials" Degree in medicine from USC and a PhD in environmental health, former Regional Environmental Officer for the Department of State, USAID to 22 nations in Africa.

Organic dusts cause inflammatory reactions in the tissues exposed. This irritated tissue thus becomes greatly responsive to pathogenesis from pathogens found in the same dust. The lung and the cells lining the surface of the respiratory tract are the primary area where this irritation, hence pathogen interaction takes place. Many receptors have been shown to react specifically on the presence of microorganisms that are ubiquitous elements in organic road dusts. There is a great variability in the individual response to organic dusts. Almost 50% of Caucasians are hyporesponders to LPS exposure, and people with alpha-1-antitrypsin deficiency are hyperresponsive to organic dust exposure. The diseases resulting from organic dust exposures include asthma, allergy, hypersensitivity pneumonitis and toxic pneumonitis (organic dust toxic syndrome). The inflammation and the subsequent mechanism of disease need to be well discussed to aid decision-makers an adequate background for ascertaining public health impacts, hence roadway design. Toxicological studies including human experimental exposures and ex vivo studies of cells are described need to be discussed within the EIR. Of particular importance are cellular reactions that are mediated through the attachment LPS and (1,3)-d-glucan to lipopolysaccharide (LPS) binding protein, CD14 and Toll-like receptors. The relation between protein release and the gene activation needs review.

Because sewage sludge if often used as compost along roadways and contains not only pathogens but also their genetic fragments (both antibiotic resistant genes and virulence islands) dust arising from a variety of sources warrants further analyses within the EIR. Sewage sludge and its compost are often used as erosion control along roadways. This material, when getting onto the roadbed will become ground by the traffic to become part of the road dust.

There is also the noted adverse impact of ozone on lung tissue and the respiratory system, hence public health. When the additional synergistic impacts of LPS and pathogens arising from road dust are considered, the impacts on public health warrant discussion, but are these impacts addressed within the EIR?

Entrained road dust acts synergistically with ozone. Thus while there may be attainment of ozone standards, this ignores the synergistic impacts between ozone and other materials. Accordingly, reaching a specified ozone level may have an insufficient beneficial impact on health. As these other synergistic constituents gain greater importance in human health, it may take less and less ozone to augment an acute or chronic impact on health. These impacts are potentially significantly adverse. Thus the EIR should provide a broader review of synergistic interactions on health.

Within this entrained dust, including road dust are numerous constituents that may be considered as carcinogenic. Others are irritants. Then there are the various pathogens (bacteria, viruses, fungi, and protozoa) many of which may contain and thus could transfer antibiotic resistance. Other constituents of road dust also adversely affect the functioning of the respiratory system through allergic reactions. That the respiratory tissues are irritated merely opens those surfaces to increased risk from pathogens. The process here is cyclic.

Within the heading of road dust one finds, as mentioned above, tire dust. This is material that is removed from the tires as they contact the road. The average amount of tire dust lost annually through wear has been estimated at 2.5 pounds per tire. Thus a 4-wheel vehicle will lose about 10 pounds of rubber per year. Estimates from Los Angeles put the aerosol load from tire dust at about 10,000 pounds *per day*. This is divided into microscopic latex particles, many of which will stay suspended for hours as they waif around and then move down wind. Many will reach the smallest recesses of the lung.

Much of this rubber dust is composed of latex and falls within the PM-10 to PM-2.5 or smaller range. Because these particles reach the deepest recesses of the lung, this exacerbates allergic reactions as well as asthma. The current medical literature indicates that this type of dust may actually be **initiating asthma** as well as exacerbating that condition. Asthma is a growing national health crisis. There is also, within the European medical literature, a sufficient number of papers to suggest that this type of dust becomes statically charged by exposure to the corona effect surrounding large power lines, lines that often parallel roadways. This remaining charge on dust particles causes them to preferentially adhere to moist lung tissue. Those living along transport corridors are subjected to heavy loads of this type of air pollution. Those affected most are children who, per body mass and metabolism, breathe about twice as much as adults. In addition the elderly are also amongst those most adversely impacted.

Of the school-aged children, those with asthma are at a significant adverse disadvantage academically. There are numerous studies in the medical and scientific literature to demonstrate this situation. Asthma affects their school performance and their behavior. These children are affected intellectually, emotionally, and physically, hence their academic accomplishments are diminished. If these children are atopic (prone to allergic reactions) and then placed on the less expensive but more common first generation antihistamine medications, this merely adds to their inability to effectively compete in school because of drowsiness. Other medications taken by allergic and asthmatic children have similar impacts.

There is also a tendency to place low income--low cost housing along transport corridors because of the reduced property cost. Thus, the section of society that might most often utilize this type of housing may also overlap with that portion of society that relies heavily on publicly subsidized medical care. This would also include sections of society that lack insurance for medical coverage. This broad group of people, out of necessity, will often let a medical condition go until it reaches a crisis state, a state that is much more costly to treat and may leave lingering damage. Thus, the impact is also one that should be of interest to land use planners and transportation planners.

Here, I would also like to argue that transport corridors themselves are actually stationary sources, and thus could come under the purview of APCD. What, logically, makes a source stationary---versus mobile? A factory smokestack puffs out a pollutant, thus comes under scrutiny. The smokestack itself, if nothing is supplied to produce a pollutant, is merely an inert stack of brick and concrete. It is the material brought into the factory and combined within that factory that makes the smokestack an issue. The same logic can be applied to asphalt and concrete roadways. Asphalt itself is composed of rubber material, hence its wearing releases rubber as well as other materials that adversely impact health. Rubber is a complex mixture of toxins, reactive proteins and allergins. Other materials brought into the corridor contribute to the increased air risk.

For example, under the greening of government, the mandated procurement of composted biosolids (sewer sludge) for roadway maintenance and erosion control brings in large quantities of pathogens (many of which are antibiotic resistant) and respiratory irritants in the form of lipopolysaccharides (the cell wall of Gram negative bacteria which cause violent immune reactions and are a major portion of

biosolids) and liming chemicals. Additionally, for areas irrigated with reclaimed sewer water, there is enough evidence in the scientific literature to raise questions about pathogen release and down-wind aerosols. These released pathogens, often containing resistant genes, can pass this genetic information to soil microbes. These soil microbes then become lending libraries for this genetic information. These become part of the road dust and are entrained to move down wind into adjacent areas.

Then there are the deposits from the vehicles themselves, tire wear, engine derived materials, dust from breaks, clutches, belt wear, and action of tires on the road surface. Added to this are the materials from the area that fall out as dust, bacterial and fungal spores or materials washed onto roadways, including right-of-way maintenance materials such as pesticides.

All these materials, which form a complex of irritants, are re-entrained daily. Thus this mix, which is unique to roadways, constitutes a stationary source of air pollution. Who is responsible for an evaluation of this source, and to whom does the regulatory responsibility fall? **This question should be answered within the EIR**—who is responsible and are there adequate safeguards, or is this something falling between the cracks?

As is noted above, the impacts from a variety of sources as well as their combination with ozone constitute air pollution and have adverse influences on health. What, if any, are the limits on the discussion of such combinations within the EIR? If the EIR is not able to discuss these issues, where is the forum?

SPECIFICS

Because of my limited time and resources, the specifics will be desegregated and merely supply the interested reader with some indicators of where additional information might be found. I would be most pleased to assist agency staff look more deeply into these areas.

I'm working on the greening of government issue (see red below) of selling composted biosolids as bagged potting soil and similar issues where government agencies will be forced to purchase it.

The State of California is a major user of composted materials for roadway maintenance and erosion control. This then ties back to the air quality issues of road dust interacting with ozone and tire dust which contains a large percentage of latex rubber dust, a dust in particulate sizes that can enter the inner-most portions of the lung tissue (PM-2.5). This borrows on David Lewis' theory of chemical irritants found within sewage sludge synergizing the adverse effect of pathogens. If the radioactive material from certain areas is also added, (refer to Hugh Kaufman's testimony) then the impact on lung tissue may see a rise in lung cancers--ozone already causes this, thus it is at least additive, if not synergistic.

We now have dust from the failed Japanese nuclear plants reaching this coast. This adds another layer of complexity as the radioactive dust lowers the body's capacity to deal with pollutant insults and thr body's immune system.

The fungi that are pathogens and are now developing increased resistance to antimicrobials are also another issue in this. Additionally, latex is a major allergen and causes both asthma (growing crisis in the U.S.) and exacerbates asthma. Tire dust is mainly PM-10 to PM-2.5 latex particles. Thus the synergistic effect of ozone, other exhaust gasses, latex, and pathogens and possibly radioactive materials will increase once sewer sludge is added to the roadway maintenance. Thus in cases of erosion control (this is done to help reduce water from getting on the roadway and causing cars to hydro plane as well washing out roadways) the use of sewage sludge compost may see this material aerosolized and thus affect health of not only the transport corridor users but also those fall-out areas adjacent to the corridor.

++++++++++++++
This action may potentially affect those "" procuring agencies"--a term defined in RCRA section

1004(17)--that purchase the following: composts made from manure or biosolids and fertilizers made from recovered organic materials. For purposes of RCRA section 6002, procuring agencies include the following: (1) Any federal agency; (2) any state or local agencies using appropriated federal funds for a procurement; or (3) any contractors with these agencies (with respect to work performed under the contract). The requirements of section 6002 apply to such procuring agencies only when procuring designated items where the price of the item exceeds $10,000 or the quantity of the item purchased in the previous year exceeded $10,000. Potential regulated entities for this rule are shown in Table 1.
++++++++++++++++++

Treatment failure in invasive aspergillosis: susceptibility of deep tissue isolates following treatment with amphotericin B.

Paterson PJ, Seaton S, Prentice HG, Kibbler CC.

Departments of Microbiology and Haematology, Royal Free and University College Medical School, Royal Free Campus and Royal Free Hospital, Pond Street, London NW3 2QG, UK.

OBJECTIVES: To determine whether treatment failure in invasive aspergillosis (IA) is the result of resistance of Aspergillus spp. isolates to amphotericin B. METHODS: Six Aspergillus fumigatus and six Aspergillus flavus isolates cultured from deep tissue biopsies in 11 patients with haematological malignancies during 1991-1998 were tested. A method based on the NCCLS M38-A broth microdilution method, with colorimetric determination of MICs, was used to determine the MICs of amphotericin B and itraconazole. RESULTS: All A. fumigatus isolates were susceptible to amphotericin B (MIC 0.25-0.5 mg/L), as were three A. flavus isolates (MIC 1 mg/L), but three were less susceptible (MIC 2 mg/L). All isolates were susceptible to itraconazole (MIC 0.125-0.25 mg/L). All patients had been treated with amphotericin B, having received a median of 12 days of treatment when the tissue was obtained. CONCLUSION: The difficulty in treating IA may not be because of the susceptibility of the isolates, but because of poor penetration of antifungal agents into infected tissue. **Aspergillus spp. invade blood vessels causing thrombosis and tissue infarction, and therefore it may be difficult for antifungal drugs to exceed MICs in infected tissues**. This highlights the need for different treatment strategies, such as surgery and the administration of cytokines. J Antimicrob Chemother. 2003 Nov;52(5):873-6. Epub 2003 Sep 30.
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Microbial characterization during composting of municipal solid waste.

Hassen A, Belguith K, Jedidi N, Cherif A, Cherif M, Boudabous A.

Laboratoire Eau et Environnement, Institut National de Recherche, Scientifique et Technique, Cite Mahrajene, Tunis, Tunisia.

This study investigates the prevailing physico-chemical conditions and microbial community; mesophilic bacteria, yeasts and filamentous fungi, bacterial spores, Salmonella and Shigella as well as faecal indicator bacteria: total coliforms, faecal coliforms and faecal Streptococci, present in a compost of municipal solid waste. Investigations were conducted in a semi-industrial pilot plant using a moderate aeration during the composting process. Our results showed that: (i) auto-sterilization induced by relatively high temperatures (60-55 degrees C) caused a significant change in bacterial communities. For instance, Escherichia coli and faecal Streptococci populations decreased, respectively, from 2 x 10(7) to 3.1 x 10(3) and 10(7) to 1.5 x 10(3) cells/g waste dry weight (WDW); yeasts and filamentous fungi decreased from 4.5 x 10(6) to 2.6 x 10(3) cells/g WDW and mesophilic bacteria were reduced from 5.8 x 10(9) to 1.8 x 10(7) bacteria/g WDW. On the other hand, the number of bacterial spores increased at the beginning of the composting process, but after the third week their number decreased notably; (ii) Salmonella disappeared completely from compost by the 25th day as soon as the temperature reached

60 degrees C; and (iii) the bacterial population increased gradually during the cooling phase. While Staphylococci seemed to be the dominant bacteria during the mesophilic phase and at the beginning of the thermophilic phase, bacilli predominated during the remainder of the composting cycle. The appearance of gram-negative rods (opportunistic pathogens) during the cooling phase may represent a serious risk for the sanitary quality of the finished product intended for agronomic reuse. Compost sonication for about 3 min induced the inactivation of delicate bacteria, in particular gram-negatives. By contrast, gram-positive bacteria, especially micrococcus, spores of bacilli, and **fungal propagules survived, and reached high concentrations in the compost.**

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Lung cancer, cardiopulmonary mortality, and long-term exposure to fine particulate air pollution.

Pope CA 3rd, Burnett RT, Thun MJ, Calle EE, Krewski D, Ito K, Thurston GD.

Department of Economics, Brigham Young University, 142 FOB, Provo, UT 84602, USA. cap3@email.byu.edu

CONTEXT: Associations have been found between day-to-day particulate air pollution and increased risk of various adverse health outcomes, including cardiopulmonary mortality. However, studies of health effects of long-term particulate air pollution have been less conclusive. OBJECTIVE: To assess the relationship between long-term exposure to fine particulate air pollution and all-cause, lung cancer, and cardiopulmonary mortality. DESIGN, SETTING, AND PARTICIPANTS: Vital status and cause of death data were collected by the American Cancer Society as part of the Cancer Prevention II study, an ongoing prospective mortality study, which enrolled approximately 1.2 million adults in 1982. Participants completed a questionnaire detailing individual risk factor data (age, sex, race, weight, height, smoking history, education, marital status, diet, alcohol consumption, and occupational exposures). The risk factor data for approximately 500 000 adults were linked with air pollution data for metropolitan areas throughout the United States and combined with vital status and cause of death data through December 31, 1998. MAIN OUTCOME MEASURE: All-cause, lung cancer, and cardiopulmonary mortality. RESULTS: Fine particulate and sulfur oxide--related pollution were associated with all-cause, lung cancer, and cardiopulmonary mortality. Each 10-microg/m(3) elevation in fine particulate air pollution was associated with approximately a 4%, 6%, and 8% increased risk of all-cause, cardiopulmonary, and lung cancer mortality, respectively. Measures of coarse particle fraction and total suspended particles were not consistently associated with mortality. CONCLUSION: Long-term exposure to combustion-related fine particulate air pollution is an important environmental risk factor for cardiopulmonary and lung cancer mortality. JAMA. 2002 Mar 6;287(9):1132-41.

Particulate air pollution as a predictor of mortality in a prospective study of U.S. adults.

Pope CA 3rd, Thun MJ, Namboodiri MM, Dockery DW, Evans JS, Speizer FE, Heath CW Jr.

Department of Environmental Health, Harvard School of Public Health, Boston, Massachusetts.

Time-series, cross-sectional, and prospective cohort studies have observed associations between mortality and particulate air pollution but have been limited by ecologic design or small number of subjects or study areas. The present study evaluates effects of particulate air pollution on mortality using data from a large cohort drawn from many study areas. We linked ambient air pollution data from 151 U.S. metropolitan areas in 1980 with individual risk factor on 552,138 adults who resided in these areas when enrolled in a prospective study in 1982. Deaths were ascertained through December, 1989. Exposure to sulfate and fine particulate air pollution, which is primarily from fossil fuel combustion, was estimated from national data bases. The relationships of air pollution to all-cause, lung cancer, and cardiopulmonary mortality was examined using multivariate analysis which controlled for smoking, education, and other risk factors. Although small compared with cigarette smoking, an association between mortality and particulate air pollution was observed. Adjusted relative risk ratios (and 95% confidence intervals) of all-cause mortality for the most polluted areas compared with the least polluted equaled 1.15 (1.09 to 1.22) and 1.17 (1.09 to 1.26) when using sulfate and fine particulate measures respectively. Particulate air pollution was associated with cardiopulmonary and lung cancer mortality but not with mortality due to other causes. Increased mortality is associated with sulfate and fine particulate air pollution at levels commonly found in U.S. cities. The increase in risk is not attributable to tobacco smoking, although other unmeasured correlates of pollution cannot be excluded with certainty. (Am J Respir Crit Care Med 1995 Mar;151(3 Pt 1):669-74.)

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Lung cancer is known to associated with air pollution with increased risks in the range 1.3 to 2.5 (Katsouyanni & Pershagen 1997). Corona ions emitted

from high voltage powerlines increase the charge state of pollutant aerosol particles in the air. Aerosols in the size range 20 to 200 nm are of special interest,

especially those containing PAHs such as benzo[a]pyrene. There is evidence that in this size range the effect of single charges on aerosols is sufficient to

increase the deposition of inhaled aerosols in the tracheobronchial lung region by a factor of 2 to 3 (Cohen et al 1998).

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----- Original Message -----
From: "Gene Shinn" <eshinn@usgs.gov>
To: <edomcgowan@earthlink.net>
Cc: <cholmes@usgs.gov>; <ginger_garrison@usgs.gov>
Sent: Monday, November 24, 2003 6:47 AM
Subject: dust and lightning

> Dear Edward. The information regarding a potential connection between
> electrical coronas/lightning and dust is very interesting. Our
> preliminary work shows a high concentration of radiogenic beryllium
> (Be-7, half life 53 days) in African and volcanic dust. Be-7 is
> naturally generated in the upper atmosphere and falls out in rainfall
> at relatively low levels. It also occurs in dust but at many orders
> of magnitude greater. We have therefore wondered if a static charge
> is causing it to bind with dust particles. Beryllium is toxic and its
> isotope Be-7 emits gamma radiation. For this reason your information
> is very interesting. I would be interested in any additional
> information you may have. Thank you very much. Gene

((((((((((((((((McGowan's comment---fallout onto roadways and then resuspension with passing traffic?))))))))

. Within 15 m of an installation, elevated SMRs were seen for lung cancer, all leukaemias, other lymphatic

neoplasms and all respiratory disease. Only the result for lung cancer was statistically significant (odds ratio = 2.15, 95% CI = 1.18 - 3.61) and this was

mainly driven by an effect in women. The odds ratios for lung cancer showed a consistent gradient of increasing excess mortality with proximity to the

line,

but at distances greater than 15 m these were not statistically significant.

Lung cancer is known to associated with air pollution with increased risks in the range 1.3 to 2.5 (Katsouyanni & Pershagen 1997). Corona ions emitted

from high voltage powerlines increase the charge state of pollutant aerosol particles in the air. Aerosols in the size range 20 to 200 nm are of special interest,

especially those containing PAHs such as benzo[a]pyrene. There is evidence that in this size range the effect of single charges on aerosols is sufficient to

increase the deposition of inhaled aerosols in the tracheobronchial lung region by a factor of 2 to 3 (Cohen et al 1998).

The risk calculation takes the affected population as living within 400 metres of high voltage powerlines, downwind of the prevailing south-westerly wind.

An average 15% aerosol charging by single charges is assumed to lead to a 30% increase in lung deposition of inhaled aerosols. The average male/female

lung cancer rate in the UK is taken to be 74 per 100,000 per year. The number of people living within 400 m of 132, 275 and 400 kV powerlines is taken to

be 4.6% x 6 x 107 people = 2.76 x 106 people. A 30% increase in risk downwind compared with upwind of powerlines is assumed. This yields 306 cases

annually. The range quoted in the table of 250 - 400 cases annually takes into account two possibilities: (i) that on average corona ion effects may not

extend to 400 m from powerlines or (ii) that a contribution to risk in those living upwind of the prevailing south-westerly wind should be included.

This risk estimate is explained in more detail in Fews et al (2001).

Condition

References

Key findings/Risk assessment

Predicted excess cases annually in

the UK near high voltage powerlines

Lung cancer

McDowall, 1986

Katsouyanni & Pershagen, 1997

Risk assessment based on increased exposure to air

pollution via corona ion effects.

250 - 400 cases

Other illnesses associated with air pollution

Seaton (1995) has discussed the range of illnesses associated with air pollution, especially respiratory and cardiovascular disease. If these are increased near

powerlines as a result of increased lung deposition of inhaled aerosols charged by corona ions, then the number of excess cases could reach several

thousand. Not all of these would be fatal.

Condition

References

Key findings/Risk assessment

Predicted excess cases annually in

the UK near high voltage powerlines

Other illnesses associated with air

pollution

Seaton et al, 1995

Risk assessment based on increased exposure to air

pollution via corona ion effects.

~ a few thousand cases

Suicide and Depression

The literature contains a number of papers associating both suicide and depression with exposure to magnetic fields, including near powerlines. Increased

risk of both suicide and depression are both considered biologically plausible either by reduced production of melatonin by magnetic fields or by the

magnetic field induction of electric fields in the body. A discussion may be found in Wijngaarden et al (2000).

The literature reveals a number of features:

1. A general consistency that both suicide and depression are associated with power frequency magnetic field exposure. Some studies also hint at an

association with power frequency electric fields.

2. A threshold effect occurring at low magnetic field exposures, ~0.1 μT. Such a low threshold would embrace exposures near all types of powerlines not

merely those at 132 kV and above.

3. Occupational studies appear to show lower effects than for residential studies. This would be consistent with a mechanistic effect associated with reduced

melatonin production, which occurs mainly at night and therefore has a larger effect on chronically exposed populations.

(i) Suicide

The average suicide rate for males and females is taken to be 9.6 per 100,000 per year. An exposure threshold of 0.1 μT is assumed which is effective up

to 150 m either side of 132, 275 and 400 kV powerlines. This embraces 1.05% of the population. The exposed population is therefore 1.05% x 6 x 107 =

630,000 people. Assume the risk to be doubled. This would imply 60 cases annually.

(ii) Mild depression

Again take an exposed population of 630,000 people. Some estimates suggest that 15% of the population experience an episode of mild depression each

year. If there is a 40% increase in risk above 0.1 μT, this would lead to a

large number of cases of mild depression associated with magnetic field

exposure. The value quoted in the table of 9,000 cases annually is a conservative estimate.

Condition

References

Key findings/Risk assessment

Predicted excess cases annually in

the UK near high voltage powerlines

Suicide and Depression

Reichmanis et al, 1979

Perry et al, 1981

Perry et al, 1989

Poole et al, 1993

Savitz et al, 1994

Verkasalo et al, 1997

Beale et al, 1997

van Wijngaarden et al, 2000

Considered biologically plausible via magnetic field

exposure. Apparent low threshold ~ 0.1 μT.

40% increase in suicide in West Midlands; small

increase in general depressive illnesses; 2 to 3-fold

increase in severe depression and a 2 to 3.6-fold

increase in suicide among electric utility workers.

(i) Suicide

60 cases

(ii) Depression

Up to 9,000 cases of mild depression

Click here to see full table

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"...confirms that the sewage-contaminated environments in an important
> > storage place of pathogenic fungi, mostly from the opportunistic
> > subgroup...":
> > Reference Type: Journal Article
> > Record Number: 16612
> > Author: Ulfig, K.
> > Year: 1994
> > Title: [The occurrence of keratinolytic fungi in the polluted
> > environment of the Labedy District in Gliwice]
> > Journal: Rocz Panstw Zakl Hig
> > Volume: 45
> > Pages: 337-46
> > Abstract: This study was undertaken to find relationships between the
> > degree of bacteriological contamination with qualitative
> > composition of potentially pathogenic keratinolytic fungal population in
> > soil, sediment and air samples from the Labedy district in
> > Gliwice (Poland). The examined soil samples were characterized by the
> > predominance of Botryotrichum piluliferum,
> > Chrysosporium anamorph of Arthroderma curreyi, Myceliophthora anamorph
> > of Ctenomyces serratus, Chrysosporium pannicola and Trichphyton ajelloi.
> > These species are typical for keratinolytic mycoflora in moderate
> > climate soils, and their abundance was certainly resulted from the
> > assembly of keratin remains in the soil environment. In the light of the
> > weak bacteriological and
> > mycological differentiation of the examined soil samples, however, it is
> > difficult to determine categorically the extent to which the

> > remains were originated from sewage via soil flooding by sewage or air
> > transportation, or from the local human and animal
> > population. Subsequently, the population of keratinolytic fungi in
> > sediments was found to be clearly dependent of the degree of
> > water contamination with sewage. In badly polluted sediments,
> > Chrysosporium pannicola, Chrysosporium anamorph of
> > Aphanoascus fulvescens, Chrysosporium keratinophilum, Trichophyton
> > ajelloi and Microsporum cookei were prevalent species. Keratinolytic
> > fungi were only a small part of *airborne fungal* population in sewage
> > bioaerosoles. Geomyces pannorum, a soil species better known by its
> > celullotytic than keratinolytic properties, predominated in air samples.
> > Some pathogenic species, such as Aspergillus flavus, Aureobasidium
> > pullulans, Chrysporium anamorph of Aphanoascus fulvescens, Candida spp.,
> > Geotrichum candidum, Microsporum canis, Sporothrix schenckii and
> > Trichosporon beigelii, were recovered in the present study. *This
> > confirms that the sewage-contaminated environments in an important
> > storage place of pathogenic fungi, mostly from the opportunistic
> > subgroup.*
> >
> > Reference Type: Journal Article
> > Record Number: 12306
> > Author: Schomburg, I.; Muller, H. E.
> > Year: 1984
> > Title: [Significance of antibiotic-forming microorganisms in biological
> > waste water clarification]
> > Journal: Zentralbl Bakteriol Mikrobiol Hyg [B]
> > Volume: 179
> > Pages: 162-9
> > Abstract: Streptomyces spec. producing antibiotics were detected very
> > seldom in the wastewater pretreatment plant of
> > Braunschweig. However, Bacillus spec. producing antibiotics are common.
> > There are about one permille of the total population of bacteria in
> > wastewater (Fig. 1). Reflecting the total number of bacteria, the
> > psychrophilic microorganisms growing at 20 degrees C increase more
> > during the oxidation step of wastewater treatment than the mesophilic
> > bacteria growing at 30 or 37 degrees C. But reflecting the bacilli the
> > strains producing antibiotics growing at 30 or 37 degrees C propagate
> > stronger than the psychrophilic group (Fig. 2). About 90% or more of a
> > total of 194 isolated Bacillus strains producing antibiotics showed
> > antibiotic activity against the tested grampositive bacteria Listeria
> > monocytogenes and Staphylococcus aureus. Only few strains were active
> > against Candida albicans, E. coli, Klebsiella pneumoniae, Pseudomonas
> > aeruginosa, and Salmonella typhimurium (Fig. 3, 4, and Table 1). During
> > the summer (July) the percentage of strains producing antibiotics
> > against gram positive bacteria was higher than in the winter (January)
> > (Fig. 4). Also the deep freezing of samples increased the percentage of
> > antibiotic producers (Fig. 2). Some species were isolated even only from
> > freezed and again thawed samples (Table 1).
> >
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[Controversy concerning optimal prophylaxis and empirical antifungal therapy in immunocompromised patients]

[Article in Polish]

Zielinska E.

Klinika Chorob Dzieci Uniwersytetu Medycznego w Lodzi. ezielin@wp.pl

This article presents actual major problem about a steady increase in frequency of opportunistic invasive fungal infections (IFIs) in immunocompromised patients. However, there still remains much uncertainty regarding the best methods for establishing the diagnosis of most IFIs. An international consensus, that defining opportunistic IFIs proposed three levels of probability: "proven", "probable", and "possible". Practising physicians approach this uncertainty by prophylaxis and antifungal empirical therapy. Unfortunately, up to now we dispose only few antifungals compounds and all have narrow of therapeutic windows. This article reviews the therapeutic options in chemoprevention and antifungal therapy. Fluconazole and itraconazole are the first durable alternatives to polyenes in chemoprophylaxis. However their use remains controversial as debate continues over both their effectiveness and their potential to select out resistant Candida sp. Amphotericin B is the "gold" standard for the treatment both empirical and proven IFIs, but this drug is frequently associated with severe nephrotoxicity. The lipid formulations of amphotericin B enable higher dosages to be administrated with lower incidences of side effects but its effectiveness is not sufficient. It is to be hoped that rationally designed clinical trials with the new compounds, such as for example echinocandins will lead to improved prevention and treatment of IFIs.
Przegl Epidemiol. 2003;57(2):299-307.
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Survival of E. coli and Salmonella populations in aerobic thermophilic composts as measured with DNA gene probes.

Droffner ML, Brinton WF.
Woods End Research Laboratory, Mt. Vernon, ME 04352, USA.

Aerobic, thermophilic composting is a widely practiced method for disposal of organic wastes. The wastes which are composted include biosolids from waste water treatment plants (WWTP), and biowastes (food scraps and yardwaste). Important hygiene issues are involved in composting since many potential pathogens may be present in the fresh wastes. In this study, the survival of Salmonella and Escherichia coli is examined during aerobic composting of municipal solid wastes, municipal wastewater sludge and biowastes. A laboratory compost was prepared by inoculating with 10(7) Salmonella typhimurium Q and Escherichia coli B. In both industrial and laboratory trials, gene probes were used to determine at what time during the composting and at what temperature these bacteria became undetectable. **It was observed that Salmonella and E. coli survived for 59 days at about 60 degrees C in an industrial compost. The bacteria became undetectable after the temperature decreased from 62 degrees C to about 40 degrees C in the compost curing. The bench scale trials showed that E. coli B survived for at least 9 days at 60-70 degrees C in a biowaste (food waste) compost or a waste water sludge compost. Salmonella typhimurium Q survived for at least 9 days over 60 degrees C in the food biowaste compost and at least 5 days in the waste water sludge compost.** Data collected show that the temperature or the time of high temperature is difficult to correlate to the destruction of the pathogen, Salmonella, or the pathogen indicator, E. coli. These results suggest that the mechanism for removal of these microorganisms during aerobic composting is complex and not simply the result of a thermal physical environment. Zentralbl Hyg Umweltmed. 1995 Jun;197(5):387-97.
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Microbial disinfection capacity of municipal solid waste (MSW) composting.

Deportes I, Benoit-Guyod JL, Zmirou D, Bouvier MC.
GEDEXE, Meylan, France.

The disinfection capacity of a municipal solid waste (MSW) composting plant (Siloda) has been evaluated. In spring and summer, MSW was followed during the composting process from raw material to mature compost and long-term storage (1 year). Ascaris eggs, Salmonella, Shigella, total streptococci, faecal streptococci, total coliforms, faecal coliforms and Escherichia coli were studied. Disinfection was successful in terms of a decrease in faecal contamination indicators and disappearance of faecal pathogens. Faecal coliform concentration in raw waste reached 2.1 x 10(8) cfu g-1 dry weight in spring (CI 95%:5.2 x 10(7)-3.4 x 10(8)) and 7.2 x 10(8) cfu g-1 dry weight (1 x 10(8)-1.7 x 10(9)) in summer, and fell to less than 100 cfu g-1 dry weight within 20 d. Faecal streptococci concentrations reached 8.7 x 10(8) cfu g-1 dry weight (3.7 x 10(8)-1.3 x 10(9)) in spring and 2.0 x 10(9)cfu g-1 dry weight (5.6 x 10(8)-3.4 x 10(9)) in summer, and fell to 8.7 x 10(4) cfu g-1 dry weight (6.9 x 10(4)-1.0 x 10(5)). No seasonal pattern of contamination, mainly of animal origin, was observed. Microbiological quality of finished compost depends on the storage conditions. Therefore, the storage stage should be viewed as part of the composting process. Monitoring disinfection capacity of MSW composting needs to combine several microbial populations. J Appl Microbiol. 1998 Aug;85(2):238-46.

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Data from Europe indicate that the field effect around such generating plants and their high tension lines can ionize the air and hence particulate matter within that air. The distances are impressive--400 feet for example. If wind then shifts this cloud, the distance can be extended. When ionized, these particles, once inhaled, are electrostatically attracted to lung tissue. The deply respirable portion and even the larger particulates thus do not wash out on exhalation. The attached paper discusses the issue with vehicular emissions and tire dust. The relationship between EMF and vehicle generated dust is one that carries an association with increased rates of cancer. Children are at greater risk. Thus by not evaluating these relationships your agency may fall below the tests under CEQA as well as the ignoring the potential for added risks of cancers accruing to the interaction of air pollution and EMF. The Danish cancer group has noted an association between EMF, air pollutants and certain forms of cancer in children.The EMF at the site may accrue to at least two sources, the generators themselves and then the high tension lines. On top of that, the RF traffic that controls the remote site warrants consideration. There are several sources of air pollution: rail, highway, and non-highway roadway. The level of respirable particulate matter on moderately traveled roadways is about 5000 particles per cubic meter. Much of this is potentially dialetric rubber and of a size that will reach the deepest lung tissue. Thus, if ionized by the EMF, it becomes yet more risky for the children. EMF has now been demonstrated to break DNA. This then adds risk to the immune system. Thus the synergistic effects of air pollutants and EMF are additive to cancer risk factors.

Air Quality and retarded lung development and cancer in children—some thoughts related to the traffic.

Although generally unrecognized by many planners, air pollution arising from vehicular traffic, especially tire dust, has a major adverse effect on lung tissue, especially on the development of children's lungs. This has become a critical public health issue. Thus, the effects of city and county planning on traffic count and engineering, hence exhaust and tire dust, weigh heavily on the health of citizens.

The discussion below proposes that by allowing expanded development within Santa Barbara County, with accompanying increased air and surface traffic, there will follow increased health risks for the public, especially the children. The correlation between increased traffic and lung damage can no longer be ignored. In addition to setting the stage for heart, lung, and skin damage in children, it is also argued that there is an association with damage to the immune system in children and the unborn during pregnancy. This latter issue may set the stage for cancer. When discussing children in this situation, are we setting up conditions that will adversely affect our children's health? If we are, then we are robbing the future from those who can not defend themselves.

Allergic reactions to latex in general, and from tire dust in particular, may be increasing for several reasons. As California's population increased so did the cars, hence tires. Additionally the tires themselves have changed and this is a major factor. In the 1970s the tire industry along with USEPA had determined that the particle size of the rubber-dust was too large to be respired and cause pathology. That study preceded the issue of latex allergy. Additionally, with newer tire materials, the conclusions of 1970s study on particle size are no longer valid. Much of this change arrived with the radial tire. The dust particles from radials, as compared to the outmoded bias tire are characteristically smaller, hence more easily respired into the deep lung tissues. Further, the percent of latex in radial tires has been increasing. Accordingly, 60% of these particles can now reach the deep portions of the lungs, thus enhancing the risk for pathological damage.

Air pollution contributes to lung disease, including respiratory tract infections, asthma, and lung cancer. Lung disease claims close to 335,000 lives in America every year and is the third-leading cause of death in the United States. Over the last decade, the death rate for lung disease has risen faster than that of any of the top five causes of death. (cite:American Lung Association Fact Sheet: Outdoor **Air Pollution**-webpage).

An estimated 17 million Americans now have an allergic reaction to latex. Latex, as an allergen, cross reacts with several other ubiquitous materials—including certain common foods and pollens. The genetically engineered foods are designed with their built in "natural" pesticides. Some of the genetically engineered foods are now proving to have components that readily cross react with latex (cite: McGowan & Tesiorowski) and these cross-reactions effect those with latex allergies. Thus once sensitized to latex, the individual is subjected to a wide array of materials that can drive the allergic reaction to higher and more dangerous levels. As the background to latex allergies increases, which it is currently, these and other cross reactants, specifically tire dust may preclude a normal life for an increasingly large and growing number of citizens. At some point the allergic reaction can reach a critical point resulting in anaphylactic shock and death.

Each tire releases approximately 2.5 pounds of dust per year. In Los Angeles, it has been estimated that, at least 5 tons of tire dust is released into the air each day. In the early 1990s an analysis was conducted of air particulates near moderately traveled roads. The results indicated that each cubic meter of air (what one adult might consume in about 60 minutes) contained approximately 4000 to 7000 individual tire-dust fragments. Of these about 60% were of the size-range reaching the deepest portions of the lung. When these fragments were examined chemically, and by mass spectroscopy, they were shown to contain latex. Furthermore, they were shown to produce allergic reactions, comparable in every way to the allergic reactions caused by dust from latex gloves. (cites: Williams PB, Buhr MP, Weber RW, Volz MA, Koepke JW, Selner JC. Latex allergen in respirable particulate air pollution. (J Allergy Clin Immunol 1995 Jan;95(1 Pt 1):88-95.) Williams PB, Akasawa A, Dreskin S, Selner JC.Respirable tire fragments contain specific IgE-binding and bridging latex antigens. (Chest 1996 Mar;109(3 Suppl):13S).

Pope, et al reported on fine particle air pollution which now kills an estimated 60,000 Americans in cities each year. (cite: Pope CA 3rd, Thun MJ, Namboodiri MM, Dockery DW, Evans JS, Speizer FE, Heath CW Jr. Particulate air pollution as a predictor of mortality in a prospective study of U.S. adults. Am J Respir Crit Care Med 1995 Mar;151(3 Pt 1):669-74.)

There also appears to be an association between air pollution and the heart, as seen in cardiopulmonary death as well as lung cancer death. (cites: Pope CA 3rd, Verrier RL, Lovett EG, Larson AC, Raizenne ME, Kanner RE, Schwartz J, Villegas GM, Gold DR, Dockery DW. Heart rate variability associated with particulate air pollution. Am Heart J 1999 Nov;138(5 Pt 1):890-9 Pope CA 3rd, Burnett RT, Thun MJ, Calle EE, Krewski D, Ito K, Thurston GD.Lung cancer, cardiopulmonary mortality, and long-term exposure to fine particulate air pollution. JAMA 2002 Mar 6;287(9):1132-41.)

It is interesting also to review literature from nations that have governmentally supplied health care. These governments have a direct interest in reducing disease. Unlike the United States, these governments pay the majority of health care bills and thus have a vested interest in the health of their citizens.

Recent studies in Holland have suggested that long-term exposure to low levels of particulate matter air pollution is associated with increased mortality, especially due to cardio-pulmonary disease (cite:Hoek G, Fischer P, Van Den Brandt P, Goldbohm S, Brunekreef B. Estimation of long-term average exposure to outdoor air pollution for a cohort study on mortality. (J Expo Anal Environ Epidemiol 2001 Nov-Dec;11(6):459-69)

The Danish Cancer Society, Institute of Cancer Epidemiology entertained the hypothesis that exposure to traffic-related air pollution increases the risk of developing cancer during childhood. In its report, the risk of lymphomas increased by 25% and 51% for a doubling of the concentration of benzene and nitrogen dioxide, respectively, during the pregnancy. (cite: Raaschou-Nielsen O, Hertel

O, Thomsen BL, Olsen JH Air pollution from traffic at the residence of children with cancer. (Am J Epidemiol. 2001 Mar 1;153(5):433-43.)
A case-referral study to test the hypothesis that exposure to motor vehicle exhaust increases the risk of childhood cancer was also conducted by the Danish Cancer Society, Institute of Cancer Epidemiology. This study combined data on residential electromagnetic field exposure and childhood cancer. There were 142 cases of childhood cancer identified, including 39 cases of leukemia and 33 cases of central nervous system tumor. The results indicated an association between childhood cancer and motor vehicle exhaust, although the number of cases was small. (cite: Feychting M, Svensson D, Ahlbom A. Exposure to motor vehicle exhaust and childhood cancer. Scand J Work Environ Health 1998 Feb;24(1):8-11.)
A recent report, presented at the 10th Congress of the European Academy of Dermatology, looked at skin allergies in boys and girls. It indicated that girls living within 150 feet of a busy street (boys were not found to be effected) were almost twice as likely to develop allergic (atopic) skin reactions as those living beyond 150 feet. (Cite: Jancin B. Traffic Pollution Raises Atopic Eczema Risk in Girls. Skin & Allergy News 2002 Apr;33(4):48). This was preceded by a paper in the Journal of the American Academy of Dermatology on the costs in treating atopic skin diseases—i.e., allergic issues. The problem in children is estimated to include 17% of the population and persists into adulthood in 60% of these. Cost figures range up to $ 3.8 billion annually. This figure, however, does not include direct and nondirect costs related to issues other than billed medical services, such reduced quality of life or diminished earning capacity. (cites: Ellis CN, Drake LA, Pendergast MM, et al. Cost of atopic dermatitis and eczema in the United States. J AAD 2002 Mar; 46(3):361-70. See also: Kemp A. Atopic eczema: its social and financial costs. J Paedirat Child Health 1999;35:229-31. Su J, Kemp A, Vangos T. Atopic eczema: its impact on the family and financial costs. Arch Dis Child 1997; 28:159-62.)
Others discussing traffic dust, have reported on steroid resistant asthma and the associated mortality in children. Additionally, there seems to be a relationship between an inflamed respiratory tract tissues and ease of viral attachment to these raw tissues. For many parents and their children, there is the recurrent issue of acute otitis media. Virus-induced inflammation in the nasopharynx is crucial in the pathogenesis of acute otitis media.
I would also like to tie together two other recent publications in the medical and scientific literature. Both relate to air quality.
The first is a report in the American Journal of Respiratory and Critical Care Medicine, which demonstrated that children in increasingly dirty air show a progressive reduction in lung growth function. The major components were particulates and oxides of nitrogen (NOX), i.e., vehicle exhaust. The second paper from the Journal of Environmental Health (JEH) discusses exacerbation of allergies related to rubber products.
Bringing the above cited papers together, I can forcefully argue that vehicle exhaust or road dust which has a high content of tire particulate matter will be major factors affecting the health of children.

The issue arises from several aspects. Although the emission per vehicle may be dropping, the volume of vehicle related air pollution may not. This may accrue to the added fuel burned by SUVs, the increase in diesel engines, as well as a greater number of vehicles. The number of trips and distances traveled as we expand development and commerce into the Goleta/Elwood/Gaviota area and surrounding environs will increase the amount of road particulate matter, NOx from exhaust, and rubber dust. If there is further development, especially at the level envisioned by the airport and projected National Parks, the road dust would proportionately increase. Additionally, as the roads become yet more congested, the levels of pollution will rise, especially from the bumper to bumper stop and go we are now experiencing between Goleta and surrounding centers.
Here are some of the other associated costs. The impact on the developing lung is later seen in a higher susceptibility to adult chronic respiratory and heart problems. Thus, the cardio-pulmonary system is at higher risk.
As the severity of lung, heart and skin problems increases one would expect an added cost accruing to the county's health care program. Generally, the less affluent are housed closer to traffic arteries. These people have fewer resources and thus may rely to a greater extent on public systems for care. For the schools one may expect reduced academic achievement and attendance, and for those in later life (faculty) increased losses from work. Canizares, et al discuss the costs from nonattendance at dermatology clinics. The figure for missed appointments averaged 20%, and often reached one third. This detractor that must be recouped in higher overall health care costs. Thus again there are substantial added costs to the system arising from the externalities of traffic derived pollution. >From the aspect of quality of life, there would be an associated negative at some point, especially from increased cancers. Unfortunately these negative points are often reached only after considerable damage had occurred, at times irreversible damage.
The mechanisms that will reduce road trips and traffic will decrease the above potential problems. It would seem incumbent upon elected decision-makers to gain the necessary perspective to consider the eventuality and impact on children and other citizens. Without this perspective there can be little guidance. No one can know at what point this will effect the health of children, but it would be reckless to ignore the prospect.
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Pope CA 3rd, Verrier RL, Lovett EG, Larson AC, Raizenne ME, Kanner RE, Schwartz J, Villegas GM, Gold DR, Dockery DW. Heart rate variability associated with particulate air pollution. Am Heart J 1999 Nov;138(5 Pt 1):890-9
Brigham Young University, Provo, Utah, USA.
BACKGROUND: Epidemiologic studies have linked fine particulate air pollution with cardiopulmonary mortality, yet underlying biologic mechanisms remain unknown. Changes in heart rate variability (HRV) may reflect changes in cardiac autonomic function and risk of sudden cardiac death. This study evaluated changes in mean heart rate and HRV in human beings associated with changes in exposure to particulate air pollution. METHODS: Repeated ambulatory electrocardiographic monitoring was conducted on 7 subjects for a total of 29 person-days before, during, and after episodes of elevated pollution. Mean HR, the standard deviation of normal-to-normal (NN) intervals (SDNN), the standard deviation of the averages of NN intervals in all 5-minute segments of the recording (SDANN), and the square root of the mean of squared differences between adjacent NN intervals (r-MSSD) were calculated for 24-hour and 6-hour time segments. Associations of HRV with particulate pollution levels were evaluated with fixed-effects regression models. RESULTS: After controlling for differences across patients, elevated particulate levels were associated with (1) increased mean HR, (2) decreased SDNN, a measure of overall HRV, (3) decreased SDANN, a measure that corresponds to ultralow frequency variability, and (4) increased r-MSSD, a measure that corresponds to high-frequency variability. The associations between HRV and particulates were small but persisted even after controlling for mean HR. CONCLUSIONS: This study suggests that changes in cardiac autonomic function reflected by changes in mean HR and HRV may be part of the pathophysiologic mechanisms or pathways linking cardiovascular mortality and particulate air pollution. Am Heart J 1999 Nov;138(5 Pt 1):890-9

Lung cancer, cardiopulmonary mortality, and long-term exposure to fine particulate air pollution.

Pope CA 3rd, Burnett RT, Thun MJ, Calle EE, Krewski D, Ito K, Thurston GD.
Department of Economics, Brigham Young University, 142 FOB, Provo, UT 84602, USA. cap3@email.byu.edu
CONTEXT: Associations have been found between day-to-day particulate air pollution and increased risk of various adverse health outcomes, including cardiopulmonary mortality. However, studies of health effects of long-term particulate air pollution have been less conclusive. OBJECTIVE: To assess the relationship between long-term exposure to fine particulate air pollution and all-cause, lung cancer, and cardiopulmonary mortality. DESIGN, SETTING, AND PARTICIPANTS: Vital status and cause of death data were collected by the American Cancer Society as part of the Cancer Prevention II study, an ongoing prospective mortality study, which enrolled approximately 1.2 million adults in 1982. Participants completed a questionnaire detailing individual risk factor data (age, sex, race, weight, height, smoking history, education, marital status, diet, alcohol consumption, and occupational exposures). The risk factor data for approximately 500 000 adults were linked with air pollution data for metropolitan areas throughout the United States and combined with vital status and cause of death data through December 31, 1998. MAIN OUTCOME MEASURE: All-cause, lung cancer, and cardiopulmonary mortality. RESULTS: Fine particulate and sulfur oxide--related pollution

were associated with all-cause, lung cancer, and cardiopulmonary mortality. Each 10-microg/m(3) elevation in fine particulate air pollution was associated with approximately a 4%, 6%, and 8% increased risk of all-cause, cardiopulmonary, and lung cancer mortality, respectively. Measures of coarse particle fraction and total suspended particles were not consistently associated with mortality. CONCLUSION: Long-term exposure to combustion-related fine particulate air pollution is an important environmental risk factor for cardiopulmonary and lung cancer mortality. JAMA 2002 Mar 6;287(9):1132-41

Particulate air pollution as a predictor of mortality in a prospective study of U.S. adults.

Pope CA 3rd, Thun MJ, Namboodiri MM, Dockery DW, Evans JS, Speizer FE, Heath CW Jr.
Department of Environmental Health, Harvard School of Public Health, Boston, Massachusetts. Time-series, cross-sectional, and prospective cohort studies have observed associations between mortality and particulate air pollution but have been limited by ecologic design or small number of subjects or study areas. The present study evaluates effects of particulate air pollution on mortality using data from a large cohort drawn from many study areas. We linked ambient air pollution data from 151 U.S. metropolitan areas in 1980 with individual risk factor on 552,138 adults who resided in these areas when enrolled in a prospective study in 1982. Deaths were ascertained through December, 1989. Exposure to sulfate and fine particulate air pollution, which is primarily from fossil fuel combustion, was estimated from national data bases. The relationships of air pollution to all-cause, lung cancer, and cardiopulmonary mortality was examined using multivariate analysis which controlled for smoking, education, and other risk factors. Although small compared with cigarette smoking, an association between mortality and particulate air pollution was observed. Adjusted relative risk ratios (and 95% confidence intervals) of all-cause mortality for the most polluted areas compared with the least polluted equaled 1.15 (1.09 to 1.22) and 1.17 (1.09 to 1.26) when using sulfate and fine particulate measures respectively. Particulate air pollution was associated with cardiopulmonary and lung cancer mortality but not with mortality due to other causes. Increased mortality is associated with sulfate and fine particulate air pollution at levels commonly found in U.S. cities. The increase in risk is not attributable to tobacco smoking, although other unmeasured correlates of pollution cannot be excluded with certainty. (Am J Respir Crit Care Med 1995 Mar;151(3 Pt 1):669-74)

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As you all must know by now, the US EPA and waste industry are proposing to lump Class A sewage sludge in with your "green and clean" composts, and call them all
compost made from recovered organic materials."
The problem is that sewage sludge composts contain significant concentrations of toxic metals, radionuclides and hazardous industrial chemicals. In addition to commercial and industrial wastes, official EPA policy is to dispose of landfill leachates and treated Superfund wastes in local sewage treatment plants where the wastewater treatment process partitions the chemicals to the sewage sludge.
The EPA and waste industry have been trying for years to confuse the public so people won't realize all the euphemisms ("biosolids", "wastewater residuals", "condensed biologic solids", etc.) are actually sewage sludge as defined in 40 CFR part 503.9(w): "Sewage sludge is solid, semi-solid, or liquid residue generated during the treatment of domestic sewage in a treatment works."
Class A sludges must meet pathogen levels of either a fecal coliform limit of less than 1,000 fecal coliform/g dry weight of solids or a measure of less than 3 salmonella/4 g dry weight of solids. However, US EPA acknowledges significant problems with pathogen regrowth in Class A sewage sludge -- particulary in cool, damp climates -- because of the absence of competing microorganisms. Compounding the problem, the EPA weakened sludge testing requirements in 1999.
Furthermore, scientists and microbiologists have been telling the EPA for years that *Salmonella sp.* and fecal coliform are not adequate pathogen indicators because they are vegetative bacteria that are highly susceptible to both chemical disinfection and heat disinfection. Suggestions for more appropriate and hardier sludge pathogen indicators include Adenoviruses, Coliphage, Clostridium perfringens, Enterococci, Enteroviruses, and Escherichia coli.
So why should we care if Class A sewage sludge is lumped together with clean and green composts which are free of human pathogens and industrial wastes? Because there are certain places where it is inappropriate to use Class A sewage sludge --- such as on ballfields and playgrounds where children will be exposed (dermal and inhalation, plus all kids eat dirt -- and PICA kids eat lots of dirt !). Class A sewage sludge does not belong in home vegetable gardens - once again, dermal and inhalation exposure, plus sludge pollutants can be taken up by plants and pose an ingestion risk. Also, Class A sludge composts emit endotoxins which pose arespiratory/health risk.

> **USDA regulations prohibit the use of sewage sludge in organic gardening. How will organic gardeners know the "compost" is sludge-derived without appropriate labeling? And let's not forget, the use of "pathogen-free" Class A sludge has caused Staphylococcus Aureus infections.**

Comprehensive Procurement Guideline V for Procurement of Products Containing Recovered Materials

[Federal Register: December 10, 2003 (Volume 68, Number 237)]
[Proposed Rules]
[Page 68813-68823]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
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Hospital effluent: A source of multiple drug-resistant bacteria
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The present work was carried out to study the spread of multiple drug-resistant (MDR) bacteria from hospital effluent to the municipal sewage system. The MDR bacteria population in hospital effluents ranged from 0.58 to 40% for ten hospitals studied while it was less than 0.00002 to 0.025% for 11 sewage samples from the residential areas. Further, the MDR bacteria carried simultaneous resistance for most of the commonly used antibiotics and obviously the spread of such MDR bacteria to the community is a matter of grave concern.

RESEARCH COMMUNICATIONS
Shigella dysentery outbreak of 1954 in Japan was documented through bacteria simultaneously resistant to several antibiotics. Watanbe' showed that the multiple drug resistance (MDR) was through extrachromosomal autonomous genetic elements. He rightly referred to MDR as infectious drug resistance, since it could be transferred en block to sensitive bacteria during their cell to cell contact and subsequently these plasmids have been referred to as resistance plasmids (R-plasmids). Presently R-plasmid carrying bacteria are a major cause of hospitalborne infections. The antimicrobial selective pressure through indiscriminate use of antibiotics has played a significant role in enriching the MDR R+ strains in the hospital practice. The situation has reached such an ugly state largely in developing countries like India, that a sizeable number of hospital strains have become resistant simultaneously to most of the available antibiotics'. Hospitalized patients become heavily colonized with R+ strains mainly in their gut'. Infection with MDR bacteria may be transferred to other patients in the hospital resulting in

cross-infections which are referred to as hospital-borne infections. The exact magnitude of hospital-borne infections is not precisely estimated for India but is expected to be around 10% and is much higher in intensive care units. Acquisition of MDR bacterial infections in hospitals may pose serious therapeutic difficulties.

The greatest fear was the transfer of resistance to pathogens like S. typhi, which came true in 1972 resulting in an epidemic of chloramphenicol-resistant S. typhi and in 1992 another epidemic with simultaneous resistance for chloramphenicol, co-trimoxazole and ampicillin[1].

The transfer of R-plasmids has been shown to occur in extra intestinal environment like the sewage system[2]. The dangers of infectious hospital waste received a great deal of attention in the last decade and a main emphasis on hospital solid waste; but liquid waste in the form of sewage has not received much attention. The present work was carried out to estimate the magnitude of MDR bacteria in hospital effluent and to compare it with the sewage from residential areas in city of Indore.

Three effluent water samples from each of the ten hospitals in Indore city were collected at 9 a.m., 2 p.m. and 6 p.m. from the outermost chambers before the drainage flows to the municipal sewage. From hospital No. 4, thirty samples of effluent were collected during the month. In addition, samples were collected 100 m and 2 km away from hospital No. 4 in the municipal sewage system. Triplicate samples from main chambers of sewage lines distributed in eleven major residential colonies of the city were also taken.

All the samples were subjected to viable count studies by spreading 100 ul of 10-' to 10-' dilution prepared in sterile saline over the nutrient agar plate. The plates were incubated overnight at 37°C and plates showing 50 to 200 colonies were used for expressing the total viable bacterial count.

990

The MDR problem encountered in hospital practice mainly involves Gram-negative bacteria. Hence for the estimation of the MDR bacteria, 100 u1 diluted samples were spread over MacConkey agar plates supplemented with 30ug/ml of chloramphenicol and 20ug/ml of gentamicin. Chloramphenicol and gentamicin were selected because they represent two of the commonly used an, tibiotics over the last thirty years and also have greater in vitro stability. Differentiation as lactose fermenter and non-lactose fermenter could be made on Mackonkey agar for MDR isolates. A minimum of three colonies with similar morphology were selected individually and subjected to identification by standard biochemical methods and also subjected to drug susceptibility by the diskdiffusion technique of Bauer et al.[3].

The total viable bacterial and MDR bacterial counts (mean of three samples each) for hospital effluents and residential colony sewage samples are shown in Table 1. The per cent MDR bacteria population was significantly higher for hospital effluent samples than for the residential colony sewage samples ($P < 0.01$ by Student's t test). Another observation was the relatively higher total bacterial counts for sewage samples from residential colonies in contrast to hospital effluent samples. This could be due to greater usage of disinfectants and antibiotics in hospital

Table 1. Total and bacterial counts of domestic and hospital effluent samples

Source	Total count (CFU/ml) × 104	MDR (%)
Domestic		
D1	40 + 7.07	Nil
D2	60000 + 100000	Nil
D3	10 + 4.27	Nil
D4	80 + 20	Nil
D5	600000 + 264575	0.0000011
D6	500000 + 115470	0.000004
D7	500000 + 100000	0.00002
D8	500000 + 264570	0.00002
D9	25000 + 13228	0.0004
D10	400 + 142.42	0.0175
Dll	400 + 200	0.025
Hospital*		
H1 (50)	60 + 10	0.58
H2 (80)	80 + 10	0.63
H3 (125)	8 + 1.3	1.33
H4 (400)	9 + 0.72	1.5
H5 (700)	3 + 0.866	2.88
H6 (200)	4 + 1.802	3.57
H7 (50)	68 + 31.432	4.41
H8 (50)	5000 + 264	10
H9 (200)	20 + 8.66	12.5
H10 (50)	5 + 2.12	40

*Numbers in bracket indicate beds in the hospitals. #Data are mean of 30 replicates.
Data are mean of three replicates + standard deviation.
Total count expressed from number of colonies on nutrient agar while MDR expressed from number of colonies of Gram-negative MDR on antibiotic supplemented Mackonkey agar.
CURRENT SCIENCE, VOL. 79, NO. 7, 10 OCTOBER 2000
RESEARCH COMMUNICATIONS

Table 2. Resistance patterns of MDR bacteria isolated from hospital effluents

Antibiotic group--- Antibiotic/(conc.)*	H1	H2	H3	H4	H5	H6	H7	H8	H9	H10
Penicillins ---										
-Ampicillin (10ug)	R	R	R	R	R	R	R	R	R	R
--Piperacillin (100ug)	R	R	R	R	R	R	R	R	R	R
Penicillin +B-lactamase inhibitor										
-Amoxycillin (20) + clavulinic acid (10ug)	R	R	R	R	R	R	R	R	R	R
--Ticarcillin (75) + clavulinic acid (10ug)	R	S	R	R	R	R	R	R	R	R
Cephalosporins										
-Cefoperazone (75ug)	PR	R	R	R	R	R	R	R	R	R
-Ceftazidime (30ug)	R	R	R	R	R	R	R	R	R	R
-Cefuroxime (30ug)	R	R	R	R	R	R	R	R	R	R
-Cephaloridine (30ug)	R	R	R	R	R	R	R	R	R	R
-Cefotaxime (30ug)	R	R	R	R	R	R	R	R	R	R
Quinolones										
-Ciprofloxacin (5ug)	R	R	R	R	R	R	R	R	R	R
Aminoglycoside -Amikacin (30ug)	S	S	S	S	S	S	S	S	S	S
-Gentamicin (10ug)	R	R	R	R	R	R	R	R	R	R
-Netilmycin (30ug)	R	R	R	S	R	R	R	R	R	R
Others										
-Nitrofuran (300ug)	S	S	PR	S	S	S	S	S	S	S
-Cotrimoxazole (23.75 + 1.25ug)	R	R	R	R	R	R	R	R	R	R
-Chloramphenicol (30ug)	R	R	R	R	R	R	R	R	R	R

R = Resistant; S = Sensitive; PR = Partially resistant.
*Drug concentration in ug/disc mentioned in parentheses.

practice. Hospital effluents from hospital No. 4 had 1.5% MDR bacteria population, while after getting mixed with the municipal sewage stream, the MDR bacteria population persisted to an extent of 0.5% up to a length of 100 m and downstream to a level of 0.06% at a distance of 2 kin. This clearly shows a

higher influx and persistence of MDR bacteria from hospital effluents to the municipal sewage system.

The per cent MDR bacteria for hospital samples ranged widely from 0.58 to 40%, while for residential colony sewage it ranged between less than 0.00002 and 0.025%. A very high percentage of MDR in some of the hospitals could be due to excessive use of antibiotics resulting in increased selective pressure and in turn increase in the prevalence of MDR bacteria. Low loads of liquid waste generated due to scarcity of water in some of the hospitals might have as well given low dilution effect leading to an apparent rise in MDR bacteria population in the effluent.

The method of estimation of MDR bacteria clones in the effluent samples used in this study may have some limitations. The bacterial strains susceptible to gentamicin and chloramphenicol but resistant to other antibiotics must have been missed out during the estimation of MDR bacteria. Yet, the number of MDR bacteria was alarmingly high for the effluent samples from hospitals. More perturbing was the pattern of MDR (Table 2). Simultaneous resistance for ampicillin, amoxacillin + clavulinic acid, piperacillin, second and third generation cephalosporins, cotrimoxazole, gentamicin, netilmycin and quinolones like ciprofloxacin formed the common MDR pattern. The pattern was almost the same for the diverse species (*E. coli, Klebsiella, Enterobacter, Citrobacter and Pseudomonas*) grown from the effluent samples and strongly suggests prevalence of similar R-plasmids. The MDR pattern seen in the bacterial isolates from hospital effluent samples included most of the antibiotics used presently for treating human infections. The worst fear apprehended is the transfer of such resistance to bacterial pathogens causing infections in the community. In that case most of the presently available antibiotic will be futile against the infectious organisms. The origin of such MDR bacterial strains appears to be the hospital environment and the selective pressure responsible for expanding such bacterial populations in hospitals must have been through the use of drugs in humans and not from their use in the veterinary field or agriculture as pointed out by Walton[7].

The present observations suggest that hospital effluents can be a potential health hazard by adding MDR bacteria to a city sewage pool. Similar studies need to be carried out in other cities to tackle the obnoxious problem of MDR being passed on from hospitals to the community.

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Environmental exposure assessment of fluoroquinolone antibacterial agents from sewage to soil.

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The behavior of fluoroquinolone antibacterial agents (FQs) during mechanical-biological wastewater treatment was studied by mass flow analysis. In addition, the fate of FQs in agricultural soils after sludge application was investigated. Concentrations of FQs in filtered wastewater (raw sewage, primary, secondary, and tertiary effluents) were determined using solid-phase extraction with mixed phase cation exchange disk cartridges and reversed-phase liquid chromatography with fluorescence detection. FQs in suspended solids, sewage sludge (raw, excess, and anaerobically digested sludge), and sludge-treated soils were determined as described for the aqueous samples but preceded by accelerated solvent extraction. Wastewater treatment resulted in a reduction of the FQ mass flow of 88-92%, mainly due to sorption on sewage sludge. A sludge-wastewater partition coefficient (log Kd approximately 4) was calculated in the activated sludge reactors with a hydraulic residence time of about 8 h. No significant removal of FQs occurred under methanogenic conditions of the sludge digesters. These results suggest sewage sludge as the main reservoir of FQ residues and outline the importance of sludge management strategies to determine whether most of the human-excreted FQs enter the environment. Field experiments of sludge-application to agricultural land confirmed the long-term persistence of trace amounts of FQs in sludge-treated soils and indicated a limited mobility of FQs into the subsoil. Environ Sci Technol. 2003 Aug 1;37(15):3243-9. ((((((((((((((McGowan's note---cattle eat large amounts of soil as they graze, thus ingesting the antibiotics. Additionally, runoff from soils will carry these materials to distance niches.))))))))))

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Determination of fluoroquinolone antibacterial agents in sewage sludge and sludge-treated soil using accelerated solvent extraction followed by solid-phase extraction.

Golet EM, Strehler A, Alder AC, Giger W.

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A method for the quantitative determination of humanuse fluoroquinolone antibacterial agents (FQs) ciprofloxacin and norfloxacin in sewage sludge and sludge-treated soil samples was developed. The accelerated solvent extraction was optimized with regard to solvents and operational parameters, such as temperature, pressure, and extraction time. A 50 mM aqueous phosphoric acid/ acetonitrile mixture (1:1) was found to be optimum in combination with an extraction temperature of 100 degrees C at 100 bar, during 60 and 90 min for sewage sludge and sludge-treated soil samples, respectively. A cleanup step using solid-phase extraction substantially improved the selectivity of the method. Overall recovery rates for FQs ranged from 82 to 94% for sewage sludge and from 75 to 92% for sludge-treated soil, with relative standard deviations between 8 and 11%. Limits of quantification were 0.45 and 0.18 mg/kg of dry matter for sewage sludge and sludge-treated soils, respectively. The presented method was successfully applied to untreated and anaerobically digested sewage sludges and sludge-treated soils. Ciprofloxacin and norfloxacin were determined in sewage sludges from several wastewater treatment plants with concentrations ranging from 1.40 to 2.42 mg/kg of dry matter. Therefore, contrary to what may be expected for human-use pharmaceuticals, FQs may reach the terrestrial environment as indicated by the occurrence of FQs in topsoil samples from experimental fields, to which sewage sludge had been applied. Anal Chem. 2002 Nov 1;74(21):5455-62.

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Carbamazepine as a possible anthropogenic marker in the aquatic environment: investigations on the behaviour of Carbamazepine in wastewater treatment and during groundwater infiltration.

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Sewage treatment plant (STP) effluents are significant sources of pharmaceutical residues in surface waters, where high concentrations of the antiepileptic drug Carbamazepine have been detected. The solids retention time (SRT) is the most important parameter for the design of STPs. It relates to the growth rate of microorganisms and to effluent concentrations. The influence of SRT on the removal of Carbamazepine was studied on lab-scale plants. The results from these tests were then validated on several full-scale plants. Due to the lack of suitable receiving waters and groundwater resources, one of these STPs has to infiltrate the treated wastewater into unsaturated soil. Here, groundwater samples at equal distances from the infiltration point were taken to estimate the behaviour of Carbamazepine during soil passage and within the groundwater. This antiepileptic drug seems to be very persistent in the environment, therefore qualifying as a suitable marker for anthropogenic influences in the aquatic environment. Water Res. 2004 Feb;38(4):947-54.

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Environmental antimicrobial contamination from terraccumulation and diffuse pollution pathways.

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The fate of antimicrobial pharmaceuticals entering the aquatic environment has become an increasing concern for researchers and regulators in the past decade, and recent research has focused on antimicrobial contamination from point sources, such as wastewater treatment facility outfalls. Terraccumulation is the concentration of pollutants in soils from land application of contaminated biosolids generated by agricultural practices and water and wastewater facilities. The terraccumulation of antimicrobials and mobility in diffuse pollution pathways should not be overlooked as a contributor to the spread of bacterial resistance and the resulting threat to human drug therapy. This review critically examines recent global trends of bacterial resistance, antimicrobial contaminant pathways from agriculture and water treatment processes, and the need to incorporate diffuse pathways into risk assessment and treatment system design. Alignment of environmental scientific and engineering research with strategies applied in clinical situations could contribute to continued efficacy of antimicrobial therapies necessary for human health and welfare. Sci Total Environ. 2004 Jun 5;325(1-3):1-13.

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Sources of pesticides in surface waters in Switzerland: pesticide load through waste water treatment plants--current situation and reduction potential.

Gerecke AC, Scharer M, Singer HP, Muller SR, Schwarzenbach RP, Sagesser M, Ochsenbein U, Popow G.

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Concentrations of pesticides in Swiss rivers and lakes frequently exceed the Swiss quality goal of 0.1 microg/l for surface waters. In this study, concentrations of various pesticides (e.g., atrazine, diuron, mecoprop) were continuously measured in the effluents of waste water treatment plants and in two rivers during a period of four months. These measurements revealed that in the catchment of Lake Greifensee, farmers who did not perfectly comply with 'good agricultural practice' caused at least 14% of the measured agricultural herbicide load into surface waters. Pesticides, used for additional purposes in urban areas (i.e. protection of materials, conservation, etc.), entered surface waters up to 75% through

waste water treatment plants. Chemosphere. 2002 Jul;48(3):307-15.

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Fate of synthetic organic chemicals in soil-groundwater systems.

Pancorbo OC, Varney TC.

Land disposal of municipal, industrial and agricultural wastes often leads to soil and groundwater contamination with synthetic organic chemicals. In this review, the fate of such organics in soils and the subsurface environment is discussed. In particular, the biodegradation of organic compounds in soils and the subsurface region, as well as the sorption of these compounds to soils is emphasized. Due to the disastrous impact of groundwater contamination on a community and the great cost of restoring a contaminated aquifer, a case is made for concentrating future efforts on isolating potential sources of groundwater contamination and instituting appropriate control measures. Vet Hum Toxicol. 1986 Apr;28(2):127-43.

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Point- and nonpoint-source pesticide contamination in the Zwester Ohm catchment, Germany.

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Reducing pesticide loads in surface waters implies identifying the pathways responsible for the pollution. The current study documents the pesticide contamination of the river Zwester Ohm, a 4917-ha catchment in Germany with 41% of the land used for crop production. Discharges and concentrations of 19 pesticides were measured continuously at three locations for 15 mo. The load detected at the outlet of the catchment amounted to 9048 g a.i. The losses represent 0.22% of the pesticides applied by the farmers. The contamination showed a seasonal pattern following the pesticide application times. The wastewater treatment plant system (WWTPS) in the catchment (two wastewater treatment plants [WWTP], 14 combined sewer overflows (CSO), four CSO tanks) emits during dry weather periods purified sewage and during storm events sewage mixed with stormwater runoff into the river. The contribution by the WWTPS to the pesticide load was defined as point-source pollution (PSP). The load was dominated by PSP with at least 77% of the total pollution. No significant interdependencies between intrinsic properties of the pesticides, hydrometeorological factors, and the loads occurring in the stream could be found. Therefore, it is not possible to predict PSP for other catchments based on the results from this study. Whereas 65% of the total load entered the river via the WWTP, a portion of 12% was attributed to the CSO. The study points out that the influence of CSO on PSP should be taken into account in future catchment studies in areas with comparable agricultural structure. J Environ Qual. 2002 Jan-Feb;31(1):309-18.

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Hazards from pathogenic microorganisms in land-disposed sewage sludge.

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Sewage sludge is a complex mixture of organic and inorganic compounds of biological and mineral origin that are precipitated from wastewater and sewage during primary, secondary, and tertiary sewage treatment. Present in these sludges are significant numbers of microorganisms that include viral,

bacterial, protozoan, fungal, and helminth pathogens. The treatment of sludge to reduce biochemical oxygen demand, solids content, and odor is not always effective in reducing numbers of pathogens. This becomes a public health concern because the infectious dose for some of these pathogens may be as low as 1 particle (virus) to 50 organisms (Giardia). When sludge is applied to land for agricultural use and landfill compost, these pathogens can survive from days (bacteria) to months (viruses) to years (helminth eggs), depending on environmental conditions. Shallow aquifers can become contaminated with pathogens from sludge and, depending on groundwater flow, these organisms may travel significant distances from the disposal site. Communities that rely on groundwater for domestic use can become exposed to these pathogens, leading to a potential disease outbreak. Currently, methods to determine the risk of disease from pathogens in land-disposed sludge are inadequate because the sensitivity of pathogen detection is poor. The application of recombinant DNA technology (gene probes and polymerase chain reaction) to environmental samples may provide increased sensitivity for detecting specific pathogens in land-disposed sludge and greatly improved risk assessment models for our exposure to these sources of pathogens. Rev Environ Contam Toxicol. 1993;132:55-91.

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Photodegradation of the endocrine-disrupting chemical 4-nonylphenol in biosolids applied to soil.

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There is increasing concern about the environmental fate and impact of biosolids-associated anthropogenic organic chemicals, among which 4-nonylphenol (4-NP) is one of the most studied chemicals. This is primarily because 4-NP is an endocrine disruptor and has been frequently detected in environmental samples. Due to its high hydrophobicity, 4-NP has high affinity for biosolids. Land application of 4-NP-containing biosolids could potentially introduce large quantities of this chemical into the environment. A laboratory experiment was conducted to investigate the effect of artificial sunlight on 4-NP degradation in biosolids applied to soil. When exposed to artificial sunlight for 30 d, the top-5-mm layer of biosolids showed a 55% reduction of 4-NP, while less than 15% of the 4-NP was degraded when the biosolids were kept in the dark. Our results indicate that sensitized photolysis reaction plays an important role in reducing the levels of 4-NP in land-applied biosolids. Surface application rather than soil incorporation of biosolids could be effective in reducing biosolids-associated organic chemicals that can be degraded through photolysis reactions. However, the risks of animal ingestion, foliar deposition, and runoff should also be evaluated when biosolids are applied on the soil surface. J Environ Qual. 2004 Jul-Aug;33(4):1568-74.

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Efficiency of supercritical fluid extraction for determining 4-nonylphenol in municipal sewage sludge.

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When the sewage sludge containing the persistent, lipophilic, metabolite 4-nonylphenol (4-NP) has been disposed of in the environment it's toxic nature can lead to serious health risks to human beings and can also affect plants and aquatic organisms. Supercritical fluid extraction (SFE) is a new and powerful technique for extracting the organic contaminants from the solid phase. The present study was conducted to investigate optimal conditions for the quantitative extraction of 4-NP by SFE and to determine the concentration of 4-NP in municipal sewage sludge. The effect of several parameters such as temperature, pressure, static extraction time, dynamic extraction time, CO2 flow-rate, sample mass and modifier on the extraction were investigated. The optimal conditions for the extraction of the spiked sample were fluid pressure 97 bar, temperature 40 degrees C, flow-rate 3.0 ml/min, static extraction time 2 min, dynamic extraction time 5 min and modifier methanol (0.5 ml). Extracts were analyzed by gas chromatography-mass spectrometry. Concentration of 4-NP in the anaerobically degraded sludge of the De-Haw Sewage Treatment Plant in Taiwan was found to be 243.9 mg/kg. The extraction efficiency of the SFE method was compared with the conventional Soxhlet extraction method. The overall recovery of the SFE method was found to be greater and the results indicate that SFE is an efficient method for extracting 4-NP from sewage sludge. J Chromatogr A. 1999 Apr 23;840(1):71-9.

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Phenolic xenoestrogens in surface water, sediments, and sewage sludge from Baden-Wurttemberg, south-west Germany.

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Nine structurally different phenolic chemicals, which have been reported to mimic estrogen effects, were determined in various aquatic environmental compartments. Twenty-three water samples from five streams and rivers showed levels up to 458 ng/l for 4-nonylphenol (4NP), 189 ng/l for 4-t-octylphenol (4tOP), 272 ng/l for bisphenol A (BPA) and 47 ng/l for 2-hydroxybiphenyl (2OHBiP). Elevated levels of these compounds in a stream with a high load of effluents of sewage treatment plants (STPs), compared to a brook free of sewage, identified STPs as major sources. With a similar order, 4NP (10-259 micrograms/kg dry matter), 4tOP (< 0.5-8 micrograms/kg), BPA (< 0.5-15 micrograms/kg), and 2OHBiP (2-69 micrograms/kg) were also detected regularly in riverine sediment (n = 11). Levels in sewage sludge were one order of magnitude higher than in sediments. 4-Hydroxybiphenyl and 4-chloro-3-methylphenol were found predominantly in sludge and sediment in the lower ppb range. Environ Pollut. 2001;115(2):291-301.

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Uptake and depuration of 4-nonylphenol by the benthic invertebrate Gammarus pulex: how important is feeding rate?

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The major exposure and uptake route for soluble toxins by aquatic organisms is generally considered to be through the water column. In the case of hydrophobic chemicals, exposure and uptake through diet often take on greater importance as the chemicals adsorb onto organic sediments and food. A chemical that has recently come under close scrutiny because of its toxicity and possible endocrine disrupting effects in aquatic life is 4-nonylphenol (NP). It has been detected in environmental water and sediment samples and is a persistent and hydrophobic (log KOW = 4.48) contaminant in many aquatic systems. In this study, the relative importance of NP uptake through accumulation from diet and water was examined for the detritus-feeding freshwater shrimp Gammarus pulex. Using a bootstrap nonlinear regression technique, the level of toxin present in G. pulex at any time during or after initial exposure was estimated. Heterogeneity, together with assumptions on feeding rate, was shown to affect the determination of NP uptake substantially. Because of its lifestyle as a benthic organism, the main exposure route was at first assumed to be through sediments and food. However, the results suggest that major uptake may also occur through water. The statistical and modeling methodology may be applied to uptake and depuration assessments for any aquatic organisms exhibiting a variable feeding phase. Environ Sci Technol. 2003 May 15;37(10):2236-41.

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The effect of 4-nonylphenol on the pigmentation of Ocimum basilicum (Basil).

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BACKGROUND, AIM AND SCOPE: Tests during the last few years have confirmed that 4-nonylphenol (4-NP) can have oestrogen-like effects (xeno-hormone) on animal organisms. The objective was to firstly evaluate the ecotoxicological effects of 4-NP on plants such as hydrocultures. To clarify how this substance interferes with the photosynthetic system of plants, various tests were carried out using the basil plant (Ocimum basilicum). METHODS: The effect of the pollutant 4-NP on the pigment content in the leaves of the basil plant was analysed with the use of High-Performance-Liquid-Chromatography (HPLC). RESULTS AND DISCUSSION: A general assessment of the HPLC data revealed that plants that came in contact with the 4-nonylphenol showed a change in pigmentation. More chlorophyll a and b was produced, although at the same time a higher production of degradation products and by-products of the chlorophylls was observed. These occurrences can therefore be seen as an impairment of the photosynthetic process. The contaminated plants produced less xanthophylls than the non-contaminated ones, though these differences were statistically not significant. CONCLUSION AND PERSPECTIVE: The variations on the pigment content in the leaves of the basil plant can be interpreted as a consequence of the 4-NP application. It was, however, not investigated whether the plants absorbed the pollutants directly. The effect could have been caused by adsorption of the oily substance to the roots, and this could have led to a hindrance of the uptake of nutrients and possibly water. In order to clarify this further, biochemical experiments are being conducted. Environ Sci Pollut Res Int. 2004;11(2):121-5.

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The food contaminants bisphenol A and 4-nonylphenol act as agonists for estrogen receptor alpha in MCF7 breast cancer cells.

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Xenoestrogens are chemically distinct industrial products potentially able to disrupt the endocrine system by mimicking the action of endogenous steroid hormones. Among such compounds, the ubiquitous environmental contaminants bisphenol A (BPA) and 4-nonylphenol (NPH) may promote adverse effects in humans triggering estrogenic signals in target tissues. Following a research program on human exposure to endocrine disruptors, we found contamination of fresh food by BPA and NPH. More important, these contaminants were found to display estrogen-like activity using as a model system the estrogen-dependent MCF7 breast cancer cells (MCF7wt); its variant named MCF7SH, which is hormone-independent but still ERalpha-positive, and the steroid receptor-negative human cervical carcinoma HeLa cells. In transfection experiments BPA and NPH activated in a direct manner the endogenous ERalpha in MCF7wt and MCF7SH cells, as the antiestrogen hydroxytamoxifen was able to reverse both responses. Moreover, only the hormone-binding domains of ERalpha and ERbeta expressed by chimeric proteins in HeLa cells were sufficient to elicit the transcriptional activity upon BPA and NPH treatments. Transfecting the same cell line with ERalpha mutants, both contaminants triggered an estrogen-like response. These transactivation properties were interestingly supported in MCF7wt cells by the autoregulation of ERalpha which was assessed by RT-PCR for the mRNA evaluation and by immunoblotting and immunocytochemistry for the determination of protein levels. The ability of BPA and NPH to modulate gene expression was further confirmed by the upregulation of an estrogen target gene like pS2. As a biological counterpart, concentrations of xenoestrogens eliciting transcriptional activity were able to stimulate the proliferation of MCF7wt and MCFSH cells. Only NPH at a dose likely too high to be of any physiological relevance induced a severe cytotoxicity in an ERalpha-independent manner as ascertained in HeLa cells. The estrogenic effects of such industrial agents together with an increasing widespread human exposure should be taken into account for the potential influence also on hormone-dependent breast cancer disease. Endocrine. 2003 Dec;22(3):275-84

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Deuterium labelled nonylphenols in an in-vitro model of percutaneous absorption of environmental xenoestrogens.

Blume B, Kietzmann M, Kranke P, Moder M, Schrader S, Wahren M.

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A technical mixture of isomeric nonylphenols NP is formed as rather persistent degradation product of nonionic surfactants and has become widespread in the environment, e.g., in surface waters. Information about possible pathways for incorporation is needed for risk assessments, as NP has estrogenic properties. NP uptake after skin contact was determined using isolated and perfused bovine udders as models for human skin. NP-d2 labelled in the positions ortho to the OH-group was prepared by an exchange procedure which did not measurably change the relative amount of isomers. Samples of udder perfusate, milk equivalent produced during the experiments and skin tissue were taken immediately before administration of 500 mg or 50 mg NP-d2 on an udder skin area of 200 cm2 and then for 5 h. They were analyzed by GC-MS for NP and NP-d2 after cleanup by steam distillation and final extraction with SPME fibres. The results are an unambiguous proof of the penetration of NP into the capillary system of living mammals after skin contact. Isotopes Environ Health Stud. 2000;36(1):3-9.

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Enhancement of lung carcinogenesis by nonylphenol and genistein in a F344 rat multiorgan carcinogenesis model.

Seike N, Wanibuchi H, Morimura K, Wei M, Nishikawa T, Hirata K, Yoshikawa J, Fukushima S.

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The modifying effects of nonylphenol and genistein on cancer induction were assessed in a multi-organ carcinogenesis model in male F344 rats initially treated with five different carcinogens. In experiment 1 rats received 250 or 25 ppm nonylphenol, or 250 or 25 ppm genistein in their diet for 28 weeks. The total incidences of adenomas and carcinomas in the lungs of animals treated with nonylphenol and genistein were significantly higher than in the control group. 5-Bromo-2'-deoxyuridine labeling indices, reflecting cell proliferation, were also significantly elevated in the lungs of rats given 250 and 25 ppm nonylphenol and 250 ppm genistein. In experiment 2, rats were treated with nonylphenol or genistein at concentrations of 250 ppm after DHPN initiation. In the lung, formation of 8-hydroxy-2'-deoxyguanosine, a marker of oxygen radical-mediated DNA damage, was significantly increased. These results indicate that nonylphenol and genistein have the potential to promote rat lung carcinogenesis, possibly via a mechanism involving stimulation of cell proliferation and DNA damage caused by oxygen radicals. Cancer Lett. 2003 Mar 20;192(1):25-36. ((((((((((((McGowan's note----dust from land applied sludge carrying 4-NP and other materials))))))))))

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Phthalates, alkylphenols, pesticides, polybrominated diphenyl ethers, and other endocrine-disrupting compounds in indoor air and dust.

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Chemicals identified as endocrine-disrupting compounds (EDCs) have widespread consumer uses, yet little is known about indoor exposure. We sampled indoor air and dust in 120 homes, analyzing for 89 organic chemicals identified as EDCs. Fifty-two compounds were detected in air and 66 were detected in dust. These are the first reported measures in residential environments for over 30 of the compounds, including several detected at the highest concentrations. The number of compounds detected per home ranged from 13 to 28 in air and from 6 to 42 in dust. The most abundant compounds in air included phthalates (plasticizers, emulsifiers), o-phenylphenol (disinfectant), 4-nonylphenol (detergent metabolite), and 4-tert-butylphenol (adhesive) with typical concentrations in the range of 50-1500 ng/m3. The penta- and tetrabrominated diphenyl ethers (flame retardants) were frequently detected in dust, and 2,3-dibromo-1-propanol, the carcinogenic intermediate of a flame retardant banned in 1977, was detected in air and dust. Twenty-three pesticides were detected in air and 27 were detected in dust, the most abundant being permethrins and the synergist piperonyl butoxide. The banned pesticides heptachlor, chlordane, methoxychlor, and DDT were also frequently detected, suggesting limited indoor degradation. Detected concentrations exceeded government health-based guidelines for 15 compounds, but no guidelines are available for 28 compounds, and existing guidelines do not consider endocrine effects. This study provides a basis for prioritizing toxicology and exposure research for individual EDCs and mixtures and provides new tools for exposure assessment in health studies. Environ Sci Technol. 2003 Oct 15;37(20):4543-53.

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Trace organic contaminants, including toxaphene and trifluralin, in cotton field soils from Georgia and South Carolina, USA.

Kannan K, Battula S, Loganathan BG, Hong CS, Lam WH, Villeneuve DL, Sajwan K, Giesy JP, Aldous KM.

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Residues of organic contaminants--including toxaphene, DDT, trifluralin, hexachlorocyclohexanes, polychlorinated biphenyls, polycyclic aromatic hydrocarbons (PAHs) and nonylphenol--were measured in 32 cotton field soils collected from South Carolina and Georgia in 1999. Toxaphene, trifluralin, DDT and PAHs were the major contaminants found in these soils. The maximum concentration of toxaphene measured was 2,500 ng/g dry weight. Trifluralin was detected in all the soils at concentrations ranging from 1 to 548 ng/g dry weight. Pesticide residues were not proportional to soil organic carbon content, indicating that their concentrations were a reflection of application history and dissipation rates rather than air-soil equilibrium. Soil extracts were also subjected to in vitro bioassays to assess dioxinlike, estrogenic, and androgenic/glucocorticoid potencies. Relatively more polar fractions of the soils elicited estrogenic and androgenic/glucocorticoid activities, but the magnitude of response was much less than those found in coastal marine sediments from industrialized locations. Arch Environ Contam Toxicol. 2003 Jul;45(1):30-6.

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Environmental fate of alkylphenols and alkylphenol ethoxylates--a review.

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Alkylphenol ethoxylates (APEs) are widely used surfactants in domestic and industrial products, which are commonly found in wastewater discharges and in sewage treatment plant (STP) effluents. Degradation of APEs in wastewater treatment plants or in the environment generates more persistent shorter-chain APEs and alkylphenols (APs) such as nonylphenol (NP), octylphenol (OP) and AP mono- to triethoxylates (NPE1, NPE2 and NPE3). There is concern that APE metabolites (NP, OP, NPE1-3) can mimic natural hormones and that the levels present in the environment may be sufficient to disrupt endocrine function in wildlife and humans. The physicochemical properties of the APE metabolites (NP, NPE1-4, OP, OPE1-4), in particular the high K(ow) values, indicate that they will partition effectively into sediments following discharge from STPs. The aqueous solubility data for the APE metabolites indicate that the concentration in water combined with the high partition coefficients will provide a significant reservoir (load) in various environmental compartments. Data from studies conducted in many regions across the world have shown significant levels in samples of every environmental compartment examined. In the US, levels of NP in air ranged from 0.01 to 81 ng/m3, with seasonal trends observed. Concentrations of APE metabolites in treated wastewater effluents in the US ranged from < 0.1 to 369 microg/l, in Spain they were between 6 and 343 microg/l and concentrations up to 330 microg/l were found in the UK. Levels in sediments reflected the high partition coefficients with concentrations reported ranging from < 0.1 to 13,700 microg/kg for sediments in the US. Fish in the UK were found to contain up to 0.8 microg/kg NP in muscle tissue. APEs degraded faster in the water column than in sediment. Aerobic conditions facilitate easier further biotransformation of APE metabolites than anaerobic conditions. Environ Int. 2002 Jul;28(3):215-26.

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Degradation and mobility of linear alkylbenzene sulfonate and nonylphenol in sludge-amended soil.

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Degradation and mobility of the surfactants linear alkylbenzene sulfonate (LAS) and nonylphenol (NP) were investigated in a lysimeter study using a sandy loam soil and 45-cm soil columns. Anaerobically digested sewage sludge was incorporated in the top-15-cm soil layer to an initial content of 38 mg LAS and 0.56 mg NP kg(-1) dry wt., respectively. Spring barley (Hordeum vulgare L.) was sown onto the columns. The lysimeters were placed outdoors and therefore received natural precipitation, but were also irrigated to a total amount of water equivalent to 700 mm of precipitation. Leachate and soil samples from three soil layers were collected continuously during a growth period of 110 d. Leachate samples and soil extracts were concentrated by solid-phase extraction (SPE) and analyzed using high performance liquid chromatography (HPLC) with fluorescence detection. The concentrations in the top-15-cm soil layer declined to 25 and 45% of the initial contents for LAS and NP, respectively, within the first 10 d of the study. At the end of the study, less than 1% LAS was left, while the NP content was below the detection limit. Assuming first-order degradation kinetics, half-lives of 20 and 37 d were estimated for LAS and NP, respectively. The surfactants were not measured in leachate samples in concentrations above the analytical detection limits of 4.0 and 0.5 microg L(-1) for LAS and NP, respectively. In addition, neither LAS nor NP were measured in concentrations above the detection limits of 150 and 50 microg kg(-1) dry wt., respectively, in soil layers below the 15 cm of sludge incorporation, indicating negligible downward transport of the surfactants in the lysimeters.
J Environ Qual. 2004 Jan-Feb;33(1):232-40. ((((((((((McGowan's note—material appears not to migrate well into lower soil profile. Thus most remains in applied material. Accordingly, with half-life at around a month, top dressed pastures will see large amounts available to make it into the milk stream of dairy cattle, hence human food chain))))))))))

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Effects and risk assessment of linear alkylbenzene sulfonates in agricultural soil. 4. The influence of salt speciation, soil type, and sewage sludge on toxicity using the collembolan Folsomia fimetaria and the earthworm Aporrectodea caliginosa as test organisms.

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Sewage sludge applied to agricultural soils often contains linear alkylbenzene sulfonates (LAS) in the range of 1 to 10 g/kg dry weight, and their toxicity to relevant soil organisms should, therefore, be assessed to ensure safe use of sewage sludge as a fertilizer. Studies of LAS toxicity to soil organisms are few, and to our knowledge, factors that may influence the toxicity in the field have not been studied in detail. In this paper, we report on the influence of speciation of LAS in the test solution added to soil (soluble Na-LAS vs poorly soluble Ca-LAS or Mg-LAS), the influence of soil type, and the modifying effects of sludge amendment on the toxicity of LAS. These issues were investigated using reproduction of Collembola and growth of juvenile earthworms as test parameters. Speciation of the LAS added to test soil did not have any influence on toxicity for any of the test species. Likewise, in three different agricultural soils (sand, loam, and clay), we found almost equal toxicities. The LAS added to test soil in a sludge-water suspension was equally toxic as when it was added in an aqueous solution. However, anaerobic incubation for 7 and 14 d of the LAS-sludge suspension (with no decay of LAS) caused the toxicity to increase almost threefold in both collembolan and earthworm. The relationships between soil constituents, bioavailability, and toxicity are also discussed. Environ Toxicol Chem. 2001 Aug;20(8):1680-9.

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Linear alkylbenzene sulfonates (LAS) in the terrestrial environment.

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The occurrence of linear alkylbenzene sulfonates (LAS) in a series of soil samples originating from the municipality of Roskilde has been studied. The study includes soil samples from eight different locations with different histories: a preserved natural area that has not been cultured for 50-100 years, a soil that has been ecologically cultured for 40 years, a soil sustainably manured in ecologically culture for 5 years (formerly conventionally cultured) and a soil that has been conventionally cultured using artificial fertilizer. In addition, a soil was studied that had been sludge amended by applying medium amounts of sludge as well as a soil that has been amended with high amounts of sludge for a 25-year period. In the latter case, the sludge amendment was abandoned 6 years before the first sampling, followed by the application of artificial fertilizers. Finally, a meadow in the run-off zone from a sludge storage area was included in the investigations. In addition to the soil samples, selected samples of the applied sludge and other fertilizers were analyzed for their possible content of LAS. Apart from the location where the soil had been heavily sludge-amended and the location situated in the run-off zone of the sludge storage, concentrations of LAS in all soil samples were found to be below approximately 1 mg/kg, which is well below the proposed preliminary soil quality criteria for LAS of 5 mg/kg. On the other hand, the study unambiguously disclosed that in the case of heavy sludge amendment, the proposed soil quality criteria might well be exceeded. Sci Total Environ. 2002 May 6;290(1-3):225-30. ((((((((((McGowan's comment---Note runoff))))))))

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Identification of the synthetic surfactant nonylphenol ethoxylate: a P-glycoprotein substrate in human urine.

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P-glycoprotein (Mdr1p) is an ATP-dependent drug efflux pump that is overexpressed in multidrug-resistant cells and some cancers. Mdr1p is also expressed in normal tissues like the kidney, where it can mediate transepithelial drug transport. A human urinary compound that reverses multidrug resistance and blocks [3H]azidopine photolabeling of P-glycoprotein was purified to homogeneity and identified by 1H-NMR and mass spectrometry as the synthetic surfactant nonylphenol ethoxylate (NPE). Multidrug-resistant Chinese hamster ovary (CHO) C5 cells accumulated less [3H]NPE than parental drug-sensitive Aux-B1 cells, and Mdr1p substrates, verapamil and cyclosporin A, increased this surfactant's accumulation in C5 cells. NPE blocked the net transepithelial transport (basolateral to apical) of [3H]cyclosporin A in epithelia formed by Madin-Darby canine kidney (MDCK) cells. Net transepithelial transport (basal to apical) of [3H]NPE was demonstrated in MDCK cells and was inhibited by cyclosporin A. These findings show NPE is a Mdr1p substrate excreted into urine by kidney P-glycoprotein. NPE is a widely used surfactant and a known hormone disrupter that is readily absorbed orally or topically. The current findings indicate the function of kidney Mdr1p may be to eliminate exogenous compounds from the body. Am J Physiol. 1998 Jun;274(6 Pt 2):F1127-39.

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Dangers of Sludge
A Citizens Forum on Environmental and Health Concerns
from Landspreading of Sewage and Paper Mill Sludges
November 15, 1997
Concord, NH

[partial]
PANEL I: Science and Public Policy
Hugh Kaufman (panel presentation): ... [L]et me tell you a little bit about myself and a little bit about the issue....
I was one of the people who started the Environmental Protection Agency in Washington, DC almost 27 years ago. In the 1970s I was the chief investigator of hazardous sites, and I helped write all the federal laws on waste management for the United States, including the Resource Conservation Recovery Act, Superfund Act, and related amendments and statutes.
Known as a whistle blower because of initially my testimony to Congress back in the late '70s about toxic waste hazards around the country, including Love Canal, and then again in the early '80s when my testimony to Congress led to then President Reagan firing all the top people at the Environmental Protection Agency, and sending my boss, Rita Lavelle to jail for six months and five years' community service.
My views on environmental issues, particularly this issue, are based on over a quarter of a century's experience--I probably have more experience than anyone else in the federal government as an investigator on hazardous sites--and [are] not necessarily the policies of the Clinton Administration. My views are grounded on the reality of science and engineering, and not on politics of saving major corporations millions of dollars or making millionaires of quick buck artists in the waste disposal business. We just deal with the issues....
The reality is, as you saw on CNN Money Line, there are billions of dollars each year for wastewater treatment plans to save, and billions of dollars each year for waste disposal companies to earn if they can

find cheap disposal for sewage sludge. Sewage sludge is not just human waste. Sewage sludge is also industrial waste. Sewage sludge can contain, and does, radioactive materials, toxic organic materials, halogenated hydrocarbons, and toxic heavy metals, the preponderance of which come from industrial discharge.

On top of that, because industries can make a lot of money by transferring the liability of that waste from those industries to the taxpayers, there are companies like Wheelabrator, like RMI, like BFI, that get paid substantial amounts of money to transfer that liability to the lowest common denominator in the society today, and that lowest common denominator unfortunately are farmers. When push comes to shove, farm land and farmers end up at the end of the food chain. The health of farm land is not as important in public policy in the United States as fish in the Atlantic Ocean.

That is why you cannot dump this toxic material into the Atlantic Ocean anymore because NRDC, EDF, and the traditional environmental groups and the federal government and the state of New York felt that the health of the fish are more important than the health of farm land. And so they're all promoting dumping this material on farm land, but the way to do it is there must be a massive public relations campaign to sell the farmers on doing this. And you see that, you see hundreds of thousands of dollars in every state of the Union being paid for subtle and direct advertising to convince farmers that this is good, low-cost fertilizer. There are, as Abby said, nutrients in this material but there is also toxic material.

On top of that, unfortunately, the federal government has a policy now of allowing the use of Superfund waste--Superfund, being the program where we have toxic facilities that are so dangerous, hundreds of millions of dollars have to be spent to dig them up--to run the Superfund waste through wastewater treatment plants where the plants basically take the Superfund waste out of the water and transfer it to the sludge, and then take that Superfund waste that's in the sludge and land apply it to grow food. That' s happening here in New Hampshire, it's happening all over the country.

In fact, outside of Denver, Colorado, plutonium waste, which is in the Superfund site, and it came from the Rocky Flats nuclear reservation, went to the Lowry landfill. That waste will be run through the wastewater treatment plant in Denver so that plutonium waste will then end up in the sludge, and that sludge will be used to grow wheat that will go into interstate and international commerce.

So what we have is we have federal government as a matter of public policy, not as a matter of science, promoting the least-cost disposal, which is putting the problem of liability of Superfund clean-up waste, which is industry's problem also, on the back of the farmers, as well as industries doing it directly.

I received in a plain brown envelope the plan from the industries here in New Hampshire on how they are going to promote using sludge on land. It's very interesting. I got their secret plan. Now, remember: Superfund waste will be land applied, out-of-state industrial waste in the form of sludge will be land applied, and industrial waste generated in the state will be land applied. All the companies who have generated the waste will be off the hook for liability, the wastewater treatment plants will be off the hook for liability, the disposal companies will be off the hook for liability, and the long-term liability will be borne by the farmers who put the material on their land.

What's interesting about the project list that the industry has for fighting the public trying to protect the land of New Hampshire is there is no section to deal with science and engineering. They only talk about public education, media relations, and actions. Let me read you some of the things as part of their strategy. "Take out advertisements in large newspapers showing farmers saying, 'Thanks to my neighbors and community for supporting my use of biosolids. By so doing, I have improved my yield, reduced my use of chemical fertilizers, and saved my farm X dollars.' "

Here's another plan of the industry: "Develop clever promotional ideas, e.g., little recycling bin as a planter in which composted biosolids is provided as a growing medium. Identify key political and public opinion makers. Keep data on them. Provide them with critical information." Does that sound a little bit like the former J. Edgar Hoover? Keeping data on the elected officials, keep book on them and the opinion makers? So I just read you some of the things in the secret plan. None of it says spend money to do detailed independent technical analysis to determine what kind of harm we've caused. No, it's all PR. This is a political battle, this is not a science battle. The science is in. A recent decision this summer by the Fifth Circuit Court of Appeals, the United States Government, has rendered the highest level U.S. Government opinion based on science on the issue of land application of sludge. They ruled, three judge panel, that there is no consensus among the experts on the safety of sludge, there is no consensus. That was based on three appellate court judge panel, and the Fifth Circuit Court of Appeals, is the most conservative appellate court in the United States. So they ruled there is no consensus. Now, the public has to determine, if there is no consensus about safety in the minds of the experts, whether they want to take the liability and the risk. And that is the politics of sludge.

You're going to hear later today specific discussions by scientists, there's going to be good questions, I'm sure, from the industry, from the audience, where all points of view will be heard. And I hope as we go through the conference you will have more facts and come to your own conclusions....

Question from the Audience: I'm a student at the University of New Hampshire, and it could be that more research will be done at the University on the application of the sludge and its effects. Is there a piece of information that you haven't seen yet from the scientific community that would be helpful in this work?

Hugh Kaufman: The most important thing from a scientific point of view that could be helpful would be to take samples of sludge from wastewater treatment plants around the country that take industrial waste and/or Superfund waste, and detect the chemicals and elements that are not regulated by the government of the United States, so that you further quantify what's happening.

Let me tell you why that's important. In 1989 EPA proposed sludge regulations that were very similar to the rest of the developed world--Canada, Germany, the European countries. As a result of that proposed regulation, politicians from all over the country started to pressure EPA--a young senator, Albert Gore from Tennessee, the head of the Environmental Agency in New York City--all of them implying and/or stating directly that they could not land apply their sludge if EPA promulgated the regulations that were similar to the rest of the developed world.

So what EPA did was, they did a survey of most of the big city sludges to determine the highest levels of contaminants in those sludges, and then they modified the proposal so that all the big city sludges would be allowed to land apply their sludge. And the first act of the new Clinton/Gore Administration was to publish in the Federal Register and implement those regulations that would allow New York City sludge to be land applied every other place. Only a few of the toxic materials that were in the sludge are regulated, and the levels that were set for land application were high enough so that all the cities--Knoxville, Nashville, New York--would pass.

And what's needed is an independent analysis of sludges to determine--especially now that Superfund waste is going to them--to identify all of the toxic materials in that sludge and what levels they're at. That will help provide further information. Now, EPA is doing some of that now, but they are not going to tell the public the names of the cities that they're doing the analysis on because the cities are concerned that if their names come out, there will be public pressure not to land apply their sludge, so they're going to mask the names of the cities. So what's needed is an honest scientific analysis of those sludges.

Audience: I've been told that in regards to the Superfund sites, once waste leaves a Superfund site and enters whatever waste stream, which will turn it into sludge, that it is no longer the responsibility of the PRPs--the Potentially Responsible Parties--the waste that they originally dump there. But I'm also hearing from EPA officials in Denver that they are still responsible for the material, even if it's moved off site. And I'm wondering what the actual law is.

Hugh Kaufman: The reality of the law is once the material goes to the treatment plant, and then the sludge goes to a farmer containing that Superfund waste, the liability is transferred from the industries that dumped the waste to the farmer and the farmers in the area. And so the federal government at the behest of some of the major campaign contributors, has participated in laundering the liability from companies like Dow, Dupont, Shell, and the Department of Energy. The federal government is a big hazardous waste generator, and transferred that liability to the farmers. So the liability is transferred.

Ellen Harrison: I actually wanted to add one quick thing to the liability question. In the preamble to--I think it's in the CERCLA [Comprehensive Environmental Release and Liability Act, i.e., the Superfund] legislation, there's something that specifically says that agricultural fertilizers are exempt from the CERCLA liability. And that was presented to the group of us by EPA as something that, "See, agriculture, you needn't be worried because you're not going to be subject to Superfund liability if you apply a sludge because it's an agricultural fertilizer, regardless."

In fact, in talking to a lawyer with the California Farm Bureau, his interpretation was that, ... if there is some kind of a clean-up problem that might be associated with sludge--if there were, that farmer would

likely be sued or prosecuted under a different piece of law, some kind of a state law or you couldn't sell the property for residential purposes.
Hugh Kaufman: Imminent hazard under RCRA Section 7003 [the federal waste disposal law].
Ellen Harrison: Okay. And then in fact what it would do, would prevent the farmer from going after the generators under Superfund.
Hugh Kaufman: That's correct. It's not as advertised.

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The following is a recorded conversation between Dr. David Lewis and Dr. Ed Mc Gowan on sewer sludge and sewer effluent. The reason behind this recording was the analysis of Cottage Hospital and the potential for sewer effluent to be contaminated with multi drug resistant bacteria and other pathogens as well as materials that could effect the human environment as well as the natural environment.

David called me from his office at the University of Georgia, School of the Marine Program. David is the leading scientist, formerly of the EPA, dealing with sewer sludge and the application of sewer sludge on land. I basically let him talk ad lib and he talked about half an hour on the subject. It is a subject that has some severe implications for human health. Because he is an expert in this field I think it is important to pay attention to what he has to say. Now I will switch to that portion where we recorded the telephone.

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David: I've got your papers on that and I can send you the C.V., you asked about that.

Ed: OK.

David: That gives me an idea of what basically we need to chat about here and turn on your recorder and I'll chat as long as you want to chat.

Ed: Let's do it then.

David: Alright.

Ed: So, I'll ask you the question. What we are looking at is a hospital which is a high producer of multi drug resistant bacteria and then they are going to have to use the materials to combat that. They are also going to have to keep the hospital clean so they are going to have to use some heavy duty stuff. All of this is going to go through their effluent stream into the sewer treatment plant which we feel, based on our research, is not designed to deal with that and so it is going to wind up either in the ocean through the outfall or it is going to wind up in the sludge. And so our sludge cooking temperatures I think are 98° and it is kept at that for a fairly limited period of time making Class B biosolids which then goes out onto farm land somewhere. There is some discussion that they are going to be putting it on the farm land here which means it is going to wash back down the rivers and creeks into the estuaries and marine environment. That is basically the loop that I want to discuss. So you can pick up anywhere along that loop and wax if you wish.

David: Alright. What is done with the sludge other than heating it to 98°? It is, I assume, centigrade, it is near the boiling point of water.

Ed: I think it is Fahrenheit.

David: Really?

Ed: Yeah. And I think they keep it at that for a few days. I don't know what else they do to it.

David: OK.

Ed: And then it becomes a Class B material. Basically they have some kind of cookbook recipe, if you follow this it is supposed to work and I don't know that they do really a lot of testing on it.

David: OK.

Ed: They cannot test for anything other than the normal material that they would test for. I don't believe they are testing for viruses. I am almost positive they are not testing for any genetic material that would confer resistance.

David: OK. So, I mean do you want me to just talk in general about the Class B process and what it does and does not do with regard to the organisms that might come from hospital waste and go through the system?

Ed: That would be helpful, and then what might have to be changed in the process of doing Class B to reduce the risk if in fact there is a risk. We don't know that.

David: OK.

Ed: But based on your work and all the reading that I have done I think there is a risk.

David: Yeah.

Ed: Yeah.

David: Are you recording right now?

Ed: I am.

David: OK. Well, basically, all Class B sewage sludge technologies that are normally used such as anaerobic digestion and aerobic digestion and heating at these levels and composting, land stabilization, that sort of thing, these issues were covered in a NIOSH report in 2002, I believe it was, where they looked at the issue of workers handling this and I worked with Joe Cocallis as they developed that report and they came to the same conclusion that I had come to. Namely that the indicator organisms used for Class B biosolids which most commonly involves E.Coli, sometimes Salmonella is used as an indicator, but these are organisms that are killed normally by low level disinfection. They are vegetative bacteria that are highly susceptible to both chemical disinfection and heat disinfection. If you look, however, at the composition of sewage sludge and the range or organisms that are present there, you have a wide range from things on the low end like the vegetative bacteria (E.Coli, Salmonella, Staphylococcus and whatever) that are in sewage and end up in the solids and then go through these processes and those organisms are fairly easily gotten rid of. The enveloped viruses are in that group of highly susceptible organisms, such as Hepatitis B., HIV, influenza.

Moving sort of up the ladder of organisms or groups of organisms that are commonly present in sewage sludge, you get into the fungi, including the yeast such as a Canida species that take low to intermediate level disinfection to kill them. Also, at the intermediate level of disinfection you have micobacterium (tuberculosis for example), the protozoa (Cryptosporidium and Giardia), you have helminth parasites (Ascaris and Toxocara) and some of the non-enveloped viruses. So we are already moving into a range of organisms that is questionable whether or not the processes used to treat sludge will catch these groups of organisms. Then finally some of the most important pathogens that are commonly in sewage sludge, the bacterial endospoes, such as the Bacillus species, and a lot of the non-enveloped viruses, norovirus is a re-naming of the Norwalk-like viruses that most people are familiar with, the rotoviruses which are significant public health problems for diarrhea in infants and the elderly, the Coxsackie viruses, these organisms require high level disinfection. Such as the type of disinfectants that are used on endoscopes, for example, semi-critical medical devices. These types of devices are contaminated with these organisms and standard CDC recommendations for getting rid of them require high-level disinfection.

So, my point is that when NIOSH took a look at this issue they concluded that even the vegetative bacteria, such as Salmonella and E.Coli, still present a risk associated with Class B biosolids based on what we know, which is basically the problem we have is we don't know a lot. The reason for that is that the industry has not been required to produce what we call efficacy data. The National Research Council report that came out in July of 2002 on land application of sewage sludge and the risk that it posses potentially to public health made a point out of this that we need to see if these treatment technologies actually work and how well they work. If these processes are not even reliably catching E.Coli and the other indicator organisms you still have for Class B biosolids the EPA still allows certain levels of the indicator organisms to be present in the sewage sludge. They are not required to kill them all off. If they did that would be called Class A sludge. So we are dealing with Class B biosolids here which by definition still has some E.Coli and Salmonella and the like left in it. That fact alone tells you that if these vegetative bacteria are still present then you can certainly assume that microbacterium tuberculosis, the protozoa, the parasitic worms, all of the non-envelope viruses and bacterial spores which are far more difficult to kill are also present there in even greater numbers by virtue of the fact that they are more difficult to kill.

So, given that backdrop, I think it is more than wise to assume, and there is no reason not to assume that many of the types of bacteria that would be in hospital waste, including all of the drug resistant forms, are going to make it into the Class B biosolids and be hauled out for land application. The argument from the industry side as far as antibiotic resistant bacteria is mainly that this should be of no greater concern here with land application of Class B biosolids than it is in agriculture in general where antibiotics are added to animal feeds and you end up with antibiotic resistant strains in animal manures and those are spread and have been spread for centuries and there is no overwhelming public health problem associated with that.

The difference here is that in agriculture the types of antibiotics that are used in animal feed, such as streptomyocin, is one thing. With hospital waste where you are treating patients with vancomycin and other antibiotics that are our last line of defense antibiotics, those organisms you don't want them going through some Class B biosolids process that is not even designed to get rid of a lot of these organisms and then turn around and spread them out on the land and, as you raised the question about marine environments, what goes on the land ends up in the coastal environment in any of these near coastal systems. In fact, there has been a whole shift in marine sciences over the last few years to where it has become widely recognized that to understand what is going on in the coastal environments even the open oceans you have to understand what is going on on the land -- the land-sea connections. There is probably the biggest shift in emphasis in marine sciences in recent years toward understanding pollution offshore. So, I think that is basically the jest of what we are dealing with here.

What I have recommended myself as a first-step in dealing with this issue is for the EPA, the federal EPA, to get rid of this Class A, Class B classification system that was developed back in the late 80's or early 90's and go to a universal, high level disinfection standard for retrieving sewage sludge. It is indisputed that we have a lot of organisms in sludge that require high level disinfection to kill the organisms. So that alone tells you that we need to go to a high level disinfection standard for treating sludge. Unfortunately, since efficacy data has not been required for any of these technologies to see how effective they are at killing non-enveloped viruses and such we simply don't know at this day and time whether any of these treatment processes can achieve high level disinfection. So that is basically where we are.

Ed: That is fantastic.

David: Yes, it is an amazing situation.

Ed: Yeah.

David: It is basically the kind of situation you end up with when you have an infection control issue handled by an agency, namely the EPA, that doesn't employ infection control experts. We should have had a system developed by the CDC to deal with an issue like this where you are talking about spreading pathogen containing waste on land and exposing the public to it. But the CDC was unfortunately left out of the loop on this one.

Ed: I think the CDC chimed in on this National Academy of Sciences report. I read somewhere where they were concerned that the setbacks for the application for biosolids from waterways was insufficient or not even considered from a pathogen movement standpoint. But, you know it has been a long time since I have read these things, so it might be my foggy memory.

David: The CDC got involved at the NIOSH level which just deals with workers. They discussed a lot of these questions. The committee of the National Academy of Sciences that oversees the CDC which has gotten a handful of new appointees to that committee within the last year made by President Bush, one of those committee members met with me in Washington at dinner about four months or so ago and she mentioned that at their first meeting with CDC in Atlanta over this past year that she brought up the issue of land application of sewage sludge that she felt like that was an issue that should be addressed by the CDC and a couple of other committee members also chimed in and said yes. But, as of yet the CDC has not decided to officially get involved in it. I know that the EPA in April of this year responded to the NRC report in the Federal Register and they said that they intended to work with the CDC on this issue in the future. But my understanding is that they are still talking NIOSH and not the CDC in Atlanta.

Ed: Now Ed Kennedy ...

David: You mentioned setbacks. This is an issue that comes up in local government meetings all the time at the county level as to what setback distance is appropriate. Scientifically that "one size fits all" approach has no scientific basis because, if I could sort of give two examples, in north Georgia where you have organic soil and lots of vegetation a setback of 300 feet may work in certain circumstances. If you set a setback in Arizona, Nevada, California or wherever you have an arid system with lots of sand that gets blown around that sand gets picked up in dust storms and it may be five miles away, ten miles away that you still have people who have chronic lung disease or whatever who are inhaling these organic dust which are full of endotoxins and pathogens mixed together and 300 feet doesn't do anything for them.

There is a whole area of marine science that is involved with looking at pathogen-laden dust originating with sewage in parts of China coming across the Pacific and landing in your area out there. We have the same problem with dust from the Sahara Desert coming across the Atlantic and settling in the Caribbean and it is well established now that those routes cause increase in respiratory infections in the Caribbean, for example. So, on the one extreme who have scientists who look at survival of pathogens on these materials from sewage that go into the upper atmosphere and spend two to three weeks moving through the upper atmosphere and settling out thousands of miles away versus this issue within the EPA and USDA locally where they argue that the same pathogens on the same kind sof dust generated on a sludge field are dead by the time they go 300 feet to the neighbors property and it is just a ridiculous situation. Setbacks are meaningless unless you understand the local conditions and the transport problems that you are dealing with there.

What we are seeing in our work is that the primary problem we are dealing with here is organic dust that are laden with endotoxins and other bacterial toxins mixed in with low levels of a huge variety of pathogens that spend a whole spectrum from vegetative bacteria and viruses and protozoa and bacterial endospores and so forth, all of that mixed together and there are scores of occupational diseases that are so well documented like Bicinosis (sp?), Farmers lung, there is a long list of them that is well known that people did inhale organic dust that had traces of bacterial breakdown products, the cell walls of gram negative bacteria which form the endotoxins, that these cause very serous illnesses. The basic approach to treating that is that you put the patient on cortocosteroids to treat the underlying inflammation as well as put them on antibiotics to treat whatever infections are taking advantage of that condition. Basically you have an individual who has inhaled endotoxins, they have allergic reactions to that and some not allergic reactions. The end result of which is fluids build up in the airways and lungs and those fluids have proteins in them so things like Staph aureus start growing in them. That is the condition you are dealing with here. With a cotton mill worker what you do you get the person out of the cotton mill away from the source, you treat their immediate infections and put them on steroids. They normally recover.

Here we have a situation that the EPA and the sludge industry has devised an industrial process that is

an endotoxin making process. You take the solids of a waste treatment plant that a large fraction of which contains primarily gram negative bacteria, the E.coli, etc., maybe a quarter of that wet biomass is bacterial biomass, and you have a process where you kill all of that so you basically convert that to endotoxins. Then you dry it out and you spread it in the field. It has undergone a process that if you are fortunate may achieve low level disinfection so you have got a wide variety of human pathogens mixed in with high levels of endotoxins on organic dust that you are going to let dry out somewhere and blow around and let people breathe that. So just think of the position that puts the physician in who one of these individuals comes to them. We have hundreds of these cases across the country where people living next to the land application sites develop the burning eyes, the burning lungs, the coughing, the difficulty in breathing, the sinusitis that becomes very chronic, they are coughing up these thick fluids from their lungs, the thick phlegm that begins to develop just reacting to the toxins they are inhaling and so all of these infections set in. So what is the physician going to do? He has got a patient who is developing serious respiratory problems that needs to be treated with some sort of inflammatory approach. He can't remove the patient from the exposure unless they want to sell the house and move somewhere else, and, if the patient is treated with corticosteriods, you are just opening them up to the infections from the low levels of pathogens that are in the sludge that they are breathing.

Ed: And if there are resistant pathogens...

David: And if you have resistant pathogens, you have a whole other problem on top of that. Taking hospital waste, from time to time we are going to have Vancomycin, Methacillin, you name it, resistant bacteria in there exposing these people to it. It is just a bad situation that I think that we have got to do something about other than the approach that has been taken so far of just blowing these cases off as they mount up and saying they are all anecdotal. I think there is ample evidence in what we have published and is in the process of being documented now to conclude that these cases are real and are what you would expect. Who could expect to take Class B biosolids that is full of endotoxins and a wide variety of viruses and bacteria and cover hundreds of thousands of acres of land with tons per acre of this sludge continually every few week in the middle of communities and nobody reacts to the endotoxins from breathing the dust, nobody gets infections, that is the approach they are taking. They are basically doing this and saying "prove it to us, document the dead bodies in the medical literature and then we will talk with you". That is basically their approach at this point.

Ed: Well, there is hauler down in San Bernardino I guess who said he isn't going to do anything unless 80% of the people get sick.

David: Yeah. How absurd. With byssinosis and this same sort of problem that developed in the cotton mill industry only a small fraction of the workers that are exposed to the contaminated lint actually developed these hypersensitivity reactions to the organic dust. That is because with the cotton lint you just have a trace of E. coli on them. Here we are dealing with a product that a large fraction of that whole biomass is E. coli cell parts once you have killed a large fraction of the bacteria in the sludge in processing it, we have bot people breathing that and, in my experience going to these sites where people are breathing sewage sludge dust coming from these fields virtually everybody in the area has these problems.

They have the difficulty in breathing, the chronic sinusitis, the continuous opportunistic infections. So, if 80% is a criteria, which is ridiculous, 80% is what we are seeing at these sites across the country. Eighty percent of the people in neighbors with these large sludge fields next to them have these problems, more than 80% of them.

Ed: I don't know how to deal with this industry, but hopefully what we have recorded today, I will play it before the decision makers and they will get a tremendous educational value from it. Maybe some decent decisions will begin to be made, at least here.

David: Well, when the group gets together if they would like to give me a call and have any questions about it I would be glad to answer any questions.

Ed: OK. Well, you have been a prince. I really appreciate this...

David: ...have the opportunity, and wish you the best of luck there.

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Altered Alveolar Macrophage Function in Calorie-restricted Rats

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ABSTRACT

Alveolar macrophage functions associated with clearance of bacteria from the lung were assessed in male Fischer 344 rats maintained on a 25% calorie-restricted diet. Calorie-restricted and *ad libitum*-fed (control) rats were exposed to concentrations of ozone known to compromise phagocytic function of alveolar macrophages. Ozone suppressed alveolar macrophage phagocytosis of latex beads *in vitro* in *ad libitum*-fed rats, but not in calorie-restricted rats. In fact, caloric restriction enhanced phagocytic function in both control and ozone-exposed animals. *Ad libitum*-fed rats exposed to ozone and challenged with *Streptococcus zooepidemicus* experienced a prolonged infection and influx of polymorphonuclear leukocytes (PMN), whereas calorie-restricted rats exposed to ozone cleared the bacteria in 24 h without an inflammatory response. Bacterial endotoxin-stimulated *in vitro* production of nitric oxide and tumor necrosis factor (TNF)- as well as expression of TNF- and interleukin-6 messenger RNAs were all lower in alveolar macrophages isolated from calorie-restricted rats. Together, the data suggest that caloric restriction enhances resistance to gram-positive bacteria, while lowering the production of proinflammatory mediators elicited by endotoxin, a component of gram-negative bacteria. Although increased bacterial resistance is considered beneficial, reduction in the lung's ability to induce inflammatory mediators can have both positive and pathophysiologic consequences.

INTRODUCTION

Ample evidence exists that caloric restriction modulates homeostasis and impacts the sensitivity of host responses to various natural and environmental insults. For instance, caloric restriction retards age-associated pathophysiologic changes (1) as well as various types of degenerative diseases, including cancer in rodents (5). Although the subject has not been extensively investigated, several studies have shown that feed restriction or fasting enhances host defenses against infection in animals and humans. Feed restriction reduced the age-associated decline in antibody production following challenge with influenza virus (8) and dramatically decreased mortality caused by the cerebral malaria parasite in mice (9). Similarly, acute fasting has been shown to increase host resistance against *Listeria monocytogenes*

challenge in mice (10, 11), enhance delayed cutaneous hypersensitivity to *Candida albicans*, increase serum monocyte bactericidal activity in obese patients (11), and increase the response to influenza vaccine in anorexia nervosa patients (12).
Feed restriction and/or fasting also affects nonspecific phagocytic responses and inflammation. Prolonged fasting decreases serum neutrophil chemotaxis (13) and reduces the intensity of inflammation and levels of proinflammatory cytokines such as tumor necrosis factor (TNF) and interleukin (IL)-6 in the salivary glands of NZBxNZWF$_1$ mice for an autoimmune disease model (14). Phagocytosis of opsonized sheep red-blood cells by alveolar macrophages (AM) in Fischer rats was studied on fasted or 20- 95% restricted regimens (15). Phagocytosis increased shortly after fasting (2 d), but decreased after prolonged fasting (3-6 d). Increased phagocytosis also occurred in rats fed a 40% restricted diet.
Alveolar macrophages constitute the first line of defense against respiratory infections and are primarily responsible for clearance of gram-positive bacteria from the lung via phagocytosis and intracellular killing (16). Alveolar macrophages also elaborate proinflammatory mediators including reactive oxygen species, nitric oxide, and cytokines which regulate inflammatory responses (16). Previous studies have demonstrated that ozone exposure suppresses alveolar macrophage function in animals (17) and humans (20). Ozone-suppression of alveolar macrophage phagocytosis results in increased mortality in mice challenged with a relatively avirulent Group C *Streptococcus*. Delayed clearance of the bacteria in the lungs following ozone exposure has been demonstrated in both mice and rats (19, 21, 22). Recently, we have shown that dietary restriction mitigates ozone-induced lung inflammation in rats, in part, via increasing pulmonary storage of ascorbate (23). Thus, we hypothesized that caloric restriction might also mitigate the negative effects of ozone on alveolar macrophage function, enhance bacterial clearance, and prevent increased mortality from streptococcal challenge. In this study, we explored the effects of caloric restriction on alveolar macrophage functions thought to be important in the control of bacterial infections.

Ozone Exposure
Rats were housed in individual wire compartments and exposed for 3 h in the morning to either filtered air or 0.8 ppm ozone in Rochester-type chambers as described previously (24). Ozone was generated from oxygen using a silent arc discharge generator (OREC, Phoenix, AZ), and its entry into the chambers was controlled by a mass flow controller. The chamber concentration of ozone was monitored continuously using chemiluminescent ozone analyzers (Bendix, Lewisburg, WV), which were calibrated biweekly using a Dasibi transfer standard. Ozone levels were within 2% of the target concentration throughout the study. Temperature and relative humidity ranged from 69 to 73°F and 40 to 60%, respectively, for all exposures. In experiments which involved aerosol infection, the caged animals were subsequently placed in a similar chamber under negative pressure with respect to room air (25) and exposed to aerosolized bacteria as described below.
Bacteria and Infection
Batch slants of *Streptococcus zooepidemicus*, isolated from a pneumonic guinea pig lung and originally described as *Streptococcus pyogenes* or Group C *Streptococcus*, were obtained from lyophilized aliquots of the organism and stored at 4°C. Two days prior to infection, the bacteria were inoculated onto 5% blood agar plates and grown overnight at 37°C. Fresh colonies were then used to inoculate tubes containing 5 ml of Todd-Hewitt broth (THB). Following overnight incubation at 37°C, the bacteria were washed in phosphate-buffered saline (PBS; pH 7.2) and resuspended in THB at a concentration of 1-2 × 10^7 bacteria/ml. Aerosol infection of rats was carried out as previously described (19). Briefly, both groups of rats were placed together in an exposure chamber where 4 ml of the bacterial suspension were aerosolized in a nebulizer (No. 40; DeVilbiss, Somerset, PA) operating at 15 lb/sq in for 15-20 min followed by a 5-min purge. Deposition was determined by taking lungs at time 0 from both groups. As Figure 1 indicates, titers of bacteria in the lung at time 0 were the same for both groups. Flow rate through the chamber was 160 L/min (10 air changes/h). Animals were killed according to the schedule described below.
Bacterial Inactivation *In Vivo*
The intrapulmonary inactivation of the bacteria (*S. zooepidemicus*) was assessed in ozone-exposed control or calorie-restricted rats over a 48-h period after infection. Immediately, and 6, 24, and 48 h after infection, five animals from each treatment group were anesthetized with sodium pentobarbital (150 mg/kg, i.p.), the tracheas cannulated, and the lungs lavaged 3 times with warm saline (37°C, 35 ml/kg body weight). Lavage fluid was pooled for each rat, diluted 5-fold, and plated out (0.1 ml) in duplicate on blood agar. Following a 24-h incubation at 37°C, the resultant -hemolytic colonies were counted and the $\log_{10}$ colony-forming units (CFU)/ml of lavage fluid was calculated. The minimal detectable level for this procedure is 10 CFU/ml.
Pulmonary Cell Populations
Cells obtained by lavage were enumerated on a hemocytometer and viability was assessed by trypan blue exclusion. Following dilution, 5 × 10^5 cells from each sample were prepared by cytospin for Diff-Quik staining (American Scientific, Sewickley, PA). Differential counts were performed on 200 cells for identification of AM, polymorphonuclear leukocytes (PMN), and lymphocytes.
Alveolar Macrophage Isolation
Animals were euthanized with CO_2, the tracheas cannulated, the lungs resected, and bronchoalveolar lavage (BAL) performed by infusing the lung six times with a total of 40 ml of Ca^{++}/Mg^{++}-free PBS. BAL fluid was centrifuged (450 × *g* for 10 min) and erythrocytes were lysed with ammonium chloride lysing buffer. The pelleted cells were diluted to a concentration of 1 × 10^6 cells/ml in RPMI 1640 culture medium (GIBCO BRL, Gaithersburg, MD) supplemented with 10% fetal bovine serum (Hyclone, Logan, UT) and 2 mM L-glutamine (GIBCO BRL). Cell viability assessed by trypan blue exclusion was always greater than 98%. The cells were initially incubated for 30 min (5% CO_2, 37°C) to allow adherence of AM to the surface of microscope slides or culture plates. Non-adhered cells were then removed by rinsing three times with warm media. In pathogen-free rats, greater than 98% of the adherent cells obtained by this procedure are AM (26).
***In Vitro* Phagocytosis**
To assess the effect of caloric restriction on alveolar macrophage phagocytosis following ozone exposure, animals were exposed to 0.8 ppm ozone or chamber air (control) for 3 h and BAL cells were collected. Following centrifugation (450 × *g*, 10 min), the AM were resuspended to a final concentration of 5 × 10^5

cells/ml in serum-free RPMI 1640 medium containing 5 mM glutamine, and 0.5-ml aliquots were plated in quadruplicate in microscope slide tissue-culture chambers (Nunc, Naperville, IL). The cells were initially incubated for 30 min (5% CO_2, 37°C) to allow adherence of AM to the surface of microscope slides. Non-adhered cells were then removed by rinsing and inverting the chambers 3 times with warm medium. Fluorescent latex beads (1.46 µm in diameter; Coulter, Hialeah, FL) were then added at a cell-to-bead ratio of 1:50 in 0.3 ml of RPMI and the cultures were incubated on a revolving platform for 3 h (37°C, 5% CO_2). Following the incubation period, the culture chambers were inverted and the cells fixed and stained with Diff-Quik. Prior to examination, the slides were dipped 3 times in methylene chloride for a total of 15 s (5 s each time) to dissolve extracellular polystyrene beads. A phagocytic index was determined by examining the number of beads in each of 200 cells.

***In Vitro* Alveolar Macrophage Culture**

Alveolar macrophages (5×10^5 cells/ml) were seeded in 1-ml volumes into 24-well culture dishes for supernatant collection, or in 3-ml volumes into 12-well culture dishes for RNA extraction. Following incubation at 37°C and 5% CO_2 for 1 h and the removal of nonadhered cells, the cultures were treated with lipopolysaccharide (LPS; Sigma, St. Louis, MO) and incubated for 2 h for RNA isolation or 18 h for supernatant collection. These time points were previously shown to be optimal for cytokine messenger RNA (mRNA) expression and secretion, respectively, in AM (26, 27). Each experiment was conducted with cells harvested from the BAL fluid pooled from five animals on each of the two dietary treatments.

Semiquantitative Reverse Transcriptase-Polymerase Chain Reaction (RT-PCR)

Cells in each well were homogenized in 1 ml of Ultraspec RNA (Biotecx Laboratories, Houston, TX) and total cellular RNA was extracted according to the manufacturer's procedure. To synthesize complementary DNA, 1.0 µg of RNA was resuspended in a 20-µl final volume of the reaction buffer (25 mM Tris-HCl, 37.5 mM KCl, 10 mM dithiothreitol, 1.5 mM $MgCl_2$, 10 mM of each deoxynucleotide triphosphate, pH 8.3 [Perkin-Elmer Cetus, Foster City, CA]) containing 0.5 µg oligo d(T) 12-18 primer (GIBCO BRL). After the reaction mixture reached 42°C, 200 U SuperScript RT (GIBCO BRL) was added into each tube, incubated for 30 min at 42°C, and stopped by denaturing the enzyme at 99°C for 5 min. The reaction mixture was diluted with distilled water to 100 µl. PCR primers for rat glyceraldehyde-3-phosphate dehydrogenase

(G3PDH), TNF- , and IL-6 were purchased commercially from Clontech (Palo Alto, CA). The sequences of the primers were as follows: (*1*) G3PDH (sense: 5'-TGAAGGTCGGTGTCAACGGATTTGGC-3', antisense: 5'-CATGTAGGCCATGAGGTCCACCAC-3'); (*2*) TNF- (sense: 5'-TACTGAACTTCGGGGTGATTGGTCC-3', antisense: 5'-CAGCCT-TGTCCCTTGAAGAGAACC-3'); and (*3*) IL-6 (sense: 5'-CAAGAGACTTCCAGCCAGTTGC-3', antisense: 5'-TTGCCGAGTAGACCTCATAGTGACC-3').

Amplified PCR products along with the molecular weight marker, X174 DNA HaeIII digest (Sigma), were separated electrophoretically on 1% agarose gel (UltraPure; Sigma) at 75 V for 60 min and visualized by ultraviolet illumination after staining with 0.5 µg/ml ethidium bromide. Gels were photographed with Type 55 positive/ negative film (Polaroid, Cambridge, MA). The relative changes in mRNA transcripts were determined using the Eagle Eye II Still Video System (Stratagene, La Jolla, CA). Densitometric analysis of the captured image was performed using NIH Image 1.54 image analysis software. The area under the curve was normalized against G3PDH content (28).

TNF- Bioassay

TNF- activity was measured in culture supernatants using the L929 mouse fibroblast (ATCC, Rockville, MD) lysis bioassay in the presence of 6 µg/ml actinomycin D (29) as performed in this laboratory (26). The detection limit of the assay is 0.02 ng/ml.

Nitric Oxide Determination

Nitric oxide production by cultured AM was estimated by determination of nitrite, a stable derivative of nitric oxide, in the conditioned culture media. Briefly, 50 µl of supernatant was combined with 50 µl of Griess reagent (0.5% sulphanilamide and 0.05% napthylethylenediamine), incubated for 10 min at room temperature, and read at 570 nm in a microtiter plate reader. The concentration was determined against a standard curve employing varying concentrations of sodium nitrite (30).

Lactate Dehydrogenase (LDH) Measurement

To assess cytoplasmic leakage, LDH in culture supernatants was measured immediately after supernatants were harvested using a single reagent system (LD-L 20; Sigma) and measured at 340 nm(27).

Statistical Analysis

Data were analyzed using analysis of variance. The explanatory variables were LPS concentrations, hours after bacterial challenge, feed regimen (*ad libitum* or calorie- restricted), and inhalation exposure (air or ozone). The response variables were bioassay endpoints, bacterial CFU, differential cell counts, and

phagocytic index. When appropriate, pairwise comparisons were performed as subtests of the overall analysis. Statistically significant differences were reported when the *P* value was less than 0.05. The significance levels of multiple comparisons were adjusted from raw numbers using a modified Bonferroni correction.

RESULTS

The effect of caloric restriction on phagocytic activity was assessed in AM isolated from control and ozone-treated rats using latex beads (Figure 2). The phagocytic indices were significantly elevated in AM from calorie-restricted rats relative to *ad libitum*-fed controls in both air- and ozone-exposed groups. Ozone significantly decreased the phagocytic index in *ad libitum*-fed but not calorie-restricted rats. Because suppression of alveolar macrophage phagocytic function by ozone can be associated with impaired clearance of *Streptococcus* from the lungs, the effects of caloric restriction on *in vivo* clearance of *S. zooepidemicus* from the lungs of animals exposed to ozone was assessed (Figure 1). Ozone impairment of bacterial clearance was evident within 24 h after exposure in the *ad libitum*-fed group, while no such impairment was found in the calorie-restricted group after exposure. Differences in bacterial clearance between *ad libitum*-fed and calorie-restricted groups were still evident at 48 h after infection. In addition to bacterial clearance, the influx of PMN into the lungs occurring in rats exposed to bacterial challenge has been used as an indicator of host resistance. Hence, the effect of caloric restriction on total and differential cell counts in BAL fluid from ozone-exposed rats was examined at 0, 6, 24, and 48 h after bacterial challenge (Table 2). There was a significant increase in pulmonary infiltration of PMN following infection in ozone-treated *ad libitum*-fed rats. In contrast, no such increase occurred in calorie-restricted rats, suggesting that enhanced susceptibility to *Streptococcus* usually associated with ozone exposure was mitigated in calorie-restricted rats via augmented alveolar macrophage phagocytic function. The effects of caloric restriction on bacterial clearance and inflammation in rats infected in the absence of ozone were not assessed because the bacteria are cleared rapidly (within 24 h) and there is no inflammatory response without ozone (19); hence, there is no opportunity for caloric restriction to improve the situation.

The effects of caloric restriction on the induction of inflammatory mediators in the lung was then examined. Alveolar macrophages from *ad libitum*-fed and calorie- restricted rats were cultured with LPS and the release of nitric oxide was determined. For both groups, nitric oxide production increased at LPS concentrations above 0.5 ng/ ml compared with untreated controls (Figure 3). Nitric oxide production was significantly lower in the calorie-restricted group compared with that of the *ad libitum*-fed group for both the constitutive baseline (8.8 μM) and LPS-stimulated level. It should be noted that at the concentrations of LPS tested there was no cytotoxicity, as evidenced by lack of LDH release (Figure 3, *inset*).

Bacterial endotoxin was also used to stimulate the expression and production of proinflammatory cytokines in AM. Alveolar macrophages from both dietary groups were incubated for 18 h with increasing concentrations of LPS and the supernatants collected for LDH and TNF- quantitation (Figure 4). TNF- secretion in culture supernatant was significantly increased by LPS at concentrations above 0.25 ng/ml in both *ad libitum*-fed and calorie-restricted groups compared with their respective controls. Again, no treatment-related change in LDH membrane leakage was found at LPS concentrations tested (Figure 4, *inset*). Both the basal (constitutive) and LPS-stimulated levels of TNF- were significantly lower in the calorie-restricted group than in the *ad libitum*-fed group, and this difference persisted with increasing concentrations of LPS up to 0.75 ng/ml.

To determine the effect of caloric restriction and LPS on inflammatory cytokine gene expression, AM from *ad libitum*-fed and calorie-restricted groups were treated with increasing concentrations of LPS for 2 h and RT-PCR was conducted on isolated RNA. As previously shown (28), cytokine TNF- and IL-6 mRNA transcripts were present at low basal levels. Both basal and LPS-induced TNF- and IL-6 mRNA levels were reduced in AM from calorie-restricted animals compared with those isolated from *ad libitum*-fed rats (Figure 5).

DISCUSSION

Alveolar macrophages constitute the first line of defense against microbial infection in the lung (16). Previous studies have demonstrated that alveolar macrophage phagocytic activity is impaired by ozone exposure and that this is closely associated with enhanced disease following challenge with a relatively avirulent organism, *S. zooepidemicus* (19, 21). In rats, ozone-enhanced infection is characterized by a delayed clearance of bacteria from the lung and an influx of PMN. Compared with *ad libitum*-fed rats,

ozone-induced suppression of bacterial clearance and the subsequent infiltration of PMN were largely prevented in calorie-restricted rats *in vivo*. Furthermore, phagocytic activity was higher *in vitro* in AM isolated from calorie-restricted rats. Based on our observations of differential responses *in vitro*, it is reasonable to assume that proinflammatory cytokine expression was lower in AM in calorie-restricted rats than in *ad libitum*-fed rats, thereby causing less infiltration of PMN into the lungs. Considered together, this suggests that caloric restriction enhanced phagocytic function of AM *in vivo*. It is possible, of course, that in addition to being more phagocytic, AM from calorie-restricted rats are inherently more bactericidal than those from *ad libitum*-fed rats. However, this study did not assess endpoints specifically related to bacterial killing such as nicotinamide adenine dinucleotide phosphate-reduced oxidase activity and iNOS-driven nitric oxide production. Because alveolar macrophage function was enhanced by caloric restriction even in air-exposed rats, caloric restriction may increase resistance against more virulent, gram-positive infections independent of ozone exposure. Differences in basal phagocytic function (i.e., those exhibited in air controls) are evident in strains of mice exhibiting differential susceptibilities to ozone-enhanced diseases (21). The effect of dietary restriction on ozone dosimetry in the BAL environment measured by the binding of ^{18}O to protein and cells of BAL fluid was previously studied and discussed extensively (23). The reduced ozone deposition in diet-restricted rats may be attributed partially to the increased concentrations of ascorbate in BAL fluid. From our present study, we believe that protection of ozone-induced impairment of macrophage phagocytic function in calorie-restricted rats may also be attributed, in part, to the increased levels of antioxidants in the fluid bathing the lung surface, which minimizes the ability of ozone to reach significant biologic targets.

When phagocytosis of AM is sufficient, an inflammatory response to *S. zooepidimicus* apparently is not needed to clear this gram-positive organism from the lungs and does not occur as evidently in the calorie-restricted rats. However, the ozone-impaired phagocytosis in *ad libitum*-fed rats prompted a robust inflammatory response by recruiting PMN to the site of infection. Activated PMN facilitate bacterial clearance, but they can cause tissue damage as well. In contrast, an inflammatory response is usually an important component of the lung's defense against gram-negative bacteria as well as a source of lung injury. Endotoxin elicits many of the inflammatory events seen following gram-negative bacterial infection. A typical response to such an infection in the lung is characterized by three events: an increase in local blood supply; an increase in capillary permeability caused by retraction of the endothelial cells; and an increase in migration of inflammatory cells, especially neutrophils, from capillaries to the sites of infection (31). Chemotactic events are regulated largely by inflammatory mediators such as nitric oxide and

cytokines including TNF- and IL-6. Systemic or pulmonary LPS challenge elevates

plasma and lung TNF- and IL-6 levels. Similarly, LPS treatment of AM *in vitro* increases gene expression of proinflammatory cytokines and chemokines including TNF-

and IL-6 (28). Macrophages are also able to generate large amounts of nitric oxide shortly after exposure to cytokines or LPS (32, 33). If overproduced during infection, nitric oxide precipitously causes local tissue damage and vasodilation, which increases blood flow to the site of infection. Since significantly lower levels of nitric oxide were found in calorie-restricted rats, it is reasonable to assume that nitric oxide-induced inflammation and tissue damage associated with a gram-negative infection would be greatly reduced in calorie-restricted rats; however, clearance of the bacteria might be impaired. The reduced production of nitric oxide in calorie-restricted animals is not due to lack of dietary arginine, the precursor of nitric oxide, because both dietary groups consumed similar levels of protein. Nor can these effects be attributed to reduction in any other nutrient because the consumption of all nutrients except carbohydrates were identical in both dietary groups (Table 1). We have previously shown that caloric restriction results in increased concentrations of ascorbate in the lung lavage fluid (23). In view of special energy requirements needed for oxidative burst, it is tempting to speculate that there may be interactions between extracellular ascorbate concentrations, glucose availability, and macrophage function. Indeed, interactions between transport of ascorbate/dihydroascorbate and glucose/hexose as a regulatory feature have been suggested in work with rabbit ciliary epithelium (34), human neutrophils (35), and oocytes expressing mammalian transport proteins (36). Clearly, more work is required to elaborate on these possibilities.

TNF- , a primary proinflammatory cytokine, exhibits both paracrine and autocrine

effects to activate macrophages, eosinophils, and neutrophils. Thus, TNF- stimulates its own expression as well as other cytokines and chemokines (28). TNF- also elevates the expression of endothelial and leukocyte adhesion molecules such as intercellular adhesion molecule-1, thereby facilitating the migration of inflammatory cells from capillaries to the sites of infection. Since both TNF- and IL-6 levels in calorie-restricted rats were lower than those in *ad libitum*-fed rats, we speculate that the concentrations of other proinflammatory cytokines, chemokines, and mediators may also be lower in calorie-restricted rats, thus further dampening inflammatory responses.

In summary, this study demonstrated that caloric restriction enhanced alveolar macrophage phagocytic activity and improved resistance to challenge with a gram-positive bacteria while also suppressing the production of inflammatory mediators such as nitric oxide and TNF- . While the latter observation may result in less tissue damage due to infection, it may also impair clearance of bacteria, particularly gram-negatives, from the lung as a result of depressed neutrophil recruitment or inability to develop a normal immune response. Interestingly, the effects of caloric restriction on alveolar macrophage phagocytosis and production of inflammatory mediators were observed *in vitro*. Hence, the reported changes represent a direct and memorable effect on the cellular physiology per se in addition to possible changes in the *in vivo* milieu. If this proves to be a general phenomenon, it suggests that energy-related set-points may be transduced via the immune system to amplify or attenuate host response to environmental stress.

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Particulate air pollution: possible relevance in asthma.

Glovsky MM, Miguel AG, Cass GR.

Huntington Memorial Hospital Asthma and Allergy Center, Pasadena, California, USA.

The relative importance of air pollution in the pathogenesis of bronchial asthma has been of interest for several decades. Numerous studies on the role of gaseous air pollution containing ozone, nitrogen dioxide, sulfur dioxide, and carbon monoxide have been published. Very little attention has been focused on the role of respirable particles in the causation of asthma. In this article we summarize some of our ongoing investigations into the sources and composition of airborne particles in the Los Angeles and Pasadena atmosphere, including the search for biologically active particles that may induce asthma attacks. If is found that the urban atmosphere contains not only combustion-derived particles from diesel engine exhaust and gasoline-powered motor vehicle exhaust, but also particles formed from biological starting materials including plant debris, cigarette smoke, wood smoke, and meat smoke as well as tire debris containing some natural rubber and paved road dust. Paved road dust is a very complex mixture of particles including garden soil, tire dust, plant fragments, redeposited atmospheric particles of all types, and pollen fragments presumably ground up by passing traffic. We have shown previously that latex allergen can be extracted from tire dust, from roadside dust, and from respirable air samples taken at Los Angeles and Long Beach. At present, work is underway to identify the larger range of allergens that may be contributed by the entrainment of paved road dust into the atmosphere. The possible importance of pollen fragments present in paved road dust in very small particle sizes is discussed as well as their potential relevance in asthma. Allergy Asthma Proc. 1997 May-Jun;18(3):163-6.PMID: 9194943 [PubMed - indexed for MEDLINE]

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[Air pollution, asthma and allergy--the importance of different types of particles]

[Article in Norwegian]

Ormstad H, Lovik M.

Avdeling for miljoimmunologi, Divisjon for miljomedisin, Nasjonalt folkehelseinstitutt, Postboks 4404 Nydalen 0403 Oslo. heidi.ormstad@folkehelsa.no

BACKGROUND: Particulate air pollution has been much discussed in Norway during the last few years. Coarse particles from asphalt are likely to have quite different properties than the far smaller particles from diesel exhaust. MATERIALS AND METHODS: On the basis of data from the literature and our own research, we discuss the health problem of different types of particles with a focus on allergy and respiratory symptoms. RESULTS: Diesel exhaust particles have well-documented adverse effects in relation to allergic airway disease. They increase symptoms load in already allergic individuals and also seem to contribute to the increased prevalence of allergy. PM10 is today measured on the basis of weight, not on number. Diesel exhaust particles are much smaller than road surface particles; hence

PM10 measurements reflect road surface dust pollution more than exhaust particles. INTERPRETATION: Focus should now be given to diesel exhaust particles in order to reduce the adverse health effects of particulate air pollution in Norwegian cities. Tidsskr Nor Laegeforen. 2002 Aug 10;122(18):1777-82. Publication Types: Review Review, Tutorial PMID: 12362688 [PubMed - indexed for MEDLINE]
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Latex allergen in respirable particulate air pollution.

Williams PB, Buhr MP, Weber RW, Volz MA, Koepke JW, Selner JC.

Allergy Respiratory Institute of Colorado, Denver 80222.

OBJECTIVE: Urban air samples contain numerous irregular respirable black particles, which may be airborne tire fragments. A major component of tires is natural latex. Proteins of natural latex can act as adjuvants and as antigens capable of eliciting immediate hypersensitivity, making their presence in particulate air pollution an important clinical issue. METHODS: Particulate air pollutants were collected by volumetric sampling devices and characterized by optical microscopy, chemical solubility tests, and mass spectrometry. Extracts of rubber tire fragments were tested for elutable latex antigens by antibody inhibition assays. RESULTS: Identification of latex in air samples and milled material from automobile tires was supported by mass spectrometry results and was further confirmed by physical appearance and chemical solubility studies. Competitive immunoassay confirmed the presence of extractable latex antigens from rubber tire fragments. CONCLUSIONS: Latex antigens are extractable from rubber tire fragments, which are abundant in urban air samples. Given the adjuvant and sensitizing effects of latex, these airborne particles could contribute, through direct and indirect mechanisms, to the increase in both latex sensitization and asthma. The impact of these particles should be considered in the issue of morbidity and mortality rates associated with respiratory diseases and air pollution. J Allergy Clin Immunol. 1995 Jan;95(1 Pt 1):88-95.
PMID: 7822669 [PubMed - indexed for MEDLINE]
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Latex condom deterioration accelerated by environmental factors: I. Ozone.

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Commercial non-lubricated latex condoms were unpackaged and exposed in an environmental chamber to ozone levels (0.3 ppm) commonly present in urban smog conditions. Deterioration was observed by scanning electron microscopy after 18 hours exposure. Loss of mechanical strength was quantitated by measurement of the air pressures necessary to burst the condom and volumes at burst. After 24 hours exposure to ozone the latex surface was covered with craters and after 48 hours the pressure required to burst the condom was 44% that of control samples. Data suggest the need for study of the effectiveness of lubrication and packaging in protecting condoms from environmental factors which may accelerate deterioration.

PIP: Although condoms are subject to tests of strength and leakage, these tests do not predict dependability nor do they consider environmental factors that may increase the probability of breakage. A study of latex condom deterioration was conducted with commercial non-lubricated condoms exposed to ozone levels commonly present in urban smog conditions. Environmental conditions during transport and storage may weaken the latex and contribute to its corrosive effects. In this study, commercial non-lubricated latex condoms were exposed to ozone in an environmental chamber. Deterioration was assessed by scanning electron microscopy after 18 hours of exposure. Condom air burst test protocols from the International Organization for Standardization were used to assess mechanical strength. Results revealed that there was marked deterioration of the condom wall after exposure to ozone after 6-48 hours. Mechanical strength was also decreased after 24 hours' exposure according to air burst test criteria. 3 different brands were tested to ensure that the effects were not limited to 1 brand. The condoms were non-lubricated and unpackaged when exposed, which is important in the interpretation of these results because most condoms marketed in the U.S. are pre-lubricated. Packaging may also provide additional protection. But the study did reveal a fundamental ozone-latex reaction. Anti-ozonant treatments, used in tires and other rubber products, could be an option for the prevention of deterioration in latex condoms. Careful transport and storage of condoms is important to protect them from environmentally accelerated deterioration. Contraception. 1989 Mar;39(3):245-51.
PMID: 2714087 [PubMed - indexed for MEDLINE]
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Photochemical products in urban mixtures enhance inflammatory responses in lung cells.

Sexton KG, Jeffries HE, Jang M, Kamens RM, Doyle M, Voicu I, Jaspers I.

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Complex urban air mixtures that realistically mimic urban smog can be generated for investigating adverse health effects. "Smog chambers" have been used for over 30 yr to conduct experiments for developing and testing photochemical models that predict ambient ozone (O(3)) concentrations and aerosol chemistry. These chambers were used to generate photochemical and nonirradiated systems, which were interfaced with an in vitro exposure system to compare the inflammatory effects of complex air pollutant mixtures with and without sunlight-driven chemistry. These are preliminary experiments in a new project to study the health effects of particulate matter and associated gaseous copollutants. Briefly, two matched outdoor chambers capable of using real sunlight were utilized to generate two test atmospheres for simultaneous exposures to cultured lung cells. One chamber was used to produce a photochemically active system, which ran from sunrise to sunset, producing O(3) and the associated secondary products. A few hours after sunset, NO was added to titrate and remove completely the O(3), forming NO(2). In the second chamber, an equal amount of NO(2) and the same amount of the 55-component hydrocarbon mixture used to setup the photochemical system in the first side were injected. A549 cells, from an alveolar type II-like cell line grown on membranous support, were exposed to the photochemical mixture or the "original" NO(2)/hydrocarbon mixture for 5 h and analyzed for inflammatory response (IL-8 mRNA levels) 4 h postexposure. In addition, a variation of this experiment was conducted to compare the photochemical system producing O(3) and NO(2), with a simple mixture of only the O(3) and NO(2). Our data suggest that the photochemically altered mixtures that produced secondary products induced about two- to threefold more IL-8 mRNA than the mixture of NO(2) and hydrocarbons or O(3). These results indicate that secondary products generated through the photochemical reactions of NO(x) and hydrocarbons may significantly contribute to the inflammatory responses induced by exposure to urban smog. From previous experience with relevant experiments, we know that many of these gaseous organic products would contribute to the formation of significant secondary organic particle mass in the presence of seed particles (including road dust or combustion products). In the absence of such particles, these gaseous products remained mostly as gases. These experiments show that photochemically produced gaseous products do influence the toxic responses of the cells in the absence of particles. Inhal Toxicol. 2004;16 Suppl 1:107-14.PMID: 15204799 [PubMed - indexed for MEDLINE]
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Caroline & helane, bits & pieces from various sources. The issue of **prevalence** is one of context within the NRC report. Are we talking about prevalence in disease or prevalence in spread amongst environmental niches? If the latter, then there is ample evidence. Thus the leap is but a short step to exposure of humans. In the paper immediately below, the Danes conclude that movement from sewage

to background organisms is possible---pull up paper and see Section III.
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[PDF] Occurrence and fate of **antibiotic resistant** bacteria in **sewage**
File Format: PDF/Adobe Acrobat
... isolates obtained from raw and treated **sewage** allowed detection of a statistically significant increase in the **prevalence** of **antibiotic resistance** to only one **...**
www.mst.dk/udgiv/publications/ 2002/87-7972-266-0/pdf/87-7972-267-9.pdf - Similar pages

U.S. Food and Drug Administration

The Rise of Antibiotic-Resistant Infections

by Ricki Lewis, Ph.D.
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Towards Solving the Problem
Antibiotic resistance is inevitable, say scientists, but there are measures we can take to slow it. Efforts are under way on several fronts--improving infection control, developing new antibiotics, and using drugs more appropriately.
Barbara E. Murray, M.D., of the University of Texas Medical School at Houston writes in the April 28, 1994, New England Journal of Medicine that simple improvements in public health measures can go a long way towards preventing infection. Such approaches include more frequent hand washing by health-care workers, quick identification and isolation of patients with drug-resistant infections, **and improving sewage systems** and water purity in developing nations.
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Caroline, although the discussion below relates to transgenic crops, note that in this economically driven industry, there is sufficient concern to develop methods to inactivate the resistance conferring material. Unfortunately, this type of caution is not well demonstrated within the sludge industry.

Recent studies (Osterblad et al., 2001; Routman et al., 1985) on the prevalence of antibiotic resistance in the gut bacteria of wildlife indicate that mammals (moose, deer, voles, baboons) living in areas isolated from humans do not harbor resistant bacteria, while mammals living in human-populated areas do harbor such bacteria
The suggestion that human activities may contribute to the occurrence of antibiotic resistance in nearby organisms needs further study, but this effect appears to occur independently of transgenic crops.
While the risks from antibiotic resistance genes in transgenic plants appear to be low, steps are being taken to reduce the risk and to phase out their use.

- The FDA recommends that developers of transgenic crops use antibiotics that are not commonly used for treatment of diseases in humans. Thus, if horizontal gene transfer does occur, micro-organisms in the body are not likely to have acquired resistance to the antibiotics that a doctor might prescribe to fight infection.
- Scientists are changing their development methods. Other marker genes, such as green fluorescent protein, or mannose (Joersbo et al., 1998), may be able to do the job that antibiotic resistance markers have done.
- Scientists are also experimenting with methods for removing the antibiotic resistance genes before the plants are released for commercial use (Dale and Ow, 1991; Ebinuma et al., 1997; Tamtham and Day, 2000; Zuo et al., 2001), so that these genes can be used during development and then eliminated from the final product
- European scientists have developed a method for inactivating the antibiotic resistance genes in the event that they are transferred to bacteria in the environment (Libiakova et al., 2001). A special DNA sequence inserted into the antibiotic resistance gene will prevent the gene from functioning inside a bacterium. Plants are able to snip out the special sequence to let the gene function correctly.

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Perspectives

Socioeconomic and Behavioral Factors Leading to Acquired Bacterial Resistance to Antibiotics in Developing Countries

Iruka N. Okeke,* Adebayo Lamikanra,* and Robert Edelman†
*Obafemi Awolowo University, Ile-Ife, Nigeria; and †University of Maryland School of Medicine, Baltimore, Maryland, USA

Residents of developing countries often carry antibiotic-resistant fecal commensal organisms (13,88). Visitors to developing countries passively acquire antibiotic-resistant gut *Escherichia coli,* even if they are not taking prophylactic antibiotics, which suggests that they encounter a reservoir of antibiotic-resistant strains during travel (89). Apparently healthy people in developing countries carry potentially pathogenic, antibiotic-resistant organisms asymptomatically (90). Several factors, such as urban migration with crowding and **improper sewage disposal**, encourage the exchange of antibiotic-resistant organisms between people and the exchange of resistance genes among bacteria, thereby increasing the prevalence of resistant strains
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[PDF] Presence of Class I Integrons in Multidrug-**Resistant**, Low ...
File Format: PDF/Adobe Acrobat - View as HTML
... Su Tc 1.8, 1.0 Derby 1999 **Sewage** Ap Sm **... resistance** genes within several low-**prevalence** serotypes of **...** the public health problem of **antibiotic resistance** diffusion **...**
www.cdc.gov/ncidod/eid/vol7no3/pdfs/nastasi.pdf - Similar pages

Conclusions
The emergence of multidrug resistance in Salmonella serotypes is causing growing concern because of the high potential of human involvement through food and animal contact. We have detected integrons in MDR-resistant isolates of Salmonella identified in southern Italy in the last 3 years. Our findings confirmed not only that integrons are not confined to S. Typhimurium DT104 but also that they can be found in many less- prevalent serotypes with extensive reservoirs, encompassing animal species (swine, poultry, domestic pets) and environmental sites (rivers, **sewage effluents**). A further concern is the presumed location of integrons on the chromosome, detected in isolates of nine different serotypes. This resistance gene location has proved to be very efficient in acquiring and establishing resistance traits and in supporting spread of S. Typhimurium DT104through the food chain in western countries (17).Table 1. Proportion of low-prevalence Salmonella serotypes resistant to three or more antibacterial drugs SerotypeNo (% of isolates)Sandiego3 (33.3)Blockley22 (31.9)Heidelberg6 (21.4)Thompson11 (20.4)Stanley2 (16.7)Saintpaul2 (12.5)Muenchen1 (11.1)Brandenburg6 (10.7)Anatum5 (10.0)Hadar1 (7.7)Ohio2 (7.1)Bredeney2 (5.7)Paratyphi B1 (5.0)Newport1 (4.5)Panama1 (4.3)Virchow3 (3.3)Livingstone2 (2.9)Table 2. Phenotypic and molecular characteristics of multidrug-resistant and class I integron carrying strains of Salmonella Integron Year and Plasmid Integron Resistance pattern sizes source of Resistance pattern sizes of recipient(kb) of Serotype isolation pattern (mDa)(kb)Escherichia coli E. coliDerby1997 Human Ap Cm Sm Su Tc Tp Gm120b2.0Ap Cm Sm Su Tc Tp2.0Newport1997 Human Ap Cm Sm Su Tc Tp Gm1202.0Ap Cm Sm Su Tc Tp2.0Paratyphi B1997 Tropical fish Ap Cm Sm Su Tc1.2, 1.0Saintpaul1997 Poultry Ap Cm Sm Su Tc Tp1201.8Ap Cm Sm Su Tc Tp1.8Sandiego1997 PoultryAp Cm Sm Su Tc Tp Kf1.4Anatum1998 Food (not specified)Ap Sm Su Tc Tp F1.8Blockley1998 River waterCm Sm Su Tc Tp F Na1.8, 1.0Brandenburga1998 HumanCm Sm Su Tc Tp1201.0Cm Sm Su Tc Tp1.0Livingstone1998 River waterAp Cm Sm Su Tc Tp1201.8Ap Cm Sm Su Tc Tp1.8Ohio1998 River waterAp Cm Sm Su Tc Tp1201.8Ap Cm Sm Su Tc Tp1.8Ohio1998 SwineAp Sm Su Tc Tp1201.6Ap Sm Su Tc Tp1.6Panama1998 SwineAp Cm Sm Su Tc Tp1201.8Ap Cm Sm Su Tc Tp1.8Saintpaul1998 HumanAp Cm Sm Su Tc Tp Kf1401.8Ap Cm Sm Su Tc Tp1.8Anatum1999 SewageAp Sm Su Tc Tp1.8Anatum1999 River waterAp Su Tc Tp F1.8Anatum1999 River waterSu Tc Tp Na< 0.1Blockley1999 HumanCm Sm Su Tc F Na< 0.1Brandenburg1999 Tropical fishCm Su Tc Tp0.8, 0.2, <0.1Brandenburg1999 Tropical fishCm Sm Su Tc Tp1.8Brandenburg1999 PoultryCm Sm Su Tc Tp Gm F Na1201.8Cm Sm Su Tc Tp1.8Bredeney1999 SewageSm Su Tc1.8, 1.0Derby1999 SewageAp Sm Su Tc60, 351.0ApHeidelberg1999 HumanAp Sm Su Tc1.8, 1.0, 0.2Stanley1999 Tropical fishCm Sm Su Tc Tp1.8, 1.0aOutbreak strain.bNumbers in bold

indicate the approximate molecular size of self-transferable resistance plasmids.

Page 3

Dispatches457Vol. 7, No. 3, May–June 2001Emerging Infectious Diseases We also recognized in different serotypes a pattern of resistance similar to the five-drug pattern typical of DT104, a phenomenon reported by Glynn et al. (10). The heterogeneous distribution and organization of resistance genes within sever allow-prevalence serotypes of Salmonella suggest the possible emergence of MDR-DT104-like patterns in serotypes other than S. Typhimurium that share a similar selective pressure because of intensive use of antimicrobial agents in farming. Moreover, tetG and flor resistance sequences in one S. Paratyphi B isolate from Singapore tropical fish suggest that the use of antimicrobial agents in aquaculture in Asia is contributing to the emergence and spread of multidrug resistance within fish pathogens and, subsequently, MDR-DT 104 strains (18).The association between emergence of MDR Salmonella strains and excessive use of antibiotics in animal husbandry(as growth promoters and for disease prevention and therapy)is receiving increasing attention in developed countries. The presence of integrons in zoonotic serotypes such as Blockley, Brandenburg, Derby, or Saintpaul, which in southern Italy are epidemiologically linked to farming practices, underscoresthe public health problem of antibiotic resistance diffusion.Surveillance and monitoring of antimicrobial-drugresistance, including screening for class I integrons as likely indicators of evolution of drug resistance mechanisms and acquisition of new resistance traits, are necessary steps in planning effective strategies for containing this phenomenon within foodborne infectious organisms. Dr. Nastasi is professor of hygiene at the Department of Public Health of the University of Florence, Italy. His research interests in-clude epidemiology and surveillance of infectious diseases. Dr. Mammina is a physician at the Department of Hygiene and Microbiology of the University of Palermo, Italy. Her work focuses onepidemiologic investigation of infectious diseases by molecular typing. References1. Threlfall EJ, Rowe B, Ward LR. A comparison of multiple drugresistance in salmonellas from humans and food animals inEngland and Wales, 1981 and 1990. Epidemiol Infect1993;111:189-97.2. Tassios PT, Chadjichristodoulou C, Lambiri M, Kansouzidou-Kanakoudii A, Sarandopoulou Z, Kourea-Kremastinou J, et al.Molecular typing of multidrug-resistant Salmonella blockleyoutbreak isolates from Greece. Emerg Infect Dis 2000;6:604.3. Glynn MK, Bopp C, Dewitt W, Dabney P, Mokhtar M, Angulo FJ.Emergence of multidrug-resistant Salmonella enterica serotypeTyphimurium DT104 infections in the United States. N Engl J Med1998;338:1333-8.4. Mølbak K, Baggesen DL, Aarestrup FM, Ebbesen JM, Engberg J,Frydendahl K, et al. An outbreak of multidrug-resistant,quinolone-resistant Salmonella enterica serotype TyphimuriumDT104. N Engl J Med 1999;341:1420-5.5. Recchia GD, Hall RM. Gene cassettes: a new class of mobileelements. Microbiology 1995;141:3015-27.6. Tosini F, Visca P, Luzzi I, Dionisi AM, Pezzella C, Petrucca A, et al.Class I integron-borne multiple-antibiotic resistance carried byIncF1 and IncL/M plasmids in Salmonella enterica serotypeTyphimurium. Antimicrob Agents Chemother 1998;42:3053-8.7. Jones ME, Peters E, Weersink AM, Fluit A, Verhoef J. Widespreadoccurrence of integrons causing multiple antibiotic resistance in bacteria [letter]. Lancet 1997;349:1742-3.8. Rankin SC, Coyne MJ. Multiple antibiotic resistance in Salmonella enterica serotype enteritidis [letter]. Lancet 1998;351:1740.9. Brown AW, Rankin SC, Platt DJ. Detection and characterization ofintegron in Salmonella enterica serotype Enteritidis. FEMSMicrobiol Lett 2000;191:145-9.10. Glynn MK, Ribot EM, Barrett TJ. Multidrug-resistant Salmonellaenterica serotype Typhimurium infections [letter]. N Engl J Med1998;339:922.11. Kauffman F. Serological diagnosis of Salmonella species.Copenhagen (Denmark): Munksgaard; 1972.12. National Committee for Clinical Laboratory Standards. Perfor-mance standards for antimicrobial disk susceptibility tests forbacteria that grow aerobically. Approved standard M7-A4.Villanova (PA): The Committee; 1997.Table 3. Resistance genetic sequences identified in class I integron-carrying multidrug-resistant strains of SalmonellaIntegronSerotypesulIpse1temoxa2aadA2ant(3")-Iaaac(3)-IAdhfrItetGpasppflo-like (flor)Derby++Newport++Paratyphi B++++Saintpaul++++Sandiego+++Anatum++Blockley++Brandenburga+++Livingstone++Ohio+++Ohio++++Panama++++Saintpaul++++Anatum+++Anatum++Anatum+Blockley+Brandenburg+Brandenburg++Brandenburg+++Bredeney+Derby+++Heidelberg++Stanley++aOutbreak strain.

Page 4

DispatchesEmerging Infectious DiseasesVol. 7, No. 3, May–June 200145813. Datta N. Transmissible drug-resistance in an epidemic strain of Salmonella typhimurium. J Hyg 1997;78:297-300.14. Birnboim HC, Doly J. A rapid alkaline extraction procedure for screening recombinant plasmid DNA. Nucleic Acids Res1979;7:1513-23.15. Lévesque C, Piché L, Larose C, Roy PH. PCR mapping of integronsreveals several novel combinations of resistance genes. AntimicrobAgents Chemother 1995;39:185-91.16. Ng LK, Mulvey MR, Martin I, Peters GA, Johnson W. Geneticcharacterization of antimicrobial resistance in Canadian isolates of Salmonella serovar Typhimurium DT104. Antimicrob AgentsChemother 1999;43:3018-21.17. Casin I, Breuil J, Brisabois A, Moury F, Grimont F, Collatz E.Multidrug-resistant human and animal Salmonella typhimuriumisolates in France belong predominantly to a DT104 clone with the chromosome- and integron-encoded beta-lactamase PSE-1. J InfectDis 1999;179:1173-82.18. Angulo FJ, Griffin PM. Changes in antimcrobial resistance inSalmonella enterica serovar Typhimurium [letter]. Emerg InfectDis 2000;6:436-7.

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Antibiotic Resistance in *Acinetobacter* spp. Isolated from Sewers Receiving Waste Effluent from a Hospital and a Pharmaceutical Plant

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Received 6 April 1998/Accepted 17 June 1998

The possible increase of antibiotic-resistant bacteria in sewage associated with the discharge of wastewater from a hospital and a pharmaceutical plant was investigated by using *Acinetobacter* species as environmental bacterial indicators. The level of susceptibility to six antimicrobial agents was determined in 385 *Acinetobacter* strains isolated from samples collected upstream and downstream from the discharge points of the hospital and the pharmaceutical plant. Results indicated that while the hospital waste effluent affected only the prevalence of oxytetracycline resistance, the discharge of wastewater from the pharmaceutical plant was associated with an **increase in the prevalence of both single- and multiple-antibiotic resistance among *Acinetobacter* species in the sewers**.

January 2001

Microbes:
What They Do & How Antibiotics Change Them

By Maura J. Meade-Callahan

Production. Antibiotic sales total more than $8 billion worldwide each year. That is 50 million pounds produced each year, 25 million pounds of which are prescribed for human use. Discharge of wastewater from pharmaceutical plant has been associated with an increase in the prevalence of single- and multiple-antibiotic resistance in indicator organisms.

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Antibiotic resistant microorganisms in the River Barrow

Researchers Shona Stewart and Dominic Garvan in the Molecular Biology

Laboratory at Carlow IT.

The river Barrow has been of importance to the inhabitants of Ireland for over five thousand years and has recently been targeted as a priority resource for tourism. One essential factor in the successful tourist development of the river is high water quality.

At the Institute of Technology, Carlow, two microbial aspects of water quality are being investigated: the presence of microorganisms that indicate recent faecal contamination, and the prevalence of microorganisms that are resistant to antibiotics used in animal and human medicine. The significance of the antibiotic resistant microorganisms is that they may constitute a pool of drug resistances that could potentially transfer into human and animal pathogens, undermining success-ful antibiotic therapy.

Our investigations of selected sites from the Barrow have indicated recent ongoing faecal pollution resulting in introduced populations of microorganisms originating from the mammalian gut. This investigation is ongoing and a more complete picture of the faecal contamination and the resulting river microflora will be available.

When levels of river microorganisms resistant to antibiotics were analysed, between 20% and 59% were resistant to three or more antibiotics used in human and veterinary medicine. In addition, it was found that a sample of the multi-resistant bacteria identified could be stably maintained in the absence of selective pressure, suggesting a stable pool of antibiotic resistance genes in the bacterial population of the river.

The possibility of these antibiotic resistances being plasmid borne and therefore transmissible to other microorganisms was investigated, and we have detected transfer of resistances both in in vitro experiments and in non sterile microcosms into the enteric bacteria Escherichia coli. The significance of these results is the demonstration of the presence of a stable pool of transferable antibiotic resistance genes both in the indigenous and in the introduced microbial population in the river Barrow that could potentially enter the mammalian food chain.

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Environ. Sci. Technol., **40** (23), 7445 -7450, 2006. 10.1021/es060413l S0013-936X(06)00413-5
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Antibiotic Resistance Genes as Emerging Contaminants: Studies in Northern Colorado

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Accepted July 17, 2006

Abstract:
This study explores antibiotic resistance genes (ARGs) as emerging environmental contaminants. The purpose of this study was to investigate the occurrence of ARGs in various environmental compartments in northern Colorado, including Cache La Poudre (Poudre) River sediments, irrigation ditches, dairy lagoons, and the effluents of wastewater recycling and drinking water treatment plants. Additionally, ARG concentrations in the Poudre River sediments were analyzed at three time points at five sites with varying levels of urban/agricultural impact and compared with two previously published time points. It was expected that ARG concentrations would be significantly higher in environments directly impacted by urban/agricultural activity than in pristine and lesser-impacted environments. Polymerase chain reaction (PCR) detection assays were applied to detect the presence/absence of several tetracycline and sulfonamide ARGs. Quantitative real-time PCR was used to further quantify two tetracycline ARGs (tet(W) and tet(O)) and two sulfonamide ARGs (sul(I) and sul(II)). The following trend was observed with respect to ARG concentrations (normalized to eubacterial 16S rRNA genes): dairy lagoon water > irrigation ditch water > urban/agriculturally impacted river sediments ($p < 0.0001$), except for sul(II), which was absent in ditch water. It was noted that tet(W) and tet(O) were also present in treated drinking water and recycled wastewater, suggesting that these are potential pathways for the spread of ARGs to and from humans. On the basis of this study, there is a need for environmental scientists and engineers to help address the issue of the spread of ARGs in the environment.
COMMENTS as printed in ES&T.

: Environ Sci Technol. 2007 Apr 1;41(7):2651-2. Links
Comment on:
Environ Sci Technol. 2006 Dec 1;40(23):7445-50.

Comment on "antibiotic resistance genes as emerging contaminants: studies in northern Colorado".

McGowan E.
PMID: 17438829 [PubMed - indexed for MEDLINE]

These comments are merely qualifications, not criticisms of Dr. Pruden's fine paper [1]. Resistance has been attributed to drug over-use. Pruden notes a less well-understood mechanism for the amplification of multi-drug resistance, sewage. The local sewer-treatment plant releases pathogens and resistance to the environment and agriculture[2]. Wastewater treatment intermixes organisms otherwise seldom coming together. Selective pressures increase survival mechanisms [3].

Defense strategies include going dormant, entering the viable but non-culturable (VBNC) state. These VBNC organisms are essentially invisible to laboratory tests used in the wastewater industry. Higgins & Murthy recently reconfirmed this [4] in a paper that raises some serious questions about the efficacy of current standards. Those authors noted that during centrifuged dewatering of sewer sludge, indicators in a VBNC state were resuscitated. The results were several magnitudes greater than standard plate counts had indicated [4]. Such findings raise logical questions. If dewatering by centrifuge brought out the essence of VBNC, would other products of sewage that had not been subjected to the centrifuge also in the VBNC state? If so would they revive in the field following agricultural application of sludge or irrigation with reclaimed wastewater? This seems plausible but needs further study.

Additionally, as stresses increase organisms can acquire genes from or transfer genes to non-related organisms, organisms even within completely different kingdoms [5,6]. There are other materials dumped into the drain that confer resistance. This includes industrial chemicals, heavy metals, and disinfectants. Triclosan a ubiquitous biocide is suspected of inducing resistance, as are many other industrial materials found in sewage [7,8]. Changes to the cellular machinery afford the ability to deal

with numerous insults, hence cross-resistance [9].

Many antimicrobials including metabolites enter sewage essentially unchanged to induce resistance in the environment [10]. Kummerer [11,12,13,14,15] and others [16] note levels of antibiotics/pharmaceuticals in sewage able to induce or maintain resistance, hence adding to the risks in crop production through irrigation.

Based on wastewater (sewage) industry and regulatory opinion, the standards, the released effluent, and its use for crop irrigation or the land application of sewage sludge are benign and beneficial activities [17]. If however, one reviews the current medical and scientific literature, a different picture emerges, one that raises serious questions about the benevolence of this activity and efficacy of the underlying standards [18]. Thus, the issue takes on aspects of a political and not a scientific argument [18,19]. In the interim, most regulatory agencies have backed off [20]. This leaves the citizens and patient base essentially standing naked.

In 2002 the NAS/NRC [21] called into question the U.S. EPA Part 503 guidelines for land application of sewage sludge (biosolids) and specifically EPA's failure to consider antibiotic resistance. As of writing this comment, EPA has shown little if any progress in investigating resistance. A Freedom of Information Act request to EPA on this subject was submitted in February 2005. The agency has not answered that request [20]. Additionally, the agency has not done health hazards risk analyses for pathogens. Notwithstanding these shortcomings, the agency and the wastewater industry continue to promote the use of sewage byproducts in crop production. Salinas Valley is an example.

Citations

[1] Pruden, A.; Pei, R.; Storteboom, H.; Carlson, K. H Antibiotic Resistance Genes as Emerging Contaminants: Studies in Northern Colorado. Environ. Sci. Technol.; (Article); 2006; 40(23); 7445-7450.
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[3] Nakamura S, Shirota H. Behavior of drug resistant fecal coliforms and R plasmids in a wastewater treatment plant. Nippon Koshu Eisei Zasshi 1990 Feb;37(2):83-90.
[4] Higgins MJ, S Murthy. Examination of Reactivation and Regrowth of Fecal Coliforms in Anaerobically Digested Sludge WERF Report: Biosolids and Residuals (03-CTS-13T)
[5] Faguy DM_Lateral gene transfer (LGT) between Archaea and Escherichia coli is a contributor to the emergence of novel infectious disease.BMC Infect Dis. 2003 Jun 19;3:13.
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[7] Randall LP et al. Effect of Triclosan or phenolic farm disinfectant on the selection of antibiotic resistant Salmonella enterica. J. Antimicrob. Chemother.2004, 54, 621-27
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[10] Kinney CA, et al. Presence and distribution of wastewater-derived pharmaceuticals in soil irrigated with reclaimed water. Eniron Tox Chem 2006 Feb;25(2):317-26
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2004 Jun 23.
[12] Kummerer K. Promoting resistance by the emission of antibiotics from hospitals and households into effluent. Clin Microbiol Infect. 2003 Dec;9(12):1203-14.
[13] Kummerer K. Standardized tests fail to assess the effects of antibiotics on environmental bacteria. Water Res. 2004 Apr;38(8):2111-6.
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[15] Kummerer K. Drugs, diagnostic agents and disinfectants in wastewater and water--a review. Schriftenr Ver Wasser Boden Lufthyg. 2000;105:59-71.
[16] [17] Rookidge SJ. Environmental antimicrobial contamination from terraccumulation and diffuse pollution pathways. Sci Total Environ. 2004 Jun 5;325(1-3):1-13. Review.
[17] 503 Appendix B, subpart D of Part 503 Regulations, CFR Title 40, Vol 21, revised July 1,1998.
[18] Snyder C. The Dirty Work of Promoting "Recycling" of America's Sewage Sludge. Int J. Occup Health. 2005; 11:415-27.
[19] Mintz JA. "Treading Water": A Preliminary Assessment of EPA Enforcement During the Bush II Administration.
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[21] National Research Council of the National Academy of Sciences (NAS) Biosolids Applied to Land: Advancing Standards and Practices. Washington, DC: National Academy Press, 2002.

The Importance of Municipal Sewage Treatment in the Spread of Antibiotic Resistance
106th General Meeting of the American Society for Microbiology
May 21-25, 2006, Orlando, Florida
For more information on any presentation at the 106th General Meeting of the ASM contact Jim Sliwa, ASM Office of Communications at jsliwa@asmusa.org
EMBARGOED UNTIL: **Monday, May 22, 9:00 a.m. EDT**
(Session 041/Q, Paper Q-032)

Sara Firl
University of Minnesota
Minneapolis, MN, United States
Phone: **612 626 8865**
firl0002@umn.edu

Our study determined that substantial numbers of antibiotic-resistant bacteria were present in municipal wastewater, and that the existing treatment infrastructure did not adequately prevent release of antibiotic-resistant bacteria into the environment. Many of the bacteria found in the wastewater treatment plant and in the plant effluent were tentatively identified as potential pathogens and were also resistant to multiple antibiotics, raising public health concerns. We believe that wastewater treatment plants could be modified to further prevent the release of resistant bacteria to the environment.

Sara Firl and Leslie Onan performed this study under the supervision of principal investigator Dr. Timothy LaPara at the University of Minnesota, Department of Civil Engineering. Funding was provided by the Center for Urban and Regional Affairs at the University of Minnesota and Geomatrix Consultants, Inc. The work is being presented as a poster at the 106th General Meeting of the American Society for Microbiology in Orlando on May 22.

The spread of antibiotic-resistant bacteria is a major public health concern. Infections previously treatable are increasingly resistant to antibiotics. Scientists believe that the spread of antibiotic resistance results from both misuse of antibiotics and transfer of resistance between bacteria. A potentially large reservoir for antibiotic-resistant bacteria is municipal wastewater. People release resistant bacteria with fecal matter into the wastewater stream, which is collected and treated at municipal treatment facilities before release to the environment. The objective of this study was to investigate how many resistant bacteria were present at municipal wastewater plants and if the existing infrastructure of waste treatment was adequate to remove resistant bacteria before discharge.

In our study, the effect of effluent treatment (clarification and disinfection) and biosolids treatment (sludge digestion) on the removal of antibiotic-resistant bacteria was investigated at three wastewater treatment facilities. We found substantial numbers of resistant bacteria at the wastewater treatment facilities and that, although effluent treatment reduced the numbers of bacteria, large quantities of resistant bacteria were discharged. Numerous bacteria isolated from the effluent stream were resistant to multiple antibiotics and closely related to potentially pathogenic bacteria. Our research suggests that the existing wastewater treatment infrastructure should be modified to better prevent release of these potentially dangerous bacteria to the environment.

McGowan, Edo

Comment 1 Air Quality—Impact of Road Dust

Your comment letter touches on several topics related to air pollution and particulate matter that are addressed in Tables 2.29 and 2.30 in Section 2.2.6 of Volume 1. Information related to entrained dust was added to an addendum to the Air Quality Report (April 2013), and that discussion was added to Section 2.2.6 of the final environmental document. The project has been determined by the Santa Barbara County Association of Governments to be in conformity with the State Implementation Plan. This determination means this project is achieving goals set by the Clean Air Act. The project is also in conformity with National Ambient Air Quality Standards set at the federal level.

Other issues raised in your correspondence and attachments touch on subject matter that requires a high level of research by experts involved in sewage treatment and the medical community. Attachments and citations included in your email such as *Treatment failure in invasive aspergillosis: susceptibility of deep tissue isolates following treatment with amphotericin B., Microbial charaterization during composting of municipal solid waste, Antibioltic Resistant Genes as Emerging Contaminants, Microbes: what they do and how Antibiotics Change Them*, and others cannot be responded to by Caltrans staff. It is clear that you have a much greater knowledge regarding certain fields related to composting of solid wastes and their exposure to heat, electromagnetic fields and other sources as well as many other factors that relate to compost. While these topics are beyond the scope of what the final environmental document covers, we've included information pertaining to the compost material used by Caltrans.

Caltrans Standard Specifications for any compost used in the Caltrans right-of-way— The producer's Compost Technical Data Sheet must include test results and a Seal of Testing Assurance certificate before it can be used.

21-1.02M Compost

Compost must be derived from one or a combination of the following types of materials:

1. Green material consisting of chipped, shredded, or ground vegetation or clean, processed, recycled wood products
2. Biosolids
3. Manure
4. Mixed food waste

Compost must not be derived from mixed, municipal solid waste and must not contain paint, petroleum products, pesticides or other chemical residues harmful to plant or animal life. Materials must be composted to reduce weed seeds, pathogens, and deleterious materials under 14 California Code of Regulations §17868.3. Metal concentrations in compost must not exceed the maximum listed under 14 California Code of Regulations §17868.2.

Compost must comply with the requirements shown in the following table:

Property	Test Method [a]	Requirement	
pH	TMECC 04.11-A Elastomeric pH 1:5 slurry method	6–8.5	
Soluble salts	TMECC 04.10-A Electrical conductivity 1:5 slurry method dS/m (mmhos/cm)	0–10	
Moisture content	TMECC 03.09-A Total solids & moisture at 70 ± 5 °C % wet weight basis	30–60	
Organic matter content	TMECC 05.07-A Loss-on-ignition organic matter method (LOI) % dry weight basis	40–100	
Maturity	TMECC 05.05-A Germination and vigor	--	
	Seed emergence	80 or above	
	Seedling vigor	80 or above	
	% relative to positive control		
Stability	TMECC 05.08-B Carbon dioxide evolution rate mg CO_2-C/g OM per day	8 or below	
Particle size: fine compost	TMECC 02.02-B Sample sieving for aggregate Size classification % dry weight basis	min	max
	Pass 5/8-inch sieve	95%	--
	Pass 3/8-inch sieve	70%	--
	Maximum particle length: 6 inches		
Particle size: medium compost	TMECC 02.02-B sample sieving for aggregate Size classification % dry weight basis	min	max
	Pass 2-inch sieve	95%	--
	Pass 1-inch sieve (minimum 70% retained)	--	30%
	Maximum particle length: 6 inches		
Particle size: coarse compost	TMECC 02.02-B sample sieving for aggregate Size classification % dry weight basis	min	max
	Pass 2-1/2-inch sieve	99%	--
	Pass 3/8-inch sieve (minimum 60% retained)	--	40%
	Maximum particle length: 6 inches		
Pathogen	TMECC 07.01-B Salmonella < 3 MPN per 4 grams, dry weight basis	pass	

Property	Test Method [a]	Requirement
Pathogen	TMECC 07.01-B Fecal coliform bacteria < 1,000 MPN per gram, dry weight basis	pass
Physical contaminants	TMECC 02.02-C Man-made inert removal and classification: Plastic, glass, and metal % > 4 mm fraction	combined total: < 1.0
Physical contaminants	TMECC 02.02-C Man-made inert removal and classification: Sharps (sewing needles, straight pins and hypodermic needles) % > 4mm fraction	none detected

Ed McLaughlin III <sdmclaughlinii@hotmail.com>
03/29/2012 06:56 PM

To "south.coast.101.hov@dot.ca.gov" <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject Public notice comments for April 24th

I live just above the Montecito Country Club and would like to make a comment about the yet to be approved widening of 101 as has been described in various letters etc.....

I am ONLY in favor of such action Only if both of the below are met:

1-the existing freeway is NOT widened
2-the existing meridian on the inside of the freeway is not removed

1

I realize this may put some restrictions on your plans but those are the only ones that I as a tax paying citizen would support

Just as a comment I am not in favor of changing the intersections at Sheffield Drive not Cabrillo.

2

Thank you for your consideration

Edward McLaughlin
601 Alston Road
Santa Barbara Ca 93108

If you have any questions or are unclear on my comments the please contact me and I will be happy to help

Ed

Sent from my iPad

McLaughlin III, Ed

Comment 1 Highway Design

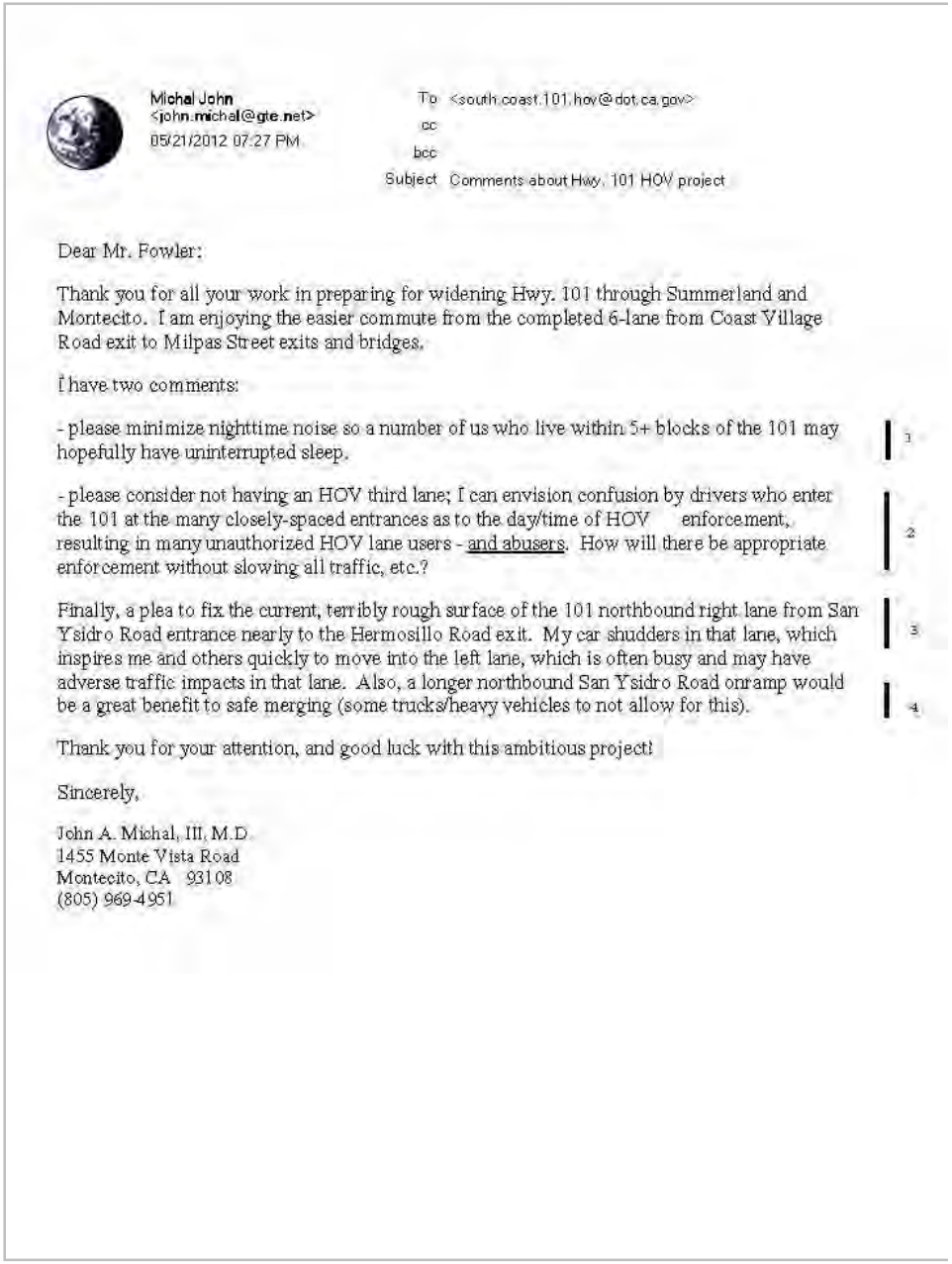
The design team was unable to retain the existing median and add two additional lanes without significant right-of-way acquisitions. After consideration of public input, the Project Development Team has selected Alternative 1 as the preferred alternative. Alternative 1 retains the existing median for approximately 3 miles where the existing right-of-way is of sufficient width that additional lanes can be constructed to the outside of the existing lanes.

McLaughlin III, Ed

Comment 2 Sheffield and Cabrillo Interchange Design

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

The Sheffield Drive interchange must be reconstructed to accommodate the final configuration of six lanes. The locations of the existing left-side ramps at Sheffield Drive do not allow for the necessary lane improvements to be constructed through the interchange without ramp reconstruction or requiring excessively high costs associated with avoiding the ramps. For more information on left-side ramps refer to Appendix J (Left-side Ramps Fact Sheet).



Michal John
<john.michal@gte.net>
05/21/2012 07:27 PM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject Comments about Hwy. 101 HOV project

Dear Mr. Fowler:

Thank you for all your work in preparing for widening Hwy. 101 through Summerland and Montecito. I am enjoying the easier commute from the completed 6-lane from Coast Village Road exit to Milpas Street exits and bridges.

I have two comments:

- please minimize nighttime noise so a number of us who live within 5+ blocks of the 101 may hopefully have uninterrupted sleep. 1

- please consider not having an HOV third lane; I can envision confusion by drivers who enter the 101 at the many closely-spaced entrances as to the day/time of HOV enforcement, resulting in many unauthorized HOV lane users - and abusers. How will there be appropriate enforcement without slowing all traffic, etc.? 2

Finally, a plea to fix the current, terribly rough surface of the 101 northbound right lane from San Ysidro Road entrance nearly to the Hermosillo Road exit. My car shudders in that lane, which inspires me and others quickly to move into the left lane, which is often busy and may have adverse traffic impacts in that lane. Also, a longer northbound San Ysidro Road onramp would be a great benefit to safe merging (some trucks/heavy vehicles to not allow for this). 3 4

Thank you for your attention, and good luck with this ambitious project!

Sincerely,

John A. Michal, III, M.D.
1455 Monte Vista Road
Montecito, CA 93108
(805) 969-4951

Michal III, John A.

Comment 1 Construction Noise Impacts

Nighttime construction is usually necessary when construction activities conflict with heavy daytime freeway traffic. Nighttime construction will be conducted only when absolutely necessary. Construction noise impacts are currently addressed in Volume I, Section 2.4, of the final environmental document. Caltrans follows the Federal Highway Administration Noise Standards and the Caltrans Noise Protocol to minimize noise levels during construction. Caltrans understands that local standards may differ from state and federal standards, but as a state agency we are obligated to maintain consistency in applying state and federal standards equally across the state. When there is an inconsistency between state and local standards, state standards must be followed.

A measure was added to Section 2.4 of the final environmental document to minimize construction activities in areas adjacent to residential areas during evening, nighttime, weekend, and holiday periods.

Michal III, John A.

Comment 2 HOV Lane

The HOV lane will function as a part-time (continuous access) lane; therefore it will only be an HOV lane during peak commute hours and will operate as a mixed-flow lane during off-peak hours. It will connect to the HOV lane currently being constructed from Ventura to Carpinteria.

All vanpools, buses, motorcycles, and certain qualifying clean alternative fuel vehicles are allowed to use the HOV lanes. This is a part-time HOV lane, unlike those in Los Angeles, so the operating hours would be during peak commute hours; the rest of the day, it will be a mixed-flow lane.

Adequate enforcement of HOV violations is a necessary element for a successful HOV system. The threat of receiving a citation for an occupancy violation is a strong deterrent to the illegal use of the HOV lanes and studies have shown that violation rates increase when enforcement levels are low. Therefore, enforcement considerations must be accounted for during the planning, design, and operational phases of all HOV projects. The CHP is the responsible agency in HOV lane enforcement issues, and they are an integral part of ensuring a successful HOV facility. Based on California's HOV operations, a rate below 10% is preferable. Establishing a standard for acceptable violation rates on a particular facility should include safety considerations, freeway operations, public attitudes, and practicality. Experience suggests that routine enforcement combined with moderate applications of heightened enforcement can keep HOV violation rates within the 5% to 10% range. Consistent heightened enforcement would be necessary to drive violation rates below 5% and would have little effect on freeway performance. It is recommended that a target level below 10% be considered for mainline HOV facilities. More enforcement alternatives and methodology can be found in Chapter 6, section 6.4. of The High-Occupancy Vehicle Guidelines, 2003, prepared by The Department.

Michal III, John A.

Comment 3 Highway Maintenance

The project proposes to include a noise-attenuating pavement surface that would reduce noise levels. Caltrans recognizes the importance of noise reduction to local residents. The noise-attenuating pavement surface to the freeway pavement will be applied when construction activities occur on the South Coast 101 HOV Lanes project.

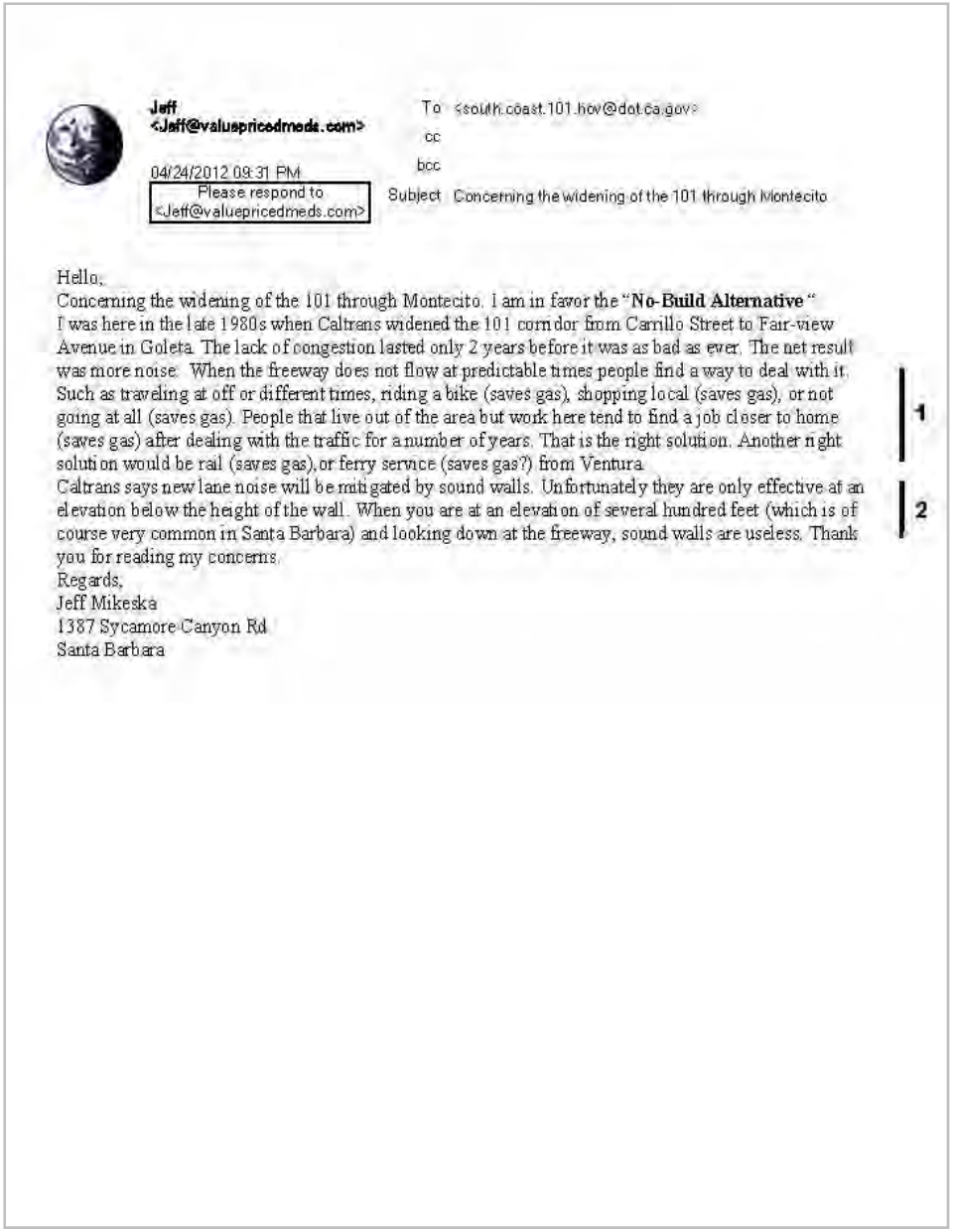
Near-term maintenance needs are independent of this project. It will be several years before construction of this project can begin. Pavement conditions on this section of highway are being monitored in the interim. Separate efforts are being considered to address near and long-term pavement conditions.

Michal III, John A.

Comment 4 San Ysidro On-ramp

The existing San Ysidro Road southbound on-ramp does have a shorter-than standard acceleration lane; accident records for the three years from October 1, 2006 to September 30, 2009 indicate accident rates less than the expected statewide rates for similar ramps.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope and not being considered as part of this project. Note that there is a recently scoped rehabilitation project that covers essentially the same project limits that may ultimately include changes to this ramp.



Jeff
<Jeff@valuepricedmeds.com>

04/24/2012 09:31 PM

Please respond to
<Jeff@valuepricedmeds.com>

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject Concerning the widening of the 101 through Montecito

Hello,
Concerning the widening of the 101 through Montecito. I am in favor the "**No-Build Alternative**"
I was here in the late 1980s when Caltrans widened the 101 corridor from Carrillo Street to Fair-view Avenue in Goleta. The lack of congestion lasted only 2 years before it was as bad as ever. The net result was more noise. When the freeway does not flow at predictable times people find a way to deal with it. Such as traveling at off or different times, riding a bike (saves gas), shopping local (saves gas), or not going at all (saves gas). People that live out of the area but work here tend to find a job closer to home (saves gas) after dealing with the traffic for a number of years. That is the right solution. Another right solution would be rail (saves gas), or ferry service (saves gas?) from Ventura. 1
Caltrans says new lane noise will be mitigated by sound walls. Unfortunately they are only effective at an elevation below the height of the wall. When you are at an elevation of several hundred feet (which is of course very common in Santa Barbara) and looking down at the freeway, sound walls are useless. Thank you for reading my concerns. 2
Regards,
Jeff Mikeska
1387 Sycamore Canyon Rd
Santa Barbara

Mikeska, Jeff

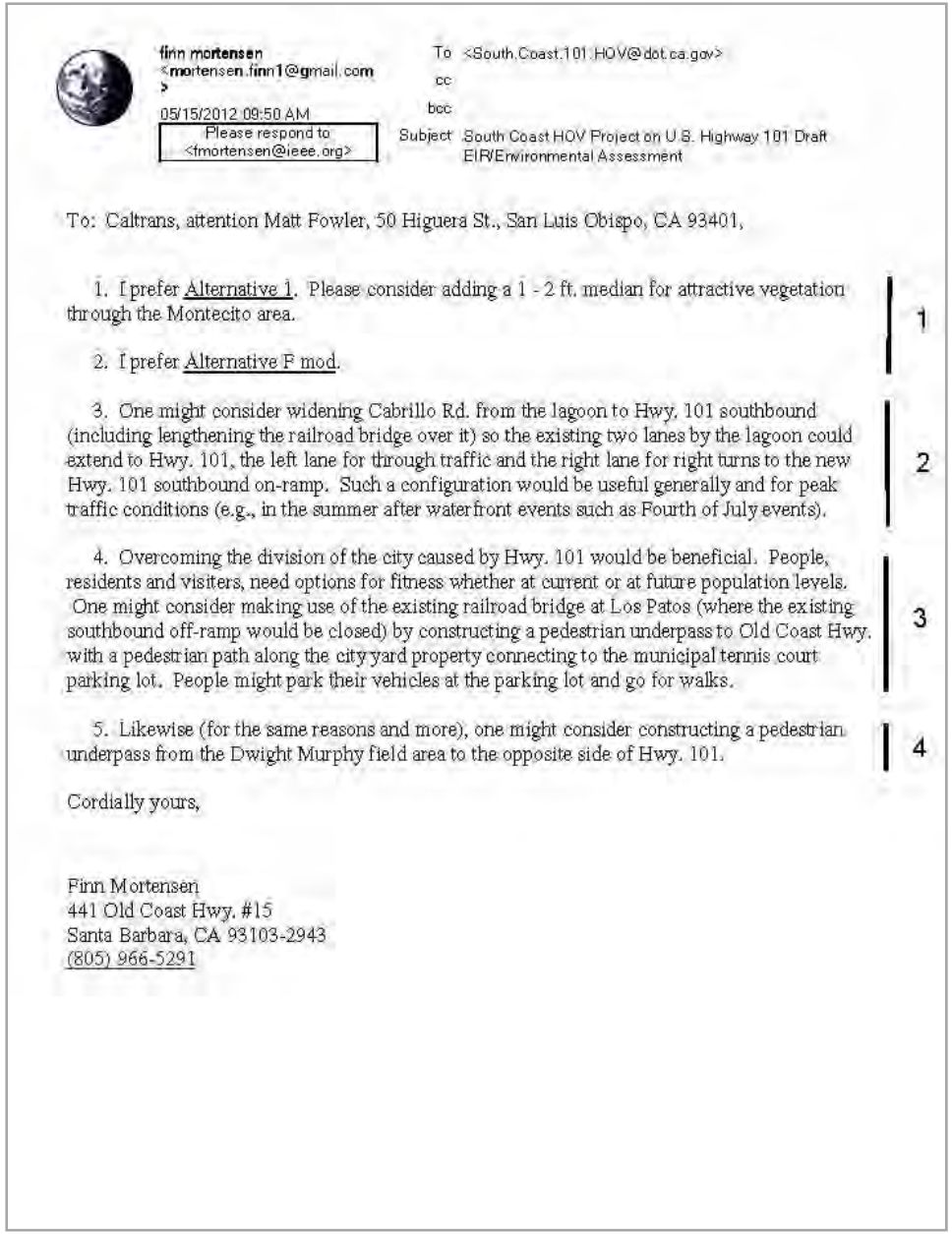
Comment 1 No Build

After consideration of public input, the Project Development Team selected Alternative 1 as the preferred alternative. The Santa Barbara County Association of Governments sponsored the *101 in Motion* study. The 2014 Regional Transportation Plan-Sustainable Communities Strategy and has developed the Measure A Strategic Plan to address congestion relief through the Santa Barbara corridor for regional and interregional travelers.

Mikeska, Jeff

Comment 2 Noise

Whether an uphill residence benefits from a soundwall depends on how far away the home is from the wall and traffic. Only those homes that will have at least a 5-dB noise reduction are used to calculate the construction allowance for the soundwall.



finn mortensen <mortensen.finn1@gmail.com>
05/15/2012 09:50 AM
Please respond to <fmortensen@ieee.org>

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject South Coast HOV Project on U.S. Highway 101 Draft EIR/Environmental Assessment

To: Caltrans, attention Matt Fowler, 50 Higuera St., San Luis Obispo, CA 93401,

1. I prefer Alternative 1. Please consider adding a 1 - 2 ft. median for attractive vegetation through the Montecito area. 1

2. I prefer Alternative F mod.

3. One might consider widening Cabrillo Rd. from the lagoon to Hwy. 101 southbound (including lengthening the railroad bridge over it) so the existing two lanes by the lagoon could extend to Hwy. 101, the left lane for through traffic and the right lane for right turns to the new Hwy. 101 southbound on-ramp. Such a configuration would be useful generally and for peak traffic conditions (e.g., in the summer after waterfront events such as Fourth of July events). 2

4. Overcoming the division of the city caused by Hwy. 101 would be beneficial. People, residents and visiters, need options for fitness whether at current or at future population levels. One might consider making use of the existing railroad bridge at Los Patos (where the existing southbound off-ramp would be closed) by constructing a pedestrian underpass to Old Coast Hwy. with a pedestrian path along the city yard property connecting to the municipal tennis court parking lot. People might park their vehicles at the parking lot and go for walks. 3

5. Likewise (for the same reasons and more), one might consider constructing a pedestrian underpass from the Dwight Murphy field area to the opposite side of Hwy. 101. 4

Cordially yours,

Finn Mortensen
441 Old Coast Hwy. #15
Santa Barbara, CA 93103-2943
(805) 966-5291

Mortensen, Finn

Comment 1 Alternative and Configuration Selection

After considering public comments on the environmental document, the Project Development Team recommended Alternative 1 as the preferred alternative and F Modified as the preferred configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. This interchange configuration at Cabrillo Boulevard/Hot Springs Road would add a southbound on-ramp.

Mortensen, Finn

Comment 2 Cabrillo Intersection Configuration

Construction of a bike/pedestrian pathway under the Union Pacific Railroad Bridge is an outstanding permit requirement for the U.S. 101 Operational Improvements (Milpas to Hot Springs) Project. The City of Santa Barbara has taken the lead to develop the preliminary design for the replacement of the Union Pacific railroad bridge and provide bicycle and pedestrian improvements. SBCAG has identified the railroad bridge as one of the highest priority projects for funding. That project is being handled separately from the South Coast 101 HOV Lanes project and will have its own environmental document.

The City of Santa Barbara in coordination with SBCAG has initiated a project to assess options and costs for replacement of the Cabrillo railroad structure, and a consultant has been hired to complete this work. The Santa Barbara County Association of Governments and the City are coordinating to identify ways to fully fund these improvements. Caltrans will coordinate with the Cabrillo Railroad Structure Replacement team in the design phase of the HOV Lanes project.

Mortensen, Finn

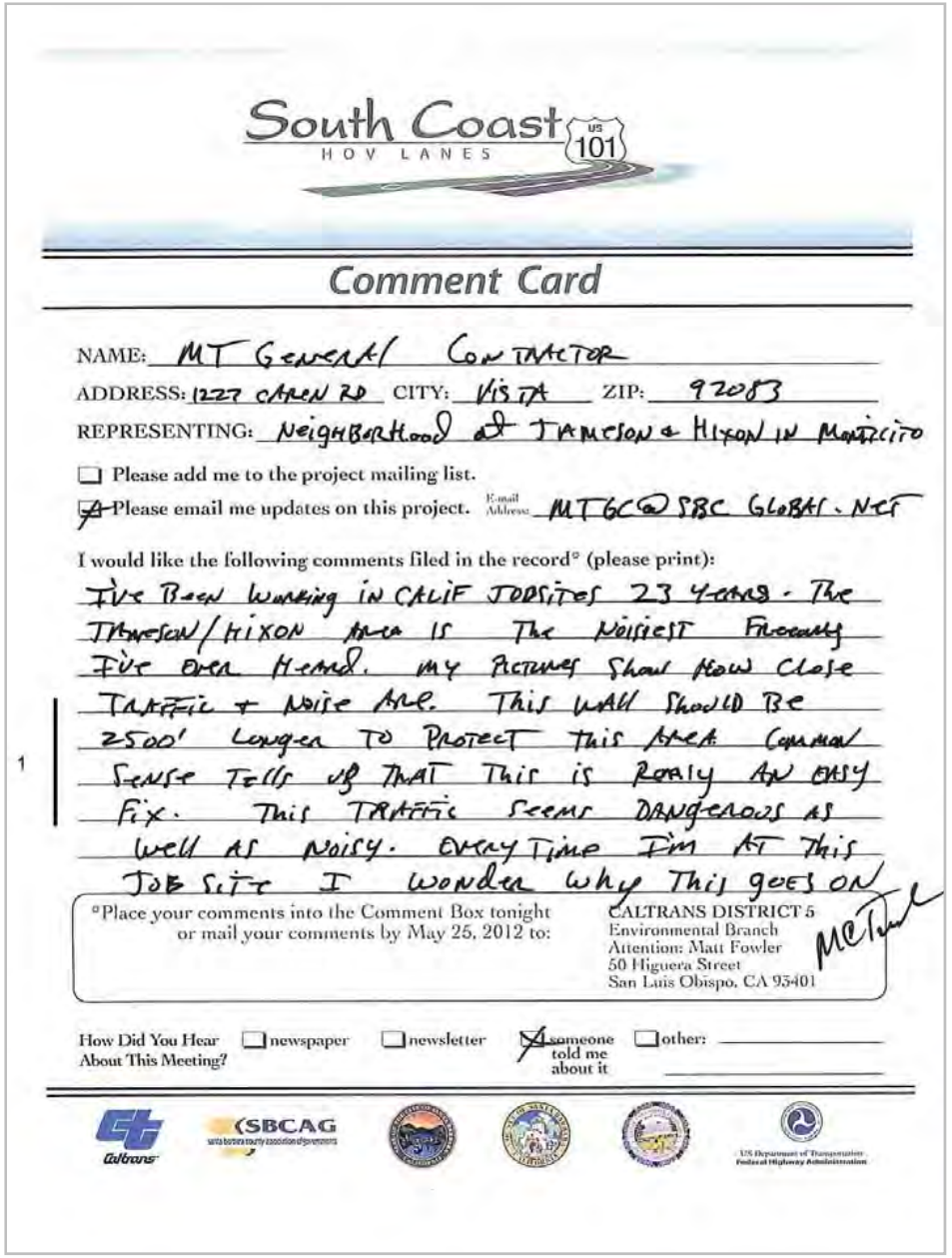
Comment 3 Pedestrian Underpass

The City of Santa Barbara has such an improvement in its Pedestrian Master Plan, but this location is outside the project limits and beyond the scope of this project.

Mortensen, Finn

Comment 4 Pedestrian Underpass

See the above response.



South Coast HOV LANES US 101

Comment Card

NAME: MT GENERAL CONTRACTOR

ADDRESS: 1227 CARON RD CITY: VISTA ZIP: 92083

REPRESENTING: NEIGHBORHOOD AT JAMESON & HIXON IN MONTECITO

☐ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: MTGC@SBCGLOBAL.NET

I would like the following comments filed in the record* (please print):

1 I'VE BEEN WORKING IN CALIF JOBSITES 23 YEARS. THE JAMESON/HIXON AREA IS THE NOISIEST FREEWAY I'VE OVER HEARD. MY PICTURES SHOW HOW CLOSE TRAFFIC & NOISE ARE. THIS WALL SHOULD BE 2500' LONGER TO PROTECT THIS AREA. COMMON SENSE TELLS US THAT THIS IS REALLY AN EASY FIX. THIS TRAFFIC SEEMS DANGEROUS AS WELL AS NOISY. EVERY TIME I'M AT THIS JOB SITE I WONDER WHY THIS GOES ON

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

MC

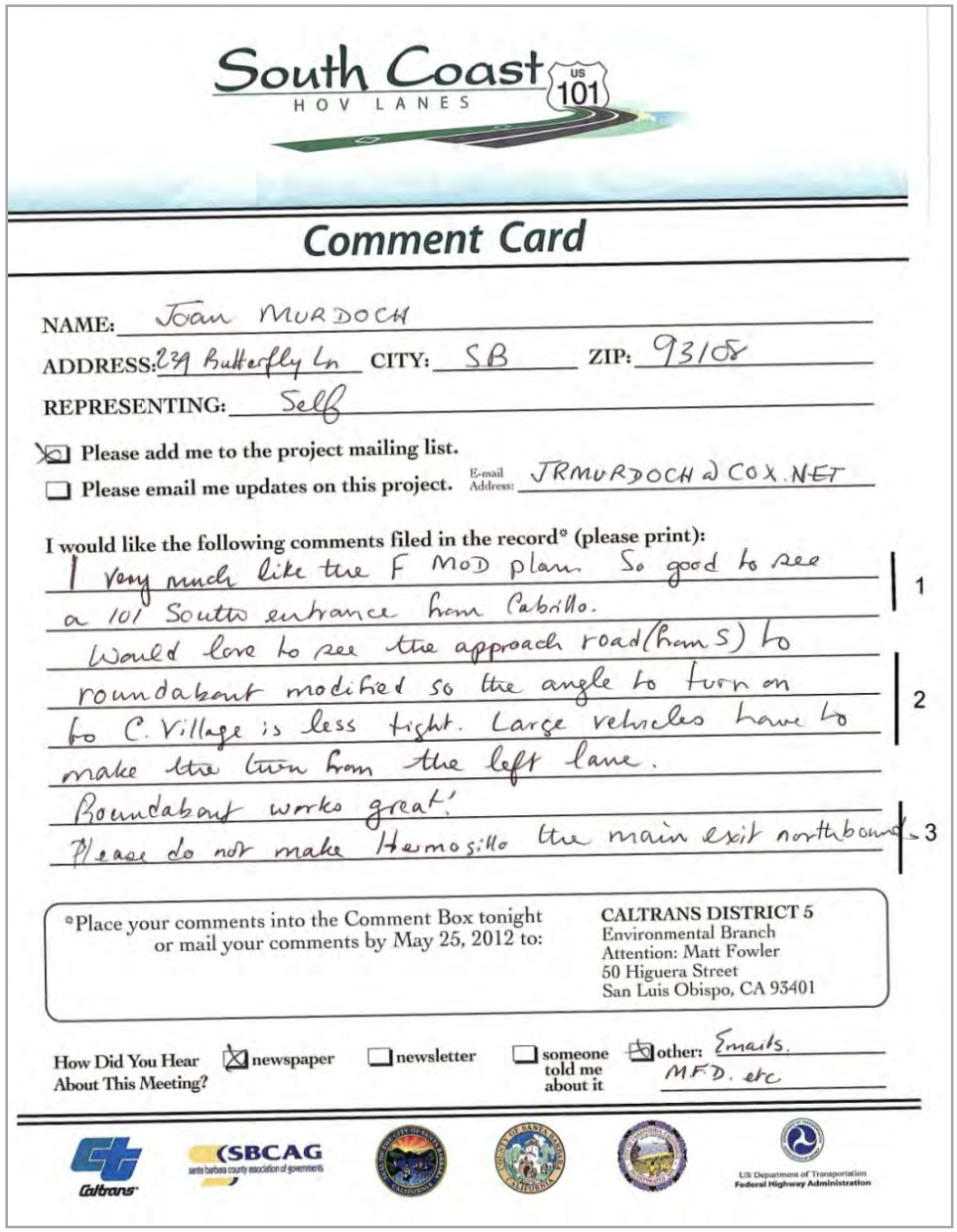
How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☒ someone told me about it ☐ other: _____

Caltrans SBCAG US Department of Transportation Federal Highway Administration

MT General Contractor

Noise

For the segment under question, northbound soundwalls are recommended for construction from Sheffield Drive to San Ysidro Road, except for the Federal Emergency Management Agency-identified floodway (see Volume II, Appendix D, of the final environmental document) and one low-density development area 200 feet east of the floodway. Currently, it has been determined that soundwalls in floodway areas cannot be designed to pass flood flows during floods. Additional detailed hydraulic anlysis will be performed during the design phase of this project. If during that time, further analysis results in a design that can pass the flood flows without impacting anticipated 100-year flood elevations (either upstream or downstream), residents will be contacted for further input on soundwalls.



South Coast HOV LANES US 101

Comment Card

NAME: Joan MURDOCH

ADDRESS: 239 Butterfly Ln CITY: SB ZIP: 93108

REPRESENTING: Self

☒ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: JRMURDOCH@COX.NET

I would like the following comments filed in the record* (please print):

I very much like the F MOD plan. So good to see a 101 South entrance from Cabrillo. | 1

Would love to see the approach road (from S) to roundabout modified so the angle to turn on to C. Village is less tight. Large vehicles have to make the turn from the left lane. | 2

Roundabout works great! | 3

Please do not make Hermosillo the main exit northbound

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☐ someone told me about it ☒ other: Emails. MFD. etc

Caltrans (SBCAG) US Department of Transportation Federal Highway Administration

Murdoch, Joan

Comment 1 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Murdoch, Joan

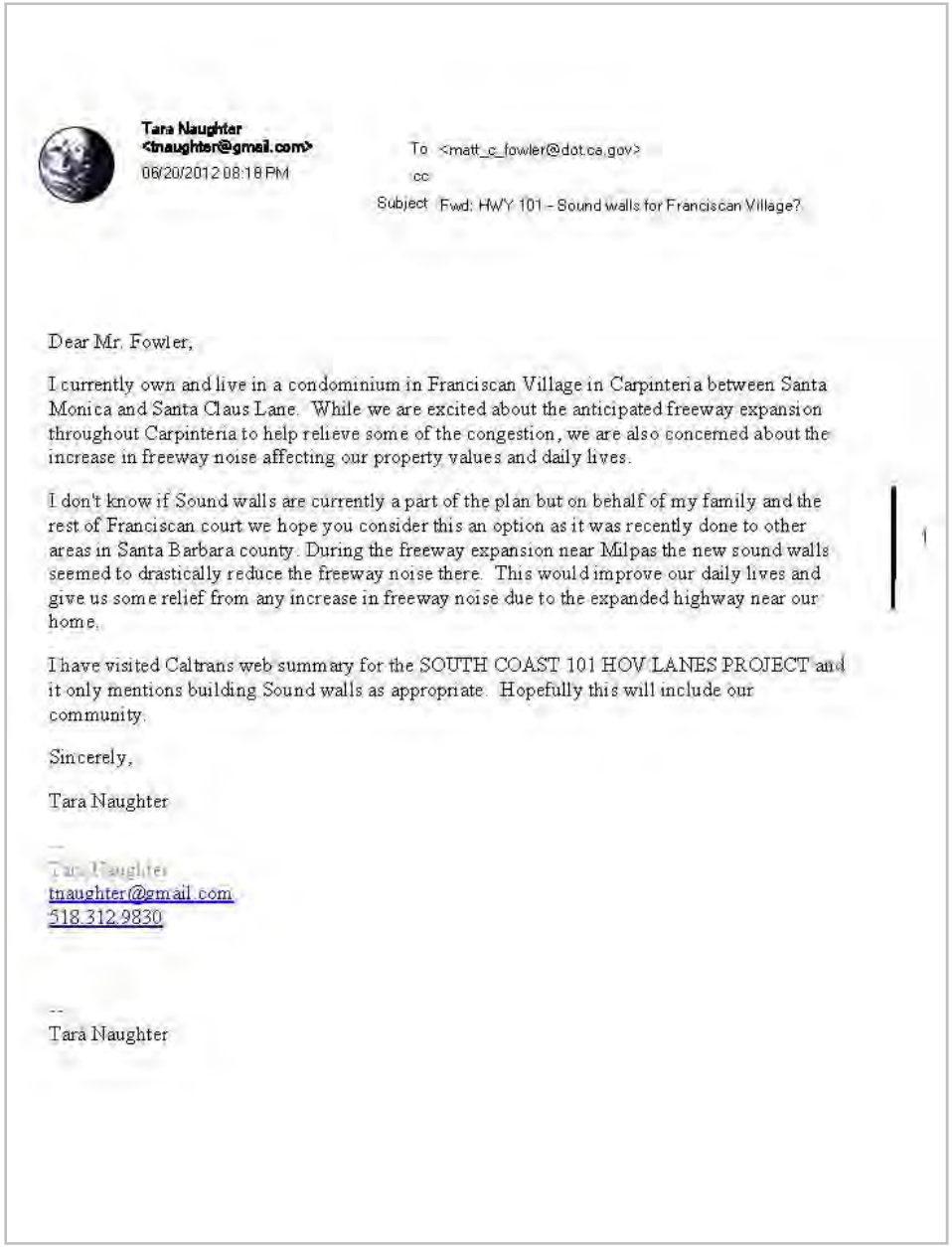
Comment 2 Design

The roundabout at Hot Springs and Coast Village Road was designed and is maintained by the City of Santa Barbara. No modifications to the roundabout are planned as part of this project.

Murdoch, Joan

Comment 3 Hermosillo Exit

The F Modified configuration provides a northbound off-ramp directly to Cabrillo Boulevard, which will be the main exit for northbound traffic.



Tara Naughter
<tnaughter@gmail.com>
06/20/2012 08:18 PM

To <matt_c_fowler@dot.ca.gov>
cc
Subject Fwd: HWY 101 – Sound walls for Franciscan Village?

Dear Mr. Fowler,

I currently own and live in a condominium in Franciscan Village in Carpinteria between Santa Monica and Santa Claus Lane. While we are excited about the anticipated freeway expansion throughout Carpinteria to help relieve some of the congestion, we are also concerned about the increase in freeway noise affecting our property values and daily lives.

I don't know if Sound walls are currently a part of the plan but on behalf of my family and the rest of Franciscan court we hope you consider this an option as it was recently done to other areas in Santa Barbara county. During the freeway expansion near Milpas the new sound walls seemed to drastically reduce the freeway noise there. This would improve our daily lives and give us some relief from any increase in freeway noise due to the expanded highway near our home.

I have visited Caltrans web summary for the SOUTH COAST 101 HOV LANES PROJECT and it only mentions building Sound walls as appropriate. Hopefully this will include our community.

Sincerely,

Tara Naughter

--
Tara Naughter
tnaughter@gmail.com
518.312.9830

--
Tara Naughter

Naughter, Tara

Noise

As a result of public comments on the draft environmental document, Caltrans staff reevaluated soundwalls for high-density residential areas to identify short sections that might be financially reasonable. A wall segment of Soundwall S210 to protect the densely populated area of Franciscan Village is expected to be recommended for construction. Please refer to Volume I, Section 2.2.7, for more information relating to Soundwall S210.

Wade and Brenda Nichols
1981 Alston Rd
Montecito, CA 93108
805.969.6026

May 21, 2012

Caltrans
Attention Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

Re: South Coast HOV Project on U.S. Highway 101

Dear Sirs,

We have lived in Montecito for six years and purchased our present home in 2008. Our street is accessed from Highway 101 via the Hot Springs Road left-lane exit heading south or the Hermosillo exit heading north, so we will be directly affected by your selection of alternatives for this project. In addition, all residents, visitors and merchants who rely upon the accessibility of Coast Village Road for shopping and dining will be directly and very negatively affected if Caltrans selects Option F or any other alternative that involves routing additional traffic onto the Hermosillo exit and Coast Village Road. We strongly favor Option F-Modified, to keep transient traffic out of Montecito neighborhoods and Coast Village Road, the main artery of the Lower Village. 1

We also favor redesigning the southbound entrance to the 101 from San Ysidro Road/Eucalyptus Lane, which now winds around in front of the Miramar. We are very confident that Mr. Caruso would be receptive to an arrangement that would not only eliminate one of the poorest-designed and most dangerous entrances on the 101 but also would avoid the noise and distraction of cars, trucks and motorcycles entering the Freeway in front of his resort. 2

Very truly yours,

Wade Nichols

Nichols, Wade and Brenda

Comment 1 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Nichols, Wade and Brenda

Comment 2 San Ysidro On-ramp

The existing San Ysidro Road southbound on-ramp does have a shorter-than standard acceleration lane; accident records for the three years from October 1, 2006 to September 30, 2009 indicate accident rates less than the expected statewide rates for similar ramps.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

"Hoffman, Valerie"
<VHoffman@seyfarth.com>
07/09/2012 05:00 PM

To <south.coast.101.hov@dot.ca.gov>
cc <noeronald@yahoo.com>, "Hoffman, Valerie" <vhoffman@seyfarth.com>
Subject RE: Comments on South Coast 101 HOV Lanes Project: Project 0500000225, Santa Barbara County, Draft EIR/EA

July 9, 2012

Mr. Matt Fowler, Senior Environmental Planner
Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Re: Comments on South Coast 101 HOV Lanes Project; Project ID# 0500000225, Santa Barbara County, Draft EIR/EA (Project)

Dear Mr. Fowler:

I am a resident of 3288 Beach Club Rd, Carpinteria, CA. Our home will be impacted by the Project, particularly noise impacts. Our home is located immediately adjacent to Highway 101. I already receive substantial freeway noise at our home, yet the environmental document proposes NO sound wall for the highway section adjacent to our house. I don't agree with the environmental document's claim that special paving material will reduce or mitigate noise levels from the additional lanes. Paving deteriorates and, when it does, any sound reduction will be lost. Without proof as to the sound attenuating life of this paving material, and a guaranty that it will be replaced (as it deteriorates) with material that has equal or better sound attenuation, the paving is not mitigation. 1

The environmental document is inadequate because it includes no sound wall to protect our property. Without a sound wall, noise from the widened highway will increase steadily (the EIR/EA estimates decibel impacts from the project upon my neighborhood ranging from the high 60's to the low 70's). Most acoustical engineers would agree that a 65 decibel level in an exterior area is beyond the level of acceptability and constitutes a significant impact. 2

The EIR/EA suggests that a determination as to whether or not construction of a sound wall is economically reasonable (and, therefore, to be included in the project) is based upon a mathematical formula to determine "abatement valuation." The formula starts with a base value of $31,000, then adds a few thousand here and there, depending upon factors applicable to a particular property. The resulting "abatement valuation" for my house is ridiculously low because our house and those of our neighbors are worth many millions of dollars each. A $31,000 base value for abatement of the amount of noise that will be generated by widening this segment of the highway is absurd and proposed without any explanation or justification. Therefore, it is unsupported and invalid. If the analysis were to include a fair market value difference for our home with and without the additional noise level, it would be credible. One abatement valuation formula cannot be applied to an oceanfront home and to a small tract house. 3

The noise section of this environmental document must be substantially revised or the EIR/EA will be inadequate.
Sincerely,
Ron Noe
3288 Beach Club Rd
Carpinteria, CA 93013

Noe, Ron

Comment 1 Roadway Maintenance

The noise-attenuating pavement treatment is not being proposed as noise mitigation, but rather as a project feature to help reduce noise levels. All pavements require periodic surface maintenance efforts to retain their original functionality. This is true for structural pavement as well as sound-attenuating surfaces.

Caltrans is the lead agency on this project for both the California Environmental Quality Act and National Environmental Policy Act. Caltrans determines the significance of environmental impacts, including noise impacts, under the California Environmental Quality Act and National Environmental Policy Act criteria of context and intensity. Caltrans uses the Federal Highway Administration guidelines to determine when noise abatement must be considered, however that is not considered a threshold of significance. The statement in the draft environmental document regarding an increase in 12dB as the CEQA threshold for determining the significance of a noise impact was incorrect. The statement was removed from the final environmental document. Table 2.36 shows a project build noise level increase of a maximum of 2 dB above the existing noise levels for residences along Padaro Lane. This minimal increase is not considered a significant impact given the fact that according to the Caltrans Technical Noise Supplement (TeNS) a 2-dBA increase is not detectable to a healthy human ear and a 3-dBA increase is barely noticeable to a healthy human ear. Therefore, the increase is not considered a significant impact under CEQA or NEPA and no mitigation is required.

Noe, Ron

Comment 2 Noise Abatement

As a result of comments received, Caltrans staff has reevaluated Soundwall S281 for high-density development areas behind the wall location to identify short sections that might be financially reasonable. No additional locations were found to be financially reasonable. Only a portion of Soundwall S281 could be proposed for construction due to the center portion of the wall being dropped for safety reasons when it was determined it would have blocked "stopping sight distance" for traffic. The remaining eastern portion of S281 was determined to be financially reasonable as a stand-alone wall segment and is recommended for construction. This portion of Soundwall S281 together with S257 was evaluated as a two-wall system to determine if S257 could be constructed. However, Soundwall S257 as an independent wall was found not to be financially reasonable and therefore was not recommended for construction. This is mostly due to the additional costs associated with acoustically "overlapping" the two walls coupled with the less dense development at the southern end of Padaro Lane. See Volume I, Section 2.2.7, for more information on Soundwalls S281 and S257.

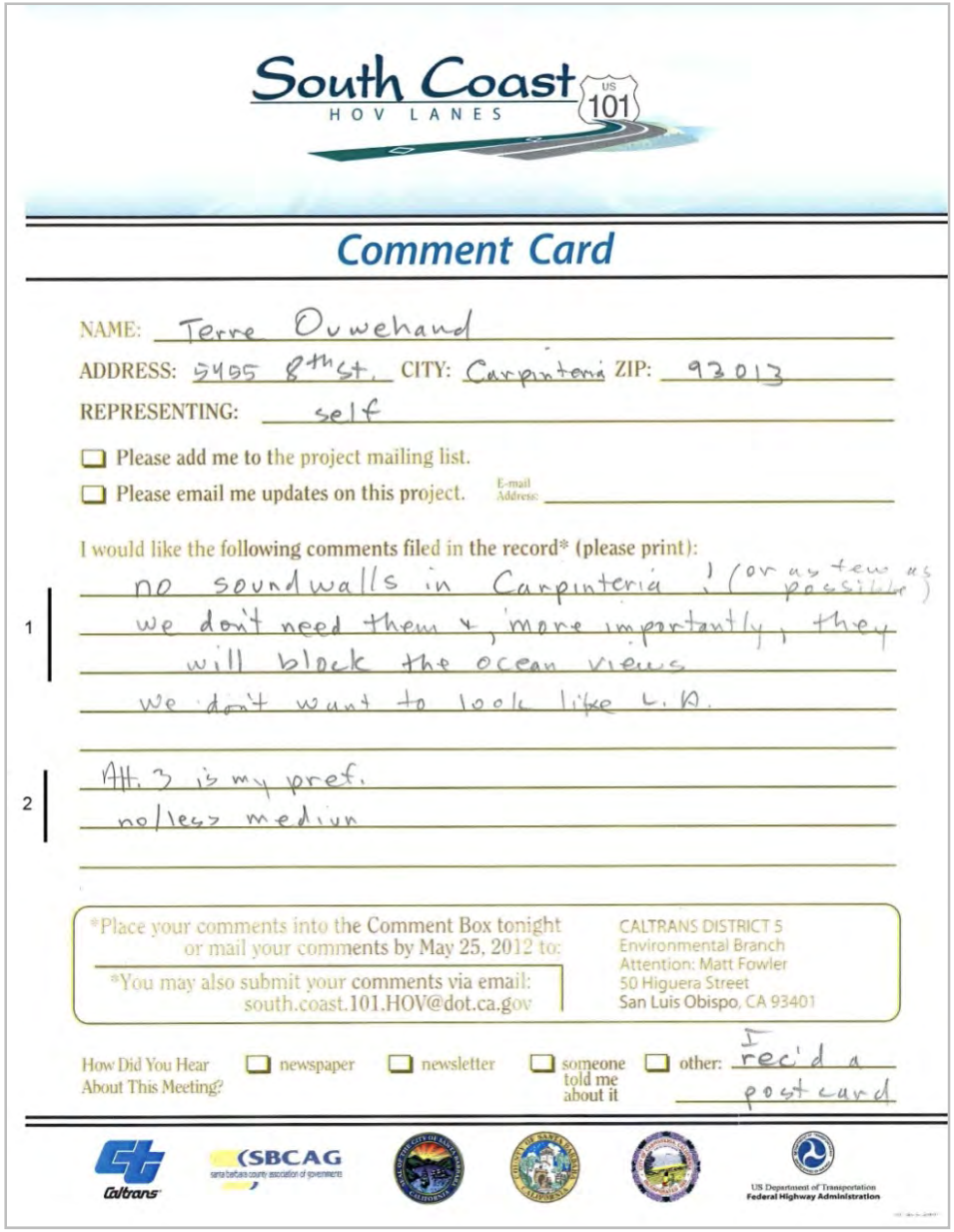
Noe, Ron

Comment 3 Soundwall Calculation

Feasibility of noise abatement is basically an acoustical and engineering concern. A minimum 5-dBA reduction in the future noise level must be achieved for an abatement measure to be considered acoustically feasible. In addition, a Noise Abatement Decision Report was prepared for the project to estimate the construction cost for the feasible noise abatement measures identified in the Noise Study Report and determine if noise abatement is financially reasonable. The overall reasonableness of noise abatement is determined by many factors. Main factors that affect reasonableness include the cost of noise abatement, absolute noise levels, existing noise versus design-year noise levels, achievable noise reduction, date of development along the highway, life cycle of noise abatement measures, and environmental impacts of abatement construction. Cost considerations for determining noise abatement reasonableness are evaluated by comparing reasonableness allowances and projected costs. The noise protocol does not

consider the value of the home it protects; to do so would conflict with environmental justice policies. See Volume I, Section 2.2.7, for more information on criteria for determining when an abatement measure is reasonable and feasible.

Please refer to the response to comment 1 in regard to significant noise impacts.



South Coast HOV LANES US 101

Comment Card

NAME: Terre Ouwehand

ADDRESS: 5455 8th St. CITY: Carpinteria ZIP: 93013

REPRESENTING: self

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

1 no soundwalls in Carpinteria ! (or as few as possible)
we don't need them & more importantly, they will block the ocean views
we don't want to look like L.A.

2 Alt. 3 is my pref.
no/less median

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

*You may also submit your comments via email: south.coast.101.HOV@dot.ca.gov

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: I rec'd a post card

Caltrans (SBCAG santa barbara county association of governments) US Department of Transportation Federal Highway Administration

Ouwehand, Terre

Comment 1 Noise

Based on the results of the Noise Study, Soundwalls SS98/90, S158, S174, S181, and portions of S210 met the feasible and reasonable criteria and are expected to be recommended for construction in Carpinteria.

Ouwehand, Terre

Comment 2 Noise

After consideration of public input, the Project Development Team has selected Alternative 1 as the preferred alternative, with the condition that the area paralleling Santa Claus Lane not be widened to the outside. This removes the necessity of building a retaining wall near the southbound on-ramp from Santa Claus Lane. For similarities between Alternatives 1 and 3, please refer to Volume I, Figure 1.7.

Matt Fowler, Senior Environmental Planner
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401
delivered by email

Re: DEIR 101 HOV

I support the comments made by the Montecito Association in the letter submitted by that organization. I would like to call particular attention to the following four points:

- In the analysis of a portion of the F modified alternative insufficient attention was devoted to analysis of the operational functioning of the northbound off ramp and the roundabout given the proposed installation of a stop signal. Current operation of the small roundabout is already frequently problematic. 1
- The traffic data used in much of the analysis appears to be outdated and distorted by years of drivers using alternative routes that are no longer necessary. A current traffic study in and around Hot Springs/Cabrillo and Coast Village Road should be conducted and then used to update analysis. 2
- The DEIR contained insufficient information regarding the details of construction and the related traffic disruption for any kind of reasonably informed decision making regarding the magnitude and duration of the environmental and economic impacts of construction. 3
- Lastly, the undeniable visual impacts have little or no mitigation in the Montecito corridor. Observation of freeway systems in other parts of the state make it appear that little compromise was made in the imposition of shoulder and lane widths in an effort to mitigate these impacts. There are too many exceptions in the Los Angeles area alone not to lead one to question whether or not any application of "standards" isn't arbitrary. More thought must be given to making modifications that will meaningfully mitigate these impacts. 4

Sincerely,

Jack Overall
1362 Oak Creek Canyon Road
Santa Barbara, CA 93108

Overall, Jack

Comment 1 Cabrillo Interchange Configuration

The Preferred F Modified configuration includes recent refinements recommended by City of Santa Barbara staff. These refinements are associated with lane configurations in the interchange, future year northbound on-ramp volumes, as well as anticipated bicycle and pedestrian movements through the interchange. The proposed design for Configuration F Modified is not expected to have occurrences of traffic backing up into the existing roundabout from the northbound on-ramp at Cabrillo Boulevard. Eastbound traffic that is approaching the roundabout will not adversely impact the operational characteristics of the roundabout. This is due in part to the fact that the flow of eastbound vehicles will be metered by the traffic signals enroute to the roundabout.

Overall, Jack

Comment 2 Traffic Data

Existing conditions were analyzed using 2008 traffic data, taken shortly before construction of the Milpas to Hot Springs Operational Improvement project got underway. However, the traffic modeling performed to identify future conditions as part of the traffic studies accounted for the traffic changes that occurred once the new facilities opened.

Overall, Jack

Comment 3 Traffic Construction

The Draft Environmental Impact Report stated the following: "During construction, at least two lanes in each direction would remain open for peak-period travel. U.S. 101 mainline lane closures would occur mainly during off-peak hours to minimize construction-related travel impacts within the corridor. Construction of the build alternatives would be done with measures taken to avoid public access impacts to park and recreational facilities, with

alternate routes made available for use during construction. Construction-related disruptions would be minimized through development and implementation of a Traffic Management Plan." Caltrans will work closely with the local jurisdiction staff and industry leaders during the design phase to refine methods for minimizing traffic disruption during the construction of the project.

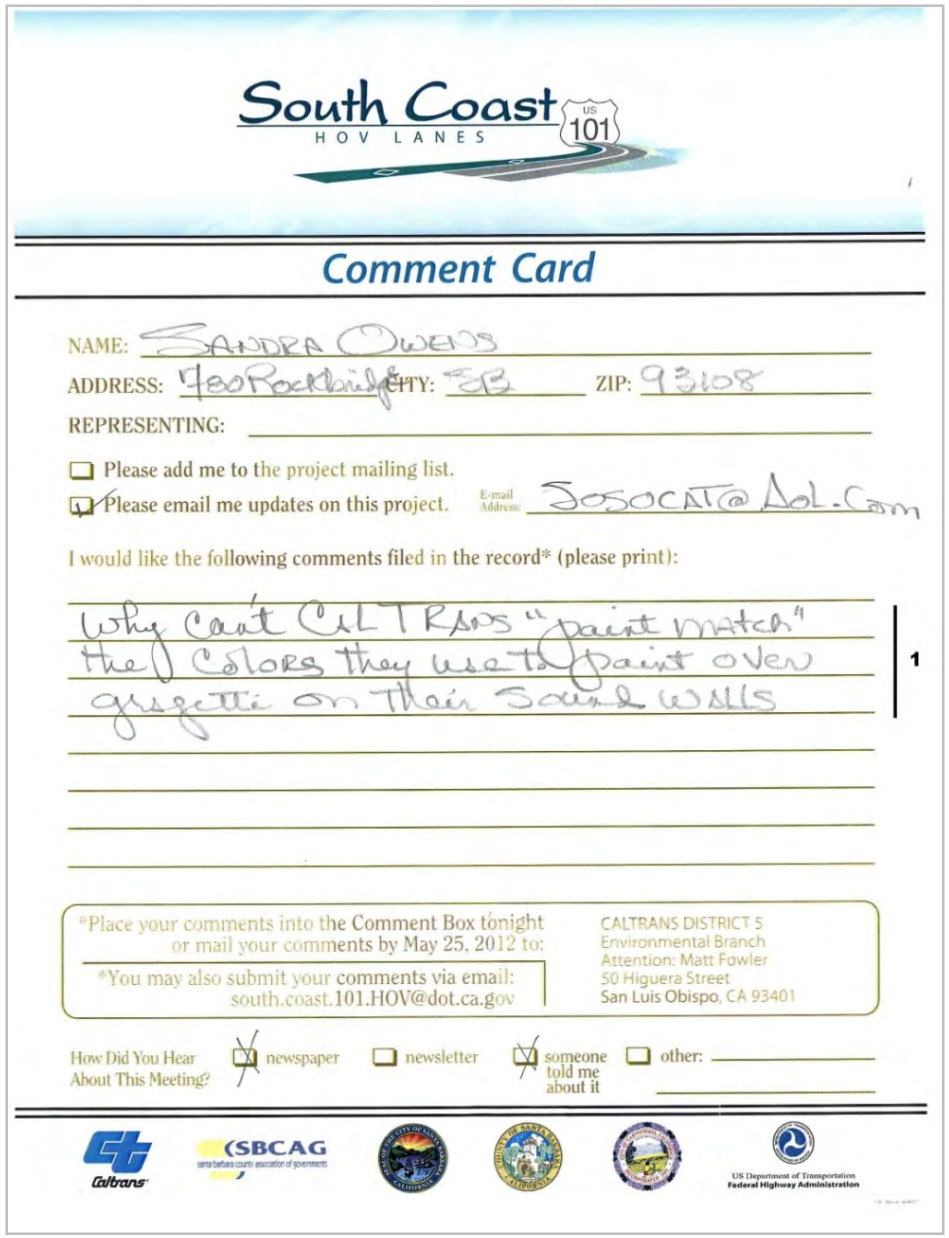
Overall, Jack

Comment 4 Aesthetics

As part of this project in the Montecito area, many design exceptions for lane widths and shoulders have already been approved at certain locations to avoid widening at the outside edge of pavement. These design exceptions allow for maximum retention of the outside landscaping areas.

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the communities as well as the traveling public. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. Also, each permitting jurisdiction may require additional measures beyond the California Environmental Quality Act-required mitigation identified in the Final Environmental Impact Report.

The final environmental document makes the finding and fully discloses that substantial adverse visual impacts on scenic vistas, substantial damage to scenic resources, and substantial degradation of visual character would occur as a result of the project. The final environmental document also makes the finding that these adverse impacts, although lessened through specific mitigation measures listed in the document, would not reduce the impacts to a less than significant level.



South Coast HOV LANES US 101

Comment Card

NAME: SANDRA OWENS

ADDRESS: 780 Rockhill CITY: SB ZIP: 93108

REPRESENTING:

☐ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: SOSOCAT@AOL.COM

I would like the following comments filed in the record* (please print):

Why can't CALTRANS "paint match" the colors they use to paint over graffiti on their sound walls 1

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

*You may also submit your comments via email: south.coast.101.HOV@dot.ca.gov

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

How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☒ someone told me about it ☐ other:

Caltrans (SBCAG) US Department of Transportation Federal Highway Administration

Owens, Sandra

Visual

Maintenance crews are constantly dealing with graffiti problems and try to match the paint to the extent feasible. Stucco coatings, natural and painted surfaces fade over time and paint matching in specific areas can be difficult. Furthermore, sometimes it is more important to tackle the graffiti quickly to prevent subsequent tagging by others. Planting plans in this corridor will be developed to maximize growth on vertical wall surfaces in order to minimize the propensity for graffiti and subsequent paint matching needs.

jon paola
<jonpaola@hotmail.com>
07/09/2012 04:23 PM

To <south.coast.101.hov@dot.ca.gov>
cc
Subject south coast HOV project on U.S. highway 101

Hello. My name is Jon Paola. I live at 1043 Plum St., Carpinteria, Ca. 93013. My property has about 250 feet of freeway frontage. The front door of my house sits about 15 feet from the chain link fence of the freeway. There is about 15 feet from the fence to the shoulder of the freeway. I am looking forward to the 2016 phase of the project. I understand that is when the hov lanes will be put in from Carpinteria to Montecito. With the clearing and the soundwalls to be the beginning of that part of the project. We will be grateful when this happens. I am hoping the sound wall part at the beginning will start in multiple areas. Not only Montecito and Summerland, but in Carpinteria also. I know at this time you don't know where it will be built first or the time line, but we are excited for it to happen at our home as soon as possible. We know that there will be disruption, but that will be only temporary, this traffic is continual and will only increase. I know, I'm not telling you anything you don't already know. But living next to it is really somthing different. (loud and scary) . 1

Over the last 40 years, as traffic increased, three times car's have wrecked on the freeway (in front of our home) and thankfully the chain link fence has been what has stopped them. 2 years ago It was buffered with some freeway bushes, but for some reason the road crew came and removed the vegetation in front of our home. I'm not sure why, I came home and it was just gone. You can look on timeline sattelite maps and see the difference in the last 2 years. I am not complaining about this , I thought it might be for surveying. It is ok because I hope it is just for progress on the project. (that's what I will think) Our property is depressed about 5 feet. When we look at the freeway (from our front door) we are looking at the wheels of the traffic. I understand that the wall will be 10 feet tall here at the plum st. section. I also understand that the height will be from the elevation of the freeway. As I understand this, the sound wall will be about 15 feet high on the side of our property to maintain the scheduled 10 feet height up from the freeway itself. If this is correct I am satisfied. Taller is better to block out the freeway. When the voting comes for the neighborhood I will make sure everybody votes so a few votes will not make a 50% fail. Although I know everybody here want's the protection of the soundwall, I'm not sure people in this neighborhood will send their ballot back in. Can you answer me, and am I correct, the sound wall will be 10 feet above the height of the freeway pavement and built at the property line (the chainlink fence)? Thank you for accepting my response and input. Sorry it is on the last day of the comment period extension. Sincerely, Jon Paola. 2 3

Paola, Jon

Comment 1 Noise

Given the magnitude and length of the proposed project, it is anticipated that construction would be divided and carried out in separate contracts along separate road segments. The timing of the phased construction may be affected by factors such as available funding, location of other nearby highway construction projects, railroad involvement, utility relocation needs, and the Coastal Development Permit process.

Paola, Jon

Comment 2 Noise

The soundwall at your location has been identified as Soundwall S181 and is recommended for construction at a height of 10 feet above the freeway shoulder elevation. It is proposed to be constructed on the property line, which is about where the fence is now. Please refer to Volume I, Section 2.2.7, for more information relating to Soundwall S181.

Paola, Jon

Comment 3 Noise

As a result of your comment, explanation of the soundwall voting process was added to Volume I, Section 2.27 (Noise), of the final environmental document. This explanation states that all affected property owners would have an opportunity to vote during the established timeframe (during the design phase). It also defines the criteria used to establish the list of affected residents who will vote. The information also explains other aspects of voting, including whether business owners or renters can vote and how the votes are interpreted. A notation was added to the final environmental document acknowledging that all recommended soundwalls making the cut after the voting process would also require approval by the local jurisdictions during the Coastal Development Permit process.

Patricia Thompson Perry
<pthompson2175@cox.net>
07/07/2012 12:10 PM

To <scott_eades@dot.ca.gov>
cc
Subject Santa Claus Lane and 101 Widening

We are writing to you concerning the planned Cal Trans 101 Highway widening project adjacent to Santa Claus Lane in Carpenteria, Ca.

We are land owners on 3735 Santa Claus Lane. We want to express the importance of our streetscape upgrade and the extension of the parking along the business strip. Santa Claus Lane has become a very busy business district, involving shoppers, people dining in restaurants, surfing shops, projected new businesses, etc.and importantly, people parking to use the public beach.

It is imperative that we provide and upgrade for adequate parking in this business district.

We urge you not to negatively impact this area for the new widening of 101 Highway plans.

Specifically, what I am requesting as a property owner, is that as Cal Trans develops the widening project on 101, Cal Trans expand the highway towards the median adjacent to Santa Claus Lane so that there is no need to build a retaining wall along Santa Claus Lane right in front of our businesses. If this retaining wall is built it would eliminate any chance for the much needed parking along the north side of the Lane across from our businesses. This section of Santa Claus Lane is a very attractive and a successful commercial area fully available to the public and additional parking is a major requiremnet for the continued success of this commercial area

Sincerely Yours,

Patricia Thompson Perry
Robert C. McColm

Owners

Thompson-Perry, Patricia and Robert C. McColm
Alternative Preference and Santa Claus Lane

After consideration of public input, the Project Development Team has selected Alternative 1 as the preferred alternative with the condition that the area paralleling Santa Claus Lane not be widened to the outside. This removes the necessity of constructing a retaining wall near the southbound on-ramp from Santa Claus Lane. As now discussed in Section 1.3 of the final environmental document, the preferred alternative was modified to accommodate the Santa Claus Lane parking plan.

Because the preferred alternative (Alternative 1) allows for flexibility at this location, the Caltrans design team was able to make changes in response to the County's request to widen toward the median at this area. The South Coast 101 HOV Lanes project design team will continue to consider the Santa Claus Lane conceptual plan during the upcoming design phase. Caltrans will continue to coordinate with the County of Santa Barbara to prevent conflicts between the proposed project and the County's improvement plan for Santa Claus Lane.

<tjsyndicate@aol.com>
07/03/2012 11:49 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject Montecito corridor changes

Mark Fowler, Senior Environmental Planner Caltrans:

I as are many others am concerned about the planned changes on Hwy 101 as it passes through Montecito. I urge you to consider the need for a design review team to assure the landscaping rebeautification of the Montecito corridor post construction. 1

Thank you for your consideration. Thomas Pettit

Pettit, Thomas

Visual

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. Also, each permitting jurisdiction may require additional measures beyond the California Environmental Quality Act-required mitigation identified in the final environmental document.

Kimberly Phillips
<kimberly@maisonkinc.com>
07/05/2012 09:40 PM

To "southcoast101.HOV@dot.ca.gov" <southcoast101.HOV@dot.ca.gov>, "south.coast.101.hov@dot.ca.gov"
cc
bcc
Subject My support of F- Modified

Hello Matt,
I'm writing to express my support of the F-Modified plan for the 101 Cabrillo interchange in Montecito.

This plan is beautiful in it's simplicity and efficiency of optimizing traffic flow to and from this vital artery.

It alleviates the current nightmare of traffic we have been experiencing on and around Coast Village since the south bound 101 on ramp was removed. 1

I have lived in SB since 1964 and have had a business on Coast Village Road since 2002. As if the recession hasn't been bad enough for small business owners on the road, the tumult and hassle of travel on and around CVR has driven most local clients away from 3 pm on. These are very hard times.

Additionally, the current situation is simply dangerous with frustrated drivers trying to jump ahead of the endless bumper to bumper traffic by using the parking lanes to get ahead. It's frightening out there!

I hope you see the wisdom in choosing this plan as it will make everyone safer and happy. Both visitors and locals alike will be ecstatic because it creates proper and efficient traffic flow on and off the freeway.

I look forward to seeing the F-Modified plan put into action as soon as possible.

Meanwhile I suggest a round about on Cabrillo at 101 that sends southbound traffic back to the Milpas on ramp 2

Thank you and best regards,

Kimberly Phillips

MAISON K
1159 Coast Village Road
Santa Barbara, CA
805-969-1676
maisonkinc.com

Phillips, Kimberly

Comment 1 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Phillips, Kimberly

Comment 2 Traffic/Design

We don't understand what you are suggesting in regard to the roundabout and how traffic would be diverted back to the Milpas on-ramp. A roundabout outside the State right-of-way is outside the scope of this project.

Deirdre Randolph
<sbdeirdre@cox.net>
05/11/2012 07:05 AM

To <matt_c_fowler@dot.ca.gov>
cc
Subject Comment on Draft EIR South Coast 101 HOV Lanes Project SCH#2009051018

Matt Fowler
Senior Environmental Planner
50 Higuera Street,
San Luis Obispo, CA 93401

Subject: Comment on Draft EIR South Coast 101 HOV Lanes Project SCH#2009051018

Dear Mr. Fowler,

I have reviewed the Draft EIR South Coast 101 HOV Lanes Project Environmental Impact Report (DEIR). I have concerns regarding the noise and air quality analyses and conclusions for the Franciscan Village area and particularly the sound wall discussion.

The DEIR must be revised to reflect the total number of residences impacted in Franciscan Village in both receptor areas 18 and 18A. Using the actual (corrected) number of residences in the impacted area would lead to the conclusion that a 14 foot tall sound wall is feasible in this location and should be constructed as a mitigation measure for this project. 1

NOISE LEVEL IMPACTS

The DEIR concludes on page 304, under the heading "Receptor Group 6" that "Because the predicted future noise level approaches and meets the noise abatement criterion for residential uses (67 decibels), these receptors would be adversely affected by noise." Under the California Environmental Quality Act (CEQA), mitigation measures that would reduce this impact to a less than significant level are required. The DEIR (in the unnumbered table on page 294 and in Figure 22) to state and illustrate that a sound wall is not financially feasible in this location. The DEIR does not mitigate this significant impact because it incorrectly concludes that a new sound wall is infeasible. The feasibility analysis is based on the number of residential units in receptor areas that are both incorrect and artificially selected by dividing the area into two segments. 2

The analysis artificially breaks the receptor areas into two separate groups (18 and 18A) at Franciscan Village (Carpinteria) and provides a reduced and incorrect number of residences that would be impacted. The DEIR assumes 3 residences for receptor area18 and 7 residences for receptor area 18A. There is no logical reason to divide the Franciscan Village area into two receptor areas. They are very similar in physical configuration and noise impacts and mitigation would be similar for both of these areas. In addition, providing a sound wall for only one of these receptor areas would not be effective. There would be a line of sight between the noise source and the receptor at the end of the wall so the sound waves would not be blocked. As a result of the splitting of the receptor areas into two areas the number of residences in each area is smaller than it would be if the area was combined. This faulty analysis leads to a conclusion that the feasibility of a sound wall does not reach the CALTRANS threshold in the "protocol" because the analysis of feasibility has used too few residences that would be impacted. 2

The criteria in the "protocol" is summarized in the Noise Study Report (NSR) is located in an appendix that is not made readily available for public review because it is not listed in the Table of Contents on Page XIV of the DEIR. How the reader to know this report exists if it is not identified in the Table of Contents? The report in the appendix includes reference to several crucial attachments that were not included in the appropriate location. Without these attachments meaningful comment on the DEIR is made unreasonably difficult. 3

The NSR explains that "The Protocol defines the procedure for assessing reasonableness of noise barriers from a cost perspective. A cost-per-residence allowance is calculated for each benefited residence (i.e., residences that receive at least 5 dB of noise reduction from a noise barrier). The 2008 base allowance of $31,000 is used for this project. Additional allowance dollars are added to the base allowance based on absolute noise levels, the increase in noise levels resulting from the project, achievable noise reduction, and the date of building construction in the area. Total allowances are calculated by multiplying the cost-per-residence by the number of benefited residences" (Page 23 NSR). This definition of feasibility is arbitrary. Under CEQA the burden of proof that a mitigation measure is infeasible is on the applicant -- CALTRANS in this case. The DEIR must provide a clear analysis based on facts that show that the sound wall is not feasible. This has not been accomplished. 4

The DEIR underestimates the number of residences within Franciscan Village within the area that would be adversely affected. Three (3) Franciscan Village buildings are adjacent to the freeway. Building 1210 has twelve (12) units (7 units used in the analysis), building 1211 has three (3) units and building 1215 has five (5) units (3 units used in the DEIR analysis). Therefore the number of residences within Franciscan Village within the area that would be adversely affected is twenty (20) in both of these receptor areas (18 and 18A). The DEIR used a total of 10 units for Franciscan Village understating the number of units by 10 units of 50%. Using the correct number of units (20) would lead to the conclusion that a 14 foot sound wall is feasible in this location and should be constructed as a mitigation measure for this project. 5

There is no financial information that supports the conclusion that $31,000 per unit is the appropriate threshold for "feasible" mitigation. CEQA section 15091 states ""Feasible" means capable of being accomplished in a reasonable manner within a reasonable period, taking into 6

account economic, environmental, social, and technological factors." The large scale (several miles of lane additions, bridge widening, and interchange reconstruction) of this project warrants expenditures of many millions of dollars (budget range of $270,000,000 to $355,000,000 (DEIR Page 12)). Providing a sound wall, even if it cost a million dollars (less than 0.34% of budget) in this location, would be well within the proportion of the costs of this project or to its scale. Since CALTRANS has not fulfilled the CEQA requirement that it demonstrate financial unfeasibility the sound wall for receptor areas 18 and 18A is feasible and must be constructed. Using the correct number of 20 units and the artificially low $31,000 per unit would yield an amount of $620,000 for a sound wall at Franciscan Village. This should be sufficient to cover the construction cost of a few hundred feet of sound wall. Also, since the $31,000 per unit cost for sound walls is not demonstrated to be the upper limit of feasibility the project must contribute more than that, to sound wall construction, if necessary. 6

The DEIR does not provide a clear indication of the geographic location wherein the noise level threshold is exceeded in the unnumbered table on page 294. How far from the CALTRANS right-of-way would the projected future noise level occur? Does the model account for the orientation of residential units in buildings adjacent to the freeway? How was the number of units within this area selected if the distance from the noise source is not clearly identified? How can the reviewer verify the analysis is correct without this crucial piece of information? Without this information one can only assume that, in the case of Franciscan village, the structures adjacent to the freeway are within the area where the noise threshold is exceeded. 7

In addition, the noise section in the DEIR is written in a confusing manner and includes a substantial amount of jargon. CEQA requires that DEIRs be written in plain English so that ordinary people can understand the analysis. The Noise section in the DEIR should be revised to provide a non-jargon laden explanation of the project impacts and mitigation. For example, in page 292 the DEIR states that "calculations of critical design receivers were based on the allowance calculation procedure identified in the protocol." However, there is no summary of the protocol and the reader is unable to verify that the analysis is properly conducted. This makes meaningful comment on the DEIR impossible. The DEIR should be revised to address these problems. 8

AIR QUALITY IMPACTS

The Air Quality section of the EIR does not acknowledge the effect of carcinogens from the Freeway (diesel emissions) on properties adjacent to the Freeway. The California Air Resources Board has (CARB) and others have documented reduced lung function in receptors adjacent to heavily travelled roadways (CARB 2005a, Lin 2002, and Bruedkreef 1997). Research has shown that sound walls reduce the level of pollutants in adjacent residential uses (Baldauf et. al. 2008). Since the Franciscan Village is adjacent to the freeway and freeway traffic would increase adjacent to this location an increase in pollutants from the freeway would impact adjacent residences even more than they are already impacted. This effect should be identified as a significant air quality impact and mitigation must therefore be applied. In this case a sound wall would reduce the impact of emissions on the adjacent residences and must be constructed as mitigation. 9

ENVIRONMENTAL JUSTICE

The residences at Franciscan Village are affordable to middle, moderate and lower income households. Housing that is affordable to middle, moderate and lower income residents, such as Franciscan Village, is extremely rare along the south coast of Santa Barbara County. If the EIR preparers, after considering the new information in this letter, still find the sound wall to be infeasible at this location, please explain how the finding of no new sound wall being feasible at Franciscan village does not result in discrimination against economically disadvantaged households. 10

The DEIR must be revised to reflect the total number of residences impacted in Franciscan Village in both receptor areas 18 and 18A. Using the actual (corrected) number of residences in the impacted area would lead to the conclusion that a 14 foot tall sound wall is feasible in this location and should be constructed as a mitigation measure for this project. Please revise the DEIR and provide mitigation that requires the appropriate sound wall be constructed at Franciscan Village.

Sincerely,

Deirdre Randolph
1210 Franciscan Court #8
Carpinteria, CA 93013

Randolph, Deirdre

Comment 1 Noise Receptors

As a result of noise-related comments on the draft environmental document, Caltrans staff reevaluated soundwalls for high-density residential areas to identify short sections that might be financially reasonable. As a result, a segment of Soundwall S210 that would provide sound attenuation for the densely populated area of Franciscan Village is recommended for construction. Please refer to Volume I, Section 2.2.7, for more information relating to Soundwall S210.

Not all residences are counted. Only those for which a soundwall would provide a noise attenuation of 5 dBA or higher. A soundwall reevaluation for this particular development resulted in five additional benefitted residences for Receptor R18 and two additional benefitted residences for Receptor R18A.

Randolph, Deirdre

Comment 2 Noise Receptors

See response to comment 1 in regard to additional benefitted residences.

Caltrans is the lead agency on this project for both the California Environmental Quality Act and National Environmental Policy Act. Caltrans determines the significance of environmental impacts, including noise impacts, under the California Environmental Quality Act as well as the National Environmental Policy Act criteria of context and intensity. Caltrans uses the Federal Highway Administration guidelines to determine when noise abatement must be considered, however that is not considered a threshold of significance. Table 2.37 in Volume I, Section 2.2.7, of the final environmental document shows that the project-build noise levels would increase no more than 2 dBA above existing levels. A 3-dBA noise level increase is considered minimal; this slight increase is barely perceptable to the normal human ear according to the Caltrans Technical Noise Supplement (TeNS). Therefore, the increase is not considered a significant impact under CEQA or NEPA and no mitigation is required. Refer to Volume I, Section 2.2.7, for more information related to Soundwall S210 and Section 3.2.2 for discussion of noise impacts under CEQA.

Randolph, Deirdre

Comment 3 Noise Study

The Noise Study Report was a separate technical report and not included in the appendix of the draft environmental document. The original Noise Study Report and addendum are available on the public information website with the draft environmental document, posted in late March 2012 at: http://www.dot.ca.gov/dist05/projects/sb_101hov/index.html). The March 2014 Addendum is available on request. If you would like a copy, please contact Jason Wilkinson at the following email address: jason_wilkinson@dot.ca.gov

Randolph, Deirdre

Comment 4 Noise Mitigation

Noise was not considered to be a significant impact under CEQA, and no mitigation for noise impacts is required. Please refer to response to comment 2 for a more detailed discussion of noise impacts under CEQA and NEPA.

A Noise Abatement Decision Report was prepared for the project to estimate the construction cost for the feasible noise abatement measures identified in the Noise Study Report and to determine if noise abatement is financially reasonable. The overall reasonableness for noise abatement is determined by many factors. The main factors that affect reasonableness include: the cost of noise abatement, absolute noise levels, existing noise versus design-year noise levels, achievable noise reduction, date of development along the highway, life cycle of noise abatement measures, and environmental impacts

of abatement construction. Cost considerations for determining noise abatement reasonableness are evaluated by comparing reasonableness allowances and projected costs. See Volume I, Section 2.2.7, for more information on criteria for determining when an abatement measure is reasonable and feasible.

In addition, not all residences located in the Franciscan Village would benefit from the wall. The allowance is set by Federal Highway Administration guidelines. With the additional units, the allowance of $39,000 per unit was used.

Please refer to Volume I, Section 2.2.7, for more information related to Soundwall S210 and Volume I, Section 3.2.2, for determination of noise impacts under CEQA.

Randolph, Deirdre

Comment 5 Benefitted Residences

See response to comment 1 in regard to additional benefitted residences.

Randolph, Deirdre

Comment 6 Noise Mitigation

Please refer to response to comment 4.

Randolph, Deirdre

Comment 7 Noise

Noise levels vary with distance and with specific location of homes. The model estimates noise levels, particularly areas of frequent human use that would benefit from reduced noise levels. Frequent human use is described as outdoor activity areas, such as residential backyards, decks, common outdoor use areas for motel/hotels, school playgrounds, and common use areas at multi-family residences. Also see response to comment 1 or Volume I, Section 2.2.7, and Table 2.37 for more information related to noise levels measurements taken near Soundwall S210.

Randolph, Deirdre

Comment 8 Plain Language

Caltrans attempts to discuss the complex issues and terminology using plain language. Unfortunately, some of the terms related to noise can be difficult to understand. In regard to "calculations of critical design receivers were based on the allowance calculation procedure identified in the protocol"—in plain language, this statement is referring to the financial reasonableness of providing noise abatement for a group of benefitted residences based on the noise protocol standards.

Randolph, Deirdre

Comment 9 Air Quality

The project was analyzed for mobile source air toxics and was found to have no potential for meaningful effects per Federal Highway Administration protocol. Further analysis did find that there will be minor increases in PM10 emissions because motorists who have been using local roads to avoid congestion on U.S. 101 would ultimately return to using the highway.

Because the project would relieve future congestion, it could potentially reduce emissions in the area. Many studies have documented a relationship between the presence of barriers (soundwalls) and the concentrations of air pollution. Unfortunately, field conditions can vary dramatically (geometric distances from road to wall to house, wall heights, prevailing wind speed and direction). Furthermore, air pollution plumes will vary based on wind speed, wind direction, temperature, and humidity so that a prediction of a wall's effectiveness in reducing air pollution cannot be made. The latest studies have shown that walls likely have no air quality impact at distances greater than 300 feet.

Randolph, Deirdre

Comment 10 Environmental Justice

A Noise Abatement Decision Report was prepared for the project to estimate the construction cost for the feasible noise abatement measures identified in the Noise Study Report and determine if noise abatement is financially reasonable per Caltrans 2006 Noise Protocol. The overall reasonableness of noise abatement is determined by many factors. Main factors that affect reasonableness include the cost of noise abatement, absolute noise levels, existing noise versus design-year noise levels, achievable noise reduction, date of development along the highway, life cycle of noise abatement measures, and environmental impacts of abatement construction. Cost considerations for determining noise abatement reasonableness are evaluated by comparing reasonableness allowances and projected costs. Considering home values when evaluating soundwall recommendations would conflict with environmental justice policies. Furthermore, Federal Highway Administration guidelines establish the allowances, which are $39,000 per unit. This allowance is used regardless of the property value. See Volume I, Section 2.2.7, for more information on criteria for determining when an abatement measure is reasonable and feasible.

Reingold Robert B.
<braingold@mac.com>
07/01/2012 02:53 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject 101

Mr. Mark Fowler:
Re: 101south bound off ramp at San Ysidro at zip 93108.
Tree blocks drivers view so that oncoming traffic cannot be seen.

Re: 101 north bound off ramp at San Ysidro at zip 93108.
Plants/trees blocks drivers view so that oncoming traffic cannot be seen.

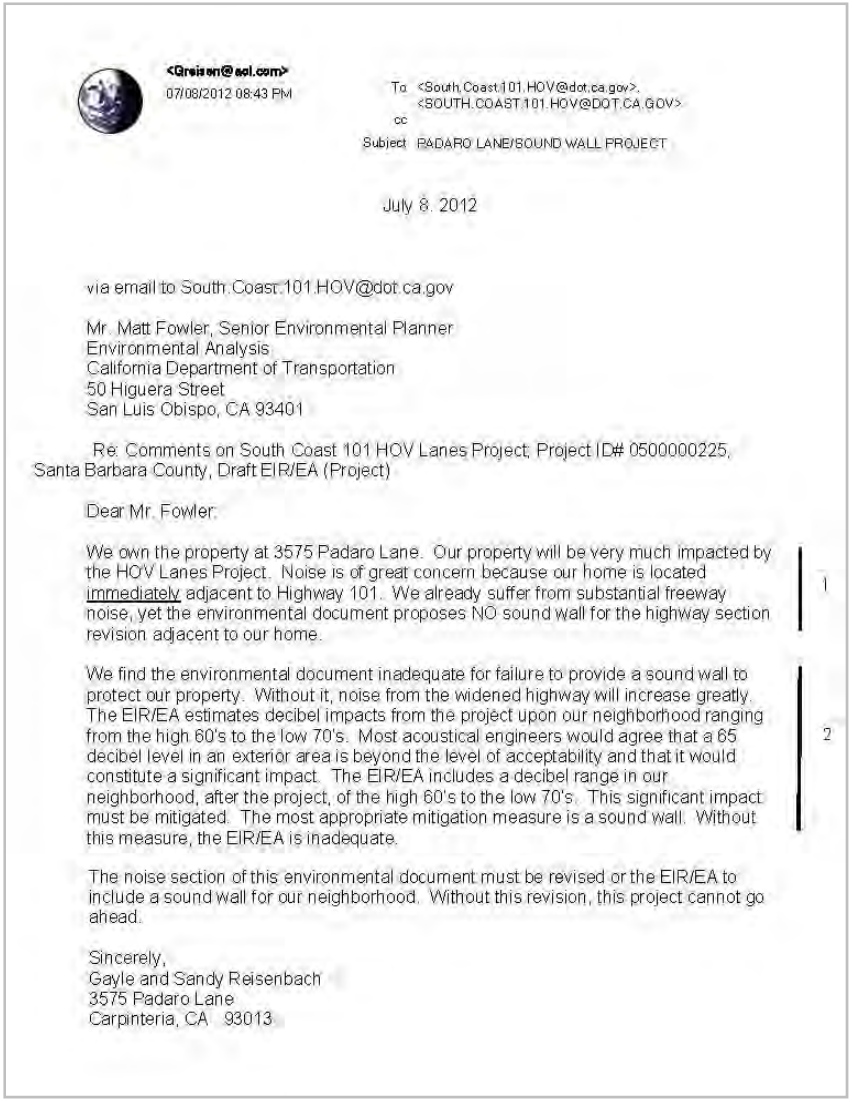
Thank you.

1

Reingold, Robert B.

Sight Safety

This comment was forwarded to our Maintenance Division.



<Greisen@aol.com>
07/08/2012 08:43 PM

To <South.Coast.101.HOV@dot.ca.gov>, <SOUTH.COAST.101.HOV@DOT.CA.GOV>
cc
Subject PADARO LANE/SOUND WALL PROJECT

July 8, 2012

via email to South.Coast.101.HOV@dot.ca.gov

Mr. Matt Fowler, Senior Environmental Planner
Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Re: Comments on South Coast 101 HOV Lanes Project; Project ID# 0500000225, Santa Barbara County, Draft EIR/EA (Project)

Dear Mr. Fowler:

We own the property at 3575 Padaro Lane. Our property will be very much impacted by the HOV Lanes Project. Noise is of great concern because our home is located immediately adjacent to Highway 101. We already suffer from substantial freeway noise, yet the environmental document proposes NO sound wall for the highway section revision adjacent to our home. 1

We find the environmental document inadequate for failure to provide a sound wall to protect our property. Without it, noise from the widened highway will increase greatly. The EIR/EA estimates decibel impacts from the project upon our neighborhood ranging from the high 60's to the low 70's. Most acoustical engineers would agree that a 65 decibel level in an exterior area is beyond the level of acceptability and that it would constitute a significant impact. The EIR/EA includes a decibel range in our neighborhood, after the project, of the high 60's to the low 70's. This significant impact must be mitigated. The most appropriate mitigation measure is a sound wall. Without this measure, the EIR/EA is inadequate. 2

The noise section of this environmental document must be revised or the EIR/EA to include a sound wall for our neighborhood. Without this revision, this project cannot go ahead.

Sincerely,
Gayle and Sandy Reisenbach
3575 Padaro Lane
Carpinteria, CA 93013

Reisenbach, Gayle and Sandy

Comment 1 Noise

As a result of comments received, Caltrans staff has reevaluated Soundwall S281 for high-density development areas behind the wall location to identify short sections that might be financially reasonable. Only a portion of Soundwall S281 could be proposed for construction due to the center portion of the wall being dropped for safety reasons when it was determined it would have blocked “stopping sight distance” for traffic. The remaining portion of S281was determined to be financially reasonable as a stand-alone wall segment and is recommended for construction. This portion of Soundwall S281 together with S257 was evaluated as a two-wall system and determined not to be financially reasonable. This is mostly due to the additional costs associated with acoustically “overlapping” the two walls coupled with the less dense development at the southern end of Padaro Lane. Soundwall S257 is not financially reasonable as an independent wall and therefore was not recommended for construction. See Volume I, Section 2.2.7, for more details.

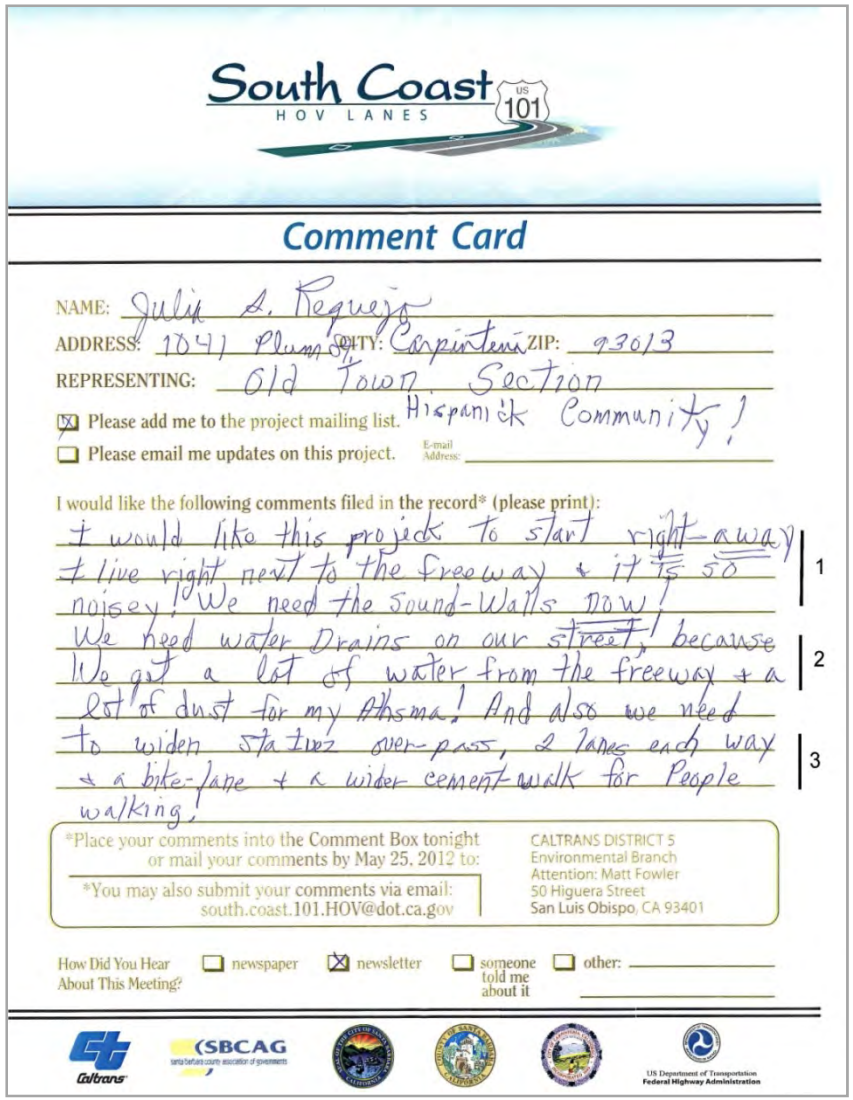
Reisenbach, Gayle and Sandy

Comment 2 Noise

See above response for discussion of soundwall.

Caltrans is the lead agency on this project for both the California Environmental Quality Act and National Environmental Policy Act. Caltrans determines the significance of environmental impacts, including noise impacts, under the California Environmental Quality Act and National Environmental Policy Act criteria of context and intensity. Caltrans uses the Federal Highway Administration guidelines to determine when noise abatement must be considered, however that is not considered a threshold of significance. Table 2.36 shows a project build noise level increase of a maximum of 2 dB above the existing noise levels. This increase is not

considered a significant impact and is considered very minimal because it is not detectable to a normal human ear per the Caltrans Technical Noise Supplement (TeNS). Please refer to Volume I, Section 2.2.7, for more information related to Soundwalls S281 and S257 and Volume I, Section 3.2.2, for determination of significant noise impacts under CEQA.



South Coast HOV LANES US 101

Comment Card

NAME: Julia A. Requejo

ADDRESS: 1041 Plum St. CITY: Carpinteria ZIP: 93013

REPRESENTING: Old Town Section Hispanick Community!

☒ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

I would like this project to start right-away! I live right next to the freeway & it is so noisey! We need the Sound-Walls Now! 1

We need water Drains on our street, because We get a lot of water from the freeway & a lot of dust for my Athsma! And also we need to widen Santa Ynez over-pass, 2 lanes each way & a bike-lane & a wider cement walk for People walking! 2 3

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

*You may also submit your comments via email: south.coast.101.HOV@dot.ca.gov

How Did You Hear About This Meeting? ☐ newspaper ☒ newsletter ☐ someone told me about it ☐ other: _____

Caltrans SBCAG US Department of Transportation Federal Highway Administration

Requejo, Julia A.

Comment 1 Noise

Soundwall S181 is recommended for construction at a height of 10 feet above the freeway shoulder elevation**.** Please refer to Volume I, Section 2.2.7, for more information on Soundwall S181.

Requejo, Julia A.

Comment 2 Hydraulics and Air Pollution

The HOV lanes project will collect drainage from southbound U.S. 101 in a ditch or pipe from south of Plum Street to a drainage system north of Plum Street. Flows from the highway will no longer reach Plum Street.

The project was analyzed for mobile source air toxics and was found to have no potential for meaningful effects per Federal Highway Administration protocol. Further analysis did find that there will be minor increases in PM10 emissions because motorists who have been using local roads to avoid congestion on U.S. 101 would ultimately return to using the highway. Refer to Volume I, Sections 2.2.6, of the final environmental document for more information related to air quality.

Requejo, Julia A.

Comment 3 Pedestrian Overpass

The reconstruction of the Santa Ynez Avenue overcrossing and the addition of a northbound on-ramp are not geometrically necessary for the physical construction of the HOV lanes. Widening the overpass is outside the scope of the HOV lanes project.

Dear Sirs:

I am writing this letter to tell you that I live right next to the Freeway & it is really noisey. We need retaining Walls & Sound Walls like the ones by Salinas street in Santa Barbara.

Also, at the over-pass by my house; ~~Santa~~ Santa Ines Over-Pass, the over-pass is too narrow. One lane going each way. We need 2 lanes going each way; plus a bike lane; for people going to work on their bikes & a side-walk; for people walking to work. At 7:00 A.M. it is really crowded & very dangerous for everyone going to work!

We also need an over-pass to get into the Freeway going to South Barbara; like in Ventura ← South.

1.

1

2

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Only you cannot ask the Property Owners to move their homes back; for all these people on the Frontage road on Cramer Road; have already rebuilt their home because of The Flood at Santa Monica creek & every one in this area had to build new homes & etc because of the Flood.

So we need an over-pass to get into the Freeway going to Santa Barbara from this section.

Our Sound Walls are already late. We should have had them 5 yrs. ago!

And we also need drains for when it rains, our street at 1041 Plum Street, we don't need the Lagoon that forms there, every time it rains!

Also we need to have our street re-surfaced - it's really bumby! All they fix are the new holes in our street.

2.

3

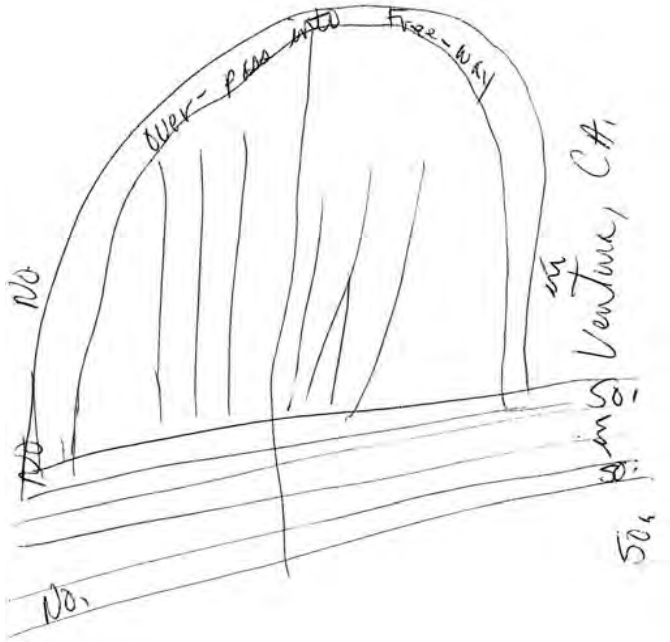
4

So fix the noise in our street + fix the street too!

Property Owner!

Julia Zaragoza Requejo
+ Ricardo P. Requejo

Thank You!



Requejo, Julia A. and Ricardo P.

Comment 1 Noise and Design

Soundwall S181 is recommended for construction at a height of 10 feet above the freeway shoulder elevation**.** Please refer to Volume I, Section 2.2.7, for more information on Soundwall S181.

Many studies have documented a relationship between the presence of barriers (soundwalls) and the concentrations of air pollution. Unfortunately, field conditions can vary dramatically (geometric distances from road to wall to house, wall heights, prevailing wind speed and direction). Furthermore, air pollution plumes will vary based on wind speed , wind direction, temperature, and humidity so that a prediction of a wall's effectiveness in reducing air pollution cannot be made. The latest studies have shown that walls likely have no air quality impact at distances greater than 300 feet.

Requejo, Julia A. and Ricardo P.

Comment 2 Overpass Design

The reconstruction of the Santa Ynez Avenue overcrossing and the addition of a northbound on-ramp that is not geometrically necessary for the physical construction of HOV lanes are outside the scope of the HOV lanes project.

Requejo, Julia A. and Ricardo P.

Comment 3 On-ramp Design

The reconstruction of an on-ramp overpass at Cramer Road is outside the scope of the HOV lanes project.

Requejo, Julia A. and Ricardo P.

Comment 4 Street Maintenance

Since Plum Street is outside of Caltrans right-of-way, the request for resurfacing of your street should be made to the City of Carpinteria. The HOV lanes project will collect drainage from southbound U.S. 101 in a ditch or pipe from south of Plum Street to a drainage system north of Plum Street. Flows from the highway will no longer reach Plum Street.

Kent Richards
<rkentrichards@gmail.com>
04/30/2012 11:30 AM

To <info-d5@dot.ca.gov>
cc <richard.nordlund@verizon.net>
Subject South Coast HOV Lanes

It is our opinion that there is no good reason to eliminate the left hand offramps at the Cabrillo/Hot Springs Road interchange and that much money and time could be saved by simply adding a third freeway lane in each direction. As to the HOV designation of any lane, there are too many on/off ramps in a short distance (Evans Ave., Sheffield, San Ysidro, Olive Mill, Hermosillo, and Cabrillo/Hot Springs), to allow for safe transitioning should someone using the HOV lane to exit. 1

Should the left lane offramps be closed, repurposing Hermosillo as the major northbound offramp or Los Patos as the major southbound offramp are poor decisions for the overall traffic flow in the area. Hermosillo would dump an additionally large amount of traffic onto Coast Village Road, which had already been negatively impacted by the elimination of the old southbound onramp at the Cabrillo/Hot Springs interchange. Los Patos is an area where people come to dine and visit the Bird Refuge and for other needs and would be negatively impacted by the additional traffic routed through the area. 2

I have lived in the Santa Barbara area since the late 1940s and Montecito since the mid 1970s and my wife has lived in the Santa Barbara area since the mid 1960s and Montecito as long as I, so we both have an clear understanding of traffic patterns on the local surface streets and freeway. It is not so clear to us that Caltrans has such an understanding judging by some of the proposed plans.

Thank you,

Kent & Debbie Richards
521 Hot Springs Road
Santa Barbara, CA
93108

Richards, Kent and Debbie

Comment 1 Traffic and Design

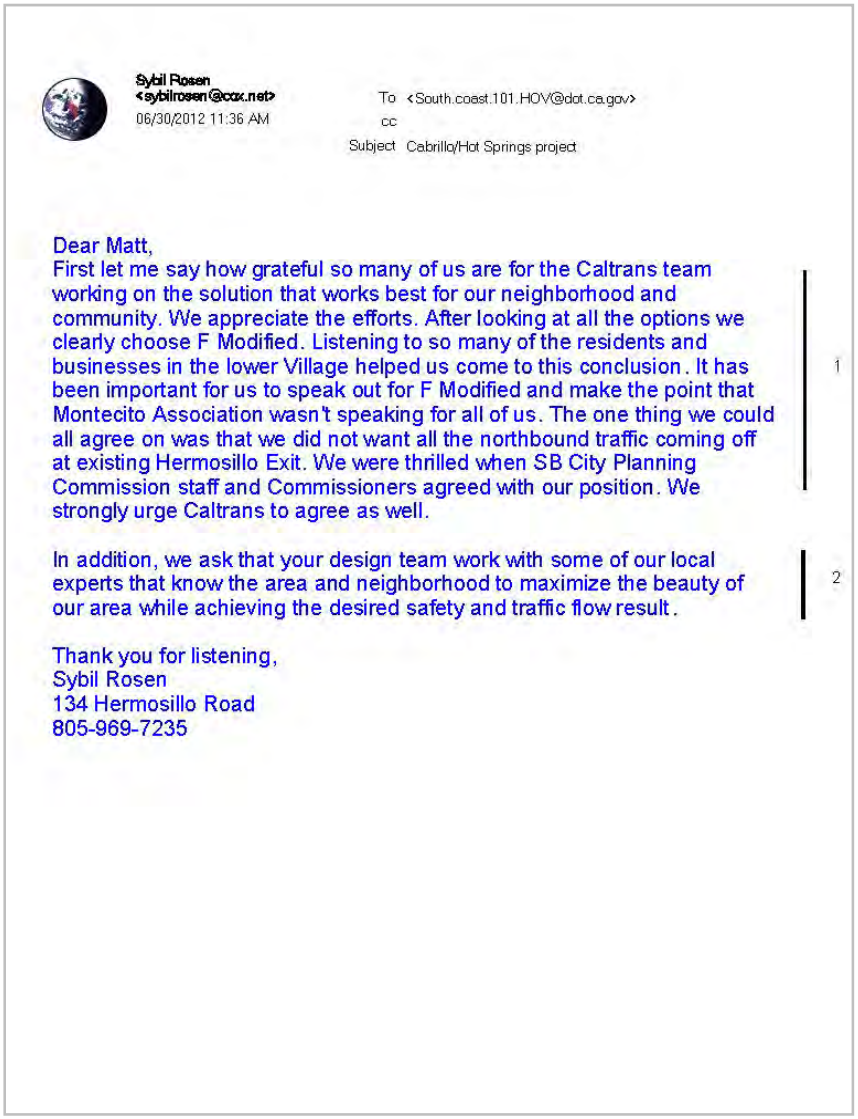
It has been determined that left-side median ramps cannot be retained even for additional mixed-flow lanes. The off-ramps present at Cabrillo Boulevard have significant operational limitations, including limited stopping sight distance and collision rates above statewide averages. Because the left-side ramps need to be reconstructed and/or relocated, they must be built to meet current engineering standards. Also, left-side exits are contrary to what drivers expect. See Volume II, Appendix J, for the Left-side Ramps Fact Sheet.

Also, the HOV Report prepared in June 2010 by Dowling Associates, Inc. acknowledged the close interchange spacing and recommended that the HOV lanes be "designed with unrestricted entries and exits which allow contiguous ingress/egress along the HOV lane corridor." The HOV lane will function as a part-time, continuous access lane, which means the HOV lane can be entered or exited at the driver's discretion. It will only be an HOV lane during peak commute hours and will operate as a mixed-flow lane during off-peak hours. Commuters who use the express bus between Ventura and Santa Barbara will also benefit from this project. A new commuter rail between Ventura, Santa Barbara and Goleta will also be available in the near future for commuters. This part-time HOV lanes project is only a portion of the total package to help relieve the recurring congestion on the highway.

Richards, Kent and Debbie

Comment 2 Traffic and Design

Configuration F Modified has been selected for the Cabrillo Boulevard Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would restore Coast Village Road back to its original traffic pattern before the closing of the median southbound on-ramp.



Sybil Rosen
<sybilrosen@cox.net>
06/30/2012 11:36 AM

To <South.coast.101.HOV@dot.ca.gov>
cc
Subject Cabrillo/Hot Springs project

Dear Matt,
First let me say how grateful so many of us are for the Caltrans team working on the solution that works best for our neighborhood and community. We appreciate the efforts. After looking at all the options we clearly choose F Modified. Listening to so many of the residents and businesses in the lower Village helped us come to this conclusion. It has been important for us to speak out for F Modified and make the point that Montecito Association wasn't speaking for all of us. The one thing we could all agree on was that we did not want all the northbound traffic coming off at existing Hermosillo Exit. We were thrilled when SB City Planning Commission staff and Commissioners agreed with our position. We strongly urge Caltrans to agree as well. 1

In addition, we ask that your design team work with some of our local experts that know the area and neighborhood to maximize the beauty of our area while achieving the desired safety and traffic flow result. 2

Thank you for listening,
Sybil Rosen
134 Hermosillo Road
805-969-7235

Rosen, Sybil

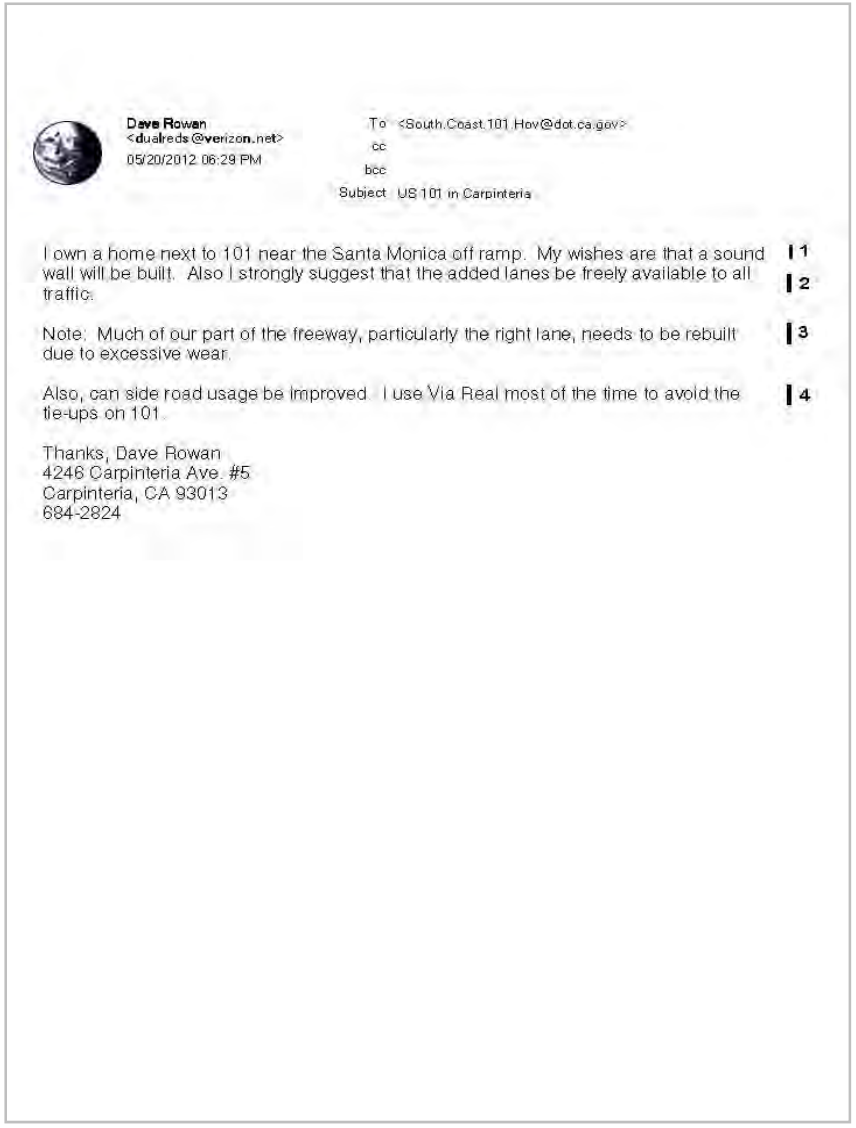
Comment 1 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Rosen, Sybil

Comment 2 Aesthetic Design

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. Also, each permitting jurisdiction may require additional measures beyond the California Environmental Quality Act-required mitigation identified in the final environmental document.



Dave Rowan
<dualreds@verizon.net>
05/20/2012 06:29 PM

To <South.Coast.101.Hov@dot.ca.gov>
cc
bcc
Subject US 101 in Carpinteria

I own a home next to 101 near the Santa Monica off ramp. My wishes are that a sound wall will be built. Also I strongly suggest that the added lanes be freely available to all traffic. 1 2

Note: Much of our part of the freeway, particularly the right lane, needs to be rebuilt due to excessive wear. 3

Also, can side road usage be improved. I use Via Real most of the time to avoid the tie-ups on 101. 4

Thanks, Dave Rowan
4246 Carpinteria Ave. #5
Carpinteria, CA 93013
684-2824

Rowan, Dave

Comment 1 Noise

Soundwall S181 is recommended for construction at a height of 10 feet above the freeway shoulder elevation**.** Please refer to Volume I, Section 2.2.7, for more information on Soundwall S181.

Rowan, Dave

Comment 2 Traffic

The HOV lanes proposal is one project in a larger consensus-approved package of improvements that was developed from the Santa Barbara County Association of Governments-sponsored *101 In Motion* process. This larger package of recommended improvements was funded through the Measure A local transportation sales tax measure and included as planned improvements in the 2008 Regional Transportation Plan as well as the updated 2040 Regional Transportation Plan. Both plans provide a multimodal approach to long-term congestion relief in this corridor. Congestion relief was also analyzed in the Regional Transportation Improvement Plan (RTIP); this plan also recommended adding lanes and implementing a peak hour HOV lane.

Rowan, Dave

Comment 3 Roadway Maintenance

Noise-attenuating pavement will be applied to all lanes of traffic when construction activities occur as part of this project.

Rowan, Dave

Comment 4 Traffic

Via Real is the responsibility of the City of Carpinteria; please contact the Department of Public Works for any side road improvements.

Justin Ruhge
<jeruhge@hotmail.com>
05/07/2012 01:05 PM

To <Rachel_Falsetti@DOT.CA.GOV>
cc
Subject 101 widening

Ms. Falsetti please support the request in the following letter:
To: CALTRANS, Matt C. Fowler 5-7-2012

Subject: 101 High Occupancy Lanes (HOL) Widening of 10 miles of 101 Between Santa Barbara and Carpinteria.

In 1989, 23 years ago, the Voters passed Measure D to provide road improvements in Santa Barbara County with a ½% increase in the sales tax. The NUMBER ONE REASON for its passing was to widen the 101 from Santa Barbara to the Ventura county line to 6 lanes to reduce traffic congestion. For this portion of the project $15 million was budgeted.

CALTRANS opened public hearings from Santa Barbara to Carpinteria. They got nothing but opposition to the planned efforts from the local residents. CALTRANS and the Locals were treating this stretch of road as their residential street or country lane. CALTRANS totally mismanaged the event and ignored the most important part of the plan and that is that 101 is a national highway, not a country lane, and is used and owned by the millions of Californians and Americans that must use it every day. While the locals should have "some say" in the project, they should never be allowed to have the final decision. However, CALTRANS DID just that and the widening project was cancelled due to their colossal mismanagement of the process.

Now here we are 23 years later (with Deja vu all over again) with the HOL widening project as a part of Measure A which was passed with the Number One priority of widening 101 and CALTRANS is again mismanaging the process by letting the locals define the issues and again objecting to any of the 5 proposals.

Again Caltrans is not placing the emphasis on the NATIONAL aspect of the 101 national highway. Again CALTRANS is mismanaging the program. They again are only considering the local opinion and not the millions of travelers and commuters who must use 101 daily. They are left out by CALTRANS.

These same locals are the very self-serving people that killed the remodeling of the Miramar Hotel resulting in what is today a civic wasteland. To repair the damage, they want to waive TOT payments for 10 years. Vision and anything of quality is lacking with this group in Montecito.

CALTRANS is proposing to spend $385 million on a ten-mile stretch of highway or over 10 times what they spent on a similar stretch of 101 at Santa Maria where the cost was $30 million for a 10-mile stretch.

To placate the selfish and self-serving locals in Montecito, CALTRANS is "gilding the lily" with plantings and sound walls. Montecito deserves nothing better than Santa Maria, Goleta, Ventura or Calabasas. That is, a 6-lane freeway with a concrete divider between them. Sound walls make the freeway look like a prison. Plantings are costly to maintain.

CALTRANS must reform its plans for this HOL project and place the emphasis on the needs of the Millions of Americans who use this national highway and reduce cost by taking the simplest, most direct approach to the engineering possible. Taxpayers cannot afford such grandiose plans just for the stuffy people in Montecito.

Concerned Taxpayers, I.N.C.
Justin M. Ruhge, Lompoc, CA 93436

Ruhge, Justin M.

Project Support

After consideration of public input, the Project Development Team has selected Alternative 1 as the preferred alternative and F Modified as the preferred configuration for the Cabrillo Boulevard/Hot Springs Road Interchange.

1430 North Jameson Lane
Montecito, CA 93108

May 16, 2012

CALTRANS District 5
Environmental Branch
Attention: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

RE: South Coast 101 HOV Lanes Project
Draft Environmental Impact Report/Environmental Assessment

Dear Sir:

This letter is in strong support of the South Coast 101 HOV Lanes Project. This freeway is in long-term need of repair and improvement to accommodate present day and future traffic through our community. Improvements to the freeway will address future traffic needs and provide mitigation measures that are needed now.

In particular, we support Alternative 1. Alternative 1 provides the most reasonable solution while maintaining the historical landscaped median and outside parkway of the freeway. We encourage Caltrans to consider the least possible impact to the adjacent right of way through the Montecito section. We recommend that Caltrans work with our local community to incorporate aesthetic surface treatments to all concrete medians and soundwalls to reflect the historic nature of this region. We also encourage Caltrans to include plantings throughout that continue the historic appearance of the highway. 1 2

We also recommend that Caltrans include improvement to the southbound on-ramp from San Ysidro Lane. The merge length for this ramp is too short by modern standards. It is not wise to spend the amount of money on this corridor with the many years of construction impacts and not improve this ramp to safe and modern standards. 3

We support Alternative F Modified for Cabrillo Boulevard and strongly oppose those options that include Hermasillo and Los Patos Way off-ramps. Any alternative that includes a Hermasillo off-ramp would add unnecessary traffic to Coast Village Road creating immediate and permanent traffic congestion. Likewise, any alternative that keeps the Los Patos off-ramp will require raising the UP Railroad tracks and create additional sound and visual impacts to the area. Alternative F Modified is the best solution for this interchange. While not part of this project, we encourage Caltrans to work closely with the City and with the County of Santa Barbara and the MPO to include a widening of the Union Pacific overcrossing at Cabrillo Road in the overall construction project. 4 5

Our residential property is identified within Receptor Group 31 (R88 and R89) and is considered severely impacted by noise abatement criteria in excess of 67 dBA. Each of these receptors exceeds the criteria for both present day traffic and future traffic. We strongly support the use of a soundwall to mitigate noise from highway traffic. The present pavement in this section of the highway is in very poor condition with many cracks that create independent slab movement. The noise generated from large trucks "thumping" over these cracks and slabs is significant especially at night when these trucks are often on the road. We suggest that Caltrans repair and re-surface this section as an interim condition to reduce the significant noise impact of present-day traffic. 6 7

We suggest that Caltrans consider starting construction with Cabrillo Boulevard interchange and then proceed south in feasibly constructable segments. We suggest that Caltrans consider the most expeditious methods of construction to complete the work as quickly as possible, including the use of design-build delivery. 8

Sincerely,

Bruce Russell

Andrew Oakley

CC:
Ms Rachel Fowler, District Director
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401

Salud Carbajal. 1st District Supervisor
County of Santa Barbara
105 E Anapamu
Santa Barbara, CA 93101

Mayor Helene Schneider
City of Santa Barbara
PO Box 1990
Santa Barbara, CA 93102

Jim Kemp, Executive Director
Santa Barbara County Assn of Governments
260 North San Antonio Road, Suite B
Santa Barbara, CA 93110

C. Michael Cooney, Chairman
Santa Barbara County Planning & Development Commission
123 E Anapamu
Santa Barbara, CA 93101

Sue Burrows, Chairwoman
Montecito Planning Commission
123 E Anapamu
Santa Barbara, CA 93101

Russell, Bruce and Oakley, Andrew

Comment 1 Configuration Preference

After consideration of public input, the Project Development Team has selected Alternative 1 as the preferred alternative and F Modified as the preferred configuration for the Cabrillo Boulevard/Hot Springs Road Interchange.

Russell, Bruce and Oakley, Andrew

Comment 2 Aesthetics

While there are scenic visual resources in the project corridor that have been present and distinctive for decades, no landscaping elements or landscaping schemes in the project Area of Potential Effects are considered either National Register-eligible historic properties or historical resources for the purposes of the California Environmental Quality Act. The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. In addition, each permitting jurisdiction may require additional measures beyond the California Environmental Quality Act-required mitigation identified in the Environmental Impact Report/Environmental Assessment.

Russell, Bruce and Oakley, Andrew

Comment 3 Traffic Design

The existing San Ysidro Road southbound on-ramp does have a shorter-than-standard acceleration lane. Accident records for the three years from October 1, 2006 to September 30, 2009 indicate accident rates less than the expected statewide rates for similar ramps.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

Russell, Bruce and Oakley, Andrew

Comment 4 Configuration Selection

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Russell, Bruce and Oakley, Andrew

Comment 5 Pedestrian Access

The City of Santa Barbara has initiated a project to assess options for replacing the UPRR structure and provide improved bicycle and pedestrian facilities within the vicinity of the UPRR structure and the Los Patos/Cabrillo intersection. A consultant that has experience working with UPRR has been hired by the City of Santa Barbara to complete this work. The SBCAG Board has identified this project as a priority improvement and SBCAG is coordinating closely with the City of Santa Barbara to help develop and fully fund these improvements. Caltrans will coordinate closely with the City and SBCAG on the UPRR and Los Patos/Cabrillo intersection improvements during the design and permitting phase of the HOV project and options for shared funding and/or concurrent construction efforts will be further discussed at that time.

Russell, Bruce and Oakley, Andrew

Comment 6 Noise

As a result of public comments on the draft environmental document, Caltrans staff reevaluated Soundwall S520 located in high-density residential areas to identify short sections of soundwalls that might be financially reasonable. Since the current estimated cost of the western section of soundwall is less than the cost allowance, a wall to extend S520 northward to protect the densely populated area between Santa Isabel and Olive Mill is now being recommended for construction. Please refer to Volume I, Section 2.2.7, for more discussion of Soundwall S520.

Russell, Bruce and Oakley, Andrew

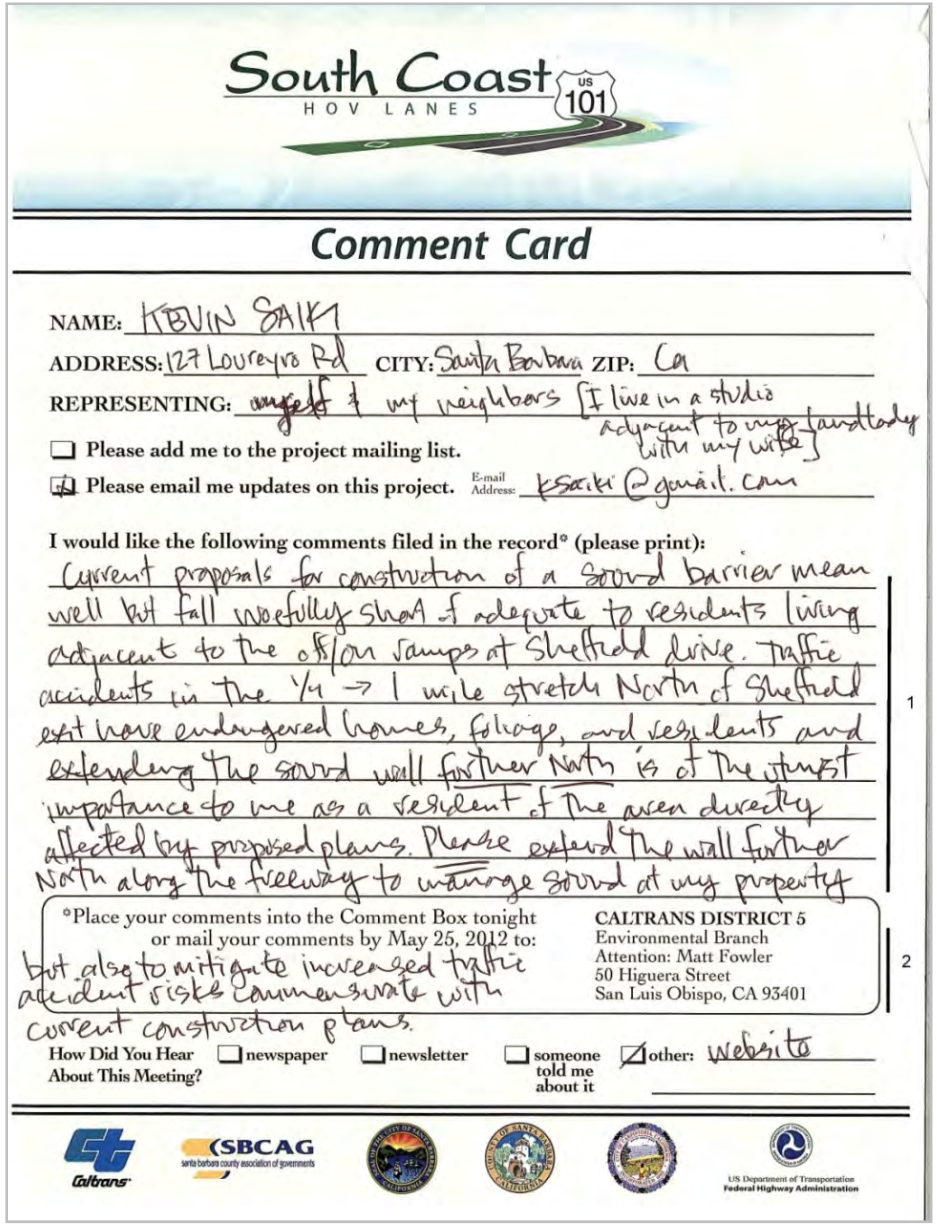
Comment 7 Roadway Maintenance

The project proposes to include a noise-attenuating pavement surface that would reduce noise levels. The noise-attenuating pavement surface to the freeway pavement will be applied when construction activities occur as part of this project. Near-term maintenance needs are independent of this project. It will be several years before construction of this project can begin. Pavement conditions on this section of highway are being monitored and separate efforts are separate efforts to address near and long-term pavement conditions are under consideration.

Russell, Bruce and Oakley, Andrew

Comment 8 Phased Construction

The timing of the phased construction may be affected by factors such as available funding, location of other nearby highway construction projects, railroad involvement, utility relocation needs, and the Coastal Development Permit process once construction begins. It is estimated that the Cabrillo Boulevard/Hot Springs Road Interchange construction will be completed in 2 to 2 1/2 years.



South Coast HOV LANES US 101

Comment Card

NAME: KEVIN SAIKI

ADDRESS: 127 Loureyro Rd CITY: Santa Barbara ZIP: Ca

REPRESENTING: ~~myself~~ & my neighbors [I live in a studio adjacent to my laundry with my wife]

☐ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: kSaiki@gmail.com

I would like the following comments filed in the record* (please print):

Current proposals for construction of a sound barrier mean well but fall woefully short of adequate to residents living adjacent to the off/on ramps at Sheffield drive. Traffic accidents in the 1/4 → 1 mile stretch North of Sheffield exit have endangered homes, foliage, and residents and extending the sound wall further North is of the utmost importance to me as a resident of the area directly affected by proposed plans. Please extend the wall further North along the freeway to encourage sound at my property but also to mitigate increased traffic accident risks commensurate with current construction plans. 1

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

2

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☑ other: website

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Saiki, Kevin

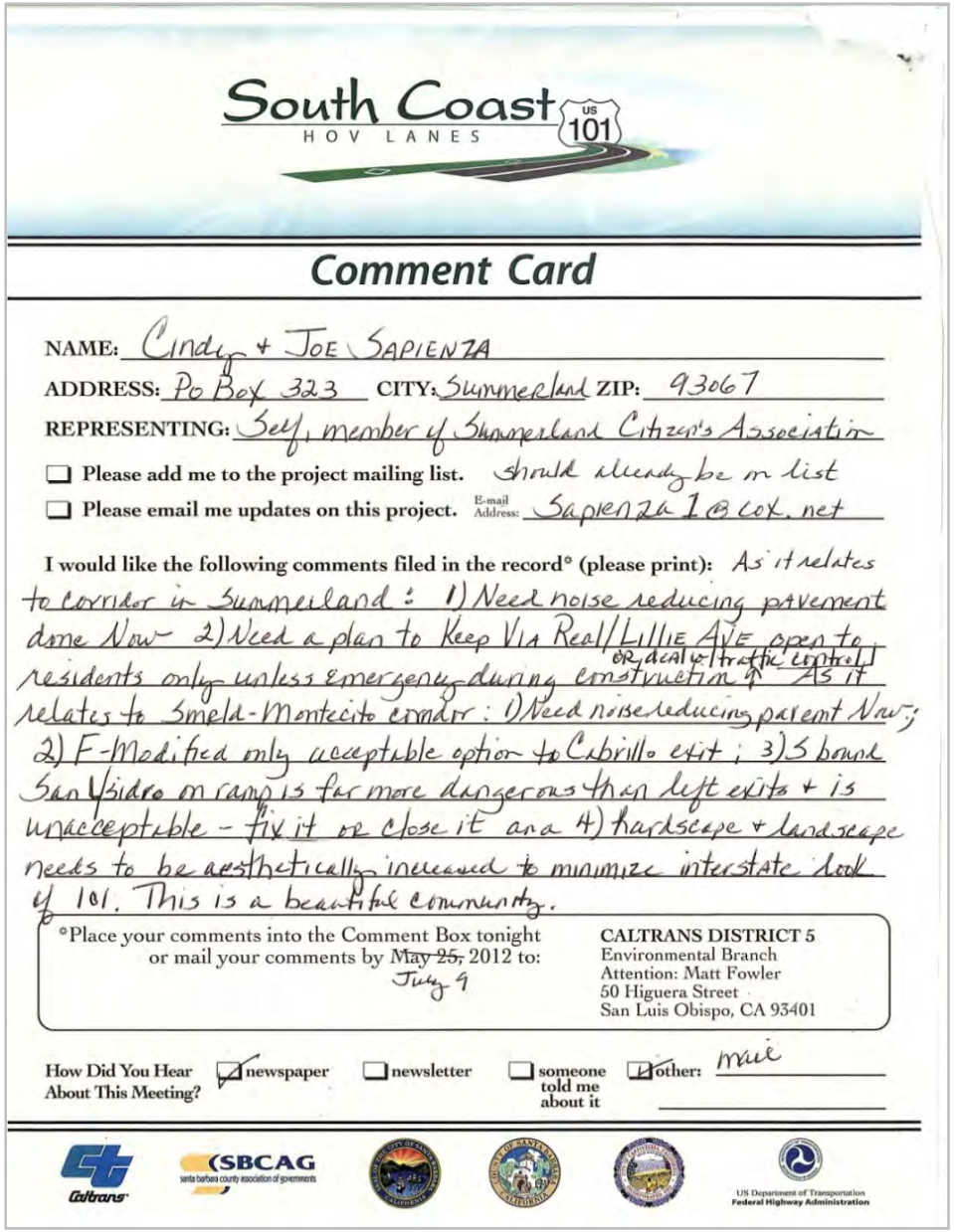
Comment 1 Noise

As a result of comments received, Caltrans staff has reevaluated Soundwall S464 for high-density development areas to identify short sections of soundwalls that might be financially reasonable. It was determined that two additional benefitted units had not been accounted for in the original calculations for Receptor R70. Therefore, a wall extension to the east to extend S464 to protect the densely populated area near the Sheffield Interchange is expected to be recommended for construction; however, Soundwall S452 was not found to be financially reasonable and is not recommended for construction. Please refer to Volume I, Section 2.2.7, for more discussion of Soundwall S464.

Saiki, Kevin

Comment 2 Traffic Safety

Although soundwalls might block errant vehicles, they are not designed or approved for that use.



South Coast HOV LANES US 101

Comment Card

NAME: Cindy + Joe Sapienza

ADDRESS: Po Box 323 CITY: Summerland ZIP: 93067

REPRESENTING: Self, member of Summerland Citizen's Association

☐ Please add me to the project mailing list. should already be on list

☐ Please email me updates on this project. E-mail Address: Sapienza1@cox.net

I would like the following comments filed in the record* (please print): As it relates to corridor in Summerland: 1) Need noise reducing pavement done Now 2) Need a plan to keep Via Real/Lillie Ave open to residents only unless emergency during construction (or local traffic control) As it relates to Smeld-Montecito corridor: 1) Need noise reducing pavement Now; 2) F-Modified only acceptable option to Cabrillo exit; 3) S bound San Ysidro on ramp is far more dangerous than left exits + is unacceptable - fix it or close it and 4) hardscape + landscape needs to be aesthetically increased to minimize interstate look of 101. This is a beautiful community.

*Place your comments into the Comment Box tonight or mail your comments by ~~May 25,~~ 2012 to: July 9

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

How Did You Hear About This Meeting? ☑ newspaper ☐ newsletter ☐ someone told me about it ☐ other: mail

Caltrans (SBCAG santa barbara county association of governments) US Department of Transportation Federal Highway Administration

Sapienza, Cindy and Joe

Comment 1 Attenuating Pavement

Caltrans recognizes the importance of noise reduction to local residents. The noise-attenuating pavement surface to the freeway pavement must be applied when construction activities occur as part of this project.

Sapienza, Cindy and Joe

Comment 2 Traffic Circulation and Configuration Preference

There are no plans for Via Real or Lilly Avenue to be closed during construction of this project, and Caltrans has no jurisdiction over those roads.

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Sapienza, Cindy and Joe

Comment 3 On-ramp Design

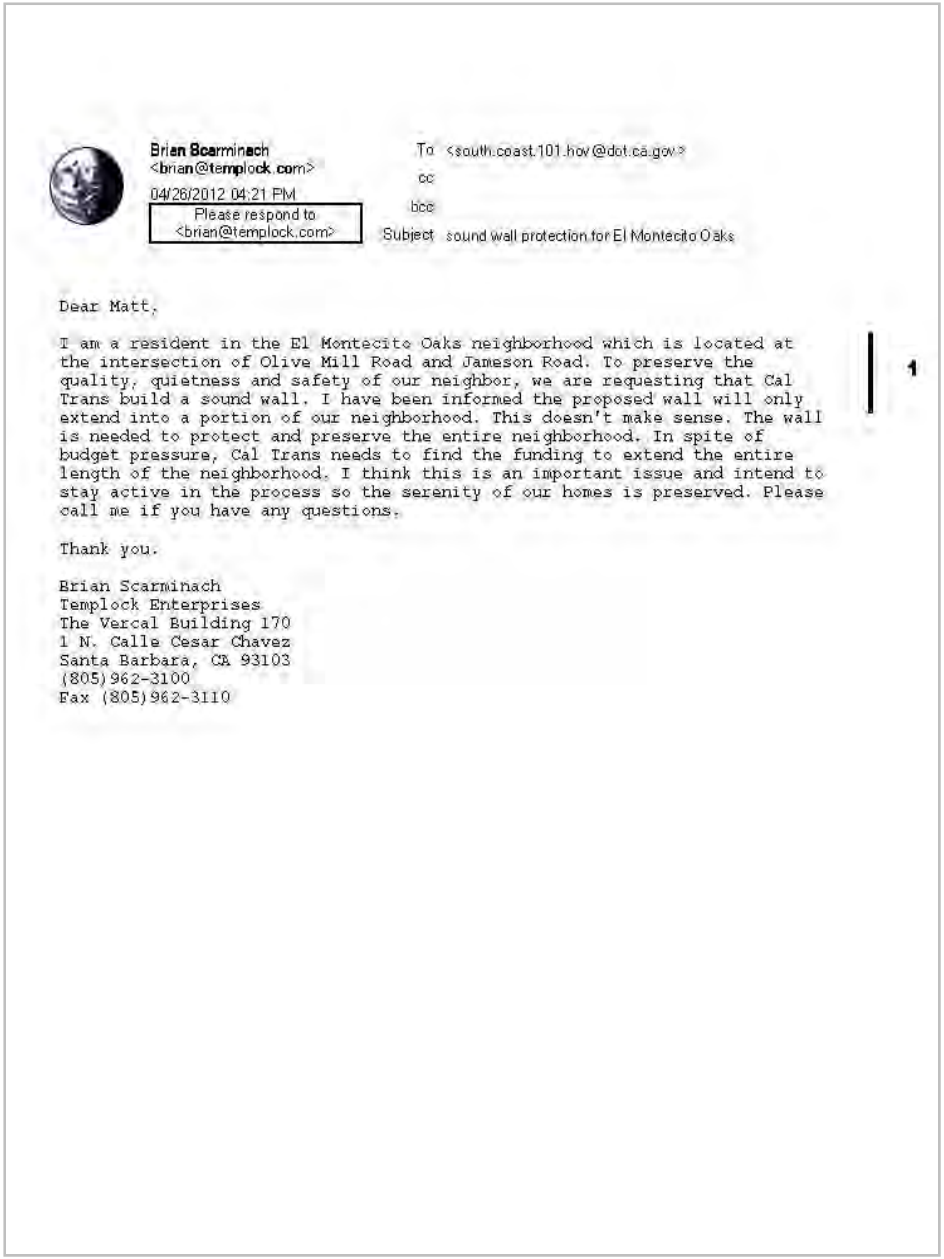
The existing San Ysidro Road southbound on-ramp does have a shorter-than-standard acceleration lane. Accident records for the three years from October 1, 2006 to September 30, 2009 indicate accident rates less than the expected statewide rates for similar ramps.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

Sapienza, Cindy and Joe

Comment 4 Aesthetic Design

The existing landscaping through Summerland is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. Also, each permitting jurisdiction may require additional measures beyond the California Environmental Quality Act-required mitigation identified in the final environmental document.



Brian Scarminach
<brian@templock.com>
04/26/2012 04:21 PM
Please respond to
<brian@templock.com>

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject sound wall protection for El Montecito Oaks

Dear Matt,

I am a resident in the El Montecito Oaks neighborhood which is located at the intersection of Olive Mill Road and Jameson Road. To preserve the quality, quietness and safety of our neighbor, we are requesting that Cal Trans build a sound wall. I have been informed the proposed wall will only extend into a portion of our neighborhood. This doesn't make sense. The wall is needed to protect and preserve the entire neighborhood. In spite of budget pressure, Cal Trans needs to find the funding to extend the entire length of the neighborhood. I think this is an important issue and intend to stay active in the process so the serenity of our homes is preserved. Please call me if you have any questions.

1

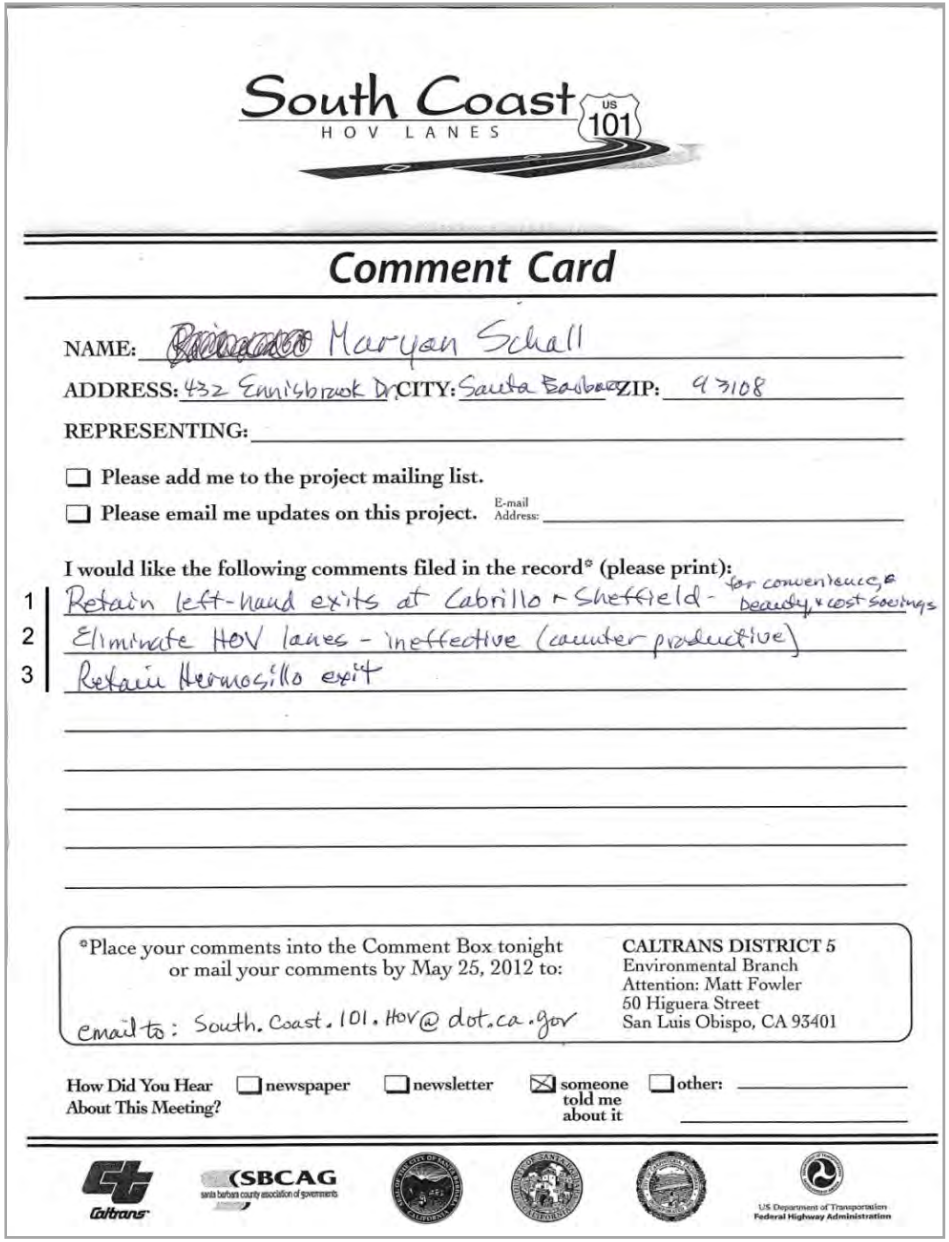
Thank you.

Brian Scarminach
Templock Enterprises
The Vercal Building 170
1 N. Calle Cesar Chavez
Santa Barbara, CA 93103
(805)962-3100
Fax (805)962-3110

Scarminach, Brian

Noise

As a result of public comments on the draft environmental document, Caltrans staff reevaluated Soundwall S520 located in high-density residential areas to identify short sections of soundwalls that might be financially reasonable. Since the current estimated cost of the western section of soundwall is less than the cost allowance, a wall to extend S520 northward to protect the densely populated area between Santa Isabel and Olive Mill is now being recommended for construction. Please refer to Volume I, Section 2.2.7, for more discussion of Soundwall S520.



South Coast HOV LANES US 101

Comment Card

NAME: Maryan Schall

ADDRESS: 432 Emisbrook Dr CITY: Santa Barbara ZIP: 93108

REPRESENTING:

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address:

I would like the following comments filed in the record* (please print):

1 Retain left-hand exits at Cabrillo + Sheffield - for convenience, beauty, + cost savings

2 Eliminate HOV lanes - ineffective (counter productive)

3 Retain Hermosillo exit

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

email to: South.Coast.101.Hov@dot.ca.gov

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☒ someone told me about it ☐ other:

Caltrans (SBCAG santa barbara county association of governments) US Department of Transportation Federal Highway Administration

Schall, Maryan

Comment 1 Design and Traffic

Caltrans has determined that left-side median ramps cannot be retained. The locations of the existing left-side ramps at Sheffield Drive do not allow for the lane improvements to be made through the interchange without ramp reconstruction or excessively costly avoidance of the ramps. The off-ramps at Cabrillo Boulevard have significant operational limitations, including limited stopping sight distance and collision rates above statewide averages. Since the left-side ramps at both locations need to be reconstructed and/or relocated, they must be constructed to meet current engineering standards. Also, left-side exits are contrary to what drivers expect. See Volume II, Appendix J, for the Left-side Ramps Fact Sheet.

Schall, Maryan

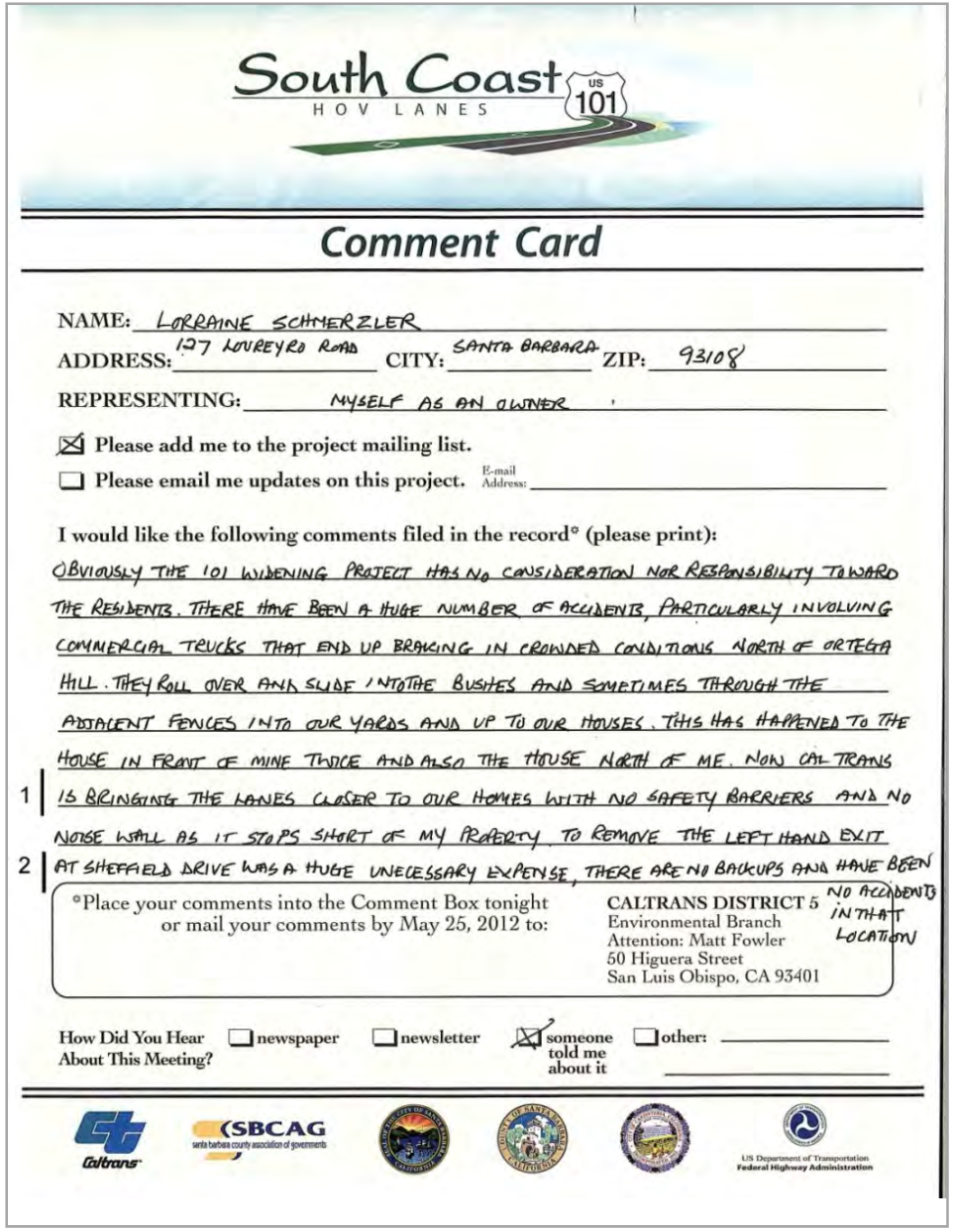
Comment 2 Design and Traffic

The HOV lanes proposal is one project in a larger consensus-approved package of improvements that was developed from the Santa Barbara County Association of Governments-sponsored *101 In Motion* process. This larger package of recommended improvements was funded through the Measure A local transportation sales tax measure and included as planned improvements in the 2008 Regional Transportation Plan and the updated 2040 Regional Transportation Plan. This plan provides a multimodal approach to long-term congestion relief in this corridor. Congestion relief was also analyzed in the Regional Transportation Improvement Plan (RTIP); this plan also recommended adding lanes and implementing a peak hour HOV lane.

Schall, Maryan

Comment 3 Design and Traffic

The Project Development Team selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. This interchange configuration would retain the Hermosillo Road northbound exit.



South Coast HOV LANES US 101

Comment Card

NAME: LORRAINE SCHMERZLER

ADDRESS: 127 LOUREYRO ROAD CITY: SANTA BARBARA ZIP: 93108

REPRESENTING: MYSELF AS AN OWNER

☒ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

OBVIOUSLY THE 101 WIDENING PROJECT HAS NO CONSIDERATION NOR RESPONSIBILITY TOWARD THE RESIDENTS. THERE HAVE BEEN A HUGE NUMBER OF ACCIDENTS, PARTICULARLY INVOLVING COMMERCIAL TRUCKS THAT END UP BRAKING IN CROWDED CONDITIONS NORTH OF ORTEGA HILL. THEY ROLL OVER AND SLIDE INTO THE BUSHES AND SOMETIMES THROUGH THE ADJACENT FENCES INTO OUR YARDS AND UP TO OUR HOUSES. THIS HAS HAPPENED TO THE HOUSE IN FRONT OF MINE TWICE AND ALSO THE HOUSE NORTH OF ME. NOW CAL TRANS

1 IS BRINGING THE LANES CLOSER TO OUR HOMES WITH NO SAFETY BARRIERS AND NO NOISE WALL AS IT STOPS SHORT OF MY PROPERTY. TO REMOVE THE LEFT HAND EXIT

2 AT SHEFFIELD DRIVE WAS A HUGE UNECESSARY EXPENSE, THERE ARE NO BACKUPS AND HAVE BEEN NO ACCIDENTS IN THAT LOCATION

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☒ someone told me about it ☐ other: _____

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

Schmerzler, Lorraine

Comment 1 Noise and Traffic Safety

As a result of public comment, Caltrans staff reevaluated Soundwall S464 in areas of high-density development to identify short sections of soundwalls that might be financially reasonable. It was also determined that two additional benefitted units had not been accounted for in the original calculations for Receptor R70. As a result, there was a recommendation to extend Soundwall S464 to the south to protect the densely populated area near the Sheffield Interchange. Please refer to Volume I, Section 2.2.7, for more information on soundwalls.

Although soundwalls might block errant vehicles, they are not designed or approved for that use.

Schmerzler, Lorraine

Comment 2 Traffic Design

The locations of the existing left-side ramps at Sheffield Drive do not allow for the lane improvements to be constructed through the interchange without ramp reconstruction or excessively costly avoidance of the ramps. The off-ramps present at Cabrillo Boulevard have significant operational limitations, including limited stopping sight distance and collision rates above statewide averages. Because the left-side ramps at both locations need to be reconstructed and/or relocated, they must be constructed to meet current engineering standards. Left-side exits are contrary to what drivers expect. See Volume II, Appendix J, for the Left-side Ramps Fact Sheet.

July 9, 2012

via email to South.Coast.101.HOV@dot.ca.gov

Mr. Matt Fowler, Senior Environmental Planner
Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Re: Comments on South Coast 101 HOV Lanes Project;
Project ID# 0500000225, Santa Barbara County, Draft EIR/EA (Project)

Dear Mr. Fowler:

I am the Trustee for 3595 Padaro Lane. Our property will be impacted by the Project, particularly noise impacts. Our property is located immediately adjacent to Highway 101. We already receive substantial freeway noise at our home, yet the environmental document proposes NO sound wall for the highway section adjacent to our house. I don't agree with the environmental document's claim that special paving material will reduce or mitigate noise levels from the additional lanes. Paving deteriorates and, when it does, any sound reduction will be lost. Without proof as to the sound attenuating life of this paving material, and a guaranty that it will be replaced (as it deteriorates) with material that has equal or better sound attenuation, the paving is not mitigation. 1

The environmental document is inadequate because it includes no sound wall to protect our property. Without a sound wall, noise from the widened highway will increase steadily (the EIR/EA estimates decibel impacts from the project upon my neighborhood ranging from the high 60's to the low 70's). Most acoustical engineers would agree that a 65 decibel level in an exterior area is beyond the level of acceptability and constitutes a significant impact. 2

The EIR/EA suggests that a determination as to whether or not construction of a sound wall is economically reasonable (and, therefore, to be included in the project) is based upon a mathematical formula to determine "abatement valuation." The resulting "abatement valuation" for our house is ridiculously low because our house and those of our neighbors are worth many millions of dollars each. A $45,000 base value for abatement of the amount of noise that will be generated by widening this segment of the highway is absurd and proposed without any explanation or justification. Therefore, it is unsupported and invalid. If the analysis were to include a fair market value difference for our home with and without the additional noise level, it would be credible. One abatement valuation formula cannot be applied to an oceanfront home and to a small tract house. 3

The noise section of this environmental document must be substantially revised or the EIR/EA will be inadequate.
Sincerely,

Mark Schwartz
Trustee for 3595 Padaro Lane

Cc: Supervisor Salud Carbajal

Schwartz, Mark

Comment 1 Noise

As a result of comments received, Caltrans staff has reevaluated Soundwall S281 for high-density development areas behind the wall location to identify short sections that might be financially reasonable. Only a portion of Soundwall S281 could be proposed for construction due to the center portion of the wall being dropped for safety reasons when it was determined it would have blocked "stopping sight distance" for traffic. The remaining portion of S281was determined to be financially reasonable as a stand-alone wall segment. This portion of Soundwall S281 together with S257 was evaluated as a two-wall system and determined not to be financially reasonable. This is mostly due to the additional costs associated with acoustically "overlapping" the two walls coupled with the less dense development at the southern end of Padaro Lane. Soundwall S257 is not financially reasonable as an independent wall and therefore was not recommended for construction. See Volume I, Section 2.2.7, for more details.

The noise-attenuating pavement treatment is not being proposed as noise mitigation, but rather as a project feature to help reduce noise levels. All pavements require periodic surface maintenance efforts to retain their original functionality. This is true for structural pavement as well as sound-attenuating surfaces.

Schwartz, Mark

Comment 2 Noise and CEQA

Caltrans is the lead agency on this project for both the California Environmental Quality Act and National Environmental Policy Act. Caltrans determines the significance of environmental impacts, including noise impacts, under the California Environmental Quality Act and National Environmental Policy Act criteria of context and intensity. Caltrans uses the Federal Highway Administration guidelines to determine when noise

abatement must be considered, however that is not considered a threshold of significance. Table 2.36 shows a project build noise level increase of a maximum of 2 dB above the existing noise levels for receptors behind Soundwalls S257 and S281. This increase is not considered a significant impact and is considered very minimal because it is not detectable to a normal human ear per the Caltrans Technical Noise Supplement (TeNS). Therefore, the increase is not considered a significant impact under CEQA or NEPA, and no mitigation is required. Please refer to Volume I, Section 2.2.7, for more information related to Soundwalls S281 and S257 and Volume I, Section 3.2.2, for determination of noise impacts under CEQA.

Schwartz, Mark

Comment 3 Soundwall Reasonableness Calculation

A Noise Abatement Decision Report was prepared for the project to estimate the construction cost for the feasible noise abatement measures identified in the Noise Study Report and determine if noise abatement is financially reasonable per Caltrans 2006 Noise Protocol. The overall reasonableness of noise abatement is determined by many factors. Main factors that affect reasonableness include the cost of noise abatement, absolute noise levels, existing noise versus design-year noise levels, achievable noise reduction, date of development along the highway, life cycle of noise abatement measures, and environmental impacts of abatement construction. Cost considerations for determining noise abatement reasonableness are evaluated by comparing reasonableness allowances and projected costs. In addition, considering the value of the home the soundwall protects would conflict with environmental justice policies. Furthermore, The allowance per residence is $31,000 base allowance as determined by the Federal Highway Administration with additional allowance factors of $14,000 for absolute noise levels and achievable noise reduction for a total of $45,000 allowance per residence behind Soundwall S257. Unfortunately, Soundwall S257 is significantly more expensive to construct than the cost allowance due to the need to widen the interchange structure.

Considering home values as part of the soundwall evaluation process would conflict with environmental justice policies. See Volume I, Section 2.2.7, for more information on cost evaluation and how it was used to determine soundwalls along Padaro Lane.

July 9, 2012

via email to South.Coast.101.HOV@dot.ca.gov

Mr. Matt Fowler, Senior Environmental Planner
Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Re: Comments on South Coast 101 HOV Lanes Project; Project ID# 0500000225, Santa Barbara County, Draft EIR/EA (Project)

Dear Mr. Fowler:

My wife and I own the property at 1727 Fernald Point Lane. We spent a considerable amount of time and money building our home with the understanding that a sound wall would likely be built in conjunction with the 101 widening project. We already deal with significant freeway noise at our home, and we were surprised to learn that the environmental document does not propose a sound wall for the highway section adjacent to our house. Our property will be impacted by the 101 HOV Lanes Project. Our greatest concern about the Project is the noise impact because our home is located immediately adjacent to Highway 101. 1

The environmental document is inadequate because it includes no sound wall to protect our property. Without a sound wall, noise from the widened highway will increase steadily (the EIR/EA estimates decibel impacts from the project upon my neighborhood ranging from the high 60's to the low 70's). Most acoustical engineers would agree that a 65 decibel level in an exterior area is beyond the level of acceptability and constitutes a significant impact. The EIR/EA includes a decibel range in our neighborhood, after the project, of the high 60's to the low 70's. This is a significant impact and must be mitigated. The most appropriate mitigation measure is a sound wall, which we support. Without this mitigation measure, the EIR/EA is inadequate. 2

The noise section of this environmental document must be revised to include a sound wall for our neighborhood.
Sincerely,

Mark Schwartz
1727 Fernald Point Lane
Montecito, California 93108

Cc: Supervisor Salud Carbajal

Schwartz, Mark (Comment Letter 2)
Comment 1 Noise

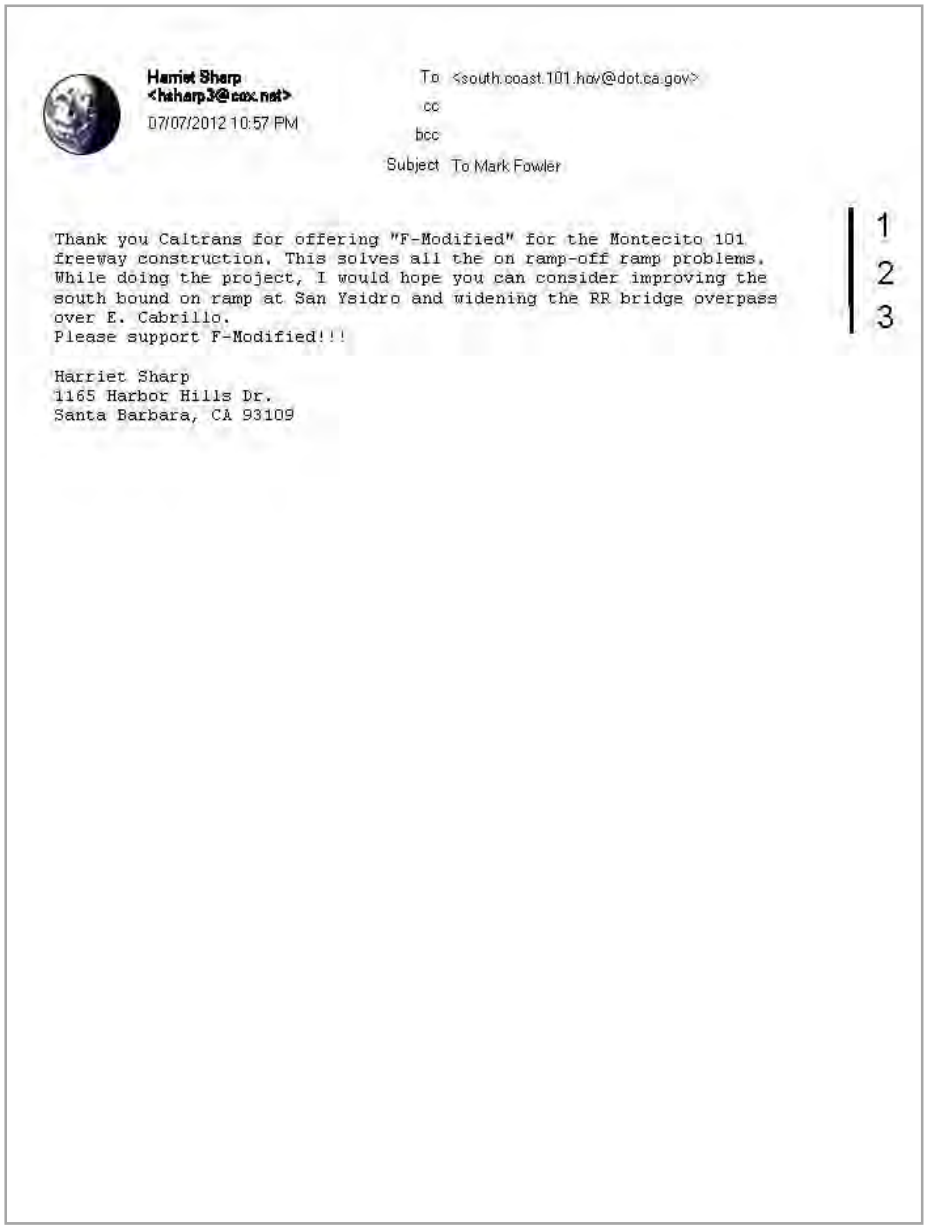
As a result of comments received, Caltrans staff has reevaluated Soundwall S471 to include two additional benefitted units associated with Receptor R76 that were overlooked in the original calculations; these were confirmed and included in new calculations. The second-row homes were reevaluated and confirmed to not be benefitted by a wall. An additional modeling point was later added near your property at 1755 Fernald Point Lane. Both of these properties would benefit from construction of Soundwall S471. Caltrans staff also reevaluated high-density residential locations behind Soundwall 471 to determine whether there were short sections that might be financially reasonable. No wall locations or segments of Soundwall S471 were identified as being financially reasonable.

Also, it was noted that a soundwall at this location would cross a Federal Emergency Management Agency-identified floodway and create higher flood flows that could not be passed through using floodgates. Soundwalls that would cross this floodway are not considered feasible and are not being recommended for construction due to the potential for exacerbating flooding upstream of the soundwall locations. Refer to Volume I, Section 2.2.7, of the final environmental document for more information on Soundwall S471.

Schwartz, Mark (Comment Letter 2)
Comment 2 Noise

Caltrans is the lead agency on this project for both the California Environmental Quality Act and National Environmental Policy Act. Caltrans determines the significance of environmental impacts, including noise impacts, under the California Environmental Quality Act and National Environmental Policy Act criteria of context and intensity. Caltrans uses the Federal Highway Administration guidelines to determine when noise

abatement must be considered, however that is not considered a threshold of significance. Table 2.36 in Section 2.2.7 (Noise) in Volume 1 of the final environmental document shows a project build noise level increase for the project of a maximum of 2 dB above the existing noise levels for residences in Fernald Point. This minimal increase is not considered a significant impact given the fact that according to the Caltrans Technical Noise Supplement (TeNS) a 2-dBA increase is not detectable to a healthy human ear and a 3-dBA increase is barely noticeable to a healthy human ear. Therefore, the increase is not considered a significant impact under CEQA or NEPA and no mitigation is required.



Harriet Sharp
<haharp3@cox.net>
07/07/2012 10:57 PM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject To Mark Fowler

Thank you Caltrans for offering "F-Modified" for the Montecito 101 freeway construction. This solves all the on ramp-off ramp problems. While doing the project, I would hope you can consider improving the south bound on ramp at San Ysidro and widening the RR bridge overpass over E. Cabrillo.
Please support F-Modified!!!

Harriet Sharp
1165 Harbor Hills Dr.
Santa Barbara, CA 93109

1
2
3

Sharp, Harriet

Comment 1 Configuration Preference

The Project Development Team selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. The F Modified configuration would direct beach traffic to the new northbound off-ramp at Hot Springs, bypassing the roundabout and Hermosillo Road. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Sharp, Harriet

Comment 2 On-ramp Design

The existing San Ysidro Road southbound on-ramp does have a shorter-than-standard acceleration lane. Accident records for the three years from October 1, 2006 to September 30, 2009 indicate accident rates less than the expected statewide rates for similar ramps.

Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

Sharp, Harriet

Comment 3 Pedestrian Improvement

The City of Santa Barbara in coordination with SBCAG has initiated a project to assess options and costs for replacement of the Cabrillo railroad structure, and a consultant has been hired to complete this work. The Santa Barbara County Association of Governments and the City are coordinating to identify ways to fully fund these improvements. Caltrans will coordinate with the Cabrillo Railroad Structure Replacement team in the design phase of the HOV Lanes project.

Scott
Eades/D05/Caltrans/CAGov
05/10/2012 04:52 PM

To Ken J Romero/D06/Caltrans/CAGov@DOT, South Coast 101 HOV/D05/Caltrans/CAGov@DOT, Yvonne Hoffmann/D05/Caltrans/CAGov@DOT
cc jason_wilkinson@dot.ca.gov
bcc
Subject Fw: Ballot for Montecito project

Ken and Yvonne -

Mr. and Mrs. Schatz own a residential property at 1550 North Jamison in Montecito.

Mr. Schatz contacted me with questions about the South Coast 101 HOV Lanes project and I explained to him that a soundwall is proposed adjacent to Route 101 near his property and that he would likely be given an opportunity to vote for or against the proposed soundwall. I noted that we would likely be sending out the voting ballots in the late summer or fall of this year. It appears that they would like for notice of voting to be sent to them at the address listed below. FYI..

- Scott

---- Forwarded by Scott Eades/D05/Caltrans/CAGov on 05/10/2012 04:44 PM ----

Jan Shelton
<chefjshelton@gmail.com>
05/10/2012 03:43 PM

To <scott_eades@dot.ca.gov>
cc
Subject Ballot for Montecito project

Dear Mr. Eades,

I hope I'm spelling your name correctly. I'm writing on behalf of my husband, Dr. Robert Schatz, with whom you spoke recently regarding the 101 freeway expansion in Montecito.

In regards to the ballot you will be sending to residents to vote on whether or not to build a sound wall
along North Jameson; Please send it to our primary residence in Palm Springs:

Robert Schatz
392 Sycamore Circle
Palm Springs, Ca. 92262

Or, if it will be emailed, to cuxolalob@aol.com

Thank you,
Jan Shelton

Shelton, Jan

Soundwall Ballot

The mailing list for the soundwall voting will be updated to reflect the Palm Springs address for the owners of the property at 1550 North Jameson in Montecito. Explanation of the soundwall voting process was added to Volume I, Section 2.27 (Noise), of the final environmental document. This explanation states that all affected property owners would have an opportunity to vote during the established timeframe (during the design phase). It also defines the criteria used to establish the list of affected residents who will vote. The information also explains other aspects of voting, including whether business owners or renters can vote and how the votes are interpreted. A notation was added to the final environmental document acknowledging that all recommended soundwalls making the cut after the voting process would also require approval by the local jurisdictions during the Coastal Development Permit process.

Martha Siegel
<mbsiegel@cox.net>
07/06/2012 02:36 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc Carbajal Salud <scarbaja@co.santa-barbara.ca.us>
bcc
Subject Comments to the 101 HOV Project Draft EIR

Matt Fowler, Senior Environmental Planner
Environmental Analysis
California Department of Transportation

RE: Comments to the 101 HOV Project Draft EIR

I have lived on Hermosillo Road for 19 years. I have driven on Coast Village Road (CVR), gone through the Cabrillo-Hot Springs intersection, and entered and exited 101 at this intersection innumerable times. This has given me an extensive opportunity to observe traffic patterns on the freeway and on the adjacent neighborhood streets. As I have studied the alternatives for the Cabrillo-Hot Springs interchange in the DIER I have recognized the many advantages of alternative F-Modified.

F-Modified would create the fewest overall impacts on CVR and the adjoining neighborhoods. At the present CVR is an pedestrian and shopping area with a village feel. This would be adversely impacted by alternatives F and J which propose Hermosillo as the major north bound exit bringing all the beach traffic onto CVR leading to increased congestion, noise, night lighting, glare and air pollution on CVR and the surrounding residential neighborhoods. This increased traffic could easily lead to gridlock at the already busy Hot Springs round-about and the Olive Mill-CVR-101 intersection. The deleterious effect all this would have on the character of the community was recognized by the Montecito Association when they voted to oppose the use of Hermosillo as the primary northbound off ramp at the Cabrillo-Hot Springs interchange. The community realizes that there is no mitigation for gridlocked intersections or degraded commercial and residential neighborhoods. 1

F-Modified would maintain the area much as it is today. It provides the best overall circulation flow for drivers on 101, the off and on ramps, and the nearby surface streets. Its diamond pattern of off and on ramps is familiar to drivers. With F-Modified beach traffic would exit directly onto Cabrillo, bypassing CVR and the round-about, going directly to the beach. Tourists would have easier access to the beach and beach area hotel and recreational areas. The round-about, CVR and the surrounding residential neighborhoods would be spared the increased traffic, noise and air pollution.

As with all the options F-Modified will have impacts. Some vegetation will be lost and the bridges and retaining walls might look more "urban". It is important that a well-funded and knowledgeable design team be appointed to make this interchange aesthetically pleasing. It is also important that construction impacts be minimized as much as possible and the plans for this mitigation be included in the final EIR. 2

In summary, I join with The Montecito Journal, Save Our Village, the Santa Barbara City Planning Commission and numerous Montecito residents and business owners in strongly supporting option F-Modified.

Before concluding I would like to take this opportunity to express my appreciation to Scott Eades and the Caltrans staff for the way they have kept the community informed throughout this long and involved process. Their patience and professionalism has been outstanding.

You have an important task ahead of you. The choice you make will be with us for a long time. I urge you to choose F-Modified.

Thank you.

Martha Siegel
180 Hermosillo Road
Santa Barbara, CA 93108
805-565-3190

Siegel, Martha

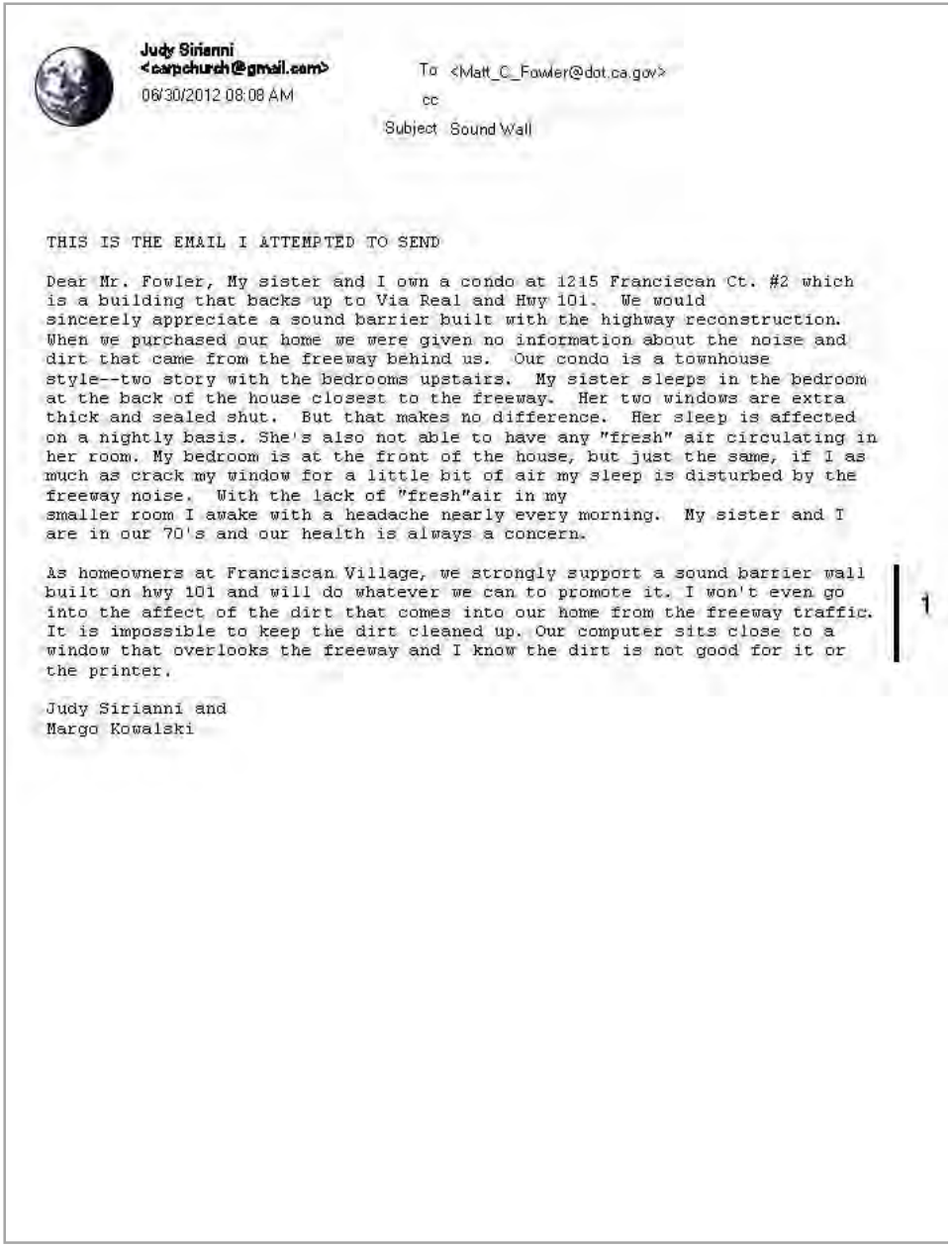
Comment 1 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Siegel, Martha

Comment 2 Visual

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. In addition, each permitting jurisdiction may require additional measures beyond the mitigation identified in the final environmental document.



Judy Sirianni
<carpchurch@gmail.com>
06/30/2012 08:08 AM

To <Matt_C_Fowler@dot.ca.gov>
cc
Subject Sound Wall

THIS IS THE EMAIL I ATTEMPTED TO SEND

Dear Mr. Fowler, My sister and I own a condo at 1215 Franciscan Ct. #2 which is a building that backs up to Via Real and Hwy 101. We would sincerely appreciate a sound barrier built with the highway reconstruction. When we purchased our home we were given no information about the noise and dirt that came from the freeway behind us. Our condo is a townhouse style--two story with the bedrooms upstairs. My sister sleeps in the bedroom at the back of the house closest to the freeway. Her two windows are extra thick and sealed shut. But that makes no difference. Her sleep is affected on a nightly basis. She's also not able to have any "fresh" air circulating in her room. My bedroom is at the front of the house, but just the same, if I as much as crack my window for a little bit of air my sleep is disturbed by the freeway noise. With the lack of "fresh"air in my smaller room I awake with a headache nearly every morning. My sister and I are in our 70's and our health is always a concern.

As homeowners at Franciscan Village, we strongly support a sound barrier wall built on hwy 101 and will do whatever we can to promote it. I won't even go into the affect of the dirt that comes into our home from the freeway traffic. It is impossible to keep the dirt cleaned up. Our computer sits close to a window that overlooks the freeway and I know the dirt is not good for it or the printer. 1

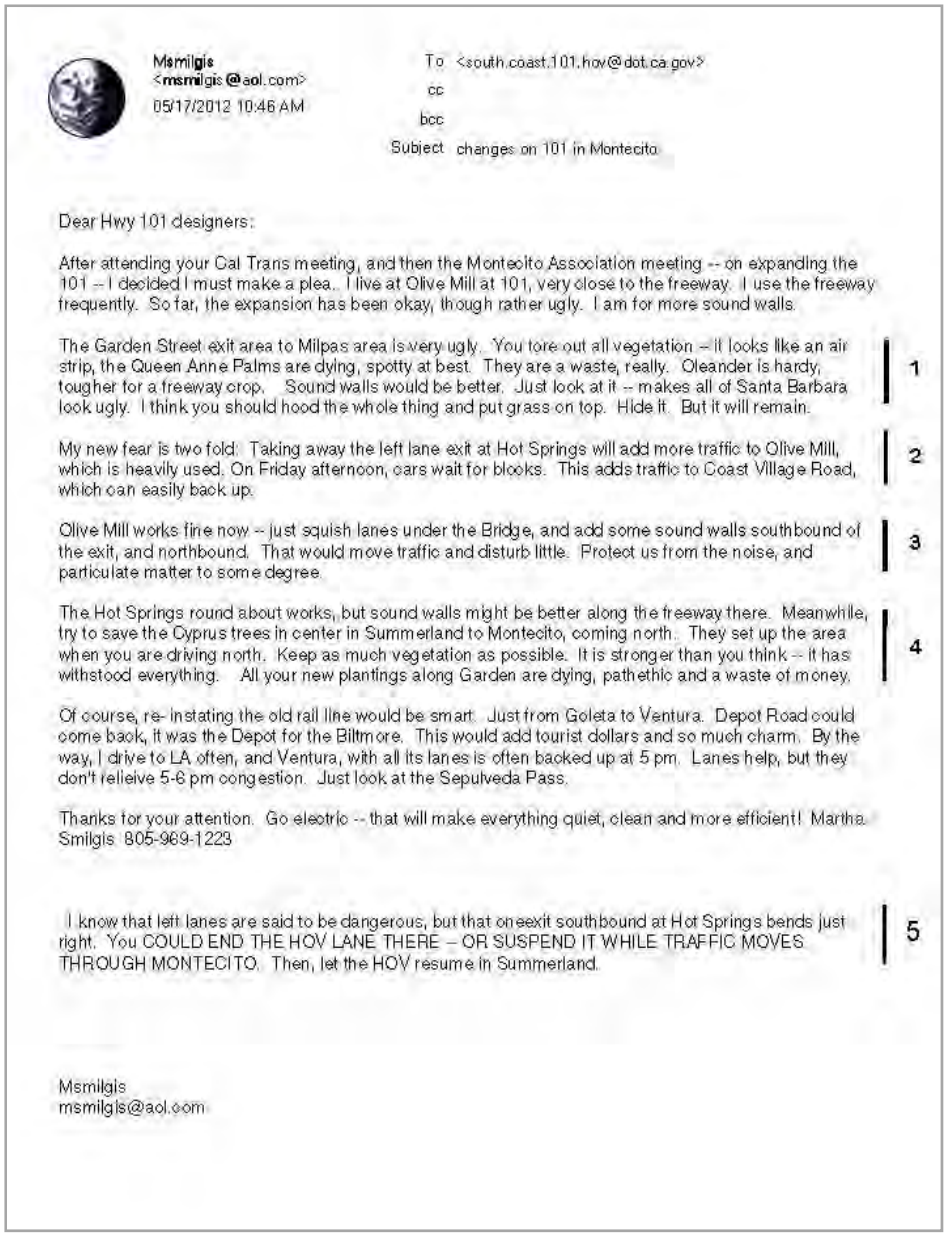
Judy Sirianni and
Margo Kowalski

Siriannai, Judy and Kowalski, Margo

Noise

As a result of public comments on the draft environmental document, Caltrans staff reevaluated soundwalls for high-density residential areas to identify short sections that might be financially reasonable. A wall segment of Soundwall S210 to protect the densely populated area of Franciscan Village is expected to be recommended for construction. Please refer to Volume I, Section 2.2.7, for more information relating to Soundwall S210.

Many studies have documented a relationship between the presence of barriers (soundwalls) and the concentrations of air pollution. Unfortunately, field conditions can vary dramatically (geometric distances from road to wall to house, wall heights, prevailing wind speed and direction). Furthermore, air pollution plumes will vary based on wind speed , wind direction, temperature, and humidity so that a prediction of a wall's effectiveness in reducing air pollution cannot be made. The latest studies have shown that walls likely have no air quality impact at distances greater than 300 feet.



Msmilgis
<msmilgis@aol.com>
05/17/2012 10:46 AM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject changes on 101 in Montecito

Dear Hwy 101 designers:

After attending your Cal Trans meeting, and then the Montecito Association meeting -- on expanding the 101 -- I decided I must make a plea.. I live at Olive Mill at 101, very close to the freeway. I use the freeway frequently. So far, the expansion has been okay, though rather ugly. I am for more sound walls.

The Garden Street exit area to Milpas area is very ugly. You tore out all vegetation -- it looks like an air strip, the Queen Anne Palms are dying, spotty at best. They are a waste, really. Oleander is hardy, tougher for a freeway crop. Sound walls would be better. Just look at it -- makes all of Santa Barbara look ugly. I think you should hood the whole thing and put grass on top. Hide it. But it will remain. 1

My new fear is two fold: Taking away the left lane exit at Hot Springs will add more traffic to Olive Mill, which is heavily used. On Friday afternoon, cars wait for blocks. This adds traffic to Coast Village Road, which can easily back up. 2

Olive Mill works fine now -- just squish lanes under the Bridge, and add some sound walls southbound of the exit, and northbound. That would move traffic and disturb little. Protect us from the noise, and particulate matter to some degree. 3

The Hot Springs round about works, but sound walls might be better along the freeway there. Meanwhile, try to save the Cyprus trees in center in Summerland to Montecito, coming north. They set up the area when you are driving north. Keep as much vegetation as possible. It is stronger than you think -- it has withstood everything. All your new plantings along Garden are dying, pathethic and a waste of money. 4

Of course, re- instating the old rail line would be smart. Just from Goleta to Ventura. Depot Road could come back, it was the Depot for the Biltmore. This would add tourist dollars and so much charm. By the way, I drive to LA often, and Ventura, with all its lanes is often backed up at 5 pm. Lanes help, but they don't relieve 5-6 pm congestion. Just look at the Sepulveda Pass.

Thanks for your attention. Go electric -- that will make everything quiet, clean and more efficient! Martha Smilgis 805-969-1223

I know that left lanes are said to be dangerous, but that oneexit southbound at Hot Springs bends just right. You COULD END THE HOV LANE THERE -- OR SUSPEND IT WHILE TRAFFIC MOVES THROUGH MONTECITO. Then, let the HOV resume in Summerland. 5

Msmilgis
msmilgis@aol.com

Smilgis, Martha

Comment 1 Visual

Where soundwalls are recommended, they will include aesthetic treatment developed in conjunction with the community. In addition, vines and/or shrubs will be planted next to the soundwalls to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. Also, each permitting jurisdiction may require additional measures beyond the mitigation identified in the final environmental document.

Smilgis, Martha

Comment 2 Traffic

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Smilgis, Martha

Comment 3 Design

Proposed improvements at Olive Mill Road as you described are consistent with the lanes fitting within the existing structure. Soundwalls are proposed south of the northbound exit; as a result of a reevaluation, an extension of Soundwall S520 to Olive Mill Road is now recommended for construction. For more information related to Soundwall S520, refer to Volume I, Section 2.2.7.

Smilgis, Martha

Comment 4 Visual

This section of the project has extremely narrow right-of-way. To retain the median trees would require relocating both the railroad and the N. Jameson Lane, which would result in loss of homes that front N. Jameson Lane. To save the median cypress trees would require the loss of several cypress trees to the outside of the freeway shoulders.

Smilgis, Martha

Comment 5 Left-Hand Ramps

It has been determined that left-side median ramps cannot be retained. The locations of the existing left-side ramps at Sheffield Drive do not allow for the lane improvements to be made through the interchange without ramp reconstruction or excessively costly avoidance of the ramps. The off-ramps present at Cabrillo Boulevard have significant operational limitations, including limited stopping sight distance and collision rates above statewide averages. Because the left-side ramps at both locations need to be reconstructed and/or relocated, they must be built to meet current engineering standards. Also, left-side exits are contrary to what drivers expect. See Volume II, Appendix J, for the Left-side Ramps Fact Sheet.

BRIAN J. and JANET SMITH
1570 San Leandro Lane
Santa Barbara, CA 93108
PHONE: (805) 969-6386

July 5, 2012

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

Dear Mr. Fowler:

We are concerned residents who live close to the future construction area and whose property value will in all probability be reduced by the additional noise created from the construction project and then from the additional traffic on the freeway in the future.

The purpose of this letter is to add our thoughts to the continuing review of the Highway 101 widening project as proposed, particularly as it affects the area in and around the section from Sheffield Avenue in Santa Barbara County to the south and Coast Village Road/Cabrillo Boulevard in Santa Barbara to the north.

While we don't believe the cost of this project, which may approach $1 billion in the future, is worth the eventual reward (if in fact there is any), we all realize that this will be a massive undertaking which will be moving forward. In that regard we also believe that it is important to provide the public with something that is workable and aesthetically pleasing.

Without laboring over the rationale for the various proposals which have already been discussed and commented upon, we are supportive of the "F Modified" exit and entry plan for the Coast Village Road/Cabrillo Boulevard area. This proposal will address the left hand exit ramp closure and also minimize the disruption to the Coast Village Road small business owners, which is already severe from the earlier closure of the left hand southbound entry ramp. 1

Our concern is also that the entire area leading into Santa Barbara will soon begin to look like Los Angeles, including the graffiti that has been a continuous challenge in the Santa Barbara Milpas to Hot Springs expansion. Additionally, the required elimination of the median plantings to make room for the extra two lanes will produce an environmental scar which will reduce the beauty visitors now experience upon entering our community for the first time. We firmly believe that this issue and especially the right side of the road plantings and vegetation should be addressed by CalTrans working with a local committee to determine what can be done to mitigate the negative impact created by the elimination of the median and the narrowing of the space between the freeway lanes and the frontage roads. 2

Sincerely,
Brian J. Smith
Janet Smith

Smith, Brian and Janet

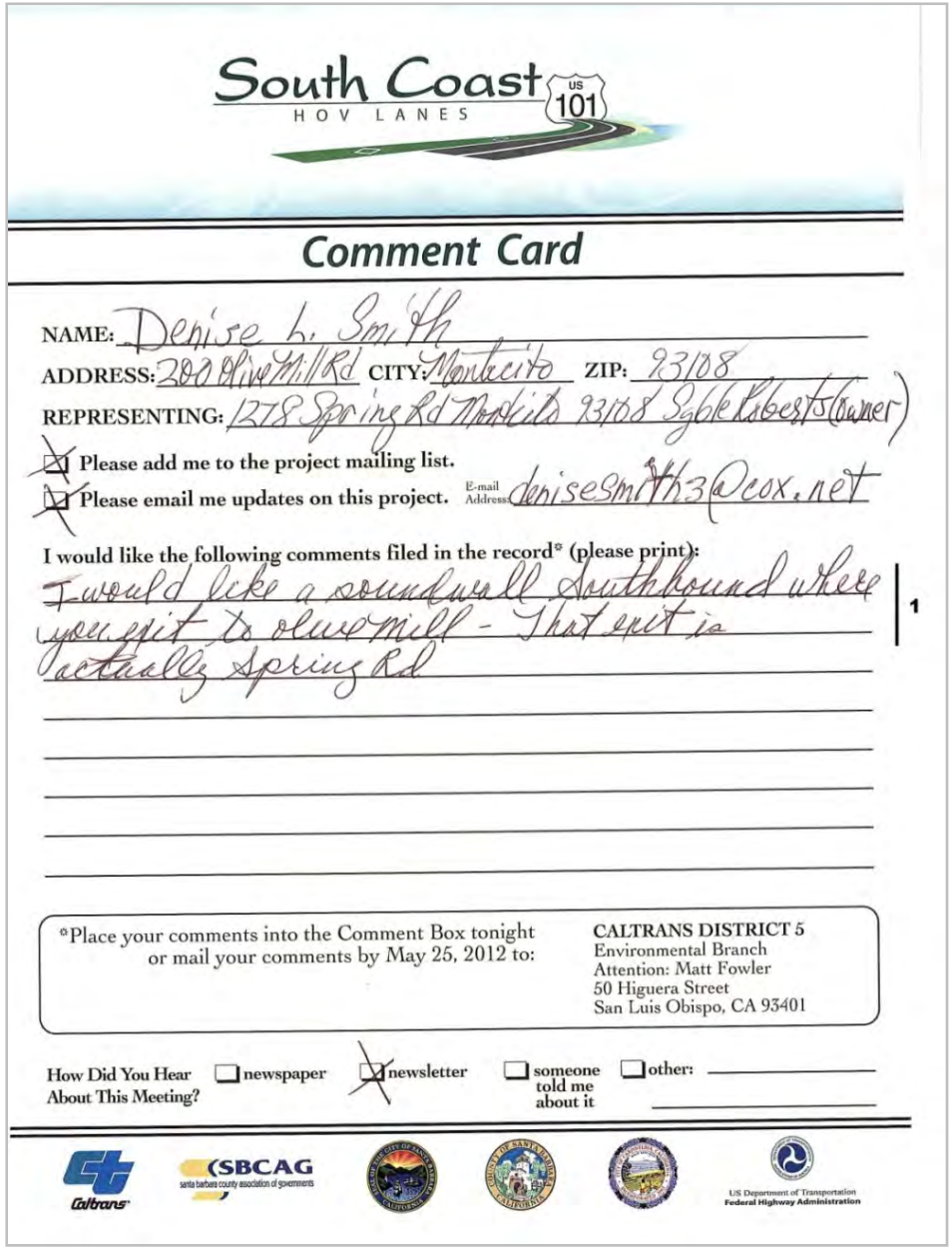
Comment 1 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Smith, Brian and Janet

Comment 2 Visual

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Where soundwalls are recommended, they will include aesthetic treatment developed in conjunction with the community. In addition, vines and/or shrubs will be planted next to the soundwalls to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. Also, each permitting jurisdiction may require additional measures beyond the mitigation identified in the final environmental document.



South Coast HOV LANES US 101

Comment Card

NAME: Denise L. Smith

ADDRESS: 200 Olive Mill Rd CITY: Montecito ZIP: 93108

REPRESENTING: 1278 Spring Rd Montecito 93108 Sybil Roberts (owner)

☒ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: denisesmith3@cox.net

I would like the following comments filed in the record* (please print):

I would like a soundwall southbound where you exit to olive mill - That exit is actually Spring Rd 1

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

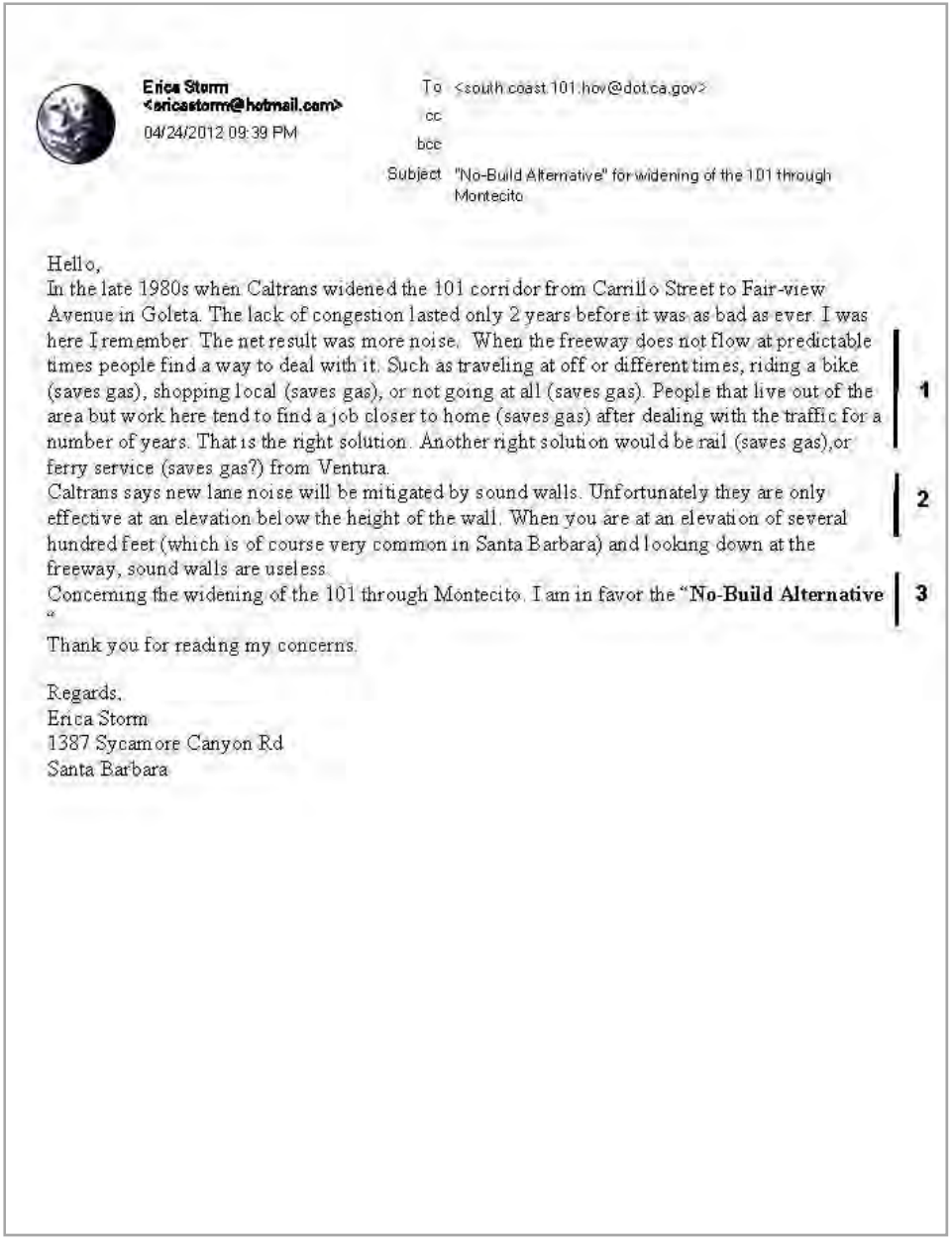
How Did You Hear About This Meeting? ☐ newspaper ☒ newsletter ☐ someone told me about it ☐ other: _____

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

Smith, Denise

Noise

As a result of comments received, Caltrans staff reevaluated Soundwall S549 for high-density residential areas to identify short sections of soundwalls that might be financially reasonable. As a result of that evaluation, A 1,705-foot-long segment of Soundwall S549 to the west was found to be financially reasonable and is expected to be recommended for construction. Soundwall S535, which is located immediately west of Olive Mill Road, continues to be recommended for construction. For more information related to Soundwalls S535 and S549, refer to Volume I, Section 2.2.7.



Erica Storm
<ericastorm@hotmail.com>
04/24/2012 09:39 PM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject "No-Build Alternative" for widening of the 101 through Montecito

Hello,
In the late 1980s when Caltrans widened the 101 corridor from Carrillo Street to Fair-view Avenue in Goleta. The lack of congestion lasted only 2 years before it was as bad as ever. I was here I remember. The net result was more noise. When the freeway does not flow at predictable times people find a way to deal with it. Such as traveling at off or different times, riding a bike (saves gas), shopping local (saves gas), or not going at all (saves gas). People that live out of the area but work here tend to find a job closer to home (saves gas) after dealing with the traffic for a number of years. That is the right solution. Another right solution would be rail (saves gas),or ferry service (saves gas?) from Ventura. 1

Caltrans says new lane noise will be mitigated by sound walls. Unfortunately they are only effective at an elevation below the height of the wall. When you are at an elevation of several hundred feet (which is of course very common in Santa Barbara) and looking down at the freeway, sound walls are useless. 2

Concerning the widening of the 101 through Montecito. I am in favor the "**No-Build Alternative** " 3

Thank you for reading my concerns.

Regards,
Erica Storm
1387 Sycamore Canyon Rd
Santa Barbara

Storm, Erica

Comment 1 HOV Lanes

The alternatives noted in Section 1.3.3 are a result of the *101 In Motion* report that studied long-term solutions to the growing congestion throughout the U.S. 101 corridor in Southern Santa Barbara County. As a result of the *101 In Motion* process (see Section 1.3.3 of the draft environmental document), an HOV lane was one of the solutions in a package designed to relieve congestion. The other three main components in the package were providing commuter rail, increasing bus services, and installing meter devices at selected ramps. The *101 In Motion* report concluded that Transportation Demand Management solutions that did not include adding a lane on U.S. 101 were found to be inadequate in reducing long-term congestion in this corridor.

Storm, Erica

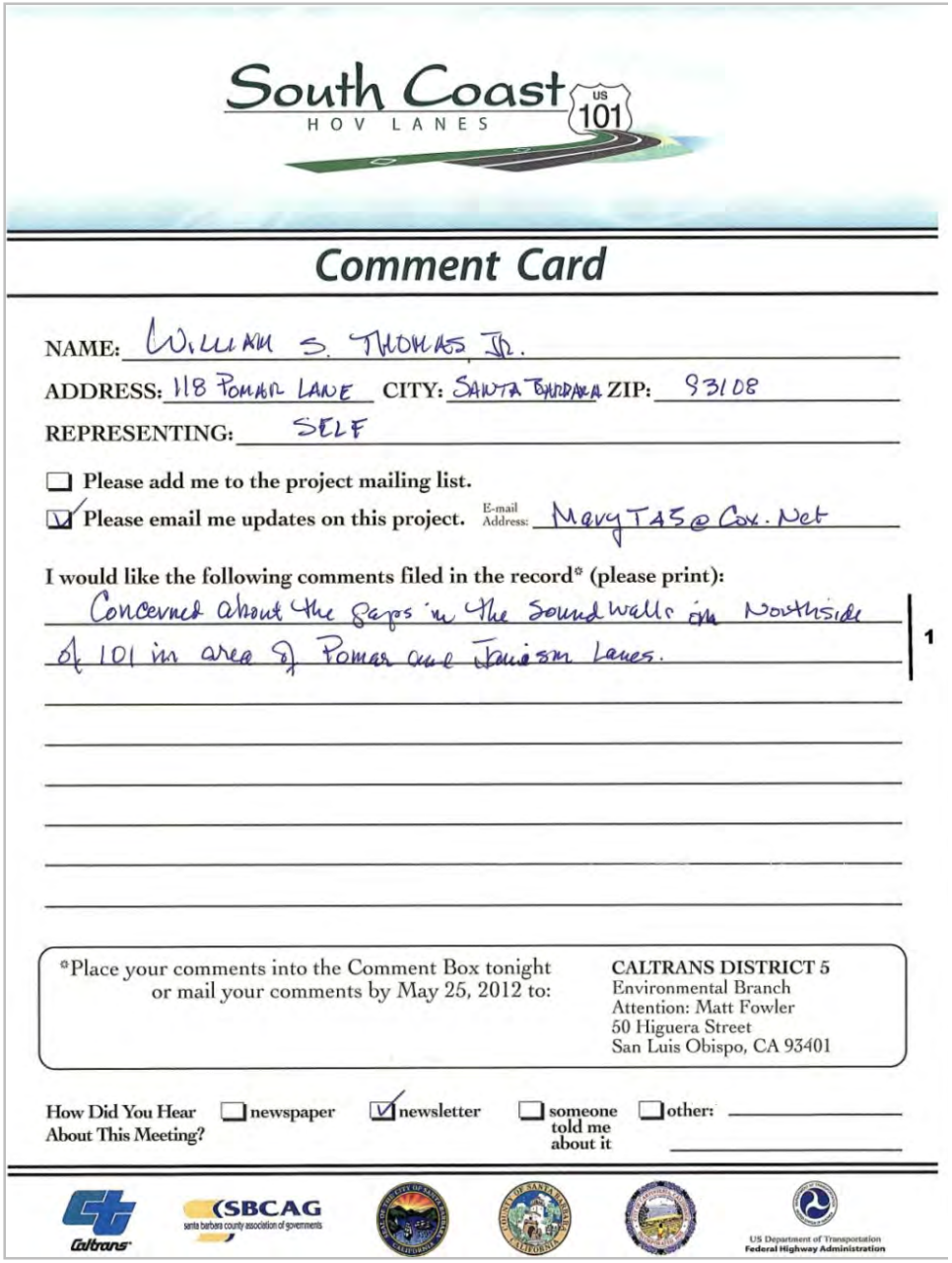
Comment 2 Soundwalls

Noise was not determined to be a significant project impact under CEQA or NEPA; as a result, noise mitigation is not required. However, soundwalls were evaluated in locations where the predicted future noise levels approach or exceed 67 decibels for residential uses; for soundwalls to be recommended for construction they must also meet the Caltrans/Federal Highway Administration criteria for being reasonable and feasible. Please refer to Volume I, Section 2.2.7, for more information related to soundwalls.

Storm, Erica

Comment 3 Alternative Preference

After consideration of public input, the Project Development Team has selected Alternative 1 as the preferred alternative.



South Coast HOV LANES US 101

Comment Card

NAME: William S. Thomas Jr.

ADDRESS: 118 Pomar Lane CITY: Santa Barbara ZIP: 93108

REPRESENTING: SELF

☐ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: MaryT45@Cox.Net

I would like the following comments filed in the record* (please print):

Concerned about the gaps in the Soundwalls on Northside of 101 in area of Pomar and Jamison Lanes. 1

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☑ newsletter ☐ someone told me about it ☐ other: _____

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

Thomas Jr., William S.

Soundwall Effectiveness

For the segment in question (S498 and S464), northbound soundwalls will be recommended for construction from Sheffield Drive to San Ysidro Road, except for the areas crossing two Federal Emergency Management Agency floodways (see detailed explanation below) and one low-density residential area 200 feet east of the floodway. Tentatively, it has been determined that soundwalls in these two floodway areas cannot be designed to pass the flood flows during floods. During the design phase of this project, when detailed hydraulic analysis is performed, if a design can be developed that can pass the flood flows without affecting anticipated 100-year floodwater elevations (either upstream or downstream), residents will be contacted for further input on soundwalls.

These soundwalls would cross the Federal Emergency Management Agency-identified floodplain created by the combined flows of Romero, San Ysidro and Oak creeks. The Federal Emergency Management Agency prohibits any increase to 100-year flood elevations within a floodway. Caltrans studied the effect of providing a soundwall at this location equipped with floodgates similar to those near Salinas Street in Santa Barbara. This type of floodgate allows more flow through the wall than any other method. The studies showed an increase in 100-year flood elevations within the limits of the floodways even when the maximum possible number of floodgates was incorporated into the wall. For this reason, a soundwall cannot be built within the limits of the floodways for Romero, San Ysidro and Oak creeks. (For more information on Soundwalls S464 and S498, please refer to Volume I, Section 2.2.7.)

Karen Tsutsumida
<kstmetal@yahoo.com>
05/25/2012 04:04 PM
Please respond to
Karen Tsutsumida
<kstmetal@yahoo.com>

To "south.coast.101.HOV@dot.ca.gov"
<south.coast.101.HOV@dot.ca.gov>
cc
Subject 101HOVSheffield

Karen S. Tsutsumida
151 Loureyro Road
Montecito, CA 93108
805-565-1954

May 24, 2012

I am writing this letter as a homeowner at 151 Loureyro Road at the Sheffield exit where my husband and I purchased our retirement home. We moved here because of the great beauty and quality of life in our little town. Never in a million years did we think that this could be destroyed in our lifetime nor would anyone, for any reason even consider doing such a thing. However, little consideration has been given to the section of the freeway at the Sheffield exit area where the tightest constraints for widening exist. Everyone we have spoken to at Caltrans at every meeting has said there are NO ALTERNATIVES for revegetating the area after all the beautiful, ancient cypress trees are cut down, the center median becomes a cement barrier, and the right of way at each side becomes barren. Just look at their own pictures of the before and after and it truly is a tragedy for the entrance to Santa Barbara after passing through Summerland.

Below, I have forwarded my concerns and thoughts and have done so at each and every meeting. There has to be a better way and cannot accept that there are NO ALTERNATIVES to this particular area.

1. The information used to determine whether the left hand off ramp is safe or not seems erroneous as there seems to be no California law that these must be eliminated for any reason. Most accidents here occur due to speed of vehicles coming down the hill and then around a curve. The Highway Patrol no doubt has these figures, and all you'd have to do is ask them as they know it is speed virtually every time. It is a VERY HIGH ACCIDENT RATE area. It has NOTHING to do with the left hand Southbound exit. Trucks have actually come down the hill Northbound and around the corner at such a rate of speed as to not be able to make the turn and careen off the right (North) side and almost into the house at the corner of North Jameson and Sheffield. Another turned over on its side for the same reason and several have ended up in the ditch. Cars have also done the same. If the HOV lane is extended after passing Evans exit until you pass through the Sheffield exit area, it is bound to cause even more accidents and far more serious. I know some of the accidents have been fatal. Both trucks and cars are constantly braking when they finally see they are coming around a curve, going downhill and around another curve way too fast to negotiate it. We know this as we can hear them from our home on Loureyro. 1
2. As the exit is now, there are Cypress trees and mature landscaping in the median and larger trees around the sides of the freeway which help break up the incredible noise which has definitely increased substantially in the last 5 years. If the plan goes through to have NO plantings in the median, just a cement guard thing, the sound will reverberate and cut right through to all of us who live along Jameson, Loureyro and Sheffield. It is already pretty unbearable. 2
3. I realize that those who are planning to strip the area of the freeway, between San Ysidro and Evans of all median and right of way plantings don't live here. My husband and I retired here because of the beauty and quality of life. This area, coming through Summerland is the GATEWAY TO SANTA BARBARA. Carpinteria has enough room to have median and right of way plantings after the widening occurs. We do not and we have one of the most magnificent views coming into SB. A lot of our economy depends on this beauty. When someone is driving North on 101 and they see this, they naturally want to stay here...and spend money! When it is 3

walled in with graffiti and walls and cement medians with no lush green growth, it will be no different than Los Angeles. Just look at the section at Milpas and Salinas. It is a disgrace!!! Walls DO NOT block much sound as it travels up and over them and is many times amplified as it travels a short distance. If the walls had broken surfaces or enough room to plant heavy bushes and trees in front of them, it would help. However, at the Sheffield exit area, we have NO room for any improvement once the area is stripped, CalTrans has admitted this. We have North Jameson Road on the North, and the railroad on the south dropping directly onto the beach at Shark Cove. There is room for NOTHING. It will be a cement tunnel with sound travelling and bouncing into our lovely homes and yards. With the HOV adding the opportunity for even more speed, there will be more loss of life and property. 3

4. CalTrans cannot keep up with the graffiti that already exists today, with its myriad of paint colors slapped on one over the other virtually every night. Where there are retaining walls put up along North Jameson, they might take care of the freeway side but with no room, by their admission, to plant greenery on the side facing Jameson (even vines), it will be graffiti heaven and NO One will keep that clean. If they do, it will be a hodgepodge of paint colors and it will absolutely look like a slum!!!! Drive any stretch of the freeway as far as you can north or south and you will see this. NO ONE CAN DENY IT!!

5. We have attended all the meetings and have spoken to many of the CalTrans and other governmental participants. I don't believe that any of them live anywhere near here and nor will they be impacted by the destruction of our quality of life this will cause if more thought is not given to these concerns. We know that their main objective is to move traffic and nothing else. We know that someone in CalTrans or the government stated that "Montecito got its way the first time but they won't get it this time". What kind of attitude is that? Look at the pictures of the before and after that they themselves have shown us and it will make you sick. I know that there aren't that many residents speaking up for the Sheffield stretch but we are truly sick over it, destroying this beauty that exists and setting up a most dangerous scenario in order to "MOVE TRAFFIC". That rush hour lasts about ½ hour to an hour at the most and always 4

moves unless there is an accident. Is it worth it to take the chance for more serious accidents to speed up the traffic that might exist in 2040???? Will we be driving as much with gas engines then, who can tell? But....they use this reasoning to determine that we need this widening and HOV lane all the way through Santa Barbara county. They tell us that we voted these monies in for this project but the question is would we vote it in again if we had another chance at it??? I doubt it very seriously. 4

We need your protection, we depend on you to carry our concerns and wishes to keep our quality of life and our safety in mind just as much as your desire to MOVE TRAFFIC at a time in the future when we have no idea what driving life will be like. The figures and information they use is outdated and in some cases full of holes and flaws that should be reviewed seriously before any permits are issued. 5

When the construction begins, if it does, Sheffield, Jameson and especially our little road up Ortega Hill (which is barely 2 lanes wide) will be death traps. Today, when there is an accident and traffic exits at Evans to avoid the Sheffield area on the freeway, it already becomes so congested and so dangerous as they keep driving as though they were on the freeway. This will become the main drag for years until this project is completed. In this area we live on "HEDGEROW" streets that empty onto North Jameson, our street Loureyro is a dead end into a perennial creek which actually has steelhead in it each year, usually six or so. During times of big blockages due to accidents, drivers ignore the sign that it is a "not a through street" because for some reason they don't believe it. There is nowhere to turn around at the end without entering our properties causing undue wear and tear on our road, drives and landscaping, etc. 6

We are not widening this freeway through here for <u>our</u> sake (the people who live here and love it and pay taxes here, volunteer here, care about our communities here) but for the sake of workers that <u>may or may not</u> need to drive into Santa Barbara for jobs in cars that may or may not require only gasoline to fuel them. Projections based on erroneous and specious information are set to determine the destruction of lower Montecito and Santa Barbara as we know it. Once the beauty is stripped, the environment is damaged, the views blocked, the noise level amplified, why will they want to come enjoy our special place? Statistics can be bent to suit the user, we all know that, but even worse, when they are outdated and missing, how can they even begin to make appropriate projections? They say our workforce is graying and that we will still live in our homes here and that we will require more and more workers to support us coming from cheaper living areas like Ventura county and Santa Maria. I think we can safely say there are other scenarios to this, like better, more fuel efficient cars, alternative modes of transportation and need for not more but fewer in the workforce who can't afford to live here. Don't believe the reasoning until updated information is supplied and all of the ramifications are considered. 7

I hope and pray that this is not one of those letters that someone says "Thank you, Maam" to and it gets thrown into the round file. This is such a serious undertaking that we will have to live with forever, our children and grandchildren and beyond. Let's make it the very best we can by considering not just "MOVING TRAFFIC", but a better way of life for all concerned.

Thank you for your consideration of my concerns,

Karen S. Tsutsumida

Tsutsumida, Karen S.

Comment 1 Traffic Safety

It has been determined that left-side median ramps cannot be retained. The locations of the existing left-side ramps at Sheffield Drive do not allow for the lane improvements to be made through the interchange without ramp reconstruction or excessively costly avoidance of the ramps. The off-ramps present at Cabrillo Boulevard have significant operational limitations, including limited stopping sight distance and collision rates above statewide averages. Because the left-side ramps at both locations need to be reconstructed and/or relocated, they must be built to meet current engineering standards. Also, left-side exits are contrary to what expect. See Volume II, Appendix J, for the Left-side Ramps Fact Sheet.

Tsutsumida, Karen S.

Comment 2 Noise

According to the Federal Highway Administration website *http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm*, studies show that noise reflected by barriers to residences on the opposite side of the highway are unlikely. In fact, noise levels do not normally exceed 1 to 2 dBA, an increase that is not perceptible to the average human ear. This is due to the fact that not all of the acoustical energy is reflected back to the other side of a highway. Some of the energy goes over the barrier, some is reflected to points other than the homes on the opposite side, some is scattered by ground covering (grass and shrubs), and some is blocked by the vehicles on the highway. Additionally, some of the reflected energy is lost due to the longer path that it must travel. Furthermore, a wide strip of trees with very thick undergrowth can lower noise levels. However, dense vegetation would need to be 100 feet wide to reduce noise by 5 decibels.

Tsutsumida, Karen S.

Comment 3 Aesthetics

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Where soundwalls are recommended, they will include aesthetic treatment developed in conjunction with the community. In addition, vines and/or shrubs will be planted next to the soundwalls to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. Also, each permitting jurisdiction may require additional measures beyond the mitigation identified in the final environmental document.

Tsutsumida, Karen S.

Comment 4 Traffic

According to field data collected in 2008, recurring peak-hour congestion within the corridor lasted about 1.5 to 2 hours in the morning northbound peak period (6:30 a.m. to 8:30 a.m.) and about 2 hours in the afternoon southbound peak period (3:15 p.m. to 5:30 p.m.). It is anticipated according to the regional and local land use model that freeway operations will continue to deteriorate if action is not taken to address current congestion.

The HOV lanes proposal is one project in a larger consensus-approved package of improvements that was developed from the Santa Barbara CountyAssociation of Governments-sponsored *101 In Motion* process. This larger package of recommended improvements was funded through the Measure A local transportation sales tax measure and included as planned improvements in the 2008 and 2040 Regional Transportation Plan. These

plans provide a multimodal approach to long-term congestion relief in this corridor. Congestion relief was also analyzed in the Regional Transportation Improvement Plan (RTIP); this plan also recommended adding lanes and implementing a peak hour HOV lane.

Tsutsumida, Karen S.

Comment 5 Traffic

The Santa Barbara County Association of Governments (SBCAG) maintains the travel forecast model for the Santa Barbara Region. Regional travel forecast modeling activities are an important part of SBCAG's role as a Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO). Methodologies associated with forecasting volumes have been used for many years, are constantly evolving, and are based on complex mathematical algorithms. The process takes into account future land use changes as well as how trips are generated or drawn to these land uses. Future land use changes are planned by each individual local jurisdiction (cities and counties) in the jurisdiction's General Plan. The SBCAG travel forecasting model is constantly undergoing refinements and is recalibrated at specific times using count data generated by SBCAG and local jurisdiction efforts. As part of the calibration process, accuracy of previous forecasts are reviewed and adjustments to future forecast methodologies are made in an attempt to increase the accuracy of future predictions.

Tsutsumida, Karen S.

Comment 6 Traffic

A Traffic Management Plan will be developed during the design phase of the project to address potential impacts on traffic flow during construction. The project's final design will ensure there are two lanes open in each direction on U.S. 101 throughout construction, although some short-term mainline lane closures may be required for night work. Although some on- and off-ramps would be closed for part of the construction period in other areas of the project, significant traffic impacts are not expected within the City of Santa Barbara. Specific construction staging plans developed for the Cabrillo Interchange Configuration F Modified allow for new ramp connections to be built before the closure of the ramps to be replaced. Therefore, no significant ramp or local road closures are planned within the City of Santa Barbara for this project. See the updated discussion in Volume I, Section 2.4 (Construction Impacts), of the final environmental document.

Tsutsumida, Karen S.

Comment 7 Traffic

The HOV lanes proposal is one project in a larger consensus-approved package of improvements that was developed from the Santa Barbara County Association of Governments-sponsored *101 In Motion* process. Recommended improvements are funded through the Measure A local transportation sales tax measure and are included as planned improvements in the 2008 Regional Transportation Plan and the updated 2040 Regional Transportation Plan. The plans provide a multimodal approach to long-term congestion relief in this corridor.

Pat Tsutsumida
<ptsuts@yahoo.com>
05/25/2012 04:31 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc <irodrigu@co.santa-barbara.ca.us>, <coast4u@coastal.ca.gov>, <SupervisorCarbajal@sbcbos1.org>, <info@sbcag.org>
Subject Comments on Hwy 101 HOV Project

To whom it may concern:

Recently, there were meetings to provide the public with information regarding the next stages of the Highway 101 Widening Project. Specifically, it was to address Phase 2 that is the widening for the inclusion of HOV lanes from La Conchita to Santa Barbara.

As a resident who lives literally within a "stone's throw" of the section of the Highway 101 that will be under construction (at the Sheffield exit), I have some major concerns regarding the resulting impacts of this project as well as the interim impacts on our local community during construction. In addition, there are also comments regarding the relevance of the data used to justify the current project approach.

Concerns/Comments

- Maintaining the rural "feel"" of the Santa Barbara area will be lost and will take on the urban character known as "big city blight".
  - There will be a loss of the heritage trees that currently exist due to the widening. The proposed landscaping seems to be somewhat inadequate to restore the rural "feel'. In addition, it should be noted that the plant selection has not been effective historically as most of the new plantings eventually die within 2-3 months. What is most inefficient in this situation is that the same plants are replanted over and over again with the same outcome. (Is this one definition of insanity?) 1
  - The additional noise will be significant. This will be due to 2 factors: removing the current heritage trees that currently help in breaking up some of the sound and the plan to use of sound walls that will reflect the sound waves versus diffusing them (as using textured/non-flat wall surfaces or staggering the placement of the walls which would break the continuity of the line of the wall but also break up the sound waves much more effectively). 2
  - The sound walls will become the Central Coast's largest graffiti canvas. It seems that there is little concern by the Caltrans project team to address this; their solution to have vines covering the walls seems to be their proposed "silver bullet" and mantra. However, when questioned further detail, it becomes apparent that it is something more like a 25% solution due to the inability to cover all of the sound walls with plant material. 3
  - From Sheffield to Hot Springs, Highway 101 will be six (6) lanes and the entrance to Santa Barbara will look to visitors like any other big city, not a premium tourist destination. In addition, the elimination of the left on (at Sheffield) and off (at Cabrillo) ramps appears to be added expense and destruction of heritage trees without added benefit. The project team contends that it is a safety issue but there are others who also contend that they have data that suggests that these 2 left ramps are no less safe than any other right side off ramps in the area. As an alternative approach, leaving these ramps "as is" would be greatly enhanced by eliminating the HOV lane from Sheffield to Hot Springs (for the Cabrillo off ramp) and putting in a southbound acceleration lane (for the Sheffield on ramp). 4
- During the construction period, there will be significant interim impacts/disruptions that will definitely negatively affect our current quality of life and safety.
  - Despite assurances from the project team that there will always be two lanes open to facilitate the flow of traffic, the lower posted speeds for construction worker safety coupled with the curiosity/distraction of the construction activity will slow traffic significantly.
  - At the Sheffield exit, the probability that drivers will use Ortega Hill Road to circumvent the construction delays will be extremely high and, as the road going over the hill is very narrow and winding, more accidents will occur. Currently, many drivers of SUV's/large vehicles going down the hill toward Sheffield ride slightly over the center line to avoid hitting the guard rail that leaves very little room for error for oncoming traffic. In addition, at the Sheffield stop sign, visibility of cross traffic is extremely poor and the driving speeds are high enough so turning left toward North Jamison will become extremely hazardous as well with the increased traffic volume. 5
  - There will be a significant increase to surface street traffic as drivers look for driving routes to get around the construction; this translates into a loss of safety for our local neighborhoods. In many cases, these drivers are in a hurry and drive at speeds that are unsafe for local residents (especially children).
  - While there may be existing traffic studies that say this won't happen, it

should be remembered that there were studies (by the same groups) that were incorrect when they said that closing the 101 on ramp at Cabrillo would not materially change the traffic flow on Coast Village Road. We should learn from history or be doomed to repeat it.

- Due to the elongated construction time for highways, demands of the public do change and, potentially, significantly. The approach used by the Caltrans project team appears to use outdated information and may not be truly meeting the public's **current** needs.

  - As suggested in the previous bullet regarding the left on and off ramps, there is apparently conflicting data.

  - The need for an HOV lane from Sheffield to Hot Springs should be revisited as it would assist in maintaining the usefulness of the Cabrillo left off ramp. In addition, within that span of highway, the exits are about ½ mile or so apart which may create issues for users of the HOV lane to effect a smooth transition for exit to those streets. 6

  - The traffic volume estimates used to support an HOV lane are outdated. With the price of gas rising, "boomers" delaying/foregoing retirement because of the poor economy, and Gen Y demonstrating a lower tolerance for extended commutes, the entire traffic pattern projections should be revisited before we spend California tax dollars that potentially be redirected to other more pressing issues. 7

  - In this light, the viability of mass transit should be re-evaluated. Continuing to widen highways, not only has a significant impact on the quality of life in Santa Barbara but acts as an "enabler" to our addiction in this country to petroleum.

  - Even though this measure was voted in, the current needs of the public and affected community need to be revalidated before moving forward. It is highly possible that put up to a vote today the measure would not pass as circumstances have changed and the public is more aware of what the true impact of this project would be to their communities versus just the conceptual issue that they initially voted for. 8

  - Finally, it seems that while we use data to support the implementation of projects like this. Does any one actually go back to see if the projections that are used to justify spending millions of tax dollars were ever accurate? If so, it would be good to see a history of forecast accuracy and, if not, it would be even more important to see a history of forecast accuracy. 9

These are my concerns and comments. However, I am not confident Caltrans will take any constructive action. It has already been made clear what the position of Caltrans is in this project relative to comments by the affected communities. A high ranking official in Caltrans was quoted as saying that his concern is not with the local community where the changes are being made but rather with the people who will be using the highway. (Unfortunately, I was not able to find the article for this quote so details are lacking.)

What this means to me is that the public meetings are nothing more than "feel good" sessions and it becomes nothing more than one of the items on the Caltrans project checklist being completed.

Thank you for your consideration and hopefully your actions will demonstrate that my cynicism is unfounded.

Regards,

Pat Tsutsumida

151 Loureyro Road

Montecito, CA 93108

Tsutsumida, Pat

Comment 1 Visual

While there are scenic visual resources in the project corridor that have been present and distinctive for decades, no landscaping elements or landscaping schemes in the project area of potential effects are considered either National Register-eligible historic properties or historical resources for the purposes of the California Environmental Quality Act.

The existing landscaping through the project corridor is recognized as an important aesthetic resource of high value to the communities as well as the traveling public. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Where soundwalls are recommended, they will include aesthetic treatment developed in conjunction with the community. In addition, vines and/or shrubs will be planted next to the soundwalls to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. Also, each permitting jurisdiction may require additional measures beyond the mitigation identified in the final environmental document.

Tsutsumida, Pat

Comment 2 Soundwall Aesthetics

Where soundwalls are recommended, they will include aesthetic treatment developed in conjunction with the community and the local Architectural Review Board. In addition, vines and/or shrubs will be planted next to the soundwalls to the greatest extent possible considering safety and maintenance requirements. Proposed textures of soundwalls are controlled by requirements resulting from the Coastal Development Permit process. Any additional texture from the basic masonry block assumption will act to attenuate additional noise.

Although a wide strip of trees with very thick undergrowth can lower noise levels, studies show that the dense vegetation would need to be 100 feet wide to reduce noise by 5 decibels.

Tsutsumida, Pat

Comment 3 Visual

Graffiti along the highway corridor is also a concern for Caltrans as it increases the work of maintenance crews in the corridor As a result, graffiti prevention measures will be implemented throughout the project to the greatest extent practicable. Measures may include increased planting, special surface texturing and coatings, as well as other detection-based efforts.

Vines and/or shrubs will be planted next to the soundwalls to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. Also, each permitting jurisdiction may require additional measures beyond the mitigation identified in the final environmental document.

Tsutsumida, Pat

Comment 4 Left-side Ramps

It has been determined that left-side median ramps cannot be retained. The locations of the existing left-side ramps at Sheffield Drive do not allow for the lane improvements to be constructed through the interchange without ramp reconstruction or excessively costly avoidance of the ramps. The off-ramps present at Cabrillo Boulevard have significant operational limitations, including limited stopping sight distance and collision rates above statewide

averages. Because the left-side ramps at both locations need to be reconstructed and/or relocated, they must be built to meet current engineering standards. Also, left-side exits are contrary to what drivers expect. See Appendix I for the Left-Hand Ramps Fact Sheet.

Tsutsumida, Pat

Comment 5 Traffic Construction

The Draft Environmental Impact Report stated the following: "During construction, at least two lanes in each direction would remain open for peak-period travel. U.S. 101 mainline lane closures would occur mainly during off-peak hours to minimize construction-related travel impacts within the corridor. Construction of the build alternatives would be done with measures taken to avoid public access impacts to park and recreational facilities, with alternate routes made available for use during construction. Construction-related disruptions would be minimized through development and implementation of a Traffic Management Plan." Caltrans will work closely with the local jurisdiction staff and industry leaders during the design phase to refine methods for minimizing traffic disruption during the construction of the project. See Volume I, Section 2.1.5, for more information.

Tsutsumida, Pat

Comment 6 HOV Lanes

The HOV lane will function as a part-time, continuous access lane, which means the HOV lane can be entered or exited at the driver's discretion. It will only be an HOV lane during peak commute hours and will operate as a mixed-flow lane during off-peak hours. Commuters who use the express bus between Ventura and Santa Barbara will also benefit from this project. A new commuter rail between Ventura, Santa Barbara and Goleta will also be available in the near future for commuters. This part-time HOV lanes project is only a portion of the total package to help relieve the recurring congestion on the highway.

Tsutsumida, Pat

Comment 7 Traffic Data

All data collected are up to date during the time the study was performed, and future projections are applied using regional planning and the land use model meeting the industry's traffic studies standards and practices. All traffic models used for the 2020 and 2040 analyses have also been carefully and correctly calibrated and validated. All the traffic studies were also approved by the traffic technical committee and the Santa Barbara County Association of Governments board before being released to the public.

Tsutsumida, Pat

Comment 8 Funding

The South Coast 101 HOV lanes proposal is one project in a larger consensus-approved package of improvements that came out of the SBCAG-sponsored *101 In Motion* process. This larger package, which has since been further funded through the Measure A local transportation sales tax measure and included as planned improvements in the 2008 Regional Transportation Plan, provides a multimodal approach to long-term congestion relief in this corridor. The part-time HOV lanes project is the largest component (64%); other parts include commuter rail (18%), increased express bus line services (that are allowed to use the HOV lane), demand management (9%), and operational improvements (9%).

Tsutsumida, Pat

Comment 9 Traffic Data

The Santa Barbara County Association of Governments (SBCAG) maintains the travel forecast model for the Santa Barbara Region. Regional travel forecast modeling activities are an important part of SBCAG's role as a Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO). Methodologies associated with forecasting volumes

have been used for many years, are constantly evolving, and are based on complex mathematical algorithms. The process takes into account future land use changes as well as how trips are generated or drawn to these land uses. Future land use changes are planned by each individual local jurisdiction (cities and counties) in the jurisdiction's General Plan. The SBCAG travel forecasting model is constantly undergoing refinements and is recalibrated at specific times using count data generated by SBCAG and local jurisdiction efforts. As part of the calibration process, accuracy of previous forecasts are reviewed and adjustments to future forecast methodologies are made in an attempt to increase the accuracy of future predictions.

South Coast HOV LANES US 101

Comment Card

NAME: Ken TUCKER

ADDRESS: 1227 EUCLID CITY: VISTA, ZIP: 92083

REPRESENTING: SOCA CONTRACTORS

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

Please See ATTACHED!

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

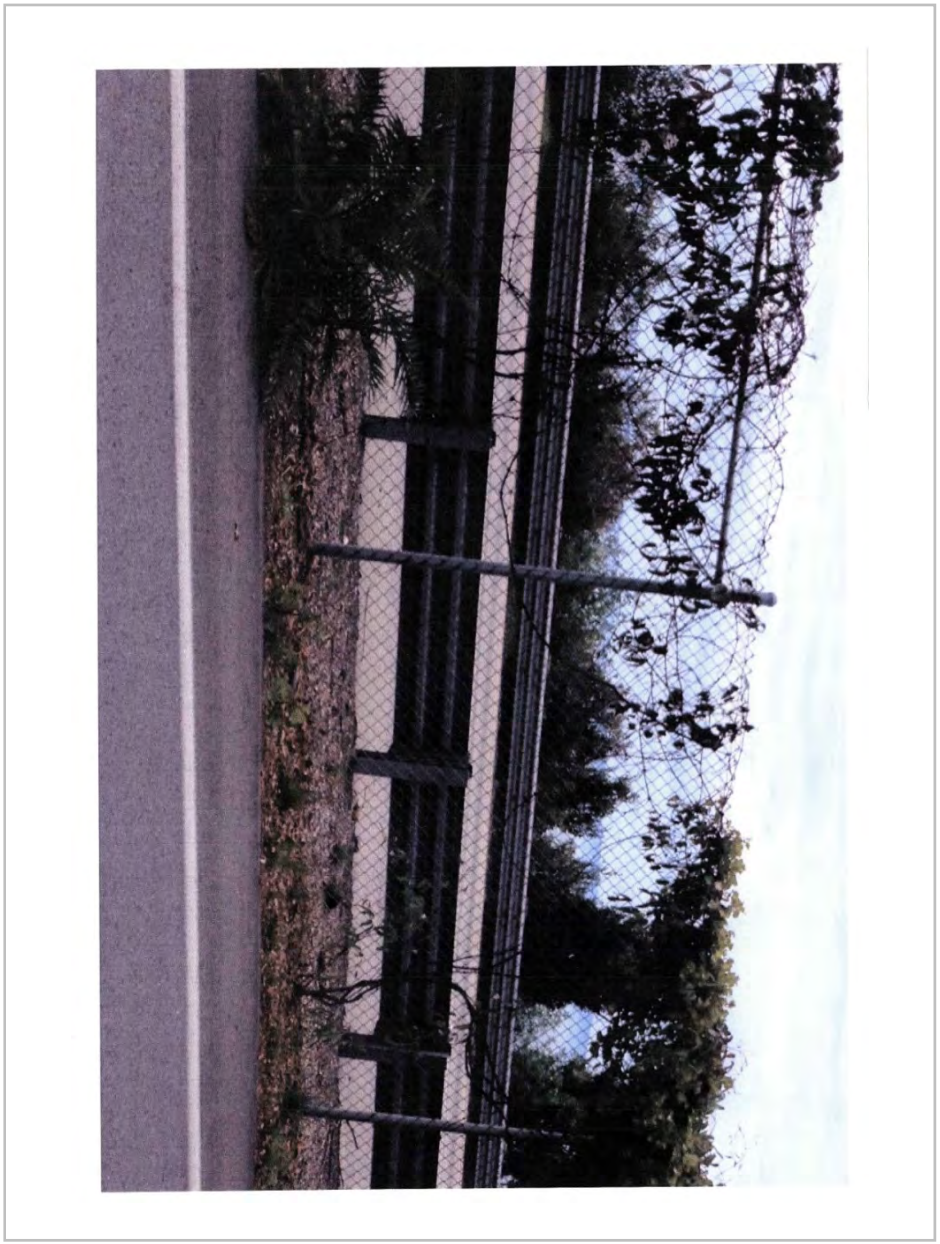
CALTRANS DISTRICT 5
Environmental Branch
Attention: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☒ someone told me about it ☐ other: _____

Caltrans · SBCAG Santa Barbara County Association of Governments · US Department of Transportation Federal Highway Administration

The neighborhood near JAMESON and HIXON, shown in the PHOTO attached is very NOSIY due to how close the FREEWAY TRAFFIC is. I know STUDIES were conducted, BUT common SENSE SAYS THAT IF you are this close TO the FREE WAY, IT is NOISIER THAN the numbers show. IF you are this close TO the FREE WAY, there is NOTHING NOW TO STOP IT. There needs TO be a SOUND WALL From San Ysidro TO Sheffield. There are many examples OF this SOLUTIONS here TO San Diego, Orange and Los Angeles COUNTIES; we need TO apply THOSE SOLUTIONS here TO this SOUND WALL. 1 2

Ken TUCKER



Tucker, Ken

Comment 1 Noise

Caltrans staff reevaluated soundwalls for high-density development areas to identify short sections of soundwalls that might be financially reasonable. Several soundwall extensions are recommended for construction. For the segment under question, northbound soundwalls are recommended for construction from Sheffield Drive to San Ysidro Road except for where they would cross two Federal Emergency Management Agency floodways (see detailed explanation below), and one low-density development area 200 feet east of the floodway. Tentatively, it has been determined that soundwalls in these two floodway areas cannot be designed to pass the flood flows during floods. See Volume 1, Section 2.2.7, for more details regarding these soundwalls and floodway information.

Tucker, Ken

Comment 2 Noise

A continuous soundwall from Sheffield Drive to San Ysidro Road would cross the Federal Emergency Management Agency floodplain created by the combined flows of Romero, San Ysidro and Oak creeks. Within that floodplain are Federal Emergency Management Agency floodways defined for Romero Creek and for the combined flows of San Ysidro and Oak creeks (see FEMA Flood Insurance Rate Maps in Appendix E). The Federal Emergency Management Agency does not allow any increase to 100-year flood elevations within a floodway.

All feasible alternatives were studied to find a way to provide a soundwall at this location without raising 100-year flood elevations. Caltrans studied the effect of providing a soundwall at this location equipped with floodgates similar to those near Salinas Street in Santa Barbara. This type of floodgate allows more flow through the wall than any other method. The studies showed an increase in 100-year flood elevations within the limits of the

Federal Emergency Management Agency floodways even when the maximum possible number of floodgates was incorporated into the wall. Parallel soundwalls with staggered openings have been determined to be effective in passing flood flows in other locations along the project, but they allow even less flow to pass than floodgates and would not be appropriate at this location.

During the design phase of this project when detailed hydraulic analysis is performed, if a design can be developed that can pass the flood flows without affecting anticipated 100-year floodwater elevations, either upstream or downstream, residents will be contacted for further input on soundwalls.

5-21-2012

Patrick Tumamait
Native Chumash Consultant
992 EL Camino Corto
Ojai, CA. 93023

Re: Southern Coast HOV Project on U.S. Highway 101.

To whom it may concern:

I'm writing this letter in response to the Public Notice Announcement Comment Period, for the Environmental Impact Report / Environmental Assessment. As you may know, I was hired on as the Native Chumash Monitor for the first phase of the Hwy 101 Widening Project Sea Cliff Dr. to Casitas Pass Rd. Off Ramp Hwy 150. In 2008, I was also selected to monitor the archaeological testing phase 2 done by Farwestern Archaeological. Currently, I'm working with Granite Construction as the Native Chumash monitor under the direction and supervision of the Project Manager ROB GREGG at La Conchita Hwy 101. My involvement with this Project has been extensive to date and I would like to continue into the second phase of the Project Carpenteria to Montecito. If you have any questions, please call me any time at (805) 216-1253

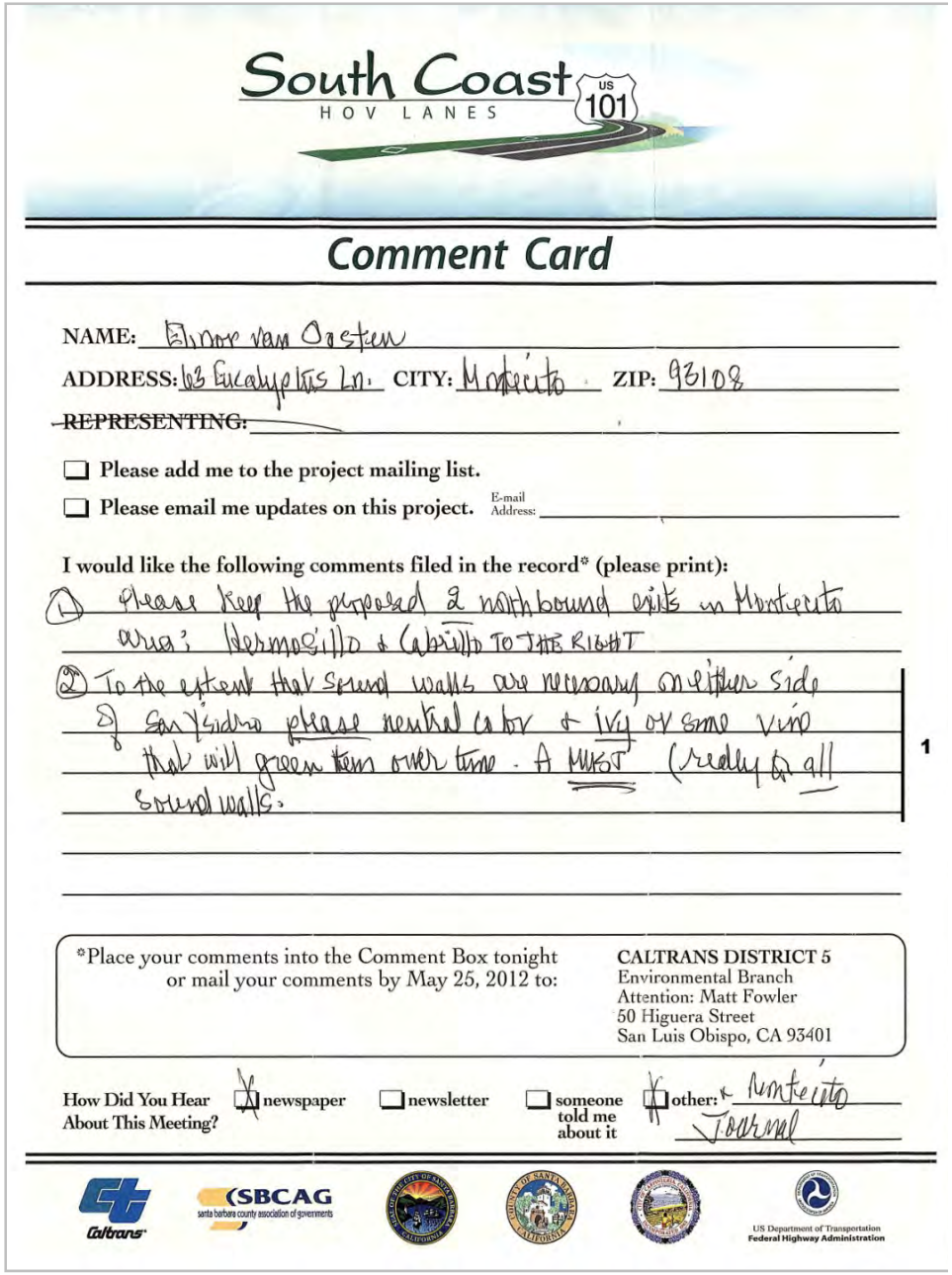
Thank you,

Patrick Tumamait 5-23-12

Tumamait, Patrick

Archaeology

As part of our ongoing consultation process, Caltrans will notify the Chumash community in a timely manner about opportunities for construction monitoring.



South Coast HOV LANES US 101

Comment Card

NAME: Elinor van Oosten

ADDRESS: 63 Eucalyptus Ln. CITY: Montecito ZIP: 93108

~~REPRESENTING:~~

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address:

I would like the following comments filed in the record* (please print):

1. Please keep the proposed 2 northbound exits in Montecito area: Hermosillo & Cabrillo TO THE RIGHT
2. To the extent that sound walls are necessary on either side of San Ysidro please neutral color & ivy or some vine that will green them over time. A MUST (ready for all sound walls.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☐ someone told me about it ☒ other: Montecito Journal

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Van Oosten, Elinor

Comment 1 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, the two northbound exits would be retained at Cabrillo and Hermosillo. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Van Oosten, Elinor

Comment 2 Aesthetic Design

Vines and/or shrubs will be planted next to the soundwalls to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. Also, each permitting jurisdiction may require additional measures beyond the mitigation identified in the final environmental document.

JULY _6___, 2012

VIA EMAIL TO SOUTH.COAST.101.HOV@DOT.CA.GOV

Mr. Matt Fowler, Senior Environmental Planner
Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Re: Comments on South Coast 101 HOV Lanes Project; Project ID# 0500000225, Santa Barbara County, Draft EIR/EA (Project)

Dear Mr. Fowler:

I own/reside at 1717 Fernald Point Lane, which is within the project area of the Project referenced above. My primary concern is noise. My property is located immediately adjacent to Highway 101 but the environmental document proposes NO sound wall between the highway and my house.

I contend that the Project EIR/EA is legally inadequate because it concludes that there are no significant or potentially significant noise impacts from the project. This statement is incorrect and results in a substantial flaw in the environmental document. The document states that CEQA provides that "a significant impact occurs when the design year noise levels (20 years after construction of the project) increase by 12 or more decibels over existing noise levels." CEQA says no such thing. The EIR/EA admits that a 3 decibel increase in sound is perceptible. Because of the existing high noise impacts upon my home and neighborhood from the highway, even a 3 decibel increase is significant and must be mitigated. 1

The environmental document also suggests that the installation of sound attenuating paving material will mitigate the noise increase resulting from the project. Paving materials deteriorate and the State has a poor track record for replacing aging pavement. Reliance upon a material that has no proven performance record to offset long-term measurable sound increases from the project is incorrect and cannot be considered to be adequate mitigation. 2

The environmental document is inadequate because it includes no mitigation for the noise impacts that my property, and those of my neighbors, will suffer unless a noise barrier (i.e., sound wall) is erected to protect our homes. Without a sound wall, noise from the highway will increase steadily (the EIR/EA estimates decibel impacts from the project upon my neighborhood ranging from the high 60's to the low 70's. Most acoustical engineers would agree that a 65 decibel level in an exterior area is beyond the level of acceptability and constitutes a significant impact. 3

The EIR/EA understates the noise level by imposing upon the model a 3 decibel adjustment, due to a discrepancy between actual readings and the levels projected by the model, and attributed to topography and other field conditions. I submit to you that the discrepancy arose from the failure to take into account the impact of the ocean breeze. This tends to carry the sound away from my house and toward the highway, but it doesn't blow constantly and, when it is still, the sound levels increase markedly. The original projected decibel levels should be used without the 3 dB adjustment. 4

Finally, the EIR/EA suggests that a determination as to whether or not construction of a sound wall is economically reasonable (and, therefore, to be included in the project) is based upon a mathematical formula to determine "abatement valuation." The formula starts with an assumed base value of $31,000, then adds a few thousand here and there, depending upon certain factors applicable to a particular property. The "abatement valuation" for my house and that of my neighbors is $45,000. The EIR/EA doesn't explain how it was developed, so it doesn't justify its use. Therefore, the document is flawed. To apply such a low valuation to mitigating noise impacts that my property already suffers, together with the increased impacts that my property will suffer from the project, demonstrates that the EIR/EA is inadequate. It is using a pre-packaged formula that doesn't take into account the value of my ocean-front home. The houses in my neighborhood each are worth many millions of dollars, yet the EIR/EA applies the same base figure ($31,000) to modest houses on the north side of the highway – houses that have much lower fair market value than ours. This lack of a logical approach to valuation of impact, and its abatement, must be corrected. If it were, the cost of the sound wall between my home and the highway would be "reasonable" because it would be far less than the mitigation value for my neighbors and me. 5

The noise section of this environmental document must be substantially revised or the EIR/EA will be inadequate.

Sincerely,

Alan Van Vliet

Kathryn and Alan Van Vliet
1717 Fernald Point Lane
Santa Barbara, CA. 93108

[Sign above and insert here name and address]

Van Vliet, Kathryn and Alan

Comment 1 CEQA and Noise

Caltrans is the lead agency on this project for both the California Environmental Quality Act and National Environmental Policy Act. Caltrans determines the significance of environmental impacts, including noise impacts, under the California Environmental Quality Act and National Environmental Policy Act criteria of context and intensity. Caltrans uses the Federal Highway Administration guidelines to determine when noise abatement must be considered, however that is not considered a threshold of significance. Table 2.36 in Section 2.2.7 (Noise) in Volume 1 of the final environmental document shows a project build noise level increase of only a 1 dB above the existing noise levels for Receptors R77 and R77A (which includes your residence). This minimal increase is not considered a significant impact given the fact that according to the Caltrans Technical Noise Supplement (TeNS) a 1-dBA increase is not detectable to a healthy human ear and a 3-dBA increase is barely noticeable to a healthy human ear. Therefore, the increase is not considered a significant impact under CEQA or NEPA, and no mitigation is required.

Van Vliet, Kathryn and Alan

Comment 2 Highway Maintenance

The noise-attenuating pavement treatment is not being proposed as noise mitigation, but rather as a project feature to help reduce noise levels. All pavements require periodic surface maintenance efforts to retain their original functionality. This is true for structural pavement as well as sound-attenuating surfaces.

Van Vliet, Kathryn and Alan

Comment 3 Soundwall Calculation

See response to comment 1 for discussion of noise impacts.

As a result of public comments received on the draft environmental document, Caltrans staff reevaluated Soundwall S471. Two additional benefitted units associated with Receptor R76 that had been overlooked during the original calculations were evaluated. Once confirmed, they were included in the recalculation. Additional second-row homes were reevaluated, and it was confirmed that they would not be benefitted by a wall. Caltrans staff also looked at high-density residential areas behind the wall to identify any short sections that might be financially reasonable. None were identified at this location. As a result of these evaluations, no additional locations or segments of Soundwall S471 were identified as being financially reasonable. Also, it was determined that a soundwall at this location would cross a Federal Emergency Management Agency-identified floodway containing possible flood flows of a magnitude that cannot be passed using floodgates. Other proposed soundwalls crossing this floodway are not considered feasible are also not recommended for construction due to the potential of exacerbating the flooding situation upstream of the soundwall locations. Please refer to Volume I, Section 2.2.7, for more information related to Soundwall S471.

Van Vliet, Kathryn and Alan

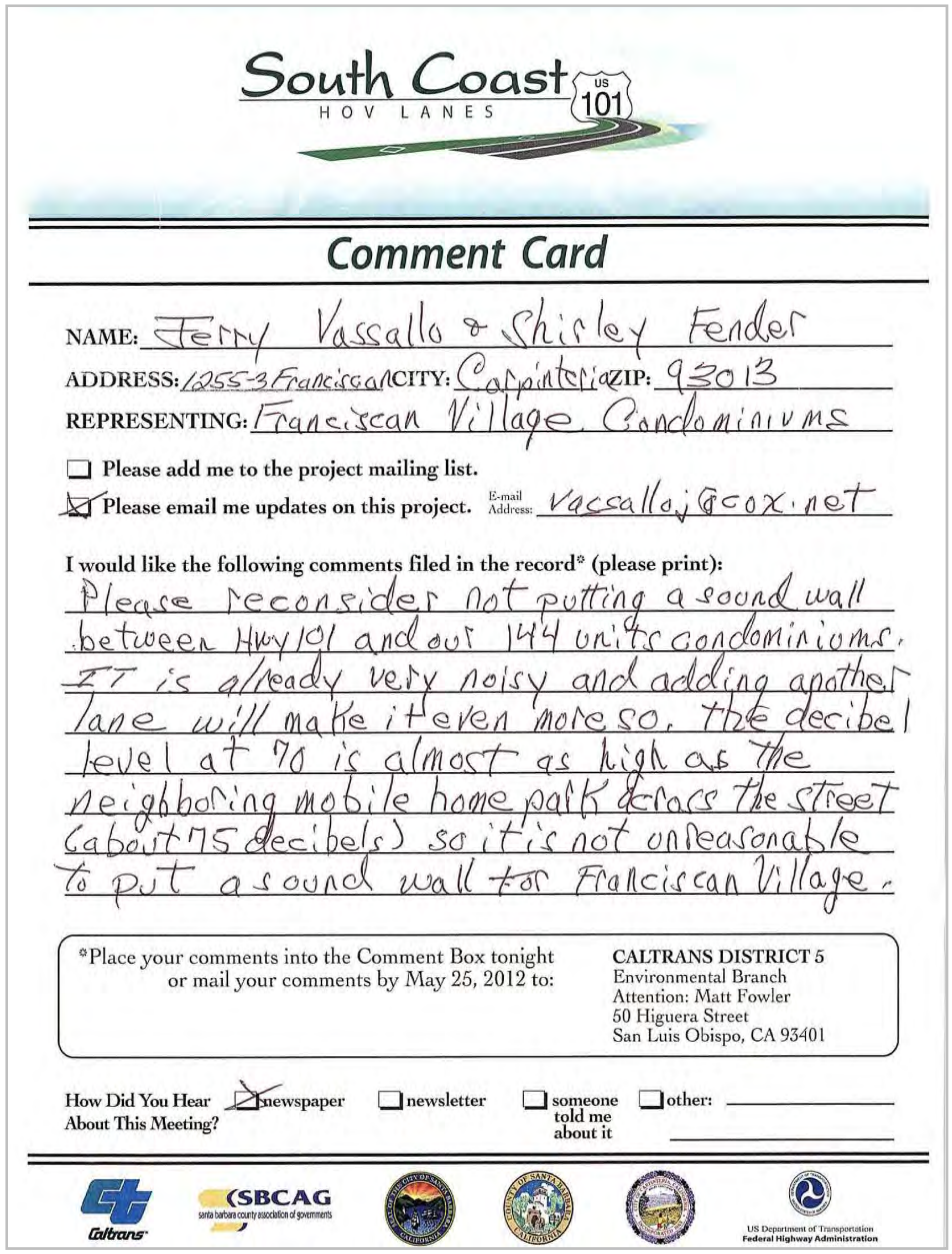
Comment 4 Noise

The protocol for analyzing noise does not provide for speculation of worst-case weather conditions. Validity of the model output depends on rational decisions on field conditions present at the time of data collection to avoid skewing the collected data. The important consideration is to avoid collecting data if wind is blowing in excess of 12 miles per hour because the data would not represent average conditions. If the field notes indicate “null” or “calm” conditions, wind is assumed to not be a problem.

Van Vliet, Kathryn and Alan

Comment 5 Soundwall Calculation

Feasibility of noise abatement is basically an acoustical and engineering concern. A minimum 5-dBA reduction in the future noise level must be achieved for an abatement measure to be considered acoustically feasible. In addition, a Noise Abatement Decision Report was prepared for the project to estimate the construction cost for the feasible noise abatement measures identified in the Noise Study Report and determine if noise abatement is financially reasonable. The overall reasonableness of noise abatement is determined by many factors. Main factors that affect reasonableness include the cost of noise abatement, absolute noise levels, existing noise versus design-year noise levels, achievable noise reduction, date of development along the highway, life cycle of noise abatement measures, and environmental impacts of abatement construction. Cost considerations for determining noise abatement reasonableness are evaluated by comparing reasonableness allowances and projected costs. The noise protocol does not consider the value of the home it protects; to do so would conflict with environmental justice policies. See Volume I, Section 2.2.7, for more information on criteria for determining when an abatement measure is reasonable and feasible.



South Coast HOV LANES US 101

Comment Card

NAME: Jerry Vassallo & Shirley Fender

ADDRESS: 1255-3 Franciscan CITY: Carpinteria ZIP: 93013

REPRESENTING: Franciscan Village Condominiums

☐ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: vassallo j@cox.net

I would like the following comments filed in the record* (please print):

Please reconsider not putting a sound wall between Hwy 101 and our 144 units condominiums. It is already very noisy and adding another lane will make it even more so. The decibel level at 70 is almost as high as the neighboring mobile home park across the street (about 75 decibels) so it is not unreasonable to put a sound wall for Franciscan Village.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

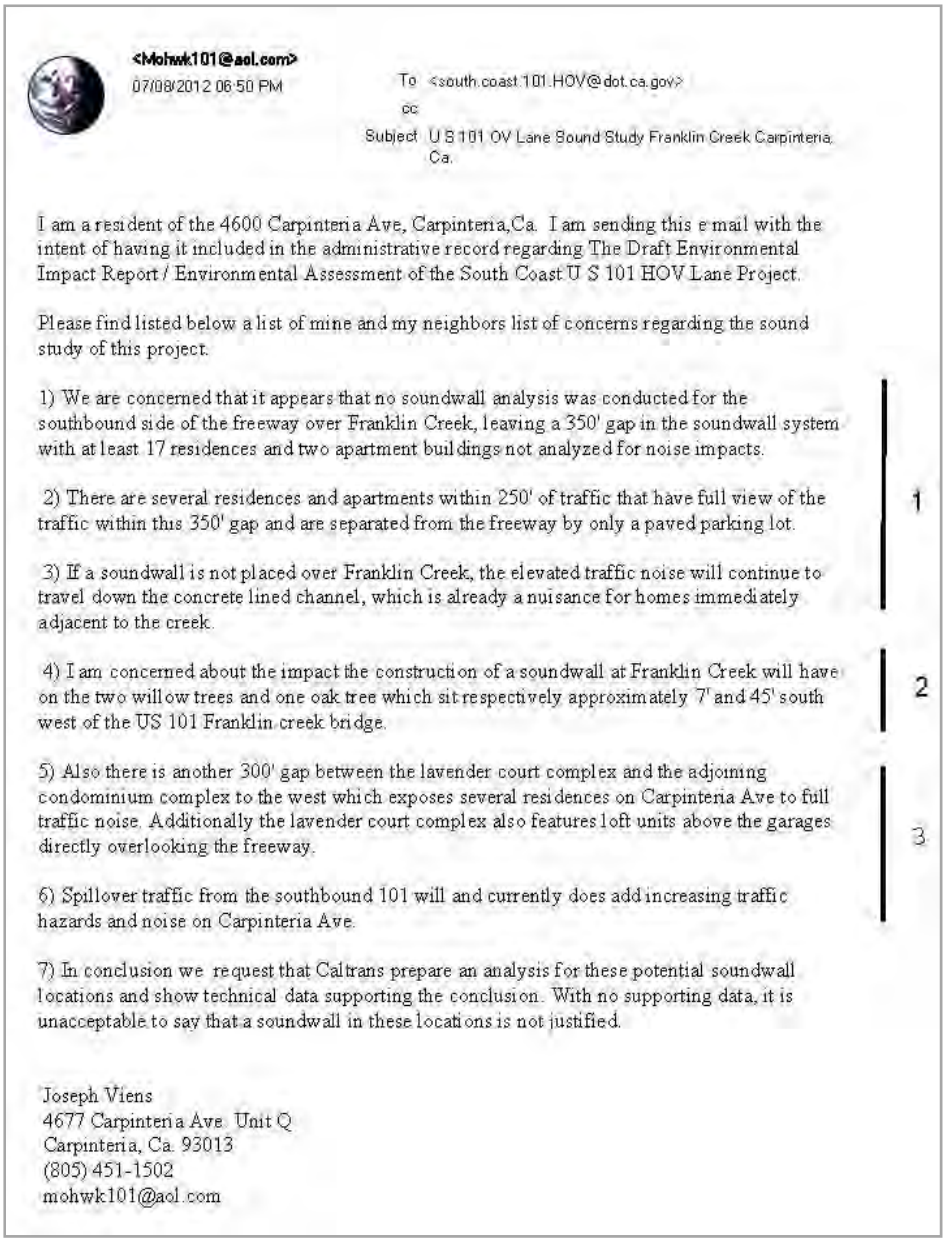
How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Vassallo, Jerry and Fender, Shirley

Noise

As a result of public comments on the draft environmental document, Caltrans staff reevaluated soundwalls for high-density residential areas to identify short sections that might be financially reasonable. A wall segment of Soundwall S210 to protect the densely populated area of Franciscan Village is expected to be recommended for construction. Please refer to Volume I, Section 2.2.7, for more information relating to Soundwall S210.



<Mohwk101@aol.com>
07/08/2012 06:50 PM

To <south.coast.101.HOV@dot.ca.gov>
cc
Subject U S 101 OV Lane Sound Study Franklin Creek Carpinteria, Ca.

I am a resident of the 4600 Carpinteria Ave, Carpinteria,Ca. I am sending this e mail with the intent of having it included in the administrative record regarding The Draft Environmental Impact Report / Environmental Assessment of the South Coast U S 101 HOV Lane Project.

Please find listed below a list of mine and my neighbors list of concerns regarding the sound study of this project.

1) We are concerned that it appears that no soundwall analysis was conducted for the southbound side of the freeway over Franklin Creek, leaving a 350' gap in the soundwall system with at least 17 residences and two apartment buildings not analyzed for noise impacts. 1

2) There are several residences and apartments within 250' of traffic that have full view of the traffic within this 350' gap and are separated from the freeway by only a paved parking lot.

3) If a soundwall is not placed over Franklin Creek, the elevated traffic noise will continue to travel down the concrete lined channel, which is already a nuisance for homes immediately adjacent to the creek.

4) I am concerned about the impact the construction of a soundwall at Franklin Creek will have on the two willow trees and one oak tree which sit respectively approximately 7' and 45' south west of the US 101 Franklin creek bridge. 2

5) Also there is another 300' gap between the lavender court complex and the adjoining condominium complex to the west which exposes several residences on Carpinteria Ave to full traffic noise. Additionally the lavender court complex also features loft units above the garages directly overlooking the freeway. 3

6) Spillover traffic from the southbound 101 will and currently does add increasing traffic hazards and noise on Carpinteria Ave.

7) In conclusion we request that Caltrans prepare an analysis for these potential soundwall locations and show technical data supporting the conclusion. With no supporting data, it is unacceptable to say that a soundwall in these locations is not justified.

Joseph Viens
4677 Carpinteria Ave. Unit Q
Carpinteria, Ca. 93013
(805) 451-1502
mohwk101@aol.com

Viens, Joseph

Comment 1 Soundwall

A 350-foot-long section of area along the southbound lanes between the garages at the west bank of Franklin Creek to the west end of the soundwall is proposed for construction as part of the Linden-Casitas project. A wall in this location has been determined to be reasonable and feasible and has been recommended for construction by the Project Development Team responsible for the Linden-Casitas project.

Viens, Joseph

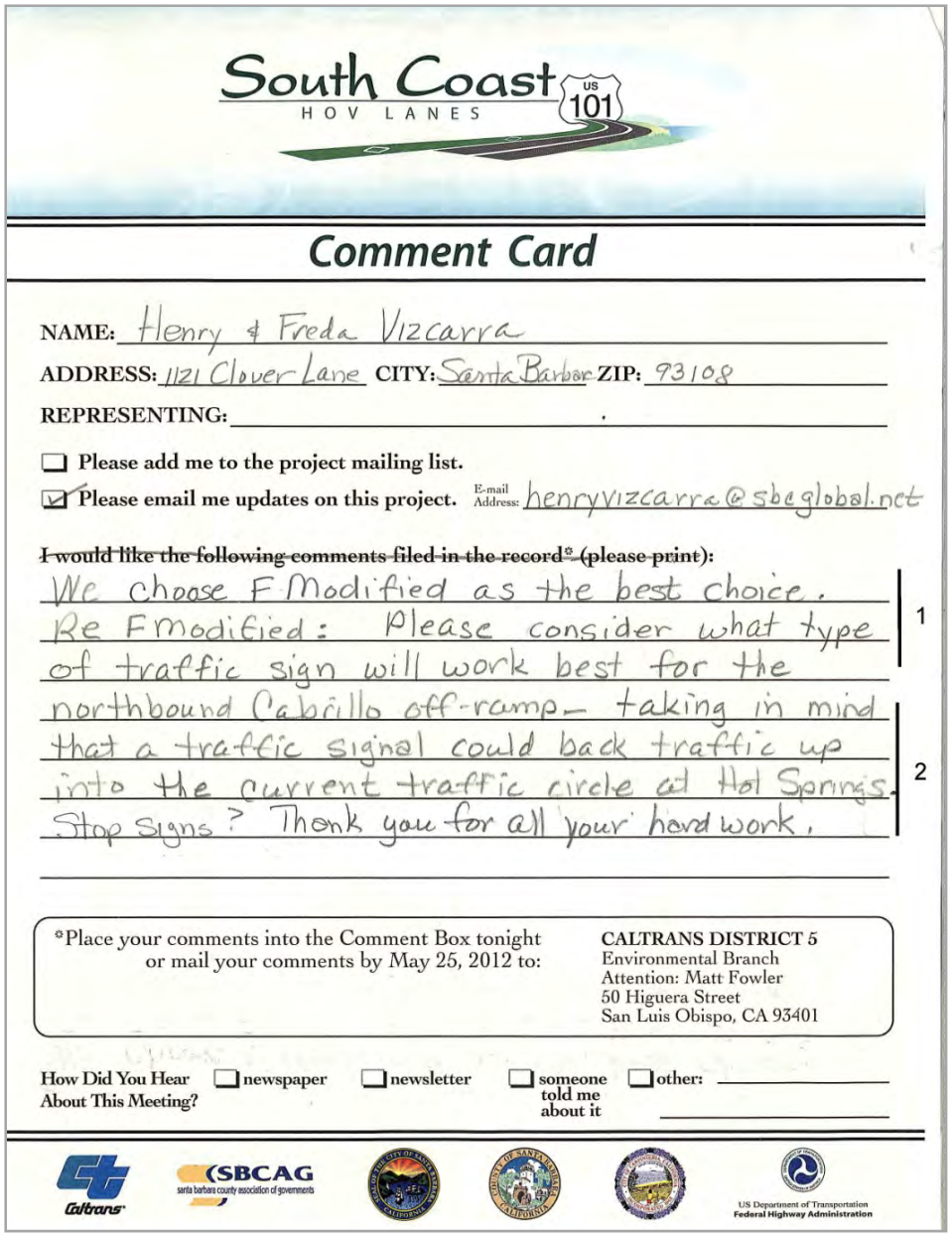
Comment 2 Biology

Most of the existing vegetation within the existing right-of-way between Franklin Creek and the Linden Avenue southbound off-ramp will require removal to construct the soundwall and do widening, drainage, and shoulder improvements. No oaks or willows were identified within the highway right-of-way adjacent to Franklin Creek that would require removal.

Viens, Joseph

Comment 3 Noise and Biology

The nearest receptors to the Lavender Court Complex area (Receptors 8 and 9) were below the noise abatement criteria of 67 decibels. Because the predicted noise level of 65 decibels does not approach or exceed the noise abatement criterion of 67 decibels, no soundwall was proposed for this area. Please refer to Volume I, Table 2.37, for information related to Receptors 8 and 9.



South Coast HOV LANES US 101

Comment Card

NAME: Henry & Freda Vizcarra

ADDRESS: 1121 Clover Lane CITY: Santa Barbara ZIP: 93108

REPRESENTING: .

☐ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: henryvizcarra@sbcglobal.net

~~I would like the following comments filed in the record* (please print):~~

We choose F Modified as the best choice. 1

Re F Modified: Please consider what type of traffic sign will work best for the northbound Cabrillo off-ramp – taking in mind that a traffic signal could back traffic up into the current traffic circle at Hot Springs. 2

Stop Signs? Thank you for all your hard work.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Vizcarra, Henry and Freda

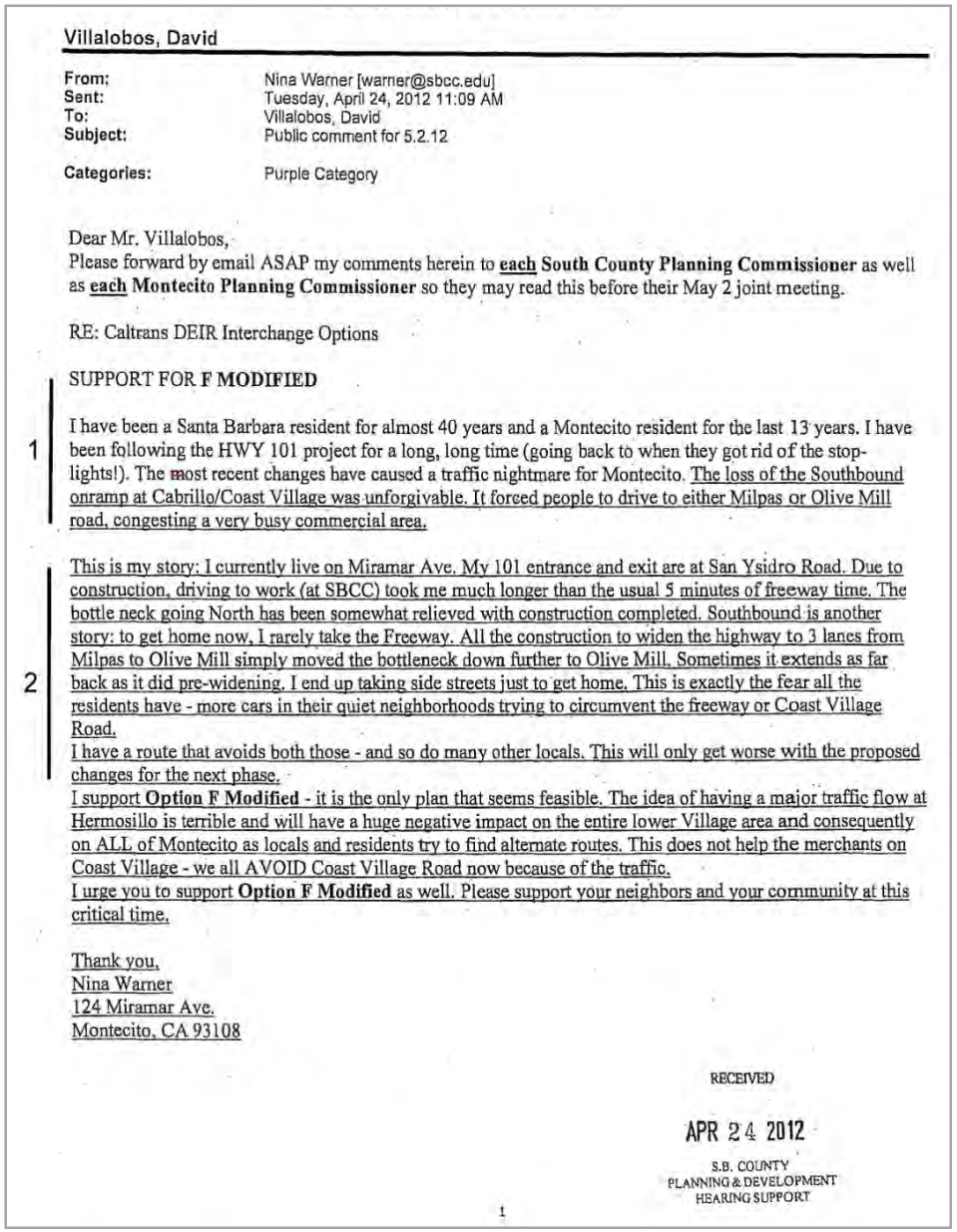
Comment 1 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Vizcarra, Henry and Freda

Comment 2 Traffic

Various intersection control types were analyzed for the northbound off-ramp. It was determined that a signal will provide the least overall intersection delay at this location.



Villalobos, David

From: Nina Warner [warner@sbcc.edu]
Sent: Tuesday, April 24, 2012 11:09 AM
To: Villalobos, David
Subject: Public comment for 5.2.12

Categories: Purple Category

Dear Mr. Villalobos,
Please forward by email ASAP my comments herein to **each South County Planning Commissioner** as well as **each Montecito Planning Commissioner** so they may read this before their May 2 joint meeting.

RE: Caltrans DEIR Interchange Options

SUPPORT FOR **F MODIFIED**

1 I have been a Santa Barbara resident for almost 40 years and a Montecito resident for the last 13 years. I have been following the HWY 101 project for a long, long time (going back to when they got rid of the stop-lights!). The most recent changes have caused a traffic nightmare for Montecito. The loss of the Southbound onramp at Cabrillo/Coast Village was unforgivable. It forced people to drive to either Milpas or Olive Mill road, congesting a very busy commercial area.

2 This is my story: I currently live on Miramar Ave. My 101 entrance and exit are at San Ysidro Road. Due to construction, driving to work (at SBCC) took me much longer than the usual 5 minutes of freeway time. The bottle neck going North has been somewhat relieved with construction completed. Southbound is another story: to get home now, I rarely take the Freeway. All the construction to widen the highway to 3 lanes from Milpas to Olive Mill simply moved the bottleneck down further to Olive Mill. Sometimes it extends as far back as it did pre-widening. I end up taking side streets just to get home. This is exactly the fear all the residents have - more cars in their quiet neighborhoods trying to circumvent the freeway or Coast Village Road.
I have a route that avoids both those - and so do many other locals. This will only get worse with the proposed changes for the next phase.
I support **Option F Modified** - it is the only plan that seems feasible. The idea of having a major traffic flow at Hermosillo is terrible and will have a huge negative impact on the entire lower Village area and consequently on ALL of Montecito as locals and residents try to find alternate routes. This does not help the merchants on Coast Village - we all AVOID Coast Village Road now because of the traffic.
I urge you to support **Option F Modified** as well. Please support your neighbors and your community at this critical time.

Thank you,
Nina Warner
124 Miramar Ave.
Montecito, CA 93108

RECEIVED
APR 24 2012
S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

1

Warner, Nina

Comment 1 Traffic

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Warner, Nina

Comment 2 Traffic

This project would be designed to provide two lanes in each direction on U.S 101 throughout construction, though some lane closures may be required for night work that is required when traffic is at its lowest volume. Median off-ramps will not be closed until replacement ramps are built. Temporary ramp improvements may be needed based on projected use. During construction, consideration would be given to provide continuous access along Cabrillo Boulevard to traffic—including bicycles, pedestrians, and persons with disabilities—through the construction area.

<susanwax@aol.com>
07/05/2012 02:51 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject 101 modifications

Dear Mr. Fowler,

We are writing to encourage you to choose the F Modified plan for Hot Springs/Cabrillo exits as the best option for our community. We also encourage you to work with a local design review team to be sure to make the least negative impact on our beautiful area. Thank you so much for your time and consideration. 1 2

Susan Wax and Ed Kaplan
192 Hermosillo Road (residents/homeowners for 26 years)

Susan M. Wax, Ph.D.
susanwax@aol.com

Wax, Susan M.

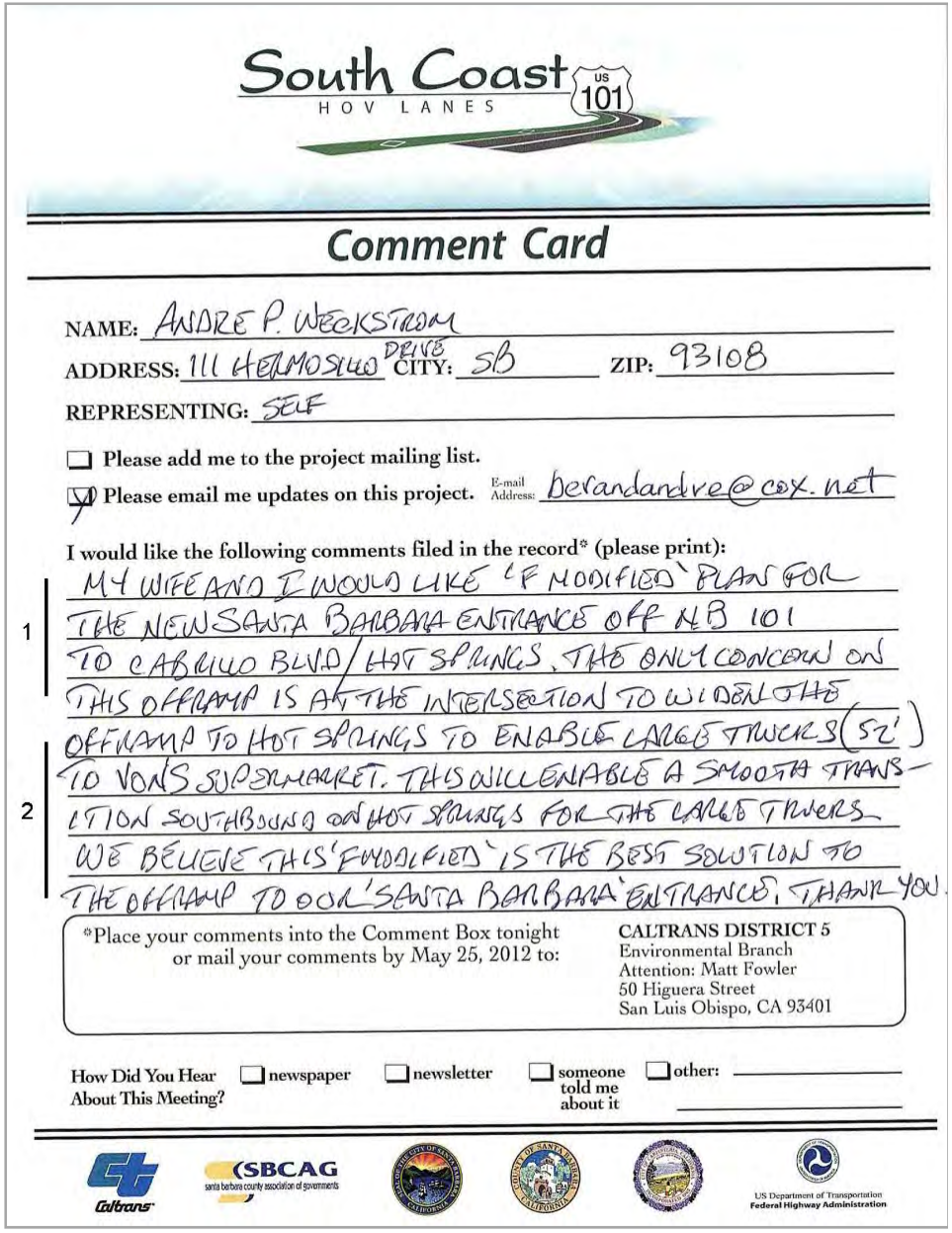
Comment 1 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Wax, Susan M.

Comment 2 Visual

The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible considering safety and maintenance requirements. Refinement of aesthetic and landscaping design details, though not required to meet the intent of mitigation, will be developed in collaboration with representatives of each affected community. Also, each permitting jurisdiction may require additional measures beyond the California Environmental Quality Act-required mitigation identified in the final environmental document.



South Coast HOV LANES — US 101

Comment Card

NAME: ANDRE P. WECKSTROM

ADDRESS: 111 HERMOSILLO DRIVE CITY: SB ZIP: 93108

REPRESENTING: SELF

☐ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: berandandre@cox.net

I would like the following comments filed in the record* (please print):

1 MY WIFE AND I WOULD LIKE 'F MODIFIED' PLANS FOR THE NEW SANTA BARBARA ENTRANCE OFF NB 101 TO CABRILLO BLVD/HOT SPRINGS. THE ONLY CONCERN ON THIS OFFRAMP IS AT THE INTERSECTION TO WIDEN THE OFFRAMP TO HOT SPRINGS TO ENABLE LARGE TRUCKS (52') TO VONS SUPERMARKET. THIS WILL ENABLE A SMOOTH TRANS-

2 ITION SOUTHBOUND ON HOT SPRINGS FOR THE LARGE TRUCKS. WE BELIEVE THIS 'F MODIFIED' IS THE BEST SOLUTION TO THE OFFRAMP TO OUR 'SANTA BARBARA' ENTRANCE. THANK YOU.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Weckstrom, Andre P.

Comment 1 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Weckstrom, Andre P.

Comment 2 Traffic Design

All ramps will be designed to accommodate trucks of a size that would be expected to use this interchange.

Andre P Weckstrom
<bevandandre@cox.net>
07/06/2012 10:28 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
Subject F Modified offramp

Dear Caltrans,

Andre and Beverly Weckstrom of 111 Hermosillo Drive are in favor of the F- Modified plan for the future 101 northbound interchange. We have been residents of Montecito for 67 years and I, Andre Weckstrom, have been a resident of 111 Hermosillo Drive since 19661.

We are requesting you to choose the F-Modified version for the following reasons: 1

Hermosillo cannot serve an outlet for Santa Barbara (beach or city) traffic due to its location and the impact to our neighborhood.

Commercial vehicles will not be able to negotiate the turn onto Coast Village Road. (thus impacting Hermosillo as an alternate, which it's traffic index doesn't allow). 2

F-Modified will provide both an easy traffic solution to Cabrillo Blvd (now available by the original historical left (#1) hand lane), and to Montecito with a right hand turn. This will limit congestion to the already in place roundabout.

Commercial traffic will travel more efficiently with this 'F Modified' off ramp.

Historically Hermosillo has been used for mainly non commercial/residential traffic.

Please take consideration for our pedestrians, bikers and local residents.

We are members of 'Save our Village Neighbors' and have been here a long time.....

Andre and Beverly Weckstrom

Weckstrom, Andre and Beverly

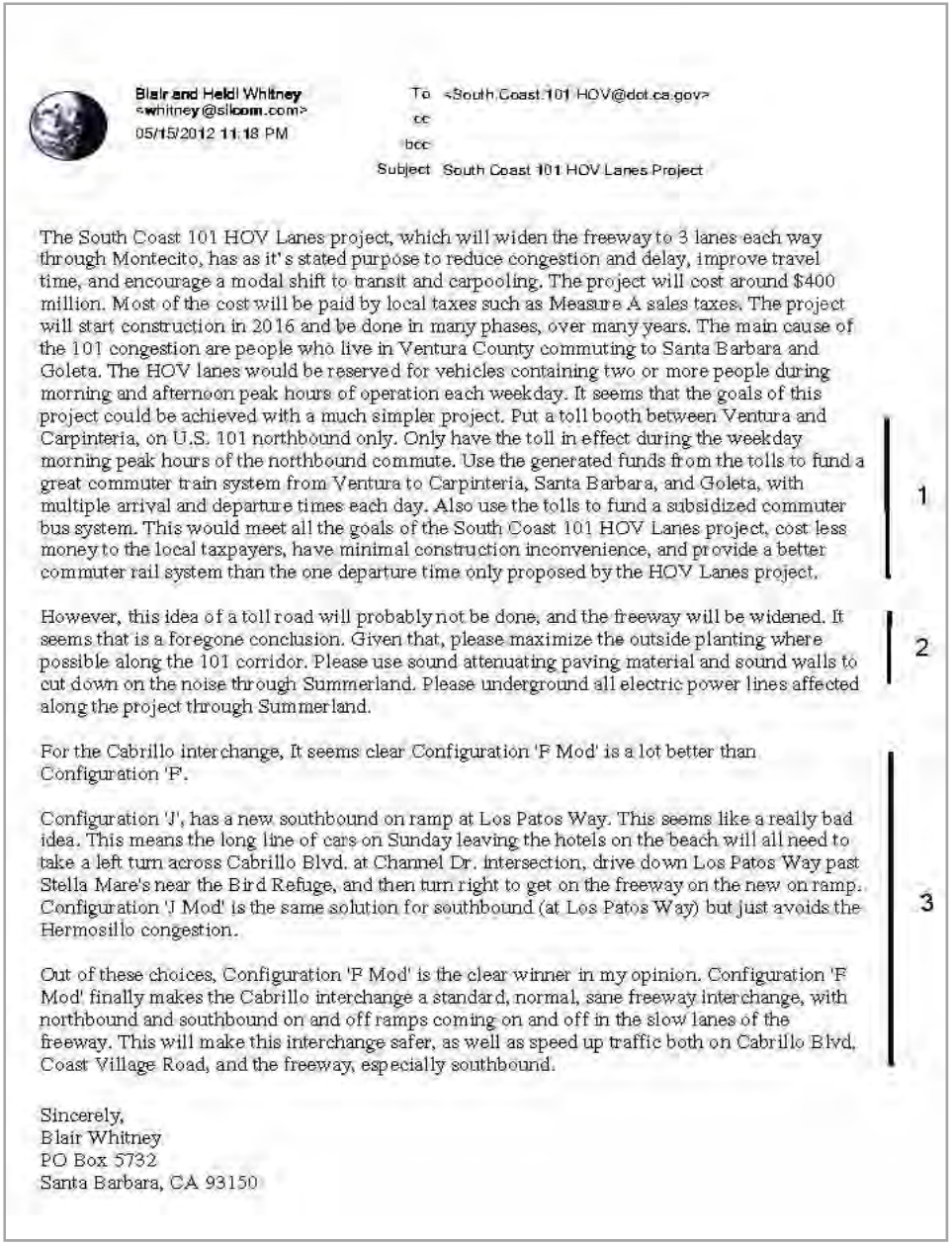
Comment 1 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Weckstrom, Andre and Beverly

Comment 2 Traffic Design

All ramps will be designed to accommodate large trucks.



Blair and Heidi Whitney
<whitney@silcom.com>
05/15/2012 11:18 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject South Coast 101 HOV Lanes Project

The South Coast 101 HOV Lanes project, which will widen the freeway to 3 lanes each way through Montecito, has as it's stated purpose to reduce congestion and delay, improve travel time, and encourage a modal shift to transit and carpooling. The project will cost around $400 million. Most of the cost will be paid by local taxes such as Measure A sales taxes. The project will start construction in 2016 and be done in many phases, over many years. The main cause of the 101 congestion are people who live in Ventura County commuting to Santa Barbara and Goleta. The HOV lanes would be reserved for vehicles containing two or more people during morning and afternoon peak hours of operation each weekday. It seems that the goals of this project could be achieved with a much simpler project. Put a toll booth between Ventura and Carpinteria, on U.S. 101 northbound only. Only have the toll in effect during the weekday morning peak hours of the northbound commute. Use the generated funds from the tolls to fund a great commuter train system from Ventura to Carpinteria, Santa Barbara, and Goleta, with multiple arrival and departure times each day. Also use the tolls to fund a subsidized commuter bus system. This would meet all the goals of the South Coast 101 HOV Lanes project, cost less money to the local taxpayers, have minimal construction inconvenience, and provide a better commuter rail system than the one departure time only proposed by the HOV Lanes project. 1

However, this idea of a toll road will probably not be done, and the freeway will be widened. It seems that is a foregone conclusion. Given that, please maximize the outside planting where possible along the 101 corridor. Please use sound attenuating paving material and sound walls to cut down on the noise through Summerland. Please underground all electric power lines affected along the project through Summerland. 2

For the Cabrillo interchange, it seems clear Configuration 'F Mod' is a lot better than Configuration 'F'.

Configuration 'J', has a new southbound on ramp at Los Patos Way. This seems like a really bad idea. This means the long line of cars on Sunday leaving the hotels on the beach will all need to take a left turn across Cabrillo Blvd. at Channel Dr. intersection, drive down Los Patos Way past Stella Mare's near the Bird Refuge, and then turn right to get on the freeway on the new on ramp. Configuration 'J Mod' is the same solution for southbound (at Los Patos Way) but just avoids the Hermosillo congestion. 3

Out of these choices, Configuration 'F Mod' is the clear winner in my opinion. Configuration 'F Mod' finally makes the Cabrillo interchange a standard, normal, sane freeway interchange, with northbound and southbound on and off ramps coming on and off in the slow lanes of the freeway. This will make this interchange safer, as well as speed up traffic both on Cabrillo Blvd, Coast Village Road, and the freeway, especially southbound.

Sincerely,
Blair Whitney
PO Box 5732
Santa Barbara, CA 93150

Whitney, Blair and Heidi

Comment 1 Traffic

The 101 HOV project will improve travel time on a large stretch of U.S. 101, which would represent a regional benefit and enhance access to coastal resources. Some local intersections may see added traffic as a result of improved travel time on U.S. 101, which would lead to vehicles arriving at their destinations quicker. Overall vehicle travel time will still improve with the project whenever there will be a combination of highway and local road travel because the local road delays are minor compared to the improved highway travel times.

The proposed project benefits the region as well as the entire state because U.S. 101 is the only major highway along the California Coast in the area. Improving mobility and goods movement is vital to the environmental health and economic vitality of the state. The HOV lanes project is one component of the complete package supported by the Santa Barbara County Association of Governments and was disclosed to the public in the past four years. The HOV lane will function as a part-time, continuous access lane; it will be an HOV lane only during peak commute hours and will operate as a mixed-flow lane during off-peak hours.

Whitney, Blair and Heidi

Comment 2 Noise and Utilities

The project proposes to include a noise-attenuating pavement surface that would reduce noise levels. Caltrans recognizes the importance of noise reduction to local residents. The noise-attenuating pavement surface to the freeway pavement will be applied when construction activities occur as part of this project.

Soundwalls S392 and S374 are not recommended for construction due to the determination that they would result in severe visual impacts. If the two

soundwalls were short enough to avoid blocking ocean views, they would not be effective in blocking noise. Only Soundwall S424 is proposed for construction near the Summerland by the Sea mobile home park.

There are currently no power poles in the right-of-way that require relocation as part of the project. Therefore, undergrounding utilities is not being considered.

Whitney, Blair and Heidi

Comment 3 Configuration Preference

Configuration F Modified was also selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

To: Blair and Heidi Whitney
Cc: Tittle, Jeremy; Jim M. Kemp
Subject: Re: Highway 101 Freeway Widening Project (3 lanes in each direction)

On Apr 26, 2012, at 12:08 AM, "Blair and Heidi Whitney" <whitney@silcom.com> wrote:

Dear Supervisor Carbajal,
I went to a CalTrans Meeting last night at the Montecito Country Club on the upcoming project for Highway 101 - three lanes each way widening through Montecito, Summerland and Carpinteria.
Here is a news article on the meeting I attended:
http://www.noozhawk.com/article/042512_hundreds_gather_in_montecito_to_examine_carpool_lanes/

One decision CalTrans wants input on is whether to concentrate plantings on the outside edge of the freeway, or in the center median/barrier. I believe having the weight be towards more plantings on the side of the freeway (outside edge) is the right decision. This seems to benefit the residents of the County more. The center of the freeway can have less plantings, as this is the trade-off that has to be made. There are a variety of decisions to be made on configuration of on and off ramps of Hermosillo, Cabrillo, and Los Patos Way. See: http://www.dot.ca.gov/dist05/projects/sb_101hov/app_h4.pdf. All choices close the northbound, fast lane median off ramp to Cabrillo. 1

The question is - do you replace the current fast lane northbound off ramp (for people coming from the south to get off and go to East Beach/hotels), by creating a slow lane off ramp (Configuration 'F Mod'), or have all this traffic get off at Hermosillo and then turn on to Coast Village Road (Configuration 'F'). It seems clear Configuration 'F Mod' is a lot better than Configuration 'F'.
Configuration 'J', has a new southbound on ramp at Los Patos Way. This seems like a really bad idea. This means the long line of cars on Sunday leaving the hotels on the beach will all need to take a left turn across Cabrillo Blvd. at Channel Dr. intersection, drive down Los Patos Way past Stella Mare's near the Bird Refuge, and then turn right to get on the freeway on the new on ramp. Configuration 'J Mod' is the same solution for southbound (at Los Patos Way) but just avoids the Hermosillo congestion. 2

Out of these four choices, Configuration 'F Mod' is the clear winner in my opinion.
Configuration 'F Mod' finally makes the Cabrillo interchange a standard, normal, sane freeway interchange, with northbound and southbound on and off ramps coming on and off in the slow lanes of the freeway. This will make this interchange safer, as well as speed up traffic both on Cabrillo Blvd, Coast Village Road, and the freeway, especially southbound.

I thought all of us who live in Montecito, Summerland, Padaro, and Carpinteria would want to know about this upcoming big change, and have our chance to give our opinion to CalTrans, before the details are finalized, and then built. If you can pass the word on to other people who may care, yet have not yet found out about the need to give CalTrans comment by May 25th, please forward this information on to them. It seems like the people who live here should have a good say in how this project will take shape.

Sincerely,

Blair

Whitney, Blair and Heidi

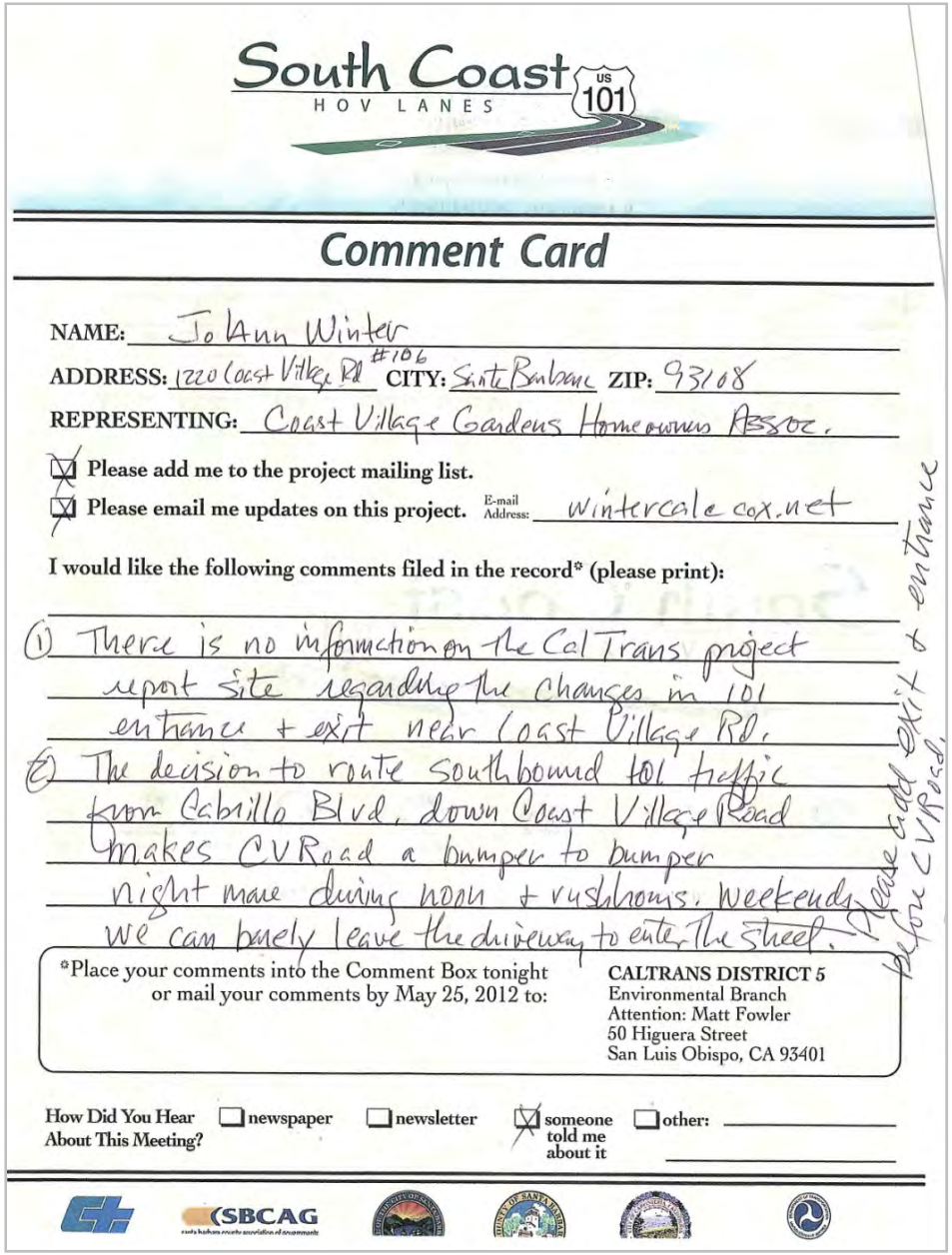
Comment 1 Alternative Preference and Landscape

After consideration of public input, the Project Development Team identified Alternative 1 as the preferred alternative and F Modified as the selected configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. It should be noted that there were several design changes made to the preferred alternative in response to comments received during the public comment period.

Whitney, Blair and Heidi

Comment 2 Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.



South Coast HOV LANES US 101

Comment Card

NAME: JoAnn Winter

ADDRESS: 1220 Coast Village Rd #106 CITY: Santa Barbara ZIP: 93108

REPRESENTING: Coast Village Gardens Homeowners Assoc.

☒ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: wintercale cox.net

I would like the following comments filed in the record* (please print):

(1) There is no information on the CalTrans project report site regarding the changes in 101 entrance + exit near Coast Village Rd.

(2) The decision to route southbound 101 traffic from Cabrillo Blvd. down Coast Village Road makes CV Road a bumper to bumper night mare during noon + rush hours. Weekends we can barely leave the driveway to enter the street. Please add exit + entrance before CV Road.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☒ someone told me about it ☐ other: _____

(SBCAG

Winter, JoAnn

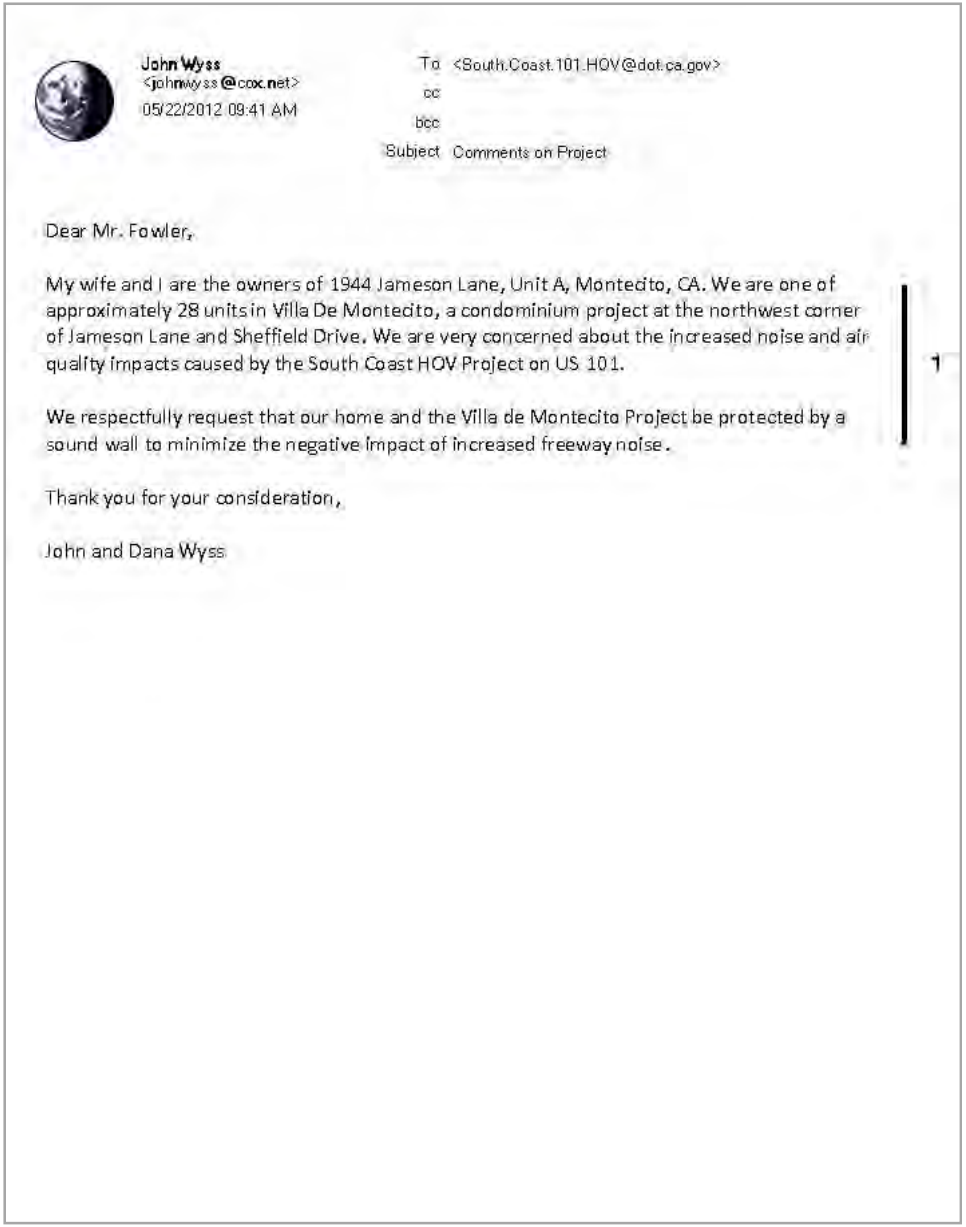
Comment 1 Design

Please see Section 1.3.5 and Figure 2-11 of the final environmental document for more information on the ramps at Coast Village Road.

Winter, JoAnn

Comment 2 Traffic

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.



John Wyss
<johnwyss@cox.net>
05/22/2012 09:41 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject Comments on Project

Dear Mr. Fowler,

My wife and I are the owners of 1944 Jameson Lane, Unit A, Montecito, CA. We are one of approximately 28 units in Villa De Montecito, a condominium project at the northwest corner of Jameson Lane and Sheffield Drive. We are very concerned about the increased noise and air quality impacts caused by the South Coast HOV Project on US 101. 1

We respectfully request that our home and the Villa de Montecito Project be protected by a sound wall to minimize the negative impact of increased freeway noise.

Thank you for your consideration,

John and Dana Wyss

Wyss, John and Dana

Noise

As a result of public comment, Caltrans staff reevaluated Soundwall S464 in areas of high-density development to identify short sections of soundwalls that might be financially reasonable. It was also determined that two additional benefitted units had not been accounted for in the original calculations for Receptor R70. As a result, there was a recommendation to extend Soundwall S464 to the south to protect the densely populated area near the Sheffield Interchange. Please refer to Volume I, Section 2.2.7, for more information on soundwalls.

Because the project would relieve future congestion, it could potentially reduce emissions in the area. Many studies have documented a relationship between the presence of barriers (soundwalls) and the concentrations of air pollution. Unfortunately, field conditions can vary dramatically (geometric distances from road to wall to house, wall heights, prevailing wind speed and direction). Furthermore, air pollution plumes will vary based on wind speed , wind direction, temperature, and humidity so that a prediction of a wall's effectiveness in reducing air pollution cannot be made. The latest studies have shown that walls likely have no air quality impact at distances greater than 300 feet.

April 24, 2012

Re: Caltrans DEIR Interchange Options

We have been residents of Hermosillo Road in Montecito for 33 years. We cherish the semi-rural character of our neighborhood and the small town atmosphere of the lower village (Coast Village Road). We patronize the businesses on Coast Village Road and have appreciated the easy access and low traffic flow (except for the past year when the afternoon beach traffic has taken to using CVR as the on-ramp to 101S freeway).

We live close to the proposed 101 Cabrillo Interchange and have studied the project this past year. We support the F Modified proposal.

The F Modified proposal would prevent excessive traffic on Coast Village Road and additional spill-over traffic on our streets and other neighboring residential streets. It puts a southbound on-ramp just north of the railroad bridge, meaning that beach traffic can zip right on and stop clogging Coast Village Road, which has become a problem. It also saves money by avoiding any railroad involvement. The F Modified proposal would maintain low traffic impact and preserve the quality of life for residents and businesses, as guaranteed in the Montecito Community Plan.

- **We strongly support the F Modified Proposal.**
- **We strongly oppose all other options, especially Option F which deposits traffic at Hermosillo and into our local neighborhoods of Montecito.**
- **<u>We urge you to endorse Option F Modified design recommendation</u> .**

1

Thank you for your consideration.

Sincerely,

Mike Zoradi & Susan Malde

Mike Zoradi & Susan Malde
186 Hermosillo Road
Santa Barbara, CA 93108

Zoradi, Mike and Malde, Susan

Configuration Preference

Configuration F Modified has been selected as the recommended configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. With this interchange design, northbound beach traffic will be directed to the new northbound off-ramp at Cabrillo Boulevard. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Individuals With a Preference for Alternatives or Configurations Only

This page intentionally left blank

Allen Ricky
<gallen2@me.com>
07/08/2012 02:56 PM

To <south.coast.101.HOV@dot.ca.gov>
cc
bcc
Subject 101

I am backing F modified plan for Montecito 101.Thank you for considering this plan. Julia Allen 300 Hot Springs Rd. Santa Barbara Ca. 93108

Gary Becker
<gbecker8@cox.net>
07/09/2012 03:12 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject RE: Support of F-Modified

To: South.Coast.101.HOV@dot.ca.gov
Subject: Comments to the 101 HOV Project Draft EIR

As residents of Montecito we strongly support option F-Modified because it will not result in increased congestion on Coast Village Road and intersection of Coast Village Road, Olive Mill and the 101 freeway.
Thank you.

Gary and Mary Becker
1354 Plaza Pacifica
Santa Barbara, CA 93108
(805) 695-0906 (home)

South Coast HOV LANES US 101

Comment Card

NAME: Juergen Boehr

ADDRESS: 115 San Ysidro Rd. CITY: Santa Barbara ZIP: 93108

REPRESENTING: our family

☒ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

I am very strongly in favor of the F Modified Configuration for the Hot Springs/Cabrillo Interchange.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans SBCAG santa barbara county association of governments

US Department of Transportation Federal Highway Administration

Have not received a separate comment letter

Villalobos, David

From: Karla Bonoff [seegrape@cox.net]
Sent: Sunday, April 29, 2012 6:58 PM
To: Villalobos, David
Subject: F-Modified

RECEIVED
APR 30 2012
S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Hello,
Please pass this email on to the Planning Commission.
i very much support the F-Modified plan for Montecito because I feel it will best reduce the traffic on our neighborhood streets and protect the semi-rulal character of Montecito This is promised in our community plan.

Thank you so much
K Bonoff
2122 East Valley Rd
SB 93108

1

Jerrad Burford
<jerrad.burford@cox.net>
04/27/2012 12:15 PM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject In support of "F-Modified"

Dear Caltrans,

I am writing in my support of the "F-Modifed" plan for the proposed work on 101 through Montecito. I have a business on Coast Village Road (Smith Barney at 1111 Coast Village Road) as well as reside at 501 Hot Springs Road, Montecito CA 93108.

Thank you,

Jerrad Burford
805-729-3268

Have not received this letter.

Villalobos, David

RECEIVED
APR 30 2012
S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

From: Serena Carroll [serenasac@gmail.com]
Sent: Saturday, April 28, 2012 2:28 PM
To: Villalobos, David
Subject: the Cabrillo Interchange & F Modified

Dear Commissioner, I live near Middle Road and will be greatly affected by the proposed Caltrans project. I have reviewed the interchange options and believe that F-Modified will be the best option to keep heavy traffic off Coast Village Road. It adds a special off ramp to direct beach traffic right to Cabrillo, missing any need to travel on Coast Village Road. By protecting Coast Village Road it keeps traffic from creeping onto Middle Road and into my neighborhood. Low traffic impacts are afforded my by the Montecito Community Plan so I hope you will vote to recommend F-Modified as the favored of the currently studied Caltrans Options.

Thank You. Serena Carroll, 1153 High Road, Montecito.

1

Lillian C.
<drlillianc@gmail.com>
07/07/2012 06:15 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc <Rachael.Falsetti@dot.ca.gov>, <scarbaja@co.santa-barbara.ca.us>, <hschneider@SantaBarbaraCA.gov>, <j.amy.brown@att.ne>
bcc
Subject Please choose the F-Modified plan

Our community will be negatively impacted by any other plan. PLEASE choose F-Modified as it will do the least harm to our neighborhood.
Thank you,
Dr Lillian Carson and Sam Hurst, FAIA
1125 High Road

JIE CHEN

May 4, 2012

VIA EMAIL

Matt Fowler
Senior Planner
California Department of Transportation
50 Higuera Street
San Luis Obispo, 93401

Dear Mr Fowler

As a lower village homeowner I was pleased read J'Amy Brown's letter in April 19 issue of the Montecito Journal. The article captured accurately my views on the reasons why Alternative 1 and Plan F Modified are the most attractive alternatives for the entire Montecito community.

I support Plan F Modified because it results in lower traffic flows in lower Montecito neighborhoods, it will not impact the roundabout, the railroad and the bird refuge. I also like Plan F Modified because it is an outstanding example of an effective planning process. Caltrans made a proposal and then did an excellent job of consulting with our community, considering our concerns and responding with an effective alternative. Caltrans should be commended for being responsive to community concerns on this issue.

Jie Chen
122 Hermosillo Rd
cjchen@viewbond.com
(805) 845 6682

JIE CHEN

June 1, 2012

VIA EMAIL

Matt Fowler
Senior Planner
California Department of Transportation
50 Higuera Street
San Luis Obispo, 93401

Dear Mr Fowler

As a lower village homeowner I was pleased read J'Amy Brown's letter in April 19 issue of the Montecito Journal. The article captured accurately my views on the reasons why Alternative 1 and Plan F Modified are the most attractive alternatives for the entire Montecito community.

I support Plan F Modified because it results in lower traffic flows in lower Montecito neighborhoods, it will not impact the roundabout, the railroad and the bird refuge. I also like Plan F Modified because it is an outstanding example of an effective planning process. Caltrans made a proposal and then did an excellent job of consulting with our community, considering our concerns and responding with an effective alternative. Caltrans should be commended for being responsive to community concerns on this issue.

Jie Chen
122 Hermosillo Rd
cjchen@viewbond.com
(805) 845 6682

Stephen Cherner
<spc@maximco.com>
04/28/2012 01:49 PM

To "south.coast.101.HOV@dot.ca.gov" <south.coast.101.HOV@dot.ca.gov>
cc
bcc
Subject 101

I support F modified plan. S p cherner

Sent from S P.CHERNER

South Coast HOV LANES US 101

Comment Card

NAME: Lórien Davy

ADDRESS: P.O.B. 40713 CITY: S.B. ZIP: 93140

REPRESENTING:

☒ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: SnoodelyGaboodely@gmail.com

I would like the following comments filed in the record* (please print):

Given that, by the time this proposed project is completed, we will have run out of petroleum, and few of us will have resources to purchase any kind of private passenger car, I think that the funds for this project would be more wisely spent on public transportation projects. I vote for the "no build" alternative.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☒ someone told me about it ☐ other:

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

South Coast HOV LANES US 101

Comment Card

NAME: Martha "Mapi" Decker

ADDRESS: 595 Hot Springs Rd CITY: Santa Barbara ZIP: 93108

REPRESENTING: self sister: Edith Tipple brother: Rufus Dickinson

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address:

I would like the following comments filed in the record* (please print):

I prefer E-mail solution!

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☒ someone told me about it ☐ other: Everyone talking about it.

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Paul Didier
<pdidier@cox.net>
05/07/2012 09:41 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject My Recommendation

Dear Folks,

I have lived in the close proximity of the South Coast/Montecito 101 HOV project area for 25 years. I wanted to add our family's official vote for the option known as "F-Modified". Of all the options currently displayed or discussed, this option seems to be the best balance for the Montecito area, both short term and long term. It protects Hermosillo and Coast Village Road intersection and it allows out of town tourists to have much better options for travelling south from the beach area to return to LA and Ventura areas easily (the volume of traffic on CVR during last summer was huge). As for the northbound off-ramp proposed, the new location for that is the best of the current choices and also allows for a long off-ramp so that cars will not back out onto the freeway during busy periods.

Again, "F-Modified" option best protects many of the neighborhoods, such as mine, that are close to the 101 along the entire length of Montecito. Thank you for doing your best to implement this plan.

Regards,

Paul Didier
1465 San Leandro Park Road
Montecito, CA 93108

V Dillon
<vdillon282@gmail.com>
07/09/2012 04:31 PM

To "South.Coast.101.HOV@dot.ca.gov" <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject

Attention: Matt Fowler

I support F-modified as the Cabrillo Interchange Option, because it will cause the least environmental impact to my neighborhood and provide the most efficient beach traffic routes.

Thank you for your consideration.
Victoria Dillon
POBOX 1105
Summerland, ca 93067
VDillon

<KelDuf85@aol.com>
07/08/2012 03:40 PM

To <South.Coast.101.HOV@dot.ca.gov>, <Rachel.Falsetti@dot.ca.gov>, <j.amy.brown@worldnet.att.net>
cc
bcc
Subject Cabrillo Interchange Option --

I strongly support **F-Modified** as the Cabrillo Interchange Option as I believe it will cause the least environmental impact to my neighborhood and provide the most efficient beach traffic routes.
I have lived on High Road since 1958. I have witnessed the heavy traffic changes to Coast Village Road over the years and strongly feel the F-Modified Option to be the best choice.
Thank you.

Louise A. Duffey
1157 High Road
Santa Barbara, CA 93108

Jim Elwell
<lafwell@earthlink.net>
05/03/2012 10:35 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject HOV Lanes 101

Hello:
Please proceed with this improvement as quickly as possible, it should have been done 20 years ago. My family & I have traveled this stretch of freeway for 40 years. The congestion gets worse by the month. I personally like option F & M for the off/on ramp configuration. Great job on the whole Milpas improvement.
Jim Elwell
Santa Barbara

Ira Epstein
<irajepstein@gmail.com>
04/27/2012 10:47 AM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject F-Modified

This email is for support of Plan F-Modified.

"lmeariole@cox.net"
<lmeariole@cox.net>
07/07/2012 02:55 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc <Rachael.Falsetti@dot.ca.gov>
bcc
Subject 101 modifications

Please add my name to the many neighbors supporting F-modified change. My first choice is for no change, but in the absence of that choice I strongly request F-modified.
Louise M Evans
1126 Oriole Rd
Montecito, Santa Barbara CA 93108

South Coast HOV LANES US 101

Comment Card

NAME: NANCY EVEN / JOEL OHLGREN

ADDRESS: 805 CIMA LINDA LANE CITY: SANTA BARB. ZIP: 93108

REPRESENTING: OURSELVES

☑ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: NANCYEVEN@ cox. net

I would like the following comments filed in the record* (please print):

we are strongly in favor of the modified F plan. We own the home on 158 Hermosillo and are very concerned that the street and neighborhood will be severely impacted. The traffic on Coast Village Rd will become worse and destroy the shopping

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

South Coast HOV LANES US 101

Comment Card

NAME: FRED GAEDER

ADDRESS: 1260 COAST VILLAGE CIR CITY: SB ZIP: 93108

REPRESENTING: Self

☒ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

I believe CONFIGURATION "F" IS GREAT FOR MONTECITO

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☑ other: MONTECITO JOURNAL

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Stuart Gillard
<sgillard@mac.com>
07/07/2012 02:42 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc <Rachael.Falsetti@dot.ca.gov>, <scarbaja@co.santa-barbara.ca.us>, <hschneider@SantaBarbaraCA.gov>
bcc
Subject F-Modified plan for Montecito

Dear Mr. Fowler:

I strongly support F-Modified as the Cabrillo Interchange Option because it will cause the least environmental impact to my neighborhood and provide the most efficient beach traffic routes.

I have written you in the past and noted that traffic has increased radically down our once quite Summit Road street since the last round of changes that were made by Cal-Trans. Please make the right decision on the next proposed changes and go with F-Modified for the Cabrillo Interchange.

Sincerely
Stuart and Marilyn Gillard
1199 Summit Road
Montecito, CA. 93108

South Coast HOV LANES — US 101

Comment Card

NAME: JON GURA

ADDRESS: 3395 BELLA VISTA CITY: Montecito ZIP: 93108

REPRESENTING: myself, homeowner off Sheffield drive

☐ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

F-MODIFIED

Southbound 101 entrance from Cabrillo is Essential!!

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans (SBCAG) US Department of Transportation Federal Highway Administration

South Coast HOV LANES US 101

Comment Card

NAME: KATE GURA

ADDRESS: 1395 BELLA VISTA CITY: Montecito ZIP: 93108

REPRESENTING: family of 6

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

F - MODIFIED !!

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☑ other: Montecito Journal

Caltrans (SBCAG santa barbara county association of governments) US Department of Transportation Federal Highway Administration

Mark Hacken
<mark@mnhintl.com>
05/07/2012 11:57 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject 101 Interchange-Attention Mr. Matt Fowler- SR.Planner-California Department of Transportation.

Dear Mr. Fowler

After many years of hard work , we retired to Montecito which you know is a beautiful , quiet community . Now we are faced with the possibility that our community may be threatened with an influx of vehicles exiting onto Coast Village Drive.

After very careful consideration of the interchange options , we feel very strongly that the ***F-Modified*** option is best for our little community.

Here's why we feel that this F-Modified option would be best for ALL of the residents of Montecito.

> It adds a special off ramp to direct beach traffic right to Cabrillo.

> It WILL keep heavy traffic off of Coast Village Drive, thus protecting our valued local business district.

> It will prevent Gridlock traffic from creeping into our residential neighborhoods.

>It provides an easy on-off road for non locals.

> It retains our roundabout untouched.

> It is a less expensive option, because it does not involve the railroad reconstruction.

We implore you to VOTE for F-Modified , which is the option of choice for our neighborhood.

Thank you sincerely for your help in this critical issue which will affect Montecito residents and all of our families for years to come.

Mark & Barbara Hacken
175 Hermosillo Drive
Montecito, CA 93108
mark@mnhintl.com
805-845-6440

South Coast HOV LANES — US 101

Comment Card

NAME: Diane Handloser

ADDRESS: 148 Hermosillo Rd CITY: Montecito ZIP: 93108

REPRESENTING: Self

☒ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: jd.handloser@verizon.net

I would like the following comments filed in the record* (please print):

I believe that plan F (J+M+ Modified) will change the character of Montecito forever because it will funnel freeway beach-bound traffic off at Hermosillo. This will cause further congestion on Coast Village Road, will clog our roundabout which was not built for this capacity, and will cause freeway spillover on local streets. Plan F modified avoids these problems and is a relatively low cost alternative. F Modified will help preserve the important value stated in our community plan to maintain the semi-rural character of our neighborhoods.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☐ someone told me about it ☒ other: Caltrans mailing

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

South Coast HOV LANES US 101

Comment Card

NAME: John Handloser, Jr.

ADDRESS: 148 Hermosillo Rd CITY: S.B ZIP: 93108

REPRESENTING: Self

☒ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: JshJR3@Yahoo.com

I would like the following comments filed in the record* (please print):

This is AN IMPORTANT DECISION. WE NEED TO THINK OF THE FUTURE AND HOW THE CHANGES WILL EFFECT MONTECITO. I AM CONCERNED ABOUT THE SPILL-OVER ONTO LOCAL STREETS. AS AN ENGINEER, THE BEST OPTION FOR THE CABRILLO/HOT SPRINGS OVERPASS IS F MOD. THE ONLY NEGATIVE IS THE SMALLER MEDIAN BUT THE POSITIVES OF LOWER COAST VILLAGE RD SPILL-OVER AND BETTER ON/OFFRAMPS IS WORTH IT.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

---

Tim Harding <hardingtim@earthlink.net>
07/06/2012 04:45 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject HOV 101 widening Santa Barbara/Montecito

Comments to the 101 HOV Project Draft EIR

I have given ou comments on this previously but here is our basic position:

IWe strongly support option F-Modified because it won't increase traffic on nearby residential streets,will have less negative impacts on CVR and adjoining neighborhoods, takes the beach traffic directly to the beach area and increases safety.

South Coast HOV LANES US 101

Comment Card

NAME: Timothy Harding + S. Dorothy Fox

ADDRESS: 110 La Plata CITY: Santa Barbara ZIP: 93109

REPRESENTING: Self (we own a rental residence on Hermosillo Rd near Coast Village Rd.

☑ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: hardingtim@earthlink.net

I would like the following comments filed in the record* (please print):

I have delivered you a detailed letter at the meeting today. I am in favor of Plan F Modified. It has the best traffic configuration and the least negative impact.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☑ newspaper ☐ newsletter ☑ someone told me about it ☐ other: Montecito Association

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

S. Dorothy Fox
Timothy F. Harding, PhD.
110 La Plata St.
Santa Barbara, CA 93109
Phone: (805) 965-9733 fax: 805-965-8453 email: hardingtim@earthlink.net

Caltrans meeting on widening 101 in Montecito
Meeting in Montecito, April 24, 2012

April 24, 2012

Dear Caltrans:

We own a residential property on Hermosillo Drive in Montecito three properties up from (north of) Coast Village Road. As you know, this is an area which will be impacted by the projected widening of route 101, and we are very concerned about the possible impact on our property and the neighborhood.

We very strongly support **Plan F Modified.**
This plan will avoid the negative and destructive effects of the previous alternatives. Those alternatives would cause excessive traffic on Coast Village Road and on neighboring streets.

F Modified places the freeway exits and entrances in areas that have much less negative impact on the neighborhood than previous options.

F Modified will reduce noise and pollution in the residential and commercial area near the freeway and ease the movement of traffic in areas which do not harm the environment.

The option also reduces heavy traffic near the bird refuge

F Modified reduces noise and shrinks the median better than other options, providing a noise shield and increasing landscaping improvements near residential neighborhoods.

For all these reasons we strongly urge you to adopt Plan F Modified.

Sincerely,
S Dorothy Fox
S. Dorothy Fox
Timothy F. Harding
Timothy F. Harding

Deanna Hatch
<deanna.hatch@gmail.com>
07/07/2012 03:31 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc sj.amy.brown@att.net
bcc
Subject Cabrillo Interchange Option

I'm writing to let you know that I support F-Modified as the Cabrillo Interchange Option because I believe it will cause the least environmental impact to my neighborhood and provide the most efficient beach traffic routes.

Thank you.

Deanna Hatch
1135 High Road
Santa Barbara, CA 93108

Did not receive a separate letter

Villalobos, David

From: Darryl Hickman [dghickman1@aol.com]
Sent: Monday, April 30, 2012 3:12 PM
To: Villalobos, David
Cc: SupervisorCarbajal; Carbajal, Salud; Tittle, Jeremy
Subject: Public Comment for 5-2-12 Meeting

Dear Mr. Villalobos,
I would appreciate your forwarding my comments to the South County and Montecito Planning Commissioners before their May 2, 2012 meeting.

Re: Support for F-Modified as an Interchange Option

Dear Planning Commissioners:

As a twenty-two-year Montecito resident living on Hermosillo Road, and a member of the Montecito Association, I strongly urge you to **support F-Modified** as it relates to Caltrans' DEIR Interchange Options.

The alternative options that have been proposed could have disastrous consequences for those of us who live or do business in the lower Montecito area. Increased traffic flow, creeping urbanization and destruction of our traditional lifestyle could seriously erode our property values. Don't let this happen!

I understand that Caltrans, in response to our legitimate concerns, came up with the F-Modified option, and I'm very grateful to this *non*-local agency for their cooperation in this regard. Please don't let the members of our small, *local* community down. We're looking to you to protect our interests by voting to recommend F-Modified.

Sincerely,
Darryl Hickman

171 Hermosillo Road
Montecito, CA 93108
805-969-7543
DGHickman1@aol.com

RECEIVED
APR 30 2012
S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

1

Did not receive a separate letter

Villalobos, David

From: Lynda Hickman [lfhickman@aol.com]
Sent: Monday, April 30, 2012 12:49 PM
To: Villalobos, David
Cc: SupervisorCarbajal; Carbajal, Salud; Tittle, Jeremy
Subject: Public Comment for Planning Commissions Meeting of May 2, 2012

Dear Mr. Villalobos: Please forward my comments to the South County and Montecito Planning Commissioners before the May 2, 2012 joint meeting. Thank you.

RECEIVED
APR 30 2012
S.B. COUNTY
PLANNING & DEVELOPMENT
HEARING SUPPORT

Re: South Coast 101 HOV Lanes DEIR Interchange Options

Dear Planning Commissioners:

The Montecito Lower Village community is extremely concerned about the recommendation that the Montecito and South County Planning Commissions will be making to Caltrans regarding the 101 HOV Lanes DEIR Interchange Options.

Many of us are also concerned that the Montecito Association (of which I am a member) will be pushing for maintaining the status quo of the freeway when it comes to the left-hand on and off ramps at Cabrillo Boulevard. Frankly, that would be my choice, as well, but having attended many informational and community meetings on this subject in the past year, I have heard representatives of Caltrans and SBCAG state emphatically that this option is not on the table. Therefore, as a long-time resident of Hermosillo Road, I am writing to request that you support and endorse **Option F-Modified** for the following reasons:

1. It provides a right-hand, northbound exit at Cabrillo Boulevard for beach and commuter traffic that does not intrude on the Hot Springs roundabout. This would prevent Hermosillo Road from becoming the main exit for beach and beach business traffic (Options F and J), which would be a disaster for our community;

2. It leaves the northbound Hermosillo Road exit open for locals and those conducting business on Coast Village Road; and

3. It will provide a new southbound entrance to the 101 at Cabrillo. This will greatly alleviate the current traffic congestion on Coast Village Road and the spillover into the surrounding neighborhoods caused by the closing of the left-hand, southbound on ramp several years ago. Beach and commuter traffic would no longer have to go through the Lower Village in order to get to the closest southbound 101 entrance at Olive Mill Road.

1

The very nature of our unique village community is being encroached on and threatened by traffic, traffic, traffic. This makes for angry and rude drivers which is very upsetting to the quaint and charming village atmosphere that our neighbors and local businesses cherish.

Bottom line, Options F and J are totally unacceptable to our community because they make Hermosillo Road the main exit to the beach. And Options J, M, and M-Modified all use Los Patos Way as the southbound off and on ramps which would require building a new (and I think very expensive) railroad bridge, would create an inordinate amount of traffic on that rather small and short street, and the construction and subsequent traffic could also have a negative impact on the wildlife in the neighboring Andree Clark Bird Refuge.

Caltrans wants to manage freeway traffic by building HOV lanes, and we want to keep the freeway traffic off of Coast Village Road and out of the surrounding neighborhoods. **Caltrans developed Option F-Modified specifically to address the needs and concerns of the Lower Village residents and businesses**. And, of all the options in the DEIR at this time, F-Modified is the only one that takes care of both of our needs.

PLEASE help us protect and preserve our community by recommending **Option F-Modified.**

Respectfully,
Lynda Hickman

171 Hermosillo Road
Montecito, CA 93108
805-969-7543
LFHickman@aol.com

2

<PBHBRCo@aol.com>
07/09/2012 12:08 PM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject From Preston B. Hotchkis

Matt Fowler:

As an eighteen year resident of the Montecito portion of Santa Barbara, it would be disastrous to make the northbound traffic on Highway 101 going to Santa Barbara's busy beach front exit at the current Hermosillo off-ramp and the southbound traffic coming from the beaches to have to go the length of Coast Village Road and take the Olive Mill on ramp to get on the 101. Such a traffic solution would basically kill all the businesses on Coast Village Road. As a very concerned citizen, it seems to me (and I hope to Caltrans) that the F-Modified option under consideration is the only fair and proper solution to avoid devastating a whole neighborhood and the heart of the Montecito area's commercial activity.

Preston B. Hotchkis
1831 East Mountain Drive
Santa Barbara

South Coast HOV LANES US 101

Comment Card

NAME: Bob Ingersoll
ADDRESS: 595 Hot Springs CITY: Santa Barbara ZIP: 93108
REPRESENTING: Self

☑ Please add me to the project mailing list.
☑ Please email me updates on this project. E-mail Address: rjinger@aol.com

I would like the following comments filed in the record* (please print):

Thank you for presenting your plans for the 101 Freeway improvements. I believe "F" Modified is the best method of dealing with Northbound beach traffic.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☑ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

June 15, 2012

Caltrans
Attn: Matt Fowler
50 Higuera St.
San Luis Obispo, CA 93401

Dear Mr. Fowler:

We are writing to express our opinion on the proposed South Coast HOV Project on Highway 101 in the Santa Barbara area.

We are definitely in favor of the "F Modified" Plan.

Thank you for the work Caltrans does to keep California moving.

Sincerely,

Robert Keith

Kathleen Keith

P.O. Box 5517
Santa Barbara, CA 93108

South Coast HOV LANES US 101

Comment Card

NAME: Barry A. Kitnick

ADDRESS: 264 Santa Rosa W. CITY: Santa Barbara ZIP: 93108

REPRESENTING: Self

☐ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: Zobwai@gmail.com

I would like the following comments filed in the record* (please print):

My preferences are:
1. Alternative # 1

And

2. F-Modified

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☒ newspaper ☒ newsletter ☒ someone told me about it ☐ other: _____

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

April 26, 2012

TO: Matt Fowler
Senior Planner
California Department of Transportation
50 Higuera Street
San Luis Obispo, Ca. 93401

RE: 101 SANTA BARBARA FREEWAY WIDENING

Our preferences are:

1. Alternative # 1

And

2. F-Modified

Thank you,

Barry A. Kitnick and Jill A. Kitnick
264 Santa Rosa Lane
Santa Barbara, Ca. 93108
E-mail: zobwai@gmail.com

<peerjk@aol.com>
05/05/2012 09:40 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject 101-HOV-Hermosillo Drive

Dear Sirs:

We would like to fully support F-Modified. After carefull reviewing all of the options, we hope that you see as we have that it makes the most sense. We appreciate your willingness to meet with us and hear our concerns voiced. We trust that the decision made will be one that will be for the best of all.

Sincerely,

Peer and Lisa Knust
170 Hermosillo Dr
Montecito, CA 93108

Lisa Knust <peerjk@aol.com>

07/02/2012 10:37 AM

To "South.Coast.101.HOV@dot.ca.gov" <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject F modified

Mark:

As residents of Hermosillo drive we would like to ask please consider the F-modified solution for the hot springs /cabrillo road exits as being the best option and in the best interests of our community. Thank you for your hard work !

Respectfully,

Peer and Lisa Knust
170 Hermosillo dr
Montecito, ca. 93108

Sent from my iPhone

South Coast HOV LANES US 101

Comment Card

NAME: Lisa Knust

ADDRESS: 170 Hermosillo Drive CITY: _____ ZIP: 93108

REPRESENTING: Owners / US (Peer and Lisa Knust)

☐ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: peerjk@aol.com

I would like the following comments filed in the record* (please print):

We love our street,
We love our neighborhood,

and.. what I would wish for is the :
softest, healthiest and visually satisfying (for all)
way to execute this Project. :
Thank-You! F MODIFIED!!! Please! 1

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☑ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

Carol Kommerstad-Reiche <cmkr@cox.net>
04/26/2012 02:39 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject Support Plan "F-Modified"

Dear Sirs,

I am writing to express my support for Plan "F-Modified" because it is the only plan which retains some of the character of Montecito and avoids major traffic problems on Coast Village Road.

Thank you for considering my opinion and those of others in Montecito.

Yours Very Sincerely,
Carol M. Kommerstad-Reiche

William Korchinski <korchw@cox.net>
05/20/2012 08:34 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject Highway 101 modifications- Santa Barbara

To Whom It May Concern,

We are writing to express our opinion regarding the proposed options for widening Highway 101 near Montecito.

As a result of the recent closure of the 101 northbound on ramp at Cabrillo traffic congestion on Coast Village Road has increased considerably. We are concerned that proposed modifications to this interchange will make this situation worse.

In hoping to minimize the impact of future highway modifications on our neighborhood, we strongly support Option F-Modified for the Cabrillo interchange.

Sincerely,

William J. Korchinski Cynthia Withers, M.D.

Lucinda Lester Design
<lucindadesign@gmail.com>
07/09/2012 08:59 PM

To "south.coast.101.HOV@dot.ca.gov" <south.coast.101.HOV@dot.ca.gov>
cc
bcc
Subject F-Modified support for Montecito 101

Dear Mark Fowler,

We Strongly support F-Modified plan for the Caltrans work in our community.

Thank you,

Lucinda Lester
Lucinda Lester Design
(805) 565-9252

Sent from my iPhone

Carol Lingham
<carol.lingham@yahoo.com>
07/10/2012 04:34 PM

To "South.Coast.101.HOV@dot.ca.gov" <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject F-Modified

I support F-Modified because it least impacts out rural fragile neighborhood.
Thank you,
Carol Lingham
Eric Lassen
Daphne Kingmaker
1165 High road
Montecito

Sent from my iPhone

Cliff Lundberg
<clundber@westmont.edu>
07/08/2012 06:51 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc <Rachael.Falsetti@dot.ca.gov>, <scarbaja@co.santa-barbara.ca.us>, <hschneider@santabarbaraca.gov>, <j.amy.brown@att.net>
bcc
Subject Cabrillo interchange option

Matt Fowler,

We support F-Modified as the Cabrillo interchange option because it will cause the least environmental impact to my neighborhood and provide the most efficient beach traffic routes.

Cliff and Diane Lundberg
1156 Oriole Road
Santa Barbara CA 93108

South Coast US 101 HOV LANES

Comment Card

NAME: STUART MABON

ADDRESS: 248 MIDDLE RD CITY: S B ZIP: 93108

REPRESENTING: Self

☒ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: Stuart@mabon.com

I would like the following comments filed in the record* (please print):

Cabrillo/Hot Springs interchange

I vote for Modified F Plan

Stuart

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans (SBCAG santa barbara county association of governments) US Department of Transportation Federal Highway Administration

JEFFREY MACCORKLE

June 1, 2012

VIA EMAIL

Matt Fowler
Senior Planner
California Department of Transportation
50 Higuera Street
San Luis Obispo, 93401

Dear Mr Fowler

As a lower village homeowner I was pleased read J'Amy Brown's letter in April 19 issue of the Montecito Journal. The article captured accurately my views on the reasons why Alternative 1 and Plan F Modified are the most attractive alternatives for the entire Montecito community.

I support Plan F Modified because it results in lower traffic flows in lower Montecito neighborhoods, it will not impact the roundabout, the railroad and the bird refuge. I also like Plan F Modified because it is an outstanding example of an effective planning process. Caltrans made a proposal and then did an excellent job of consulting with our community, considering our concerns and responding with an effective alternative. Caltrans should be commended for being responsive to community concerns on this issue.

Jeff MacCorkle
122 Hermosillo Rd
jmaccorkle@viewbond.com
(805) 845 6682

South Coast US 101 HOV LANES

Comment Card

NAME: Dana & Dale Machalleck

ADDRESS: Box 5606 CITY: Montecito ZIP: 93150

REPRESENTING: Self & Atlantis Financial Oracles, LLC

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: drmachalleck@aol.com

I would like the following comments filed in the record* (please print):

We think the F-modified configuration is the best alternative for the Cabrillo Blvd Interchange.
Also, we favor the transitional median and right-of-way landscaping plan with the "experts" opinions to keep it as scenic as possible along this strip of US 101

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: email

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

Calvin Marble
<marblecdm@gmail.com>
07/09/2012 10:02 AM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject Hwy 101 through Montecito

To Mark Fowler - I want to encourage CalTrans to support Plan F-Modified to create new on and off ramps on the right side of the freeway and avoid a major exit at Hermosillo onto Coast Village Road. This would add much too much traffic to Coast Village Road and make it very difficult for those of us who live here.

Calvin D. Marble

James McClintock
<jtmccjr@hotmail.com>
07/09/2012 10:35 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject southcoast 101 draft environmental report

Matt Fowler,
I am writing to express my support for the F-Modified plan for the Cabrillo Blvd/Coast Village Road/101 interchange. I believe it presents the best solution for accommodating the proposed three (3) lane each-way 101 freeway expansion, and freeway access to/from western Montecito and eastern Santa Barbara without putting undo traffic pressure on Coast Village Road. I also support minimizing planting between the north and south bound lanes and maximizing planting on the exterior of the freeway along the entire length of the improvement zone. In my opinion the freeway should be as compact as possible, minimizing impact on the adjacent neighborhoods, even if this is at the expense of the "driving experience".
I want to thank you and all of the staff that participated in generating and presenting these designs/layouts to the community. It is a thoughtful and well executed effort.

Best regards,

James T McClintock Jr
McClintock Architecture
PO Box 1506
Summerland CA 93067
805 969 6778 V
805 456 6649 F

Sydney Michael
<sgmichael@charter.net>
07/09/2012 08:59 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject F-Modified

I am fully in favor of the F-Modified plan in order to keep traffic flowing and address a direct route to beach and attractions on Cabrillo Blvd., avoiding unneeded congestion on Coast Village Road. Coast Village Road congestion affects all residents in Montecito as it feeds onto all Montecito residential streets leading all the way through Summerland, including San Ysidro Road and East Valley Road.

F-Modified addresses this concern on the North end of Coast Village Road. Thank you for the opportunity to comment!

South Coast HOV LANES US 101

Comment Card

NAME: Robert M. Ornstein

ADDRESS: 2960 Torito Rd CITY: Santa Barbara ZIP: 93108

REPRESENTING: myself and my wife Barbara Savage

☐ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: bobornstein@yahoo.com

I would like the following comments filed in the record* (please print):

I strongly favor and support the "F-Modified" proposal for the interchange at Cabrillo and Hot Springs because it represents a highly cost effective approach that most significantly will reduce traffic and congestion on Coast Village Rd

4/24/12

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☑ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

<wee123@cox.net>
07/09/2012 09:35 PM
Please respond to <wee123@cox.net>

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject 101 Expansion

Dear Matt Fowler,

We strongly advocate F-Modified.

Please work for promoting this outcome.

Walter Owen
Sent via BlackBerry by AT&T

South Coast HOV LANES US 101

Comment Card

NAME: DAVID L. PETERSON

ADDRESS: 985 Romero Cyn. Rd CITY: Montecito ZIP: 93108

REPRESENTING: Self

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

F-Modified with exits into Lower Village and Entrance to Southbound 101 from Cabrillo Rd!

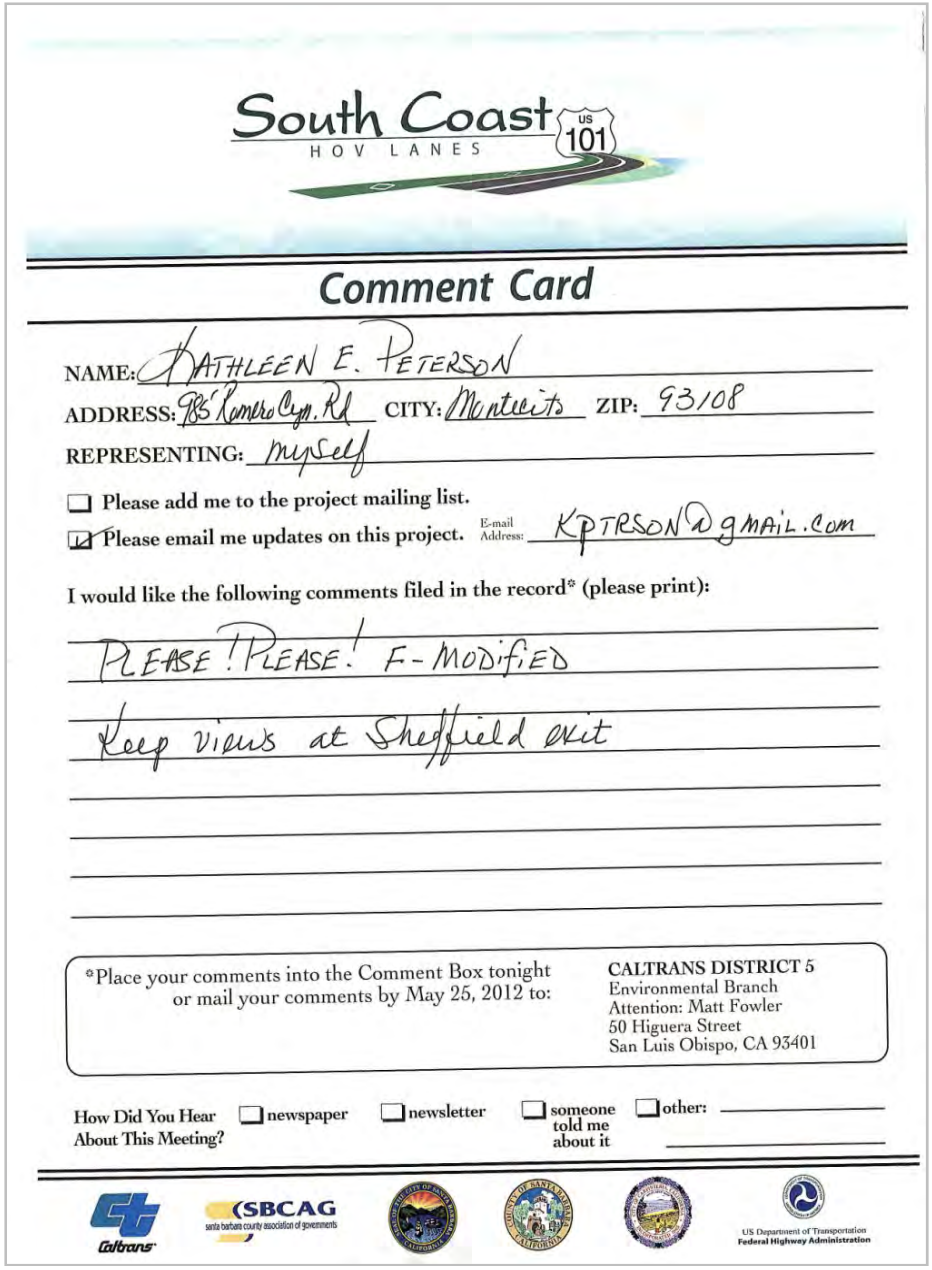
No more traffic thru Lower Village - PLEASE

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans (SBCAG santa barbara county association of governments) US Department of Transportation Federal Highway Administration



South Coast HOV LANES US 101

Comment Card

NAME: KATHLEEN E. PETERSON

ADDRESS: 985 Romero Cyn. Rd CITY: Montecito ZIP: 93108

REPRESENTING: myself

☐ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: KPTRSON@gmail.com

I would like the following comments filed in the record* (please print):

PLEASE! PLEASE! F-MODIFIED

Keep views at Sheffield exit

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

South Coast HOV LANES US 101

Comment Card

NAME: June Richardson Schuyler

ADDRESS: 250 N. Fairview #6 CITY: Goleta ZIP: 93117-2240

REPRESENTING: Own a condo at 1220 Coast Village Rd, Santa Barbara 93108 #305

☒ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: hoosiergirl204@cox.net

I would like the following comments filed in the record* (please print):

Please continue with the currently approved plan, F modified which retains the Hermosillo off ramp and adds on and off ramps at Cabrillo in both the north and south bound directions.

June Richardson Schuyler
(805) 692-8824
hoosiergirl204@cox.net

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to: time extended to July 7

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☒ someone told me about it ☐ other: _____

Caltrans (SBCAG) US Department of Transportation Federal Highway Administration

South Coast HOV LANES US 101

Comment Card

NAME: Linda Robertson

ADDRESS: 1809 E. Cabrillo Blvd CITY: Montecito ZIP: 93108

REPRESENTING: One On One Fitness

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

Cabrillo Interchange proposals J, M and M Modified would have a significantly detrimental effect on my business and others on Los Patos. The increased traffic exiting and entering highway 101 would make access to businesses in that area difficult and would discourage customers from visiting. Configuration F Modified makes the most sense for Montecito residents and business owners.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

*You may also submit your comments via email: south.coast.101.HOV@dot.ca.gov

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

How Did You Hear About This Meeting? ☑ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans (SBCAG) US Department of Transportation Federal Highway Administration

From: Robertson, Thorn
Sent: Thursday, April 19, 2012 2:13 PM
To: 'south.cost.101.HOV@dot.ca.gov'
Subject: Support of Cabrillo Boulevard Interchange Configuration F Modified

Dear Caltrans:
I am writing to lend my support for Configuration F Modified for the Cabrillo Boulevard Interchange. This is the best choice as it will direct northbound beach traffic to the new right hand exit and will keep Hermosillo as a locals exit only. This will avoid the significant increase in congestion on Coast Village Road and the roundabout that would result from either Configurations F or J.

Also, Configurations J, M and M Modified propose a southbound 101 exit and entrance at Los Patos. This would be disastrous for the businesses on Los Patos and significantly impact the enjoyment of the Bird Refuge. It would also potentially encourage much of the southbound 101 traffic headed to Coast Village Road to use the Olive Mill Road exit as an easier and more direct route than exiting at Los Patos, stopping in a line of traffic at the Cabrillo intersection, turning left and slowly proceeding down Cabrillo before entering the roundabout. The increased traffic from the Olive Mill Road exit flowing into the densely populated Spring Road residential neighborhood would exacerbate the already hazardous and congested situation that exists. Traffic does not obey the 25 mph speed limit and local residents have reported several close call with cars going well in excess of 50 mph on Spring Road. We need less, not more traffic on Spring Road.

Having the southbound 101 exit and entrance at Cabrillo, as proposed in F Modified, would avoid these impacts.

Thank you for your interest in feedback from the community.

N. Thorn Robertson, CIMA®, CFP®
First Vice President – Investment Officer
Senior Investment Management Advisor
CA Insurance License #0645470
Wells Fargo Advisors
1165 Coast Village Road, Suite A
Montecito, CA 93108
805-730-5023
800-326-3686
805-730-5050 FAX

South Coast HOV LANES US 101

Comment Card

NAME: Thorn Robertson
ADDRESS: 1265 Spring Rd. CITY: Montecito ZIP: 93108
REPRESENTING: Spring Road Condominium Association

☐ Please add me to the project mailing list.
☒ Please email me updates on this project. E-mail Address: thorn.robertson@wfadvisors.com

I would like the following comments filed in the record* (please print):

- I support Alternative 1 - Selective inside/outside widening
- I support F Modified for the Cabrillo Interchange. This option will be the least disruptive to Coast Village Rd and the businesses and Bird Refuge on Los Patos.
- If J, M, or M Modified were chosen, these options could also encourage more traffic to exit on Olive Mill/Spring Rd. southbound as this could be an easier route to Coast Village Rd than using the Los Patos exit. This would increase traffic on the already dangerous Olive Mill/Spring Rd. exit that leads directly to a residential neighborhood.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:
*You may also submit your comments via email: south.coast.101.HOV@dot.ca.gov

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

How Did You Hear About This Meeting? ☒ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans (SBCAG) US Department of Transportation Federal Highway Administration

kristine ronson <kristineronson@earthlink.net>
07/09/2012 04:57 PM
Please respond to kristine ronson <kristineronson@earthlink.net>

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject F-modified

Mr Fowler,

My family and I would like to express our approval of the F-modified proposal that aims to minimize non-local traffic through our beloved community.

Thank you for your time.

Kristine Ronson

South Coast HOV LANES 101

Comment Card

NAME: SYBIL ROSEN

ADDRESS: 134 HERMOSILLO CITY: S B. ZIP: 93108

REPRESENTING: MYSELF

☐ Please add me to the project mailing list.

☑ Please email me updates on this project. E-mail Address: SYBILROSEN@COX.NET

I would like the following comments filed in the record* (please print):

I SUPPORT F MODIFIED AS THE BEST OPTION TO PRESERVE THE QUALITY OF LIFE IN THE NEIGHBORHOODS OF THE LOWER VILLAGE. BEST NOT TO HAVE ALL TRAFFIC EXITING NORTH @ HERMOSILLO.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: POSTCARD + EMAIL.

Caltrans SBCAG santa barbara county association of governments US Department of Transportation Federal Highway Administration

South Coast HOV LANES US 101

Comment Card

NAME: LEONARD SCHWARTZ

ADDRESS: 1220 COAST VIL Rd. CITY: SB ZIP: 93108

REPRESENTING: # 204 RESIDENT

☐ Please add me to the project mailing list.

☐ Please email me updates on this project. E-mail Address: _____

I would like the following comments filed in the record* (please print):

I SUPPORT THE "F MODIFIED" PLAN

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

SBCAG santa barbara county association of governments

Naomi Home
<naomihome@cox.net>
05/28/2012 09:13 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject FW: Highway 101 HOV Project: Comments to Santa Barbara City Planning Commissioners

Attn. Matt Fowler – for your information.
Naomi Schwartz

From: Naomi Home [mailto:naomihome@cox.net]
Sent: Monday, May 28, 2012 9:04 PM
To: JRodriguez@santabarbaraca.gov
Cc: DKato@SantaBarbaraCA.gov; DGullett@santabarbaraca.gov; RDayton@santabarbaraca.gov; GHart@sbcag.org
Subject: FW: Highway 101 HOV Project: Comments to Santa Barbara City Planning Commissioners

Dear Ms. Rodriguez,
I would appreciate it if you would distribute these comments to the Planning Commissioners prior to their hearing on May 31
Thank you,
Naomi Schwartz

Dear Commissioners,

As a resident of Eucalyptus Hill Road I have daily familiarity with Coast Village Road, Highway 101 and the CVR Roundabout. I have reviewed the Caltrans DEIR and followed community discussion of this complex project with great interest.

At present I will confine my comments to the adequacy and completeness of DEIR as it relates to the Cabrillo interchange.

Years ago, when the Milpas/Cabrillo portion of the freeway project was being planned, I was among those expressing concern that the impact of the closure of the southbound entrance to the 101 at Cabrillo would significantly impact traffic along Coast Village Rd. and Cabrillo Blvd. itself, and impair access to the beach. Unfortunately, this has clearly proven to be the case.

Now the Planning Commission has the opportunity in reviewing the future HOV project to recommend an Alternative Cabrillo interchange that would enhance the traffic patterns both on the 101 and adjacent City arterials. That Alternative is F-MODIFIED.

F-MODIFIED would avoid significant taxpayer expense by leaving the CVR Roundabout at its present configuration, which works very well. It would avoid traffic disruption in every direction, including adverse impacts to recreational beach access (a Coastal Act requirement), would alleviate traffic along Coast Village Rd. and avoid further construction time delays.

For all these reasons, I urge the Planning Commission to recommend Alternative F-MODIFIED to City staff and to Caltrans as the preferred Interchange Option alternative in the final DEIR.

Thank you very much for your consideration.
Sincerely,
Naomi Schwartz

1889 Eucalyptus Hill Rd.
Santa Barbara Ca. 93108

"Robert Shafer, Ph.D." <bobsh1@cox.net>
07/06/2012 07:33 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject Comments to the 101 HOV Project Draft EIR

I/We strongly support option F-Modified because it (fill in your own reason: i.e. it won't increase traffic on nearby residential streets, less negative impacts on CVR and adjoining neighborhoods, takes the beach traffic directly to the beach area, etc. etc.)

Robert Shafer, Ph. D.
Marjorie Shulman, Ph.D.
189 Hermosillo Drive

j sickafoose <foosefarm@aol.com>
04/29/2012 02:09 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc <sybilrosen@cox.net>
bcc
Subject issues

I support F Modified and oppose any plan that has Hermosillo as the Main exit going North through Montecito.
Jeanie and Ron Sickafoose

Ron Sickafoose

120 Hermosillo Drive, Santa Barbara, CA 93108
E-Mail: foosefam@aol.com Telephone: (805) 969-0310

July 2, 2012

Mr. Mark Fowler
Senior Environmental Planner
Caltrans
50 Higuera Street
San Luis Obispo, CA 93401

SUBJECT: **Comment Letter – Project EIR**
South Coast 101 HOV Lanes
Hot Springs/Cabrillo Northbound Off Ramp

Dear Mr Fowler:

The design options that direct beach/zoo/harbor traffic to Hermosillo Drive and Coast Village Drive would create an undesirable impact to the local street traffic flow a thus an objectionable inconvenience for the adjacent neighborhood. I expect that your project traffic studies confirm my traffic impact concern. My family has lived on Hermosillo Drive for over 25 and we have observed the daily traffic toward the Santa Barbara waterfront for a very long time.

Based on my local knowledge as a long term resident, I recommend that the selection of the **F Modified Alternative** is the best way to facilitate the waterfront traffic through our local area.

Thank you for your efforts to minimize the project impacts and create much needed improvements to Highway 101.

Sincerely,

Ronald N. Sickafoose

<CJ913126@aol.com>
06/16/2012 11:32 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject (no subject)

We endorse F-modified as the Preferred Hot Springs - Cabrillo Blvd Interchange Design. It is the best alternative for keeping 101 traffic out of Montecito neighborhoods. We need to protect and preserve the character of our community.

Erwin & Caren Sokol
110 Hermosillo Rd.
Montecito, CA 93108

805 969-0383

Andrew Templeton
<andrew.templeton@cox.net>

07/08/2012 09:03 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject F-Modified Proposal

To Whom it may concern,

In reviewing all the proposed alternatives currently available, I support the F-Modified plan.

Thank you,

Andrew Templeton

Tamara Templeton
<tamara.templeton@cox.net>

07/08/2012 09:01 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject F-Modified Plan

To Whom it may concern,

In reviewing all the proposed alternatives currently available, I support the F-Modified plan.

Thank you,

Tamara Templeton

Julie <jhteufel@cox.net>
07/08/2012 12:49 PM

To "South.Coast.101.HOV@dot.ca.gov" <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject F Modified

I am a resident of Montecito and support the F Modified plan for our village!
Julie Teufel
273 Santa Rosa Lane
Montecito, CA 93108
jhteufel@cox.ne

Sent from my iPhone

Frank Tillotson <ftillotson@cox.net>
03/27/2012 09:59 AM

To <south.coast.101.hov@dot.ca.gov>
cc
bcc
Subject 101HOV

There's probably not much doubt if you build it they will come. Let's try not building it so they won't come. They will eventually get fed up and stay where they came from. Stop inviting more traffic. If you want to do something fix the roads we have.

Edith Tipple
<adtipple@cox.net>
04/26/2012 02:48 PM

To <south.coast.101.Hov@dot.ca.gov>
cc
bcc
Subject Cabrillo interchange

I wish to give my unconditional support for Plan F Modified, which I believe achieves the
following:

Keeps remaining Hermosillo exit for locals,

Adds a right-hand northbound exit ocean-side of the roundabout, with a light, as is the case now,

Contains both exit and on-ramps the mountain side of the railroad.

As in the earlier planning stages several years ago, I also wish to thank you and everyone involved for both your broad knowledge and the ability to communicate it, and for your patience and courtesy.

Sincerely,
Edith Tipple
236 Hot Springs Road
Santa Barbara, CA 93108

Carla Tomson
<carlatomson@mw.com>
07/08/2012 11:09 AM

To <South.Coast.101.HOV@dot.ca.gov>
cc Salud Carbajal <scarbaja@co.santa-barbara.ca.us>, Helene Schneider <hschneider@SantaBarbaraCA.gov>, Rachel Falsetti <Rachel.Falsetti@dot.ca.gov>, J'Amy Brown
bcc
Subject The Future of the 101 HOV lanes

7th July, 2012
214 Middle Road,
Santa Barbara
93108

ATTENTION: Matt Fowler (Sr. Environmental Planner)
Caltrans
50 Higuera St,
San Luis Obispo,
CA 93401

Dear Mr. Fowler,

I've lived at the above address for 18 years with my husband, Shaun and three year old son, and like many others am extremely community minded.

After much study I support F-Modified as the Cabrillo Interchange Option because it will cause the least environmental impact to our neighborhood.

It would safeguard the businesses allowing retailers to continue to prosper, and the residents and visitors to enjoy the village lifestyle.

Many people (like myself) take pleasure in walking Coast Village Road and the surrounding roads with strollers and dogs, being able to do shopping without having to travel by car, and maintaining the low traffic action in this vicinity while protecting our semi-rural character is critical. If an overload of traffic is forced to use Hermosillo as a main freeway exit, or unload to a new roundabout, they will surely filter into our neighborhood.

The character of Coast Village Road needs to be protected for not only us, but our children and their children and hopefully generations to follow.

Thank you for hearing our voice when considering the future direction of the 101 HOV lanes.

Sincerely,

Carla Tomson

South Coast HOV LANES US 101

Comment Card

NAME: Lu Anne Van de Pas

ADDRESS: 111 Hermosillo CITY: SB ZIP: 93108

REPRESENTING: self

☑ Please add me to the project mailing list. (Husband)

☑ Please email me updates on this project. E-mail Address: Stewart_Abercrombie@yahoo.com

I would like the following comments filed in the record* (please print):

I would like to be on record that I prefer the "F modified plan."

Please add my vote to this proposal.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☑ newspaper ☐ newsletter ☑ someone told me about it ☐ other: SBA

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

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David Van Horne <dvh@rain.org>
07/08/2012 10:33 PM

To 'Matt Fowler' <south.coast.101.HOV@dot.ca.gov>
cc
bcc
Subject SPAM: Montecito off-ramp - F-Modified

Dear Mr. Fowler,

I have never written on traffic improvements for our neighborhood up until now because I have thought that those charged with the design and construction knew best.

I realized that this was a big mistake with the completion several years ago of the upgrade of 101 at Cabrillo Boulevard which results in all southbound traffic exiting Santa Barbara beaches to Los Angeles after a summer weekend passing the entire length of Coast Village Road.

Please don't make this mistake again by dumping northbound beach traffic on to Coast Village Road. I urge you to incorporate the Model F-Modified interchange into the design.

Thank you very much.

David W. Van Horne
525 Picacho Lane
Santa Barbara, California 93108

Christie Venable
<christievenable@cox.net>
07/06/2012 02:53 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
bcc
Subject 101 Freeway - F-Modified

To Matt Fowler:

We are 42 year residents of Montecito, and have seen lots of changes, but the freeway plans have always been elusive to the residents of Montecito. We would like to comment on the Cabrillo interchange and hope that Caltrans can see that the F-Modified interchange plan is the best and most sufficient in moving traffic from Coast Village Road which is a nightmare in the afternoons, now that the southbound on ramp was closed.

John and Christy Venable
Montecito

South Coast HOV LANES US 101

Comment Card

NAME: Don L Warren
ADDRESS: 4400 Carp. Ave CITY: Carp ZIP: 93103
REPRESENTING: self

☐ Please add me to the project mailing list.
☒ Please email me updates on this project. E-mail Address: DonLW10@gmail.com

I would like the following comments filed in the record* (please print):

#3 is my choice
Keep it simple + as inexpensive as possible.
We don't need median plantings.
Thank you
Don L Warren

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

*You may also submit your comments via email: south.coast.101.HOV@dot.ca.gov

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans (SBCAG) US Department of Transportation Federal Highway Administration

South Coast HOV LANES US 101

Comment Card

NAME: BEVERLY WECKSTROM

ADDRESS: 111 HERMOSILLO DR CITY: SB ZIP: 93108

REPRESENTING: SELF

☐ Please add me to the project mailing list.

☒ Please email me updates on this project. E-mail Address: bevandandre@cox.net

I would like the following comments filed in the record* (please print):

WE ARE IN FAVOR OF THE MODIFIED F PLAN. THANK YOU FOR HEARING OUR CONCERNS AT PREVIOUS MEETINGS. WE NEED HERMOSILLO TO STAY AS IT IS (NO ROUNDABOUT, THANKS) & HAVING N & S OFF & ON RAMPS FOR CABRILLO IS ESSENTIAL FOR MONTECITO.

*Place your comments into the Comment Box tonight or mail your comments by May 25, 2012 to:

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

How Did You Hear About This Meeting? ☐ newspaper ☐ newsletter ☐ someone told me about it ☐ other: _____

Caltrans · SBCAG santa barbara county association of governments · US Department of Transportation Federal Highway Administration

Jhwab <jhwab@cox.net>
07/07/2012 04:23 PM

To "South.Coast.101.HOV@dot.ca.gov" <South.Coast.101.HOV@dot.ca.gov>, "Rachel.Falsetti@dot.ca.gov" <Rachel.Falsetti@dot.ca.gov>
cc J'Amy Brown <j.amy.brown@worldnet.att.net>
bcc
Subject Montecito Hwy. 101

"I support F-Modified as the Cabrillo Interchange Option because it will cause the least environmental impact to my neighborhood and provide the most efficient beach traffic routes.

Joan Wells
1125 E. Mountain Dr.
Santa Barbara CA
93108

Sent from my iPhone

Beth Westen <beth@bethwesten.com>
04/26/2012 03:44 PM

To <South.Coast.101.HOV@dot.ca.gov>
cc
Subject Montecito highway widening.

We think the F-Modified plan looks good. I think people shouldn't get too hung up about removing mature trees, especially if they are eucalyptus trees! Trees grow quickly when they are young and can be well placed. I'm a devoted gardener, but sometimes plantings just need to go and be modified to serve greater needs of the community.

Beth and Derek Westen
1800 Jelinda Dr. 93108

969-6122

Comments in Support of an Alternative or Configuration Only

Alternative 1 Preference

Approximately 17 individuals indicated a preference for Alternative 1. After consideration of public input during review of the draft environmental document, the Project Development Team selected Alternative 1 as the preferred alternative. The Project Development Team also recommends selecting the F Modified configuration for the Hot Springs/Cabrillo Interchange.

Configuration F Modified Preference

Approximately 112 individuals indicated a preference for only Configuration F Modified. After consideration of public input during review of the draft environmental document, the Project Development Team has selected Alternative 1 as the preferred alternative based on the alternative's ability to balance wetland and riparian resources along with scenic resources. The Project Development Team recommends selecting F Modified as the configuration for the Hot Springs/Cabrillo Interchange.

Alternative 3 Preference

One individual indicated a preference for Alternative 3. Caltrans noted the preference for maximizing planting on the outside shoulders. The Project Development Team identified Alternative 1 as the preferred alternative based on the alternative's ability to balance wetland/riparian resources along with scenic resources. Alternative 1 also meets the goals expressed by local agencies and community groups for maintaining a certain amount of median planting. It should be noted that certain individuals expressed interest in Alternative 3 because it was compatible with the Santa Claus Lane parking improvements proposed by Santa Barbara County. Public input and subsequent discussions with the County resulted in Caltrans making changes to the design in the preferred alternative adjacent to Santa Claus Lane to eliminate the need for a retaining wall that had potential to conflict with the Santa Claus Lane Streetscape proposal.

Alternative 2 Preference

No individuals indicated a preference for Alternative 2. After consideration of public input during review of the draft environmental document, the Project Development Team selected Alternative 1 as the preferred alternative based on the alternative's ability to balance wetland and riparian resources along with scenic resources.

No-Build Alternative Preference

There were 8 individuals who opposed the project for various reasons. The reasons included aesthetic concerns, not wanting to attract more vehicles with additional lanes, and the desire for less reliance on oil with more alternative transportation options. As indicated in the background portion of Chapter 1, the project was proposed as part of the *101 In Motion* package, which includes "add a lane and expand the train." The premise behind the part-time HOV lanes is that in addition to encouraging carpooling, the increasing efficiency would facilitate expanding the bus schedule frequency during peak-hour traffic.

After consideration of public input during review of the draft environmental document, the Project Development Team selected Alternative 1 as the preferred alternative based on the alternative's ability to balance wetland and riparian resources along with scenic resources. The Project Development Team recommends selecting F Modified as the configuration for the Hot Springs/Cabrillo Interchange.

Configuration F or M Preference

One individual indicated a preference for Configuration F or M.

After consideration of public input during review of the draft environmental document, the Project Development Team selected Alternative 1 as the preferred alternative based on the alternative's ability to balance wetland and riparian resources along with scenic resources. The Project Development Team recommends selecting F Modified as the configuration for the Hot Springs/Cabrillo Interchange.

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Section 7.0 Court Reporter Transcript of Comments

(Montecito and Carpinteria)

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CALIFORNIA DEPARTMENT OF TRANSPORTATION

SOUTH COAST HOV PROJECT ON U.S. HIGHWAY 101

CERTIFIED TRANSCRIPT

Tuesday, April 24, 2012

5:00 p.m. - 8:30 p.m.

PUBLIC HEARING AND PUBLIC COMMENTS

held at the Montecito Country Club

920 Summit Road

Santa Barbara, California

Reported by: Jeri Cain, CSR 2460, RMR, CCRR, CRR, CLR
File No. 211462

PUBLIC MEETING AND PUBLIC COMMENTS were held at the Montecito Country Club, 920 Summit Road, Santa Barbara, California, 93108, before Jeri Cain, Certified Shorthand Reporter, holding CSR license No. 2460, RMR, CCRR, CRR, CLR, on Tuesday, April 24, 2012, commencing at the hour of 5:00 p.m., regarding the South Coast HOV Project Highway 101.

I N D E X

PUBLIC COMMENT MADE BY:

Lorraine Schmerzler
Kay and Dave Peterson
Randall Badat
Tom Schleck
C. Michael McCaleb
Ted Stern
Jay Barry Colin
Pam Springall
Joseph Viens
Glen Mitchel
Floyd and Diana Wicks

SANTA BARBARA, CALIFORNIA; TUESDAY, APRIL 24, 2012

-000-

JANET NEWLAND: It is 5:00 p.m. The public meeting has officially begun.

LORRAINE SCHMERZLER: Some years ago they got everyone that was interested to come over to the Miramar and they filmed their statements. Among the things that I told them is because I live adjacent to North Jameson, that I cannot get the number of trucks that have rolled over, spilled fuel, and my husband took pictures of the fire. One time the fuel ran all the way down North Jameson and burned up the foliage. And I have a friend who went to Sacramento to try to get the records. The records are blocked. You cannot get the records of the 1 accidents as a result of this project. And why they are going to come closer to our homes, I don't understand. The house across the street from me has had trucks roll over through the fence into their front yard right up against a star pine tree. If it weren't for the tree, the truck would have hit the house. It dumped so much fuel in the yard that the occupants had to be evacuated. This has happened twice.

The house behind me, not too many years ago, had another, I call it a fuel dump, a truck that rolled through the fence and spilled all the fuel into the

front yard, and they had to remove all the contaminated soil and bushes and replant their yard.

And the sound wall is not going down that far. And it just seems to me they're endangering our lives. They took away the view. The house I live in belonged to my parents. And we have always had a telescope in the living room to look at the islands. In the middle of the day, the glare from the ocean was so strong that my father planted a medium-sized palm tree in front of our breakfast window because of the glare. Now we have dirt. I am the only person in the family with all this pollution. No one else lives here but me. I'm the only person that has asthma. It does not run in my family.

My fruit is covered with black soot which, sure, you can wash it off, but what does all that soot do to the fruit? So I can say, what are they doing to us? I mean, is there no end?

They've devalued our property. They took away our healthy, clean ocean air, and now they're giving us more danger by moving closer to our homes.

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And the sound wall is only patchy. It doesn't go down continuously.

So that's about all I can think of right now. Actually, I can think of a lot more, but I'd better not

say it.

I feel invaded, really, watching all this happen, and I've got a beautiful yard. I can't tell you how many orchids and Amarillas lilies and fruit trees. I can't even tell you how much I have growing there. And they are going to just make it terrible.

Just tell them what I said. At least I've had an opportunity to speak my mind. Thank you.

KAY PETERSON: This has been a major concern, this whole 101 project, since we've been here for 15 years, 16 years. And we got off the freeway at -- left hand at Sheffield, so we knew they were going to take that away.

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We're actually thrilled to death about F-modified. To us, it looks like it works for everybody. We get to get on and off at Sheffield just like we do now, and we get off in the lower village at Hermosillo. Or you can do all the loop de loop to get off this roundabout thing.

It's been a real problem having people have to go through the lower village from the water to get onto Southbound 101. That has just ruined the village. It's been too bad. We never go down there anymore.

DAVE PETERSON: We're really sad about this because it was just a charming little place and now it's

just bumper-to-bumper traffic.

KAY PETERSON: So F-modified solves that.

DAVE PETERSON: And we think that they are doing a terrific job with the designs. Really. They are very responsive and it's been great.

KAY PETERSON: So we're going to get a bunch of neighbors together and have them vote for F-modified. It works for everybody.

RANDALL BADAT: I live at 124 Miramar Avenue. Currently, our neighborhood is within the gap in the sound wall. I just talked to Ken, I don't know what his name is, the guy who is in charge of the sound abatement, and he said that we qualify, because we are over the limit in terms of decibels, but it doesn't fit within the budget. My concern and objection is that that's irrelevant. We've had our decibel level measured at 98 decibels, which is well in excess of legal limit, for several decades. If this is to go forward, we will demand that the sound wall be extended from the place where it breaks prior to the San Ysidro offramp to where it commences again just below Miramar Avenue and continues on south from there.

TOM SCHLECK: My name is Tom Schleck. First of all, I'm not 100 percent in favor of having HOV lanes because the people that come up here, basically, the

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hours where there's more congestion, are commuters. A high occupancy lane means you've got someone you're commuting with. If these people could commute with somebody, they would just because it's cheaper, so it's not going to solve the problem. That's one.

Number 2: I've got a huge problem with the fact that all this money is being spent and there is no change to the southbound onramp of San Ysidro. It is a very short onramp. You need a rocket car to get on it. It is unsafe. It is very unsafe. And I think it's a dereliction of duty of the state officials and everyone involved in the project not to fix that. Someone is going to get hurt there. Caltrans should be liable for it.

Added to that, the Miramar Hotel sometime is going to get redone and that onramp will be crucial for that hotel. They will bring in 400 workers. So by not addressing that whole interchange issue is being irresponsible.

The third comment I have is: Table 5 S.1, not 5, S.1 says that -- the summary of the community character of growth, it says there's no impact. And I disagree wholeheartedly when they say there isn't an impact. There is a huge impact. When you drive from this community, when you add all these different lanes,

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and you bring in huge onramps and offramps, you change the character. This place is going to start looking like Los Angeles, and that has a big environmental impact to the community, and you should be embarrassed for it. Adding extra lanes and additional shoulders that are also concrete just creates -- I think it's a terrible view problem for the community. 7

A fourth point, not as strong, is that you are going to raise the railroad tracks four feet, which then will bring sound into the community, and you do not address that in your Environmental Impact Report. You say that there is no impact and there will be. 8

C. MICHAEL MCCALEB: I represent a local government agency, Montecito Sanitary District. I'm the associate engineer. And we have a number of facilities that would be some of their construction -- or no. There are existing pipelines that will be affected by any widening of the freeway and the bridge, the extensive redesign and sizing of the new bridges, and one of them is the Oak Creek bridge, and the road is Posilipo Lane Road. 9

Anyway, we have a pipeline that we put in about three years ago that is probably within the Caltrans alignment, and we just want them to -- they are aware of it. We definitely want to be in the loop from the

beginning on this.

And then one of my comments was that in the future, when you are going to make presentations, that they should use as current of underlay mapping as possible. I noticed on their maps they are using, some of them are almost 10 years old. And so a lot of things have changed in the area where they are talking -- so basically, the interchange at Cabrillo Boulevard and the freeway. So it's just a heads-up comment. 10

I'm trying to think of anything else I'd like to add. It's my own personal concern as a citizen that commuter lanes for a short distance, and it's probably not quite 12 miles, how effective is it going to be when you have a lot of expense and the number of people traveling currently. I wonder about the number of people that are not commuting now, not sharing rides. 11

When I drive that stretch on Monday mornings, I very rarely see any more than two people -- rarely ever do I see more than two people in a car. It's usually one person. Whatever. So I'm not sure if the design effort, the amount of money that will be spent, at what benefit will there truly be down the road. You go to L.A. The commuter lanes are sometimes more impacted than the travel lanes, and I don't know if they really serve the function that they are intended to

serve in this small area that we're talking about. I have a hard time visualizing how that will be of great benefit. Thank you.

TED STERN: I just wanted to register my support for the overall project, and particularly for the F-modified solution, because to me, it will have the greatest community impact of any segment of this project because it will relieve the pressure from the beach traffic that flows out through a terribly congested Montecito, and will allow it to flow southbound as well, of course, continuing to go northbound off of Cabrillo. And the second reason for supporting it is because it's doable. It doesn't involve the cost of the Los Patos $50 million railroad bridge, something that can be done relatively economically.

The most important thing, though, I would mention is the need for phasing. It needs to be in the first phase of this project. I know they've started the southern end already. This needs to be the next segment that Caltrans tackles because it will have, of all the other segments, as far as I can see, they will have impact with more traffic flow through on the freeway, but this one will have tremendous impact on the community around the freeway because of the need to handle the traffic flow off the beaches and out of Santa

Barbara that now congests and plugs up Montecito and will continue to do so, even if this is the first phase, for many years. We need to effectively correct that condition. So I support modified-F and the earliest possible phasing for that project.

JAY BARRY COLIN: One of the problems I have with this project is that there's a tendency for Caltrans to shut down exits and entrances before the new ones are constructed. As a result of it, it creates terrible disturbance and delays for the locals here. We already are suffering as a result of shutting down the southbound entrance onto the 101 at Cabrillo Boulevard. And we are forcing the people who would normally have gotten on that entrance to go through the roundabout and into the Village of Montecito, lower village area, creating traffic from the roundabout all the way down to the two stop signs that enable them to cross a busy road, Channel Drive, and then reenter the southbound lane for the 101. The problem is so critical that if they in fact shut down the Hermosillo exit on the northbound lane, they are going to force more people to come onto Channel Drive and add that additional traffic to the intersection where Coast Village Road and Channel Drive come together.

I believe it is essential that new exits and

entrances be graded before old ones are shut down. The Village can't take any more traffic. We are already penalizing all of the little businesses that need to keep people employed.

And the other comment I have has to do with the length of time that it takes Caltrans to build out road modifications. I lived in Florida for 12 years. And I can tell you that Florida understands how to create modern highways quickly and not make it impossible for people to carry on their business activity and their lives. They should, if they want to go someplace on a junket, go see how Florida builds their highways and modify them in rapid fashion.

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PAM SPRINGALL: I own property on the corner of Miramar Avenue and North Jameson Lane. The sound wall, according to the picture, stops just before it gets to my house. The theory is that they have counted my house as one dwelling, but, in fact, there is a main house and four cottages, all of which are rented, so it should be counted as five dwellings, or if you count people, it should be counted as about 10 people.

16

I would like to have them rethink the ending of the sound wall and put it past my house. As it is, the sound level is such that in 2008, when I made an attempt to sell my property, I was unable to do so

because of the sound level from the freeway at that time. Never mind what it's going to be when I attempt to rent my cottages. I have the same issue. Well, I have the same issue with the sound. People are horrified by the sound. And so I would like the sound wall, if there is going to be some benefit from the sound wall, to be extended past my house towards San Ysidro. That's it.

JOSEPH VIENS: I am a resident of Carpinteria. I live at 4677 Carpinteria Avenue. I live within like 200 feet of the freeway. I experience a lot of the freeway noise in the early morning hours and in the late afternoon, but mostly in the early morning hours when the traffic is moving at a high rate of speed, between 55 to 75, 80 miles an hour during the early morning, and so with all that traffic noise, and plus at night, we have the traffic noise, too. And I can tell that when the freeway is crowded, it's quiet. When it is flowing, I can hear it, it's noisy, it wakes me up, keeps me awake, and I notice that there's the feeling on Caltrans' part, with regard to the sound study, that there's no need for sound walls on the south side of the freeway in that area between just south of Franklin Creek and, say, Reynolds Avenue, or Santa Ynez -- I'm not sure what the name of the bridge is. And I

17

experience -- the south side was done in 2009 and there's been some new building, and there's some new residential units that have gone in, and there's even residential units that line the freeway there on the west side. And there's no sound abatement. They say, oh, it's not qualifying enough, or it's not loud enough, or it won't be of benefit, but I believe there would be great benefit. I realize there's going to be sound abatement pavement, but what I see and what I experience is traffic sound echoing up the Franklin -- or down the Franklin Creek. That is an area from the Franklin Creek south, it's an open area with an irrigation company, but there are offices and condominiums areas back up there, and that's an open space that allows the sound to bounce through down the creek. And I feel that that whole section of Carpinteria has kind of been neglected and shunned because it's a lower population density. And you say, well, we grade it on how many people will benefit from it. Why should our lives be reduced just because there's not as many of us? I see the sacrifice of a few for the many, but there are a lot of people that live there and it affects us every day.

When the noise affects you, you get edgy. It's always noisy. I moved here from Los Angeles and the first thing that I noticed was the noise from the

freeway. And freeway noise in Los Angeles isn't like the freeway noise here. The noise here is extremely intense. The pavement there, you know, has the bumps in it, and cars make a beat as they come up and hit the bridge. I realize that's going to be fixed, but I just feel, and my neighbors feel, that we're kind of getting a little short-changed, and not given the respect that we deserve, and everybody else deserves, because we're a lower population density than the other side is.

Also, with my experience in sound engineering, I understand how sound bounces and is attenuated. If you are going to put a wall on the other side of the freeway, it's going to make sound bounce south or west onto the beach side of the freeway, so it's going to -- there's going to be more sound coming at us. And with the extra lanes, there's going to be higher traffic volume, and higher traffic speeds, so there's going to be more noise. It's not going to be like, you know, like getting woke up at 5:00 a.m. and then it calms down on Saturday and I can sleep late when the traffic backs up because it's quiet. So now with the increase in traffic speed and the better flow of traffic, the period of higher noise levels is going to be longer. And I realize that. But mostly I feel that there isn't a big concern with Caltrans and the State about our well-

being.

The sound wall is on the other side, because there's a large residential neighborhood, but even in the report, it states, you know, there's multifamily and mobile homes and single-family homes on our side, but they don't feel that there's a cost benefit. You know. So they're trying to trim, and they are trimming it on us. And I think at least a short sound wall in the Franklin Creek area, say, you know, 50 yards each way of Franklin Creek would be a benefit to all the population on the south side of the freeway in Carpinteria, that area, because it would prevent the sound coming up the creek.

I can go up that creek a half mile and I hear the freeway, but if I walk away from the creek, you know, the noise goes down, so we've got the noise coming up the creek off of the walls and making its way into the residential neighborhoods quite a ways away from the neighborhood. And I believe something to attenuate that sound before it comes up the creek would be a great benefit to not only people in close proximity to the freeway but people as much as a quarter mile away, I believe, because then they won't hear it. And it improves their quality of life, and their well-being, and I think that's important, and I feel that the State

and Caltrans really isn't considering that. They are more concerned about, we can save a little money by not putting a sound wall here, and sound studies say it's not necessary, and the benefit, but I know what I know. I live there. I experience it. I've been there for 12 years, so I feel I have a little more knowledge of the conditions in that part of town.

So I would appreciate it if Caltrans and the State would look into this further and maybe just add just a little bit of wall in that park and -- because the rest of it is covered, you know, by buildings. But you do have people who live now in Lavender Court who overlook the freeway, so they are taking the brunt of the noise right there, and there are no sound walls for them. Maybe they feel they are too high, I don't know, but I just feel that that would be a great improvement to the quality of life on the south side of Carpinteria if some of that noise can be abated. Thank you.

21

GLEN MITCHEL: my name is Glen Mitchel. I live at 180 Santo Tomas Lane, and I'm concerned with the sound mitigation and specifically the sound wall which I would like increased farther west than it is currently planned in that area. I live in a neighborhood that is distinct. It has two streets that enter the neighborhood, and right now, the sound wall stops at the

22

south entrance at one of those streets. And I believe, along with the rest of my neighbors, we believe that that sound wall should continue as far west as possible to include -- to protect the entire neighborhood from noise from the freeway.

FLOYD WICKS: I have three suggestions. Number one, close the entrance ramp to 101 south at Posilipo Lane and build a new entrance ramp at the intersection of San Ysidro Road and South Jameson Lane, a southbound entrance ramp, since there are already three ramps at that bridge over the freeway at San Ysidro Road. There's already an existing southbound exit ramp and existing northbound exit ramp and an existing northbound entrance ramp. So by closing the very dangerous entrance ramp at Posilipo Lane, it would make a lot of sense and save lives over time by building a new one at San Ysidro Road.

23

Secondly, again, speaking of San Ysidro Road, the bridge over the freeway there is only two lanes and it's very dangerous. Many mornings, the exit ramp on the southbound lane at that intersection, it's backed up clear into the freeway traffic. It's very dangerous. They ought to widen that bridge at the same time they are building an entrance ramp to the south on 101. And that should be part of the project. It's a very

24

dangerous condition currently.

And thirdly, since -- if they would build a new southbound lane heading south from San Ysidro Road, they could do away with the southbound entrance ramp at Olive Mill Road, which is less than half a mile away from San Ysidro. And by doing that, they improve the traffic conditions on Olive Mill Road and Coast Village Road, which is a horrible, dangerous intersection now with five streets coming into that and one entrance ramp south heading out of that traffic mess, and so those would be my comments.

25

DIANA WICKS: What about the wall?

FLOYD WICKS: Oh. One more comment. They are proposing in the plans a sound wall on the north side of 101 heading easterly from San Ysidro Road, and that will cause sound reverberation bouncing off that wall heading toward the ocean where we live, and there's no wall proposed on the south side of 101 for about 900 feet going west from Posilipo Lane. They should build that 900 feet of sound wall at that location. And they have a note on their plans that it's not financially feasible to build that wall, which I totally disagree with. It's only going to get worse with the wall they are going to build on the north side of 101. So they are creating another concern for all the people who live on the south

26

side of 101.

DIANA WICKS: What about the Miramar? They are going to have a sound wall eventually; aren't they?

27 FLOYD WICKS: The Miramar plans to build their own sound walls as part of their project to match their architecture.

DIANA WICKS: One hundred-some feet versus 200 feet, something like that, was mentioned.

FLOYD WICKS: It has to do with the distance of the buildings from the freeway. I don't know whether that's real or not. So that's all.

Oh. At the corner of Posilipo Lane and South 28 Jameson Lane there's a stop sign. People that go to get on the ramp at that location heading south don't stop at that stop sign. I think one out of 20 might stop.

DIANA WICKS: Seldom, if ever.

FLOYD WICKS: So that's one out of 20. But more than that, they come down South Jameson Lane at speeds literally double what the speed limit of 25 miles an hour is.

DIANA WICKS: Somebody has taken the 25 mile an 29 hour limit sign out right there as you -- the overpass, and then you go south, and they've taken it out. It was there one night and now it's removed. But there's one that's going --

FLOYD WICKS: West.

DIANA WICKS: -- west. North. I don't know. Anyhow, it seems to be better because they see that 25 mile an hour speed limit sign. And I talked to the police. We've called the police numerous times. Oh, my gosh, our name has got to be in there a hundred times. They read it and say, oh, no, not these people again.

But anyhow, the sign just went down again.

JANICE BOWMAN: It's 8:30. The meeting is officially closed. Thank you.

JANET NEWLAND: Thank you.

(Meeting concluded at 8:30 p.m.)

-OOO-

CERTIFICATE OF REPORTER

I, JERI CAIN, a Certified Shorthand Reporter licensed in the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth;

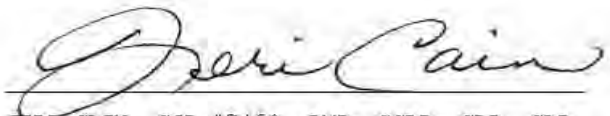
That a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction;

Further, that the foregoing is an accurate transcription thereof.

I further certify that I do not have a financial interest in this action.

In compliance with Section 8016 of the Business and Professions Code, I certify under penalty of perjury that I am a Certified Shorthand Reporter with California License No. 2460 in full force and effect.

WITNESS my signature this 2nd day of May, 2012.



JERI CAIN, CSR #2460, RMR, CCRR, CRR, CLR

Montecito Public Hearing - Response to Comments

Lorraine Schmerzler

Comments 1 and 2

1) Accident data are available from the Caltrans Traffic Safety Division and would require filing a public records request to receive the data. To request accident data, please use the following link: *http://www.dot.ca.gov/cpra/*

2) As a result of comments received, Caltrans staff reevaluated Soundwalls S452 and S464 for high-density development areas to identify short sections of soundwalls that might be financially reasonable. A wall extension to the south to extend S464 and a portion of S452 to protect the densely populated area near the Sheffield Interchange is recommended for construction. Also, it was determined that two additional benefitted units had not been accounted for in the original calculations for Receptor R70. Please refer to Volume 1, Section 2.2.7, for more information on noise.

Kay and Dave Peterson

Comment 3

The Project Development Team selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. The F Modified configuration would direct beach traffic to the new northbound off-ramp at Hot Springs, bypassing the roundabout and Hermosillo Road. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

Randall Badat

Comment 4

As a result of comments received during the public review period, Caltrans staff reevaluated Soundwall S498, focusing on high-density development locations to determine whether short sections of soundwalls might be financially reasonable. As a result, A wall to the north that would extend S498 to San Ysidro is recommended for construction. Please refer to Volume 1, Section 2.2.7, for more information on noise.

Tom Schleck

Comments 5 to 8

5) The HOV lanes proposal is one project in a larger consensus-approved package of improvements that was developed from the Santa Barbara County Association of Governments-sponsored *101 In Motion* process. This larger package of recommended improvements was funded through the Measure A local transportation sales tax measure and included as planned improvements in the 2008 Regional Transportation Plan. This plan provides a multimodal approach to long-term congestion relief in this corridor. Congestion relief was also analyzed in the Regional Transportation Improvement Plan (RTIP); this plan also recommended adding lanes and implementing a peak-hour HOV lane.

   This project is funded by voter-approved Measure A funds, which are matched by federal funds. The proposed project benefits the region as well as the entire state because U.S. 101 is the only major highway along the California Coast in the area. Improving mobility and goods movement is vital to the environmental health and economic vitality of the state. The HOV lanes project is one component of the complete package supported by the Santa Barbara County Association of Governments and was disclosed to the public in the past four years. The

HOV lane will function as a part-time lane; it will be an HOV lane only during peak commute hours and will operate as a mixed-flow lane during off-peak hours.

6) The existing San Ysidro Road southbound on-ramp does have a shorter-than standard acceleration lane; accident records for the three years from October 1, 2006 to September 30, 2009 indicate accident rates less than the expected statewide rates for similar ramps.

   Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp. The improvements planned as part of the project are occurring in the median and are not precluding other improvements at this interchange.

7) The existing landscaping through Montecito is recognized as an important aesthetic resource of high value to the community. A guiding principle of the project design is to preserve as much existing vegetation as possible. Where existing vegetation cannot be preserved, the project will be re-landscaped to the greatest extent possible keeping safety and maintenance requirements in mind. Refinement of aesthetic and landscaping design details will be developed in collaboration with representatives of each affected community. Also, each permitting jurisdiction may require additional measures beyond what is required as California Environmental Quality Act mitigation identified in the final environmental document.

8) The Project Development Team selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. The F Modified configuration would direct beach traffic to the new northbound off-ramp at Hot Springs, bypassing the roundabout and Hermosillo Road. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road. This configuration also does not require raising the railroad tracks 4 feet.

C. Michael McCaleb (Montecito Sanitary District)

Comments 9 to 11

9) Any existing utilities that conflict with the project would be either relocated, lowered or encased. The particular two main force sewer lines of concern that cross the freeway transversely near the Oak Creek Bridge near Posilipo Lane appear to be outside the location of the new bridge and will be protected in place during construction.

10) Freeway mapping has been updated with the most current maps available. With regard to the district's office and testing facilities located near the Cabrillo Boulevard interchange, they are located on the opposite side of the railroad right-of-way from where the construction would occur. Therefore, the Sanitary District facilities are outside of the limits of area that would be impacted by this construction project.

11) The HOV lanes proposal is one project in a larger consensus-approved package of improvements that was developed from the Santa Barbara County Association of Governments-sponsored *101 In Motion* process. This larger package of recommended improvements was funded through the Measure A local transportation sales tax measure and included as planned improvements in the 2008 Regional Transportation Plan (and the updated 2040 Regional Transportation Plan). This plan provides a multimodal approach to long-term congestion relief in this corridor. Congestion relief was also analyzed in the Regional

Transportation Improvement Plan (RTIP); this plan also recommended adding lanes and implementing a peak-hour HOV lane.

This project is funded by voter-approved Measure A funds, which are matched by federal funds. The proposed project benefits the region as well as the entire state because U.S. 101 is the only major highway along the California Coast in the area. Improving mobility and goods movement is vital to the environmental health and economic vitality of the state. The HOV lanes project is one component of the complete package supported by the Santa Barbara County Association of Governments and was disclosed to the public in the past four years. The HOV lane will function as a part-time lane; it will be an HOV lane only during peak commute hours and will operate as a mixed-flow lane during off-peak hours.

Ted Stern

Comments 12 and 13

12) The Project Development Team selected the F Modified configuration for the Cabrillo Boulevard/Hot Springs Road Interchange. The F Modified configuration would direct beach traffic to the new northbound off-ramp at Hot Springs, bypassing the roundabout and Hermosillo Road. A new southbound on-ramp at Cabrillo would also divert traffic away from Coast Village Road.

13) Caltrans will be looking to construct this project as quickly as possible. However, due to the availability of funding, it will be broken into separate construction phases. Given the magnitude and length of the project, it is expected that construction would be divided and carried out in separate contracts along separate road segments over a period of at least 10 years. The timing of the phased construction may be affected by factors such as available funding, location of other nearby highway construction projects, railroad involvement, utility relocation needs, and the Coastal Development Permit process.

Jay Barry Colin

Comments 14 and 15

14) This project would be designed to provide two lanes in each direction on U.S 101 throughout construction, though some lane closures may be required for night work that is required when traffic is at its lowest volume. Median off-ramps will not be closed until replacement ramps are built. Temporary ramp improvements may be needed based on projected use. Many interchanges will have falsework on the local roads below. During construction, consideration would be given to provide continuous access along local roads to traffic—including bicycles, and ADA compliant pedestrians paths—through the construction area.

15) Caltrans will be looking to construct this project as efficiently as possible. However, due to the availability of funding, it will be broken into separate construction phases.

Pam Springall

Comment 16

As a result of comments received during the public review period, Caltrans staff reevaluated Soundwall S498 focusing on high-density development locations to determine whether short sections of soundwalls might be financially reasonable. A wall to the north that would extend S498 to San Ysidro is now recommended for construction. See Volume I, Section 2.2.7, for more information on Soundwall S489.

Joseph Viens

Comments 17 to 20

17) The Noise Study Report prepared for the project identifies Receptor R8 as the closest location where noise readings were conducted in the vicinity of 4677 Carpinteria Avenue. The noise study identified the current noise level at this location at 63 decibels and the predicted future noise level at 65 decibels. Under Caltrans noise protocols, the increase has to approach or exceed the Noise Abatement Criteria of 67 decibels before noise abatement measures are evaluated for this location. Because the project increase to 65 decibels is less than the Noise Abatement Criteria of 67 decibels, no soundwall is recommended for construction at this location. Please refer to Volume 1, Section 2.2.7, for more information on noise.

18) Caltrans uses federal guidelines to set thresholds for noise impacts under the National Environmental Policy Act and California Environmental Quality Act. Caltrans determines the significance of the California Environmental Quality Act noise impacts in the context and setting for noise. In accordance with the Caltrans Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (2006), a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12-dBA or more increase) or when the future noise level with the project approaches or exceeds the noise abatement criteria (NAC) of 67 dBA. Table 2.37 in Volume I, Section 2.2.7, of the final environmental document shows a project build noise level increase of a maximum of 3 dB above the existing noise levels. This increase is not considered a significant impact and is considered very minimal because it is not detectable to a normal human ear per the Caltrans Technical Noise Supplement (TeNS). Please refer to Volume I, Section 2.2.7, for more information and Volume I, Section 3.2.2, for the determination of significant noise impacts under CEQA.

19) A 350-foot-long section of area along the southbound lanes between the garages at the west bank of Franklin Creek to the west end of the soundwall is proposed for construction as part of the Linden-Casitas project. A wall in this location has been determined to be reasonable and feasible and has been recommended for construction by the Project Development Team responsible for the Linden-Casitas project.

20) According to the Federal Highway Administration website *http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm*, studies show that noise reflected by barriers to residences on the opposite side of the highway are unlikely. In fact, noise levels do not normally exceed 1 to 2 dBA, an increase that is not perceptible to the average human ear. This is due to the fact that not all of the acoustical energy is reflected back to the other side of a highway. Some of the energy goes over the barrier, some is reflected to points other than the homes on the opposite side, some is scattered by ground covering (grass and shrubs), and some is blocked by the vehicles on the highway. Additionally, some of the reflected energy is lost due to the longer path that it must travel.

21) The nearest receptors to the Lavender Court Complex area (Receptors 8 and 9) were below the noise abatement criteria of 67 decibels. Because the predicted noise level of 65 decibels does not approach or exceed the noise abatement criterion of 67 decibels, no soundwall was proposed for this area. Please refer to Volume I, Table 2.37, for information related to Receptors 8 and 9.

Glen Mitchel

Comment 22

As a result of comments received, Caltrans staff has reevaluated Soundwall S520 for high-density development areas to identify short sections of soundwalls that might be financially reasonable. A wall extension to the north to extend S520 to protect the densely populated area between Santa Isabel and Olive Mill is recommended for construction. For more information related to Soundwall S520, refer to Volume I, Section 2.2.7.

Floyd and Diana Wicks

Comments 23-28

23) The southbound on-ramp at Posilipo Lane has not experienced accident rates higher than the statewide average. For the three-year period of October 1, 2006 to September 30, 2009, there were no recorded accidents for this ramp. Work on this ramp is not planned as part of the South Coast 101 HOV Lanes project.

24) Reconstruction of the San Ysidro Interchange is not geometrically necessary for the physical construction of the South Coast 101 HOV Lanes project and is therefore outside the scope of this project. Note that the recently scoped rehabilitation project that covers the same post mile limits may ultimately include changes to this ramp.

25) The existing San Ysidro southbound off-ramp does have a shorter-than-standard acceleration lane. Accident records for the three years from October 1, 2006 to September 30, 2009 indicate accident rates less than the expected statewide rates for similar ramps. To build the ramp nearer to San Ysidro Road would require the relocation of S. Jameson Lane to obtain sufficient room to build a ramp.

26) According to the Federal Highway Administration website *http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm*, studies show that noise reflected by barriers to residences on the opposite side of the highway are unlikely. In fact, noise levels do not normally exceed 1 to 2 dBA, an increase that is not perceptible to the average human ear. This is due to the fact that not all of the acoustical energy is reflected back to the other side of a highway. Some of the energy goes over the barrier, some is reflected to points other than the homes on the opposite side, some is scattered by ground covering (grass and shrubs), and some is blocked by the vehicles on the highway. Additionally, some of the reflected energy is lost due to the longer path that it must travel.

27) It is Caltrans' understanding that the approved Miramar Hotel property renovation includes a private soundwall. Therefore, any additional soundwall proposed as part of the South Coast 101 HOV Lanes project would not provide an additional 5 decibels of noise attenuation, which means it would not meet the Caltrans criteria for soundwalls. During the reevaluation of Soundwall S489, it was discovered that one residential unit had not been accounted for in the Noise Study Report. Including that unit did not change the final conclusion. The wall in this area remains not financially reasonable. Therefore, no additional southbound soundwalls are recommended for construction near Posilipo. See Volume I, Section 2.2.7, for more information on Soundwall S489.

28) Caltrans has no jurisdiction on local roads and intersections. Operations of these public roads are under the authority of the County of Santa Barbara and the sheriff's office.

29) Refer to response to comment 28.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

SOUTH COAST HOV PROJECT ON U.S. HIGHWAY 101

CERTIFIED TRANSCRIPT

Wednesday, April 25, 2012

5:00 p.m. - 8:30 p.m.

PUBLIC HEARING AND PUBLIC COMMENTS

Held at the Carpinteria High School Cafeteria
4810 Foothill Road
Carpinteria, California

Reported by: Lisa V. Berryhill, CSR #7926
File No. 211463

PUBLIC MEETING AND COMMENTS were held at the Carpinteria High School Cafeteria, 4810 Foothill Road, Carpinteria, California, 93013, before Lisa V. Berryhill, Certified Shorthand Reporter, holding CSR license No. 7926, on Wednesday, April 25, 2012, commencing at the hour of 5:00 p.m, regarding the South Coast HOV Project Highway 101.

I N D E X

CARPINTERIA, CALIFORNIA

WEDNESDAY, APRIL 25, 2012

-o0o-

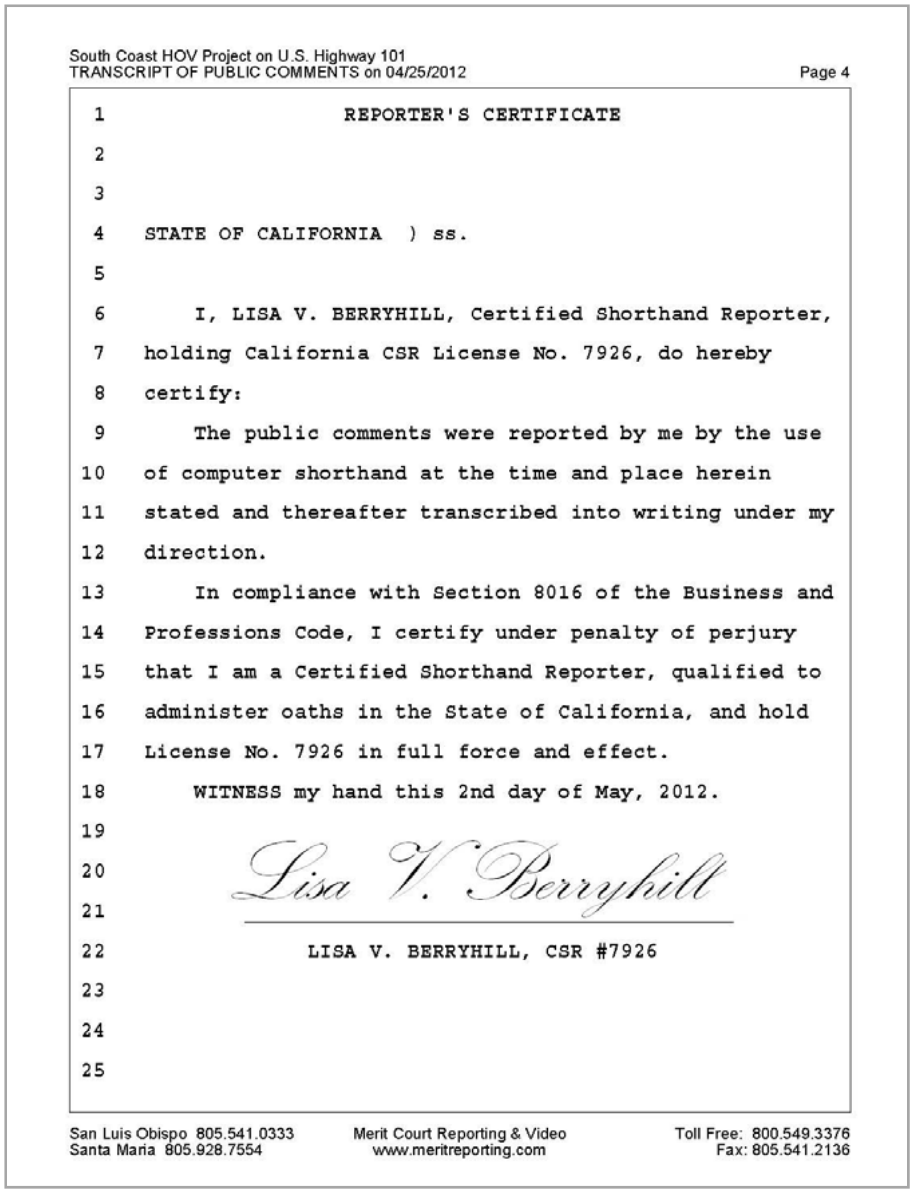
(The public meeting commenced at 5:00 p.m.)

(At 7:50 p.m, the following comment was given:)

KATHLEEN ST. JAMES: I believe that I am in a severe sound area that's extremely damaging to my health and well-being and my ability to sleep. 1

(The public meeting concluded at 8:30 p.m.)

-o0o-



South Coast HOV Project on U.S. Highway 101
TRANSCRIPT OF PUBLIC COMMENTS on 04/25/2012 Page 4

REPORTER'S CERTIFICATE

STATE OF CALIFORNIA) ss.

I, LISA V. BERRYHILL, Certified Shorthand Reporter, holding California CSR License No. 7926, do hereby certify:

The public comments were reported by me by the use of computer shorthand at the time and place herein stated and thereafter transcribed into writing under my direction.

In compliance with Section 8016 of the Business and Professions Code, I certify under penalty of perjury that I am a Certified Shorthand Reporter, qualified to administer oaths in the State of California, and hold License No. 7926 in full force and effect.

WITNESS my hand this 2nd day of May, 2012.

Lisa V. Berryhill

LISA V. BERRYHILL, CSR #7926

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Carpinteria Public Hearing

Kathleen St. James

Caltrans has considered noise barriers at 27 locations. The considered noise barriers vary in height from 8 to 16 feet and range in length from 450 to 5,200 feet. Of the 27 soundwalls being considered, only 14 met reasonable and feasible requirements. The noise barriers vary in height from 8 feet to 16 feet and length from 499 feet to 2,169 feet.

Without knowing your address, it is difficult to address the specific location in question. Please see Volume I, Section 2.2.7, in the final environmental document for more information about the noise analysis that was conducted in Carpinteria.