Appendix O Comments and Responses

Appendix O addresses the comments received on the Draft Environmental Impact Report/Environmental Assessment for the Linden Avenue & Casitas Pass Road Interchanges Project. The draft environmental document was circulated for public review and comment between December 29, 2008 and March 23, 2009. Two public hearings were held to further solicit public comment on the document. The first public hearing was held on January 22, 2009, and the second public hearing was held on March 16, 2009; both hearings were held at the Canalino Elementary School cafeteria.

This appendix contains the comments received during the public circulation and comment period. Each comment presented is followed by a Caltrans response.

This appendix is organized according to the parties commenting on the Draft Environmental Impact Report/Environmental Assessment as follows:

- Section 1.0 Federal, State, and Local Agencies
- Section 2.0 Individuals and Non-Profit Organizations
- Section 3.0 Cameo Road Petition
- Section 4.0 Transcript from Public Hearing

Each section is further organized alphabetically by agency name, organizations' name, or individuals' last name. Individuals who provided more than one comment letter are further organized by the date comments were received.

Section 1.0 Federal, State, and Local Agency Comments and Responses

Comments were received from the following federal, state, and local agencies:

- Lee Otter, Transportation and Public Access Liaison, California Coastal Commission
- Greg Carty, Mayor, City of Carpinteria
- Rodney McInnis, Regional Administrator, National Oceanic and Atmospheric Agency (NOAA)
- Theresa Stevens, Ph.D., Project Manager, North Coast Branch, Regulatory Division, U.S. Army Corps of Engineers

STATE OF CALIFORNIA -- THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, *Governor*

CALIFORNIA COASTAL COMMISSION
SOUTH CENTRAL COAST AREA
89 SOUTH CALIFORNIA ST., SUITE 200
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March 23, 2009

Matt Fowler
Central Coast Environmental Analysis
California Department of Transportation (Caltrans)
50 Higuera St.
San Luis Obispo, CA 93401-5415

Subject: **Linden Ave./Casitas Pass Road. Interchanges Project--Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) (SCH #2008041158)**

Dear Mr. Fowler:

We appreciate the opportunity to offer comments on the DEIR/EA document for the subject Linden Avenue and Casitas Pass Road interchanges project, on Highway 101 in the City of Carpinteria, Santa Barbara County. Commission staff comments and recommendations are as follows:

Comments:
1. The DEIR/EA identifies four proposed Build Alternatives. Each calls for replacement and reconfiguration of these two highway interchanges, and extension of the Via Real frontage road across Carpinteria Creek and northwards through an existing avocado orchard.

For each alternative, the DEIR/EA comprehensively identifies the range of environmental issues that can be anticipated. Two of the identified environmental impacts raise substantive coastal resource issues. These are: 1) construction of a freeway frontage road within a riparian corridor and adjacent wetland habitat; and, 2) conversion of productive agricultural land.

With respect to CEQA compliance, the impacts of this frontage road extension appear to be clearly and accurately identified by the DEIR/EA document, along with a number of corresponding minimization and mitigation measures. However, in terms of Coastal Act policy, such land conversions are to be *avoided*. In this case, it appears that conversion is avoidable through development of an alternative that does not extend the Via Real frontage road through these adjoining resource areas.

2. We applaud the inclusion of a Local Coastal Program analysis (Appendix E)--although this letter should not necessarily be taken as concurrence with each of the interpretations stated in the DEIR/EA. Subsequent evaluation and discussion, in collaboration with the City, is recommended with regard to LCP conformance.

3. Our preliminary conclusion is that all four identified "build" alternatives will necessitate amendment of the certified Carpinteria Local Coastal Program (LCP). Given the proposed conversion of scarce agricultural land, and impacts on environmentally sensitive riparian habitat and wetlands, such an amendment to the City's LCP would not appear to be consistent with the

resource protection policies of the California Coastal Act.

4. The existing seasonally-wet bikeway stream crossing appears to allow a degree of fish passage, at least during storm events (Commission staff field observation, late afternoon Jan.23, 2009). If needed, this crossing can be improved through other funding programs for removal of anadromous fish barriers.

5. With respect to protection of coastal agriculture resources, the project will reduce an existing 8 acre parcel—designated as Agriculture on the City's Land Use Map--to only 3 acres. The conversion of 5 acres of avocado orchard has not been demonstrated as unavoidable. 1

6. We are not aware of an overriding public health or safety threat. 2

7. The project benefits for better local traffic circulation, attaining sufficient clearance for trucks passing beneath the overpass structures, removal of a potential impediment to steelhead migration, and enhanced bikeway configuration appear in large measure attainable without the southerly extension of the frontage road. The additional local traffic circulation benefits of extending Via Real across Carpinteria Creek do not appear to outweigh the conversion of agricultural land nor the impacts to riparian habitat. 3

Project alternatives: Are there other ways to solve the transportation problem in this instance? Are there other feasible ways to address the identified project need and purpose? Does the need and purpose statement need adjustment? 4 5 6

In any case, developments in the coastal zone are required to avoid, minimize and mitigate "impacts to coastal resources to the greatest extent possible." All feasible alternatives to avoid and/or minimize such impacts must be fully evaluated. As documented by the DEIR/EA, potential impacts have already been partially minimized through careful alignment selection and containment of project footprint. However, it appears that further avoidance and minimization measures may be feasible—in particular, through design alternative(s), as recommended below.

Major recommendations:

A. Design alternative(s). We recommend that Caltrans develop and evaluate an *alternative design* that does not require significant disruption of environmentally sensitive riparian habitat, wetlands, or substantial conversion of agricultural land. We acknowledge that this may require supplemental environmental analysis, and could impact project delivery schedule. However, we believe that this measure is essential for arriving at a positive recommendation for project approval. 7

We recognize that the range of potential alternatives may include reduced-scope projects—some of which might not *fully* address local circulation needs. Such alternative(s), by way of suggestion, might still include raising the overpass clearances over Highway 101, replacing the freeway bridges over Carpinteria Creek, reconfiguring on- and off-ramps, revising the bikeway beneath the highway, removing the existing low-water obstacle to fish passage, and widening of surface streets to better accommodate bicyclists and pedestrians—as already proposed. The primary distinction for the suggested alternative(s) would be the avoidance of resource impacts 8

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from the proposed Via Real frontage road extension.

B. LCP amendment. If such reduced-scope project alternative proves to be completely infeasible, the other option is to initiate coordination with the City of Carpinteria to prepare an amendment to their certified Local Coastal Program (LCP). The amendment must be certified by the Commission prior to approval of a coastal permit for the project by the City. The amendment should address the impacts of all highway facility development within the environmentally sensitive habitat areas, wetlands, and agricultural lands located within the project area. 9

Projects approved under such LCP amendment should be subject to avoidance, minimization and mitigation measures that will assure an outcome that is most protective of coastal resources overall and consistent with the Coastal Act.

For example, unavoidable loss of coastal zone agricultural land must be effectively offset. The viability of the reduced parcel would need to be established, and the reduced parcel must be protected for agricultural use. Potentially, this can be accomplished through easement, or transfer to public agency for community garden or similar purposes. Similar considerations would apply to environmentally sensitive riparian and wetland habitats. The elements of such avoidance, minimization and mitigation programs would need to be established in the LCP amendment.

Other recommendations:

1. Further collaborative biologic review. The DEIR/EA's treatment of sensitive biologic resources and environmentally sensitive habitats appears comprehensive and thorough. However, this must be considered as only a provisional observation, since competing priorities have precluded detailed review by our staff ecologist as of this date. If our agencies jointly undertake a discussion of additional project alternatives and/or potential LCP amendments, it would be wise to confirm this preliminary conclusion through consultation between our respective biologic professionals. We recommend that such consultation be undertaken as early as possible in the problem-solving process. 10

2. Project-specific GHG reduction measures. The DEIR/EA, in Section 3.2.4, includes an evaluation of the greenhouse gas (GHG) emissions that will be produced, potential GHG reductions that can be expected from congestion relief, and the overall context in relation to Caltrans' Climate Action Program. The DEIR/EA document describes both site-specific and programmatic measures that can be taken to avoid and reduce GHG emissions and associated impacts.

Examples include providing better pedestrian and bicycle facilities to encourage non-automotive travel modes; revegetation to improve carbon sequestering; installing high efficiency lighting fixtures; and, use of fly ash in the concrete mix to the maximum extent allowable. Later, DEIR/EA Section 3.3 lists Air Quality mitigation measures for the project (p.197). However, the listed measures are limited to those appropriate to offset construction activities *per se*.

We recommend that reference also be made to the previously-identified measures intended to address the climate change issue. While the impact of any single highway project is minor by itself, this class of impacts is globally cumulative. Therefore, the identified site-specific GHG 11

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reduction and offset measures would be worthy additions to the list of mitigation measures that will be implemented for this project. 11

Summary and Conclusion. At this early stage in the process, we are able to provide preliminary comments and direction in regards to the general substantive issues that are raised by the proposed development in regards to consistency with the policies of the City's certified LCP and the Coastal Act. Additional issues and comments may be raised during the planning and review process. In this case, two such general issues include: 1) potentially avoidable construction of a freeway frontage road within environmentally sensitive riparian corridor and wetland areas; and, 2) conversion of agricultural land.

Thus, it is critical that a thorough and complete analysis be prepared identifying all feasible alternatives to avoid the above referenced impacts. This process could possibly benefit from revisiting the identified project need and purpose.

We are prepared to meet with Caltrans staff regarding this matter in order to discuss possible solutions that will comply with the LCP and Coastal Act policy standards. Please let us know when and how we may contribute to this process. And, please feel free to contact me at 831-427-4863 if you wish to discuss further.

Sincerely,

Lee Otter, Transportation & Public Access Liaison

cc:
City of Carpinteria
SBCAG

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Response to Lee Otter, Transportation and Public Access Liaison, California Coastal Commission

Response to comment 1: The removal of about 5 acres of an 8.95-acre parcel of agricultural property is not avoidable. To build the extension of Via Real (as described in the City's General Plan/Local Coastal Plan Circulation Element, approved by the Coastal Commission in 2003), from its current end to Casitas Pass Road and to accommodate the northbound ramps at Route 101, the property must be divided. The northbound ramps must be located along the extension of Via Real to meet the required distance between the northbound ramps at Casitas Pass Road and Linden Avenue. If the ramps could not be located at the Via Real extension, the northbound ramps at Linden Avenue would have to be demolished and not replaced, resulting in greatly diminished access to Linden Avenue as well as the Carpinteria State Beach.

The completion of Via Real as a continuous frontage road along the north side of Route 101 has been an integral component of this proposal since inception, due to its relationship to both over-crossings. Without Via Real it is anticipated a greater number of local residents north of Route 101 would use the mainline to cross the city east and west, due to the lack of a frontage road on the north side of Route 101. The traffic and circulation performance of the overcrossing structures depends on completion of the Via Real extension. Also, pedestrian, bicycle, and transit opportunities supporting access by residents north of Route 101 to coastal resources would be greatly enhanced with implementation of the Via Real extension as proposed.

Response to comment 2: The project is not intended to address a public health or safety threat.

Response to comment 3: To build the extension of Via Real, as described in the City's Circulation Element as approved by the Coastal Commission, from its current end to Casitas Pass Road and to accommodate the northbound ramps at Route 101, the impacts to riparian habitat and prime farmland are unavoidable. The northbound ramps must be located along the extension of Via Real to meet the required distance between the northbound ramps at Casitas Pass Road and Linden Avenue. For more information, please see Coastal Commission responses to comments 1 above and 7 below.

Response to comment 4: Caltrans, the Santa Barbara County Association of Governments, and the City of Carpinteria have studied 27 alternatives to date. Most were been found not to be feasible. The feasible alternatives analyzed in the draft environmental document were the four that met the project's purpose and need with the

least environmental impact. Alternative 3, the preferred alternative, is the least environmentally damaging of the four alternatives.

Response to comment 5: See the response to comment 4 above.

Response to comment 6: For Caltrans projects, "Need" may be defined as a transportation deficiency and "purpose" may be defined as objectives that will be met to address the transportation deficiency. A solution or a range of solutions (alternatives) can then be developed and evaluated.

The need for and purpose of the project were identified as far back as 1996 in the Alternatives Analysis, Highway 101 Widening Project—Final Report. Though they have been modified over the years, the current need and purpose clearly identify the existing transportation deficiencies (nonstandard vertical clearance over Route 101, nonstandard spacing and merging lengths at on-ramps, discontinuous sections of Via Real, a nonstandard northbound on-ramp at Casitas Pass Road, and insufficient bicycle and pedestrian facilities) and the objectives that will address the deficiencies (improve access to and operations at both interchanges, improve operations on Route 101, reduce the use of Route 101 for local trips, improve local circulation, and improve bicycle and pedestrian connectivity). For more information, please refer to Section 1.2, Purpose and Need in the environmental document.

The project purpose and need are consistent with many local and regional planning documents, including the Regional Transportation Plan, the City of Carpinteria General Plan, and the Transportation Planning Fact Sheet for Route 101 in Santa Barbara County.

Response to comment 7: Caltrans has examined several avoidance measures and project variations to reduce impacts to sensitive resources including riparian, wetland and farmland resources. The analysis focused on traffic impacts, whether or not changes to project design to avoid the resources would meet the identified objectives of the project while minimizing residential acquisition impacts, coastal resource impacts, and bicycle and pedestrian accessibility impacts in the project area.

It was determined that the alternatives identified in the environmental document reflected a reasonable range of alternatives that met the project purpose and need while minimizing environmental impacts. Although avoidance variations of the preferred alternative were examined, none of the variations would have functioned adequately from a traffic and circulation standpoint while also reducing impacts to all coastal resources including riparian habitat, wetlands, and farmland.

Though the preferred alternative, Alternative 3 has impacts to coastal resources, impacts to such coastal resources are unavoidable. In addition, the coastal resource impacts are outweighed by benefits derived for coastal access for bicyclists and pedestrians in this area. The proposed alignment of the Via Real extension allows for better bicycle and pedestrian circulation than either the current situation or any of the other alternatives.

The completion of Via Real as a continuous frontage road along the north side of Route 101 has been an integral component of this proposal since inception due to its relationship to both overcrossings. Without Via Real, it is anticipated a greater number of local residents north of Route 101 would use the mainline to cross the city east and west, due to the lack of a frontage road on the north side of Route 101. The traffic and circulation performance of the overcrossing structures depends on completion of the Via Real extension. Finally, the Via Real extension, as proposed, implements the approved Carpinteria General Plan/Coastal Plan Circulation Element.

Response to comment 8: Please see response to comment 7 above.

Response to comment 9: Caltrans has been working with the City of Carpinteria and the Coastal Commission to amend the Local Coastal Program, as suggested.

Response to comment 10: Coordination between agencies would begin during the Coastal Development Permit phase of the project.

Response to comment 11: Since the project is in an attainment area for all National Ambient Air Quality Standards, the minimization measures included in Section 2.4 are intended to address short-term construction-related fugitive dust and ozone precursor emissions from the proposed project. These same measures are repeated in Section 3.3 of the document. These measures are not intended to address greenhouse gas emissions per se. Caltrans does not feel that repeating the greenhouse gas minimization measures in Section 2.2.5 Air Quality of the document provides any meaningful additional project benefits since they are already included in the Climate Section of the document.

With the state of current science, project-level analysis of greenhouse gas emissions is limited. The current models that are available for air quality analyses are limited by their inability to incorporate speed and acceleration and deceleration into their assumptions. There are numerous other key greenhouse gas variables that are likely to change dramatically during the design life of the proposed project, including an anticipated 30-50% efficiency increase in vehicle fuel economy, the potential for near-zero carbon

vehicles, low-carbon transportation fuel, and changes in land use and driver behavior and the overall U.S. economy.

The climate impacts of CO_2 emissions are global in nature. Analyses on how project alternatives might vary in their contribution to a global problem yield only minor differences. Further, due to the interactions between elements of the transportation system as a whole, project-level emissions analyses would be less informative than ones done at regional, state, or national levels.

CITY of CARPINTERIA CALIFORNIA

March 23, 2009

Members of the City Council

Gregg Carty - *Mayor*
Al Clark - *Vice Mayor*
J. Bradley Stein
Joe Armendariz
Kathleen Reddington

Matt Fowler
Central Coast Environmental Analysis
Department of Transportation, District 5
50 Higuera Street
San Luis Obispo, CA 93401

Re: Linden Avenue and Casitas Pass Road Interchanges Project DEIR/EA Comments
SCH# 200841158

Dear Mr. Fowler:

The City of Carpinteria has received the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) dated December 2008 for the reconstruction and reconfiguration of the Linden Avenue and Casitas Pass Road interchanges and the extension of Via Real in the City of Carpinteria. As you are aware, the City, the Santa Barbara County Association of Governments (SBCAG) and Caltrans, are cooperatively developing plans for the replacement and reconfiguration of the interchanges. Although the project has at times not progressed as rapidly as any of the partners would have preferred, the City is pleased that the project is now making consistent progress as reflected in the circulation for public comment of the DEIR/EA. The replacement and reconfiguration of the Linden and Casitas interchanges, along with other planned highway and roadway improvements, are an important part of the City's General Plan Circulation Element aimed at improving various local transportation deficiencies associated with existing interchanges. The City appreciates the opportunity to comment on the project environmental document and offers its comments as both a project partner, interested in ensuring an adequate environmental document be provided in support of the project, and as a Responsible Agency under the California Environmental Quality Act, needing to rely on the document as a part of the consideration of project development permit applications. As the entirety of the project area is located within the City and within the coastal zone, the project requires a Conditional Use Permit and a Coastal Development Permit from the City. Also, as discussed during recent meetings with Caltrans and California Coastal Commission staff, an application for amendment to the City's Local Coastal Program is also necessary.

Before we get to substantive comments, we would like to point out there are a number of instances where Carpinteria is misspelled in the document. An example of this related to an illustration in the report can be found on Figure 2.14 (Carp*e*nteria Avenue). An example in the narrative can be found in Chapter 6 (5296 El Carro Lane, Ca*pr*interia). 1

Universal Comments (Entire Document)

The engineering plans provided to accompany the project descriptive information are generally insufficient in detail for the reader to completely understand or verify potential impacts of the proposed project. The 'plan' or 'map' view of the proposed project elements must be 2

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accompanied by profile and cross-section views where the facility is not at the same elevation as surrounding grade (i.e., overcrossing and bridge structures, including the profile of the area beneath these structures). 2 Components to be located within creek alignments need to be detailed, comparing existing structures and erosion control features against those proposed by the project. 3 Rock slope bank protection is mentioned liberally, what is the preliminary extent of such features? What is the composition and construction technique for these? 4 Information regarding all project components, at a level of detail sufficient to support the analysis and conclusions, needs to be provided in the document.

Analysis in many resource areas relies upon a technical study prepared for that resource or issue area. It is common practice in an environmental document prepared under CEQA and NEPA to summarize the findings of such studies within the body of the document as part of the analysis. 5 Another option is to publish the studies as an appendix to the EIR.

The consistency (or potential inconsistency) of the project with adopted plans and policies of the City of Carpinteria is a critical consideration with regard to review for Coastal Development Permits which the City must conduct. The current document format, where local policy consistency is relegated to a table in an appendix to the report, reduces the perceived importance of this consideration, and has led to perfunctory conclusions in a number of instances, which are not reflective of resource impact discussion in the body of the document. We suggest that policy consistency discussion for local policies be brought into Chapter 2.1.1.2, with summary discussion of pertinent policies in each resource area (particularly those areas where mitigation measures would address not only an environmental impact, but also a potential policy inconsistency). 6

The level of analysis for discussion of Project Alternatives varies between issue areas, with inadequate or absent comparative impact analyses in several issue areas (see Biological Environment, for example, where there is a complete absence of project alternative references). 7 One of the requirements under the California Environmental Quality Act is an analysis of the impacts of the proposed project, compared to various alternatives, including the "No Project' alternative. Information addressing the impacts of alternatives to the project must be provided in the environmental document in order for various decision makers to adopt findings regarding the benefit of the project weighed against impacts, and when compared to alternative scenarios potentially capable of achieving the basic objectives of the project. Particularly in regard to the need to demonstrate the proposed project has avoided or minimized impacts to resources, a complete analysis of impacts associated with project alternatives must be provided.

An enhancement to the *Summary of Major Potential Impacts from Alternatives* which increases the completeness and accuracy of the table, in addition to augmented "Project Alternatives" analyses in each issue area to make them comparable, would be very useful to decision makers and Responsible Agencies. In addition, CEQA requires, within the range of alternatives evaluated, the identification of the "Environmentally Superior" alternative. 8 This alternative is not required to correlate to the preferred project alternative, and quite often is the "No Project" alternative.

Linden/Casitas Interchanges DEIR/EA
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Page 3

Chapter 1

There are no references to proposed soundwalls or the required Coastal Land Use Plan Amendment in the project description, yet these two components are very important to the project review. Please revise the Project Description to include these elements. 9

Page 2, Paragraph 3: Add reference to the City's 2003 General Plan Circulation Element. 10

Page 5, §1.2.2, Paragraph 2: Indicate required height for vehicular barrier railing and correct Casitas Pass R~~r~~oad ~~separation~~ overcrossing. 11

Page 6, Paragraph 1: Indicate existing and standard vehicular barrier heights. 12

Page8, §1.3.1, Second Bullet: Is it still a Class II bikepath or has the project description changed to a Class I facility in this location along Via Real? 13

Pages 11 and 12: Indicate the difference between Alternatives I and II (the four-lane versus five-lane Linden Avenue overpass and how the slip ramp and roundabout provide different northbound on-ramp options. 14

Page 16: First bullet calls the Linden Avenue southbound off-ramp a "diamond" off-ramp – this terminology should be consistent throughout the document, and for all four alternatives. 15

Page 20, §1.3.2: First bullet should either be the Coastal Land Use Plan or Local Coastal Program (LCP), which includes the Coastal Land Use Plan, the Zoning Code and all of the maps. 16

Page 23, J.: We believe the southbound Linden on-ramp was also rejected because of non-standard merge lengths. If this is the case, please clarify such in this section of the document. 17

Chapter 2

LOCAL COASTAL PROGRAM/COASTAL LAND USE PLAN AMENDMENT

General Discussion

Discussion under "Environmental Consequences" (Page 35, Paragraph 1) indicates the project would be inconsistent with the Carpinteria Coastal Land Use Plan because there is no exception to the required setback/buffer for wetlands, including public works improvements. The DEIR document correctly identifies the necessity for a Local Coastal Program Amendment (LCPA) to resolve this inconsistency. However, the document does not discuss the process entailed for the Coastal Commission to review and grant an Amendment; the perceived nature/proposed scope of the Amendment is not identified; and there is an absence of any consideration in the document for impacts or effects the LCPA could have in and of itself. 18

COASTAL ZONE POLICIES

General Discussion

A potential inconsistency with the Carpinteria Local Coastal Plan policies for maintaining or enhancing agricultural land within the coastal zone is identified (Environmental Consequences, Page 36). As such, every available means must be employed to minimize this inconsistency. Existing mitigation includes "aligning the Via Real extension as close to Route 101 as practical" and "additional design details to minimize impacts would be considered during the Coastal Development Permit process." Design changes alone do not encompass every means or opportunity to minimize agricultural conversion brought about by the project, nor achieve consistency with this policy. The City believes Caltrans must acquire the entire property at 1212 Casitas Pass Road (not pursue a partial taking) in order to provide the opportunity to preserve or enhance agriculture on the portion of the parcel not consumed for the Via Real extension, or dedicated to mitigation of project-related impacts to storm water, wetlands, or riparian habitat. 19

PARKS AND RECREATION

General Discussion

Carpinteria Creek Park was improved with most park features located outside of the path of the Via Real roadway extension. However, the roadway design information was not fully understood at the time of the Park construction. Currently, the proposed elevation of the road surface would be over three meters above existing grade. As such, the existing grade will require significant fill with the corresponding earth banks extending for some distance to the north and south of the edge of roadway pavement. This will result in the need for a new public accessway into the park. The City has not seen a proposed design for this new public access and therefore has concerns about what alterations to existing park improvements may be needed to accommodate the new accessible route. 20

FARMLANDS

General Discussion

Acreage Converted

The description under "Affected Environment" (Pg. 38) characterizes the parcel at 1212 Casitas Pass Road as containing a total of 8.95 acres, of which 7.0 acres are irrigated, planted avocado orchard. The "Environmental Consequences" description (Pg 42 & Table 2.5) indicates the proposed extension of Via Real would result in conversion of 5.2 acres of farmland within this parcel. We believe a reasonable worst case scenario would be the conversion of the entire 8.95-acre parcel out of agriculture as a result of the Via Real Extension. The existing analysis does not appear to give consideration to the following.

- Potential economic infeasibility of continued commercial avocado production on the much smaller remainder parcel (3.7 acres).
- Increases in attractive nuisance (avocado theft) from immediate proximity of new vehicle travel lanes, bike paths, and sidewalk. 21
- Allowance under the Carpinteria Zoning Ordinance for development of a single family residence on an agriculturally zoned legal parcel; it is assumed Caltrans

would need to create a legal parcel for the remainder of the property, if the property is not acquired in its entirety by Caltrans for the project. A new residence could, and probably would, be developed on the remainder parcel by the current owner, to replace the residence removed by Via Real extension. 21

Importance of Resource

Under "Prime Farmland Definition" (Pg 40) the parcel at 1212 Casitas Pass Road is designated by the Department of Conservation as prime farmland. Table 2.4 illustrates this is the only parcel within the City of Carpinteria currently designated as prime farmland. Also, the productivity of the existing orchard (between 1.85 and 4.4 tons/acre – Table 2.3) compares favorably to the State averages of 2.44 to 4.84 tons/acre (Pg 39, Paragraph 2). 22

Significance Determination

The analysis appears to draw a conclusion that conversion of agriculture land resulting from the project would be an insignificant impact, primarily because the property is not in a Williamson Act contract (Pg 43, Paragraph 1) and due to a low score on the farmland conversion worksheet (Pg 42, Paragraph 3). 23 The primary reason the property would not qualify for a Williamson Act contract is acreage; the parcel is below the minimum allowable size. The discussion disregards the existence of vast areas of successfully operated, viable, farmland that is not in a Williamson Act contract. 24 The conversion worksheet fails to assign any points for the "creation of non-farmable farmland" – while we believe the remainder parcel would have substantially reduced farming feasibility. The worksheet also assigns no points for the acreage of the operation compared to average size, even though the operation on the subject property represents more than half the size of the average orchard in the region. These two considerations alone would affect the total scoring on the conversion worksheet, perhaps reaching 160 or more. 25

Most importantly, and from a pragmatic standpoint, the significance determination fails to account for the importance of the resource on a local level, and the actual acreage of farmland impacted by the proposal. Given this is the only designated prime farmland in the City of Carpinteria, and because the entire parcel would likely be removed from any agricultural activity as a result of the project, the City believes impacts to farmlands from the proposal would be unavoidably significant. Under CEQA, mitigation for this unavoidably significant farmlands impact would be required. 26

Mitigation

To address an unavoidably significant impact upon farmlands, CEQA requires that every available and feasible mitigation measure be applied to reduce the residual impact level; furthermore, to find a potential consistency with agriculture protection policies of the Coastal Plan, any available means to minimize loss of agriculture must be employed. Any scenario where a remainder parcel is created out of the existing 1212 Casitas Pass Road property, for ownership by a private citizen, would have the potential for development of a single family residence, and diminishment of land available for continued agriculture. Economic viability would also be a factor in feasibility for private ownership/operation of agriculture on the remainder parcel. As such, acquisition of the entire parcel at 1212 Casitas Pass Road for the project (rather than a partial taking for the roadway alignment alone) would be the best manner

to ensure agriculture can continue to occur on as much of the parcel as possible. The following mitigation measure is suggested:

- In order to preserve existing productive agriculture lands to the extent feasible, Caltrans shall acquire the entire parcel at 1212 Casitas Pass Road. Any portions of the parcel not required for the Via Real extension, project-related storm-water management, and/or project-related biological resource mitigation, shall be deeded to the City of Carpinteria for use as a community garden, organic farming lease, or other suitable agricultural purpose compatible with adjacent existing land uses.

Specific Points for Clarification in Document

Page 40, Table 2.3: Headings in the 2nd, 3rd and 4th columns do not appear to coincide with the data presented in those columns. For instance, the heading for Column 2 should probably span Column 2 and 3. 27

Page 41, Paragraph 2: Is the agricultural preserve program a 20-year contract or a 10-year contract? We believe the program has a 10-year timeframe, with annual automatic renewal. 28

Page 43, Paragraph 1: Williamson Act Lands: This paragraph seems to indicate, under CEQA, the only consideration for significance determination is eligibility or actual inclusion in a Williamson Act Contract. This narrow, one criterion, determinant is not accurate in the context of a CEQA analysis for agriculture impacts. 29

Page 43, Paragraph 3: This discussion seems to confuse land that is zoned versus land that is designated for agricultural use. 30

Page 43, Paragraph 4: There is no supporting evidence for the conclusion that impacts to farmland would be adverse (less than significant). We suggest augmenting the Environmental Consequences section with discussion presented above, and revising the determination to indicate the project would have potentially significant impacts to farmlands. 31

COMMUNITY CHARACTER / RELOCATIONS / ENVIRONMENTAL JUSTICE

Specific Points for Clarification in Document

Page 44, Paragraph 4: Please correct General Plan Date (2003 not 2203). 32

Page 46, Paragraph 3: This discussion could include the benefit of eliminating the need for trucks to exit Highway 101 and use Carpinteria Avenue to pass through the City due to the non-standard bridge heights at the Linden Avenue and Casitas Pass Road undercrossings. 33

Population Statistics

Page 46, Final Paragraph, states City Population is **14,194** (Census 2000 reference)
Page 47, First Paragraph, states City Population is "about **15,000**"
Page 48, First Paragraph, states City Population is **14,369** (Census 2000 reference) 34

Please reconcile the above conflicting statistics.

Linden/Casitas Interchanges DEIR/EA
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Page 7

TRAFFIC AND TRANSPORTATION / PEDESTRIAN AND BICYCLE FACILITIES

General Discussion

The level of detail in engineering plans included in the document for circulation improvements is generally inadequate to support validation of the conclusions reached in the analysis. Extensive design details at the level developed in the Project Study Report (PSR) by Caltrans should be included in the document. 35

In addition:

- Using US 101 as a north-south line in the Carpinteria area makes the document unnecessarily confusing. Common knowledge in the area is that US 101 is an east-west line through the City but that vehicles on the freeway are going north-bound or south-bound. 36
- The document should clearly analyze project components to applicable goals and policies in the City of Carpinteria General Plan, including the Circulation Element. 37
- Key Maps should be provided for Intersection and Roadway Segment Analyses portions of the document. 38
- Population and traffic volume growth assumptions should be clearly discussed in the document. These assumptions should be discussed in terms of the City of Carpinteria General Plan including current land use projections. Regional traffic volume growth assumptions on US 101 should also be explained and sources cited. 39
- A more in depth explanation of the deficiencies of the existing interchanges should be presented. Specific information regarding the two bridges should be given. 40
- More detailed traffic analysis should be provided to address the operation of the bridge structures and their roadway intersections. Specifically:

  1. What would be the result of installing stop signs instead of traffic signals on Linden Avenue? (All Alternatives) 41
  2. What would be the result of no new stop signs or traffic signals on Linden Avenue? (Alternatives 2 and 3) 42
  3. How would removal of the proposed southbound exclusive left-turn affect the signalized intersection operations on Casitas Pass Road? (All Alternatives) 43
  4. How would the removal of the proposed northbound exclusive left-turn lanes on Linden Avenue affect the signalized intersection operations on Linden Avenue? (Alternatives 1 and 4) 44
  5. How would intersection operations be affected by having only one through or one left-through lane in each direction on both over-crossing structures? (All Alternatives) 45
  6. Do the proposed traffic signals meet the California Manual on Uniform Traffic Control Devices (MUTCD) guidelines for the installation of a traffic signal? Provide a detailed analysis based on the MUTCD. 46

- Engineering profiles of the roadways should be provided. Profiles of the interchanges and of the Via Real extension roadway would provide information on proposed changes to the roadways vertical height. This is especially critical for an understanding of how the Via Real connection will impact the Carpinteria Creek area. 47

- Connecting the southern end of La Brea Lane with the proposed class one bike path in this vicinity would be an important measure to reduce pedestrian and bicycle traffic at the proposed Casitas Pass Road/Via Real intersection. The connection would encourage a safe non-motorized route to the middle school for that entire neighborhood. 48

- The installation of a Class 1 bike path along the new Via Real extension, as proposed, is also an important transportation feature. Many children will use this route to get to and from school, and the Class 1 facility will be much safer than a Class 2 facility. This Class 1 bike path should be separated as far from the northern side of Via Real as possible to allow landscaping between the vehicle and bicycle lanes and to separate the uses. 49

Specific Points for Clarification in Document

Regulatory Setting-Page 50: The project is within the City of Carpinteria and portions of the project will be owned, operated and maintained by the City of Carpinteria. City of Carpinteria policy and standards documents should be discussed. 50

Bicycle and Pedestrian Routes-Page 52: A revised description of Casitas Pass Road is needed. From Carpinteria Avenue east to US 101 the roadway serves a business corridor and has Class II Bike Lanes on both sides of the roadway. 51

Bicycle and Pedestrian Routes-Page 52: The paragraph describing Via Real north of Casitas Pass Road mentions a regional study. The name of the study should be used in this paragraph. 52

Table 2.8 Route 101, Ramp, and Local Road Traffic Volume Summary – Page 53: The document should explain why volumes on US 101, especially northbound volumes, do not go down under the with project scenarios. How does the Via Real connection affect mainline volumes? 53

Table 2.8 Route 101, Ramp, and Local Road Traffic Volume Summary – Page 53: The traffic volume for the SB Linden Off-ramp under Current (2005) Average Daily Traffic County is inconsistent with volumes for other analysis years. The volume, 4,290, matches the volume above so this may be an error. 54

Table 2.8 Route 101, Ramp, and Local Road Traffic Volume Summary – Page 53: Provide a note that lets the read know where on Via Real the traffic volumes are being counted or modeled. 55

Level of Service at Intersections-Page 53: Cite specific goals and policies in the City of Carpinteria General Plan. 56

Level of Service at Intersections-Page 53: Figures 2.1 – 2.3 are called out as reference for the reader. This reference does not seem to coordinate with the numbering of the Figures. 57

Level of Service on Freeway Mainline and Ramp Junctions-Page 54: The call out for Figure 2.4 should be Figure 2.5. 58

Levels of Service on Street Segments-Page 54: Cite specific goals and policies in the City of Carpinteria General Plan. 59

Street Segment Operations-Page 67: The document discusses level of service operations on Carpinteria Avenue. Please specify where on Carpinteria Avenue. 60

Bicycle and Pedestrian Facilities-Page 75/76: Cite specific goals and policies in the General Plan. In particular, reference Circulation Element standard street sections, which specify sidewalk widths of a minimum of eight to ten feet. 61

Sidewalks on Overcrossings – Page 76: Identify the widths of the proposed sidewalks on the overcrossing structures, and compare these to Circulation Element standards. 62

BIOLOGICAL ENVIRONMENT
General Discussion

Riparian Habitat
The description under "Environmental Consequences" (Pg. 120) identifies the project would result in the permanent removal of 0.42 acres of riparian habitat along both banks of Carpinteria Creek. Included in the removal would be 12 native riparian trees. While this impact is not specifically classified as "significant," the document identifies mitigation measures to be implemented. The discussion under Environmental Consequences should be augmented to indicate the permanent loss of 0.42 acres of riparian habitat as a significant project impact, thereby mandating incorporation of the mitigations specified. Likewise the CEQA discussion of Biological Environment (Pg. 181) should be revised to clearly identify potentially significant impacts from loss of riparian habitat. 63

Riparian Habitat - Mitigation
Mitigation for loss of riparian habitat is the replacement of mature riparian trees at a 3:1 ratio (12 trees removed would require 36 trees replanted). The final landscape planting plan is required to designate the placement of these individual trees in areas appropriate for riparian species. However, the document simply *assumes* there will be adequate space to accommodate the additional trees, within riparian corridors, and inside of the project limits (i.e., Caltrans right-of-way). The City is concerned there could be inadequate space meeting such criteria to accommodate the proposed riparian habitat mitigation planting. The Whitney Property (1212 Casitas Pass Road) includes approximately 400 linear feet along Carpinteria Creek. Acquisition of this entire parcel by Caltrans would maximize the feasibility of mitigation approaches for this and other resources impacts (see the Farmlands discussion). 64

Wetlands

According to the description under "Affected Environment" (Pg 127), wetland delineations were conducted within Franklin Creek, Carpinteria Creek, and a drainage channel leading to Franklin Creek, for the alignment of project elements crossing or affecting these drainages. The discussion concludes that wetlands currently only exist in association with the drainage leading to Franklin Creek. The "Environmental Consequences" discussion (Pg 128) indicates 0.3 acres of this wetland would be filled (lost) to accommodate construction of a project sound wall. The document identifies a "no net loss" policy, and prescribes mitigation measures for this loss. 65

With regard to the potential for wetlands to be associated with Carpinteria Creek, it should be noted the field work confirmed the presence of soils suitable for wetland existence (Page 128, Paragraph 1), even though at present there are no indicator plants or suitable hydrologic conditions. The locations for the wetland sample plots (Figure 2.10, Page 122) are fairly distant from the creek channel, and may represent upland as opposed to wetland or emergent wetland environments. In this regard, with establishment of appropriate hydrologic conditions, areas adjacent to Carpinteria Creek (such as the sample plots) could be suitable for the "creation" of wetlands. 66

Wetlands - Mitigation

Mitigation for permanent loss of wetlands is replacement on a 3:1 ratio (the creation of 0.9 acres of new wetland, to replace the loss of 0.3 acres of existing wetland, Page 132, Paragraph 1). An alternative compensatory mitigation strategy is also identified, for Caltrans to provide a contribution to a wetlands restoration program. The City strongly supports actual wetland restoration by Caltrans, as contribution of funds cannot guarantee the creation of the actual amount of wetland acreage necessary to offset the permanent impacts. In this regard, the City believes it would be appropriate for Caltrans to acquire the entire Whitney Property (1212 Casitas Pass Road), which includes approximately 400 linear feet along Carpinteria Creek. Proper hydrologic conditions supplied either in concert with storm-water management/treatment facilities or via drainage modification and artificial irrigation, should be adequate to support wetlands on a portion of the parcel (based upon soil characteristics identified in the wetland sample plots). Acquisition of this entire parcel by Caltrans would maximize the feasibility of mitigation approaches for this and other resources impacts (see Farmlands discussion). 67

VISUAL / AESTHETICS

General Discussion

In general, Chapter 2.1.6 does not account for or determine project consistency with, City policies and regulations concerning Visual Resources and Aesthetics. Two paragraphs within a section on Viewer Sensitivity (pages 77, 78) acknowledge that local policies regarding Visual Resources and aesthetics exist, and that residents have expressed concern that the project could degrade the City's existing small town charm; however, none of the City's policies or regulations aimed at protecting its small town charm and unique visual resources are documented or analyzed in the context of the project proposal. City policies and regulations will form the standard of review for the project Conditional Use Permit and Coastal Development Permit and without adequate review or analysis of project alternatives for consistency with these policies and regulations, the Draft EIR/EA cannot be deemed complete and adequate. Not recognizing or 68

analyzing existing City policies concerning Visual Resources/Aesthetics and Community Character would also seem inconsistent with Caltrans' Context Sensitive Solutions policy that indicates that state transportation projects should take such local policies into consideration. 68

The Observer Viewpoints identified in the Draft EIR/EA should include important views from public paths/sidewalks and parks and open space. In particular, the view to the north (of the mountains) from the public sidewalk located on the north side of Ogan Road near its intersection with Linden Avenue is not identified or discussed. It appears from Figure G.4 (Observer Viewpoint 3), that a sound wall could significantly affect existing views of the mountains from both the street and sidewalk. Also, Observer Viewpoints should be added to the report that identify and analyze impacts to views from the Carpinteria Creek bicycle/walking trail and from Carpinteria Creek Park. The extension of Via Real across Carpinteria Creek and the widening and height increase in the freeway overcrossing of Carpinteria Creek will affect important views from these public viewing areas. 69

The Draft EIR/EA lacks detailed information addressing the project bridge structures and how they will fit in to the existing context, particularly at Linden Avenue, Casitas Pass Road and Via Real/Carpinteria Creek. The document should include photos and descriptions of typical bridge structures and details such as materials, fencing types, sidewalks, guardrails/walls, abutments and slope and/or creek bank revetment, street lighting, signals, etc; a cross-section of the bridge structures; and, description of how the replacement bridge will relate to the surroundings. The photo simulations provided are either not adequate (too distant and/or poor perspective) to understand how the proposed bridges will fit into the existing context or are not provided at all (i.e., the Via Real extension bridge over Carpinteria Creek). It is also important to know if the new bridge elevation will require additional improvements such as retaining walls in order to transition to existing street and property elevations adjacent to the bridge structures. Together, the information in this Chapter must allow the public and the City, as a permitting agency, to understand how the bridges will fit into the existing context. The dearth of information in the Draft EIR/EA does not allow for such an understanding. 70

A conceptual landscape plan with a species list should be included in the Visual/Aesthetics Chapter. The landscape exhibits presented at the January 22, 2009 public hearing on this project are a good example of the detail the City is seeking in the Draft EIR/EA. 71

For Visual/Aesthetic, as well as many other issue areas, the Draft EIR/EA fails to identify guidance and restrictions on development included in City of Carpinteria policies and regulations that influenced the selection of the project alternatives; the document would be more informative if policies referenced in the alternatives winnowing process are discussed. Whether or not Caltrans decides to discuss how policies have shaped development and selection of alternatives, pertinent local policies must be referenced and analyzed in order to properly evaluate potential project impacts on "community character" as a component of the community's visual resources/aesthetics. Please refer to the attachment to this comment letter for policies the City believes must be included and discussed with regard to visuals and protection of the community character. 72

Visual Quality Evaluation criteria listed in the chapter, i.e., Vividness, Intactness and Unity, are described but not adequately analyzed for each of the Observer Viewpoints. With the baseline evaluation (assessment of existing setting) lacking for each Observer Viewpoint, it is not clear what conclusions are being reached about the changes brought about by the project for each Observer Viewpoint. The statements made about visual changes to each Observer Viewpoint are also not supported well by facts provided in the chapter, or by a comprehensive review employing the criteria provided. 73

The list and description of mitigation measures for Visual/Aesthetics cannot be validated as satisfactory in the context of inadequate baseline conditions evaluation, including existing City policies, and inadequate identification of potential impacts that derive from the project alternatives. The City believes, based in part on anticipated project impacts to visual resources and aesthetics, that a full take of the Whitney Parcel is appropriate as a component of mitigation aimed at reducing those project impacts. 74

WATER QUALITY AND STORM WATER RUNOFF

General Discussion

Water Quality / Constituents of Concern

The section notes a "Water Quality Assessment Memo" was completed for the project in September 2008. In order to support the conclusions in this section, this Memo should be provided as an appendix to the Draft EIR/EA. According to the "Watershed Conditions" discussion for Franklin Creek and Carpinteria Creek (Pages 92 and 93) both water courses are impaired for water quality, chiefly by constituents associated with commercial fertilizers and with septic system effluent (fecal coliform). Caltrans is obligated, via a State Water Resources Control Board (SWRCB) statewide permit under the National Pollutant Discharge Elimination System (NPDES), to control or avoid pollutant discharge (including polluted storm water run-off.) to surface water bodies. However, for long term operation, Caltrans is only required to limit the constituents already identified as a problem in the affected water courses (also called receiving waters). In the case of Franklin and Carpinteria Creeks, the existing problems involve fertilizers and septic system effluent; while maintenance of landscaping for the project would involve fertilizers, the greatest water quality issue associated with this roadway project would be petroleum distillates (oil leaks and tire wear). There is no analysis in the Draft EIR regarding this principle type of water quality issue associated with paved roadway surfaces, and there are no mitigation measures addressing filtering or treatment to remove petroleum distillates from storm water runoff. Even though Caltrans is only obligated under their NPDES permit to limit pollutants identified as a "current problem" in receiving waters, environmental impacts to surface water could occur from petroleum distillate pollution generated by the project, which must be analyzed. 75

Storm Water Runoff - New Impervious Surface Area

Under the statewide NPDES permit, Caltrans is only required to provide storm water management for any *net increases* in impervious surface area associated with a project. The Draft EIR identifies that a total of 4 to 5 acres of new impervious surfaces would be introduced as a result of the project (Environmental Consequences, Page 94). A breakdown is not provided by component of the project, with regard to increases in impervious surface area. However, it is 76

assumed most of this surface area is associated with Via Real extension, which will become a City of Carpinteria facility at the completion of construction. Because the replacement overcrossing structures are situated above impervious surface area (i.e., the US 101 travel lanes), storm water quality management is also not technically required to be provided for the Linden Avenue and Casitas Pass overcrossings. However, since this is the first point of interception for precipitation, and because the reconstruction of the overcrossings provides an opportunity to improve overall storm water quality, storm water quality management systems should be incorporated into the replacement overcrossings. 76

Stormwater Quality - Mitigation

Requirements under the Caltrans statewide NPDES permit only address the current constituents of concern in receiving waters, which are not the principal pollutants associated with the roadway improvement project. The following mitigation is suggested:

- In order to address the principal detriment to storm water quality associated with the project, filtration or treatment shall be provided to remove petroleum distillates from storm water, before release to Carpinteria Creek, Franklin Creek or Carpinteria Salt Marsh. Methods incorporating bio-filtering are preferred over mechanical devices such as oil/water separators, where feasible. 77
- In order to ensure sufficient area is available for storm water treatment related to the Via Real extension and Casitas Pass overcrossing replacement, Caltrans shall acquire the entire parcel at 1212 Casitas Pass Road. 78
- Caltrans shall evaluate the area within the current Ogan Road/Linden Avenue/US Northbound On-ramp for feasibility to locate storm water treatment facilities to serve the replacement Linden Avenue overcrossing facility (i.e, bio-swale, etc.). 79

AIR QUALITY

Specific Points for Clarification in Document

Page 155, Air Quality, short-term construction impacts and mitigations solely address fugitive dust (PM10) emissions. However, as stated in "Affected Environment" (Air Quality, Page 104), Santa Barbara County is in non-attainment for ozone (03). Therefore, the emission of ozone precursors (ROC and NOx) during construction must be evaluated for comparison against the local significance thresholds. Likely, the significance threshold would be exceeded by this sizable construction effort, triggering the need for mitigation measures to minimize the emission ozone precursor emissions during construction (i.e., replacement of diesel equipment with gasoline powered or electrical powered equipment, etc.). 80

NOISE

General Discussion

Caltrans uses a criterion of 12 decibels as a "substantial" increase in noise generated from a proposed transportation project. A three-decibel increase is a noticeable change in the noise environment for most people, and is a typical criterion under CEQA for identification of a potentially significant noise impact. In this regard, the project generated noise increases at nearly all of the identified receptors merit consideration for abatement (mitigation). 81

In particular, the conclusions pertaining to Receptor 11 (Cameo Road) should be re-evaluated. The project-related noise increase at this receptor would be six decibels, and the resulting noise level would be within one decibel of the "acceptable limit" of 67 decibels. Table 2.28 indicates this location requires abatement consideration, but also concludes a soundwall would *not* be feasible / reasonable. Further discussion on Page 116 reveals the "infeasibility" rests upon a cost determination, with the supposed cost of the wall exceeding the Caltrans allowance by 10%. Given the potential for project-related noise to be noticeable, and in that the future noise levels are just below (and could exceed) the allowable threshold, a noise wall at this location should be reconsidered, possibly with a more detailed construction cost estimate for the wall. 82

Chapter 3

FARMLAND (CEQA)

General Discussion

Page 176 - The City of Carpinteria believes the project would result in an unavoidably significant impact (CEQA Class I) to farmlands due to the conversion of existing viable avocado orchard from the extension of Via Real. Please see detailed discussion under *FARMLANDS* comments earlier in this letter. 83

RECREATION (CEQA)

General Discussion

Page 177 – Developing new access to the park may itself involve impacts, given challenging topographic conditions between the Via Real extension proposed elevation and the adjacent park property. Please see detailed discussion under *PARKS AND RECREATION* comments earlier in this letter. 84

HYDROLOGY AND WATER QUALITY (CEQA)

General Discussion

Page 177 – This discussion addresses solely hydrology, there is no mention of water quality. The City believes the project could adversely impact storm water quality via production of petroleum distillate residue on new and replacement impervious surface areas. Please see detailed discussion under *WATER QUALITY AND STORM WATER RUNOFF* comments earlier in this letter. 85

VISUAL / AESTHETICS (CEQA)

General Discussion

Page 181 – The discussion correctly identifies scenic vistas would be impaired with the installation of project sound walls. However, there are no mitigation measures specified (Pages 190-191) to address the view blockage created by project sound walls. Is the residual level of impact for view blockage therefore significant? 86

Linden/Casitas Interchanges DEIR/EA
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Page 15

AIR QUALITY (CEQA)

Specific Points for Clarification in Document

Page 182, Paragraph 2: Please correct the reference to the Air Quality Section ~~2.2.6~~ 2.2.5. 87

Page 184, Environmental Consequences, Paragraph 2: "…, including carbon dioxide at the project level~~, at the project level~~ is not currently possible. No federal, state or regional regulatory agency has provided methodology or criteria for GHG emission and climate change impact analysis." The SCAQMD adopted thresholds in December 2008 for industrial facilities. While this is an evolving issue in environmental analysis, some progress has been made in efforts to quantify emission and qualify whether emissions associated with a specific project will result in a considerable contribution to greenhouse gas emissions. 88

Chapter 4

RESOURCE AGENCY MEETINGS

Specific Points for Clarification in Document

Page 211, First Bullet: Please explain how the project is a benefit to steelhead. 89
Second Bullet: alter~~n~~ation
Fourth Bullet: ~~Ms.~~ Dr. Stevens

Appendix E

General Discussion

In reviewing the preliminary policy consistency analysis provided in Appendix E, the City is concerned that the project may be potentially inconsistent with several policies of the Coastal Plan. Of particular concern are the policies addressing aesthetic/visual resources, agricultural resources and biological resources. As the proposed project requires a discretionary Conditional Use Permit and Coastal Development Permit from the City, the matter of policy consistency will be reviewed by the Planning Commission. If the project is not found to be consistent with the applicable policies from the Coastal Plan, General Plan and the Creeks Program, the project cannot be approved; there is no mechanism in place to override a policy inconsistency issue like there is with a project's environmental effect. 90

Thank you again for the opportunity to comment on this environmental document. We look forward to continuing to work together on this important project.

Sincerely,

Gregg A. Carty

Gregg Carty
Mayor, City of Carpinteria

cc: David Beard, Project Manager

ATTACHMENT 1
SUGGESTED ADDITIONAL POLICIES
FOR INCORPORATION INTO POLICY CONSISTENCY EVALUATION

The following policies and regulations support project improvements that are designed to complement the City's existing character.

Circulation Element
Objective C-1: To improve the community's ability to access U.S. 101 and areas north of the freeway through the improvement of interchanges.

C-1d. The City shall work closely with Caltrans to assure improvements to freeway interchanges and overpasses compliment the small town quality and charm of the city. Conventional methods for improving level of service such as widening of overpasses for independent turning lanes and signalization of intersections should be avoided if possible in favor of improvements consistent with the existing small town character and charm. Improvements required as a result of a development project shall also be consistent with this policy.

Community Design Element
Objective CD-8: To encourage and facilitate pedestrian and bicycle pathways.

Policies:
CD-8a. All streets should be designed with safe and pleasant pedestrian ways at their edge. Pedestrian ways shall be spatially separated from vehicular traffic by elements such as trees, other plantings, streetlights, and/or parked cars.

CD-8b. To provide convenient pedestrian routes, the existing network of automobile lanes, trails and pedestrian ways in the Downtown District and adjacent neighborhoods should be preserved, reinforced and extended into other neighborhoods. This pedestrian network should be in addition to, not in lieu of, pedestrian ways on the streets.

Objective CD-9: To ensure that streets enhance the established city framework and design.

CD-9a. The City shall promote the planting of appropriate street trees in existing and new neighborhoods to define and enhance the city's streetscape.

CD-9e. Major streets should be designed and planted to preserve views of the ocean to the south and hills to the north.

Objective CD-11. Existing public spaces should be maintained, and new public spaces should be incorporated into neighborhoods and districts as an important aspect of their design.

CD-11c. All public spaces and facilities should reflect quality design.

CD-11g. The edges of neighborhoods adjoining greenbelts should be streets bike paths or other public ways, allowing their enjoyment by everyone.

Objective CD-12. Development should fit quietly into the area's natural and introduced landscape, deferring to open spaces, existing natural features and native and sensitive habitats.

CD-12a. Landscape planning shall be respectful of the natural character of the City and enhance existing native plant communities and environmentally sensitive habitat areas.

Implementation Policy 1: Use of native, locally adapted species shall be encouraged and shall be required within and adjacent to ESHA.

Implementation Policy 2: More urban, "formal" landscape designs may be used in the immediate vicinity, entryways or interior site areas of the commercially developed areas. Urban landscape species shall not be used adjacent to sensitive habitat areas.

Objective CD-13. Ensure that lighting of new development is sensitive to the character and natural resources of the City and minimizes photopollution to the maximum extent feasible.

Policies:
CD-13a. Lighting for development adjacent to an ESHA shall be designed to further minimize potential impacts to habitat.

CD-13b. Lighting shall be low intensity and located and designed so as to minimize direct view of light sources and diffusers and to minimize halo and spillover effects.

Implementation Policy 4: Lighting along roads and in developed areas within or adjacent to ESHA shall not exceed 0.01 foot-candles five feet inside of any City-identified ESHA area.

Implementation Policy 5: Spotlights or floodlights in or adjacent to ESHA shall not be permitted.

Subarea 3. Santa Monica, Canalino and El Carro Neighborhoods
Objective CDS3-1: Preserve and strengthen the visual and physical connections between this subarea, the downtown and other neighborhoods and districts in the city.

Objective CDS3-3: Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's "small beach town" image.

CDS3-b. Enhance the pedestrian character of the neighborhoods' streets, parks and lanes.

34. In certain existing wide streets that carry traffic through a neighborhood – such as Santa Monica and El Carro - consideration should be given to constructing a median strip with street trees. This would narrow the pavement, encourage cars to drive more slowly, and provide improved spatial definition to the street. This technique should generally be reserved for east-west streets since such plantings would block the desirable views of the hills and the ocean if applied to major north-south streets.

39. New development along the edge of the city should be planned with public circulation routes or open spaces along the urban/rural edge. Streets, linear parks and other public parks are appropriate for this purpose, providing both buffers to the residential uses, and access so that all may enjoy the rural vistas.

Subarea 4. The Northeast
Objective CDS4-1: Strengthen the visual and physical connections between the subarea, the downtown and other neighborhoods and districts in the city.

Objective CDS4-3: Enhance existing residential neighborhoods and ensure that new development improves the neighborhood scale and character.

Policies:
CDS4-a. Ensure that new development is sensitive to the scale and character of the existing neighborhoods, and consistent with the city's "small beach town" image.

CDS4-b. Ensure that new development adjacent to designated city edges, abutting agricultural lands outside the city limits, are designed with rural and semi-rural elements and details, providing an appropriate transition and connection of the town to the countryside.

CDS4-c. Enhance the pedestrian character of the subarea's streets, parks and lanes.

47. Most streetscapes within the subarea would be improved by planting rows of street trees that define the space of the street and buffer pedestrians and front yards from the traffic. The City will develop programs to encourage and promote the planting of street trees along with related streetscape improvements. Wherever possible, the street trees will be planted between the sidewalk and curb.

48. Many of the streets are wider than necessary. New curbs and parkway strips for street trees may be constructed outside the existing sidewalks.

49. The frontage street along the north side of the freeway should be improved with a wall and rows of trees on both sides. This will help to buffer the neighborhood from freeway noise and visual impacts.

50. The street network of the subarea should be designed to provide direct walking routes from residential areas to employment areas, and limit regular truck traffic to commercial streets.

Comment 6: The following policies and regulations support (among other things) project improvements that are located and designed, in part, to protect the aesthetics of the existing/natural creek corridor. The DEIR/EA fails to identify restrictions on development included in City of Carpinteria policies and regulations that influenced the selection of the project alternatives and must be referenced and analyzed in order to properly evaluate potential project impacts on aesthetics related to Creek Corridors/Environmentally Sensitive Habitat Area. 91

General Plan/LCP Polices and Implementation Policies
Circulation Element
Objective C-1: To improve the community's ability to access U.S. 101 and areas north of the freeway through the improvement of interchanges.

C-1b. The City shall strive to improve vehicular and pedestrian over crossings of the freeway and the various creeks while respecting their habitat value and sensitivity.

Open Space & Conservation Element

OSC-6a. Support the preservation of creeks and their corridors as open space, and maintain and restore riparian habitat to protect the community's water quality, wildlife diversity, aesthetic values, and recreation opportunities.

OSC-6c. When alterations to creeks are permitted by the Coastal Act and policies herein, the creek shall be protected by only allowing creek bank and creek bed alterations where no practical alternative solution is available, where the best mitigation measures feasible have been incorporated, and where any necessary State and federal permits have been issued. Creek alterations should utilize natural creek alteration methods where possible (e.g. earthen channels, biotechnical stabilization). Nothing in this policy shall be construed to require the City to approve creek alterations not otherwise allowed herein and by the Coastal Act.

Implementation Policies

25. A setback of 50 feet from top of the upper bank of creeks or existing edge of riparian vegetation (dripline), whichever is further, shall be established and maintained for all development. This setback may be increased to account for site-specific conditions. The following factors shall be used to determine the extent of an increase in setback requirements:

a. soil type and stability of the stream corridor
b. how surface water filters into the ground
c. types and amount of riparian vegetatio n and how such vegetation contributes to soil stability and habitat value
d. slopes of the land on either side of the stream
e. location of the 100 year floodplain boundary, and
f. consistency with other applicable adopted plans, conditions, regulations and/or policies concerning protection of resources.

Where existing buildings and improvements, conforming as to use but nonconforming as to the minimum creek setback established herein, are damaged or destroyed by fire, flood, earthquake or other natural disaster, such buildings and improvements may be reconstructed to the same or lesser size and in the same general footprint location, provided that reconstruction shall be inaugurated by the submittal of a complete construction application within 24 months of the time of damage and be diligently carried to completion.

28. Prohibit all development within stream corridors except for the improvement of fish and wildlife habitat, development necessary for flood control purposes, (where no other method to protect existing structures in the floodplain is feasible and where protection is necessary for public safety), and bridges and trails (where no alternative route/location is feasible and, when supports are located within stream corridor setbacks, such locations minimize impacts on critical habitat). All development shall incorporate the best mitigation measures feasible to minimize impact to the greatest extent.

29. Limit all development within stream corridors, including dredging, filling and grading, to activities necessary for the construction specified in policy # 28 (see above) and to public hiking/biking and equestrian trails. When such activities require removal of riparian plant species, revegetation with local native riparian plants shall be required. Minor clearing of vegetation may be permitted for hiking/biking and equestrian trails.

30. Prohibit further concrete channelization or other major alterations of streams in the city with the exception of natural habitat enhancement projects, or when the City finds that such action is

necessary to protect existing structures and that there are no less environmentally damaging alternatives. Where alteration is permitted, best feasible mitigation shall be a condition of the project.

Creeks Preservation Program

Objective 2. Preserve and restore aquatic, riparian and upland habitats occurring within and adjacent to local creeks, including sensitive communities and species. Sensitive communities and species are defined as those designated as endemic, rare, threatened, endangered, or of concern by the federal, state, and/or local governments.

Policy 2.1. The City will not permit projects (whether public or private) that would result in the significant fragmentation of biological habitat within creek ESHA and/or creek setback areas established by the General Plan/Local Coastal Plan and Zoning Ordinance-ESHA Overlay District. Likewise, the City will not permit projects that would create significant barriers to the movement or migration of fish and wildlife through creeks and adjacent habitats (i.e., wildlife corridors will be maintained). Significant fragmentation or barriers are considered to be manmade features, structure, or activity that would block or greatly reduce the movement of wildlife between recognized natural habitat areas or that would significant reduce the biological value or diversity of the habitat.

Comment 7: The DEIR/EA does not provide an adequate review of the project in the context of City Visual Resource policies. The document lacks a discussion and analysis necessary to understand which project alternatives best protect certain visual resources identified by the City as important, how the proposed project elements such as grading (cut and fill) would change existing land forms and therefore affect visual resources, where use adjacency that is incompatible (e.g., freeway interchanges and single family housing) will be created or exacerbated by the project, how project alternatives and improvements buffer or create transitions between incompatible uses, and what the extent of new interchange and roadway lighting is and how project alternatives and design could mitigate impacts to night sky views created by any new lighting. 92

OSC-13a. …design and site new development on or adjacent to…streams, …to prevent adverse impacts on these visual resources. New development shall be subject to all of the following…

a. Height and siting restrictions to avoid obstruction of existing views of visual resources from the nearest public areas.

OSC-13d. Encourage the retention of those portions of creeks within the Planning Area that are unsuitable for active recreational use for use as open space that can provide passive recreational opportunities and protection of habitat.

OSC-13f. Where appropriate, use open space lands as buffers for noise and visual nuisances and as transitions between incompatible uses.

OSC-13g. Require new development to protect scenic resources by utilizing natural landforms and native vegetation for screening structures, access roads, building foundations, and cut and fill slopes in project design which otherwise complies with visual resources protection policies.

OSC-13h. Plans for development shall minimize cut and fill operations. Plans that do not minimize cut and fill shall be denied.

OSC-13i. Design all new development to fit the site topography, soils, geology, hydrology, and other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Preserve all natural landforms, natural drainage systems, and native vegetation. Require all areas on the site not suited to development, as evidenced by competent soils, geology and hydrology investigation and reports remain as open space.

Carpinteria Municipal Code Chapter 14 (Zoning)
The project requires a CUP/CDP and is subject to provisions of the ESH Overlay District that establishes setbacks from and prohibition of development in, the Carpinteria Creek Stream Corridor. This, in part, serves to protect the aesthetics of the stream corridor. CMC 14.50.010(10)a (Coastal Plan development standards; Visual Impacts of Development) states that …"new development that is located on or adjacent to…streams…shall be designated and sited to prevent adverse impacts on the visual quality of these resources."

Response to Greg Carty, Mayor, City of Carpinteria

Response to comment 1: This has been corrected.

Response to comment 2: Profile and cross-section views have been provided in the final document.

Response to comment 3: Proposed improvements in the creek corridor have not yet been designed. Maps will be provided once the information is available.

Response to comment 4: Rock slope bank protection would be needed at the abutments of the proposed bridges for Route 101 on Carpinteria Creek. The final design for rock slope protection would be based on updated creek studies. Design details would be in accordance with the California Bank and Shore Rock Slope Protection Design guide (http://www.dot.ca.gov/hq/oppd/hydrology/hydroidx.htm).

Response to comment 5: Technical studies were made available on the Caltrans website (http://www.dot.ca.gov/dist05/projects/linden_casitas/index.htm).

Response to comment 6: Summary discussions of pertinent policies for each resource area were included in Appendix E of the Draft Environmental Impact Report/Environmental Assessment. It is appropriate to include the information within an appendix and does not diminish the importance of the information.

Response to comment 7: In many instances, the impacts to resources were identical for each alternative. Whenever impacts differed by alternative, they were discussed individually.

Response to comment 8: A discussion of the Environmentally Superior Alternative has been included in the final document.

Response to comment 9: The sound walls are considered abatement for noise impacts produced by the project, and are included in the avoidance, minimization, and mitigation section of the document. The Local Coastal Program Amendment is required to build the project, but not part of the project description and therefore has not been added to the project description.

Response to comment 10: The General Plan reference has been added.

Response to comment 11: Suggested changes have been made.

Response to comment 12: Suggested changes have been made.

Response to comment 13: The project description has been changed to include a Class I bicycle lane between Casitas Pass Road and the new Via Real bridge over Carpinteria Creek. Also, at the City's request, the proposed sidewalks in the same area have been removed from the project description and layout.

Response to comment 14: Under Alternatives 1 and 4, the Linden Avenue bridge would require a total of five lanes compared to Alternatives 2 and 3, which require four lanes. The additional lane under Alternatives 1 and 4 is due to queues requiring a double-left turn lane for vehicles traveling northbound on Route 101, while the configuration of Alternatives 2 and 3 provide a right-turn slip ramp (Alternative 2) or roundabout (Alternative 3).

Response to comment 15: The term "diamond interchange" has been removed in reference to the build alternatives.

Response to comment 16: The suggested change has been made.

Response to comment 17: The suggested change has been made.

Response to comment 18: Because the precise nature of the proposed amendment has not been identified, it cannot be discussed in the document. However, in working with Coastal Commission staff on this issue, we have determined that the scope of the amendment would be site-specific so as not to impact wetlands other than those identified within the project limits; therefore, no impacts would occur from the amendment other than those already identified in this final environmental document (see Section 2.3.2).

Response to comment 19: The extension of Via Real would remove approximately 5 acres of the 8.95-acre "Whitney" parcel currently used for avocado production. The draft environmental document for this project, which relied on the U.S. Department of Agriculture's Farmland Conversion Impact Rating form, found that there were no significant impacts to agriculture under CEQA or NEPA.

However, impacts to farmland were identified as potentially inconsistent with the City of Carpinteria's General Plan/ Local Coastal Plan (GP/LCP), which includes the following agricultural policy:

> OSC-9e: Avoid the conversion of agricultural land to nonagricultural land uses except where conversion meets the criteria established by Sections 30241, 30241.5, and 30242 of the Coastal Act.

Policy OSC-9e of the 2003 Carpinteria General Plan/ Local Coastal Land Use plan references Section 30241 of the California Coastal Act, which states in part:

> California Coastal Act Section 30241:
>
> The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses …

Under this policy, conflicts shall be minimized between agricultural and urban land uses, however, the parcel under consideration, the "Whitney" parcel, is partially surrounded by urban uses and is in a region lacking adequate agricultural support facilities. Currently the orchard is supplied by water from the Carpinteria Valley Water District.

> California Coastal Act Section 30241:
>
> (c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250. …

The subject parcel is located within the City of Carpinteria limits. To the west, it is bounded by Casitas Pass Road, a heavily used local arterial, and the parcel's only access to a public street. To the south, it is bounded by Route 101, an interregional freeway. On the northern boundary, next to the parcel, lies a residential community of about 38 single-family homes. Carpinteria Creek forms the parcel's eastern boundary. Across Carpinteria Creek from the parcel is Carpinteria Creek Park, an active-use park including a playground and picnic tables. Passive open space sits across the creek from the parcel. Existing development patterns have not minimized conflicts between agricultural property and urban land uses in this area.

> California Coastal Act Section 30250:
>
> (a) New residential, commercial, or industrial development, except as otherwise provided in the division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it …and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. …

Caltrans proposes to build a local road extension, highway ramps, and a Class I bicycle path, using about 5 acres of a roughly 8.95-acre parcel of prime agricultural land. The project is contiguous to the existing highway facility and within an existing urban area. Caltrans has also reviewed alternative locations for the extension of Via Real and found that they are not feasible. The project would provide public services without significant adverse effects, either individually or cumulatively, on coastal resources as disclosed in the Draft Environmental Impact Report/Environmental Assessment for the project.

> Coastal Act Section 30241.5:
> (a) If the viability of existing agricultural uses is an issue pursuant to subdivision (b) of Section 30241…
>
> Coastal Act Section 30241:
>
> The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the area's agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:…
>
> (b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

As presented earlier, the subject parcel's existing agricultural use is already severely limited by conflicts with urban uses and its small size.

> Coastal Act Section 30242:
>
> All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

As discussed earlier, continued agricultural use is severely constrained to the point where it is not considered a viable use of the property. The conversion of the subject parcel would concentrate development consistent with Section 30250.

Also, the City of Carpinteria's General Plan/Local Coastal Land Use Plan Circulation Element clearly identifies the extension of Via Real in the proposed location (through the

prime agricultural land). This extension is also discussed in Policy C-3f of the Plan. According to page 3 of the 2003 General Plan/Local Coastal Land Use Plan, "All objectives, policies, implementation policies, and map language identified within this document are intended to address Coastal Act issues, unless identified with the 'GP' symbol ... Policies and language identified with the 'GP' symbol are excluded from the Land Use Plan, but are included in the General Plan." Policy C-3f does not have a "GP" symbol in the margin adjacent to it. Policy c-3f states:

> C-3f. Improve travel characteristics of the city's circulation plan by:
>
> - Planning and developing a continuous and direct east/west surface street route north of and parallel to Highway 101 to improve the efficiency of local traffic circulation [5-15 years]
> - Considering the westerly extension of Via Real to Casitas Pass Road and from Vallecito to Linden;
> - Prioritizing maximum protection for coastal waters, ESHA and agricultural resources in considering potential road extensions.

The "GP" symbol does, however, appear next to policies immediately before and after this policy. It is also clear that the policy is intended to address the Coastal Act because it includes language protective of coastal resources.

The City's Circulation Plan map is attached below, showing the extension of Via Real directly through the agricultural parcel.

In accord with these policies Caltrans has designed the project to avoid agricultural resources to the maximum extent possible while still implementing Carpinteria's General Plan/ Local Coastal Land Use Plan.

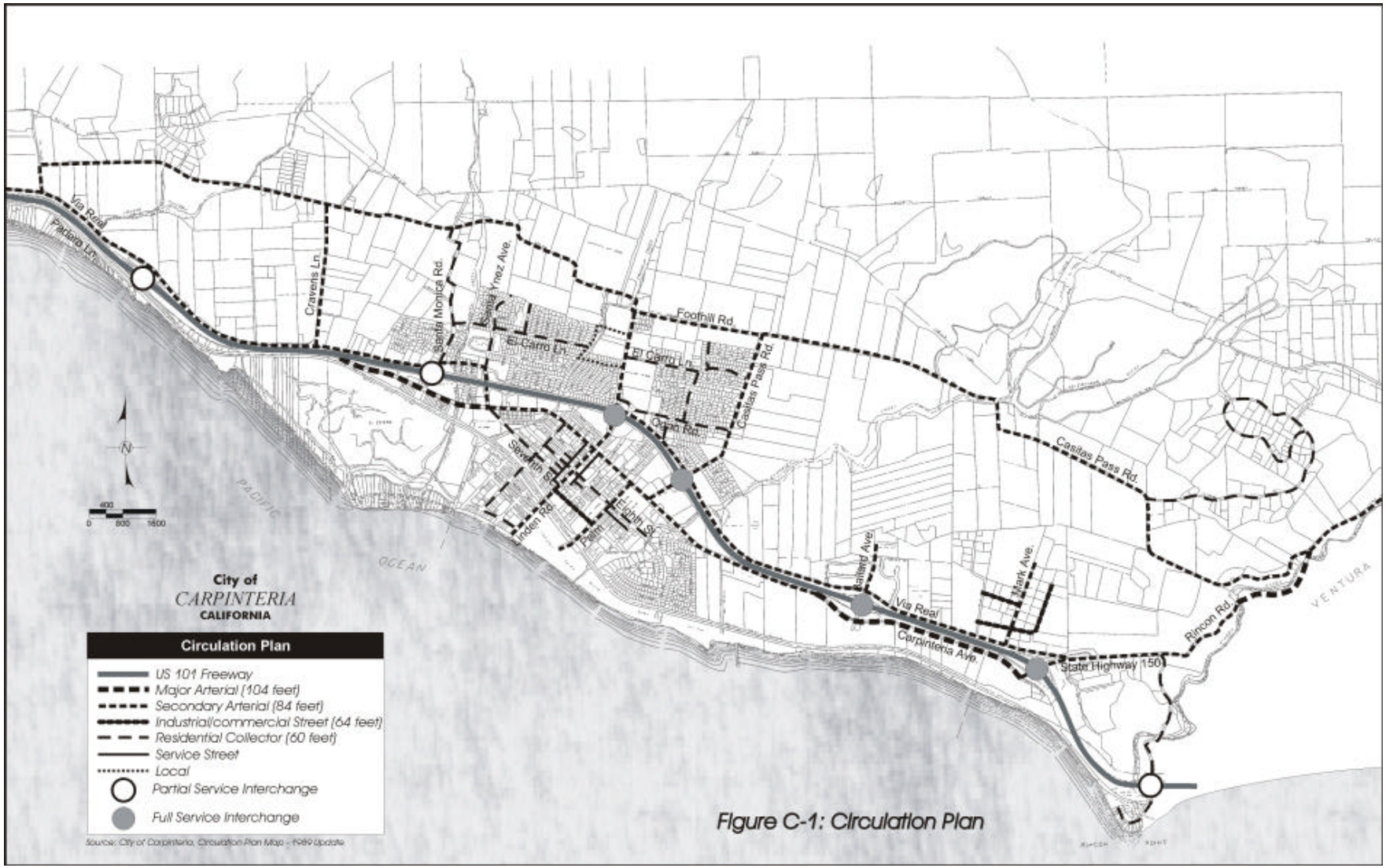


Figure C-1: Circulation Plan

Response to comment 20: Caltrans would coordinate with the City Parks Department to provide new ADA-compliant access to the Carpinteria Creek Park.

Response to comment 21: Because the current parcel does not appear to be agriculturally viable, the remainder parcel would also not be viable. Much like the parcel at 1315 Casitas Pass Road, the remainder parcel could still accommodate the cultivation of avocados. Caltrans would provide right-of-way fencing that would prevent avocado theft on the remainder parcel. The remainder parcel would be a legal parcel under the City of Carpinteria Zoning Ordinance. A new single-family residence may be allowed, but the decision would rest with the property owner and the City of Carpinteria; it would not be part of this project.

Response to comment 22: This statement is correct.

Response to comment 23: This statement is correct.

Response to comment 24: CEQA requires that Williamson Act-contracted properties receive special consideration. Because this property is not under a Williamson Act contract, it is not subject to the special consideration required under CEQA. This section of the document merely discloses the lack of Williamson Act contract and the fact that the property is not eligible for a Williamson Act contract.

Response to comment 25: The Natural Resources Conservation Service directions for filling out the Farmland Conversion Impact Rating Form recommends 1 point be assigned to any parcel that is 55-59% below the average size of farming units within the county. The property is approximately 55% of the average size of farming units, so 1 point can be added for this category.

Assuming a footprint of about 3,500 square feet for a single-family dwelling and about 28,300 square feet of creek setback on the remaining 3.95 acres of farmland, approximately 21.7 % of the remainder parcel would be rendered unusable for farmland. According to the Natural Resources Conservation Service directions for the Farmland Conversion Impact Rating Form, 8 points should be assigned for the nonfarmable farmland created by this project. The resulting total would be 156 points, four points below the 160-point threshold and therefore still not considered a significant impact under CEQA.

Response to comment 26: The parcel at 1212 Casitas Pass Road is considered by the County of Santa Barbara Agricultural Commission to be economically nonviable as farmland. It is surrounded by urban uses. It is identified in the City's General Plan as the

designated route for the extension of Via Real and does not meet the significance threshold of the Natural Resources Conservation Service Farmland Conversion Impact Rating. Therefore, it is impossible to find that the removal of these 5 acres is a significant impact. Because there is no significant impact to farmland under CEQA, Caltrans cannot justify providing mitigation for farmland impacts.

Response to comment 27: The table has been corrected. One of the columns (fifth column, Total Tons) had been inadvertently left out of the table in the draft environmental document. This caused the other columns, but not the headings, to shift.

Response to comment 28: According to the Santa Barbara County Uniform Rules for Agricultural Preserves and Farmland Security Zones, September 2007 "Under the Act, contracts are automatically renewed each year following the first year of a 10-year Williamson Act contract…" The text in the final environmental document has been corrected.

Response to comment 29: The section referred to in this comment is under a more general section titled "Environmental Consequences." The conclusion has been moved for clarification purposes.

Response to comment 30: This section refers to the zoning and land use history of the subject parcel.

Response to comment 31: As indicated in previous sections, impacts to agriculture would be less than significant.

Response to comment 32: The date has been corrected.

Response to comment 33: A sentence describing the benefit has been added.

Response to comment 34: These figures have been updated to reflect the results of the 2000 census.

Response to comment 35: Nearly all detailed engineering drawings from the Project Study Report were included in the draft environmental document. Profiles for all alignments have been added to the final environmental document.

Response to comment 36: The traffic study was written using Route 101 as a north/south line, to avoid reader confusion, the draft environmental document used the same orientation.

Response to comment 37: Appendix E in the final environmental document provides analysis of project components to the applicable goals and policies in the City of Carpinteria General Plan, including the Circulation Element.

Response to comment 38: A Key Map has been included in the final environmental document.

Response to comment 39: The technical appendix for the *Final Traffic Analysis Report – US 101/Linden Avenue/Casitas Pass Road Interchange Improvement Project, June 2007* contains a forecasting memo documenting the future assumptions. Included in this memo are maps showing roadway network, traffic analysis zones, and other forecasting-related information. Exhibit A from the memo contains land use for base and future, along with the difference, by traffic analysis zone.

For completeness, a map showing the traffic analysis zone locations (Figure 2.2) has been included in the final environmental document, and Exhibit A has been included with this response to comments (see below).

EXHIBIT A - SBCAG MODEL LAND USE INPUTS IN THE CITY OF CARPINTERIA

2000 SBCAG Land Use

TAZ	HOUSING_UN	COMMERCIAL	OFFICE_EMP	SERVICE_EM	INDUSTRIAL	AGRICULTUR	TOTAL_EMPL	HOTEL_ROOM	PRESCHOOL_	GRADE_SCHO	TOTAL_STUD
2	93	8	0	0	0	100	108	0	0	0	0
3	30	19	0	0	8	0	27	0	0	0	0
4	260	898	288	42	671	183	2082	0	19	0	19
5	655	10	5	0	0	0	15	0	0	0	0
6	135	147	18	356	36	223	780	231	0	0	0
7	596	15	2	386	5	4	412	0	0	9	9
8	758	131	4	110	7	113	365	0	0	576	576
9	463	247	62	59	30	197	595	180	26	0	26
10	650	376	59	334	541	27	1337	24	55	1088	1143
11	255	478	334	190	117	8	1127	0	98	0	98
12	718	423	60	184	64	10	741	144	0	0	0
13	911	59	9	62	0	0	130	0	0	392	392
15	248	152	7	14	3	354	530	0	0	0	0
Total	5772	2963	848	1737	1482	1219	8249	579	198	2065	2263

2030 SBCAG Land Use

TAZ	HOUSING_UN	COMMERCIAL	OFFICE_EMP	SERVICE_EM	INDUSTRIAL	AGRICULTUR	TOTAL_EMPL	HOTEL_ROOM	PRESCHOOL_	GRADE_SCHO	TOTAL_STUD
2	84	9	0	0	0	103	112	0	0	0	0
3	34	22	0	0	17	0	39	0	0	0	0
4	341	197	426	201	1531	411	2766	0	26	0	26
5	666	11	4	0	0	0	15	0	0	0	0
6	125	172	17	489	78	231	987	231	0	0	0
7	624	17	1	531	10	4	563	0	0	10	10
8	868	153	3	151	15	117	439	0	0	726	726
9	527	239	99	120	84	264	806	180	32	0	32
10	583	441	57	459	1177	27	2161	24	61	1225	1286
11	255	560	327	261	254	8	1410	0	110	0	110
12	727	496	58	253	139	10	956	144	0	0	0
13	676	69	8	85	0	0	162	0	0	441	441
15	288	178	6	19	6	366	575	0	0	0	0
Total	5798	2564	1006	2569	3311	1541	10991	579	229	2402	2631

Incremental Change from 2000 to 2030

TAZ	HOUSING_UN	COMMERCIAL	OFFICE_EMP	SERVICE_EM	INDUSTRIAL	AGRICULTUR	TOTAL_EMPL	HOTEL_ROOM	PRESCHOOL_	GRADE_SCHO	TOTAL_STUD
2	-9	1	0	0	0	3	4	0	0	0	0
3	4	3	0	0	9	0	12	0	0	0	0
4	81	-701	138	159	860	228	684	0	7	0	7
5	11	1	-1	0	0	0	0	0	0	0	0
6	-10	25	-1	133	42	8	207	0	0	0	0
7	28	2	-1	145	5	0	151	0	0	1	1
8	110	22	-1	41	8	4	74	0	0	150	150
9	64	-8	37	61	54	67	211	0	6	0	6
10	-67	65	-2	125	636	0	824	0	6	137	143
11	0	82	-7	71	137	0	283	0	12	0	12
12	9	73	-2	69	75	0	215	0	0	0	0
13	-235	10	-1	23	0	0	32	0	0	49	49
15	40	26	-1	5	3	12	45	0	0	0	0
Total	26	-399	158	832	1829	322	2742	0	31	337	368

Response to comment 40: Chapter 2 of the Final Traffic Analysis Report–US 101/Linden Avenue/Casitas Pass Road Interchange Improvement Project, June 2007, contains detail regarding existing conditions. Excerpts have been included in the final environmental document.

Response to comment 41: Although the Linden Avenue ramp junction intersections meet peak hour signal warrants, an analysis was done to evaluate the results of all-way stop control rather than using signals. As shown in the table below, the intersections operate at an unacceptable LOS without signals.

In addition to operating at an unacceptable service level, the queues forming along Linden Avenue extend through the adjacent intersections, especially with the close spacing of intersections for Alternatives 1 and 4. The lack of “platooning“ provided by the signal causes vehicle spacing to increase delay at the intersection of Via Real\Ogan

Road under Alternatives 1, 2, and 4. This issue is resolved slightly by the roundabout in Alternative 3.

Linden Avenue Interchange Analysis Summary Assuming All-Way Stop Control [1, 2]

Intersection	Traffic Control	No Project	Alternative 1 & 4	Alternative 2 & 3
		Delay / LOS	Delay / LOS	Delay / LOS
2036 AM				
Linden Avenue / US 101 SB Off-Ramp	SSS Signal	>50 / F (EB)	17 / B	14 / B
	SSS AWS		44 / E (NB)	44 / E (NB)
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	>50 / F (WB)	33 / C	14 / B
	SSS AWS		>50 / F (NB)	>50 / F (NB)
2036 PM				
Linden Avenue / US 101 SB Off-Ramp	SSS Signal	>50 / F (EB)	17 / B	15 / B
	SSS AWS		26 / D (NB)	26 / D (NB)
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	>50 / F (WB)	30 / C	16 / B
	SSS AWS		>50 / F (NB)	43 / E

Notes: Shading denotes locations where level of service threshold is exceeded.
[1] Side-street stop (SSS) intersection level of service based on worst approach control delay per vehicle, according to the 2000 Highway Capacity Manual. All-way stop (AWS) intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
[2] Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual

Source: Fehr & Peers, 2009.

Response to comment 42: Putting signals at the ramp junctions with local streets at Linden Avenue and Casitas Pass Road is required for acceptable intersection operations and meets signal warrants. Due to closely spaced intersections, Alternatives 1 and 4 must have a signal at the Linden Avenue/Route 101 northbound on-ramp and must be coordinated with the signal at Linden Avenue/Via Real/Ogan Road. For more detailed analysis, please refer to the April 27, 2009 Memorandum: Via Real Analysis for the Linden Avenue and Casitas Pass Road Interchange Improvement Alternatives in Appendix L of the final environmental document.

Response to comment 43: Analysis was done to evaluate the results of changing the exclusive southbound left-turn lane into a shared through left-turn lane at the intersection of Casitas Pass Road and the southbound Route 101 ramps. As shown in next table, the intersection operates at an acceptable LOS except in the evening peak hour. The change

in signal timing and phasing would cause the left-turning volume from the southbound off-ramp to Casitas Pass Road in the evening peak hour to spill back out of the turn pocket forming a queue onto the mainline. To resolve this problem, a two-lane off-ramp may be needed.

Summary of Removing Exclusive Southbound Left-Turn Lane at Casitas Pass Road [1]	
2036 AM Delay / LOS	**2036 PM Delay / LOS**
11 / B	51 / D

Notes: Shading denotes locations where level of service threshold is exceeded.
[1] Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2009.

Response to comment 44: Evaluation of an exclusive left-turn lane, a shared left-through lane, and an exclusive through lane at the intersection of Linden Avenue and northbound Route 101 on-ramp was done for Alternatives 1 and 4. By combining one left-turn lane and the through lane, the bridge structure would be four lanes wide. The left-turn volume would reach a maximum of 570 vehicles in the morning peak hour under 2026 conditions, which far exceeds the typical capacity of a left-turn lane (300 vehicles per hour). In consideration of this over-capacity condition, a preliminary analysis was done using micro-simulation (instead of evaluating the intersection in isolation). Micro-simulation is better equipped to evaluate over-capacity conditions than to analyze isolated intersections.

As shown in the table below, the intersection analysis results in operations at an unacceptable LOS due to the high left-turn volume entering the northbound on-ramp causing queues to extend through the Linden Avenue intersection nearly to Carpinteria Avenue. This would result in unacceptable LOS at all intersections between Linden Avenue/Route 101 northbound on-ramp and Carpinteria Avenue. Also, due to the high northbound left-turn volume using an exclusive left-turn and shared left-through lane, the traffic at Linden Avenue/Via Real forms a queue nearly to Canalino School.

Summary of Removing Exclusive Northbound Left-Turn Lane at Linden Avenue [1]	
2036 AM Delay / LOS	**2036 PM Delay / LOS**
> 80 / F	61 / E

Notes: Shading denotes locations where level of service threshold is exceeded.

[1] Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2009.

Response to comment 45: A Traffic Operational Analysis was done for each project alternative to evaluate the results of removing one travel lane and converting the exclusive turn lanes into shared turn lanes at the Linden Avenue and Casitas Pass bridges. By removing this lane, the bridge structures would be two lanes wide.

As shown in the table below, the analysis for Alternatives 1, 2, 3, and 4 indicates the Linden Avenue interchange would operate at or below LOS E in both the morning and evening peak hours. The LOS E and F conditions would result in vehicle queues that extend beyond the Route 101 southbound ramps/Linden Avenue and Carpinteria Avenue/Linden Avenue intersections resulting in a degradation of LOS at those intersections as well.

As shown in the table below, the analysis for Alternatives 1, 2, 3, and 4 shows the Casitas Pass Road interchange would operate at an unacceptable LOS F in both the morning and evening peak hours. In addition, the Casitas Pass Road interchange would operate similarly to the no-project scenario, with queues extending beyond the adjacent intersections, resulting in a degradation of LOS at those intersections as well.

Summary of Two-lane Bridges at the Linden Avenue And Casitas Pass Road Interchanges [1]

Intersection	Alternative 1 & 4	Alternative 2 & 3
	Delay / LOS	Delay / LOS
2036 AM		
Linden Avenue / U.S. 101 SB Off-Ramp [2]	24 / C	26 / C
Linden Avenue / Via Real	Not Applicable	> 80 / F
Linden Avenue / US. 101 NB On-Ramp	> 80 / F	Not Applicable
Casitas Pass Road / U.S. 101 SB Ramps	> 80 / F	
Casitas Pass Road / Via Real	> 80 / F	
2036 PM		
Linden Avenue / U.S. 101 SB Off-Ramp [2]	23 / C	23 / C
Linden Avenue / Via Real	Not Applicable	55 / (D/E Cusp)
Linden Avenue / U.S. 101 NB On-Ramp	> 80 / F	Not Applicable
Casitas Pass Road / U.S. 101 SB Ramps	> 80 / F	
Casitas Pass Road / Via Real	> 80 / F	

Summary of Two-lane Bridges at the Linden Avenue And Casitas Pass Road Interchanges [1]
Notes: Shading denotes locations where level of service threshold is exceeded. Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual. LOS is based upon the assumption that vehicle queues from adjacent intersections **will not** effect the operations of the Linden Avenue/U.S. 101 SB Off-Ramp intersections. Source: Fehr & Peers, 2009.

Response to comment 46: Please see response to comment 42 above.

Response to comment 47: Profiles for all alignments have been added to the final environmental document.

Response to comment 48: An additional bike lane in this area is outside the scope of the project.

Response to comment 49: The current proposed design of the Class I bike facility uses the minimum standards presented in the Caltrans Highway Design Manual. The team would refine the design of the bikeway as the project moves forward with the input of the City of Carpinteria, local bicycle advocacy groups, and Caltrans bicycle/pedestrian specialists.

Response to comment 50: The level of service policy, circulation system, land use development, and design standards are consistent with the General Plan goals and policies. It can be found in Section 2.1.1.2, Consistency with State, Regional, and Local Plans, of the final environmental document.

Response to comment 51: The description of the bicycle lane has been changed, but not the description of its use. The roadway serves as a business corridor, but the bicycle lanes are identified as serving mainly residences as identified in the Regional Bikeway Study (SBCAG, July 1994).

Response to comment 52: The name of the study has been added.

Response to comment 53: The extension of Via Real would affect volumes on the mainline between ramps within the project area, but the average daily traffic volumes cited in this table account for traffic in a greater area. The average daily traffic volumes represent traffic moving through the project area on Route 101. Traffic on Route 101 would be diverted only for local trips, not for through trips.

Response to comment 54: The table has been corrected.

Response to comment 55: The volume reported for Via Real in Table 2.8 is between Casitas Pass Road and Vallecito Road.

Response to comment 56: Applicable goals and policies from the Carpinteria General Plan/Coastal Plan are located in Appendix E in the final environmental document.

Response to comment 57: The reference has been corrected.

Response to comment 58: The reference has been corrected.

Response to comment 59: Applicable goals and policies from the Carpinteria General Plan/Coastal Plan are located in Appendix E in the final environmental document.

Response to comment 60: Street segment LOS is based on the travel speed over the entire corridor between Linden Avenue and Casitas Pass Road.

Response to comment 61: Per the City's direction, sidewalk widths would vary throughout the project. On the overcrossing structures, sidewalks would be 8 feet. On the bridge over Carpinteria Creek at Via Real, the sidewalk widths would be 5 feet. The proposed sidewalk on the north side of Via Real would no longer be built due to the 10-foot-wide Class I bicycle path between Casitas Pass Road and the bridge over Carpinteria Creek. On the rest of Via Real and Ogan Road, the sidewalk widths would be 5 feet.

Response to comment 62: On the overcrossing structures, sidewalks would be 8 feet, which is consistent with the Circulation Element standard of 8 to 10 feet.

Response to comment 63: Caltrans has stated that the impact to riparian habitat is a less than significant impact with mitigation incorporated throughout the document. The mitigation measures identified in the final environmental document would offset the potentially significant impact to less than significant.

Response to comment 64: The Whitney parcel includes about 300 linear feet of Carpinteria Creek frontage. The proposed Via Real Bridge site would require acquisition of at least a portion of the Whitney frontage. That area, combined with the approximately 100 feet of County frontage and existing public right-of-way (220 linear feet under the bridges), is adequate room for the planting of the trees.

Response to comment 65: Caltrans has identified a second coastal wetland in the northwest quadrant of the Linden Avenue interchange with Route 101 at the end of an

underground drainage system. Caltrans would avoid permanent impacts to the wetland by building a retaining wall in that area.

Response to comment 66: Caltrans considered mitigation along the Carpinteria Creek for the loss of wetlands, but the subsequent changes in hydrologic conditions would require the two bridges over Carpinteria Creek be higher, longer, and larger. Caltrans also prefers to mitigate for the loss of wetlands within the same creek system, Franklin Creek, in this case.

Response to comment 67: See response to comment 66 above.

Response to comment 68: The final environmental document Visual/Aesthetics section refers to the City of Carpinteria General Plan and Coastal Land Use Plan visual policies as an indicator of potential viewer sensitivity to changes in the visual environment, a required factor in the determination of visual impacts. The Visual Impact Assessment technical document (bound separately and available on the Caltrans website) lists specific policies found in the City of Carpinteria General Plan and Coastal Land Use Plan under the Viewer Sensitivity heading. Also, the project's consistency with city policies and regulations concerning visual resources and aesthetics is addressed in Appendix E, Consistency with State and Local Plans.

The Visual/Aesthetics of the section final environmental document summarizes and acknowledges the anticipated high level of concern and the community goal of preserving the "small town quality and charm of the city." Incorporation of individual visual and aesthetic policies regarding design details would be addressed as part of the city design review process. Mitigation measure 11 in the Visual/Aesthetics section requires that "*During the Coastal Development Permit application phase of the project, Caltrans shall work with the City of Carpinteria's Architectural Review Board, using the Santa Barbara County Highway 101 Design Guidelines, and applicable Caltrans design guidance, so that to the greatest extent feasible the project is consistent with City of Carpinteria aesthetic goals*." By recognizing city and regional goals and including the city in the design process, the final environmental document and project planning/development process are consistent with Caltrans Context Sensitive Solutions policy.

Response to comment 69: Photo-simulations from westbound Ogan Road, from the recently built Carpinteria Creek Park, and from the Via Real extension toward the Route 101/Carpinteria Creek Bridge have been included in the final environmental document Visual/Aesthetics section.

Response to comment 70: Proposed bridge structures are shown in three of the seven photo-simulations provided in Appendix G of the final environmental document, both from the city street and highway perspective. Section 2.1.6 Visual/Aesthetics identifies impacts due to an increased urbanization caused by visual scale and hard surfaces, loss of existing mature trees, and more open views to and from the highway. In response, the Visual/Aesthetics section requires mitigation measures such as tree planting at bridge abutments, aesthetic treatments and design included in all new bridge structures and walls, and shielded light design. Specific structure aesthetic design would be determined as part of the city design review process as required in the following Visual/Aesthetics section mitigation measure 11: "*During the Coastal Development Permit application phase of the project, Caltrans shall work with the City of Carpinteria's Architectural Review Board, using the Santa Barbara County Highway 101 Design Guidelines, and applicable Caltrans design guidance, so that to the greatest extent feasible the project is consistent with City of Carpinteria aesthetic goals.*" Appropriate graphic representations would be provided as design decision tools as part of that design review process.

Three new Observer Viewpoints have been added to Appendix G. They include: OV-8 as seen from westbound Ogan Road looking north, OV-9 as seen from the Via Real extension looking southwest from the new Route 101 Carpinteria Creek Bridge, and OV-10 as from Carpinteria Creek Park looking south toward the Via Real extension.

Response to comment 71: The Schematic Landscape Plan has been included in the Visual/Aesthetics section of the final environmental document.

Response to comment 72: The Visual Impact Assessment technical document (bound separately and available on the Caltrans website) lists the specific policies found in the City of Carpinteria General Plan and Coastal Land Use Plan under the Viewer Sensitivity heading. Appendix E of the final environmental document acknowledges local policies and summarizes the City of Carpinteria General Plan and Coastal Land Use Plan visual policies to disclose and understand the value the community places on the visual environment. Based on review of local policies and other factors, Section 2.1.6 Visual/ Aesthetics Section of the final environmental document identifies a high level of viewer sensitivity for the project. Incorporation of individual visual and aesthetic policies regarding design details would be addressed as part of the city design review process. Mitigation measure 11 in the Visual/Aesthetics section requires that "*During the Coastal Development Permit application phase of the project, Caltrans shall work with the City of Carpinteria's Architectural Review Board, using the Santa Barbara County Highway 101 Design Guidelines, and applicable Caltrans design guidance, so that to the greatest*

extent feasible the project is consistent with City of Carpinteria aesthetic goals." The project's consistency with city policies and regulations concerning visual resources and aesthetics is addressed in Appendix E, Consistency with State and Local Plans.

Response to comment 73: The Visual Impact Assessment technical document (bound separately) includes a comprehensive discussion and summary of the potential visual effect of the project. The final environmental document includes a more in-depth summary and viewpoint discussion to the Visual Aesthetics section.

Response to comment 74: The Visual Impact Assessment technical document (bound separately) includes a comprehensive discussion and summary of the potential visual effects of the project, including baseline conditions and identification of potential impacts from project alternatives. The final environmental document includes this discussion in the Visual Aesthetics section. It is unclear how purchasing the entire parcel at 1212 Casitas Pass Road could benefit the visual character of the community.

Response to comment 75: This section states "Caltrans is only required to limit the constituents already identified as a problem in the affected water courses." This is incorrect in that Caltrans is required to select permanent storm water treatment best management practices based on constituents identified, through years of research and study, to be commonly found in highway storm water runoff. If a receiving water body has been determined to be listed as impaired by one or more of these constituents, then Caltrans would target permanent storm water treatment best management practices selection toward the pollutant of concern. Treatment best management practices for areas flowing to Franklin Creek would target nitrate removal, and areas that drain to Carpinteria Creek would target general pollutant removal, which again focuses on pollutants commonly found in highway runoff. If a further understanding of storm water runoff characterization is desired, please see the following web page and studies: http://www.dot.ca.gov/hq/env/stormwater/ongoing/index.htm.

This section also mentions the desire of the City for Caltrans to address petroleum distillates from storm water runoff. Petroleum distillates will be referred to in this response as total petroleum hydrocarbons from here on. Extensive storm water runoff characterization has shown that total petroleum hydrocarbons are not a constituent in highway runoff that is found at levels that would exceed water quality standards. Please see the studies referenced above for more information regarding storm water characterization studies. The only locations where Caltrans would consider permanent storm water treatment best management practices for total petroleum hydrocarbons is at

critical source locations such as maintenance facilities, park and rides, and CHP truck inspection facilities.

Response to comment 76: Caltrans requires all projects that have an increase of 1 or more acres of net new impervious surfaces (within the state right-of-way) to consider permanent storm water treatment best management practices. This project plans to treat the net new impervious area created within the state right-of-way. Caltrans is waiting for clarification from the City as to storm water and post-construction runoff control best management practices for parts of this project within the City right-of-way for this project.

The overcrossings are situated above impervious surfaces. If these areas are widened, we would not include that area as an increase of net new impervious surface since the overcrossing does not preclude infiltration into any currently permeable surfaces below the structure. However, there is nothing precluding siting permanent storm water treatment best management practices to treat water from these structures providing that storm water naturally flows to areas that meet the design criteria for the type of treatment best management practice under consideration. It should be acknowledged that, although the overcrossing is situated above another impervious surface, both are locations where pollutants are deposited and both locations should be candidates for storm water treatment.

This section also discusses that the Linden and Casitas Pass overcrossings, being the first point of interception for precipitation, are an opportunity for storm water treatment. It seems to be a misconception that the best place to treat storm water runoff is where it first hits the ground. It is better, where possible, to treat storm water runoff before it leaves the right-of-way or before it enters a receiving water body, as there are more pollutants being transported and available for removal.

Response to comment 77: Please refer to City of Carpinteria response to comment 76 above about total petroleum hydrocarbons. As to permanent storm water treatment best management practices under consideration, bio-filtration types of best management practices are currently being considered for the locations within the state right-of-way. Caltrans is waiting for a clarification from the City as to storm water and post-construction runoff control best management practices requirements for parts of this project within the City right-of-way.

Response to comment 78: The comment is unclear if the “storm water treatment” recommendations would be for runoff from the state right-of-way or City right-of-way.

At this time, it appears that all Caltrans net new impervious surfaces can be sited within the state right-of-way.

Response to comment 79: The comment is unclear if the "storm water treatment" recommended would be for runoff from the state right-of-way or City right-of-way. At this time, it appears that all Caltrans net new impervious surfaces can be sited within the state right-of-way.

Response to comment 80: The City of Carpinteria is correct in its assessment that no quantitative analysis was performed for ozone precursor emissions as they relate to short-term construction emissions. As a matter of clarification, Santa Barbara County is in attainment for all National Ambient Air Quality Standards. The County is considered non-attainment for the state 8-hour ozone standard.

The local jurisdiction governing air quality issues in the project area is the Santa Barbara County Air Pollution Control District, which does not have emission thresholds for short-term construction projects.

The Construction Air Quality minimization measures found in Section 2.4 adequately address any impacts the construction of the project would have on ozone levels in the area.

Response to comment 81: CEQA does not identify a 3-dBA increase as a potentially significant impact. CEQA requires a strictly baseline versus build analysis.

Caltrans uses three unique criteria in determining project generated noise impacts. The most important criterion is whether or not the project with design year traffic (typically 20 years after construction of the project) would potentially subject sensitive receptors to outdoor noise levels that would approach or exceed the Federal Highway Administration's Noise Abatement Criteria threshold 67 dBA for residential uses. Second, Caltrans must consider abatement for potentially severe noise impacts (defined as exceeding 75 dBA). The third is whether or not the project would create a substantial noise impact under CEQA; defined as a 12-dBA increase over existing conditions for existing highways, or a 30-dBA increase for a completely new highway facility.

Response to comment 82: After the release of the draft environmental document, a typographical error was identified in Table 2.28 which misreported the future with-project estimate for Receptor 11, the Cameo Road area. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on

Route 101), the predicted with project noise level is estimated to be 64 dBA for Receptor area 11 (not 66 dBA as reported in the environmental document). This level is well below the noise abatement criterion of 67 dBA, is only 4 dBA higher than the no-project analysis, and therefore would not qualify for consideration of noise abatement under Caltrans CEQA thresholds. Table 2.28 has been corrected.

Based on the City of Carpinteria's General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Furthermore, the City Noise Element does not specify that a 3-dBA increase is considered a significant noise impact threshold. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement need not be considered for that location.

Response to comment 83: Please refer to response to comment 19 above.

Response to comment 84: Please refer to response to comment 20 above.

Response to comment 85: Please refer to response to comment 76 above.

Response to comment 86: Caltrans has determined that the impact to scenic vistas would be a less than significant impact and has corrected the CEQA checklist to reflect the determination.

Response to comment 87: The error has been corrected.

Response to comment 88:The error has been corrected.

Response to comment 89: The project would benefit steelhead trout by removing a partial barrier to fish passage. The errors have been corrected.

Response to comment 90: Caltrans has identified local policies that are inconsistent with the City's Coastal Plan, General Plan, and Creeks Preservation Plan and has and will continue to work with the City and the Coastal Commission to amend the necessary policies for the City to find the project consistent with the plans.

Response to comment 91: The policies and regulations listed have been added to and analyzed in the final environmental document, Appendix E.

Response to comment 92: The Visual Impact Assessment, as a technical support document to the DEIR/ EA identifies key City of Carpinteria visual resource policies under "Planning Policies and Guidelines", for the purpose of establishing a baseline for

community character and sensitivity regarding potential visual impacts. In addition the DEIR/EA conducts a policy consistency analysis. Throughout the Visual Impact Assessment, for each analysis viewpoint and in the impact summary, the visual affects of the project alternatives are discussed as well as shown in photo-simulations. Important community issues such as vegetation removal, grading, potential affects on visibility of adjacent uses, and identified visual resources such as the Santa Ynez Mountains are disclosed and provided as the basis for impact identification. The potential of new traffic signals and intersection lighting is specifically mentioned. As a result of these discussions and analysis, specific mitigation measures are identified which further address potential impacts to critical community policies such as visual resources, adjacency and screening, vegetative and community character , and night lighting.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southwest Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802-4213

In reply refer to:
150308SWR/2009PR00034:MRM

MAR 13 2009

Matt Fowler
California Department of Transportation
50 Higuera St.
San Luis Obispo, California 93401

Dear Mr. Fowler:

NOAA's National Marine Fisheries Service (NMFS) reviewed the December 2008, Draft Environmental Impact Report/Environmental Assessment (DEIR) for the Linden and Casitas Pass Interchanges project (Project) near Carpinteria, California. As requested in your February 18, 2009 letter, NMFS provides the following information to assist the California Department of Transportation (CalTrans) in formulating the final Environmental Impact Report/ Environmental Assessement (FEIR).

The Project is of concern because endangered steelhead (*Oncorhynchus mykiss*) and critical habitat for this species are present in the Carpinteria Creek watershed, which is within the action area. Accordingly, the FEIR should clearly identify and describe the Project including interrelated and interdependent actions to the extent that NMFS may develop an understanding of the potential effects (offsite, onsite, direct, indirect, temporary, permanent) of the Project on steelhead and critical habitat. 1 The FEIR should include a list of measures for avoiding and minimizing potential negative effects of the Project on steelhead and their habitat. 2 Unavoidable effects should be fully described according to life stage (i.e., spawning, rearing and migration) and features of this species' habitat. 3 The manner in which the preferred alternative would be implemented (e.g., construction schedule, level of manpower, equipment types, access roads) should be clearly described. 4 The potential benefits of the Project for steelhead, including any compensatory mitigation measures, should be described. 5 Engineered design drawings and results of topographic surveys and creek-hydraulic analyses should also be included in the FEIR. 6 NMFS acknowledges that the DEIR does provide information to address some of these concerns. However, there is some additional information that would be useful and necessary to allow NMFS to further develop a clear understanding of the potential effects of the proposed action. To this end, NMFS recommends that CalTrans include the following in the FEIR:

- Develop a specific schedule for work activities that will occur in Carpinteria Creek including the duration (i.e., number of days) the coffer dam would need to be installed and the timing for that installation. Currently, instream work activities may occur between May 1 and October 31 and flows may vary during this time. To the extent possible, it is preferred that the schedule for instream 7

2

construction activities be confined to times when the creek would be expected to be dry or at its lowest flow. 7

- In addition to timing and duration, provide greater detail on how the coffer dams will be installed and removed (i.e., materials used, effects of sedimentation during installation and removal, etc.) and how CalTrans will ensure fish passage at this location through the pipe (i.e., anticipated minimum water depth and velocity in the pipe). The FEIR should clearly state whether the pipe is expected to provide both upstream and downstream passage for steelhead and should identify the target lifestages (i.e., adult, juvenile). 8

- A discussion of the local hydraulic conditions expected to be present after the project is complete to ensure that no impediments or barriers to fish passage will be created or perpetuated at this location as a result of the project (i.e., effects due to final channel contouring, modification or removal of instream structures, installation of weirs or other grade stabilization, etc.). 9

NMFS appreciates the opportunity to provide information that would assist CalTrans develop the FEIR for the subject project. Matt McGoogan is NMFS' representative for this specific project. Please call him at (562) 980-4026 if you have any questions concerning this letter or if you require additional information.

Sincerely,

Melissa Neuman

for Rodney R. McInnis
Regional Administrator

Response to Rodney McInnis, Regional Administrator, National Oceanic and Atmospheric Agency (NOAA)

The Natural Environmental Study Report (NESR) for this project was prepared in December 2008. A Biological Assessment (BA) for steelhead and critical habitat was prepared and submitted to NOAA Fisheries on August 26, 2009 and a Biological Opinion was received back from NOAA Fisheries on April 20, 2010. A complete description of all project activities, anticipated impacts, avoidance and minimization and mitigation can be found in these public documents. The NESR, BA and BO were used to address NOAA's concerns described in their March 2009 letter.

Response to comment 1: The proposed project consists of operational improvements on State Route (SR) 101 in Santa Barbara County, located within the City of Carpinteria, from 0.2 miles south of the Carpinteria Creek bridges to 0.4 miles north of Linden Avenue. The purpose of this project is to reduce traffic congestion and improve circulation along SR 101 and adjacent local streets. The project is also needed to address operational safety issues within the project limits.

The proposed project includes interchange reconstruction, new bridge construction, sound wall construction, and frontage road extensions – these roadway changes will all occur at the Carpinteria Creek location, which has potential to impact steelhead. The two SB 101 highway bridges over Carpinteria Creek will be replaced (at a higher elevation) and a new bridge (part of the Via Real road extension) will be built over the creek, just upstream of the SB 101 bridges.

In the area of the SR 101 bridge widening, riparian vegetation, including mature trees will be removed. On the west side of the SR 101 bridge there is one arroyo willow (*Salix lasiolepis*) that would need to have a few large limbs removed on the north bank. One California sycamore (*Platanus racemosa*) and three arroyo willows on the southern bank would be removed. The willow on the northern bank provides no shading effects for fish habitat because of the pedestrian/bike path that occurs between the creek and the bank.

The riparian area within the alignment of the new Via Real two-lane bridge requires the removal of the following over story trees; three California sycamores one arroyo willow, and one black cottonwood *(Populus balsamifera ssp. trichocarpa).* All disturbance to riparian and upland vegetation shall be minimized with the use of ESA fencing and all soil exposed as a result of the project shall be revegetated using locally native plants.

The new Via Real bridge design calls for two piers to be installed. The piers will be built out of the plane of ordinary high water. Vegetation removal from the creek banks during

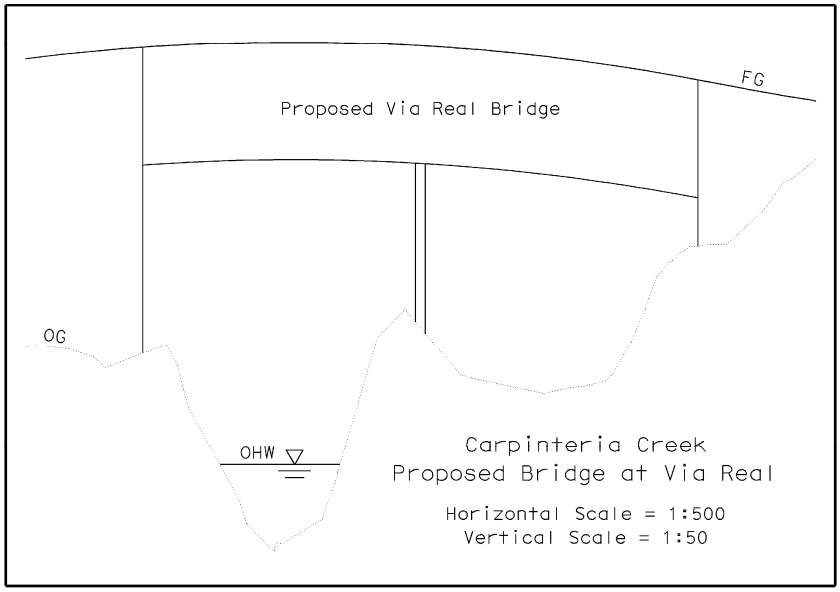
construction will minimally reduce the amount of shading on the creek. This will be mitigated for by the revegetation and restoration of the area with native plants, which will eventually grow to shade the creek.

The new revised SR 101 Bridges will be a “single-span” design, resulting in the removal of one pier below the existing bridge that is currently within the plane of ordinary high water. The second pier is constructed into the existing bike path and the lower section will remain in place while the top section is removed.

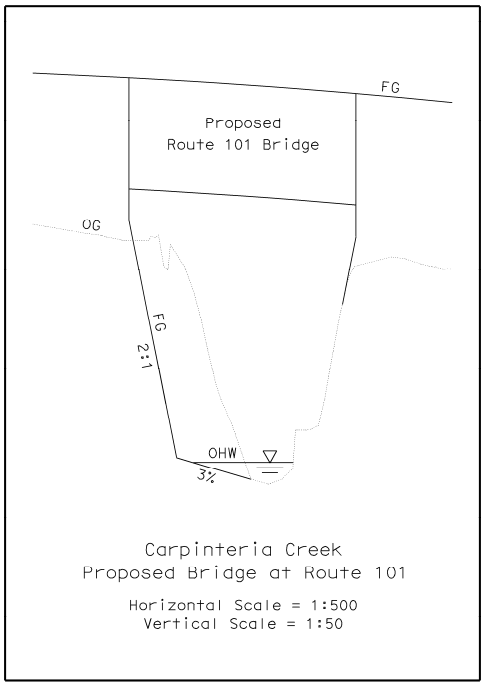
The existing south bank and rock slope protection (RSP) behind the piers will be excavated back approximately 40’. The area between the low flow channel and the base of the RSP on the south bank will be graded at an approximately 3% incline. The following figure shows the proposed bridge and grading design along with the hydrologic model.

The new bank below the abutment will have a 1:2 slope and will be fortified with RSP. The existing concrete bike path on the north bank of the creek will remain in place. The result of this is the removal of 1 pier from the plane of ordinary high water and an approximate 35’ increase in potential bank width below the bridges. Additionally, the new higher SR 101 bridges will restore some flood capacity to the channel.

Cross Section at Proposed New Via Real Bridge



Cross Section at the proposed rebuilt SB 101 Bridges



Response to comment 2: The preferred project alternative (#3) minimizes impacts to native and riparian vegetation and improves fish passage. Temporary impacts to riparian vegetation will occur and will be mitigated 3:1, locally grown native plantings will be used for the replacement and a five-year plant establishment schedule is recommended.

Prior to construction activities, the project area will be surveyed for the presence of steelhead. Additional surveys will be conducted up and downstream from the ADI in order to identify appropriate habitat for fish relocation. Fish barriers will be installed temporarily and individuals present inside the ADI will be relocated within Carpinteria Creek by a NMFS approved fisheries biologist, as authorized under Biological Opinion (File # 151422SWR2009PR00467). The names and credentials of personnel requested to conduct these activities shall be supplied to NMFS for review and approval at least 15 day prior to the onset of these activities.

Construction within or directly adjacent to Carpinteria Creek would occur during the low flow period between June1 and October 31. This window for construction eliminates the potential take of juvenile who may be present in the area or adult steelhead during their migration and spawning run.

No work will be performed in a wetted stream channel. The water in Carpinteria Creek will be diverted around the construction area using a cofferdam and corrugated pipe. The construction of the diversion will be such that water will re-enter the creek channel below the area of direct impact (ADI) at flow rates similar to those prior to diversion.

If water is to be pumped around work sites, intakes shall be completely screened with wire mesh not larger than five millimeters (mm) to prevent immature steelhead (and tidewater gobies) from entering the pump system.

Environmentally Sensitive Area Fencing (ESA fencing) will be installed throughout the project to clearly define project limits and protect sensitive areas.

Non-native vegetation will be removed from the ADI. Upon completion of the project, revegetation will be accomplished with the use of locally native species.

Affects to downstream habitat will be avoided with the use of erosion and sedimentation Best Management Practices (BMPs) to reduce downstream transport of construction generated particulates.

The diversion/dewatering aspect of the proposed project may temporarily adversely affect individual adult and/or juvenile steelhead. The avoidance and minimization measures that have been incorporated into the project will minimize potential adverse effects.

Response to comment 3: Southern California steelhead trout (*Oncorhynchus mykiss*) are known to occur within Carpinteria Creek, a federally designated Critical Habitat Area for this species. The project is likely to adversely affect a low, but undetermined number of adult and/or juvenile steelhead trout through the diversion of the creek during construction.

The tidewater goby (*Eucyclogobius newberryi*) is also known to occur near the project area in Carpinteria Creek and this project has the potential to affect an unknown number of tidewater gobies. Caltrans submitted a Biological Assessment to the United States Fish and Wildlife Service and received a Biological Opinion for the tidewater goby in January 2010. Avoidance and minimization measures that have been incorporated into the project will reduce potential adverse affects. All avoidance and minimization measures must accommodate both steelhead and goby populations.

Southern California steelhead trout (*Oncorhynchus mykiss*) are known to occur within Carpinteria Creek, a federally designated Critical Habitat Area for this species. The project is likely to adversely affect a low, but undetermined number of adult and/or juvenile steelhead trout through the diversion of the creek during construction.

The tidewater goby (*Eucyclogobius newberryi*) is also known to occur near the project area in Carpinteria Creek and this project has the potential to affect an unknown number of tidewater gobies. Caltrans submitted a Biological Assessment to the United States Fish and Wildlife Service and received a Biological Opinion for the tidewater goby in January 2010. Avoidance and minimization measures that have been incorporated into the project will reduce potential adverse affects. All avoidance and minimization measures must accommodate both steelhead and goby populations.

Direct Effects. Based on historic flow data for Carpinteria Creek, water diversion will be necessary. It is likely that steelhead will be present at the beginning of construction activities. If this is the case then effects to steelhead could include mortality and harassment of an unknown quantity of steelhead that require capture and relocation to an area outside of the action area. The diversion/dewatering aspect of the proposed project may adversely affect individual steelhead.

Potential take of Southern California steelhead trout (steelhead) would result from the diversion of the creek and potential handling (by a NMFS authorized fisheries biologist) of the species to relocate them from the project area to a suitable area within Carpinteria Creek.

Indirect Effects. Indirect effects are caused by or result from the proposed action, are later in time, and are reasonably certain to occur. The indirect effects identified for this project are associated with the improvement of habitat through non-native plant removal and revegetation and/ormitigation efforts.

Temporary and Permanent Effects. Permanent affects of the project result from riparian habitat lost due to the increased footprint of the new bridges over SR 101, which include on and off ramps. Additional losses of riparian habitat occur due to the construction of the Via Real Bridge.

Beneficial permanent affects of the project will result from removal of the existing SR 101 Bridge in-stream pilings as well as the low-flow concrete bike path (.036 acre). This stream crossing is currently a potential migration impediment to steelhead migration (Stoecker 2002). Additionally, the new higher SR 101 bridges will restore some flood capacity to the channel.

Temporary effects during construction could occur with water diversion and dewatering activities. The water diversion and dewatering would temporarily raise water levels directly above a cofferdam and route the creek flow through the construction area in a corrugated pipe. The water will then flow back into the creek channel below the construction limits.

Cumulative Effects. All project effects on the steelhead and its Critical Habitat would be temporary and/or mitigated to result in no net loss; therefore, this project would not contribute to any cumulative impacts.

Response to comment 4: Trucks, cranes, bulldozers, backhoes, compactors, a pile-driving rig, drill rig, clamshells, excavators, hoe rams, jackhammers, compressors, man lifts, scrapers, pavers, and any other equipment that becomes necessary in the course of construction will be used.

During construction, Route 101 will be reduced to one lane of one-way traffic (with a signaling system) through the construction site with some temporary closures of both

lanes. Highway traffic closures and delays are discussed in the Traffic Management Plan section of the environmental document

Potential staging and storage areas were identified away from Carpinteria Creek in order to further minimize impacts to the natural resources found there.

Each year, water diversions in Carpinteria creek will be constructed and then removed to accommodate the rainy seasons and migration windows of steelhead.

ESA fencing will be installed throughout areas of the project to limit construction activities and protect habitats of concern.

Special Provisions for the installation of ESA fencing and silt fencing shall be included in the Construction Contract for this project and also identified on the project plans. Although all ESA's will be delineated on the plans, ESA areas must also be delineated in the field and must be approved by the project environmental division prior to beginning any construction activities including vehicle storage. Resident Engineer should contact Lisa Schicker, Biologist at 805-549-3628, construction Liaison George Sistek (805-549-3487) or Chuck Cesena, Supervisor (549-3622).

Response to comment 5: It is anticipated that this project will have a net beneficial affect on the species and critical habitat due to the removal of an existing at-grade stream crossing, the replacement of the existing SR 101 Bridges with single span bridges, and the raising of the SR 101 bridges.

Creation of an additional 1,560 square feet of "Other Waters of the United States" will be achieved with the removal of an existing low-flow concrete bike/pedestrian path on Carpinteria Creek.

The vegetation within the riparian zone of Carpinteria Creek includes arroyo willows, California blackberry, alder, western sycamore, blue elderberry, black cottonwood, German ivy, water hemlock, broad-leaved cattail, watercress, giant reed, garden nasturtium, horsetail, and duckweed. The majority of the riparian canopy consists of arroyo willow, alder, and western sycamore. Vegetation removed during construction will be replaced with the same type of native plants that were removed and planted at a 3:1 ratio. A five-year plant establishment period is recommended.

Response to comment 6: Plans and preliminary drawings are found in both the NES and the BA and have been reviewed by NOAA in order for NOAA to issue the BO in April 2010.

Project engineers conducted hydraulic analysis on Carpinteria Creek. Flow data on Carpinteria Creek was analyzed for maximum and average daily flows for the last 20 years. Average daily flows between June 1st and October 31st are lower that what is needed for juvenile steelhead passage, 1 cubic feet per second (cfs), on all days but two (1.1 and 1.0 cfs) in October. Adult steelhead require a 3 cfs minimum flow for passage; therefore, it is not expected that any steelhead will be attempting to pass through the diversion area during the construction window.

A Caltrans Hydraulics Engineer analyzed several different diversion designs and it was determined that juvenile and adult steelhead passage through a diversion would not be possible with the expected flows. These calculations were based on the historic flow data and the existing topography of the creek in accordance with the Caltrans Fish Passage Manual.

Response to comment 7: The proposed project, including work in and around Carpinteria Creek will take an estimated five construction years (depending on weather), and is currently scheduled to begin in 2011.

Unless directed otherwise by the resource agencies, the construction window for work in and around the creeks will be from June 1 through October 31, annually, in order to avoid impacting migrating steelhead trout and the peak breeding season for tidewater gobies.

Removal of riparian vegetation and large trees (Diameter Breast Height > 6 inches dbh (25.4 cm) would occur from September 1 - February 15, which is outside of the nesting season of migratory birds and raptors. Removal of riparian vegetation and large trees will occur outside of the nesting season in order to avoid impacts to migratory birds and raptors.

Work will not be performed in a live stream channel; areas will be carefully dewatered. Access to Carpinteria Creek will be from the existing bike path located at the Via Real frontage road and the top of the creek banks. The existing bike path creek crossing will be removed following the completion of new frontage road, bridge and bike path construction. The existing bike path crossing over Carpinteria Creek will be relocated across the new Via Real extension over Carpinteria Creek and will conform to the existing path on the north bank.

Response to comment 8: No work will be performed in a wetted stream channel. Using cofferdams will divert the water in Carpinteria Creek. During construction activities, a cofferdam will be used from June 1- October 31 each year, for 4-5 consecutive years. The

cofferdam will be built on June 1, removed by October 31 and then rebuilt again the following year again on June 1 until the work is complete.

Water diversion will be accomplished by using a cofferdam constructed of sandbags (filled with washed river gravel) and a plastic liner that is placed on the upstream end of the work area.

During bridge construction, it is possible that the diversion of water in Carpinteria Creek is needed 5 times (one per year) at the SR 101 bridges and 2 times at the Via Real Bridge. The diversion at the Via Real Bridge will be installed concurrently with the SR 101 bridge diversion. This estimate of a five-year construction period is based upon close examination of the Stage Construction Analysis and accounting for a 5-month work window within the creek.

Flow through the construction area would be maintained through a flexible pipe culvert of adequate size in order to facilitate all the analyzed maximum daily flows with the exception of one (October 20th). This one day maximum flow exceeded all other flows in the month by at least 1.14 cfs, and is the least likely flow expected.

The corrugated pipe would terminate in a plastic lined weir on the downstream side of the diversion. A second plastic lined weir immediately below the first is often used as a settling basin for any particulates transported by the diversion.

Two different cofferdams are needed in Carpinteria Creek. One will be in place for work associated with the demolition and construction of the existing SR 101 Bridges and the other is needed for work associated with the construction of new the Via Real Bridge.

The diversion of the creek for the SR 101 bridges will be approximately 300’ in length. The diversion for the Via Real Bridge will be approximately 190’ in length. The distance between the two diversions is approximately 80’.

Prior to construction activities, the project area will be surveyed for the presence of steelhead. Additional surveys will be conducted up and downstream from the ADI in order to identify appropriate habitat for fish relocation.

Fish barriers will be installed and steelhead present inside the ADI will be relocated within Carpinteria Creek by a NMFS approved fisheries biologist, as authorized under a Biological Opinion.

The names and credentials of personnel requested to conduct these activities shall be supplied to NMFS for review and approval at least 15 day prior to the onset of these activities. The approved fisheries biologist will monitor the ADI during all phases of construction that have the potential to affect steelhead and critical habitat.

During the de-watering effort, if present, as many steelhead as possible shall be removed prior to draining the site. After fish barriers are constructed, steelhead shall be captured, transported in buckets, and released in the most appropriate habitat within Carpinteria Creek. Steelhead shall be captured using dip nets and other appropriate tools and moved as described above. Handling time for steelhead shall be minimized to the maximum extent practicable. Detailed records of steelhead handled will be kept and reported to NMFS.

All debris and aquatic and emergent vegetation in the pumped area shall be carefully inspected for steelhead and other vertebrates. As the work site is de-watered, remaining pools shall be inspected for steelhead. If water is to be pumped around work sites, intakes shall be completely screened with wire mesh not larger than five millimeters (mm) to prevent juvenile steelhead from entering the pump system.

ESA fencing will be installed throughout areas of the project to delineate construction boundaries and protect sensitive habitats.

No equipment will be fueled or serviced within 20m of the riparian or wetland areas.

Non-native vegetation will be removed from the ADI. Revegetation will be accomplished with the use of locally native species. Riparian vegetation that is removed as part of this project will be replaced at a 3:1 ratio.

Affects to downstream habitat will be avoided through the use of erosion and sedimentation BMPs.

All project personnel will receive environmental training that is to include steelhead identification and natural history, protective measures, and reporting.

Response to comment 9: Flow data on Carpinteria Creek was analyzed for maximum and average daily flows for the last 20 years. Average daily flows between June 1st and October 31st are lower that what is needed for juvenile steelhead passage, 1 cubic feet per second (cfs), on all days but two (1.1 and 1.0 cfs) in October. Adult steelhead require a 3 cfs minimum flow for passage; therefore, it is not expected that any steelhead will be attempting to pass through the diversion area during the construction window.

Please also refer to the design and hydraulic details listed under the project description found under response to comment 1 for further details about the hydraulic conditions that will exist after the new bridges are built.

Post-project hydraulic conditions will occur due to manipulation of the stream channel, bridge construction, and the removal of piers and the low flow concrete structure. Removal of the piers and the structure are expected to benefit steelhead by improving fish passage within the stream. This project is expected to maintain and/or improve conditions for migrating steelhead.

CESPL-RG-N February 10, 2009

MEMORANDUM FOR RECORD

SUBJECT: Linden Avenue and Casitas Pass Road Interchanges Project – Draft Environmental Impact Report/Environmental Assessment (SCH# 2008041158, December 2008)

1. This memorandum for record (MFR) documents the Corps of Engineers Regulatory Division's comments on the aforementioned document as they pertain to the proposed project's compliance with the implementing regulations of Section 404 of the Clean Water Act (16 U.S.C. 1344, 33 CFR 320-332 and 40 CFR 230).
2. The proposed project is located in the City of Carpinteria, Santa Barbara County, California. The purpose of the proposed project is to improve access and operations at two interchanges on U.S. 101 and improve local circulation. The project is needed because the Linden Avenue and Casitas Pass Road overpasses have non-standard vertical clearance over U.S. 101; non-standard spacing and merging lengths for these on-ramps; discontinuous sections of Via Real; lack of pedestrian facilities on both overpasses; and insufficient space for bicycle lanes on both overpasses.
3. The proposed project would result in permanent and temporary impacts to waters of the U.S., including Carpinteria Creek and Franklin Creek and the amount of impact would vary with each alternative.
4. Stakeholder coordination resulted in four "Build" and the "No Build" alternatives evaluated in the EIR/EA. All alternatives are identical on the east end of the proposed project and include: replacing the bridges at U.S. 101 over Carpinteria Creek; reconstructing the Casitas Pass road overpass and reconfiguring the northbound on- and off-ramps; extending Via Real to Linden Avenue; and reconstructing bicycle paths. Variations in the "Build" alternatives include differing configurations of the intersection(s) and/or the number of lanes with most variation at the Linden Avenue interchange and overpass.
5. Chapter 2.3 (Biological Environment):
   - Please clarify whether the impacts shown in Table 2.29 were calculated using methodologies accepted by the Corps of Engineers or the California Department of Fish and Game and California Coastal Commission. If this was not done specifically for the Corps of Engineers, please modify this table and provide an estimate of all federal jurisdictional impacts in the final EIR/EA. 1
   - On page 125 (Riparian Habitat), the EIR/EA indicates the vegetation replanting effort would have a minimum three-year establishment period. Please note, all proposed mitigation for impacts to waters of the U.S. and special aquatic sites must be planned, implement, maintained 2

and monitored in accordance with the Corps Mitigation Rule (April 2008), which includes maintenance and monitoring for a minimum of five years. 2

- On pages 137-140, please clarify whether Carpinteria Creek or Franklin Creek are proposed or designated critical habitat for tidewater goby, red-legged frog, southwestern willow flycatcher, or least Bell's vireo. 3
- The inventory of species observed during field surveys (as stated on Page 133) is incomplete. Specifically, an inventory of bird species would be helpful. Please clarify whether there is any recent survey information for least Bell's vireo in the project area; the information cited on page 140 is outdated. 4
- On pages 140-141, please note the light-footed clapper rail and salt marsh bird's beak occur in the Carpinteria Salt Marsh Reserve; recent survey and distribution information is available from the U.S. Fish and Wildlife Service. 5

6. The Corps of Engineers recommends Caltrans demonstrate in the final EIR/EA that Section 404 impacts have been avoided and minimized. Further, if the anticipated permanent impacts to waters of the U.S. would exceed 0.5 acres, the Corps recommends preparation of a Section 404(b)(1) analysis of the alternatives, including identification of the Least Environmentally Damaging Practicable Alternative (LEDPA) in accordance with the Section 404(b)(1) Guidelines, and include this analysis as an appendix to the Final EIR/EA. A draft of this analysis should be provided to the Corps for review and comment prior to filing of the Notice of Determination for this EIR/ES. 6 7 8

Theresa Stevens

Theresa Stevens, Ph.D.
Project Manager
North Coast Branch
Regulatory Division

Response to Theresa Stevens, Ph.D., Project Manager, North Coast Branch, Regulatory Division, U.S. Army Corps of Engineers

Response to comment 1: Both Army Corps- and California Coastal Commission-defined wetland parameters were used, and both were identified in Table 2.31.

Response to comment 2: Caltrans would comply with the Corps Mitigation Rule that mitigation for impacts to waters of the U.S. be planned, implemented, maintained, and monitored for a minimum of five years. However, Caltrans uses a very specific term "plant establishment" for a three-year contract after the construction of the project. Planting in the protected areas would occur during the construction phase of the project, allowing for monitoring and an additional two years of maintenance.

Response to comment 3: Critical habitat does not exist for any of the species listed in this comment. Critical habitat has been identified only in Carpinteria Creek for steelhead trout.

Response to comment 4: Bird species that can be found in the area have been added to the inventory of species. Refer to Section 2.3.3 of the final environmental document.

There have been no recent Least bell's vireo surveys, no local or U.S. Fish and Wildlife Service-recorded sightings of any Least bell vireo sightings, and therefore, no reason to repeat surveys at this time. Pre-construction surveys would be done to determine the level of protection required for any nesting migratory birds.

Response to comment 5: The salt marsh birds beak and light-footed clapper rail were included in the Natural Environment Study. But, because they are not found within the area of direct impact for the project, they were not included in the draft environmental document.

Response to comment 6: Caltrans has minimized impacts to Section 404 resources by designing the Via Real and Route 101 bridges so that piers would be outside the Ordinary Plane of High Water. Caltrans has also worked to minimize the necessary construction period and area within Carpinteria Creek.

Response to comment 7: The project would not have permanent impacts to an area greater than 0.5 acre of waters of the U.S.; therefore, identification of the Least Environmentally Damaging Practicable Alternative is not required.

Response to comment 8: Please see response to comment 7 above.

Section 2.0 Individuals and Non-Profit Organizations

Comments were received from the following individuals and non-profit organizations (individuals who provided more than one comment letter are further organized by the date comments were received):

Abbott
Allen
Baker*
Beland
Blu Croix LTD
Borello
Bosse
Bowen
Cameron
Casteen
Chafey
ChannelKeeper
Carpinteria Valley Association
Densmore
Dewett March 18, 2009
Dewett January 22, 2009
Dominguez
Downs
Doyle
Ebeling*
Nimmer
Enticknap
Feramisco*
Gutierrez
Hallenbeck
Hurd
Jackson January 22, 2009*
Jackson March 20, 2009
Joles
Kistler
Korb
Lehtinen January 22, 2009
Lehtinen March 16, 2009
Martinez*
McFaul
Meecham
Meyer
Middleton
Mueller January 22, 2009
Mueller March 20, 2009
Mulhall March 23, 2009 5:00 p.m.
Mulhall March 23, 2009 7:46 p.m.
Mullikin
Ogan
Osborne
Paras unknown receipt
Paras January 22, 2009*
Paulsen
Priest
Richardson
Rodriguez
Sharp
South Coast Habitat Restoration
Stoner
Tornello January 22, 2009
Tornello February 9, 2009
Tornello March 16, 2009

* Included and/or signed copy of Cameo Road Petition

LINDEN CASITAS

Interchange Project

Comment Card

NAME: Juanita J. Abbott

ADDRESS: 5285 Ogan Rd CITY: Carpinteria ZIP: 93013

REPRESENTING: Myself

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

I object to the roundabout where all traffic is forced together from all directions. 1

Either "1" or "4" put via real and Ogan Rd traffic together to go directly to Linden. And with the northbound onramp moving to their route directly from Linden it seems the least congestion for all. 2

Please respond by Monday, March 23, 2009

Response to Juanita J. Abbott

Response to comment 1: Your opposition to the roundabout is acknowledged.

Response to comment 2: As shown in Tables 11, 12, 18, and 19 of the Final Traffic Analysis Report – US 101/Linden Avenue/Casitas Pass Road Interchange Improvement Project, June 2007, the average delay at the intersection of Linden\Ogan is about twice as long under Alternatives 1 and 4 compared to Alternatives 2 and 3 due to the location of the northbound on-ramp rather than the type of control at the Via Real\Ogan intersection. The relevant values from the report are shown below.

Linden\Ogan Intersection Analysis 1,2

Intersection	Traffic Control	No Project	Alternative 1 and 4	Alternative 2	Alternative 3
		Delay / LOS	Delay / LOS	Delay / LOS	Delay / LOS
2016 AM	SSS Signal	31 / D (WB)	40 / D	19 / B	19 / B
2016 PM	SSS Signal	20 / C (WB)	24 / C	18 / B	18 / B
2036 AM	SSS Signal	> 50 / F (WB)	33 / C	14 / B	14 / B
2036 PM	SSS Signal	> 50 / F	30 / C	16 / B	16 / B

Notes: Shading denotes locations where level of service threshold is exceeded.
1 Side-street stop intersection level of service based on worst approach control delay per vehicle, according to the 2000 Highway Capacity Manual. All-way stop intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
2 Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2007.

LINDEN CASITAS

Thursday, January 22, 2009

Comment Card

NAME: SUZANNE ALLEN

ADDRESS: 1263 LA BREA Lane CITY: CARPINTERIA ZIP: 93013

REPRESENTING: SELF – Property Owner

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

My e-mail:
SUZNGEO@AOL.com

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

A sound wall between Carpinteria Creek and Casitas Pass Road is critically important for the residential area north of the 101 freeway if the freeway is to be raised in height as is proposed. Noise reduction is critical for this super quiet neighborhood as it currently exists before this project is approved and underway.

Please respond by Saturday, February 14, 2009

Response to Suzanne Allen

Response to comment: The backyards of the Cameo Road homes next to the avocado orchard were modeled and are predicted to be 64 dBA with the project in the 2036 design year and 66 dBA without the project. Under Federal Highway Administration and Caltrans guidelines, noise abatement must be considered when the noise abatement criterion, 67 dBA, is met. Under Federal Highway Administration and Caltrans guidelines, this area does not qualify for consideration of a sound wall at this time.

Under CEQA, no significant noise impact (12 dBA or more) will occur as a result of the project, and no mitigation is required.

February 8, 2009

COPY

to Carpinteria city Hall

Caltrans, District 5
Environmental
50 Higuera Street
San Luis Obispo, CA 93401

Attn: Matt Fowler

I would like the following comments filed in the record:

I am a Cameo Road homeowner and resident since 1990. I agree with the **"Comments and Concerns of the Cameo Road Community"** also submitted for filing in the record (a copy is attached to this sheet). 1

Due to the stated concerns in the above mentioned document, I would like to recommend a simpler and more traditional style solution that would be much less costly to the State of California and less offensive to the residents of the **Cameo Road Community**.

My recommendation is a compromise, recognizing the need to solve the congestion and safety issues at hand, and at the same time maintain the quiet neighborhood and home values of the **Cameo Road Community**.

Recommendations:

- Widen the Casitas Pass bridge as proposed to 5 lanes with bicycle and pedestrian areas.
- Leave the northbound off-ramp as is
- Add a northbound on-ramp **on** the bridge
- Leave the freeway height as it is currently
- Add whatever signals and turn lanes necessary for traffic flow on the bridge area

2

Comments:

Carpinteria is a small community with a limited amount of growth possible. I don't understand the need for such a "large city" project. The scale does not coincide with the size of the city and the needs of the community. 3

I don't see it necessary to interfere with property values and the quality of living in the **Cameo Road Community**, with your proposed solution. I believe there is a simpler solution and a less costly one to the State of California and the residents of Carpinteria. 4

Sincerely,

Jenifer Baker

Jenifer Baker
5547 Cameo Road
Carpinteria, CA 93013

SEE NEXT PAGE

Response to Jenifer Baker

Response to comment 1: Please refer to response to Cameo Road Petition, Section 3.0.

Response to comment 2: To improve local circulation, Caltrans is committed to building a full interchange at Casitas Pass Road: on- and off-ramps in both the northbound and southbound directions. Adding a northbound on-ramp on the bridge would require removing the existing segment of Via Real between Casitas Pass Road and Vallecito Road, limiting access to the Vallecito Road/Ogan Road neighborhood and completely removing vehicular and pedestrian access to Hales Lane. Removing the segment of the existing frontage road along with the Via Real extension would not be consistent with the City of Carpinteria's local Circulation Element, as outlined in its General Plan. Also, moving the northbound ramp to the bridge would require a wider bridge structure to accommodate an exclusive left-turn lane.

Route 101 is being raised at Carpinteria Creek to pass the 100-year flow. Please refer to Section 2.2.1 Hydrology and Floodplain in the final environmental document for a full discussion of this issue.

Response to comment 3: Caltrans has worked closely with the City of Carpinteria, using the City's General Plan and professionally prepared technical studies to analyze the project.

Response to comment 4: The studied alternatives were developed to minimize impacts to the surrounding neighborhood, incorporate current state design standards, and maximize local circulation efficiency.

Matt C Fowler/D05/Caltrans/CAGov
02/09/2009 09:01 AM

To Lara Bertaina/D05/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Interchange project Linden and Casitas

—— Forwarded by Matt C Fowler/D05/Caltrans/CAGov on 02/09/2009 09:00 AM ——

"Tom Beland"
<tcblsl@msn.com>
02/08/2009 11:50 AM

To <matt_c_fowler@dot.ca.gov>
cc "'Luby Laurel" <lsltcb@msn.com>, "'Thomas Luby" <TLUBY2000@verizon.net>
Subject RE: Interchange project Linden and Casitas

Hello Mr. Fowler,

My name is Tom Beland. I live at 1260 La Brea Lane, Carpinteria CA. La Brea Lane is along the Creek not very far from the 101 freeway. I live here with Laurel Luby and her father Tom Luby. This weekend we received information on the Interchange project for Linden and Casitas. Anything to do with changes to the Casitas interchange affects us since we are so close to the freeway. We hear a symphony of cars throughout the day and evening. In fact during the evenings we need to close our windows due to the increase in the traffic noise so that we can sleep.

Fortunately a neighbor was caring enough to pass the information along before the February deadline to comment on the project. The following are our comments:

o I am sorry to say that I do not believe that our family received any information concerning the January 22, 2009 Public Hearing. Would it have been mailed to us? Will there be other opportunities for our neighborhood to meet and comment? 1

o When we look at the map describing the alternative designs, our neighborhood was not part of your map. I do not see Cameo Rd and La Brea Lane. This neighborhood will be affected greatly yet your team seems to 2

have ignored our neighborhood. 2

o The highway noise pollution and lights shining into our neighborhood is our number one concern. Approximately a year ago heavy pruning was done in the creek to prevent fires. After the work was accomplished we could hear a substantial increase in the noise pollution from the freeway. The removal of the avocado grove, the increase of the height of the bridges, and the addition of the new northbound on ramp will increase the level of noise pollution in our neighborhood. 3

o There is no provision for a sound wall from Ballard Rd to Casitas Rd which would reduce construction noise and future increase in the traffic noise for all of La Brea Lane and Cameo Rd. 4

o This sound wall will also reduce the light pollution that will result from the proposed off ramp. In the evenings I can already see the lights of those cars coming up the current off ramp. Imagine what the lights will be like when you raise the freeway, off ramp and bridge. 5

o Another concern that we have is the extension of Via Real. Is this really necessary? It looks like you are adding another bottle neck adjacent to a quiet neighborhood. I go over the Casitas Bridge daily and that off ramp is never an issue. It seems to be a waste of tax payer's money to mess with that road and ramp. Via Real will only become a short cut for summer traffic. 6 7 8

o The height of the freeway currently hides most of the freeway through some of Carpinteria. Raising it only makes it a focal point, increases noise pollution and in the evening light pollution. Tom Luby has lived here over 30 years and there has never been a flooding problem with the freeway. To invest in preparation for a 100 year flood is overkill. 9 10 11

Mr. Fowler, if I had my way there would be no changes to our small town community but I understand the need to modernize the infrastructure of the freeway and bridges. We would like you to schedule a meeting with our neighborhood at Cameo Rd and La Brea Lane to discuss these changes.

Thank you for accepting our comments.

Response to Tom Beland

Response to comment 1: In accordance with CEQA Guidelines and Caltrans policy, notifications regarding the availability of the draft environmental document and planned public meeting were published in local newspapers (*Coastal View* and *Daily Sound* December 23, 2008 and January 15, 2009). Subsequently, the comment period was extended and notifications were sent out to nearby residents; a second information meeting was held on March 16, 2009.

Response to comment 2: The maps referred to are simplified, not-to-scale stick figure maps. To accommodate text and other illustrations, the Cameo Road neighborhood was not shown. As a result of your and your neighbors' comments, the Cameo Road neighborhood has been added to these maps.

Response to comment 3: An analysis was done to quantify the noise level contribution exclusively from the inclusion of Via Real and the re-configured on-/off-ramps at Casitas Pass Road. The modeling included expected truck traffic volumes among the vehicle mix based on the traffic study for the proposed project.

Noise modeling indicates that because of noticeably higher traffic volumes and speeds, highway traffic will continue to be the dominant noise source in the area. Computer predictions using the maximum speed and traffic volumes on six lanes of highway, Via Real and the proposed highway ramps in the project design year (2036) show that the noise contribution with the project at the rear of the property lines between Cameo Road and the highway would be 54 dBA Leq from traffic on Via Real and 64 dBA Leq from the highway traffic. The mainline of Route 101 under the no-project scenario is predicted to be 66 dBA, and the with-project scenario is predicted to be 64 dBA (modeled without the avocado orchard in place for a more conservative estimate) in the 2036 design year at Receptor area 11.

The reason noise levels decrease by 2 dBA in the project design year with the project at Receptor area 11 is because the extension of Via Real would act as a small sound berm for noise originating on Route 101.

Due to the logarithmic nature of decibel addition, when two noise sources differ by 9 or more dBA, the lower number does not contribute to the higher noise level. Because of the substantially higher traffic volumes and speeds on Route 101, the highway would remain the dominant noise source in the area.

Response to comment 4: The backyards of the Cameo Road homes next to the avocado orchard were modeled and are predicted to be 64 dBA with the project in the 2036 design year and 66 dBA without the project. Under Federal Highway Administration and Caltrans guidelines, noise abatement must be considered when the noise abatement criterion, 67 dBA, is met. Under Federal Highway Administration and Caltrans guidelines, this area does not qualify for consideration of a sound wall at this time.

Response to comment 5: The project proposes new landscaping, including substantial trees, which would help reduce the visibility of headlight glare at night.

Response to comment 6: The Via Real extension is identified in the City of Carpinteria's General Plan. It reduces travel time from the residential area east of Carpinteria Creek to downtown by about 50% and alleviates traffic congestion along Carpinteria Avenue by about 5%.

The completion of Via Real as a continuous frontage road along the north side of Route 101 has been an integral component of this proposal since inception, due to its relationship to both overcrossings. Without Via Real, it is anticipated a greater number of local residents north of Route 101 would use the mainline to cross the city east and west, due to the lack of a frontage road on the north side of Route 101. The traffic and circulation performance of the overcrossing structures depend on completion of the Via Real extension. Finally, the Via Real extension, as proposed, implements the approved Carpinteria General Plan/Coastal Plan Circulation Element.

Also, the Via Real extension accommodates the proposed northbound on- and off-ramps, allowing for the minimum required spacing between the Casitas Pass and Linden Avenue interchanges.

Response to comment 7: The Casitas Pass interchange needs to be replaced due to the existing non-standard vertical clearance over Route 101, the non-standard spacing and merging lengths between the Casitas Pass northbound on-ramp and the Linden Avenue northbound on-ramp, and insufficient pedestrian and bicycle access along Casitas Pass Road. For more information on the need for the project, please refer to Section 1.2.2 Need of the final environmental document.

Response to comment 8: The Via Real extension is identified in the City of Carpinteria's General Plan. It reduces travel time from the residential area south of Carpinteria Creek to downtown by about 50% and alleviates traffic congestion along Carpinteria Avenue by about 5%.

The Via Real extension, as proposed, implements the approved Carpinteria General Plan/Coastal Plan Circulation Element. The completion of Via Real as a continuous frontage road along the north side of Route 101 has been an integral component of this proposal since inception, due to its relationship to both overcrossings. Without Via Real, it is anticipated a greater number of local residents north of Route 101 would use the mainline to cross the city east and west, due to the lack of a frontage road on the north side of Route 101. The traffic and circulation performance of the overcrossing structures depend on completion of the Via Real extension.

Response to comment 9: The highway would be raised 6-10 feet to allow for a higher bridge structure over Carpinteria Creek, but after passing over Carpinteria Creek, the highway would quickly return to its existing grade just north of the Casitas Pass Road overcrossing that would also be rebuilt to current design standards. Raising the Casitas Pass Road and Linden Avenue overcrossings would reduce a great deal of existing heavy-duty truck traffic that occasionally has to detour through town because of lower-than-standard clearance on the existing structures.

The noise predictions for Receptor area 11 (Cameo Road) in the build condition include raising Route 101 by 10 feet. This specific design feature has been accounted for within our noise model. The predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 and would not exceed either the City of Carpinteria or Caltrans thresholds. The predicted noise level without the project is 66 dBA.

The project proposes new landscaping, including many trees, which would help reduce the visibility of headlight glare at night.

Response to comment 10: The bridges at Carpinteria Creek must be replaced despite the fact that there hasn’t been any recent flooding. The proposed bridges are being designed for the 100-year flow in accordance with federal regulations and to eliminate flooding caused by the existing bridges as shown on the FEMA flood map. Please refer to Section 2.2.1 Hydrology and Floodplain in the final environmental document for a full discussion of flooding issues.

BLU CROIX LTD.
3961 Blackbird Way Calabasas, California 91302
818 222 8511

February 9, 2009

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

RE: Verizon's Comment to Draft EIR – Linden Avenue & Casitas Pass Road Interchanges Project

Dear Mr. Fowler:

Please accept this letter on behalf of Verizon California Inc, to provide formal comments to the Draft EIR prepared for the Linden Avenue & Casitas Pass Road Interchanges Project (the "Project"). Verizon is the owner of property located at 5115 Ogan Road, adjacent to Linden Road, a portion of which has been targeted by Cal Trans for the Project.

The Verizon property maintains a central office building which houses sophisticated electronic systems and equipment to route and manage telecommunication traffic. Verizon also maintains a cable vault within Ogan Road directly north of the central office building. Verizon operations at this location are part of a larger network which provides services to both the community and on a national basis. Any disruption to its operations, even short term, will have major negative impacts to both residential and business customers who rely on its network.

In light of the above, Verizon requests that the following items be implemented into the Project:

- That the final Alternative adopted consider the operations and use of the central office facility, and be designed to avoid any indirect or direct impacts or detrimental influence upon same. 1
- That any negative impacts resulting from the realignment of Via Real (elevated noise and traffic levels; increased security needs to Subject) be mitigated through sound walls, landscaping, and/or other screening measures. 2
- That the location of the manhole in Ogan Road is preserved in its current location, and that the cable vault is not disturbed. 3

WWW.BLUCROIX.COM

- That consideration is made to the two utility vaults, located on the south east and north east corners of the property, insuring they are not impacted or disturbed. 4
- Than the temporary construction easement proposed on Ogan Road, not impede operations or access to the central office building. 5
- Any property taken by Cal Trans for this project shall be acquired at full market value, reflecting the unique use, value and benefit derived by Verizon. 6

Your consideration to these items will help to ensure that the Project does not negatively impact Verizon's property. Thank you for your attention to this matter.

Should you have questions, please contact Marilyn Warren at 818 734.7801 or Stephen Slater at 818 222.8511.

Sincerely,

Marilyn Warren

Marilyn Warren
Project Manager
Blu Croix Ltd.
(agent for Verizon)

Cc: W. Wallace/Verizon
K. Lucci/Verizon

Response to Blu Croix LTD

Response to comment 1: All four alternatives were specifically designed to avoid the central office facility, and we anticipate no impacts to it or to Verizon operations.

Response to comment 2: Sound walls are being incorporated into area of the project where warrants have been met for their construction. Several sound walls are being proposed near the Verizon facility on Ogan Road.

Response to comment 3: Manhole 35A, next to the Verizon facility, would be preserved in its current location, but its elevation may be adjusted up or down. The subsurface cable vault associated with the manhole would not be disturbed.

Response to comment 4: The two utility vaults on the southeast and northeast corners of the Verizon property would not be affected or disturbed.

Response to comment 5: Access to the central office building would be provided during and after construction.

Response to comment 6: Caltrans is required by law to reimburse property owners at fair market value for the purchase of property.

LINDEN CASITAS
Interchanges Project

Thursday, January 22, 2009

Comment Card

NAME: Antoinette BORRELLO

ADDRESS: 5529 CAMEO RD. CITY: Carpinteria ZIP: 93013

REPRESENTING:

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

I Live at 5529 CAMEO RD. directly behind the Proposed Linden AVE. + CASITAS PASS Road Interchanges. According to the MAPS. We don't EVEN Exist. I KNOW things will go as planned. I just do not agree that A sound wall will not be Available. This is not acceptable !!! 1 2
IF ALL the Noice + Commotion is not muted down Life will be miserable for Cameo Rd.
Please Listen to us.
Thank you.
Antoinette Borrello

Please respond by Saturday, February 14, 2009

Response to Antoinette Borello

Response to comment 1: The maps referred to are simplified, not-to-scale public display maps. To accommodate text and other illustrations, the Cameo Road neighborhood was not shown. As a result of your and your neighbors' comments, the Cameo Road neighborhood has been added to these maps.

Response to comment 2: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administrations Noise Abatement Criteria threshold 67 dBA. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road). This level is well below the noise abatement criterion of 67 dBA, is 2 dBA lower than the no-project analysis, and therefore would not qualify for consideration of noise abatement. Based on the City of Carpinteria's General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

Thursday, January 22, 2009

Comment Card

NAME: Bosse

ADDRESS: 5518 Cameo Rd. CITY: Carpinteria ZIP: 93013

REPRESENTING: SELF

Do you wish to be added to the project mailing list? ☐ YES ☒ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

This is a nice quiet st. The cul de sac serves as a way to keep rifraf out. It will increase traffic, pollution, & noise to an unnecessary level. 1

With the recession I dont see how we can spent 78 million dollars we dont have; or can be spent in a more serviable purpose! 2

Please respond by Saturday, February 14, 2009

Response to Bosse

Response to comment 1: Alternatives were developed to minimize impacts to the surrounding neighborhood, incorporate current state design standards, and maximize local circulation efficiency, all while minimizing cost.

Response to comment 2: The current funding for this project was programmed years before the current economic downturn. The funding for this project, which is gathered through state gas tax dollars and is reserved for use in transportation projects, comes from the State Transportation Improvement Program (STIP). The Santa Barbara County Association of Governments (SBCAG) determines how STIP money is spent on a regionwide basis and has reserved a portion specifically for this project.

LINDEN CASITAS

Thursday, January 22, 2009

Comment Card

NAME: Joelene Bowen

ADDRESS: 5557 Cameo Road CITY: Carpinteria ZIP: 93013

REPRESENTING: Resident on Cameo Road

Do you wish to be added to the project mailing list? ☑ YES ☐ NO

Please drop comments in the Comment Box or

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

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

Comments and concerns of the Cameo Road Community:

No mail or phone notification was provided for the Public Hearing of January 22, 2009 to the Cameo Road residents, whose properties border the Casitas Pass project.
There is apparently no provision in the project for a sound wall to reduce construction and increased traffic noise in the affected area.
A significant number of large delivery trucks that will be using the proposed on/off ramp will be coming to a full traffic signal stop, and upon accelerating will create a dramatic increase in noise and air pollution above current levels.
Trucks heading North that will be making deliveries in the adjacent shopping areas will be returning to the planned on/off ramps and thus double the amount of noise and air pollution.
The addition of a new signal at the Casitas Pass on/off ramp termination area will dramatically affect the air and noise pollution levels in a negative way due to stop and start traffic at the signal.
The needed removal of the avocado grove adjacent to the freeway, which now serves as a sound buffer for the residents of Cameo Road, will also increase noise pollution well above current levels. 1
The plan to raise the freeway 6-10 feet from its current level will create much greater sound levels into the area.
Three years of construction noise and dust created by this project will greatly increase the need for a sound wall in the residential area.
Were no sound wall to be built, the residential area will be inundated with intolerable levels of noise and exhaust levels as well as a definite decrease in property values.
The Cameo Road community has no through traffic as it is a cul de sac, is reasonably quiet. and the residents would like to preserve the neighborhood quality to the greatest extent possible.
Due to the above, the Residents of Cameo Road strongly recommend that a sound wall be built along the North side of the new Via Real road extension from Casitas Pass Road to Carpinteria Creek. And that this wall is in place before construction begins to reduce the noise and air pollution that will be increased by the project.
I am concerned about the increase in pollution. I have asthma and the increase would affect my health. 2

Response to Jolene Bowen

Response to comment 1: Please refer to the response to the Cameo Road Petition, Section 3.0, Appendix O, page 631.

Response to comment 2: The project does not add new vehicle trips to the local area, but rather redirects existing traffic within the circulation network. There are three discontinuous sections of Via Real, a parallel arterial on the north side of Route 101 in the city. This creates difficulties for local traffic on the north side of Route 101, including bicycles, pedestrians, and emergency vehicles, requiring out-of-direction travel and/or freeway use to access properties on the north side of Route 101. Out-of-direction travel significantly increases localized concentrations of criteria and health-based air pollutants.

Although the extension of Via Real would move traffic to within about 250 feet for the residents along the south side of Cameo Road, the traffic study prepared for the project indicates that Via Real would carry relatively low vehicle volumes (compared Route 101) traveling at about 35-40 miles per hour. This is close to the optimum speed of 45 miles per hour for the most efficient combustion and cleanest emissions for fossil fueled vehicles. An intersection with signals at Casitas Pass would not create substantial increases in emissions over the existing stop sign-controlled intersection. An intersection with signals would stop only a portion of vehicle traffic during the red cycle, as opposed to stopping every vehicle at a stop sign-controlled intersection.

A study by the Sacramento Metropolitan Air District (*Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*, January 2007) showed that where there are high volumes of trucks on the highway (100,000 vehicles per day on a highway or 50,000 vehicles per day on a rural roadway), there is a 70% drop in pollutant levels at a distance of 500 feet from the roadway. Cameo Road is about 400 or more feet from the highway and about 250 feet from Via Real. Route 101 through the local area is predicted to have an annual average daily traffic of about 90,000 vehicles in 2036, and Via Real to have an expected annual average daily traffic of 4,500. The heavy-duty truck percentage on Via Real is less than 1%, while the heavy-duty truck percentage on the highway is about 6%.

The California Air Resources Board (CARB) has stated that even with the expected increases in vehicular traffic in the next 20 years, that legislated emissions reductions in both on- and off-road vehicles and the replacement of older vehicles with newer more efficient ones would cause an improvement in local air quality. Assembly Bill 32 requires

the CARB to develop a strategy to improve California greenhouse gas (mainly carbon dioxide) emission levels to 1990 levels by the year 2020. These reductions would include diesel particulate that is a primary health concern and consists of compound of carbon.

Greenhouse gas variables that are likely to change dramatically during the design life of the proposed project, including an anticipated 30-50% efficiency increase in vehicle fuel economy, the potential for near-zero carbon vehicles, low-carbon transportation fuel, and changes in land use and driver behavior and the overall U.S. economy, also help offset any perceived increase in transportation-related emissions.

LINDEN CASITAS

Comment Card

NAME: KARL CAMERON

ADDRESS: 1455 STERLING AVE CITY: CARP ZIP: 93013

REPRESENTING:

Do you wish to be added to the project mailing list? ☑ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

THE DESIGN FOR 2 OR 3 IS MY PREFERENCE 1

+ TO PUT THE LIGHT AT LINDEN IN THE FUTURE WHEN TRULY NEED 2

Please respond by Monday, March 23, 2009

Response to Karl Cameron

Response to comment 1: Your preference for either Alternative 2 or 3 is acknowledged. Alternative 3 has been selected as the preferred alternative.

Response to comment 2: The signal would be installed as part of the project construction, at which time the signal warrant would have been met.

Thursday, January 22, 2009

Comment Card

NAME: Maesden Carter Casreen

ADDRESS: 4901 Nipomo CITY: Carpinteria ZIP: 93013

REPRESENTING:

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

for the linden ave project I choose option #2

Please respond by Saturday, February 14, 2009

Response to Marsden Carter Casteen

Response to comment 1: Thank you for your interest in the project. Your support of Alternative 2 is acknowledged.

Comment Card

NAME: Suzette A. Chafey schafey@cox.net

ADDRESS: 1475 Theresa Street CITY: CARPINTERIA ZIP: 93013

REPRESENTING: self.

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

Please use as much permeable paving as possible where possible 1
native plants everywhere.
Please add as few traffic signals as possible. 2

Thanks!

Need Better Noise mitigation than proposed throughout 3
area. Even @ my address, freeway is really noisy.

Please respond by Monday, March 23, 2009

Response to Suzette A. Chafey

Response to comment 1: Caltrans is currently developing specifications for the inclusion of permeable pavement in projects. This will soon become a standard practice that will be considered for placement on all applicable Caltrans projects. It is very likely that permeable pavement would be included for this project where not precluded by groundwater or structural limitations.

Noise benefits can be achieved with the application of permeable pavements and specialized pavement such as Open Graded Asphalt-Concrete or the use of Rubberized Asphalt-Concrete. Typically, these types of pavements wear much faster than conventional asphalt concrete, and as the pore spaces between the aggregate fill with dirt and various roadway debris, their noise benefit diminishes significantly.

Response to comment 2: Your preference for as few intersections with signals as possible is acknowledged. Traffic signals are installed only when needed.

Response to comment 3: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administration's Noise Abatement Criteria threshold 67 dBA. When the noise analysis was done for this project, design year predictions used the maximum expected speed and traffic volumes on a future 6-lane highway, included the Via Real extension, assumed the raised profile of the mainline by up to 10 feet, and included the proposed reconfigured highway ramps. The with-project design year noise levels were evaluated using the most conservative approach feasible. Areas that were not predicted to exceed Caltrans' noise abatement criteria threshold were not considered for abatement. For those receptors that are blocks away from the mainline of the highway, traffic on local roadways and other various noise sources begin to dominate the local noise environment of those areas. Analyzing noise impacts for receptors that are over 500 feet or more from the highway was not part of the scope of the project noise study.

SANTA BARBARA
CHANNELKEEPER®

Protecting and Restoring the Santa Barbara Channel and Its Watersheds
714 Bond Avenue ♣ Santa Barbara, CA 93103 ♣ Tel (805) 563 3377 ♣ Fax (805) 687 5635 ♣ www.sbck.org

March 23, 2009

Central Coast Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Attention: Matt Fowler

Re: Linden Avenue & Casitas Pass Road Interchanges Project Draft Environmental Impact Report/Environmental Assessment

Dear Mr. Fowler,

Please accept these comments on the Linden Avenue & Casitas Pass Road Interchanges Project Draft Environmental Impact Report/Environmental Assessment (DEIR), which are hereby submitted by Santa Barbara Channelkeeper. Santa Barbara Channelkeeper is a non-profit organization dedicated to protecting and restoring the Santa Barbara Channel and its watersheds.

Channelkeeper has divided these comments into three sections to address public notice, long term water quality impacts and permanent Best Management Practices (BMPs), and construction impacts to water quality.

Public notice

Channelkeeper is concerned that the DEIR did not include sufficient public notice. Chapter 6 of the DEIR outlines the distribution list. At a Carpinteria Creek Coalition meeting on August 21st, 2008, multiple Caltrans project managers met with local environmental groups including Santa Barbara Channelkeeper and Carpinteria Creek Coalition. Caltrans solicited feedback and comments regarding concerns with the proposed project. Channelkeeper explicitly inquired about the environmental review timeline. Caltrans was fully aware at the time that this document was released for public comment that local environmental organizations and other individuals were interested in the environmental review for this project. That Caltrans would solicit informal comments from environmental groups at a stakeholder meeting, but would exclude those groups from public notice regarding a formal comment period for the DEIR demonstrates that public notice for review of the DEIR was inadequate. 1

Santa Barbara Channelkeeper is also concerned that the DEIR does not adequately address potentially significant impacts to water quality.

Board of Directors Michael S. Brown, *President* ♣ Steve Dunn, *Vice President* ♣ Jack Stapelmann, *Treasurer* ♣ Ken Falstrom, *Secretary* ♣ David Cowan
Dan Emmett ♣ Susan Jordan ♣ Sherry Madsen ♣ Cindy Moore ♣ Tim Robinson ♣ Kalia Rork ♣ Holly Sherwin ♣ Robert Warner ♣ Paul Junger Witt

WATERKEEPER® ALLIANCE MEMBER

Long term water quality impacts and permanent BMPs

The water quality assessment memo prepared for the DEIR states (p. 1) that Alternative 1 will yield a net increase in impervious surface area of 5.48 acres. It also states (p. 7) that as traffic increases, the amount of pollutant originating from cars and trucks is expected to increase. Page 7 states that the amount of pollutant discharged to surface waters *from the proposed project area* will be *significantly lower than the existing highway* due to the installation of permanent design BMPs. However, page 9 of the memo concludes that specific BMPs have not been selected and will depend on a Maximum Extent Practicable (MEP) analysis that has yet to be conducted. Further it states, "If treatment BMPs are found not to be feasible within the Caltrans right-of-way, Caltrans will negotiate resolution of this matter with the Regional Water Quality Control Board".

Caltrans cannot logically conclude that the project will not result in significant impacts to water quality due to permanent BMPs when there is insufficient information to even determine whether BMPs may be feasible within the project area. Further, stating that future Caltrans negotiations with the Regional Water Quality Control Board for resolution when treatment BMPs are found not to be feasible is also not sufficient to determine that impacts to water quality from the proposed project will be less than significant. By default, such negotiations will only take place after it has been determined that BMPs are in fact infeasible. Therefore, such resolutions will not result in the minimization of pollutants *from the proposed project area* to a less than significant level. 2

Before Caltrans can make this determination, further analysis needs to be conducted to demonstrate:

(1) What specific BMPs will in fact be feasibly constructed at the proposed project area; and
(2) Whether those BMPs will in fact be sufficient enough reduce pollutant levels to a level significantly lower than the existing highway?

Page 9 of the memo states that the goals of the treatment BMPs within the Caltrans right-of-way will be nitrate removal for Franklin Creek. The Carpinteria Creeks Preservation Plan (pages 2-40 and 3-41) lists heavy metals as a possible additional concern for Franklin Creek. Treatment BMPs should also be designed to address heavy metals as automotive traffic can be a source of these contaminants. 3

Page 9 also states, "For the portion of the project outside the Caltrans right-of-way, permanent storm water treatment BMPs and post construction runoff controls shall be incorporated to the MEP in compliance with the storm water requirements set forth in the City of Carpinteria Creeks Preservation Program". The City of Carpinteria is currently in the process of developing its Municipal Stormwater Management Program. Portions of the Linden Avenue and Casitas Pass Road Project that are outside the Caltrans right-of-way will also need to fulfill the requirements of the City's SWMP including mandatory hydro-modification standards. 4

Construction impacts to water quality

The DEIR describes multiple provisions to mitigate impacts to water quality and sensitive biological communities from construction activities. DEIR mitigation measures to protect sensitive aquatic species include limiting construction within or adjacent to Carpinteria Creek and dewatering activities within creeks and the drainage channel leading to Franklin Creek to low flow periods between May 1 and October 21 (p. 192, 193, and 200). To protect water quality, the DEIR states that standard stormwater best management practices would be used during and after construction of the project to control potential discharges of pollutants to surface water (p. 196). Page 202 states that, "site best management practices will be addressed in detail in the Storm Water Pollution Control Plan that would be developed for the project site".

Channelkeeper believes that Caltrans has not provided sufficient information to conclude that these provisions (including site BMPs to be developed at some unspecified point in time) will effectively mitigate construction impacts to a less than significant level. The EIR must examine and satisfactorily demonstrate that no significant environmental impacts from construction will occur by describing in detail the specific site BMPs to be employed to prevent such impacts and how they will be monitored and maintained, and if such impacts do occur, how the Applicant will mitigate them. 5

Channelkeeper bases this concern on recent events. Caltrans similarly concluded that the Milpas to Hot Springs Road project would result in no significant impacts to water quality and biological communities. Despite these findings, significant contaminated stormwater discharges were released from the project site into the Andree Clark Bird Refuge. The Milpas to Hot Springs Road project included in-stream construction, surface water diversions, and dewatering activities that were originally permitted by local agencies to occur during the dry season from May 1 to October 31. However, when components of the project were not completed by the end of the dry season, Caltrans secured permit extensions to continue construction activities in dewatered excavation areas into the rainy season. Unfortunately, despite approval of the extension by regulatory agencies, no provisions were made to modify existing water quality safeguards to account for stormwater discharges from the site throughout the dewatered excavation areas that were connected to wetlands. As a result, no BMPs were in place throughout the dewatered excavation areas when the rainy season began, and efforts to implement BMPs after-the-fact were hampered by site constraints. On multiple occasions during winter storms, treatment features that had been designed for dry weather de-watering were overwhelmed and contaminated discharges were released into the Andree Clark Bird Refuge. These occurrences were documented by Channelkeeper, Caltrans, and the Central Coast Regional Water Quality Control Board (Attachment A).

The Linden Avenue and Casitas Pass Road project and the Milpas to Hot Springs Road project exhibit many similarities in scale, in the types of construction, dewatering, and diversion activities to be performed, and in the hydrologic characteristics of the project sites. Due to these similarities, it is reasonable to predict that construction in dewatered

excavation areas (especially the drainage channel to Franklin Creek) may be required in the rainy season.

Before Caltrans can make the determination of no significant impacts, further analysis needs to be conducted to demonstrate:

(1) What specific construction BMPs will in fact be feasibly constructed at the proposed project area; and
(2) Whether those construction BMPs will in fact be sufficient enough reduce pollutant levels to a less than significant level?

Specifically, Channelkeeper requests that Caltrans describe what additional mitigation measures will be implemented to prevent pollutants from dewatered excavation areas from entering wetlands. 6

Thank you for your careful consideration of these comments.

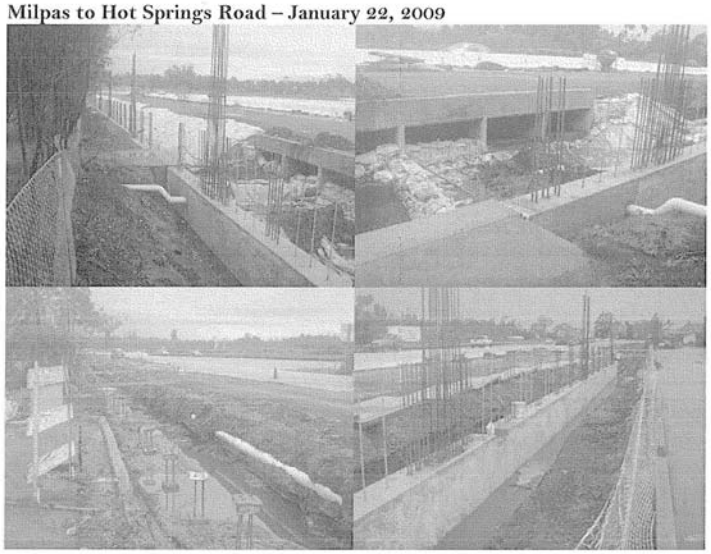
Respectfully,

Ben Pitterle
Watershed Programs Director
Santa Barbara Channelkeeper

Attachment A

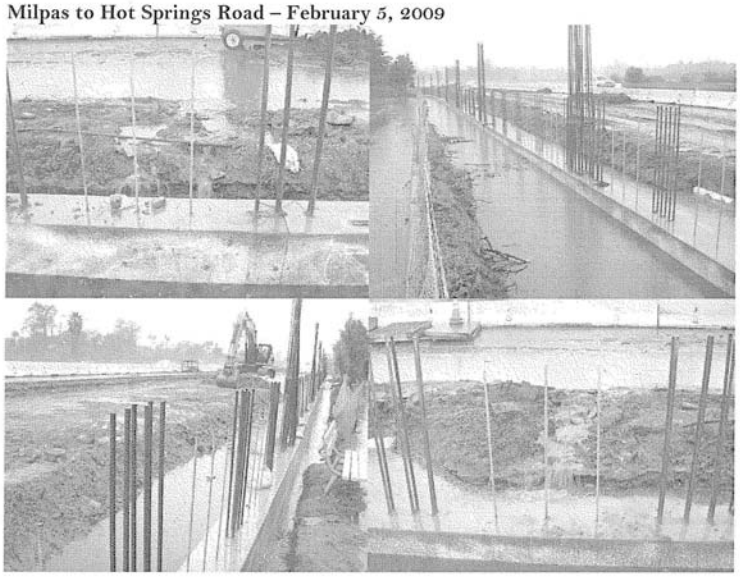
Milpas to Hot Springs Road – December 15, 2008

Milpas to Hot Springs Road – January 22, 2009



Santa Barbara Channelkeeper's Comments on the Linden Avenue to Casitas Pass Road Interchanges Project Draft Environmental Impact Report/Environmental Assessment 6

Milpas to Hot Springs Road – February 5, 2009



Santa Barbara Channelkeeper Turbidity Sample Results

Site	Rep	Date	Time	Result	Unit
Old Coast Highway	1	2/5/2009	1100	104.6	NTUs
Old Coast Highway	2	2/5/2009	1100	104.8	NTUs
Old Coast Highway	3	2/5/2009	1100	101	NTUs
Tennis Culvert	1	2/5/2009	1115	283	NTUs
Tennis Culvert	2	2/5/2009	1115	278	NTUs
Tennis Culvert	3	2/5/2009	1115	287	NTUs
Lagoon	1	2/5/2009	1145	187	NTUs
Lagoon	2	2/5/2009	1145	192	NTUs
Lagoon	3	2/5/2009	1145	188	NTUs
Lagoon	1	2/5/2009	1700	269	NTUs
Lagoon	2	2/5/2009	1700	276	NTUs
Lagoon	3	2/5/2009	1700	268	NTUs
Lagoon	1	2/6/2009	830	132	NTUs
Lagoon	2	2/6/2009	830	134	NTUs
Lagoon	3	2/6/2009	830	135	NTUs
Old Coast Highway	1	2/6/2009	900	65.4	NTUs
Old Coast Highway	2	2/6/2009	900	66.8	NTUs
Old Coast Highway	3	2/6/2009	900	65.9	NTUs
Lagoon	1	2/13/2009	1300	270	NTUs

Santa Barbara Channelkeeper Total Suspended Solids Sample Results

Site	Date	Time	Result	Unit
Old Coast Highway	2/5/2009	11:00 AM	103	mg/L
Old Coast Highway	2/6/2009	9:00 AM	96	mg/L
Lagoon	2/5/2009	11:45 AM	176	mg/L
Lagoon	2/6/2009	8:30 AM	133	mg/L
Tennis Culvert	2/5/2009	11:15 AM	231	mg/L

Sample Map

Santa Barbara Channelkeeper's Comments on the Linden Avenue to Casitas Pass Road Interchanges Project Draft Environmental Impact Report/Environmental Assessment 9

STORM WATER INSPECTION
CONSTRUCTION

SITE NAME: Caltrans Milpas to Hot springs WDID#: 8A 447801 Contact: David Bond (805) 549-3177 DATE: 12/16/03

TYPE OF INSPECTION (SELECT ONE):

Routine Compliance ☐ Complaint Investigation ☑ Notice of Termination Inspection ☐

A. Storm Water Pollution Prevention Plan	YES	NO	N/A	COMMENTS
1. Is the signed and certified SWPPP on site?			✓	
2. Does the site's SWPPP address the minimum BMP requirements?			✓	
3. Is the contractor's inspection documentation in the file?			✓	
4. Are amendments to the SWPPP clearly documented?			✓	
5. Is the current SWPPP specific to the site?			✓	
6. Is the current SWPPP complete?			✓	

B. Erosion Control Practices	YES	NO	N/A	COMMENTS
1. Are BMPs implemented on active disturbed soil areas (rainy season), or are control devices available for use (non-rainy season)?		✓		Site lacked erosion control along Sycamore Ck. bank. Active erosion apparent. Site lacked erosion control along soundwall construction site.
2. Are BMPs implemented on inactive disturbed soil areas?		✓		
3. Do implemented BMPs appear to be effective in preventing erosion?		✓		
4. Erosion observed: None Minor Major Widespread Localized				

C. Sediment Control Practices	YES	NO	N/A	COMMENTS
1. Are sediment control BMPs placed on all significant erodible sideslopes and downslopes?		✓		Site lacked sediment control devices at both locations
2. Are implemented BMPs adequately controlling sediment?		✓		
3. Sediment discharged: None Minor Major Widespread Localized				

D. Tracking Controls	YES	NO	N/A	COMMENTS
1. Are roads relatively free of sediment?			✓	
2. Are current BMPs effectively preventing sediment tracking?			✓	
3. Sediment tracking: None Minor Major			✓	

Response to ChannelKeeper

Response to comment 1: There was an oversight in not including ChannelKeeper on the interested parties list. Caltrans apologizes for the oversight. However, two public notices were placed in local newspapers to inform the public that the document was available for review, in accordance with CEQA guidelines and Caltrans' policies for public notice.

Response to comment 2: In the draft environmental document, the inclusion of discussion of negotiations with the Regional Water Quality Control Board is a standard clause used in the event that storm water treatment best management practices are not possible due to geologic, socioeconomic, or biological impacts.

As this project would increase impervious surfaces by more than 1 acre, permanent storm water treatment best management practices have been considered for incorporation into this project, as required by the Caltrans Storm Water Management Plan and Storm Water Quality Handbooks. Receiving water body quality drives storm water treatment best management practice consideration.

In this case, Franklin Creek and Carpinteria Creek are the receiving water bodies. Franklin Creek is on the 303(d) list as being impaired by nitrate as nitrate. Carpinteria Creek is 303(d) listed as impaired by pathogens.

The targeted design constituent for Carpinteria Creek is General Pollutant Removal since none of the impairments for Carpinteria Creek are found in highway runoff. The targeted design constituent for Franklin Creek is nitrogen. Because none of the best management practices that target nitrogen are acceptable within the project limits, general pollutant removal would be targeted. Bio-filtration has shown to be effective in removal of nitrates, but it is not the preferred method to do so.

A system of bio-swales/strips is proposed to treat 100% of the new impervious surfaces for this project. The system proposed would treat storm water from the Caltrans right-of-way and the City of Carpinteria's new frontage road.

Bio-filtration strips are vegetated land areas, over which storm water flows as sheet flow. Bio-filtration swales are vegetated channels, typically configured as trapezoidal or v-shaped channels that receive and convey storm water flows while meeting water quality criteria and other flow criteria. Pollutants are removed through both types of bio-filtration by filtering through the vegetation, sedimentation, adsorption to soil particles, and infiltration through the soil.

Strips and swales are effective at trapping litter, total suspended solids (soil particles), and particulate metals. In most cases, flow attenuation is also provided, so bio-filtration swales and strips can also be considered a low-impact development technique (Caltrans, 2007). Bio-filtration strips are one of several best management practices for treatment of storm water runoff from project areas that are anticipated to produce pollutants of concern (e.g., roadways, parking lots, maintenance facilities, etc.).

Response to comment 3: The Maximum Extent Practicable analysis is driven by the impaired water body listing (also known as the 303(d) list) issued by the Central Coast Regional Water Quality Control Board. At this time, Franklin Creek has been listed as impaired by nitrates. The Central Regional Water Quality Control Board does not identify, including in the draft 2009 recommended changes to the Central Coast Region's 303(d) list, any future listing of Franklin Creek for metals. Although the target design constituent for treatment best management practices consideration is not metals, the treatment best management practices currently being considered for inclusion in this project, also have metal removal qualities. Bio-filtration-type treatment best management practices have been proven to effectively remove over 80% of the following pollutants: litter, total suspended solids, and metals. For more information, refer to the Roadside Vegetated Treatment Sites study at:
http://www.dot.ca.gov/hq/env/stormwater/special/newsetup/_pdfs/monitoring/CTSW-RT-03-028.pdf.

Response to comment 4: Discussions would be ongoing with the City of Carpinteria during the design process to ensure our shared requirements are met and to protect the environmental quality of this project's receiving waters.

Response to comment 5: Temporary storm water impacts from construction, for all projects with 1 acre or greater of soil disturbance, are covered by the Construction General Permit. Caltrans construction storm water practices ensure compliance with the Construction General Permit to the maximum extent practicable.

Standard temporary construction site storm water pollution prevention best management practices such as silt fencing, application of fiber rolls, check dams, hydraulic mulch, street sweeping and vacuuming, general waste management, concrete waste management, stockpile management, and storm drain inlet protection would be used during construction to avoid potential discharges of pollutants to surface water.

Response to comment 6: Dewatering may be required for excavations within the construction site, depending on the season and the amount of rainfall before the work

takes place. In such cases, the excavation would be protected from infiltration of surface water using berms or diversions, and would have adequate capacity for accumulated rain that falls directly into the excavation. These measures would prevent flooding and the resultant discharge of pollutants from dewatered excavations into wetlands. Discharge from dewatering activities would be treated or disposed of according to the Caltrans Field Guide to Construction Site Dewatering procedures.

LINDEN AVENUE & CASITAS PASS ROAD Interchange Project

Comment Card

NAME: VERA BENSEN

ADDRESS: PO BOX 27 CITY: CARPINTERIA ZIP: 93014

REPRESENTING: CARPINTERIA VALLEY ASSOCIATION

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

CVA is concerned about sound of construction & use. 1
We are also concerned about the time of 2
construction. We add it up to 18-years.
Thank you for 2 extra days.

Please respond by Monday, March 23, 2009

Response to Carpinteria Valley Association

Response to comment 1: Sound walls are built where Caltrans and Federal Highway Administration protocols identify they are reasonable and feasible. Please see Section 2.2.6, Noise, in the final environmental document for more information. Short-term construction noise would be minimized as a required component of all Caltrans projects per Sections 7 and 11 of the Standard Specifications (Sound Control Requirements). For example, temporary noise barriers can be installed to mitigate construction noise, dust, glare, and visual impacts. The Resident Engineer evaluates sound control requirements on a case-by-case basis during specific construction activities.

Response to comment 2: In 1992, the Santa Barbara six-lane project was proposed, but did not move forward. The Linden Avenue and Casitas Pass Road Interchanges project is a result of a corridorwide study done due to the failure of the Santa Barbara six-lane project. This project will take about 4 years to complete.

LINDEN CASITAS

Comment Card

NAME: Pam Densmore

ADDRESS: 5447 Dariesa St CITY: Carp. ZIP: 93013

REPRESENTING: myself

Do you wish to be added to the project mailing list? ☐ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

I feel this is a project that will
change the character of our "small" 1
town. I would like to see more
bike trails through town - 4 lane bridges. 2
not 6 lane and the heighth only to 3
cover clearance of trucks 4

If Via Real must go through
I hope you will consider sound walls 5
esp. where orchard will be taken out

Please respond by Monday, March 23, 2009

Response to Pam Densmore

Response to comment 1: Project alternatives were developed to minimize impacts to the surrounding neighborhood, incorporate current state design standards, and maximize local circulation efficiency. Caltrans acknowledges that the project would have community character impacts and has developed mitigation, such as working with the City's Architectural Review Board to provide appropriate planting and aesthetic treatments to project elements (sound walls and bridge structures), to minimize such impacts. For more information, please refer to Sections 2.1.3.1 Community Character and Cohesion and 2.1.6 Visual/Aesthetics.

Response to comment 2: This project would add Class II bike lanes on both sides of Casitas Pass Road, Linden Avenue, and Via Real, resulting in uninterrupted bicycle access from Bailard Avenue all the way through to Linden Avenue. The project would also add three new Class I bike trails: two connecting the existing path on the north bank of Carpinteria Creek to northbound and southbound Via Real and one along the east side of Via Real to Casitas Pass Road.

Response to comment 3: The maximum number of lanes for the Casitas Pass Road overcrossing for all build alternatives is five. No alternatives have six lanes on any of the bridges or overcrossings. Five lanes are necessary to carry the amount of traffic that has been projected to occur in the design year (2036) and maintain the City's desired Level of Service C.

Response to comment 4: As currently proposed, the height of the Casitas Pass Road and Linden Avenue overcrossing bridges would be built at the state minimum clearance of 16.5 feet from the bottom of the bridge to the Route 101 roadway below. This clearance is necessary to allow Route 101 traffic to continue to flow under the bridges while building the forms and supports for the new structure. Vertical clearance is also identified by the Federal Highway Administration as a controlling criterion for selection of design standards of primary importance for highway safety.

Response to comment 5: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administrations Noise Abatement Criteria threshold 67 dBA. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road). This level is well below the noise abatement criterion of 67 dBA, is 2 dBA lower than the no-project

analysis, and therefore would not qualify for consideration of noise abatement. Based on the City of Carpinteria's General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

The predicted noise levels in the build condition at Receptor area 11 (Cameo Road) were modeled with the existing avocado orchard entirely removed. The computer predictions used the maximum expected speed and traffic volumes on a future six lanes of highway, Via Real, and the proposed highway ramps. The with-project design year noise level of 64 dBA was evaluated with the most conservative approach, which would not exceed either the City of Carpinteria or Caltrans thresholds.

Modeling of the Cameo Road area indicates that the effect of the existing avocado orchard does buffer or attenuate about 2 dBA of highway noise in the existing condition. The inclusion of Via Real in the build condition likewise attenuates about 2 dBA. The result is no net gain or loss in noise levels with the full removal of the existing orchard. It has not been determined at this time if the existing orchard would be fully or only partially removed under the build condition.

LINDEN CASITAS
Interchanges Project

Thursday, January 22, 2009

Comment Card

NAME: Reatha I. Dewett

ADDRESS: 12482a Brea Ln CITY: Carpinteria ZIP: 93013 1428

REPRESENTING: Linden & Casitas Pass Offramps

Do you wish to be added to the project mailing list? ☑ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

Sound Wall is Most IMPORTANT as traffic & noise will be intolerant!! 1

Raising the freeway level also increases the noise 2
Sound wall from Carneo Rd to Via Extension that WALL be in Construction before construction begins!! 3

Please respond by Saturday, February 14, 2009

Response to Reatha I. Dewett (January 22, 2009)

Response to comment 1: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administration's Noise Abatement Criteria threshold 67 dBA. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road). This level is well below the noise abatement criterion of 67 dBA, is 2 dBA lower than the no-project analysis, and therefore would not qualify for consideration of noise abatement.

Based on the City of Carpinteria's General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

Response to comment 2: An analysis quantified the noise level contribution exclusively from the inclusion of Via Real and the re-configured on-/off-ramps at Casitas Pass Road. The modeling included expected truck traffic volumes amongst the vehicle mix based on the traffic study prepared for the proposed project.

Noise modeling indicates that because of noticeably higher traffic volumes and speeds, highway traffic would continue to be the dominant noise source in the area. The analysis concluded that the Via Real extension and newly configured interchange would contribute a predicted 54 dBA to the residents represented by Receptor area 11 (Cameo Road). The mainline of Route 101 under the no-project scenario is predicted to be 66 dBA; the with-project scenario is predicted to be 64 dBA (modeled without the avocado orchard in place for a more conservative estimate) in the design year at Receptor area 11.

Due to the logarithmic nature of decibel addition, when two noise sources differ by 9 or more dBA, the lower number does not contribute to the higher noise level. As discussed during the public meetings, because of the substantially higher traffic volumes and speeds on Route 101, the highway would remain the dominant noise source in the area. Computer predictions using the maximum speed and traffic volumes on six lanes of highway, Via Real and the proposed highway ramps, in the project design year (2036) show that the noise contribution at the rear of the property lines between Cameo Road and the highway is 54 dBA Leq from traffic on Via Real and 64 dBA Leq from the highway traffic.

The reason noise levels decrease by 2 dBA in the project design year at Receptor area 11 is because the extension of Via Real would act as a small sound berm for noise originating on Route 101. With that said, noise levels would actually decrease in the build condition (from design year no-project levels), and predicted noise levels would be due solely to future traffic volumes on the mainline of Route 101.

Response to comment 3. Because the area represented by Receptor 11 does not qualify for a sound wall, a sound wall would not be in place before construction.

LINDEN AVENUE & CASITAS PASS ROAD INTERCHANGES

Comment Card

NAME: Reatha Dewett

ADDRESS: 1248 La Brea Lane CITY: Carpinteria ZIP: 93013

REPRESENTING: Myself

Do you wish to be added to the project mailing list? ☐ YES ☒ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

Due to heavy traffic on Hwy 101 there must be some way to accomodate the many cars that Traverse N. & So. & vice versa. If our house must be moved, so be it. It would be fun to see it completed. But due age & whatever happens I may Not & that's the way life goes!!! There will be lots of noise & controvery. Even tho that was not the reason I went to the mtg 3/16/09 at Cornelius School. It was interesting, informative & very well conducted. I understood, appreciated the questions & answers, & the patience shown! 1

1248 La Brea Lane has been our home for 70 yrs & it has been our favorite home for over 63 yrs.

I see a wall as a sound barrier to the place we have enjoyed for yrs, so others will realize the beauty of our section of So. CA. & Carpinteria!!! 2

Please respond by Monday, March 23, 2009

Response to Reatha Dewett (March 16, 2009)

Response to comment 1: Please see response to Dewett (January 22, 2009) above.

Response to comment 2: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administration's Noise Abatement Criteria threshold 67 dBA. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road). This level is well below the noise abatement criterion of 67 dBA, is only 2 dBA lower than the no-project analysis, and therefore would not qualify for consideration of noise abatement. Based on the City of Carpinteria's General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

LINDEN CASITAS
Interchanges Project

Thursday, January 22, 2009

Comment Card

NAME: Jessie E. Dominguez

ADDRESS: 1296 Byrnes Lane CITY: Carpinteria ZIP: 93013

REPRESENTING: SELF

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

My concerns are Highway 101 Casitas Pass improvement Project are:

1- I was not notified by mail of the Jan 22 Public meeting. 1

2- Cameo ~~Tract~~ Road ~~is~~ neighborhood is not shown on proposed map. 2

3- Impact of noise from on + off ramps, signals + increased traffic to our neighborhood. 3

4- Increase in traffic on Casitas Pass Rd. will make it difficult to exit from Cameo Rd. 4

5- No need to raise freeway by 6 to 10 feet. No flooding from Carpinteria creek since 1990 or 98. 5

Flood control for creek did not exist then. It does now 6

6- If Project goes thru, need of sound wall to be built before construction begins. 7

Please respond by Saturday, February 14, 2009

Response to Jesse E. Dominguez

Response to comment 1: In accordance with CEQA Guidelines and Caltrans policy, notices about the availability of the draft environmental document and planned public meeting were published in local newspapers (*Coastal View* and *Daily Sound*) on December 23, 2008 and January 15, 2009. Later, the comment period was extended. Notifications were sent out to nearby residents, and a second public information meeting was held on March 16, 2009. CEQA does not require direct mail notification of public meetings.

Response to comment 2: The maps referred to are simplified, not-to-scale public display maps. To accommodate text and other illustrations, the Cameo Road neighborhood was not shown. As a result of your and your neighbors' comments, the Cameo Road neighborhood has been added to all maps.

Response to comment 3: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administration's Noise Abatement Criteria threshold 67 dBA. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road)). This level is well below the noise abatement criterion of 67 dBA, is only 2 dBA lower than the no-project analysis, and therefore would not qualify for consideration of noise abatement. Based on the City of Carpinteria's own General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

Response to comment 4: The Casitas Pass Road/Route 101 southbound ramps intersection operates at an unacceptable Level of Service E during the morning peak hour under existing conditions. Under future no-project conditions, the Casitas Pass Road/Route 101 interchange would operate at an unacceptable level of services. See details in table below for intersection level of service for Casitas Pass interchange level of service for no-project conditions and all alternatives with mitigation. The installation of a signal causes vehicles to "platoon" when the signal is red causing gaps in traffic. With a stop sign, cars would travel through the intersection one at a time, creating a more steady flow of vehicles. With the project, gaps in "platoons" of vehicles would allow left and right turns out of/in to Cameo Road.

Casitas Pass Road Interchange Intersection Analysis [1,2]

Intersection	Traffic Control	No Project	All Alternatives
		Delay/LOS	Delay/LOS
2016 Morning			
Casitas Pass Road/ Route 101 Southbound Ramps	AWS Signal	31 / D	14 / B
Casitas Pass Road/Via Real/Route 101 Northbound Off-Ramp	AWS Signal	> 50 / F	26 / C
2016 Evening			
Casitas Pass Road/Route 101 Southbound Ramps	AWS Signal	>50 / F	18 / B
Casitas Pass Road/Via Real/Route 101 Northbound Off-Ramp	AWS Signal	> 50 / F	26 / C
2036 Morning			
Casitas Pass Road/ Route 101 Southbound Ramps	AWS Signal	>50 / F	14 / B
Casitas Pass Road/Via Real/Route 101 Northbound Off-Ramp	AWS Signal	>50 / F	22 / C
2036 Evening			
Casitas Pass Road/ Route 101 Southbound Ramps	AWS Signal	>50 / F	25 / C
Casitas Pass Road/Via Real/Route 101 Northbound Off-Ramp	AWS Signal	>50 / F	23 / C

Notes: Shading denotes locations where level of service threshold is exceeded.
[1] Side-street stop intersection level of service based on worst approach control delay per vehicle, according to the 2000 Highway Capacity Manual. All-way stop intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
[2] Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2007.

Response to comment 5: The bridges at Carpinteria Creek must be replaced despite the fact that there hasn't been any recent flooding. The proposed bridges are being designed for the 100-year flow in accordance with federal regulations and to eliminate flooding caused by the existing bridges as shown on the FEMA flood map. The 100-year flow is a theoretical value based on creek flow data. Creek flows have not been high enough to cause significant flooding in the last 40 years. The flow in 1995 was the largest since 1969, and it was only about two-thirds as big as the 100-year flow. Please refer to Section 2.2.1 Hydrology and Floodplain in the final environmental document for a full discussion of flooding issues.

Response to comment 6: The Santa Barbara County Flood Control District has been maintaining the creek since the late 1960s. Maintenance helps to reduce debris, but doesn't eliminate it. Caltrans and the County have records of debris collecting at the Route 101 and Carpinteria Avenue bridges on Carpinteria Creek in 1995. The FEMA Flood Insurance Study for the creek found debris was a factor in limiting the flow under the existing bridges. The effects of debris must be considered in the proposed bridge design. Please refer to Section 2.2.1 Hydrology and Floodplain in the final environmental document for a full discussion of flooding issues.

Response to comment 7: Because the area represented by Receptor 11 does not qualify for a sound wall, a sound wall would not be in place before construction.

LINDEN CASITAS

Comment Card

NAME: Donna Downs

ADDRESS: 5586 Cumalino Dr CITY: Carpinteria ZIP: 93013

REPRESENTING:

Do you wish to be added to the project mailing list? ☑ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

While this is a complex project, it has taken too long to get to this point. From beginning to end 15-20 years is simply too long. I love the fact that several issues are being resolved with this project. I love that Via Real will connect to Casitas Pass & Linden. Finally, school children will have a safe way to get to & from school. We live in a moderate climate with all parts of town flat. Walking & bike riding are so easy because of that. This project will make it even better. Please, get it done before I'm old & gray.

Please respond by Monday, March 23, 2009

Response to Donna Downs

Response to comment: Thank you for your interest in and support of the project.

Thursday, January 22, 2009

Comment Card

NAME: MELISSA DOYLE

ADDRESS: 5296 EL CARRO CITY: CARP ZIP: 93013

REPRESENTING:

Do you wish to be added to the project mailing list? ☐ YES ☒ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

I WOULD LIKE TO SUGGEST A COBBLESTONE TREATMENT AS A SKIN FOR THE TWO BRIDGES (STOP BARRIERS) HERE IN CARP. ADDITIONALLY, I WOULD LIKE TO SUGGEST A COBBLE TREATMENT TO OUTLINE CROSSWALKS AS A TRAFFIC CALMING DEVICE AS WELL AS AN APPROPRIATE AESTHETIC CHOICE.

Please respond by Saturday, February 14, 2009

Response to Melissa Doyle

Response to comment: The determination of specific architectural treatments and textures would be based on community input through the City of Carpinteria's Architectural Review Board, using the Santa Barbara County Highway 101 Design Guidelines and applicable Caltrans design guidance. For more information, please see Section 2.1.6 Visual/Aesthetics in the final environmental document.

LINDEN & CASITAS

Thursday, January 22, 2009

Comment Card

NAME: James Ebeling 805-886-5557

ADDRESS: 5583 Cameo RD CITY: Carpinteria ZIP: 93013

REPRESENTING: Myself

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

NO Increased Freeway Soot 1

NO Increased Noise 2

Please respond by Saturday, February 14, 2009

Response to James Ebeling

Response to comment 1: The proposed project is in an attainment area for all National Ambient Air Quality Standards. At the regional level, Regional Transportation Plans are developed that include all of the transportation projects planned for a region over a period of years. This project is included in the Santa Barbara County Association of Governments' Regional Transportation Plan. Based on the projects included in the Regional Transportation Plan, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met.

If the design and scope of the proposed transportation project are the same as that described in the Regional Transportation Plan, the proposed project is deemed to meet regional conformity requirements for purposes of the project-level analysis.

Since the proposed project is in an attainment area for all National Ambient Air Quality Standards and is included in the Regional Transportation Plan, the proposed project would not increase air pollution and would not exceed any health-based standard.

The proposed project is an operational improvement project that fits in with the statewide effort to reduce fuel consumption and carbon dioxide emissions through improved vehicle operations. To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, greenhouse gas emissions (particularly carbon dioxide) would be reduced within the corridor.

Response to comment 2: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administration's Noise Abatement Criteria threshold 67 dBA. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road). This level is well below the noise abatement criterion of 67 dBA, is only 2 dBA lower than the no-project analysis, and therefore would not qualify for consideration of noise abatement. Based on the City of Carpinteria's own General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

LINDEN CASITAS

Comment Card

NAME: BARRY ENTICKNAP

ADDRESS: 5190 7TH CITY: CARP ZIP: 93103

REPRESENTING:

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

AT THE PRESENT TERMINUS OF VIA REAL THERE ARE SENSITIVE LANDS AND TREES OF INTEREST.

CAN THESE AREAS BE OPEN FOR PUBLIC ACCESS AFTER THE HWY PROJECT IS COMPLETED 1

Please respond by Monday, March 23, 2009

Response to Barry Enticknap

Response to comment: The City of Carpinteria has designated the remaining parcels near the end of Via Real as open space. The property is currently open to the public and will remain open to the public once construction of the project is complete.

LINDEN CASITAS

Thursday, January 22, 2009

Comment Card

NAME: Gary & Larissa Feramisco

ADDRESS: 1241 La Brea Ln. CITY: Carpinteria ZIP: 93013

REPRESENTING: resident

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

(1) "IMPROVEMENTS" FOR THIS PROJECT WOULD ONLY CREATE ADDITIONAL PROBLEMS, THAT WOULD BE GREATER THAN ANY DEFICIENCIES NOW + WILL COST MORE THAN ANTICIPATED. — THERE IS NO NEED FOR THIS PROJECT 1

(2) IF THE PROJECT IS APPROVED, THERE WILL NEED TO BE A SOUND WALL BUILT FIRST THERE ARE NO SOLUTIONS AROUND THIS, OTHER THEN TO NOT DO THIS PROJECT OR BUILT A LARGE SOUND WALL FOR NOISE, POLLUTION & MESS. 2

Please respond by Saturday, February 14, 2009

Response to Gary and Larissa Feramisco

Response to comment 1: Your opposition to the project is acknowledged. Please see Chapter 1 for additional information on the need for this project.

Response to comment 2: Because the area represented by Receptor 11 does not qualify for a sound wall, a sound wall would not be in place before construction. Please see Section 2.2.6 Noise for more information on the potential noise impacts of this project.

Carmen Gutierrez
5445 Hales Lane
Carpinteria, CA 93013

Caltrans, District 5
Environmental
Att: Matt Fowler
50 Higuera Str.
San Luis Obispo, CA 93401

March 17,2009

Dear Mr. Fowler,

I World like the following comments filed in the record:

I live on Hales Lane and as it is I get quite a bit of soot and noise on my back yard, now you can probably imagine how much more that will be if the bridge in Casistas pass is raised. 1

Another concern is the traffic light on casitas pass can you imagine traffic light right outside your bedroom window? 2

And I think we need a sound wall in via real corridor. 3

I really wish you could replace the wall surrounding Hales lane, because that is not a sound wall, the mortar block a hollow and the wall is not high enough. 4

At what point does a property have to be so damage or effected to be obtained or purchased by Cal Trans? It is my opinion that my property is going to be quite damage that I will never be able to sell it. 5

I hope this comments don't fall in deaf ears.

Sincerely,
Carmen Gutierrez
805 684 1251

Response to Carmen Gutierrez

Response to comment 1: The proposed project is in an attainment area for all National Ambient Air Quality Standards. At the regional level, Regional Transportation Plans are developed that include all of the transportation projects planned for a region over a period of years. This project is included in the Santa Barbara County Association of Governments' Regional Transportation Plan. Based on the projects included in the Regional Transportation Plan, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met.

If the design and scope of the proposed transportation project are the same as that described in the Regional Transportation Plan, the proposed project is deemed to meet regional conformity requirements for purposes of the project-level analysis.

Since the proposed project is in an attainment area for all National Ambient Air Quality Standards and is included in the Regional Transportation Plan, the proposed project would not increase air pollution or exceed any health-based standard.

The residence at 5445 Hales Lane has an existing 8-foot sound wall all along the property's frontage of Via Real, which then wraps around the Casitas Pass Road portion of the property for about 40 feet. Since an existing masonry sound wall is in place for residences in the area, additional sound walls were not considered for that location.

Sound walls are being considered for portions of Via Real that meet the noise abatement criteria.

Response to comment 2: Glare from traffic signals at the intersection of Casitas Pass Road and Via Real would be minimized to the greatest extent possible by using technology that limits visibility of the light source from side-viewing angles, without affecting their intended function. In addition, the project proposes landscaping at the corner of Casitas Pass Road and Via Real, which may further reduce signal visibility.

Response to comment 3: The residence at 5445 Hales Lane is represented in our traffic noise model 2.5 by receptor point R-8 at 5415 Hales Lane. That receptor location was selected because it has the most exposure to highway noise and Via Real due to the driveway entrance for Hales Lane onto Via Real. The residence at 5445 benefits from the existing masonry wall, which wraps around the entire property line onto Casitas Pass

Road. This existing masonry wall, which acts as a sound wall, is about 8 feet tall. All build condition noise modeling included the new profile elevation of Route 101 and the Casitas Pass overcrossing, as well as the existing masonry wall. Noise modeling of 5415 Hales Lane (receiving much less attenuation from the existing masonry wall than would be experienced at 5445 Hales Lane) indicated that a sound wall would not be needed. For more information, please refer to Section 2.2.6 Noise in the final environmental document.

Response to comment 4: No construction is proposed in the vicinity of Hales Lane that would damage the integrity of the existing sound wall. Since Caltrans is not affecting the wall, it cannot justify replacement of the existing wall.

Response to comment 5: Anticipated damages to the property would be handled in the appraisal and addressed by the right-of-way contract before the start of construction; however, very little construction is proposed in the vicinity of Hales Lane. If, during construction, damage to the property occurs, the property owner should contact either the acquisition agent in Right of Way or the Resident Engineer to begin a damage claim.

If the property owner believes that damage to the property would occur and compensation is not offered, the property owner may hire an attorney to file an inverse condemnation claim.

By the way all those silly wooden signs done by one women in WELLS FARGO They keep expanding with S.B. most wrong names with W.F. It was Butterfield

In S.B. slide view by alamar – turn lane held on to main trophies

Thursday, January 22, 2009

Comment Card

In W. michelltorena – from state St please check it

Since 1956 off the 154. It is far more dangerous. Pass in tear-drops – motorbike

NAME: Arlene A. Hallenbeck

ADDRESS: 136 Potrero Lane CITY: Santa Barbara ZIP: 93105-9744

no mens land –

REPRESENTING: self Region 5 (USFS) Can't even vote

Do you wish to be added to the project mailing list? ☐ YES ☒ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

Get the 211. off the signs – why are drunks allowed to spend repo.

(police) 1000 Oaks folks tried – screw this this is dangerous – WE KNOW

Jake Orpas funeral held up 1 hour for 2 unnecessary tree trimmers by Jake Oachem

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

Areas that I traverse

Hwy 154 126 cordoned off for bikes – what power
" 14 Ballard Canyon 146 – get home
" 138 G.P.S. when did go so
15 ~~or~~ changed
215 O.K.

maps are better than G.P.S. – follow plan – not Thomas Guide

Constant & ever changing lines – markers – too much

Clearance of trees that used to keep deer from going off road
the white bandaids. Stop as white they eat bark.

Too many curbs – round-a-bouts – triangles –

Handicapped lane twice as many things to fall over –

Speed bumps – ruin car while constant horns!!

Reminds me more in memphis 1942 – N.A.S. no horns allowed!
Green Light Tracks

Please respond by Saturday, February 14, 2009

Get the guys running this on archery – mostly idle
(tested) (tested)

Response to Arlene A. Hallenbeck

Response to comment: Thank you for your interest in the project.

LINDEN CASITAS

Comment Card

NAME: Ron + Jennifer Hurd

ADDRESS: 1339 Vallecito Rd CITY: Carpinteria ZIP: 93013

REPRESENTING:

Do you wish to be added to the project mailing list? ☑ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

We would like to see a 3way stop at Vallecito Rd and Via Real. 1

I would like to see cobblestones or pavers for roadway where appropriate for water penetration + traffic calming. 2

We vote 1 for #2 + 1 for #3

Sound is tricky. When weather conditions are right, traffic is louder. Trains are louder. Even living thirteen blocks from the beach we can hear large surf. 3

Please respond by Monday, March 23, 2009

Response to Ron and Jennifer Hurd

Response to comment 1: The volumes on Via Real between Vallecito and Casitas Pass Road under all project scenarios are reduced compared to the no-project scenario. An all-way stop at the intersection was not evaluated as part of the project alternatives.

Response to comment 2: The determination of specific architectural treatments and textures would be based on community input through the City of Carpinteria's Architectural Review Board, using the Santa Barbara County Highway 101 Design Guidelines, and applicable Caltrans design guidance. For more information, please refer to Section 2.1.6 Visual/Aesthetics in the final environmental document.

Response to comment 3: Atmospheric conditions can play an important role in perceived noise levels. The project includes construction of four sound walls along Via Real (refer to sound walls identified as B-4 through B-8 in Section 2.2.6 Noise of the final environmental document). These sound walls would reduce the noise level experienced at these locations.

LINDEN CASITAS
Interchanges Project

Thursday, January 22, 2009

Comment Card

NAME: JOHN JACKSON

ADDRESS: 1290 BYRON LN CITY: CARP ZIP: 93013

REPRESENTING: SELF

Do you wish to be added to the project mailing list? ☐ YES ☐ NO

Please drop comments in the Comment Box or

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

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

* I DO NOT BELIEVE THAT IT IS PRUDENT TO ELEVATE THE FWY 10 FEET. THIS WILL CREATE MANY MORE ISSUES THAN IT SOLVES. AND THE COST WILL BE EXCESSIVE. IT IS NOT IN THE BEST INTEREST OF THE COMMUNITY AT LARGE TO BRING Via Real THROUGH TO CASITAS PASS IT SERVES ONLY A SMALL PORTION OF THE COMMUNITY, THOSE LIVING OFF OF DALLAND RD. AND IT WILL BRING PEOPLE, CARS, POLLUTION & NOISE TO THOSE OF US WHO LIVE IN THE AREA. DO NOT USE THE FORMER WHITNEY PROPERTY TO FACILITATE INGRESS/EGRESS TO THE FREEWAY AT THE EXPENSE OF THOSE WHO LIVE IN THE AREA. WE WILL ALL LIVE WITH THESE DECISIONS FOR MANY, PLEASE MAKE SURE THEY ARE GOOD FOR ALL THE CITIZENS OF CARPINTERIA. 1 2 3

Please respond by Saturday, February 14, 2009

Response to John Jackson (January 22, 2009)

Response to comment 1: The Route 101 Carpinteria Creek Bridges would be raised by about 10 feet at Carpinteria Creek to pass the 100-year flow. To raise the bridges, the road must also be raised. Please see Section 2.2.1 Hydrology and Floodplain in the final environmental document for a full discussion of this issue.

The elements of this project, such as raising Route 101 over Carpinteria Creek, may appear costly since they represent a major long-term investment in transportation.

Response to comment 2: The Via Real extension is a local circulation improvement that would reduce travel time from the residential area south of Carpinteria Creek to downtown by about 50% and alleviate traffic congestion along Carpinteria Avenue by about 5%.

The completion of Via Real as a continuous frontage road along the north side of Route 101 has been an integral component of this proposal since inception, due to its relationship to both overcrossings. Without Via Real, it is anticipated a greater number of local residents north of Route 101 would use the mainline to cross the city east and west, due to the lack of a frontage road on the north side of Route 101. The traffic and circulation performance of the overcrossing structures depend on completion of the Via Real extension. Finally, the Via Real extension, as proposed, implements the approved Carpinteria General Plan/Coastal Plan Circulation Element.

Response to comment 3: Alternatives that avoid using the parcel at 1212 Casitas Pass Road were studied and rejected to due to higher impacts. Please refer to response to California Coastal Commission comment 7, above, for more information.

Matt C Fowler/D05/Caltrans/CAGov
03/20/2009 02:38 PM

To Lara Bertaina/D05/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Linden/Casitas Pass

----- Forwarded by Matt C Fowler/D05/Caltrans/CAGov on 03/20/2009 02:37 PM -----

John Jackson <jjackson51@verizon.net>
03/20/2009 02:11 PM

To matt_c_fowler@dot.ca.gov
cc jjackson51@verizon.net
Subject Linden/Casitas Pass

Matt-
I wish to be filed in the record, saying how much I am against the Cal Trans proposal. Not only is the scope way out of sync with the needs of the community, there will be way too much traffic fitted into an areas that will effectively change the look and feel of our particular neighborhood forever. I have lived at 1290 Byrnes Lane since 1991 and specifically looked for an area in town that had the "feel" of Carpinteria. This neighborhood fit that bill, with its quiet and small streets, buffered from the freeway to our South be a very nice multi-acre avocado orchard. This is the same orchard Cal Trans wants to tear down. The decisions Cal Trans makes now will affect myself and my family for years to come, and I only wish those decisions were made with more thought give to those who live in our neighborhood. 1

I have attended 2 meetings specifically dealing with this project and one City Council meeting and never in that time (since the initial meeting in the mid 90's) has Cal Trans mentioned any type of mitigation to deal with increased air and light pollution. Nor have they said anything about the possibility of increased crime in our neighborhood once Via Real is brought through to the planned mega on/offramp and bridge complex, along with a pedestrian and bikeway. Too many people would have access to our neighborhood, changing the feel and ambiance of approximately 50 homes which are on dead end streets. We will really have no where to turn if this is built as planned. 2 3

I also feel the scope of 5 lane bridges is way out of line on both Linden and Casitas Pass. How in the world one can justify a 5 lane bridge on a 2 lane road is beyond my comprehension. Maybe if the latest presentation had had an overhead view with the proposed changes it would be easier to visualize. But some of the materials presented used maps, that according to the presenter, we should not really pay attention to as they were not to scale and didn't even show the street I loved on. 4 5

The proposed raising of the freeway a full 10 feet is a bad idea and will contribute to more 6

noise in our neighborhood. No amount of chatter about db's and sound projections from software will convince anyone here of anything different. Do not raise the freeway one bit. 6

If indeed, as one Cal Trans official stated, the flood behind Linden that could occur once every hundred years were caused by a design problem when the Carpinteria Creek bridge was built, I suggest the State of California saves us all money.Instead of trying to raise the freeway and then the bridges that cross it, they should pay for the flood insurance those homeowners are forced to buy each and every year, flood or not. Leave the freeway height where it is, and pay for the flood insurance. It will cost all of a lot less in taxes. 7

In closing, I ask these issues be reviewed by Cal Trans. Put more thought and concern for the citizens who live in the proposed ares, as we will have to live with these decisions for many years to come. I love Carpinteria, and the people who visit here have always remarked how Carpinteria seems to be the last truly unaffected beach town in Southern California. Please do not change that by making poor decisions.

John and Becky Jackson
1290 Byrnes Lane
(805)684-0381

Response to John and Becky Jackson (March 20, 2009)

Response to comment 1: Section 2.1.6 Visual/Aesthetics of the final environmental document summarizes and acknowledges the anticipated high level of concern and the community goal of preserving the "small town quality and charm of the city." Incorporation of individual visual and aesthetic policies regarding design details would be addressed as part of the city design review process. Mitigation measure 11 in the Visual/Aesthetics section requires that "During the Coastal Development Permit application phase of the project, Caltrans shall work with the City of Carpinteria's Architectural Review Board, using the Santa Barbara County Highway 101 Design Guidelines, and applicable Caltrans design guidance, so that to the greatest extent feasible the project is consistent with City of Carpinteria aesthetic goals."

The Visual/Aesthetics section includes a photo-simulation of the proposed widened bridge structure, as seen from Linden Avenue.

Response to comment 2: A study by the Sacramento Metropolitan Air District (*Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*, January 2007) showed that where there are high volumes of trucks on the highway (100,000 vehicles per day on a highway or 50,000 vehicles per day on a rural roadway), there is a 70% drop in pollutant levels at a distance of 500 feet from the roadway. Cameo Road is about 400+ feet from the highway and about 250 feet from Via Real. Route 101 through the local area is predicted to have an annual average daily traffic count of approximately 90,000 vehicles in 2036, and Via Real to have an expected annual average daily traffic count of 4,500. The heavy-duty truck percentage on Via Real is less than 1%, while the heavy-duty truck percentage on the highway is about 6%.

The proposed project is in an attainment area for all National Ambient Air Quality Standards. At the regional level, Regional Transportation Plans (RTP) are developed that include all of the transportation projects planned for a region over a period of years. This project is included in the Santa Barbara County Association of Governments' Regional Transportation Plan. Based on the projects included in the Regional Transportation Plan, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met.

If the design and scope of the proposed transportation project are the same as that described in the Regional Transportation Plan, then the proposed project is deemed to meet regional conformity requirements for purposes of the project-level analysis.

Since the proposed project is in an attainment area for all National Ambient Air Quality Standards, and is included in the Regional Transportation Plan, the proposed project would not increase air pollution that would exceed any health-based standard.

The proposed project is an operational improvement project that fits in with the statewide effort to reduce fuel consumption and carbon dioxide emissions through improved vehicle operations. To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, greenhouse gas emissions (particularly carbon dioxide) would be reduced within the corridor.

The Visual/Aesthetics section of the final environmental document includes Mitigation Measure 9, which says: "All new lighting in the vicinity of the residential neighborhoods north of Route 101 shall minimize excess light and glare by careful placement of the poles, height and position of luminaires, the use of full cut-off lenses where feasible."

Response to comment 3: The Via Real extension would serve mainly local traffic and would not directly connect to Cameo Road so would not add through traffic to the community. There is no evidence that crime would increase in any Carpinteria neighborhood due to the construction of this project.

Response to comment 4: Traffic analysis, and subsequently the number and configuration of traffic lanes, is driven by the City of Carpinteria's General Plan, which identifies the type of development, also known as growth. Consistent with this growth, the City of Carpinteria General Plan shows Linden Avenue and Casitas Pass Road as Secondary Arterials that have a total of 84 feet of right-of-way. Within the 84-foot right-of-way, various lane configurations are possible ranging from three to five vehicle travel lanes; all options allow for elements such as dedicated bike lanes and vehicle parking.

The Casitas Pass Road overcrossing requires five travel lanes to accommodate future traffic. The Linden Avenue overcrossing requires only four travel lanes to accommodate future traffic.

Response to comment 5: The maps referred to are simplified, not-to-scale public display maps. To accommodate text and other illustrations, the Cameo Road neighborhood was

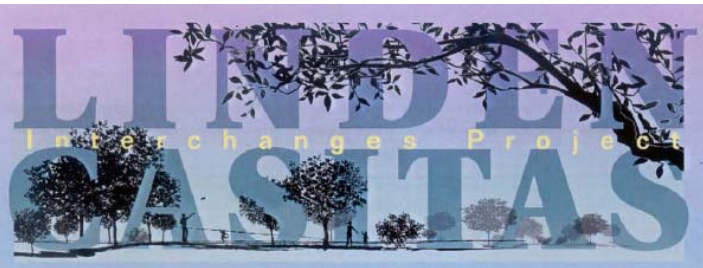
not represented. As a result of your and your neighbors' comments, the Cameo Road neighborhood has been added to these maps.

Response to comment 6: The Route 101 Carpinteria Creek Bridges would be raised by about 10 feet at Carpinteria Creek to pass the 100-year flow. To raise the bridges, the road must also be raised. Please refer to Section 2.2.1 Hydrology and Floodplain of the final environmental document for a full discussion of this issue.

The backyards of the Cameo Road homes next to the avocado orchard were modeled and are predicted to be 64 dBA with the project in the 2036 design year and 66 dBA without the project.

The noise predictions for Receptor area 11 (Cameo Road) in the build condition include raising Route 101 by 10 feet. This specific design feature has been accounted for within our noise model. The predicted with-project noise level is estimated to be 64 dBA for Receptor area 11, and would not exceed either the City of Carpinteria or Caltrans thresholds. The predicted noise level without the project is 66 dBA.

Response to comment 7: The existing bridges at Carpinteria Creek were designed in 1953 in accordance with Caltrans' standards and the data available at the time. When the Federal Emergency Management Agency developed the flood map at this location and determined that the bridges were creating a diversion, which contributes to flooding, they had more data and were using updated methodology. Now that Caltrans is aware of the conditions the existing bridges cause, it is obligated to return the flow to its historic course and eliminate the flooding by replacing the bridges. The Federal Emergency Management Agency, the Santa Barbara County Flood Control District and the City of Carpinteria all advocate this course of action. Caltrans cannot address the problem by paying for flood insurance.



Monday, March 16, 2009

Comment Card

NAME: Chris Joles

ADDRESS: 5155 Ogan CITY: Carp ZIP: 93013

REPRESENTING: Self

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

Will sound wall be built before road? or any other construction? 1

Possible of replacement windows in our house due to proximity of project? 2

Dust control, noise control, traffic issues in immediate area? 3

Phase Two HOV Lanes should be according to traffic direction time of day - am-pm flow. This should be for any HOV lanes 4

Please respond by Monday, March 23, 2009

Who maintains areas 5

Response to Chris Joles

Response to comment 1: Early construction of sound walls is always a consideration when a construction project is initiated. Many factors need to be considered for that to occur. Often, utility and drainage relocation must be accomplished before sound wall foundations can be placed. Consideration would be given to early construction of sound walls, and if possible, sound walls could be built where they will not interfere with other future items of work.

A 12-foot sound wall is currently proposed for your location, which would include about 200 feet of Route 101 frontage. The barrier is identified as B-8 in Section 2.2.6 Noise of the final environmental document.

Response to comment 2: Replacement windows for your home are not being considered due to the construction of the sound wall. Building acoustical treatments, including window replacement, are performed mainly for schools. Replacing windows is only pursued when the exterior peak hour noise levels equal or exceed 75 dBA or 30 dB above the existing noise environment and sound walls cannot provide noise abatement. Your residence does not meet the peak hour noise levels necessary for window replacement.

Response to comment 3: Without the project, the intersections of local streets and Route 101 ramps operate at unacceptable service levels and result in increased vehicle delay. This project reduces vehicle delay and provides acceptable service levels for the local street network and state highway system. Alternatives were developed to minimize impacts to the surrounding neighborhood and maximize local circulation efficiency.

Response to comment 4: The public would be given an opportunity to provide comments on this issue during the South Coast 101 HOV Project environmental review process.

Response to comment 5: Question reads: “Who maintains areas?” The State of California would be responsible for maintenance of Route 101 and the connector ramps. The City of Carpinteria would be responsible for maintenance of all city streets (Via Real, Casitas Pass Road, Ogan Road, Linden Avenue, etc.).

LINDEN CASITAS

Interchange Project

Comment Card

NAME: Pat Kistler - Govt Rel. Dir.

ADDRESS: P.O. Box 20112 CITY: SB, Calif. ZIP: 93120

REPRESENTING: Cap. Valley Chamber of Commerce / Bd of Dir.

Do you wish to be added to the project mailing list? ☐ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

I would like the following comments filed in the record (please print): Alternative #3 looks like the roundabout would work better & slow traffic down more, less expensive - less noise.

Please respond by Monday, March 23, 2009

Response to Pat Kistler

Response to comment: Thank you for your interest in and support of the project.

LINDEN CASITAS

Comment Card

NAME: ARTHUR KORB

ADDRESS: 5546 CAMEO RD. CITY: CARPINTERIA ZIP: 93013

REPRESENTING: CAMEO RD. COMMUNITY

Do you wish to be added to the project mailing list? ☑ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

Additional Comments and concerns of the Cameo Road Community:

1. Did your research consider the following:
   a. Did you check during a week's period over a 24 hour period how many trucks take the Casitas Pass northbound off ramp? 1
   b. How much more noise is generated by large delivery trucks/semi's due to acceleration from a dead stop to merging at freeway speed, as opposed to trucks cruising only at freeway speed? Freeway cruising speed would be considerably less noise under the circumstances. 2
   c. How much more exhaust pollution from a burst of tailpipe exhaust fumes would be generated from dead stop acceleration as opposed to constant freeway speeds? 3
   d. How much more noise and exhaust pollution will be increased by large trucks and cars having to accelerate uphill to go over the six feet proposed increase in the height of bridge over the freeway at Casitas Pass Road? 4
   e. Is there no provision in the project for a sound wall to reduce construction and increased traffic noise in the affected area? 5
   f. How much acceleration from the on/off proposed placement would be drifting in concentrated form directly into the Cameo Road neighborhood 160 feet away? 6
2. We feel that a high contiguous sound wall installed from the Carpentaria Creek to the Casitas Pass Road overcrossing would significantly mitigate the major increase in sound pollution for the directly affected the Cameo Road area (currently a quiet area of cul-de-sacs with no through traffic) which is within 160 feet of this major Cal Trans project: Via Real extension, new north bound on/off ramp at Casitas Pass Road. 7
3. We also feel that a high contiguous sound wall would also help prevent very increased amounts of exhaust emission fumes from intruding directly into Cameo Road in concentrated form, as the prevailing wind is primarily is almost always from the ocean and across the freeway and would be delivered to the Cameo Road community. 8
4. The wall would also help divert and disperse concentrations of exhaust emissions generated by tailpipe emissions.
5. We thank you for your consideration of this input from the concerned citizens affected by this project.

Please respond by Monday, March 23, 2009

Response to Arthur Korb

Response to comment 1: An analysis quantified the noise level contribution exclusively from the inclusion of Via Real and the re-configured on-/off-ramps at Casitas Pass Road. The modeling included expected truck traffic volumes in the vehicle mix.

Response to comment 2: Delivery trucks currently access commercial areas of Carpinteria traveling on Casitas Pass. These truck trips have been included in the noise modeling. The model shows that the Cameo Road area would not be subject to noise levels that exceed either the City of Carpinteria or Caltrans thresholds.

There are other roads in and out of the local business area. Delivery trucks would not have to use the new intersection with signals to enter the downtown area or have to double-back on Casitas Pass to leave the area. Also, the Linden Avenue overcrossing and Casitas Pass Road overcrossing have existing nonstandard vertical clearance over Route 101, necessitating diversion of taller heavy-duty trucks onto city streets. The proposed project would alleviate this condition.

Response to comment 3: The intersection with signals at Casitas Pass would not create substantial increases in emissions over the existing stop sign-controlled intersection. An intersection with signals would stop a portion of vehicle traffic during the red cycle, as opposed to stopping every vehicle at a stop sign-controlled intersection.

A study by the Sacramento Metropolitan Air District (*Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*, January 2007) showed that where there are high volumes of trucks on the highway (100,000 vehicles per day on a highway, or 50,000 vehicles per day on a rural roadway), there is a 70% drop in pollutant levels at a distance of 500 feet from the roadway. Cameo Road is about 400+ feet from the highway and about 250 feet from Via Real. Route 101 through the local area is predicted to have an annual average daily traffic count of about 90,000 vehicles in 2036, and Via Real to have an expected annual average daily traffic count of 4,500. The heavy-duty truck percentage on Via Real is less than 1%, while the heavy-duty truck percentage on the highway is about 6%.

Response to comment 4: The 6-foot grade change would have little to no effect for vehicles traveling at highway speed since this change would occur gradually over a distance of about 1,200 feet north of the Casitas Pass overcrossing (if traveling in the southbound direction) next to the Cameo Road neighborhood. Northbound vehicles

(closer to the Cameo Road neighborhood) would be losing grade as they travel through the adjacent Cameo Road area. The localized grade change amounts to about a 0.5% change from existing conditions, which would be unnoticeable to the casual traveler, and vehicles would not have to labor as the comment suggests. Noise modeling for the project accounted for a 10-foot elevation change throughout the area (a worst-case scenario). Under this assumption, the Cameo Road neighborhood would exceed neither the City's exterior noise threshold of 65 dBA nor Caltrans exterior threshold of 67 dBA. This area does not qualify for noise abatement in the form of sound walls.

With respect to exhaust emissions, the project is an operational improvement that would help improve traffic movement and circulation, a transportation control measure listed in the Santa Barbara County Air Pollution Control District Clean Air Plan. According to Caltrans Traffic and Design representatives, these improvements are expected to have a slight increase in speeds (1-2 miles per hour) over the short distance (1.1 miles) covered by the additional lanes. This would have a beneficial impact on air quality by relieving some of the congestion on the through lanes of the highway. Carbon monoxide (CO) and oxides of nitrogen (NOx) tend to decrease with increasing vehicle speeds.

Response to comment 5: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administrations Noise Abatement Criteria (NAC) threshold 67 dBA. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road)). This level is well below the noise abatement criterion of 67 dBA, is only 2 dBA lower than the no-project analysis, and therefore would not qualify for consideration of noise abatement. Based on the City of Carpinteria's own General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

Response to comment 6: Please refer to response to Korb comment 3 above.

Response to comment 7: An analysis quantified the noise level contribution exclusively from the inclusion of Via Real and the re-configured on-/off-ramps at Casitas Pass Road. The modeling included expected truck traffic volumes in the vehicle mix.

Our noise modeling indicates that because of noticeably higher traffic volumes and speeds, highway traffic would continue to be the dominant noise source in the area. The analysis concluded that the Via Real extension and newly configured interchange would

contribute a predicted 54 dBA to the residents represented by Receptor area 11 (Cameo Road). The mainline of Route 101 under the no-project scenario is predicted to be 66 dBA; the with-project scenario is predicted to be 64 dBA (modeled without the avocado orchard in place for a more conservative estimate) in the design year at Receptor area 11.

Due to the logarithmic nature of decibel addition, when two noise sources differ by 9 or more dBA, the lower number does not contribute to the higher noise level. As discussed during the public meetings, because of the substantially higher traffic volumes and speeds on Route 101, the highway would remain the dominant noise source in the area. Computer predictions using the maximum speed and traffic volumes on six lanes of highway, Via Real and the proposed highway ramps, in the project design year (2036) show that the noise contribution at the rear of the property lines between Cameo Road and the highway is 54 dBA Leq from traffic on Via Real, and 64 dBA Leq from the highway traffic.

Noise levels decrease by 2 dBA in the project design year at Receptor 11 due to the extension of Via Real, which would act as a sound berm for noise originating on Route 101. Noise levels would decrease in the build condition (from design year no-project levels), and predicted noise levels are due to future traffic volumes on the mainline of Route 101.

Response to comment 8: The project does not add new vehicle trips to the local area. The project redirects existing traffic within the circulation network. There are three discontinuous sections of Via Real, a parallel arterial on the north side of Route 101 in the city. This causes out-of-direction travel and/or freeway use to access properties on the north side of Route 101. Out-of-direction travel significantly increases localized concentrations of criteria and health-based air toxics/pollutants.

Although the extension of Via Real would move traffic to within about 250 feet for the residents along the south side of Cameo Road, the traffic study prepared for the project indicates that Via Real would carry relatively low vehicle volumes (compared to Route 101) traveling at about 35-40 miles per hour, which is close to the optimum speed of 45 miles per hour for the most efficient combustion and cleanest emissions for fossil-fueled vehicles. The intersection with signals at Casitas Pass is not anticipated to create substantial increases in emissions over the existing stop sign-controlled intersection. An intersection with signals would stop only a portion of vehicle traffic during the red cycle, as opposed to stopping every vehicle at a stop sign-controlled intersection all the time.

A study by the Sacramento Metropolitan Air District (*Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*, January 2007) showed that where there are high volumes of trucks on the highway (100,000 vehicles per day on a highway, or 50,000 vehicles per day on a rural roadway), there is a 70% drop in pollutant levels at a distance of 500 feet from the roadway. Cameo Road is about 400+ feet from the highway, and about 250 feet from Via Real. Route 101 through the local area is predicted to have an annual average daily traffic count of about 90,000 vehicles in 2036, and Via Real to have an expected annual average daily traffic count of 4,500. The heavy-duty truck percentage on Via Real is less than 1%, while the heavy-duty truck percentage on the highway is about 6%.

Noise barriers reduce noise levels from traffic by blocking and deflecting sound waves. These barriers also affect air pollutant dispersion, leading to increased vertical mixing due to the upward deflection of airflow caused by the structure. Modeling, wind tunnel, and field measurement studies suggest that this upward deflection of air can create a recirculation cavity downwind of the barrier containing a well-mixed, and potentially lower, zone of pollution concentrations. Noise modeling for the project indicated that the Cameo Road neighborhood would not exceed either the City's exterior noise threshold of 65 dBA or Caltrans' exterior threshold of 67 dBA. This area does not qualify for noise abatement in the form of sound walls.

Thursday, January 22, 2009

Comment Card

NAME: GEORGE LEHTINEN

ADDRESS: 1574 SEACOAST WAY CITY: CARPINTERIA ZIP: 93013

REPRESENTING: Self

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

(1.) One of the project purposes is to improve the service on Hwy 101. An improvement in service means an increase in speed which means an increase in noise. The after-project conditions MUST be better (quieter) than the before-project conditions. Since sound walls can't be built everywhere and part of the 101 roadway will be raised, the roadway wearing surface MUST be either DGA Open graded asphalt (or asphaltic concrete road surface) or finished by microgrinding for portland cement concrete. 1

(2) The width of the sidewalks should allow two mobility scooters to pass each other (or a scooter and baby carriage). 2

(3) Bicycles and round-abouts do not co-exist well. If that alternative is selected, special attention to safe bicycle routing is needed. 3

Please respond by Saturday, February 14, 2009

Response to George Lehtinen (January 22, 2009)

Response to comment 1: Open Graded Asphalt-Concrete would be used along the Route 101 mainline near the Carpinteria Creek Bridges. Noise benefits can be achieved with the

application of specialized wearing courses such as Open Graded Asphalt-Concrete or the use of Rubberized Asphalt-Concrete. Typically, these types of pavements wear much faster than conventional asphalt concrete and, as the pore spaces between the aggregate fill with dirt and various roadway debris, their noise benefit diminishes significantly.

None of the noise modeling performed as part of the environmental analysis included the use of specialized pavements. Multiple research efforts have determined that an approximate 4- to 7-dBA decrease can be achieved on opening day with the use of specialized surfaces with respect to conventional asphalt concrete. Thus, if the use of specialized pavement wearing courses is pursued on the mainline of Route 101, the overall noise environment throughout the corridor would be improved. The use of specialized wearing courses on the extension of Via Real would provide no practical noise reduction benefit because Route 101 is the dominant noise source in the area, which is predicted to be more than 10 dBA louder than the extension of Via Real. When two noise sources differ by more than 9 dBA, the lower noise generator does not contribute or add anything to the higher noise source level.

Response to comment 2: The width of sidewalks throughout the project would range from 8 to 5 feet, as specified in federal and state Americans with Disabilities Act (ADA) standards and the request of City of Carpinteria. This width is enough for most mobility scooters, wheelchairs, and baby strollers to pass each other.

Response to comment 3: The roundabout would be designed with a low circulating speed of 25 miles per hour so that bicyclists may use the roundabout or the proposed pedestrian crossings and shared use paths for non-motorized users.

LINDEN AVENUE & CASITAS PASS ROAD Interchange Project

Comment Card

NAME: GEORGE LEHTINEN

ADDRESS: 1574 SEACOAST WAY CITY: CARPINTERIA ZIP: 93013

REPRESENTING: SELF

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

→ Alternatives to raising the freeway over Carpinteria Creek need to be explored. The additional height of the bridge will be an eye sore. 1

Alternatives might include (1) widening the conduit to pass the 100 year flow, (2) upstream detention structures to decrease the flow, (3) downstream measures such as levees, (4) purchase of the most at-risk structures, (5) construction of wing walls etc so that peak flows are pressure flow through the conduit or (6) some combination of these or other measures. 2 3 4 5 6

→ The additional planned bridge height adversely impacts the approach slopes for pedestrians and cyclists, and the lengthened slopes may impact the business driveways. The increased height adds to the noise impacts and visual impacts. 7 8

Please respond by Monday, March 23, 2009

Response to George Lehtinen (March 16, 2009)

Response to comment 1: The proposed bridges were designed at as low an elevation as practicable. A number of alternatives were considered in determining the current design to meet federal requirements for passing the 100-year flow at Carpinteria Creek.

To reduce the impact of the higher, wider bridge structures, aesthetic treatments and design would be incorporated into the structure (for example, texturized surfaces, architectural relief, and color application). Please see Section 2.1.6 Visual/Aesthetics for more information.

Response to comment 2: The proposed bridges have been designed to match the existing channel width as closely as practicable. If the creek channel were widened enough to significantly lower the bridges, the transitions to its existing width would be very long in order not to decrease hydraulic efficiency (too short a transition could actually raise water surface elevations). Such an extensive change of the channel would cause unacceptable impacts to the creek and adjacent properties.

Response to comment 3: Caltrans does not have the authority to use highway funds for flood control structures. The Santa Barbara County Flood Control District and the City of Carpinteria would be the appropriate agencies to address this issue.

Response to comment 4: Caltrans is obligated to return the flow in Carpinteria Creek to its historic course and couldn’t address the flooding by buying at-risk structures. Please see Section 2.2.1 Hydrology and Floodplain in the final environmental document for a full discussion of flood issues.

Response to comment 5: Carpinteria Creek carries a significant amount of debris. The FEMA Flood Insurance Study for the creek identifies debris as a factor in limiting the capacity of the existing bridges. The proposed bridge elevations must include enough space to allow debris to pass. Consequently, the bridges should not be designed for pressure flow.

Response to comment 6: Since none of the suggested measures can be applied in this situation, a combination of the suggested measures would also not be applicable.

Response to comment 7: The proposed maximum bridge grades for both the Linden Avenue and Casitas Pass Road overcrossings are 5%. Federal and state Americans with

Disabilities Act (ADA) standards allow a 5% grade for all pedestrian and bicycle facilities.

Two businesses on Casitas Pass Road—a gas station and a fast food restaurant—have driveways within the project limits. Caltrans evaluated the proposed slopes in these areas and would be able to rebuild the driveways within design standards.

Response to comment 8: The noise model used to predict the future noise environment included all identified design elements, including higher bridges. Wherever Federal Highway Administration and Caltrans noise abatement criteria are met, sound walls are proposed. For those receptors that are several blocks or more away from the project location, traffic on local roadways and other various noise sources would dominate the noise environment.

Section 2.1.6 Visual/ Aesthetics in the final environmental document finds that no sensitive visual resources, such as ocean or mountain views, would be affected by the increased height of the Route 101 Carpinteria Creek Bridge. Roadside slopes would be replanted with appropriate vegetation, reducing views to the highway. Views from the elevated position of Route 101 would have increased visibility of the Santa Ynez Mountains.

LINDEN AVE & CASITAS PASS
Interchanges Project

Thursday, January 22, 2009

Comment Card

NAME: Judith C. Martinez

ADDRESS: 1266 La Brea Ln. CITY: Carpinteria ZIP: 93013

REPRESENTING: Self

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

Our neighborhood has always been a haven to come home to for the past 40-50 years. I have lived at 1266 La Brea Ln. for 35 years and intend to continue to do so for another 30 years. I bought this house because of the quiet, safe, secluded area to raise my family. Please reconsider this unnecessary project and allow Carpinteria to remain as much of a small town as everyone says they enjoy.

The beauty and increased air quality from the orchards on both sides of Cameo/La Brea are integral to maintaining our quality of life. I am totally against a project of this size and expense.

Please respond by Saturday, February 14, 2009

Response to Judith C. Martinez

Response to comment: Thank you for your interest in the project. The project is needed to bring Route 101 up to current standards (non-standard interchange spacing and merging lengths and nonstandard vertical clearance at overcrossings) and address the lack of connectivity within the city limits on Via Real, non-standard northbound on-ramp configuration at Via Real near Vallecito Road, and insufficient bicycle and pedestrian access throughout the corridor. For more information, see Section 1.2.2 Need.

JAMES M. McFAUL
5519 Cameo Road
Carpinteria, CA 93013

February 8, 2009

CALTRANS, DISTRICT 5
Environmental
50 Higuera Street
San Luis Obispo, CA 93401

Attn: Mr. Matt Fowler

RE: Highway 101/Casitas Pass/Linden Avenue Improvement Project

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Dear Mr. Fowler,

My name is James M. McFaul. My wife and I own our home at 5519 Cameo Road in Carpinteria. Our home is on the south side of Cameo Road, immediately to the north of the Whitney property, with its large avocado orchard.

I have been generally aware for some time of the proposed Caltrans project at the Highway 101/Casitas Pass Road intersection. However, I did not receive notice of the public hearing which, from a neighbor, I understand took place on January 22, 2009 at Canalino School. I understand the period for public comment regarding this project will end on February 14, 2009. I am therefore writing to express my very serious concerns. 1

When I bought my home in 1997, I did so fully aware of its proximity to Highway 101. The level of freeway noise varies (becoming somewhat more noticeable on a summer night, for example), but I have not generally considered it to be a problem.

However, approximately eight years ago, the avocado trees on the Whitney property were all cut down, leaving stumps just a few feet high. While it took several years, those trees have now fully regrown, to a height of 20 feet or more. I mention this because for a few years after the trees were cut down, the freeway noise level 2

CALTRANS DISTRICT 5
Environmental
RE: Highway 101/Casitas Pass/Linden Avenue Improvement Project

February 8, 2009 Page 2

increased significantly. I'm certainly no sound engineer, but common sense tells me these trees act as a sound buffer, limiting the amount of freeway noise we would otherwise experience.

Of particular significance to my concerns addressed in this letter is the current and past nature of the Whitney property itself. As an avocado orchard, it is, 99% of the time, completely unoccupied and is absolutely, utterly, quiet. Especially for those of us whose properties abut the Whitney property, that is a very nice offset against the freeway noise we all experience to a certain degree.

I'll now state my several concerns about what I understand to be the components of this project, and why I think it threatens to severely impact our neighborhood, and substantially reduce our property values.

First, I understand the project includes raising the level of Highway 101 itself in this area, by six to ten feet or so, apparently to accommodate concerns over a 100 year rainfall event. Because this change will place the level of the freeway closer to the level of our neighborhood, this change, in and of itself, will increase freeway noise levels for our neighborhood, everything else being equal. 3

Second, I understand the plan is to extend Via Real from Casitas Pass Road to the east, to connect up with Via Real in the neighborhood of Bailard Avenue. As drawn on the map I've seen, this will obviously require the acquisition of all or part of the Whitney property, and the removal of a significant percentage, and perhaps all, of the avocado trees. Absent some other form of sound mitigation, freeway noise will increase further with the removal of the avocado trees. 4

Third, independent of the tree removal, the extension of Via Real itself will create a busy, noisy roadway where one does not now exist, immediately to the south of our neighborhood, resulting in an even greater increase in noise levels. 5

Fourth, and most seriously, the plan includes the construction of a new off-ramp and a new on-ramp for northbound Highway 101. The proposed new intersection between the Via Real extension, the off-ramp, and the on-ramp is to be controlled by a traffic signal. This intersection will obviously be very busy, with substantial traffic 24 hours a day. While I don't know the exact dimensions, it appears from the map I've seen that this intersection is going to be located very close to our neighborhood, particularly those of us on the south side of Cameo Road.

CALTRANS DISTRICT 5
Environmental
RE: Highway 101/Casitas Pass/Linden Avenue Improvement Project

February 8, 2009 Page 3

So here's the change we're looking at. For the present, and for decades in the past, we have had a large, completely silent avocado orchard to effectively act as a buffer between our neighborhood and Highway 101. As planned, this project will remove all or part of that buffer, and replace it with a busy, signal-controlled intersection, with a freeway off-ramp and on-ramp, all serviced by a new arterial roadway connecting Casitas Pass Road to the Bailard neighborhood. When one considers what all this means for us in terms of noise, dust, exhaust, and light pollution from street lights and signals (not to mention the visual blight from replacing avocado trees with all of this), augmented by an increase in noise from Highway 101 itself, the negative impact of this project, on our neighborhood, simply cannot be overstated.

I've spoken with a few of my neighbors about this, and thought you should know that one of them, Ms. Jean Mecham, is 82 years of age and has asthma. She lives, like my wife and I do, along the south side of Cameo Road at 5575 Cameo. It appears to me her house is perhaps the closest in the tract to the proposed new intersection. She is extremely worried about this project, to say the least.

****

I would like to know what measures Caltrans has in mind for mitigating the horrific impacts this project would have on our neighborhood, including increased noise, dust, vehicle exhaust pollution, light from street lights and signals, and loss of visual beauty. I want to hear just what the plan is to protect the value of my home, my quality of life, and my neighborhood, from being devastated by this project. 6

Sincerely,

James M. McFaul

P.S. -

After writing but before mailing this letter, I found the environmental impact report on line and reviewed parts of it. I note, in particular, the findings which indicate our neighborhood <u>will</u> be adversely impacted by noise, but apparently not

quite severely enough for Caltrans to do anything about it. I think that conclusion will be extremely unpopular in our neighborhood.

Otherwise, I am going to keep an open mind as I review the EIR in greater detail, but judging from the summary, it appears to me the report not only overlooks the huge impacts this project would have on our neighborhood, but the very existence of our neighborhood itself. I find that very striking, and very disturbing.

JMc

Response to James M. McFaul

Response to comment 1: In accordance with CEQA Guidelines and Caltrans policy, notifications regarding the availability of the draft environmental document and planned public meeting were published in local newspapers (*Coastal View* and *Daily Sound* December 23, 2008 and January 15, 2009). Subsequently, the comment period was extended and notifications were sent out to nearby residents, and a second public information meeting was held on March 16, 2009. CEQA does not require direct mail notification of public meetings.

Response to comment 2: The predicted noise levels in the build condition at Receptor 11 (Cameo Road) were modeled with the existing avocado orchard entirely removed. The model used the maximum expected speed and traffic volumes on a future six lanes of highway, Via Real, and the proposed highway ramps. The with-project design year noise level of 64 dBA was evaluated using the most conservative approach, which would not exceed either the City of Carpinteria or Caltrans thresholds.

Modeling of the Cameo Road area indicated that the effect of the existing avocado orchard does buffer or attenuate about 2 dBA of highway noise in the existing condition. The inclusion of Via Real in the build condition likewise attenuates about 2 dBA. The net effect is that the residents along Cameo Road would experience and increase of about 2 dBA by entirely removing the orchard; however, noise would be reduced by about 2 dBA by building Via Real due to the elevation of the road. The result is no net gain or loss of noise levels with the full removal of the existing orchard. It has not been determined at this time if the existing orchard would be fully or only partially removed under the build condition.

Response to comment 3: The proposed bridges for Carpinteria Creek are being designed for the 100-year flow in accordance with federal regulations and to eliminate flooding caused by the existing bridges as shown on the FEMA flood map. See Section 2.2.1 Hydrology and Floodplain for a full discussion of this issue.

The highway would be raised up to 6-10 feet to allow for a higher bridge structure over Carpinteria Creek. But, after passing over Carpinteria Creek, the highway would quickly return to its existing grade just north of the Casitas Pass Road overcrossing that would also be rebuilt to current design standards. Raising the Casitas Pass Road and Linden Avenue overcrossings would reduce a great deal of existing heavy-duty truck traffic that

occasionally has to detour through town because of lower-than-standard clearance on the existing structures.

The noise predictions for Receptor area 11 (Cameo Road) in the build condition include raising Route 101 by 10 feet. This specific design feature has been accounted for within the noise model. The predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 and would not exceed either the City of Carpinteria or Caltrans thresholds. The predicted noise level without the project is 66 dBA.

Response to comment 4: Please see response to McFaul comment 2 above.

Response to comment 5: An analysis quantified the noise level contribution exclusively from the inclusion of Via Real and the re-configured on-/off-ramps at Casitas Pass Road. The modeling included expected truck traffic volumes in the vehicle mix.

Noise modeling indicates that because of noticeably higher traffic volumes and speeds, highway traffic would continue to be the dominant noise source in the area. The analysis concluded that the Via Real extension and newly configured interchange would contribute a predicted 54 dBA to the residents represented by Receptor area 11 (Cameo Road). The mainline of Route 101 under the no-project scenario is predicted to be 66 dBA; the with-project scenario is predicted to be 64 dBA (modeled without the avocado orchard in place for a more conservative estimate) in the design year at Receptor area 11.

Due to the logarithmic nature of decibel addition, when two noise sources differ by 9 or more dBA, the lower number does not contribute to the higher noise level. As discussed during the public meetings, because of the substantially higher traffic volumes and speeds on Route 101, the highway would remain the dominant noise source in the area. Computer predictions using the maximum speed and traffic volumes on six lanes of highway, Via Real and the proposed highway ramps, in the project design year (2036) show that the noise contribution at the rear of the property lines between Cameo Road and the highway is 54 dBA Leq from traffic on Via Real and 64 dBA Leq from the highway traffic.

Noise levels decrease by two dBA in the project design year at Receptor area 11 because the extension of Via Real would act as a small sound berm for noise originating on Route 101. With that said, noise levels actually decrease in the build condition (from design year no-project levels), and predicted noise levels would be due solely to future traffic volumes on the mainline of Route 101.

Response to comment 6: Mitigation measures for noise can be found in Section 2.2.6; for air quality, in Section 2.2.5; and for visual impacts, in Section 2.1.6.

LINDEN AVE CASITAS PASS

Thursday, January 22, 2009

Comment Card

NAME: Marguerite Meehan

ADDRESS: 5595 Cameo Rd CITY: Carpinteria ZIP: 93013

REPRESENTING: self

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

see attached

Please respond by Saturday, February 14, 2009

2-9-2009

To: Caltrans District 5

San Luis Obispo, Ca.

Attention: Matt Fowler

From: Marguerite Mecham

5575 Cameo Road

Carpinteria, Ca.

I have many concerns re the current Highway 101/Casitas Pass Interchange Project, beginning with the fact that our Cameo Rd neighborhood/community was not informed by mail of a public meeting held on January 22, 2009 at Canalino School. Fortunately, a neighbor read of the meeting in the newspaper and attended. He alerted me to the meeting he attended, and gave me information he received. 1

The neighborhood of Cameo Road was not included on the proposed interchange maps provided. Since we were not informed of the public meeting, and do not appear on the proposed map, is Cal Trans not aware of our existence? 2

We are a very lovely community of approximately 40 homes in a quiet neighborhood, many occupied by seniors citizens who are original home owners here. All of our homes are well maintained with pride of ownership.

Concerns I have over this proposed project are:

The financial impact of home values will drastically decrease as the increased noise and air pollution would make the location of the homes less desirable to future buyers. 3

Is it necessary for Via Real to be extended through to Casitas Pass? With the proposed stop signals at the freeway off ramp, and again on Casitas Pass Rd, (a very short distance away) the bottleneck of traffic stopping and going will be enormous. This will add a greater amount of noise and air pollution to what is now a comfortable and quiet home atmosphere. 4 5 6

Is it really necessary to have such a convoluted system for the off and on ramps from the freeway, involving traffic signals... again involving the stopping and going (acceleration) of vehicles, including large trucks, again creating noise and air pollution? 7

Raising the freeway bed up 6+ feet seems unrealistic, as well as a waste of taxpayer money. I understand this is to be done in the event of a 100 year

flood... In 1969 there was a major flood that severely damaged the 101 freeway bridge over Carpinteria Creek, causing flooding. Since that time, Carpinteria Flood Control has kept the creek free of debris, and to my knowledge no further flooding has occurred. 8

I've lived in this home for 43 years. I am the original owner. Raising the freeway level would again increase noise/air pollution! 9

IF this project should continue as now proposed, no provision for a sound wall for this area has been mentioned. This would be a necessity because of the increased noise and air pollution prior to any construction! 10

For numerous years, we have had avocado trees on the Whitney property that benefit this neighborhood with diminished noise and air pollution levels. Removal of those trees would increase noise/air pollution! 11

I was diagnosed with asthma several years ago, and have a continuing problem with it. I do feel the increase in freeway traffic air pollution is a contributing factor.

As I mentioned previously, I am an original home owner. There are several original homeowners who live here as well. This has been a great neighborhood to live in and raise our children and grandchildren. I believe we'd all like to see it remain the neighborhood community we all have known and loved over the years. Please don't subject us to the obvious annoyance and unhealthy lifestyle this project would bring.

Marguerite Jean Meacham

Response to Marguerite Mecham

Response to comment 1: In accordance with CEQA Guidelines and Caltrans policy, notifications regarding the availability of the draft environmental document and planned public meeting were published in local newspapers (*Coastal View* and *Daily Sound* December 23, 2008 and January 15, 2009). Subsequently, the comment period was extended and notifications were sent out to nearby residents, and a second public information meeting was held on March 16, 2009. CEQA does not require direct mail notification of public meetings.

Response to comment 2: The maps referred to are simplified, not-to-scale public display maps. To accommodate text and other illustrations, the Cameo Road neighborhood was not represented. As a result of your and your neighbors' comments, the Cameo Road neighborhood has been added to these maps.

Response to comment 3: Changes in property values are a result of the economy and market. Secondary effects on value are a result of zoning changes and development of surrounding areas due to those zoning changes. Other factors that affect value include age of improvements, community changes, accessibility to and from market areas, as well as proximity to airports, hospitals, schools and other amenities such as restaurants, grocery, and department stores. Environmental factors include views, proximity to golf courses, lakes, rivers, as well as oceans and beaches.

Two main factors affect land values: 1) location and 2) national, state, and the immediate or surrounding/local economies.

Proximity to transportation facilities would affect property values as well, and for the most part improves the values of properties. Transportation facilities must reach an area before that area can make improvements, thus improving the value of that area. As areas continue to develop and grow, the transportation facilities require improvement. The proximity to freeways and/or arterial corridors, main streets and state highways also affects the values of property, both positively and negatively, but mostly positively. This is true in all markets.

Improvements to existing freeways, arterial corridors, main streets, state highways and frontage roads indicate that more people are in the immediate area and using these streets, highways and freeways, which means development is occurring and values are increasing. As development continues, the land becomes more and more valuable. This

happens until the area becomes too crowded and people can't get around easily. This is what the Level of Service (LOS) addresses. When the LOS decreases to a point where it damages the area's primary or core value, then something has to be done. This means better transportation and access, improved infrastructure, more schools, fire stations and police departments, etc., protecting the primary value of the area and even increasing values after the improvements are made; the LOS then rises and creates a more desirable area to live and work.

The project would not have a substantial adverse effect on the values of surrounding properties, and the increase in safety and operations is expected to offset any negative impacts. The sale price of a home is determined by the market and the location of the neighborhood itself, as well as the quality and age of improvements. Values of that neighborhood are going to be consistent with the local market values. That means that if one of the properties on Cameo Road is "for sale" and is along the southern edge next to the acquisition parcel for the off-ramp, it will be marketed at the same range of value or price as all the others in the neighborhood. It could be priced in the highest portion of the price range or lowest portion of the price range, but the homes will all stay within the range of values for that neighborhood. If prices differ by 1%-5% due to the size of improvement, parcel size, or location within the neighborhood, then they will still have that range of value in the future.

Response to comment 4: The Via Real extension is a local circulation improvement that reduces travel time from the residential area south of Carpinteria Creek to downtown by about 50% and alleviates traffic congestion along Carpinteria Avenue by about 5%. The extension is consistent with the City General Plan Circulation Element.

Response to comment 5: The signals at the northbound ramps and Via Real would be coordinated to minimize delay and improve traffic flow. The addition of traffic signals would improve traffic flow and reduce starting and stopping compared to stop signs.

Response to comment 6: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administrations noise abatement criterion threshold of 67 dBA. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road). This level is well below the noise abatement criterion of 67 dBA and is only 2 dBA lower than the no-project analysis. Therefore, this would not qualify for consideration of noise abatement. Based on the City of Carpinteria's own General Plan Noise Element, outdoor noise levels

up to 65 dBA are considered acceptable for residential land uses. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

Response to comment 7: By consolidating the northbound ramps at Casitas Pass Road\Via Real, the volumes on Via Real between Vallecito and Casitas Pass Road under all project scenarios would be reduced compared to the no-project scenario. Truck routing with all alternatives would be similar to existing conditions. The addition of traffic signals would improve traffic flow and reduce starting and stopping.

Response to comment 8: The Santa Barbara County Flood Control District has been maintaining the creek since the late 1960s. Maintenance helps to reduce debris, but does not eliminate it. Caltrans and the County have records of debris collecting at the Route 101 and Carpinteria Avenue bridges on Carpinteria Creek in 1995. The Federal Emergency Management Agency Flood Insurance Study for the creek identifies debris as a factor in limiting the capacity of the existing bridges. The effects of debris must be considered in the proposed bridge design.

The bridges at Carpinteria Creek must be replaced even though there hasn't been any recent flooding. The proposed bridges are being designed for the 100-year flow in accordance with federal regulations and to eliminate flooding caused by the existing bridges as shown on the Federal Emergency Management Agency flood map. The 100-year flow is the flow that has a 1% chance of occurring any given year. Creek flows have not been high enough to cause significant flooding in the last 40 years. The flow in 1995 was the largest since 1969 and it was only about two-thirds as big as the 100-year flow. Please see Section 2.2.1 Hydrology and Floodplain for a full discussion of flooding issues.

Response to comment 9: The project does not add new vehicle trips to the local area, but rather redirects existing traffic within the circulation network. The project is an operational improvement project that fits in with the statewide effort to reduce fuel consumption and carbon dioxide emissions through improved vehicle operations. To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, greenhouse gas emissions (particularly carbon dioxide) would be reduced within the corridor, regardless of the location of the traffic.

The noise predictions for Receptor 11 (Cameo Road) in the build condition include raising Route 101 by 10 feet. This specific design feature has been accounted for within

the noise model. The predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 and would exceed neither City of Carpinteria nor Caltrans thresholds.

Modeling of the Cameo Road area indicates that the effect of the existing avocado orchard does buffer or attenuate about 2 dBA of highway noise in the existing condition. The inclusion of Via Real in the build condition likewise attenuates about 2 dBA. The net effect is that the residents along Cameo Road would experience an increase of about 2 dBA by entirely removing the orchard, but noise would be reduced by about 2 dBA by building Via Real due to the elevation of the road. The result is no net gain or loss of noise levels with the full removal of the existing orchard. It has not been determined at this time if the existing orchard would be fully or partially removed under the build condition.

Air pollution in this area already exists due to congestion on the highway corridor where vehicle volumes exceed available capacity. The operational improvements provided by this project would help decrease existing air emissions by allowing better vehicle circulation within the area. All vegetation removed, including avocado trees, would be replaced with native vegetation. There would be no net loss of carbon sequestration due to the removal of the avocado trees. Caltrans would preserve as many of the avocado trees as possible.

Response to comment 10: The predicted noise levels in the build condition at Receptor area 11 (Cameo Road) were modeled with the existing avocado orchard entirely removed. The computer predictions used the maximum expected speed and traffic volumes on a future six lanes of highway, Via Real, and the proposed highway ramps. As such, the with-project design year noise level of 64 dBA was evaluated with the most conservative approach, which would not exceed either City of Carpinteria or Caltrans thresholds.

Modeling of the Cameo Road area indicates that the effect of the existing avocado orchard does buffer or attenuate about 2 dBA of highway noise in the existing condition. The inclusion of Via Real in the build condition likewise attenuates about 2 dBA. The net effect is that the residents along Cameo Road would lose about 2 dBA by entirely removing the orchard and gain about 2 dBA by building Via Real, for no net gain or loss of noise quality with the full removal of the existing orchard. It has not been determined at this time if the existing orchard would be fully or partially removed under the build condition.

LINDEN CASITAS

Comment Card

NAME: Dave Meyer

ADDRESS: 1369 Linhere Dr. CITY: Carpinteria ZIP: 93013

REPRESENTING: Self

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

(1) This is a city that currently has 3 stoplights (total!) Adding the number of stoplights proposed in these alternatives seems like major overkill. 1

(2) I wholeheartedly agree that the current onramps (particularly northbound) are inadequate and need to be replaced. 2

Please respond by Monday, March 23, 2009

Response to Dave Meyer

Response to comment 1: Based on the signal warrant and operations analysis, the following intersections are recommended for signal installation:

- Linden Avenue/Route 101 Southbound Off-Ramp
- Linden Avenue/Via Real
- Linden Avenue/Route 101 Northbound On-Ramp
- Casitas Pass Road/Route 101 Southbound Ramps
- Via Real/Route 101 Northbound Ramps

Peak hour traffic signal warrant analysis was done. The results are summarized in the following table.

Traffic Signal Warrant Analysis

Intersection	No Project		Alternative 1 and 4		Alternative 2		Alternative 3	
	AM	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
2016								
Linden Avenue / Route 101 SB Off-Ramp	Met	Met	Met	Met	Met	Met	Met	Met
Linden Avenue / Ogan Road – No Project (Linden Avenue/Via Real – Alt. 1, 2, 3, & 4)	Met	Not Met	Met	Not Met	Met	Met	n/a (Roundabout)	
Linden Avenue / Route 101 NB On-Ramp (Alt. 1 & 4)	n/a	n/a	Met	Met	n/a	n/a	n/a	n/a
Casitas Pass Road / Route 101 SB Ramps	Met	Met	Met	Met	Met	Met	Met	Met
Via Real / Route 101 NB Ramps (Alt. 1, 2, 3, and 4)	n/a	n/a	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met
2036								
Linden Avenue / Route 101 SB Off-Ramp	Met	Met	Met	Met	Met	Met	Met	Met
Linden Avenue / Ogan Road – No Project (Linden Avenue/Via Real – Alt. 1, 2, 3, & 4)	Met	Met	Met	Met	Met	Met	n/a Roundabout	
Linden Avenue / Route 101 NB On-Ramp (Alt. 1 & 4)	n/a	n/a	Not Met	Not Met	n/a	n/a	n/a	n/a
Casitas Pass Road / Route 101 SB Ramps	Met	Met	Met	Met	Met	Met	Met	Met
Via Real / Route 101 NB Ramps (Alt. 1, 2, 3, and 4)	n/a	n/a	Met	Met	Met	Met	Met	Met

Source: Fehr & Peers Associates, 2007.

Without the project, the intersections of local streets and Route 101 ramps would operate at unacceptable service levels and result in increased delay. The project reduces these delays so that intersections would operate with acceptable service levels and delay. The following tables show intersection service levels under no-project and project alterative scenarios.

Linden Avenue Interchange Intersection Analysis 1,2					
Intersection	**Traffic Control**	**No Project**	**Alternative 1 & 4**	**Alternative 2**	**Alternative 3**
		Delay / LOS	**Delay / LOS**	**Delay / LOS**	**Delay / LOS**
2016 Morning					
Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	>50 / F (EB)	15 / B	15 / B	15 / B
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	31 / D (WB)	40 / D	19 / B	19 / B
2016 Evening					
Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	>50 / F (EB)	18 / B	17 / B	17 / B
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	20 / C (WB)	24 / C	18 / B	18 / B
2036 Morning					
Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	>50 / F (EB)	20 / B	15 / B	15 / B
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	>50 / F (WB)	33 / C	14 / B	14 / B
2036 Evening					
Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	> 50 / F	21 / C	17 / B	17 / B
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	> 50 / F	30 / C	16 / B	16 / B

Notes: Shading denotes locations where level of service threshold is exceeded.
1 Side-street stop intersection level of service based on worst approach control delay per vehicle, according to the 2000 Highway Capacity Manual. All-way stop intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
2 Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2007.

Casitas Pass Road Interchange Intersection Analysis 1,2			
Intersection	**Traffic Control**	**No Project**	**All Alternatives**
		Delay / LOS	**Delay / LOS**
2016 Morning			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	31 / D	14 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	> 50 / F	26 / C
2016 Evening			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	18 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	> 50 / F	26 / C
2036 Morning			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	14 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	>50 / F	22 / C
2036 Evening			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	25 / C
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	>50 / F	23 / C

Notes: Shading denotes locations where level of service threshold is exceeded.
1 Side-street stop intersection level of service based on worst approach control delay per vehicle, according to the 2000 Highway Capacity Manual. All-way stop intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
2 Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2007.

Response to comment 2: Thank you for your interest in the project.

LINDEN CASITAS

Comment Card

NAME: George & Madelyn Middleton

ADDRESS: 1891 Byrnes Lane CITY: Carpinteria ZIP: 93013

REPRESENTING: residents

Do you wish to be added to the project mailing list? ☐ YES ☒ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

March 15, 09

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

THIS PROJECT IS TOO LARGE FOR Carpinteria — THE IMPACT ON SO MANY HOMES IS UNCALLED 1
FOR — TRAFFIC WILL NOT BE IMPROVED — 2
ONLY WORSE — TOO HAVE THE GO THROUGH THE
WITNEY property MAKES IT TOO CLOSE FOR 3
ALL THE HOMES ON CAMEO Rd. — WHAT ABOUT
HOMES ON VALLECITO & Organ — AND NEW HOMES
ON LINDEN — ALL PLANS SEEM VERY
POOR & NOT TAKING IN ALL THE HOMES
AFFECTED — AND TO HAVE LIGHT AT CASITAS
IS RIDICULOUS — 4

Madelyn L Middleton
George Middleton

Please respond by Monday, March 23, 2009

Response to George and Madelyn Middleton

Response to comment 1: Alternatives were developed to minimize impacts to surrounding neighborhoods, incorporate current state design standards, and maximize local circulation efficiency.

Response to comment 2: Without the project, the intersections of local streets and Route 101 ramps would operate at unacceptable service levels and result in increased delay. The project would reduce these delays to acceptable service levels and delay. The following tables show intersection service levels under no-project and project alterative scenarios.

Linden Avenue Interchange Intersection Analysis 1,2

Intersection	Traffic Control	No Project	Alternative 1 & 4	Alternative 2	Alternative 3
		Delay / LOS	Delay / LOS	Delay / LOS	Delay / LOS
2016 Morning					
Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	>50 / F (EB)	15 / B	15 / B	15 / B
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	31 / D (WB)	40 / D	19 / B	19 / B
2016 Evening					
Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	>50 / F (EB)	18 / B	17 / B	17 / B
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	20 / C (WB)	24 / C	18 / B	18 / B
2036 Morning					
Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	>50 / F (EB)	20 / B	15 / B	15 / B
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	>50 / F (WB)	33 / C	14 / B	14 / B
2036 Evening					
Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	> 50 / F	21 / C	17 / B	17 / B
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	> 50 / F	30 / C	16 / B	16 / B

Notes: Shading denotes locations where level of service threshold is exceeded.
1 Side-street stop intersection level of service based on worst approach control delay per vehicle, according to the 2000 Highway Capacity Manual. All-way stop intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
2 Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2007.

Casitas Pass Road Interchange Intersection Analysis 1,2			
Intersection	**Traffic Control**	**No Project**	**All Alternatives**
		Delay / LOS	**Delay / LOS**
2016 Morning			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	31 / D	14 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	> 50 / F	26 / C
2016 Evening			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	18 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	> 50 / F	26 / C
2036 Morning			
Casitas Pass Road / US 101 SB Ramps	AWS Signal	>50 / F	14 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	>50 / F	22 / C
2036 Evening			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	25 / C
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	>50 / F	23 / C

Notes: Shading denotes locations where level of service threshold is exceeded.
1 Side-street stop intersection level of service based on worst approach control delay per vehicle, according to the 2000 Highway Capacity Manual. All-way stop intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
2 Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2007.

Response to comment 3: The Via Real extension would serve mostly local traffic and is a local circulation improvement that would reduce travel time from the residential area south of Carpinteria Creek to downtown by about 50%. It also would alleviate traffic congestion along Carpinteria Avenue by about 5%. The extension is consistent with the City General Plan Circulation Element.

Response to comment 4: Based on the signal warrant and operations analysis, the following intersections are recommended for signal installation:

- Casitas Pass Road/Route 101 Southbound Ramps
- Via Real/Route 101 Northbound Ramps

The peak hour traffic signal warrant analysis is summarized in the following table. The table indicates that signal warrants at Casitas Pass Road and Route 101 southbound ramps would be met in 2016 and 2036 even without the project.

Traffic Signal Warrant Analysis

Intersection	No Project		Alternative 1 and 4		Alternative 2		Alternative 3	
	AM	PM	AM	PM	AM	PM	AM	PM
2016								
Casitas Pass Road / Route 101 SB Ramps	Met	Met	Met	Met	Met	Met	Met	Met
Via Real / Route 101 NB Ramps (Alt. 1, 2, 3, and 4)	n/a	n/a	Not Met	Not Met	Not Met	Not Met	Not Met	Not Met
2036								
Casitas Pass Road / Route 101 SB Ramps	Met	Met	Met	Met	Met	Met	Met	Met
Via Real / Route 101 NB Ramps (Alt. 1, 2, 3, and 4)	n/a	n/a	Met	Met	Met	Met	Met	Met

Source: Fehr & Peers Associates, 2007.

Without the project, the intersections of local streets and Route 101 ramps would operate at unacceptable service levels and result in increased delay. Without the project, the Casitas Pass Road intersections within the project limits would experience 31 second to greater than 50 second delays and operate at levels of service D and F. With the project, Casitas Pass Road intersections within the project limits would experience considerably

less delay (ranging from 14 seconds to 26 seconds) and the levels of service would be improved to B and C. The following table shows intersection service levels under no-project and project alterative scenarios.

Casitas Pass Road Interchange Intersection Analysis 1,2

Intersection	Traffic Control	No Project	All Alternatives
		Delay/LOS	Delay / LOS
2016 Morning			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	31 / D	14 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	> 50 / F	26 / C
2016 Evening			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	18 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	> 50 / F	26 / C
2036 Morning			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	14 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	>50 / F	22 / C
2036 Evening			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	25 / C
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	>50 / F	23 / C

Notes: Shading denotes locations where level of service threshold is exceeded.
1 Side-street stop intersection level of service based on worst approach control delay per vehicle, according to the 2000 Highway Capacity Manual. All-way stop intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
2 Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2007.

LINDEN CASITAS
Interchanges Project

Thursday, January 22, 2009

Comment Card

NAME: Susan Mueller

ADDRESS: 1284 Byrnes Ln CITY: Carpinteria ZIP: 93013

REPRESENTING: a resident of the Cameo Rd Community

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

I am upset that there was no notification for the Public Hearing of Jan 22, 2009 to residents of the Cameo Rd community. Byrnes Ln is a small culdesac off of Cameo and will be impacted by the Casitas Pass Project. 1

I am upset that a decision has been made not to have a sound wall to help alleviate the increased noise during construction and increased traffic due to the changes. 2

The increased traffic noise will affect the already decreasing value of our home. 3

The noise level will also be increased by the number of large delivery trucks who will be using the new off ramp and on ramp with traffic lights. This will also increase pollution. 4

Removal of the avocado trees will also increase noise. 5

Please respond by Saturday, February 14, 2009

over

Sound walls will be necessary also because of the raised level of the freeway 6-10 feet and the resulting increased noise. 6

Response to Susan Mueller (January 22, 2009)

Response to comment 1: CEQA does not require direct mail notification of public meetings. Notification of all public meetings complied with CEQA guidelines. Ads were posted in the local news media (*Coastal View* on January 8, 2009 and *Daily Sound* on December 23, 2009 and January 15, 2009). The comment period was extended, and a second public information meeting was held on March 16, 2009 to specifically address the concerns of residents who did not feel proper notification was provided.

Response to comment 2: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administrations Noise Abatement Criterion threshold of 67 dBA. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road). This level is well below the noise abatement criterion of 67 dBA, is only 2 dBA lower than the no-project analysis, and therefore would not qualify for consideration of noise abatement. Based on the City of Carpinteria's own General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

The proposed project is unlikely to add new trips (induced demand) to Route 101, Linden Avenue, or Casitas Pass Road. The additional travel demand on an improved highway or facility consists of two types of trips—induced trips and shifted trips. Induced trips are trips that are diverted from other travel modes, longer trips, or new trips. Trips that are shifted in space (cut through traffic coming back to the highway) or shifted in time (trips that previously avoided peak hours) are not induced trips.

Induced demand shows that the effects of major highway improvement projects (unless they are adding a new highway or a completely new interchange where one never existed, or in other words opening up access to otherwise hard-to-reach areas) in inducing new trips are small. But on small operational projects, the effect would be negligible.

The travel demand model incorporated land uses, socioeconomics, demographics, and roadway networks into future travel patterns as well as traffic volumes. Based on the above methodology, the proposed project would not create additional demand, but would serve existing demand created by the growth in population, housing, and employment within the City of Carpinteria.

Response to comment 3: Changes in property values are imminent, continuous, and come from a variety of issues and conditions, but primarily from the economy and market. Secondary effects on value would be from zoning changes of surrounding areas, and development of surrounding areas due to those zoning changes. Other factors that affect value include age of improvements and community changes, such as a shift of local populations to newly developed areas of a city. Accessibility to and from market areas is also a factor in property values, as well as proximity to airports, hospitals, schools and other essential amenities such as restaurants, grocery stores and department stores. Environmental factors include views and proximity to golf courses, lakes, rivers, and oceans and beaches.

Two main factors affect values of land and the improvements on the land: 1) the economy, which consists of the national, state, and immediate or surrounding/local economies, and 2) location.

Proximity to transportation facilities would affect property values as well, but this is an unavoidable occurrence and, for the most part, improves the values of properties. You have to have transportation facilities to reach an area before that area can make any improvements, thus improving the value of that area, which brings more development of the area, which requires continuous improvement of the transportation facilities. The proximity to freeways and/or arterial corridors, main streets and state highways also affects the values of property, both positively and negatively, but mostly positive. This is true in all markets.

However, improvements to existing freeways, arterial corridors, main streets, state highways and frontage roads indicate that more people are in the immediate area and using these streets, highways and freeways, which means development is occurring and values are increasing. As development continues, the land becomes more and more valuable. This happens until the area becomes too crowded, and people can’t get around easily. This is what the Level of Service (LOS) addresses. When the Level of Service decreases to a point where it damages the area’s primary or core value, then something has to be done. This means better transportation and access, improved infrastructure, more schools, fire stations and police departments, etc. Protecting the primary value of the area and even increasing values after the improvements are made and the Level of Service rises creates a more desirable area to live and work.

The project has been determined not to have a substantial adverse effect on the values of surrounding properties and the increase in safety and operations is expected to offset any

negative impacts to the surrounding areas. This means that if one of the homes in the Cameo Road neighborhood is for sale or sold, the price is determined by the market and the location of the neighborhood itself, as well as the quality and age of the improvements. Values of that neighborhood are going to be consistent with the local market values. That means that if one of the properties on Cameo Road is for sale and is along the southern edge next to the acquisition parcel for the off-ramp, it will be marketed at the same range of value or price as all the others in the neighborhood. It could be priced in the highest portion of the price range or lowest portion of the price range, but the homes will all stay within the range of values for that neighborhood. If prices differ by 1%-5% due to the size of improvement, parcel size, or location within the neighborhood, they would still have that range of value in the future.

Response to comment 4: Delivery trucks are currently accessing commercial areas of Carpinteria traveling on Casitas Pass Road. These truck trips already exist, have been captured in the circulation network, and have been included in the noise modeling. With all trucks and vehicles included in the model, the Cameo Road area would not be subject to noise levels that exceed either the City of Carpinteria or Caltrans thresholds.

Since there are other roads in and out of the local business area, it is not certain that all delivery trucks would necessarily have to use the new intersection with signals to enter the downtown area or have to double-back on Casitas Pass to leave the area. Also, the Linden Avenue and Casitas Pass Road overcrossings have existing nonstandard vertical clearance over Route 101, necessitating diversion of taller heavy-duty trucks onto city streets. The proposed project would alleviate this condition by raising both overcrossings to the current standard (16 feet), allowing trucks to stay on the highway.

Response to comment 5: The predicted noise levels in the build condition at Receptor area 11 (Cameo Road) were evaluated using the most conservative approach, with the existing avocado orchard entirely removed. Predictions used the maximum expected speed and traffic volumes on a future six lanes of highway, Via Real, and the proposed highway ramps. The with-project design year noise level of 64 dBA would exceed neither the City of Carpinteria nor Caltrans thresholds.

Modeling of the Cameo Road area indicates that the effect of the existing avocado orchard does buffer or attenuate about 2 dBA of highway noise in the existing condition. The inclusion of Via Real in the build condition likewise attenuates about 2 dBA. The net effect is that the residents along Cameo Road would lose about 2 dBA by entirely removing the orchard and gain about 2 dBA by building Via Real, for no net gain or loss

of noise quality with the full removal of the existing orchard. It has not been determined at this time if the existing orchard would be fully or partially removed under the build condition.

Response to comment 6: The highway would be raised up to 6-10 feet to allow for a higher bridge structure over Carpinteria Creek; after passing over Carpinteria Creek, the highway would quickly return to its existing grade just north of the Casitas Pass Road overcrossing that would also be rebuilt to current design standards. Raising the Casitas Pass Road and Linden Avenue overcrossings would reduce a great deal of existing heavy-duty truck traffic that occasionally has to detour through town because of lower-than-standard clearance on the existing structures.

The noise predictions for Receptor area 11 (Cameo Road) in the build condition include raising the highway 10 feet. This specific design feature has been accounted for within our noise model. The predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 and would not exceed either the City of Carpinteria or Caltrans thresholds. The predicted noise level without the project is 66 dBA.

Matt C Fowler/D05/Caltrans/CAGov
03/23/2009 08:26 AM

To Lara Bertaina/D05/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Casitas/Linden

Matt Fowler
Caltrans District 5
Central Coast Environmental Analysis
(805) 542-4603

—— Forwarded by Matt C Fowler/D05/Caltrans/CAGov on 03/23/2009 08:26 AM ——

susie mueller
<susiebencemueller @yahoo.com>
03/20/2009 09:24 PM
Please respond to susiebencemueller@yahoo.com

To Matt_C_Fowler@dot.ca.gov
cc susiebencemueller@Yahoo.com, RonMueller1@Cox.net
Subject Casitas/Linden

We are writing to express our opposition to the proposed changes to the Linden/Casitas overpasses. We have three main objections; 1) whether it should be done at all 2) if Via Real needs to be continuous from Bailard through Casitas Pass and 3) if done what will be done about sound mitigation necesitated by the proposed changes.

We moved to our home on Byrnes Lane, a small cul de sac off of Cameo Rd. in 1981, 28 years ago from Goleta. What brought us to this community was the sense of a small beach town with good, safe neighborhoods to raise our families and live out our retirement. I see in Goleta uncontrolled growth, massive big box stores, freeway overpasses that rival LA and from the plans I have seen and the presentation it sounds like the expectation is that Carpinteria will experience massive growth and need 5 lane !!!!! overpasses to acccomodate the increased traffic. I believe the desire of the great majority of the community is to keep the town basically as it is; small, compact and without massive growth. If you were to survey all the citizens of the town I believe the overwhelming majority would vote in favor of leaving things as they are. I am sure there are many overpasses in California that are not tall enough for tall trucks to pass under. Why should we be forced to change ours for the benefit of a few trucks. The thought of a five lane overpass with wide sidewalks and double bike lanes on an overpass that is perhaps busy 3 times a day is overkill. I have never had to wait more than 5 minutes to get into the flow of traffic. The massive proposed changes far outweigh what they are proposed to fix. We are not Goleta; we have no desire to be Goleta, we don't want an overpass that looks like that gargantuan Storke Rd. overpass in our small beach town. We do not want to change. We don't understand why you want us to.
We have no understanding of why a five lane overpass is necessary for exiting and entering a two lane road (Casitas Pass Rd.) There is no need for Casitas Pass to be a four lane roadway. None of the maps I saw at the presentation showed the future of Casitas Pass Rd.

We are also against the proposed continuation of Via Real from the trailer parks near Bailard to Casitas Pass. There is no problem with traffic flow. It is easy to cross Bailard and progress down the freeqay or down Carpinteria

Avenue to reach the center of town. The extension of Via Real will contribute to the noise pollution, light pollution and vehicle emissions onto the Cameo area. In addition, if you check with the local Sheriff I am sure you will see a greater incidence of property crime in the Bailard area than in the Cameo area. A connection of Via Real will allow easy access and egress for people intent on crime in the Cameo area. We are a small area of about 50 homes with one entrance and one exit which we like and would like to keep. 6 7

If the proposed Linden/Casitas Pass/Via Real plans will pass we have many other concerns regarding quality of life. Currently we are segregated from the freeway by a grove of Avocado trees on the former Whitney property. The plans for change will rip out at least half of these trees if not all. The trees provide noise abatement. The proposal is to raise the freeway from the creek to Casitas pass by ten feet. The increase of noise will be considerable even if the trees were left in. But no!!!!! you are proposing a lengthy on and off ramp from the freeway extending from Bailard to beyond Casitas pass with a stoplight. In the early morning hours all the large trucks delivering goods to town will be exiting the freeway and putting on their very looud brakes at the light. They will then turn and accelerate and turn to Casitas Pass Rd also making an incredibly loud noise with their acceleration. They will stop and accelerate again onto Casitas Pass Rd. The sound engineer at the meeting said the increase in noise would be negligible. We don't believe it. Taking out the trees, adding the on and off ramps to the freeway and extending Via Real through to Casitas Pass is bound to increase the noise level. However the engineer has concluded that there is no need for sound walls. We respectfully disagree and wish to know our remedy. 8 9 10 11 12

Ronald and Susan Mueller
1284 Byrnes Lane
Carpinteria, CA 93013

Response to Susan Mueller (May 20, 2009)

Response to comment 1: The Casitas Pass Road/Route 101 southbound ramps intersection operates at an unacceptable level of service E during the morning peak hour under existing conditions. Under future no-project conditions, the Casitas Pass Road/Route 101 interchange operates at unacceptable levels of service. See the following table for intersection level of service for the Casitas Pass interchange under no-project and build alternative conditions.

Casitas Pass Road Interchange Intersection Analysis 1,2

Intersection	Traffic Control	No Project	All Alternatives
		Delay/LOS	Delay/LOS
2016 Morning			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	31 / D	14 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	> 50 / F	26 / C
2016 Evening			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	18 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	> 50 / F	26 / C
2036 Morning			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	14 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	>50 / F	22 / C
2036 Evening			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	25 / C
Casitas Pass Road / Via Real/ Route 101 NB Off-Ramp	AWS Signal	>50 / F	23 / C

Notes: Shading denotes locations where level of service threshold is exceeded.
1 Side-street stop intersection level of service based on worst approach control delay per vehicle, according to the 2000 Highway Capacity Manual. All-way stop intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
2 Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2007.

Response to comment 2: Raising the overcrossing so truck traffic can pass through instead of diverting onto city streets reduces the amount of noise and air pollution and improves circulation on local streets.

Response to comment 3: The City of Carpinteria General Plan specifies that intersections are to operate at a minimum level of service C, corresponding to delays of less than 35 seconds at intersections with signals and delays of less than 25 seconds at intersections without signals.

Without the project, the intersections of local streets and Route 101 ramps would operate at unacceptable service levels and result in increased delay in 2016 and continue to get worse. The project reduces these delays so that intersections would operate with acceptable service levels and delay. The following tables show intersection service levels under no-project and project alterative scenarios.

Linden Avenue Interchange Intersection Analysis 1,2					
Intersection	**Traffic Control**	**No Project**	**Alternative 1 & 4**	**Alternative 2**	**Alternative 3**
		Delay/LOS	**Delay/LOS**	**Delay/LOS**	**Delay/LOS**
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Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	>50 / F (EB)	15 / B	15 / B	15 / B
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2 Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2007.

Casitas Pass Road Interchange Intersection Analysis 1,2			
Intersection	**Traffic Control**	**No Project**	**All Alternatives**
		Delay/LOS	**Delay/LOS**
2016 Morning			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	31 / D	14 / B
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2 Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2007.

Response to comment 4: Please see the response to Mueller comment 1 above.

Response to comment 5: The Via Real extension is a local circulation improvement that reduces travel time from the residential area south of Carpinteria Creek to downtown by about 50% and alleviates traffic congestion along Carpinteria Avenue by about 5%. The extension is consistent with the City General Plan Circulation Element.

Response to comment 6: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administration's Noise Abatement Criterion threshold of 67 dBA. Due to the inclusion of the extension of Via Real (which would act

as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road). This level is well below the noise abatement criterion of 67 dBA, is only 2 dBA lower than the no-project analysis, and therefore would not qualify for consideration of noise abatement. Based on the City of Carpinteria's own General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

Visibility of glare from traffic signals at the intersection of Casitas Pass Road and Via Real would be minimized to the greatest extent possible by using technology that limits visibility of the light-source from side-viewing angles, without affecting the lights' intended function. The project also proposes landscaping at the corner of Casitas Pass Road and Via Real, which may further reduce signal visibility.

The project does not add new vehicle trips to the local area. The project redirects existing traffic within the circulation network. There are three discontinuous sections of Via Real, a parallel arterial on the north side of Route 101, in the city. This creates difficulties for local traffic on the north side of Route 101, including bicycles, pedestrians, and emergency vehicles, requiring out-of-direction travel and/or freeway use to access properties on the north side of Route 101. Out-of-direction travel significantly increases localized concentrations of criteria and health-based air toxics/pollutants.

Although the extension of Via Real would move traffic to within about 250 feet for the residents along the south side of Cameo Road, the traffic study prepared for the project indicated that Via Real would carry relatively low vehicle volumes (compared to Route 101) traveling at about 35-40 miles per hour, which is close to the optimum speed of 45 miles per hour for the most efficient combustion and cleanest emissions for fossil-fueled vehicles. The intersection with signals at Casitas Pass is not anticipated to create substantial increases in emissions over the existing stop sign-controlled intersection. An intersection with signals would stop only a portion of vehicle traffic during the red cycle, compared to stopping every vehicle at a stop sign-controlled intersection all the time.

Response to comment 7: The Via Real extension serves mostly local traffic and does not connect to Cameo Road, so does not add through traffic to the community.

Response to comment 8: The predicted noise levels in the build condition at Receptor area 11 (Cameo Road) were modeled with the existing avocado orchard entirely removed. The computer predictions used the maximum expected speed and traffic

volumes on a future six lanes of highway, Via Real, and the proposed highway ramps. The with-project design year noise level of 64 dBA was evaluated with the most conservative approach, which would not exceed either the City of Carpinteria or Caltrans thresholds.

Modeling of the Cameo Road area indicated that the effect of the existing avocado orchard would buffer or attenuate about 2 dBA of highway noise in the existing condition. The inclusion of Via Real in the build condition likewise would attenuates about 2 dBA. The net effect is that the residents along Cameo Road would lose about 2 dBA by entirely removing the orchard, but gain about 2 dBA by building Via Real, for no net gain or loss of noise quality with the full removal of the existing orchard. It has not been determined at this time if the existing orchard would be fully or partially removed under the build condition.

Response to comment 9: The highway would be raised up to 6-10 feet to allow for a higher bridge structure over Carpinteria Creek; after passing over Carpinteria Creek, the highway would quickly return to its existing grade just north of the Casitas Pass Road overcrossing that would also be rebuilt to current design standards. Raising the Casitas Pass Road and Linden Avenue overcrossings would reduce a great deal of existing heavy-duty truck traffic that occasionally has to detour through town because of lower-than-standard clearance on the existing structures.

The noise predictions for Receptor area 11 (Cameo Road) in the build condition include raising Route 101 by 10 feet. This specific design feature has been accounted for within our noise model. The predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 and would not exceed either the City of Carpinteria or Caltrans thresholds. The predicted noise level without the project is 66 dBA.

Response to comment 10: Truck routing with all alternatives is similar to existing conditions. The addition of traffic signals would improve traffic flow and reduce starting and stopping.

Matt C Fowler/D05/Caltrans/CAGov
03/23/2009 05:23 PM

To Lara Bertaina/D05/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: LINDEN AVE. & CASITAS PASS ROAD INTERCHANGES PROJECT, CARPINTERIA, CA

—— Forwarded by Matt C Fowler/D05/Caltrans/CAGov on 03/23/2009 05:22 PM ——

Gloria Mulhall
<gloriamulhall@gmail.com>
03/23/2009 05:00 PM

To matt_c_fowler@dot.ca.gov
cc
Subject LINDEN AVE. & CASITAS PASS ROAD INTERCHANGES PROJECT, CARPINTERIA, CA

Matt,

Nice talking with you today. I had an opportunity to look over the Draft Environmental Impact Report/Environ. Assessment and would like add my personal comments. Also, since the Information Meeting on Mon., March 16, where we met and discussed at some length the potential impact on Carpinteria, I have taken time to really think about the Interchange Project.

First off, as a resident of Carpinteria, please permit me to say , that I moved to Carpinteria due to the fact that it is like no other spot in the United States, or in the world for that matter. It is one of the last simple, early California beach towns, where amazingly it seems our little town has retained an early 20th century feel. So it is after much thought since the March 16th meeting, that I must give a NO VOTE to the Linden-Casitas Interchange Project. However, should this project go forward I would have to vote for ALTERNATIVE #2. 1

Secondly, I am greatly concerned about the impact on the Visual Aesthetics,Noise Levels, Natural Communities (Oak Trees/Ocean Woods/Scrub Brush) and Air Quality.

VISUAL AESTHETICS - Please do not remove any of the trees in the area of the Ogan Rd., Vallecito and Linden Ave. interchange, but more particulary, the Oak trees alongside the Linden Ave. bridge. Rather than creating a more 'urbanized appearance' could it be possible for Cal Trans to work to retain the 'suburban feel' of the Linden Ave.-Vallecito-Ogan Road, with its lush ground vegetation. 2 3

More particularly, please note on page 272 of the Draft, in Fig. G-4 Observer Viewpoint3 - Conceptual View (#2) that the soundwall pictured show no landscaping mitigation at all. There is no landscaping whatsoever between the soundwall and the sidewalk. If you will note the current landscaping between the existing Pacific Village Development and Ogan Rd., there is a landscape buffer between the wooded fencing along the backs of the Pacific Village homes and the street (Ogan Rd.) It appears that this landscaping, including the Eucalyptus trees along this 4

stretch will be removed, and appears that all the vegetation and landscaping will be removed. I am very much against the removal of all this landscaping and vegetation. To put up a concrete soundwall right next to a concrete sidewalk, which lies on an asphalt roadway, is too much urbanization for Carpinteria.

I would ask the committee to strongly reconsider putting the soundwall further toward the home, near the Pacific Village Road property fence lines, so that the existing vegetation and Eucalyptus trees would still be visible from the interchanges. There are four Pacfic Village Development homes whose backyard abut into Ogan Road. Rather than placing the soundwall right next to the sidewalk (Fig. 6-4) it would be more visually appealing to try to save the wide stretch of landscaping that is currently enjoyed by the homeowners now. So, in essence leaving the landscaping design such as it is, and replacing the existing wooden fences with the soundwall. I strongly oppose the soundwall right next to the sidewalk with no vegetation between the two. 5

I hope that this initial comment might open a dialogue whereby I might discuss further this idea.

Sincerely,

Gloria Mulhall

Response to Gloria Mullhall (March 23, 2009)

Response to comment 1: Thank you for your interest in the project.

Response to comment 2: Trees within the limits of the grading or realigned roadway would need to be removed for construction of these new elements. Replacement planting would be provided at 1:1 for non-natives, 3:1 for willows and other natives, and 10:1 for oaks. Occasionally, a tree within the grading limits can be saved by altering the design slightly. All efforts would be made to evaluate trees on a case-by-case basis to determine if removal is necessary.

Response to comment 3: Caltrans would work with City of Carpinteria to maintain the suburban feel of the new street system. These values are presented in the City of Carpinteria Local Coastal Plan. The issuance of the Coastal Development Permit would indicate the satisfaction of the local permitting agencies. This portion of the design is not complete at this time.

Response to comment 4: Sound walls along Ogan Road would be placed between the back of the proposed sidewalk and the private fences, with a planting strip in between the wall and the back of the sidewalk. Existing plantings would be preserved to the greatest extent possible, and new replacement landscaping would be included between the sidewalk and sound wall. The conceptual photo-simulation for Observer Viewpoint 3 has been revised to show planting in front of the sound wall. Please see Section 2.1.6 Visual/Aesthetics of the final environmental document.

Response to comment 5: To lower noise levels by the required minimum of 5 decibels on the property lines, a sound wall would have to be a minimum of 19 feet tall. A wall of this height cannot feasibly be built.

Sound walls along Ogan Road would be placed between the back of the proposed sidewalk and the private fences, with a planting strip in between the wall and the back of the sidewalk. Existing plantings would be preserved to the greatest extent possible, and new replacement landscaping would be included between the sidewalk and sound wall.

Matt C Fowler/D05/Caltrans/CAGov
03/24/2009 08:44 AM

To Lara Bertaina/D05/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: LINDEN AVE.-CASITAS PASS ROAD INTERCHANGES PROJECT, CARPINTERIA

—— Forwarded by Matt C Fowler/D05/Caltrans/CAGov on 03/24/2009 08:44 AM ——

Gloria Mulhall
<gloriamulhall@gmail.com>
03/23/2009 07:46 PM

To matt_c_fowler <matt_c_fowler@dot.ca.gov>
cc
Subject LINDEN AVE.-CASITAS PASS ROAD INTERCHANGES PROJECT, CARPINTERIA

Matt,

Regarding my previous email regarding the soundwall along the 'Ogan Road stretch' of the Interchange Project, I would like to further clarify my thinking on removing or 'redistributing' into the backyards of a few, all of the vegetation, shrubs and Eucalyptus trees of the existing 'greenbelt' that sits in between the Pacific Village homes and the Linden-Ogan Rd. sidewalks. 1

While placing the soundwall farther out toward the sidewalk [as seen in Environmental Impact Report/Environmental Assessment, page 272, Fig. G4, Observer Viewpoint 3, Conceptual View (#2] this virtually annihilates (or redistributes to only a few) anything 'green' between a wide concrete sidewalk and a high concrete soundwall. Currently, behind each of the Linden-Ogan Road homes' backyards there is a wooded fence, a wide greenbelt, then the sidewalk, and finally the road. IT IS WRONG TO REMOVE THIS 'GREEN BELT' THAT SITS BETWEEN THE HOMES AND THE PEDESTRIAN SIDEWALK AND THE ROADWAYS. IT IS ABSOLUTELY WRONG TO DO THIS KIND OF URBANIZATION. To butcher and cut out a lovely 'green belt' that exists between homes and roadways to buffer the current noise, increase oxygen, purify the air, and lend 'visual relief', is what California's Caltrans is becoming famous for.

With the scope of the project you are proposing in the Linden-Ogan Rd. neighborhood, I adamantly oppose the removal of this lovely 'green belt' between Linden-Ogan Road (and Via Real). More than anything, I think that the Caltrans soundwall/sidewalk engineers, and landscape architects, should come up with a soundwall-greenbelt-sidewalk design which incorporates a similar green belt to the one that exists, or one that is similar with the addition of a walking path designed into the green belt. Come on Caltrans, we know that you can pour forth your much beloved concrete, but give us some green belts to live alongside your 'engineered' asphalt roads (and leave our existing greenbelts alone,) so that we may breath cleaner oxygen purified air.

Afterall, pretty much everyone knows that plants are natural air purifiers, and trees especially, as they break down harmful carbon dioxide (CO_2) emissions. Additionally, most of us are aware that tar, asphalt, concrete, stone, streets, parking lots, and freeways all bake in the sun and radiate heat, in a phenomenon known as the urban-heat-island-effect. It is possible that California's Caltrans Dept. might learn a thing or two, from the carbon-offset UK-based CO_2 Balance group, whose focus is on carbon "sequestration" effort of planting trees. Clearly, we should be planting more trees and greenery around our Pacific Village domiciles, rather than removing this existing 'green belt' and replacing it with ten-twenty feet of
a concrete asphalt-sidewalk-soundwall beltway. Shouldn't our California taxpayer dollars be paying for well-educated design engineers who design roads and freeways that will transport us into a future of *reduced* greenhouse gases and *broader carbon restrictions* ? Rather it seems, Caltrans' current freeway design engineers are getting paid to build and contribute to global warming. Even in Japan, the Kyoto Treaty includes a scheme that lets companies and countries trade "carbon credits" with members that move quickly to reduce greenhouse gases (much of which comes from freeway and automobile CO_2 emissions) and make a bit of money off those that lag behind.

While putting a concrete soundwall butted up against a concrete sidewalk might give a few Pacific Village cul-de-sac residents more of a 'green buffer' in the back yards along Linden Ave. and Ogan Rd., it greatly increases carbon emissions, carbon dioxide and toxicity to breathe for the remainder of Carpinteria residents, who are walking and cycling along these two sides of the Pacific Village cul-de-sac.

For the thousands of Carpinteria walkers, bicyclists, wheel-chair commuters, and those residents and travelers in automobiles, this proposed interchange should indeed offer roadway efficiency, but equally and no less important, this section of the Linden-Ogan Rd.-Via Real Interchange (surrounding the Pacific Village homes) should also offer a naturalistic and healthful walkable greenway of an equal or greater size to what currently exists, to be built between the soundwall and the sidewalk. Caltrans should not be tearing out the existing Linden Ave.-Ogan Rd. greenbelt shrubs, Eucalyptus trees, and plantings that residents enjoy along these corners, but should be thinking of generating more oxygen and beautifying our neighborhood, by planting a wide terrain of hearty greenery, native shrubs and trees IN BETWEEN the proposed tall soundwalls and concrete sidewalks of an equal or greater size to what currently exists. Thank you for your attention to this matter.

Sincerely,

Gloria Mulhall
Carpinteria Resident

Response to Gloria Mulhall (March 23, 2009)

Response to comment: Sound walls along Ogan Road would be placed between the back of the proposed sidewalk and the private fences, with a planting strip in between the wall and the back of the sidewalk. Existing plantings would be preserved to the greatest extent possible, and new replacement landscaping would be included between the sidewalk and sound wall. The conceptual photo-simulation for Observer Viewpoint 3 has been revised to show planting in front of the sound wall.

The property between the sound wall and the rear property lines would not be redistributed as part of this project. It would remain in the public right-of-way, with the City of Carpinteria responsible for maintenance.

LINDEN CASITAS
Interchanges Project

Thursday, January 22, 2009

Comment Card

NAME: MERV & AI MULLIKIN

ADDRESS: 1271 LA BREA LN CITY: CARPINTERIA ZIP: 93013

REPRESENTING: SELF

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

NO NOTIFICATION WAS GIVEN FOR HEARING OF 1/23/09. THERE IS NO PROVISION FOR A SOUNDWALL. 1 & 2
THE TREES (ORCHARD) NOW PROVIDE A SOUND BARRIER FROM FREEWAY NOISE. I DO NOT SEE THE NEED FOR 3 & 4
THE VIA REAL EXTENSION. THAT WOULD ONLY SERVE A LIMITED AMOUNT OF PEOPLE. THE CLOSING OF THE
CURRENT NORTH ON RAMP IS NOT GOOD. CLOSING THE ON RAMP ON LINDEN AND MOVING IT TO THE 5
NORTH SIDE OF LINDEN, WOULD ALLOW IMPROVEMENT TO THE CURRENT ON-RAMP FROM CASITAS PASS.
IF THE EXIT (FROM S. BOUND 101) TO CASITAS PASS WAS IMPROVED IT WOULD ALLOW EASIER
EXIT TO CASITAS PASS. WIDEN IT WITH A TURN LANE FOR RIGHT TURNS ON 6
CASITAS PASS. I HAVE NO OBJECTION TO THE IMPROVEMENT TO THE
CASITAS OVER PASS. IT'S NEEDED. THE CURRENT DOUBLE STOP SIGNS
ONLY CONTRIBUTE TO TRAFFIC CONGESTION. 7

Merv & Ai Mullikin

Please respond by Saturday, February 14, 2009

item 95-4483.a0 01/02/09

Response to Merv and Ai Mullikin

Response to comment 1: In accordance with CEQA Guidelines and Caltrans policy, notifications regarding the availability of the draft environmental document and planned public meeting were published in local newspapers (*Coastal View* and *Daily Sound* December 23, 2008 and January 15, 2009). Subsequently, the comment period was extended and notifications were sent out to nearby residents, and a second public information meeting was held on March 16, 2009.

Response to comment 2: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administration's Noise Abatement Criteria threshold of 67 dBA. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road). This level is well below the noise abatement criterion of 67 dBA, is only 2 dBA lower than the no-project analysis, and therefore would not qualify for consideration of noise abatement. Based on the City of Carpinteria's own General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

Response to comment 3: The predicted noise levels in the build condition at Receptor area 11 (Cameo Road) were modeled with the existing avocado orchard entirely removed. The computer predictions used the maximum expected speed and traffic volumes on a future six lanes of highway, Via Real, and the proposed highway ramps. The with-project design year noise level of 64 dBA was evaluated with the most conservative approach, which would not exceed either the City of Carpinteria or Caltrans thresholds.

Modeling of the Cameo Road area indicates that the effect of the existing avocado orchard does buffer or attenuate about 2 dBA of highway noise in the existing condition. The inclusion of Via Real in the build condition likewise attenuates about 2 dBA. The net effect is that the residents along Cameo Road would lose about 2 dBA by entirely removing the orchard and gain about 2 dBA by building Via Real, for no net gain or loss of noise quality with the full removal of the existing orchard. It has not been determined at this time if the existing orchard would be fully or partially removed under the build condition.

Response to comment 4: The Via Real extension is a local circulation improvement that would reduce travel time from the residential area south of Carpinteria Creek to downtown by about 50% and alleviate traffic congestion along Carpinteria Avenue by about 5%. The extension is consistent with the City General Plan Circulation Element.

Response to comment 5: The northbound on-ramp would be moved closer to and south of the Casitas Pass overcrossing, not closed. The Linden Avenue northbound on-ramp would be replaced in a similar location to the existing ramp.

Response to comment 6: The Route 101 southbound exit at Casitas Pass Road would include a dedicated left-turn lane and a combined left/right/through lane.

Response to comment 7: We appreciate your comments and interest in this project.

I still believe this proposal is valid!

A Citizen's Proposal for a Walk/Bike Corridor on El Carro Lane in Carpinteria, California

Spring 2000

Melissa Nimmer

SORRY, CAN'T FIND THE FILES, BUT WANTED TO LEAVE THIS AS PUBLIC COMMENT

My name is Melissa Nimmer and I live at 5296 El Carro, Carpinteria, California. I am a graduate of the College of Environmental Design at UC Berkeley and after raising two boys and almost ten years on El Carro, I would like to propose the following for a short, 2½ block long stretch of our street:

- -an extra wide, landscaped sidewalk
- -an extra wide bike lane
- -underground power lines
- -no parking along the walk/bike corridor
- -substantial trees, befitting the importance of this major street

Currently, our side of the street does not even have continuous sidewalks, and as the above photo shows, El Carro is at the center of an enormous flow of pedestrians, most of them children. My driveway shares a wall with El Carro Park. As we exit our driveway (four properties use it) our view can be blocked both ways by parked cars; there are no sidewalks; and children from the park, schools and Girls Inc. are trying to get by in significant numbers. In short, it is *dangerous*.

It seems whenever I pick up a newspaper these days

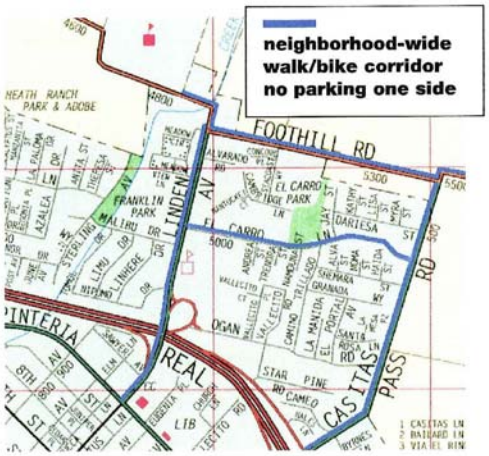
the yellow line shows the proposed 2½ block walk/bike corridor on El Carro from Saint Joseph's to El Carro Park

the subject of pedestrian/bike rider safety is addressed. The plain fact of the matter is that cars and people are mismatched at speeds greater than a couple miles an hour. I've read numerous times about bicyclists that are on the opposing-traffic side of the street, and the writer always points out the illegality of such behavior. But what goes unsaid is the very real defensive reason for positioning yourself in order to see traffic coming at you–at least you have a chance of moving out of the way of a careless, drunken or aggressive driver. When a bicyclist is in a narrow bike lane, wedged between parked cars and blind to the traffic from behind, any advantage of a reaction is given to the automobiles (who have a lot less to lose).

We are fortunate to live in a city that is compact enough and warm enough that people, lots of different people, walk and bike to get from here to there. As time goes on, we can only assume there will be more people rather than less in our community. If we try to accommodate extra people *and* extra cars we run out of space fast. But if we think of these increased numbers in walking and biking terms, we can be more accommodating, while giving those who like our town's existing density, a feeling of human scale.

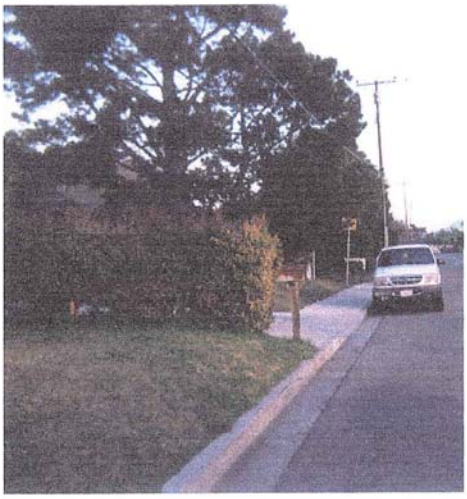
It seems to me we are at a unique point in time here in Carpinteria. We can still shift the emphasis from cars to people rather painlessly, while assuring a safe thruway for *all Carpinterians on the move*–not just those who are driving and parking. This has been ably demonstrated in the reconfiguration of the downtown T. We may have lost a few parking spaces, but we now have a gracious, human town center that respects people as well as cars. Another corridor in town that accommodates more than the automobile is Casitas Pass Road from the freeway to Foothill. Although streetside parking is not prohibited there, the fact that it is usually empty of cars creates a *comfortable buffer* for bikers, walkers and skateboarders.

This proposal specifically addresses two and a half blocks of El Carro Lane, but I hope it becomes part of a citywide network of safe and spacious walk/bike ways.



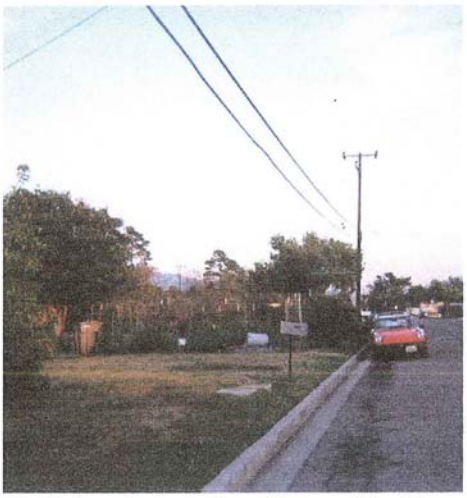
1) This is El Carro, looking toward Saint Joseph's from Canalino. On the right hand side is the first yard that inturrupts the sidewalk. Parking is allowed in front of the two houses and the church.

2) This mailbox also appears on the right hand side of the first picture. Beyond it is the second yard with no sidewalk. This is directly across the street from the kindergarten parking lot at Canalino.

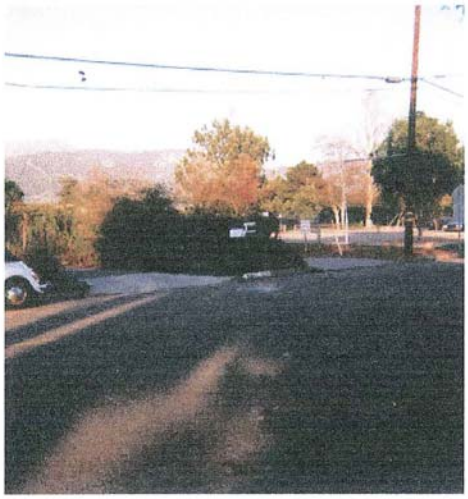


3) One more yard and then the sidewalk begins. All along the 2½ block corridor, power poles, mailboxes, walls, fences and plantings block the sidewalk that does exist.

4) Another interruption of the walkway, and here you can see the choice–walk into the street with traffic or climb up a couple feet into somebody's yard.



5) This is out in front of our driveway. Here it's pretty level, but you're still walking in someone's yard. The power pole on the right marks the end of the proposed 2½ block long walk/bikeway.



6) The driveway on the left is our driveway, which serves four properties, and the drive on the right is the El Carro Park access road. Parking is allowed in front of the mailboxes and to the right of the access road up to the entrance to the parking lot.

In the entire time I have been thinking and planning this proposal I have never seen more cars parked on our side of the street than could comfortably be parked *in addition to* cars parked on the other side. There will be exceptions of course–very well attended El Carro Park events (4 or 5 events a year, I'd say) and the Saint Joseph's Festival come to mind. But with a safer, dedicated walk/bikeway, maybe more people attending these events will choose to leave their cars at home.

We are at a particularly appropriate time to conceive and build this project. Additional car trips generated by the new Pacific Village development at Ogan and Linden have noticeably increased traffic in our area. As children use bikes and walk, they grow up knowing self-reliance and accepting these transportation strategies as the norm. The health benefits of walking and biking cannot be denied. The electronic workplace will undoubtedly lessen the need for dependance on our cars in the future. And, critically, the fabric of a community is woven through face-to-face contact. Governments have the rightful task of initiating change for the greater good and so, I ask you to consider my proposal as you drive, walk and bike along El Carro Lane.

Melissa Nimmer
5296 El Carro Lane
Carpinteria, CA
805-566-0162

March 24, 2000

Response to Melissa Nimmer

Response to comment: Thank you for providing a copy of your El Carro Lane Walk/Bike Corridor Proposal (2000). El Carro Lane is located outside of the Caltrans project limits and is also a City facility not under the jurisdiction of Caltrans. However, with respect to the Linden Avenue & Casitas Pass Road Interchanges project, it should be noted that the replacement overcrossing structures would incorporate sidewalk and bike lanes for both directions of travel, an improvement compared to the existing condition. The inclusion of sidewalk and dedicated bike lane facilities on the overcrossing structures would support your objective of enhancing bicycle and pedestrian access to the El Carro Lane neighborhood.

Chet Ogan
811 "O" Street
Eureka, CA 95501
707-442-9353

With comments for
Donna Ogan
5191 Ogan Road
Carpinteria, CA 93013
805-684-7623

21 March 2009

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

Dear Mr. Fowler:

Thank you for the opportunity to comment on the proposed Linden/Casitas Interchange Project DEIR. I am commenting for Donna Ogan, my 87 year-old mother, who is computer illiterate, and from my personal knowledge of Carpinteria and our Ogan Road property. I would favor Alternative 4 because a stop sign at the interchange of Ogan Road and Via Real might slow traffic on Ogan Road. I hope all these alternatives will reduce the speed of traffic on Ogan Road by offering Via Real as an alternative route accessing Hwy 101 onramps. Donna Ogan related to me that she has counted a steady stream of 30 cars going south on Linden Road before she was able to turn left onto Linden Avenue from Ogan Road. A traffic light at this intersection will ease turning here. We are opposed to either Alternative 1 or Alternative 2 since this would impact the value of our property. 1 2 3

I would like to see a pedestrian/bicycle overpass reconnecting the two segments of Vallecito Road over the freeway. As a youngster I would walk on Vallecito Road to Carpinteria Community Church and to businesses along Carpinteria Avenue. 4

According to the DEIR existing sound levels were measured at a couple of locations adjacent to our property (Fig. 2.9 R-3 and R-12). As a result sound barriers are proposed (Fig 2.9 B-4 and B-8). Currently the highway noise level in our house is fairly high and especially noticeable at night. Some evenings when the highway noise level is low I can still listen to the sound of the surf.

I see from the DEIR on page 84 that "Additional planting shall be included along Via Real in the vicinity of the "Ogan property" to visually screen the property from the new roadway." When my great- great grandfather bought the property in 1869

Carpinteria Valley was vegetated in live oaks. Several live oaks have sprouted on our property in the past 70 or so years. A large Torrey pine tree is also on our property. I hope the Caltrans District Cultural Resource Specialist will contact me concerning the "additional plantings." I value the visual softening and sound dampening effects of plantings more than I value huge sound barrier structures. As a wildlife biologist I appreciate the wildlife habitat that proper plantings can provide. I don't have the Caltrans guidelines for plantings at my fingertips but I hope they include California native and Mediterranean climate adapted species that require very minimum watering while plants are young and no irrigation as mature plants. I would like several tiers of shrub plantings to muffle sounds as trees mature. Proper spacing between plantings should be maintained to reduce the chance of fire being carried through the foliage. 5 6 7 8

Currently runoff water from Star Pine Road, Ogan Road east of Vallecito Rd, and Vallecito Rd itself flows across our property because the City of Carpinteria has not built storm drains. This runoff drains onto our property on the south side of the Senteney property (near Recorder 3 on Figure 2.9) diagonally across our property to the southwest corner of our property. Along the south border of our property a sound barrier (B-8) is proposed. This is approximately where the water that flows across our property during storms flows off our property. An improperly located sound barrier may result in flooding on our property. 9

Respectfully,

/s/ *Chet Ogan*

Chet Ogan
Wildlife Biologist
707-442-9353 home
707-496-9001 cell

Response to Chet Ogan

Response to comment 1: Traffic volumes on Via Real between Linden Avenue and Casitas Pass Road under all project scenarios would be reduced compared to the no-project scenario.

Response to comment 2: This project would reduce the existing volumes by:

Morning Peak Hour - 29%

Evening Peak Hour - 38%

Response to comment 3: The Ogan farmstead at 5191 Ogan Road is eligible for the National Register of Historic Places. Due to this status, Caltrans has avoided any permanent impacts to this property.

Response to comment 4: Although a pedestrian overcrossing at Vallecito Road is not proposed as part of this project, both the Linden Avenue and Casitas Pass Road overcrossings include pedestrian and bicycle facilities (sidewalks and bike lanes).

Response to comment 5: Vegetation removal in this location would be limited to the trees and shrubs within 5 feet of the rear property line in order to build a sound wall (Barrier 8). The property owner would be compensated for vegetation that is removed for construction of the sound wall. Compensation can be either monetary or replacement. If the property owner chooses to receive monetary compensation for vegetation removal, the property owner will be responsible for replacing the vegetation. If the property owner chooses replacement, Caltrans personnel will work with the property owner to replace vegetation appropriately.

Response to comment 6: Typically, materials and planting compositions are designed to be regionally appropriate and visually compatible with local native plant communities or surrounding landscape planting. Occasionally, on a limited basis, there may be a desire to use non-native ornamental species to match an existing theme or streetscape, or when recommended by the City of Carpinteria. When non-natives are used, the species will be locally adaptable and compatible with the Mediterranean climate, able to survive extended periods with little to no water on establishment.

Response to comment 7: Several sound barriers are proposed, which would reduce noise levels at your property on Ogan Road. Bushes and shrubbery would have little effect on mitigating noise levels. Vast research efforts have concluded that an approximately 200-foot-thick densely packed forest would only achieve a roughly 3-decibel reduction in sound levels. This type of “mass” planting is not practicable on most highway projects, necessitating the need for masonry sound barriers.

Response to comment 8: Replacement planting would serve several functions, including visual mitigation, privacy screening, and aesthetics. Replacement planting would be balanced with other factors such as security and safety. The threat of wildfire is minimized by several factors. The typical plantings used in highway projects are generally fire safe. Most of the plant palette consists of native shrubs and trees with low fire hazard ratings. Plants with a high degree of oils and resins in the leaf and bark structures often burn quickly and would not be used. Maintenance and irrigation play a large role in the ultimate fire resistance of a landscape area. Drought-tolerant and well-adapted plantings would be used to reduce water requirements, and an irrigation system would be installed. The plantings would be irrigated to maintain good health and maintained to reduce fuel build-up.

Response to comment 9: With any proposed noise barrier, evaluation of surface runoff and drainage facilities is part of the design process of the barrier. Caltrans is in the process of working with the property owner and the City of Carpinteria to resolve this issue.

February 8, 2009

To: CalTrans Dist. 5
Environmental: Attn. Matt Fowler
50 Higuera
San Luis Obispo, CA 93401

I am writing as a trustee of my mother Marguerite Jean Mecham's estate. This 1
letter concerns actions by CalTrans in the matter of the 101 Freeway expansion.

My parents Marguerite and Frank Mecham purchased their home at 5575 Cameo Road in 1966. The area is populated by many elderly, original owners and newer young families. It is a neighborhood surrounded by avocado orchards and is one of the lovelier, well kept older subdivisions in Carprinteria.

The expansion of the 101 has always been anticipated, as the freeway has become
more and more congested during rush hour and on weekends when tourists migrate
north to recreate. However, the methods used by CalTrans have not given those
whose properties will be most effected by the changes the opportunity to be
represented in this process. My 82 year old mother was not notified by mail or
otherwise of the meeting. The time for the meeting was incorrectly stated on
television the day before. The subdivision of which Cameo Road is a part was not 2
even on the map used in the meeting to explain where and why roads, off-ramps,
traffic signs will be placed. The residents of this neighborhood had the right to be
represented in this meeting. As most of them are long time residents of the area,
their input would be more than valuable to those making the final decision.

A case in point:

Apparently the plan to raise the freeway as it passes through Carpinteria is in
response to fears of the 100 year flood. The last major flood occurred in 1969
because creeks and streams had not been adequately cleared of debris, rocks, and
trees over a number of years. Yes, the Carpinteria Creek bridge on the 101 washed 3
out, but since then attention to flood control has eliminated this issue. There have
been years of excessive rainfall (IE 1995) without major flooding. There is no reason
to believe that with attention to flood control a repeat of earlier flood problems on
the 101 will occur. I also find it odd that while Santa Barbara insisted that the 101
be lowered for aesthetic reasons, that CalTrans would plan to raise the freeway in 4
Carpinteria six feet. Raising it will increase noise for those who live near the 101; it
will increase pollution; and finally it will diminish the invaluable ambiance of a small
agricultural and beach resort town The cost of raising the freeway also seems more 5
than unwise as well as unnecessary in this economy.

The plan to push Via Real through to Casitas Pass Road in order to create on and off
ramps is poorly conceived, unnecessarily costly, and will needlessly impact the
residents of Cameo Road. The existing on-ramp and off -ramp as a vehicle heads 6
north on 101 can stay where they are with modifications to make each longer and
safer for drivers. The elaborate off ramp plan, as well as the circle back northbound
freeway entrance will turn Via Real into a three ring circus on high traffic days.
Finally, the plan to have two stop signals in such close proximity will back up traffic 7
on Via Real creating excess idling of both cars and commercial vehicles. On festival

or summer weekends northbound traffic could back onto the northbound lanes of the freeway. The pollution and noise from this ill planned portion does not take 7
into consideration the quality of life of those living nearby (Cameo Rd.). To keep the air quality at a safe level, traffic has to be kept moving. Rethink the signal configuration on Via Real. In fact, reconsider Via Real extension completely. The environmental impact is too great. There is too much traffic "action" in one place. 8

The avocado orchard between Cameo Road and the 101 is a natural buffer between the residential area and the freeway. Avocado trees help mitigate the pollution 9
produced by vehicles. I suggest that the avocado orchard be maintained as a community endeavor, perhaps as a park. Make Avocado Park the southern entrance to a town that holds an Avocado Festival each year, This is much less expensive than 10
sound wall (if the 101 is not raised) and is in keeping with the beauty of the bluffs on the other side of the freeway. We don't want Carpinteria to look like L.A. any more than Santa Barbara did when its freeway was widened. Don't destroy the uniqueness of a town with an incompatible freeway design. The goal is to make things better for residents and travelers. I ask CalTrans to think of this project as if you lived in Carpinteria, particularly on Cameo Road. Step back from your inaccurate map and walk the area. What do you see? What do you hear? What could you live with?

Finally, think about the people you left out of this process. Maybe having input from residents makes for a messy meeting. It's easier to convince those who really don't have a stake in the outcomes; those with homes up in the foothills or in a town two hours away. But the many of those you left out are from the Greatest Generation. They know how to do with less. They fought for our freedom in WWII. They have an insight into the history and development of Carpinteria that cannot be found on surveys, blueprints, or property deeds. If you want to know about flooding, ask them. They lived it. If you want to know about noise and traffic flow, ask them. They've been driving since the Model T.

Show your respect for these property owners by rightfully including them in the planning. I guarantee that you'll learn something and you may end up with a much better plan.

Respectfully,

Kathy Osborne 11813 Sunrise View Dr.
Draper, UT 844020 801-652-4632

Response to Kathy Osborne

Response to comment 1: The Linden Avenue & Casitas Pass Road Interchanges project includes the reconfiguration of ramps, reconstruction of bridges and overcrossings, and a local road extension. No freeway capacity improvement is proposed with this project.

Response to comment 2: In accordance with CEQA Guidelines and Caltrans policy, notifications regarding the availability of the draft environmental document and planned public meeting were published in local newspapers (*Coastal View* and *Daily Sound* December 23, 2008 and January 15, 2009). Subsequently, the comment period was extended and notifications were sent out to nearby residents, and a second public information meeting was held on March 16, 2009. CEQA does not require direct mail notification of public meetings.

Response to comment 3: The bridges at Carpinteria Creek must be replaced even though there hasn't been any recent flooding. The proposed bridges are being designed for the 100-year flow in accordance with federal regulations and to eliminate flooding caused by the existing bridges as shown on the Federal Emergency Management Agency flood map. The 100-year flow is the flow that has a 1% chance of occurring any given year. Creek flows have not been high enough to cause significant flooding in the last 40 years. The flow in 1995 was the largest since 1969, and it was only about two-thirds as big as the 100-year flow. Please see Section 2.2.1 Hydrology and Floodplain of the final environmental document for a full discussion of flooding issues.

The Santa Barbara County Flood Control District has been maintaining the creek since the late 1960s. Maintenance helps to reduce debris, but doesn't eliminate it. Caltrans and the County have records of debris collecting at the Route 101 and Carpinteria Avenue bridges on Carpinteria Creek in 1995. The FEMA Flood Insurance Study for the creek found debris as a factor in limiting the capacity of the existing bridges. The effects of debris must be considered in the proposed bridge design. Please see Section 2.2.1 Hydrology and Floodplain for a full discussion of flooding issues.

Response to comment 4: The highway would be raised up to 6-10 feet to allow for a higher bridge structure over Carpinteria Creek; after passing over Carpinteria Creek, the highway would quickly return to its existing grade just north of the Casitas Pass Road overcrossing that would also be rebuilt to current design standards. In fact, raising the Casitas Pass Road and Linden Avenue overcrossings would reduce a great deal of

existing heavy-duty truck traffic that occasionally has to detour through town because of lower-than-standard clearance on the existing structures.

The noise predictions for Receptor area 11 (Cameo Road) in the build condition include raising Route 101 by 10 feet. This specific design feature has been accounted for within our noise model. The predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 and would not exceed either the City of Carpinteria or Caltrans thresholds. The predicted noise level without the project is 66 dBA.

The project does not add new vehicle trips to the local area. The project redirects existing traffic within the circulation network. There are three discontinuous sections of Via Real, a parallel arterial on the north side of Route 101 in the city. This creates difficulties for local traffic on the north side of Route 101, including bicycles, pedestrians, and emergency vehicles, requiring out-of-direction travel and/or freeway use to access properties on the north side of Route 101. Out-of-direction travel significantly increases localized concentrations of criteria- and health-based air toxics/pollutants.

A study by the Sacramento Metropolitan Air District (*Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*, January 2007) showed that where there are high volumes of trucks on the highway (100,000 vehicles per day on a highway, or 50,000 vehicles per day on a rural roadway), there is a 70% drop in pollutant levels at a distance of 500 feet from the roadway. Cameo Road is about 400+ feet from the highway and about 250 feet from Via Real. Route 101 through the local area is predicted to have an annual average daily traffic count of about 90,000 vehicles in 2036, and Via Real to have an expected annual average daily traffic count of 4,500. The heavy-duty truck percentage on Via Real is less than 1%, while the heavy-duty truck percentage on the highway is about 6%.

Caltrans acknowledges that the project would have community character impacts and has developed mitigation, such as working with the City's Architectural Review Board to provide appropriate planting and aesthetic treatments to project elements (sound walls and bridge structures), to minimize such impacts. For more information, please see Section 2.1.3.1 Community Character and Cohesion and Section 2.1.6 Visual/Aesthetics.

Response to comment 5: The current funding for this project was programmed years before the current economic downturn. The funding for this project, which is gathered through state gas tax dollars and is reserved for use in transportation projects, comes from the State Transportation Improvement Program (STIP). The Santa Barbara County

Association of Governments (SBCAG) determines how STIP money is spent on a regionwide basis and has reserved a portion specifically for this project.

Response to comment 6: The Via Real extension is a local circulation improvement that would reduce travel time from the residential area south of Carpinteria Creek to downtown by about 50% and alleviate traffic congestion along Carpinteria Avenue by about 5%. The extension is consistent with the City General Plan Circulation Element.

The southbound ramps have been combined with the extension of Via Real to meet current standards that require greater distances between on- and off-ramps. This project is needed, in part, because of non-standard spacing and merging lengths between Casitas Pass Road and Linden Avenue interchanges. For more information, please see Section 1.2.2 Need.

Response to comment 7: The signals at the northbound ramps and Via Real would be coordinated to minimize delay and improve traffic flow. The addition of traffic signals would improve traffic flow and reduce starting and stopping compared to stop signs.

Response to comment 8: Please see response to Osborne comment 6 above.

Response to comment 9: Caltrans would preserve as many of the avocado trees as possible.

Response to comment 10: Caltrans does not have jurisdiction over land use decisions within the City of Carpinteria and therefore cannot create a park at this location.

2-6-09

To Whom It May Concern:

Regarding the Linden Casitas Pass project;

Who is the project supposed to benefit?
What would be the daily project benefit to Carpinteria versus the negative ramifications?
Is this the best use of the funds at this time and if not, where?

The project is supposed to benefit: Carpinteria. It's that the most important aspect we should be looking at?

The project purpose say it will reduce use of 101 for local trips and improve local circulation.

The only reason the project will reduce the use of the 101 for local trips is because it will eliminate the convenience of using the 101 for such trips. Carpinteria doesn't benefit. In fact, for Carpinterians it's a bad deal because simple local trips will take longer and some will have significantly higher noise levels every day from the project as well as from the years of construction and traffic. 1

The real winners from this project are NB commuters who will use the straight shot availability to jump more conveniently through Carpinteria when there is traffic. Those fighting for this project are really fighting for Carpinteria to get another freeway lane, while those along the northern edge of the 101 suffer the traffic, higher accident rates and frustration with people speeding through Carpinteria. If this project isn't approved, NB commuters would have to stay on the 101 and fight the traffic that really Caltrans should be burdened with reliving, not Carpinteria. It's my opinion that this project is not a good deal for Carpinteria. 2 3

Furthermore, pedestrian connectivity isn't an issue. Meaning, you can walk from the Bailard side of Via Real all the way to Linden almost as straight as if there was a sidewalk the whole way. It's done every day right now. 4

As for the bicyclist convenience argument, I don't see the "inconvenience" in biking from any point in Carpinteria to another. For your information, I bike through all major areas of Carpinteria from my home. It's just not that big a deal when weighed against the major changes this project requires and the cost benefit to the local community. 5

A **Really needed solution would be to make a NB off ramp at Linden. The result would be the few Carpinterians who need to make a trip from 101 NB site to Linden could do it. All of Carpinteria can be reached with the existing configuration. In fact, this proposed project wouldn't help emergency vehicles at all as all emergency locations can already reach all of Carpinteria from their bases.** 6 7

Also, the modernization of the bridge at Casitas Pass would be a great idea.

The real question is: Are there any real problems that need fixing? What should we really use our money for?

This project perhaps makes things seem pretty and modern, but in reality it doesn't do much positive, but will certainly do a lot of negative to the life of Carpinteria. As I said, the building of a NB 101 Linden exit and the modernization of the Casitas Pass Bridge are all that Carpinteria really needs.

I bet if we looked at 101 NB accident rates, etc. There are virtually none in the stretch that would be affected by this project. Furthermore, I don't see why Carpinterians should feel bad for using the freeway that goes right through our town to go to other places in Carpinteria. The proposal makes it seem like a crime that we do, as if getting around Carpinteria is a burden for the City of Carpinteria and that they shouldn't use the State freeway. 8

Not long ago, and it may still be true, the biggest accident location in the State was Ortega Hill and the stretch to Milpas. I urge the State to spend it's time and assets fixing that every day mess, instead of building frontage roads, not to nowhere, but for little if any real value.

We have two needs for the Linden and Casitas Pass region. An off ramp from NB 101 at Linden and a better bridge on Casitas Pass. The City of Carpinteria shouldn't be made to put in extra infrastructure, just because Caltrans doesn't like us using their freeway.

Thank you for considering my thoughts.

David Paras
5590 Cameo Road
Carpinteria, CA

Response to David Paras (February 6, 2009)

Response to comment 1: One of the purposes of the project is to improve circulation on local streets and reduce use of Route 101 for local trips. Access to Route 101, though changed from the current configuration, would still allow for local trips.

The Via Real extension is a local circulation improvement that would reduce travel time from the residential area south of Carpinteria Creek to downtown by about 50% and alleviate traffic congestion along Carpinteria Avenue by about 5%.

Raising the Casitas Pass Road and Linden Avenue overcrossings would reduce a great deal of existing heavy-duty truck traffic that occasionally has to detour onto city streets because of lower-than-standard clearance under these two existing bridge structures.

The Via Real extension, as proposed, implements the approved Carpinteria General Plan/Coastal Plan Circulation Element. The completion of Via Real as a continuous frontage road along the north side of Route 101 has been an integral component of this proposal since inception, due to its relationship to both overcrossings. Without Via Real, it is anticipated a greater number of local residents north of Route 101 would use the mainline to cross the city east and west, due to the lack of a frontage road on the north side of Route 101. The traffic and circulation performance of the overcrossing structures depends on completion of the Via Real extension.

Response to comment 2: Without the project, the intersections of local streets and Route 101 ramps would operate at unacceptable service levels and result in increased delay. The project reduces these delays so that intersections would operate with acceptable service levels and delay. The following tables show intersection service levels under no-project and project alterative scenarios.

Linden Avenue Interchange Intersection Analysis 1,2					
Intersection	**Traffic Control**	**No Project**	**Alternative 1 & 4**	**Alternative 2**	**Alternative 3**
		Delay / LOS	**Delay / LOS**	**Delay / LOS**	**Delay / LOS**
2016 Morning					
Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	>50 / F (EB)	15 / B	15 / B	15 / B
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	31 / D (WB)	40 / D	19 / B	19 / B
2016 Evening					
Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	>50 / F (EB)	18 / B	17 / B	17 / B
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	20 / C (WB)	24 / C	18 / B	18 / B
2036 Morning					
Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	>50 / F (EB)	20 / B	15 / B	15 / B
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	>50 / F (WB)	33 / C	14 / B	14 / B
2036 Evening					
Linden Avenue / Route 101 SB Off-Ramp	SSS Signal	> 50 / F	21 / C	17 / B	17 / B
Linden Avenue / Ogan Road (Vial Real with Project)	SSS Signal	> 50 / F	30 / C	16 / B	16 / B

Notes: Shading denotes locations where level of service threshold is exceeded.
1 Side-street stop intersection level of service based on worst approach control delay per vehicle, according to the 2000 Highway Capacity Manual. All-way stop intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
2 Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2007.

Casitas Pass Road Interchange Intersection Analysis 1,2			
Intersection	**Traffic Control**	**No Project**	**All Alternatives**
		Delay/LOS	**Delay/LOS**
2016 Morning			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	31 / D	14 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	> 50 / F	26 / C
2016 Evening			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	18 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	> 50 / F	26 / C
2036 Morning			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	14 / B
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	>50 / F	22 / C
2036 Evening			
Casitas Pass Road / Route 101 SB Ramps	AWS Signal	>50 / F	25 / C
Casitas Pass Road / Via Real / Route 101 NB Off-Ramp	AWS Signal	>50 / F	23 / C

Notes: Shading denotes locations where level of service threshold is exceeded.
1 Side-street stop intersection level of service based on worst approach control delay per vehicle, according to the 2000 Highway Capacity Manual. All-way stop intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
2 Signalized intersection level of service based on weighted average control delay per vehicle, according to the 2000 Highway Capacity Manual.
Source: Fehr & Peers, 2007.

Response to comment 4: Pedestrian connectivity, particularly for the elderly and disabled, along Via Real is incomplete between the end of Via Real at the San Roque Mobile Home Park and Casitas Pass Road. This project would alleviate that condition.

Response to comment 5: This project improves bicycle routes throughout the area, particularly at Casitas Pass and Linden Avenue where bicycle lanes are not provided over the highway. Due to the number of schools in this area, improving bicycle routes would benefit the community.

Response to comment 6: Through the life of this project, many alternatives have been developed to include a northbound off-ramp at Linden Avenue. All of these alternatives were rejected because of nonstandard interchange spacing between the Casitas Pass Road and Linden Avenue overcrossings and a nonstandard weave length between the northbound Casitas Pass Road on-ramp and any potential northbound Linden Avenue off-ramp. A weave section is the length of roadway where vehicles cross paths, change lanes, or merge with traffic as they enter or exit the freeway. A weave section with a length shorter than the minimum standard of 1,600 feet creates operational problems on the freeway.

Response to comment 7: With this project, emergency services would have better access and quicker response times due to the extension of Via Real. The Via Real extension is a local circulation improvement that would reduce travel time from the residential area south of Carpinteria Creek to downtown by about 50% and alleviate traffic congestion along Carpinteria Avenue by about 5%.

Response to comment 8: This project is not intended to address accident rates.

Response to comment 9: The Via Real extension, as proposed, implements the City of Carpinteria's General Plan Circulation Element approved by the City of Carpinteria in 2003.

David Paras
5590 CAMBO ROAD
CARPINTERIA CA 93013

1. The main reason for this project seems to be so Carpinterians won't use the freeway. 1

a) I'm a tax payer as our the residents of Carpinteria and we can use the freeway.

b) How many accidents are caused by Carpinterias using the freeway for daily life? 2

The project overview talks at length about odd off ramps and on ramps but the reality is that we don't have very many problems with those.

Why should Carpinterians who pay taxes to maintain the freeway not be able to use them for daily life?

This project is saying that Caltrans doesn't want us to use the freeway and we have to spend money, have great inconvenience and greatly reduce the quality of life for Carpinterians to accomplish that.

It doesn't make sense. We are losing on this deal and in reality is there is little if any problem with leaving things the way they are.

My suggestions, if we want to use this money to really make Carpinteria life better, including in the areas most impacted by current problems are:

1) Make an off ramp at Linden. This will greatly reduce the large truck and daily traffic that Casitas Pass/ Carpinteria Avenue and the stretch from Casitas Pass to Linden experiences every day as many of the agricultural trucks, high school bound vehicles and down town area vehicles will go more directly. In short, the flow into Carpinteria will be better and the traffic at Casitas Pass will be greatly reduced. 3

2) Widen the Casitas Pass bridge and put in a stop light, which will make large vehicle turns safer and make traffic run more smoothly through that section.

As tax payers in a nation that has great financial challenges, we should invest our tax dollars where they would make the best impact. Spending millions and making the quality of life worse just so we don't use the freeway, isn't wise. We should spend the money were it actually benefits the community. An off ramp at Linden and the widening of the Casitas Pass bridge makes a lot of sense and is the best utilization of our valuable tax dollars. 4

Response to David Paras (no date)

Response to comment 1: This project is needed because both the Linden Avenue and Casitas Pass Road overcrossings have nonstandard vertical clearance over Route 101; on-ramps within the project limits have nonstandard spacing and merging lengths; Via Real is a discontinuous road; the northbound on-ramp at Casitas Pass Road is nonstandard; and pedestrian and bicycle facilities throughout the project length are insufficient. The purpose of the project is to: improve access to and operations at both interchanges; improve operations on Route 101 in the project vicinity; reduce use of Route 101 for local trips; improve local circulation, including connectivity on Via Real; and improve local bicycle and pedestrian connectivity.

The extension of Via Real is consistent with the City of Carpinteria Circulation Element, as outlined in the General Plan. The purpose of the frontage road is to improve local circulation, providing a local road so that residents can access properties and other destinations on the north side of Route 101 as easily as they do on the south side of Route 101.

Response to comment 2: This project is not intended to address accident rates.

Response to comment 3: Throughout the life of this project, many alternatives have been developed to include a northbound off-ramp at Linden Avenue. All of these alternatives were rejected because of nonstandard interchange spacing between the Casitas Pass Road and Linden Avenue overcrossings and a nonstandard weave length between the northbound Casitas Pass Road on-ramp and any potential northbound Linden Avenue off-ramp. A weave section is the length of roadway where vehicles cross paths, change lanes, or merge with traffic as they enter or exit the freeway. A weave section with a length shorter than the minimum standard of 1,600 feet creates operational problems on the freeway.

Response to comment 4: The current funding for this project was programmed years before the current economic downturn. The funding for this project, which is gathered through state gas tax dollars and is reserved for use in transportation projects, comes from the State Transportation Improvement Program (STIP). The Santa Barbara County Association of Governments (SBCAG) determines how STIP money is spent on a regionwide basis and has reserved a portion specifically for this project.

LINDEN AVENUE & CASITAS PASS ROAD Interchanges

Comment Card

NAME: Becky Paulsen

ADDRESS: 5522 Cameo Rd CITY: Carpinteria ZIP: 93013

REPRESENTING: Myself

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

IT IS OVERWHELMING - I would like to see something visual to tell what the Higher Bridge would be like! 1

maybe another information meeting! 2

Please respond by Monday, March 23, 2009

Response to Becky Paulsen

Response to comment 1: A new visual simulation has been included showing the proposed Route 101 bridge over Carpinteria Creek. See Section 2.1.6 Visual/Aesthetics in the final environmental document.

Response to comment 2: Two public meetings were held for the project during the public comment period. The public will have several more opportunities for input during the Coastal Development Permit application phase of the project.

Matt C Fowler/D05/Caltrans/CAGov
02/17/2009 08:58 AM

To Lara Bertaina/D05/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Linden Ave and Casitas Pass Rd Interchange

----- Forwarded by Matt C Fowler/D05/Caltrans/CAGov on 02/17/2009 08:58 AM -----

"Marcus Priest " <marcus_p13@msn.com>
02/11/2009 08:44 PM

To "matt_c_fowler@dot.ca.gov" <matt_c_fowler@dot.ca.gov>
cc
Subject Linden Ave and Casitas Pass Rd Interchange

Mr. Fowler, my preference for the interchange at Ogan rd and linden is:1) nothing 2) option 3 or 4 , 3) absolutely no soundwall B3. The linden bridge only needs 2 lanes , bike lanes and sidewalks. More than two lanes is too much. EIR author contends carp has no charm as justification for massive concrete pour, that is not science, just opinion. Respectfully submitted, Marcus Priest 5030 Pacific Village Dr. 1-3 4

Response to Marcus Priest

Response to comment 1: Thank you for your input on the project.

Response to comment 2: Now that Alternative 3 has been selected as the preferred alternative and sound wall voting has taken place, Caltrans has determined that all proposed sound walls would be built. More than 50% of the affected property owners voted “yes” when asked if they wanted Barrier 3 to be built. If more than 50% had voted “no” when asked, the sound wall would not be built.

Response to comment 3: Traffic analysis, and subsequently the number and configuration of traffic lanes, is driven by the City of Carpinteria’s General Plan, which identifies the type of development, also known as growth. Consistent with this growth, the City of Carpinteria General Plan shows Linden Avenue and Casitas Pass Road as Secondary Arterials that have a total of 84 feet of right-of-way. Within the 84-foot right-of-way, various lane configurations are possible ranging from three to five vehicle travel lanes, in which all options allow for elements such as dedicated bike lanes and vehicle parking.

The Casitas Pass Road overcrossing requires five travel lanes to accommodate future traffic. The Linden Avenue overcrossing requires only four travel lanes to accommodate future traffic.

Response to comment 4: The Visual/Aesthetics Viewer Sensitivity section (2.1.6) appropriately identifies the City of Carpinteria General Plan aesthetic goals, which define preservation of “the essential character of our small beach town, its unique visual and natural resources,” and encourages efforts “to assure improvements to freeway interchanges and overpasses compliment the small town quality and charm of the city.” As described in Section 2.1.6, the analysis acknowledges and considers viewer sensitivity (as indicated in local planning documents), along with the extent of physical change when determining the potential level of project impacts.

LINDEN CASITAS
Interchanges Project

Monday, March 16, 2009

Comment Card

NAME: MARTA RICHARDSON

ADDRESS: 5700 VIA REAL #5 CITY: CARP ZIP: 93013

REPRESENTING:

Do you wish to be added to the project mailing list? ☐ YES ☑ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

I DON'T SEE HOW ADDING AN OFF AND ON RAMP AT THE END OF VIA REAL IS GOING TO BENEFIT US IN THE NEIGHBORHOOD. THE PEOPLE WHO LIVE AROUND BAILARD ALREADY USE THE ON/OFF RAMP AND US, AT THE END OF VIA REAL DON'T MIND DRIVING TO BAILARD TO GO ON THE FREEWAY. OPENING VIA REAL WOULD CAUSE TOO MUCH TRAFFIC TO GO AND COME THROUGH THE STREET AND MORE NOISE THAN WE ALREADY HAVE.

1

2

3

Please respond by Monday, March 23, 2009

Response to Marta Richardson

Response to comment 1: The Via Real extension accommodates the proposed northbound on- and off-ramps, allowing for the minimum required spacing between the Casitas Pass and Linden Avenue interchanges.

The Via Real extension, as proposed, implements the approved Carpinteria General Plan/Coastal Plan Circulation Element. The completion of Via Real as a continuous frontage road along the north side of Route 101 has been an integral component of this proposal since inception, due to its relationship to both over-crossings. Without Via Real, it is anticipated a greater number of local residents north of Route 101 would use the mainline to cross the city east and west, due to the lack of a frontage road on the north side of Route 101. The traffic and circulation performance of the overcrossing structures depends on completion of the Via Real extension.

The Via Real extension is a local circulation improvement that would reduce travel time from the residential area south of Carpinteria Creek to downtown by about 50% and alleviate traffic congestion along Carpinteria Avenue by about 5%. The extension is consistent with the City General Plan Circulation Element.

Response to comment 2: The Via Real extension is a local circulation improvement that would reduce travel time from the residential area south of Carpinteria Creek to downtown by about 50% and alleviate traffic congestion along Carpinteria Avenue by about 5%. The extension is consistent with the City General Plan Circulation Element.

Response to comment 3: Noise modeling indicates that because of noticeably higher traffic volumes and speeds, highway traffic would continue to be the dominant noise source in the area. Computer predictions using the maximum speed and traffic volumes on six lanes of highway, Via Real and the proposed highway ramps, in the project design year (2036) show that the noise contribution with the project at the rear of the property lines between Cameo Road and the highway would be 54 dBA Leq from traffic on Via Real and 64 dBA Leq from the highway traffic.

Due to the logarithmic nature of decibel addition, when two noise sources differ by 9 or more dBA, the lower number does not contribute to the higher noise level. Because of the substantially higher traffic volumes and speeds on Route 101, the highway would remain the dominant noise source in the area.

LINDEN CASITAS
Interchanges Project

Monday, March 16, 2009

Comment Card

NAME: Karin Rodriguez

ADDRESS: 5455 8th St. #57 CITY: Carpinteria ZIP: 93013

REPRESENTING: self

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

1. I prefer alternative 3 – the round-about – at Linden Ave. 1

2. Take down the fence between the Arco gas station on Casitas Pass and the IHOP restaurant to reduce the need to turn left out of the gas station to get back to Carp. Ave. 2

3. Extend the new park at the current dead-end of Via Real to the land next to the freeway – i.e. passage over or under Via Real to link the two parts. 3

4. I live down creek from the 101 bridge. If all flood water will now not be diverted and will all come (over) 4

Please respond by Monday, March 23, 2009

fold along line

Carp. Creek, the city needs to work with flood control to increase the capacity ability of the creek out to the ocean. And we need to need to know the impact on our flood insurance needs. 4

Response to Karin Rodriguez

Response to comment 1: Alternative 3 has been selected as the preferred alternative.

Response to comment 2: Alternatives were developed to minimize impacts to the surrounding neighborhood, incorporate current state design standards, and maximize local circulation efficiency, all while minimizing cost. Removing the fence would cause traffic to circulate within the adjacent parking lot, would require City approval, and would not meet the purpose and need of the project.

Response to comment 3: The City of Carpinteria has designated the remaining parcels near the end of Via Real as Open Space. The property is currently open to the public and would remain open to the public once construction of the project is complete.

Response to comment 4: Caltrans and the City of Carpinteria would cooperate to revise the FEMA flood maps to show the effects of increasing the flow in Carpinteria Creek downstream of Route 101. Affected property owners would be notified during the map revision process.

February 11, 2009

Matt Fowler
Senior Environmental Planner
50 Higuera St
San Luis Obispo, CA 93401

Dear Mr. Fowler,

Thank you for sending a copy of the Draft Environmental Impact Report for the Carpinteria project. It was very helpful and informative since I could not attend the meeting on January 22nd.

I am now submitting my questions/concerns in writing.

1. Since we reside so close to the freeway, 5155 Ogan Rd, and my 89 year old grandmother @ 5151 Ogan Rd, I am very concerned when exactly the sound wall will be erected. Will it be before the major construction starts? Which seems like common sense to me and would vote very strongly on this. 1

2. Will it be a solid wall, or pieced, like the one that was recently erected Northbound 101 right after the Polo Fields? Which looks like a nice hiding place for the homeless. 2

3. Will we be "put up" somewhere (other than a hotel room) during the construction? Which will be taking place *literally* in my back yard. I will by then have had my baby, and am concerned about my outdoor animals. 3

4. I wasn't sure about the trees in my backyard, can you be more specific if they will be torn out or stay. 4

Thank you. I know this project might not happen as scheduled due to California not having the funds. I believe the state should pay us our tax returns before this project anyway. Don't start something and then leave it like they've had to do in Santa Barbara!!!! It's a tragedy and a danger!

Sincerely,

Kim Sharp

Response to Kim Sharp

Response to comment 1: Early construction of sound walls is always a consideration when a construction project is initiated. Many factors need to be considered for that to occur. Utility and drainage relocation must be accomplished before sound wall foundations can be placed. Now that a preferred alternative has been selected, consideration would be given to early construction of sound walls, and if possible, sound walls could be built where they would not interfere with other future items of work.

Response to comment 2: All sound walls proposed for this project would be solid continuous masonry walls. The wall built at Serena Park had to accommodate severe flooding issues, so it was built with a staggered design.

Response to comment 3: Details of the proposed construction schedule are not known at this stage of the project, and construction noise impacts and mitigation measures are presented according to the best available data. Accommodating hotel stays is up to the discretion of Caltrans and the Santa Barbara County Association of Governments. Caltrans and the Santa Barbara County Association of Governments would decide on any accommodation for nearby residences at the beginning of construction. Generally, temporary lodging assistance would be provided for extended work periods that include a significant portion of nighttime work for adjacent homeowners. Usually, this would be only temporary hotel stays during night work.

The contractor would be required to place and maintain a secure, temporary fence to contain outdoor animals before removing the existing fence and building the sound wall.

Response to comment 4: A sound wall is proposed along the property line at Via Real. Caltrans does not plan on any property takes due to its construction, but would need a temporary construction easement. The existing fence would be removed. An arborist would look at the trees to determine whether they can be saved.

March 20, 2009

VIA ELECTRONIC MAIL

Mr. Matt Fowler
Central Coast Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401
matt_c_fowler@dot.ca.gov

Re: Draft Environmental Impact Report/Environmental Assessment for the Linden Avenue and Casitas Pass Road Interchanges Project

Dear Mr. Fowler:

Please accept the following comments on the Draft Environmental Impact Report/Environmental Assessment for the Linden Avenue and Casitas Pass Road Interchanges Project, which are hereby submitted by South Coast Habitat Restoration, a project of Earth Island Institute (SCHR).

SCHR is a local non-profit environmental organization dedicated to protecting and restoring habitats in the Santa Barbara and Ventura region through education and on the ground habitat restoration management. SCHR works locally in the Carpinteria Valley managing the Carpinteria Creek Watershed Coalition and working to restore the Carpinteria Creek watershed with a focus on steelhead trout restoration.

SCHR has several comments and concerns regarding the proposed project's potentially significant impacts on water resources and public services, as well as some ideas to increase the value of the project as it impacts creek and natural resources.

1) We request that all vegetation used as part of the project be local native species. With respect to revegetation around Carpinteria and Franklin Creeks, we request that only native locally grown species be incorporated in the project restoration. Given the ample amount of time before the project begins, it is completely feasible for CalTrans to begin to contract grow plants specifically from the area for the project. 1

2) Given the possibility of the presence of asbestos in the concrete on the bridges to be demolished, we request that no concrete be left in the stream bed after demolition. 2

3) Please make available the CalTrans landscape architecture landscape planting plan for review and comments by the public. 3

4) The *Arundo donax* (Giant reed) stand referred to in the document has already been removed by the Santa Barbara Agricultural Commissioner. This is listed as a mitigation measure in the document. In place of its removal we would like to propose another measure in its place. We propose the creation of instream habitat for steelhead and goby in the form of pools. This reach of the creek is usually wet year round and would be an ideal location to create habitat for over summering fish species. Please coordinate with NMFS, DFG and local NGO's on this issue. 4 5

5) The document states that fish passage will be maintained in the project area in Carpinteria Creek during the construction through a pipe. In order for fish passage to be accommodated, the pipe would have to be at grade with natural creek substrate. Please coordinate with NMFS, DFG and local NGO's on this issue. 6

6) Your list of common species present in the creek on page 133, should include *Oncorhynchus mykiss*. 7

7) On page145 the document states plants used for revegetation will be "native plants suitable for the area." We suggest that the project should only use native plants found locally in the area and grown from local seed sources. Furthermore, we request that the project not use any non-native species (iceplant, eucalyptus, etc.). 8

8) Has there been a survey for bats conducted in the project area? Are there any mitigation measures for bats? 9

9) We would like to recommend that vibration sensitivity measures should also include visual assessment for birds during nesting seasons. 10

10) In reading some of the minimizations measures proposed for steelhead in the project, we were concerned that some measures should be added specifically for steelhead. The document details many for tidewater goby. We request that all tide water goby minimization measures (e.g. dewatering) are included for steelhead. 11

11) What are the amounts of impervious surfaces added to the Carpinteria Creek watershed only, not cumulatively for the entire project (or breakdown the entire project by specific areas, Carpinteria Creek and Franklin)? How will this increase affect the amount of stormwater discharged into Carpinteria Creek? How many cubic feet per second of flow will be added into Carpinteria Creek? How will these be mitigated? Will there be trash collectors added throughout the project area to decrease trash entering the creek, lagoon/marsh and ocean? What will be the net effect of the BMP's in the CalTrans right of way to decrease the amount of cubic feet per second from entering the creek? Will there be any detention basins incorporated into the project? 12 13 14 15 16

12) On page37 the document states that one third of the park area will be affected by the Via Real extension. If this is the case it seems as though there should be mitigation to offset the loss of the park space as originally developed in the proposal which received grant funding. 17

13) What will be the span of the new Via Real bridge? 18

14) What will be the span and new heights of the North and South bound 101 bridges? 19

15) What is the purpose of having two bike paths near the newly extended via real road? It appears at though one would be sufficient. Eliminating one bike path increases the space for onsite BMP's for treating runoff and/or increases the native vegetation which can be planted. 20

16) What will be the location of the inputs of runoff into the creeks? How many will there be? 21

This concludes South Coast Habitat Restoration's comments on the Linden Avenue and Casitas Pass Road Interchanges Project. As shown above, SCHR requests additional information on various components of the project including potential water quality impacts and species concerns. Thank you for the opportunity to comment on the proposed Linden Avenue and Casitas Pass Road Interchanges Project; we appreciate your attention to the issues and concerns we raise and their incorporation into the Final EIR. Please feel free to contact us at the below contact information.

Sincerely,

Mauricio Gómez - Director
South Coast Habitat Restoration
PO Box 335
Carpinteria, CA 93014

(805) 729-8787
mgomez@schabitatrestoration.org
www.schabitatrestoration.org

South Coast Habitat Restoration is a project of Earth Island Institute, a 501 (c)(3) Non-profit organization

Response to Mauricio Gomez – Director, South Coast Habitat Restoration

Response to comment 1: Replacement of common riparian plants (willows, sycamores and native riparian shrubs) would be from local sources whenever possible. Locally grown plants often provide for increased survivability; native plants grown in similar climate zones would be best adapted to local environmental conditions. Because the plants to be replaced are common riparian species and there is local availability of these native plants, contract growing would not be specified for this project.

Response to comment 2: Caltrans Standard Special Provision 07-346 Construction Site Management "General" would be used to specifically prohibit discharge of portland cement concrete waste into storm drain systems or watercourses during and after construction.

Response to comment 3: The landscape plans would be reviewed as part of Coastal Development Permit and be submitted as part of each level of the application process, at which time they would be made available to the public.

Response to comment 4: Removal of the stand of *Arundo donax* was identified as a minimization measure and because Caltrans prefers to remove invasive species whenever possible. The measure was not offered as mitigation. The document has been changed to recommend the removal of the remaining root ball.

Response to comment 5: The creation of in-stream habitat would occur as required by the Biological Opinions (see Appendix M of the final environmental document).

Response to comment 6: Caltrans would comply with all provisions described in the Biological Opinions (Appendix M), which directs how Caltrans would address fish passage during construction and fish passage during water diversion.

Flow data on Carpinteria Creek was analyzed for maximum and average daily flows for the last 20 years. Average daily flows between June 1 and October 31 were measured at 1 cubic foot per second (cfs).

A Caltrans Hydraulics Engineer analyzed several different diversion designs, and it was determined that juvenile and adult steelhead passage through a diversion would not be possible with the expected flows. These calculations were based on the historic flow data and the existing topography of the creek in accordance with the Caltrans Fish Passage Manual. Adult steelhead require a 3 cubic feet per second (cfs) minimum flow for

passage; therefore, it is not expected that any steelhead would be attempting to pass through the diversion area during the construction window.

Caltrans has coordinated with the National Marine Fisheries and with U.S. Fish and Wildlife regarding fish passage requirements during and after construction. Please see the Biological Opinions in Appendix M for more information.

Response to comment 7: Please see Section 2.3.4 Threatened and Endangered Species for information about *Oncorhynchus mykiss*.

Response to comment 8: Please refer to response to comment 1 above.

Response to comment 9: A qualified Caltrans Biologist did visual surveys for bats in 2003. Inspections included surveying for the presence of bats and/or guano staining. The surveys were negative. Pre-construction surveys would include surveys for bats and, if found, mitigation measures would be added to exclude bats during construction of the bridges.

Response to comment 10: If vibratory construction methods are required during the nesting season, Caltrans would monitor any nesting birds that are present and next to the work areas. If vibratory construction methods result in disturbance of nesting birds, those methods would be stopped until after the nesting period.

Response to comment 11: Many of the avoidance and minimization measures identified for the tidewater goby are not applicable to steelhead trout and therefore have not been added.

Response to comment 12: The table below shows the increase in impervious area and the increase in the 100-year flow from the project, and the total watershed flow by watershed. The increase in the 100-year flow from the project is too low to have any real impact on the total watershed 100-year flow.

Watershed	Increased Impervious Area	Increased 100-year Flow	Total Watershed 100-year flow
	Acres	CFS	CFS
Carpinteria Creek	3.67	18	12,000
Franklin Creek	2.35	12	3,500

Response to comment 13: Hydromodification occurs when there are changes in water flow levels into drainages caused by an increase in impervious surface area. At this time,

hydromodification controls are under development for local municipalities, with MS4 permits, and Caltrans. It is anticipated that these requirements would not go into effect for two or more years, as is consistent with hydromodification requirements in the new Construction General Permit. When these requirements are approved by the Regional Water Quality control Board and the State Water Resources Control Board, they would be implemented as applicable for projects as outlined in the municipalities' and Caltrans' Stormwater Management Plans.

Response to comment 14: For the amount of cubic feet per second added to Carpinteria Creek, please see response to South Coast Habitat Restoration, comment 12 above.

This is not considered a significant impact, so mitigation is not required. However, there would be several point source outputs into Carpinteria Creek from both the Via Real Bridge and the Route 101 bridges over Carpinteria Creek. Energy dissipaters would be included at each of these locations per Caltrans standard practice.

Response to comment 15: At this time, bio-filtration-type best management practices are under consideration for this project to treat storm water runoff from all net new impervious areas created within the state right-of-way. Gross Solids Removal Devices would not be incorporated into this project. However, all Caltrans-approved best management practices can be effective at removing pollutants in general, including trash. As of this date, we are awaiting clarification from the City of Carpinteria as to what their storm water treatment and post-construction best management practice needs are for improvements planned to take place on City right-of-way. Detention basins have been excluded from treatment best management practice consideration for areas within the state right-of-way.

Permanent storm water treatment best management practice proposed for this project are designed to remove pollutants from storm water and are expected to have a negligible effect on storm water runoff volume.

Response to comment 16: Detention basins are not currently planned to be built as part of this project.

Response to comment 17: Because Caltrans originally provided most of the funding for the construction of the park, and because the City is responsible for the location of the park, Caltrans is not required to mitigate for the loss of the parkland.

Response to comment 18: Two spans at Via Real are proposed: each being 42.5 meters (139 feet) long, totaling 85 meters (278 feet). The first span extends across the creek; the second span extends across the 100-year floodplain. No piers would be placed within the creek.

Response to comment 19: The Route 101 bridges over Carpinteria Creek would have a single span of 42.5 meters (139 feet). The opening (from the top of the creek to the bottom of the bridge soffit) would be between 4.9 and 5.5 meters (16 and 18 feet).

Response to comment 20: Caltrans incorporated two bicycle paths in the Casitas Pass/Via Real extension area at the request of the City of Carpinteria.

Response to comment 21: At Carpinteria Creek, there are three existing drain inlets at the 101 bridges, and these would be changed only due to the bridge replacements. Two drain inlets would be installed at the new Via Real Bridge. There are no drain inlets in the Caltrans right-of-way at Franklin Creek, and the project would not affect adjacent drain inlets.

Thursday, January 22, 2009

Comment Card

NAME: Kelly Stoner

ADDRESS: 4901 Nipomo Dr. CITY: Carpinteria ZIP: 93013

REPRESENTING:

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

I have reviewed the 4 options for the Linden ave Overpass and Soundwall and would like to pick option #2 as the best in my opinion.

Please respond by Saturday, February 14, 2009

Response to Kelly Stoner

Response to comment: Thank you for your interest in the project.

LINDEN CASITAS
Interchanges Project

Thursday, January 22, 2009

Comment Card

NAME: Linda Tornello

ADDRESS: 5001 Pacific Village Dr. CITY: Carpinteria ZIP: 93013

REPRESENTING: Homeowner corner of Ogan Rd. & Linden Ave.

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or
Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

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

Very poor notice of Public Hearing and impact to homeowners glossed over. 1
Filling of wetland @ Linden Ave only mentioned in passing (unacceptable) 2
Impacted homeownes should have received complete information via 3
direct mail rather than having to sort through the whole draft EIR/EA.
Contacting Matt Fowler for clarification was difficult; e-mail, phone
calls, not returned in a timely fashion, questions not completely answered.
Location & height of sound walls are an issue. Why was option 4
#5, No Build, not talked about? I don't want to see a poorly 5
designed project pushed through on the theat of "loss of 6
funding" If this project moves forward I would like the design
to impact property owners as little as possible, we don't want 7
to sell our land! Work within your existing right-of-ways.

2-11-2009 Linda Tornello

Please respond by Saturday, February 14, 2009

Response to Linda Tornello (January 22, 2009)

Response to comment 1: In accordance with CEQA Guidelines and Caltrans policy, notifications regarding the availability of the draft environmental document and planned public meeting were published in local newspapers (*Coastal View* and *Daily Sound* December 23, 2008 and January 15, 2009). Subsequently, the comment period was extended and notifications were sent out to nearby residents, and an information meeting was held on March 16, 2009. CEQA does not require direct mail notification of public meetings.

According to CEQA Guidelines Section 15202, "a draft EIR … should be used as a basis for discussion at a public hearing."

Response to comment 2: The wetland impacts have been significantly reduced. Please see Section 2.3.2 of the final environmental document for more information.

Response to comment 3: The draft environmental impact report/environmental assessment is the document used to provide information to agencies and the public regarding anticipated impacts of a project. Public agencies are not required nor are they able to provide individual information to homeowners who may be affected by a project.

Response to comment 4: Sound wall heights and locations were determined based on an analysis of the local environment, right-of-way costs, presence of existing structures, topography, severity of impact, feasibility, and other factors. Please see Section 2.2.6 Noise of the final environmental document for more information about the methodology used to in this evaluation.

Response to comment 5: The No-Build Alternative was discussed throughout the document.

Response to comment 6: While it is true that the millions of dollars spent by the State over the 15 years the project has been in the planning phases and the funding for environmental and engineering costs may be lost if the project is delayed, the benefits of the project are a better justification to move the project forward.

Response to comment 7: Caltrans always attempts to minimize impacts to private property.

Matt C Fowler/D05/Caltrans/CAGov
02/09/2009 11:01 AM

To Lara Bertaina/D05/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Linden/Casitas Interchanges Project

----- Forwarded by Matt C Fowler/D05/Caltrans/CAGov on 02/09/2009 11:00 AM -----

"Linda Tornello" <ltornello@cox.net>
01/30/2009 07:15 PM

To <matt_c_fowler@dot.ca.gov>
cc
Subject Linden/Casitas Interchanges Project

Mr. Fowler,

I'm getting my thoughts together to submit on the Linden Interchange project, but I have some questions about the sound wall.

I live at 5001 Pacific Village Drive, the northeast corner of the intersection of Linden Avenue and Ogan Road. At the public hearing on January 22, 2009 I was told that the proposed sound wall adjacent to my property would be 8' high and that a corner of my property would be sacrificed to the rounded corner of the design. Is this correct? What I don't understand is why the sound wall is to be placed below the level of the roadway. I have attached two photos that show my property. The level of the top of my 6' fence is even with the level of the existing roadway. I understand that the new overcrossing at Linden will be 6' higher, so I assume that the approaching avenue will be raised to meet the new level. If that is the case, then the entire height of the proposed sound wall will below the grade of the roadway, so what good will it do? Why not put the sound wall up at street level? Also, instead of a rounded corner why not make it square and not impact my backyard and established landscaping? Or, just move the wall out far enough so it doesn't impact my property? 1

I appreciate any information on the sound wall that you can provide me to help me better assess the four options.

Sincerely,
Linda Tornello

----- Message from "Natasha Lohmus" <zhuki@mindspring.com> on Fri, 23 Jan 2009 16:20:20 -0800 -----
To: "linda tornello" <ltornello@cox.net>, "adtornello" <adtornello@gmail.com>
Subject: your house

Natasha Lohmus
zhuki@mindspring.com
Why Wait? Move to EarthLink.

Response to Linda Tornello (January 30, 2009)

Response to comment 1: The maps prepared for the public meetings showed general sound wall locations without any associated heights. The scale of the maps was not intended to provide design-level details, just a general level of information to provide adequate public disclosure. All heights referred to in the environmental document are relative to the outside edge of the travel way.

The sound wall along Ogan Road would be about 8 feet tall and placed between the back of the proposed sidewalk and the private fences, with a planting strip in between the wall and the back of the sidewalk. Because the sound wall would be placed nearer to the edge of the sidewalk, it would be above the grade of the road.

LINDEN CASITAS

Comment Card

NAME: Linda Tornello

ADDRESS: 5001 Pacific Village Dr. CITY: Carpinteria ZIP: 93013

REPRESENTING: Self

Do you wish to be added to the project mailing list? ■ YES ☐ NO

Please drop comments in the Comment Box or

Mail to: **Caltrans, District 5**
Environmental
Attn: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

Thank you for sending out letters about extending the public comment period on this project and holding a second meeting on March 16, 2009

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

① Sound wall B-3 (Ogan Rd, from Linden to Pacific Village) should be moved to grade level along roadway not put in the gully along the property line where it would have to be 21' tall to rise 8' above the road level. 1

② Noise receptor R13 is located in a "low spot," the corner of Linden & Ogan would have been a better location to take the reading. 2

③ I favor option #3 because it is the least expensive and seems to make better use of exsisting right-of-ways and impact property owners the least (I think?)

④ I asked for a list of properties that would be impacted by each of the four options and was told that it is not determined until the plan is selected. How can the public make an informed choice without full disclosure? 3

⑤ Has the plan considered "shielded" street lighting to help maintain a dark night sky? 4

Please respond by Monday, March 23, 2009

Linda Tornello

Response to Linda Tornello (March 16, 2009)

Response to comment 1: The maps prepared for the public meetings showed general sound wall locations without any associated heights. The scale at which the maps were prepared was not intended to provide design-level details, but a general level of information to provide adequate public disclosure. All heights referred to in the environmental document are relative to the outside edge of the travel way. Sound walls would not be placed in a gully area necessitating the need for excessive heights as you refer to. As much as possible, the project would incorporate retaining walls and use natural ground forms and associated terrain to the maximum extent possible.

Response to comment 2: The noise estimates presented in the environmental document were not actual field readings; they were computer-modeled prediction sites. Several sites were physically field measured to calibrate the noise model for the project corridor. All of the modeled receptor sites shown in the environmental document are meant to represent multiple individual residences.

Response to comment 3: According to CEQA, Section 21002.1, “The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.” The purpose of an environmental impact report is not to provide full disclosure of every change on the ground, but to provide meaningful public disclosure of significant environmental impacts more generally. It is the responsibility of the property owner to contact the project proponent to determine what impacts may occur on their property.

Response to comment 4: The Visual/Aesthetics (Section 2.1.6) Avoidance, Minimization and Mitigation Measures section includes the following measure: “All new lighting in the vicinity of the residential neighborhoods north of Route 101 shall minimize excess light and glare by careful placement of the poles, height and position of luminaires, the use of full cut-off lenses where feasible, and other measures.”

Section 3.0 Cameo Road Petition

On February 14, 2009, Caltrans received a petition from 50 residents in the Cameo Road/Byrnes Lane neighborhood. Those who submitted copies of the petition are listed below in alphabetical order. Responses follow.

Lewis Abe
Jennifer Baker*
Tom Beland*
Joelene Bowen*
Robert Dacayana
Sonja Ruth Dacayana
Leslie DeBus
J. Dominguez
Gary & Larissa Feramisco*
Tim & Maureen Gaasch
Lety Garcia
Sergio Garcia
Debra Hosseini
Justine Hosseini
Hamid Hosseini
Kathleen Yasmin Hosseini
Becky Jackson
John Jackson*
Frederic Jougla
Lisa Luna
Tony Luna
Zoey Luna
Wilma Kirk
Arthur Korb*
Brittni McKnight
Judith C. Martinez*
George Middleton*
Ronald Mueller
David Paras*
Susan Park
Rebecca H. Paulsen*
Chieko Satow
Fumio Satow
Hisaye Takahashi
Eric Trautwein
Rachel Trauwein
Guadalupe Valenzuela
Humberto Valenzuela
Ashley Welty
John K. Welty
Nancy Welty

* Also submitted individual comments, which can be found in Section 2.0 of this appendix.

Comments and concerns of the Cameo Road Community:

No mail or phone notification was provided for the Public Hearing of January 22, 2009 to the Cameo Road residents, whose properties border the Casitas Pass project. 1

There is apparently no provision in the project for a sound wall to reduce construction and increased traffic noise in the affected area. 2

A significant number of large delivery trucks that will be using the proposed on/off ramp will be coming to a full traffic signal stop, and upon accelerating will create a dramatic increase in noise and air pollution above current levels. 3

Trucks heading North that will be making deliveries in the adjacent shopping areas will be returning to the planned on/off ramps and thus double the amount of noise and air pollution. 4

The addition of a new signal at the Casitas Pass on/off ramp termination area will dramatically affect the air and noise pollution levels in a negative way due to stop and start traffic at the signal. 5

The needed removal of the avocado grove adjacent to the freeway, which now serves as a sound buffer for the residents of Cameo Road, will also increase noise pollution well above current levels. 6

The plan to raise the freeway 6-10 feet from its current level will create much greater sound levels into the area. 7

Three years of construction noise and dust created by this project will greatly increase the need for a sound wall in the residential area. 8

Were no sound wall to be built, the residential area will be inundated with intolerable levels of noise and exhaust levels as well as a definite decrease in property values. 9

The Cameo Road community has no through traffic as it is a cul de sac, is reasonably quiet. and the residents would like to preserve the neighborhood quality to the greatest extent possible. 10

Due to the above, the Residents of Cameo Road strongly recommend that a sound wall be built along the North side of the new Via Real road extension from Casitas Pass Road to Carpinteria Creek. And that this wall is in place before construction begins to reduce the noise and air pollution that will be increased by the project. 11

Response to Cameo Road Petition

Response to comment 1: In accordance with CEQA Guidelines and Caltrans policy, notifications regarding the availability of the draft environmental document and planned public meeting were published in local newspapers (*Coastal View* and *Daily Sound* December 23, 2008 and January 15, 2009). Subsequently, the comment period was extended and notifications were sent out to nearby residents, and a second public information meeting was held on March 16, 2009.

Response to comment 2: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administration's Noise Abatement Criterion threshold of 67 dBA. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road). This level is well below the noise abatement criterion of 67 dBA, is only 2 dBA lower than the no-project analysis, and therefore would not qualify for consideration of noise abatement. Based on the City of Carpinteria's General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

Response to comment 3: An analysis quantified the noise level contribution exclusively from the inclusion of Via Real and the re-configured on-/off-ramps at Casitas Pass Road. The modeling included expected truck traffic volumes in the vehicle mix.

Noise modeling indicates that because of noticeably higher traffic volumes and speeds, highway traffic would continue to be the dominant noise source in the area. The analysis concluded that the Via Real extension and newly configured interchange would contribute a predicted 54 dBA to the residents represented by Receptor area 11 (Cameo Road). The mainline of Route 101 under the no-project scenario is predicted to be 66 dBA, and the with-project scenario is predicted to be 64 dBA (modeled without the avocado orchard in place for a more conservative estimate) in the design year at Receptor area 11.

Due to the logarithmic nature of decibel addition, when two noise sources differ by 9 or more dBA, the lower number does not contribute to the higher noise level. As presented during the public meetings, because of the substantially higher traffic volumes and speeds on Route 101, the highway would remain the dominant noise source in the area.

Computer predictions using the maximum speed and traffic volumes on six lanes of highway, Via Real and the proposed highway ramps in the project design year (2036) show that the noise contribution at the rear of the property lines between Cameo Road and the highway is 54 dBA Leq from traffic on Via Real and 64 dBA Leq from the highway traffic.

The reason noise levels decrease by 2 dBA in the project design year at Receptor area 11 is because the extension of Via Real would act as a small sound berm for noise originating on Route 101. Noise levels would actually decrease in the build condition (from design year no-project levels), and predicted noise levels would be due solely to future traffic volumes on the mainline of Route 101.

The project is in an attainment area for all National Ambient Air Quality Standards. At the regional level, Regional Transportation Plans are developed that include all of the transportation projects planned for a region over a period of years. This project is included in the Santa Barbara County Association of Governments Regional Transportation Plan. Based on the projects included in the Regional Transportation Plan, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met.

If the design and scope of the proposed transportation project are the same as described in the Regional Transportation Plan, the proposed project is deemed to meet regional conformity requirements for purposes of the project-level analysis.

Since the proposed project is in an attainment area for all National Ambient Air Quality Standards, and is included in the Regional Transportation Plan, the proposed project would not increase air pollution that would exceed any health-based standard.

Response to comment 4: Delivery trucks are currently accessing commercial areas of Carpinteria traveling on Casitas Pass. The inclusion of Via Real and the new interchange configuration would not contribute to double truck volumes as stated by the commenter. These truck trips already exist, have been captured in the circulation network and have been included in the noise modeling. With all trucks and vehicles included in the model, the Cameo Road area would not be subject to noise levels that exceed either the City of Carpinteria or Caltrans thresholds.

Since there are other roads in and out of the local business area, it is not certain that all delivery trucks would necessarily have to use the new intersection with signals to enter

the downtown area or have to double-back on Casitas Pass to leave the area. Also, the Linden Avenue and Casitas Pass Road overcrossings have existing nonstandard vertical clearance over Route 101, necessitating diversion of taller heavy-duty trucks onto city streets. The project would alleviate this condition.

The project is unlikely to add new trips (induced demand) to Route 101, Linden Avenue, or Casitas Pass Road. The additional travel demand on an improved highway or facility consists of two types of trips—induced trips and shifted trips. Induced trips are diverted from other travel modes, longer trips, or new trips. Trips that are shifted in space (cut-through traffic coming back to the highway) or shifted in time (trips that previously avoided peak hours) are not induced trips.

Induced demand shows that the effects of major highway improvement projects (unless they are adding a new highway or a completely new interchange where one never existed, or in other words opening up access to otherwise hard to reach areas) in inducing new trips are small. But on operational projects, such as this one, the effect would be negligible.

The travel demand model incorporated land uses, socioeconomics, demographics, and roadway networks into future travel patterns as well as traffic volumes. Based on the above methodology, the proposed project would not create additional demand, but would serve existing demand created by the growth in population, housing, and employment within the City of Carpinteria.

Response to comment 5: The addition of traffic signals would improve traffic flow and reduce starting and stopping.

Response to comment 6: The predicted noise levels in the build condition at Receptor area 11 (Cameo Road) were modeled with the existing avocado orchard entirely removed. The computer predictions used the maximum expected speed and traffic volumes on a future six lanes of highway, Via Real, and the proposed highway ramps. The with-project design year noise level of 64 dBA was evaluated with the most conservative approach, which would not exceed either the City of Carpinteria or Caltrans thresholds.

Modeling of the Cameo Road area indicates that the effect of the existing avocado orchard does buffer or attenuate about 2 dBA of highway noise in the existing condition. The inclusion of Via Real in the build condition likewise attenuates about 2 dBA. The net effect is that the residents along Cameo Road would lose about 2 dBA by entirely

removing the orchard and gain about 2 dBA by building Via Real, for no net gain or loss of noise quality with the full removal of the existing orchard. It has not been determined at this time if the existing orchard would be fully or partially removed under the build condition, but it is Caltrans policy to preserve existing vegetation whenever possible.

Response to comment 7: The highway would be raised 6-10 feet to allow for a higher bridge structure over Carpinteria Creek; after passing over Carpinteria Creek, the highway would quickly return to its existing grade near the Casitas Pass Road overcrossing that would also be rebuilt to current design standards. Raising the Casitas Pass Road and Linden Avenue overcrossings would reduce a great deal of existing heavy-duty truck traffic that occasionally has to detour onto city streets because of lower-than-standard clearance under these two existing bridge structures.

The noise predictions for Receptor area 11 (Cameo Road) in the build condition include raising Route 101 by 10 feet over Carpinteria Creek. This specific design feature has been accounted for within our noise model. The predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 and would not exceed either the City of Carpinteria or Caltrans thresholds. The predicted noise level without the project is 66 dBA.

Response to comment 8: The project would include all standard noise and dust control methods per Caltrans guidelines. Also, idling restrictions for trucks and equipment would be in place during project construction as mandated by the California Air Resources Board. When necessary and warranted, temporary noise barriers can be installed to mitigate construction noise, dust, glare, and visual impacts.

Details of the proposed construction schedule are not known at this stage of the project, and construction noise impacts and mitigation measures have been presented according to the best available data. It is unlikely that construction would occur in the Casitas Pass area for the entire three-year construction schedule.

Response to comment 9: Changes in property values are imminent, continuous, and come from a variety of issues and conditions, but primarily from the economy and market. Secondary effects on value would be from zoning changes of surrounding areas, and development of surrounding areas due to those zoning changes. Other factors that affect value include age of improvements and community changes, such as a shift of local populations to newly developed areas of a city. Accessibility to and from market areas is also a factor in property values, as well as proximity to airports, hospitals, schools and other essential amenities such as restaurants, grocery, and department stores. There are

also environmental factors such as views and proximity to golf courses, lakes, rivers and of course oceans and beaches.

Two main factors affect values of land and the improvements on the land: 1) the economy, which consists of the national, the state, and the immediate or surrounding/local economies, and 2) location.

Proximity to transportation facilities will affect property values as well, but this is an unavoidable occurrence and, for the most part, improves the values of properties. You have to have transportation facilities to reach an area before that area can make any improvements, thus improving the value of that area, which brings more development of the area, which requires continuous improvement of the transportation facilities. The proximity to freeways and/or arterial corridors, main streets, and state highways also affects the values of property, both positively and negatively, but mostly positive. This is true in all markets.

However, improvements to existing freeways, arterial corridors, main streets, state highways and frontage roads indicates that more people are in the immediate area and using these streets, highways and freeways, which means development is occurring and values are increasing. As development continues, the land becomes more and more valuable. This happens until the area becomes too crowded and people can't get around easily. This is what the level of service addresses. When the level of service decreases to a point where it damages the area's primary or core value, then something has to be done. This means better transportation and access, improved infrastructure, more schools, fire stations and police departments, etc. So, protecting the primary value of the area and even increasing values after the improvements are made, the level of service rises and creates a more desirable area to live and work.

The project has been determined not to have a substantial adverse effect on the values of surrounding properties and the increase in safety and operations is expected to offset any negative impacts to the surrounding areas. This means that if one of those homes in the Cameo Road neighborhood is for sale or sold, the price is determined by the market and the location of the neighborhood itself, as well as the quality and age of the improvements. Values of that neighborhood are going to be consistent with the local market values. That means that if one of the properties on Cameo Road is for sale and is along the southern edge adjacent to the acquisition parcel for the off-ramp, it will be marketed at the same range of value or price as all the others in the neighborhood. It could be priced in the highest portion of the price range or lowest portion of the price

range, but the homes will all stay within the range of values for that neighborhood. If prices differ by 1%-5% due to the size of improvement, parcel size, or location within the neighborhood, they will still have that range of value in the future.

Response to comment 10: Cameo road would remain a cul-de-sac, and there would be no through traffic on Cameo Road after the project is completed.

Response to comment 11: Sound walls are not built where analysis determines they are not warranted. See Cameo Road petition response to comment 2 for information about noise protocols. Permanent sound walls are not built to mitigate temporary construction noise levels or dust. As previously mentioned, temporary noise barriers may be installed to mitigate construction noise, dust, glare, and visual impacts.

Section 4.0 Public Hearing Transcripts

ORIGINAL

CALIFORNIA DEPARTMENT OF TRANSPORTATION

LINDEN AVENUE & CASITAS PASS ROAD
INTERCHANGES

Carpinteria, California

Thursday, January 22, 2009

5:30 p.m. – 8:00 p.m.

PUBLIC HEARING AND PUBLIC COMMENTS

Held at the Canalino Elementary School Cafeteria
1480 Linden Avenue
Carpinteria, California

Reported by: Jeri L. Cain, CSR #2460, RMR-CRP-CRR
File No. 209403

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PUBLIC HEARING AND PUBLIC COMMENTS were taken at the Canalino Elementary School Cafeteria, 1480 Linden Avenue, Carpinteria, California, 93013, before Jeri Cain, CSR No. 2460, RMR-CRP-CRR, on Thursday, January 22, 2009, commencing at the hour of 5:30 p.m., regarding Linden Avenue and Casitas Pass Interchange.

I N D E X

PRESENTERS:
DAVID C. BEARD, PE, PMP
KARI BHANA, Project Engineer
DAVE DURFLINGER, City Manager, City of Carpinteria
FRED LUNA, SBCAG
LARA BERTAINA, Caltrans, San Luis Obispo
SCOTT BEAIRD, P.E.

MEETING ORGANIZERS:
DAVID EWING, Caltrans, Fresno office
ANNIE MCCUEN, Caltrans Fresno office

PUBLIC COMMENTS MADE BY:

MELISSA DOYLE

MARTIN & ILSE FRACO

HENRY ARELLANES

DONNIE NAIR

DAN REYES

DAN RODRIGUEZ

ARTHUR KORB

MARILYN WARREN

LINDA TORNELLO

RALPH FERTIG

GEORGE LEHTINEN

DAN RODRIGUEZ

LOUIS MARTINEZ

PUBLIC HEARING AND COMMENTS; CARPINTERIA, CALIFORNIA

JANUARY 22, 2009, 5:30 P.M.

-o0o

DAVID BEARD: May I have your attention, please. The public hearing is beginning. It's 5:30. We're going to spend the first hour of the public hearing just talking and looking at displays, answering any of your questions. We encourage you to ask lots of questions and find out everything you'd like to know.

Jeri, over here, is our court reporter. She is ready to take any comments and put them into the record also.

We'll start the presentation at 6:30. Until then, we're eager to talk to you. Thanks.

MELISSA DOYLE: I would like to put my two cents in for a cobblestone treatment on both our bridges here in Carpinteria. That's it. Other than that, and I think as many native plants as we can accommodate. And I am really excited that the bicyclists and pedestrians are going to have better access to both sides of town. 1 2

MARTIN AND ILSE FRACO: I want to go on record to say we prefer the alternative number 2. 3

HENRY ARELLANES: We are all for number 2. That's it. 4

MARTIN FRACO: The second choice would be 5

number 3. Second choice would be number 3 with the roundabout. 5

Also, we're concerned about the type of material that would be used for the sound wall that's going in, and we want to make sure that it either deadens the sound so that the neighborhood will be much quieter. 6

DONNIE NAIR: My name is Donnie Nair. My address is 5009 Pacific Village Court. I'm right next to Ogan. That's now the frontage road. I would like to say that I like 2 or 3 better. They are simpler and more direct. I like 2 the most. I don't like the idea to have to go and make a left-hand turn and get on the freeway that way, but if -- I didn't ask whether you can get on the freeway and go south. I'll have to ask that. But that's my comment. 7 8

Also, these meetings need to be widely publicized. We have a free paper that comes out every Thursday. I don't understand why it couldn't have been placed in there, at least. I just happened to catch it on the radio. 9

DAN REYES: My name is Dan Reyes. I live at 4841 Nipomo Drive. I would like to go with number 3, alternative plan number 3. I would hate to see 1 and 4 go in there just because the onramp would be just right 10

alongside my house as it slopes down to the freeway, and it's a lot of walls. I would love to have that sound wall there. I would like to have that sound wall put even higher. That would be great. I think the roundabout is great. It's a little smoother. Better transition, I think, especially for the future. Roundabouts will help with more traffic once it gets worse down the road. That's my two cents.

DAN RODRIGUEZ: My name is Dan Rodriguez. I live at 4921 Nipomo Drive. And I like alternate 3, the one that has a roundabout, because it will keep traffic in and out of the freeways moving. Plus that's the only alternative where it won't take any of my backyard property. The other alternatives will take about ten feet off my property in the back. If they come from the top of the bridge on down, they have to make another lane for the onramp. The way it is now, on No. 3, the onramp would stay the same going north except for Via Real will join it and Ogan Road will join it in the roundabout. If not, if we go from the top of the bridge on down, what's going to happen is they are going to move the freeway even closer to our houses, and they say it's going to be a 16-foot wall, so that means I will be at my back door looking at a straight wall 16 foot high, and I really don't want that. 11

So I think alternate 3 will be the best for our area. I've talked to about three or four different residents from there, and they agree, so they will be coming up to talk to you about it. That's all I got to say.

ARTHUR KORB: My name is Arthur Korb, and I live at 5546 Cameo Road in Carpinteria. I just found out through talking with one of the engineers that the on/off ramp they are proposing right next to my neighborhood there is no sound wall proposed. There is for other sections they are doing, but there is none for where we live. It is a very quiet neighborhood. Right now it's buffered by an avocado grove. The trees help a lot with the noise and the traffic. But when they begin construction, there will be a lot of noise there in addition to when -- because they will be cutting down all those trees, taking over that property to build this on/off ramp. Oh-oh.

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THE REPORTER: Can you come back and finish what you have to say after the presentation?

ARTHUR KORB: Okay.

DAVID BEARD: Hello, everybody. It's now 6:30 and we do have a presentation we would like to share with you, so if you would take your seats, we'll start in just a minute. Thank you.

DAVE DURFLINGER: Welcome, folks. Can everyone hear me?

(Audience member responds with "no.")

MALE VOICE: We can hear you up here.

MR. DURFLINGER: It might be easier not to use this microphone. There's so much buzzing. If everyone can hear me, I'll just speak this way. Is that okay?

(Audience noise.)

All right. That's what I'll do. Welcome, everybody, to the Linden-Casitas interchange's project environmental meeting. I'm Dave Durflinger, the City Manager for the City of Carpinteria.

I would like to introduce a few people before we get started here from city staff. Jackie Campbell is here, the community development director from the city. Charlie Evelene is here, our interim public works director. He's also a county employee. Jonathan Leach is here from the city working on a contract basis for us and helping us.

From SBCAG Jim Kemp is here, the executive Director of SBCAG, the regional government agency in our area. Also Fred Luna from SBCAG is here.

Also with Caltrans, David Beard, the project manager, is here and there's a whole bunch of other Caltrans people that are here. I hope you've had a

chance to talk to them a little bit. I'll let Dave introduce them in a moment.

This is a joint project between the City of Carpinteria, Caltrans and SBCAG. SBCAG is the funding arm which brings the state dollars down here. Obviously, it's a Caltrans facility. But this is a project that will largely benefit the city of Carpinteria, taking the old freeway that divided the community, not only improving those interchanges to help traffic flow, but help pedestrian flow, bicycle flow, and hopefully help improve the linkages between the north and the south part of the city that were disrupted, of course, when the freeway was built, so there's a great opportunity here. This is a big project, it's a major project in the city of Carpinteria. It has the potential to really change the shape and appearance of the city for future generations.

We see it as an opportunity and we're just thrilled that you are all here to help us. I don't understand the potential impacts, which is the purpose of the meeting tonight, but as we get on into the process, they will help us design a project that fits in with this community, so, again, welcome, thank you, and I'll turn it over to Dave Beard.

DAVID BEARD: Thank you very much, Dave. Again, I'm David Beard. I'm the project manager for this project. I work at Caltrans up near San Luis Obispo, out of the San Luis Obispo office. We're glad to come down here and present our project to you.

Let me tell you a little bit about the purpose of this meeting. It's mostly an informational gathering meeting to share information with you about the project. That's why we have all our maps and displays, and we're all here to talk to you and answer questions. That's what we have been doing for the first hour, and we'll do more of that after the presentation if there's any questions left.

So we also want to gather other comments about the project and the environmental document. There's many different ways that we're doing that. You've already noticed we have a court reporter here and a comment box, and we'll get into that a little bit more on how you can do that.

And then we're going to talk to you some more about the milestones coming up from here on to where we get to construction. Obviously, a project this size has a lot going on, so we'll tell you all about that.

Although this is a public hearing, there's no decision makers tonight. There's no decisions to be

made about the project tonight. You ought to know that. So like I said, it's really just about sharing and gathering information.

We elected not to use the microphone because there was a kind of buzzing in the speakers. We're going to make sure to speak real loudly, but at any point you are having a hard time hearing, please let us know, and we can turn the microphone back on or whatever.

So with that, I'll go ahead and get started. I'll tell you a little bit about what we plan to talk about during our presentation. First, I'm going to discuss the history of the project. It has a fairly long one, which I'll explain, and the progress we've made to get to this point, you know, to explain where we are in the project.

I'm going to talk about the project purpose and need. Every project needs to have that very well-defined so it's understood why the project exists and what it's meant to accomplish.

I'll talk about the scope of the project after that. Following that, we'll talk about the status of the funding. I'll introduce Fred from SBCAG to talk about that a little bit and other projects in the area. Then I'll introduce Lara from our environmental team.

I'm sorry. I skipped ahead a little bit.

I'm going to talk about the engineering features of the project. I'll be introducing Kari from our design team to do that. And then we'll talk about the environmental features. That will be Lara's part of it. And she'll talk about the EIR and the public comments opportunities.

And then we'll talk about the future of the project, various milestones, opportunities for the public to get involved. So that's the presentation we're going to be giving you here tonight.

A little bit of the project history. This project originally was formed way back in 1996 if you can believe it. That was at a time when a lot of operational improvements were developed along the whole route 101 corridor, because the 6-lane project that had been proposed at the time wasn't going to be able to go forward, and we were seeking to look for specific projects that would be of benefit in a shorter term. And this is one of those.

Also, in 1998 the City of Carpinteria proposed a project for extension of Via Real as a separate project. It became clear later on that the two projects really needed to be joined together to make sure that they fit right. And so in 2000 the projects were

combined into a single project. That made a lot of sense.

Still a lot of time has passed since then, and the projects had kind of a rough history, developing quite a few alternatives. Eighteen, I believe, alternatives have been developed and later found that either they didn't meet the project scope, they had problems with excessive costs or right-of-way, or environmental impacts. For various reasons, a lot of project alternatives were studied and found to not be acceptable.

That leaves us with the four alternatives that we have tonight, which I believe meet the project scope and are good choices for us, and so those were originally studied and brought to the city two years ago. Detailed traffic studies were done to back those up, and those were the basis for the preliminary engineering and environmental studies that have happened in recent years leading up to where we are now, which is a major project milestone, the Environmental Impact Report, excuse me, Draft Environmental Impact Report, which is now available to the public and a lot of you probably have seen it.

Also, as part of that process, we have this open forum public hearing tonight. And this is our

chance to share information, like I said, and get public comments.

I would like to talk a little more about the project need and purpose. The project need is how we define what are the problems and deficiencies that we're trying to address. One of those is the vertical clearance on the overcrossings at Casitas Pass and Linden. Both of those are pretty dated in their design, and the clearances are low enough that we have to have all the signs and, in fact, taller trucks need to be diverted onto city streets often, which is not a good situation.

Also, the onramp spacing and merging lanes, you probably notice, is kind of an outdated standard. Not only are the ramps too close together often times on 101, but the distance they give to merge onto the freeway is not what we currently use for our standard, so that causes operational problems on the 101 that we would like to address.

Also, Via Real, which is the frontage road on the north side of 101, is broken up into little discontinuous sections rather than a continuous frontage road. That's a project deficiency that we want to address.

Another one is the northbound onramp at Casitas

Pass, you will recall, is part of Via Real. It's actually the end of the frontage road, which is a two-way road and a residential feeder street, so having the onramp and the frontage road combined like that causes operational problems because of the speed differentials and all that.

And then an overall problem in the area is the lack of pedestrian-bicycle facilities, particularly on the two bridges that I mentioned, Casitas Pass and Linden, because there's not enough room for bike lanes and there's only sidewalks on one side of each bridge, which is a particular problem here because of the schools that are all around, and they have an unusually high number of kids going to and from school. So those are some of the deficiencies we identified early on that need to be addressed, which leads us to the project purpose.

This is what the project intends to accomplish. Without getting into the specifics, there's many ways, probably, to accomplish these goals. One is to improve access to and from -- on the Linden and Casitas Pass interchanges. That includes at the city street level, the Ogan crossing bridge, and the various ramps. The other one is to improve operating on 101, and that has a lot to do with how the ramps are

configured. Like I mentioned before, there's better ways to do the spacing and merging with those ramps.

Another one is to reduce the use of route 101 for local trips. That could be accomplished by providing better connections such as on Via Real.

Another one is to improve local circulation, and that includes Via Real going all the way from Bailard all the way to Linden instead of the three segments it has right now.

And then also improving local bicycle and pedestrian connectivity. And that means the overcrossings, as well as other streets in the project area, and having real good pedestrian and bicycle flow which is not something that's provided in the area right now.

I'm just going to touch briefly on where the project is and what the parts of the project are before we go into more detail about that. But if you'll look here, the project includes the interchanges at Casitas Pass Road over here and Linden over here. The project also calls for replacement of the route 101 bridges over the Carpinteria Creek which is right here. We'll tell you more about why that's in the project later. And as well as some of the alternatives are a little longer towards the west and include bridges on Franklin Creek

in the northbound direction. It also includes the extension of Via Real or connecting it all the way from Bailard, which is off of the edge of the screen, through Casitas Pass and on to Linden, is one continuous frontage road. Should be a major improvement.

Pedestrian and bicycle facilities, which I mentioned, not just on the streets and bridge, but also separate bike paths in some areas, and then sound walls are, of course, a big topic of interest.

This project has identified several eligible sound walls that can be incorporated into the project which should be a big improvement for a lot of people.

So like I said, there will be more detail on the project later, but at this time, I would like to introduce Fred and ask him to come up because at this point, I would like to ask him to talk about the project funding status and other projects in the area.

FRED LUNA: Thanks, David. I'm Fred Luna. I'm with the Santa Barbara County Association of Governments, and as was indicated earlier, SBCAG is the regional transportation planning agency for Santa Barbara County, and one of our primary roles is funding transportation projects such as this. And a couple primary sources of funding that we use is state gas tax dollars, the pay-at-the-pump dollars that we use and

then local sales tax dollars. Currently, that's called Measure D, and then in the future, it's Measure A, which was just approved by voters in November which will continue a sales tax of a half cent for 30 years.

I'm going to be talking a little bit and presenting two slides; a funding slide of the funding situation on this project and then going through a regional perspective of projects we have on Highway 101 that are currently ongoing. So this table right here just shows the funding status as we know it today on the project. So you see that the total cost right here of $107 million for the project, that includes all the construction and project development, which is all the engineering and support costs that are needed to go into the project, and the right-of-way, being this is the capital or the acquisition which includes utilities as well, utility relocations that might be needed.

The current funding shows that we have nearly all the monies for the project development and we're currently underway. The environmental and the design phases will soon start. Right-of-way and construction are partially funded, and we have future programming cycles over the next couple of years where we'll be adding gas tax dollars and adding more money to the project to fully fund the project.

How do I advance to the next slide, Dave?

Okay. This slide right here shows the route 101 corridor projects that are currently underway. And we have really taken a four-phased approach to the widening of 101 from Santa Barbara down to the Ventura County line and beyond. And right now, you may be familiar with the Milpas Hot Springs project. That's up in the city of Santa Barbara. It's essentially two miles from Milpas Street down to the Carrillo Hot Springs. That project has been under construction since the summer of 2008. It's a $53 million construction project and it's scheduled for completion in 2012.

The next thing that's in line for getting to construction is this Phase II. It's a partnership project with Ventura County. We're working with Caltrans District 5 and District 7 down in Los Angeles. The monies were secured through Prop 1-B which was passed in November 2006.

Right now we're looking at -- the environmental document has just been completed and design work is underway and getting to construction by 2011. That will add an HOV lane, which is a high-occupancy vehicle lane, or a carpool lane, from Muscle Shoals up to Carpinteria.

Then the next two phases is the Linden-Casitas

project which is the subject of tonight's meeting and public meeting which is -- this is the public circulation, the draft, which is in December, and right now it's scheduled for construction. This would be updated to 2013, going to construction.

And one of the things there as to how that's related to the widening of 101, the bridges will actually be lengthened to accommodate the additional lane under the freeway in both Linden and Casitas.

And then the last part is something that we've just begun and it's funded through Measure A partially. $140 million for Measure A is a continuation of that HOV lane from Carpinteria north to the Montecito area for 10 miles. And that work has just begun. It started last summer, the environmental studies, and so those are the four different phases of Highway 101 improvements that are currently underway and will provide additional lanes from Ventura County up to Santa Barbara.

With that, I guess I'll hand it over to Kari to talk a little bit about the specific project improvements.

KARI BHANA: I'm Kari Bhana. I'm the project engineer. I'm going to tell you more about the specific features of the four alternatives. I think a lot of you have probably looked at the maps over on the tables, so

if you haven't already, please make sure that you stop by so you can get a clearer look.

These alternatives I'm going to be going through are on the handouts you all got on the back page. It's kind of hard to see and it's much better to look at the ones with the aerials if you are interested in the specific project's features.

The Casitas Pass Road portion, which is this portion here, is the same for all four alternatives. It starts at the dead end of Via Real here by the Carpinteria Creek park area, and it goes to the Vallecito Road area. So for all four alternatives, we are going to be replacing both the northbound and southbound Carpinteria Creek bridges. Both bridges will be wider and raised by about ten feet. We're going to extend Via Real from its current dead end point over to where it intersects with Casitas Pass Road. This extension will include a new two-lane bridge over Carpinteria Creek on Via Real, bike lanes on both sides of the road, and a sidewalk along the east side of the road. And a new class-1 bike way along the east side from the area sort of around the new bridge to the intersection with Casitas Pass Road.

The Casitas Pass Road has -- also includes reconstruction of the southbound on and off ramps at

Casitas Pass Road, and removal of the northbound onramp access from Via Real near Vallecito, so that's this onramp and removal of this offramp at Casitas Pass Road as well, the northbound offramp.

These ramps will be replaced by new hook ramps. They are accessed from Via Real just south of Casitas Pass Road. The existing Casitas Pass Road overcrossing will be removed and replaced by a new five-lane overcrossing. There will be bike lanes and sidewalks on both sides of the overcrossing, and the new overcrossing bridge will be about 6 feet higher than it is right now. So that does it for the Casitas Pass Road half of the project.

The differences in the four alternatives are due to the Linden Avenue portion of the project which goes from the Vallecito Road area to the Franklin Creek bridge area.

There is one feature that is identical in all four alternatives for the Linden Avenue portion, and that's this southbound offramp. We're going to take out the existing offramp and put in a new on-off ramp and the new alignment. And the new alignment will eliminate the private driveway that currently exists on that existing offramp.

So as for the differences, the extension of Via

Real will happen in all four alternatives from Vallecito Road all the way through to Linden, but it will have a slightly different alignment in all four alternatives.

In alternative #1, the existing Linden Avenue overcrossing will be removed and replaced by a five-lane bridge structure. It has bike lanes and sidewalks on both sides of it. And it will be about 6 feet higher than what it is existing.

The existing northbound offramp will -- onramp, excuse me -- will be removed and a new onramp will be built that will begin at the top of this new overcrossing.

And then the existing northbound route 101 bridge at Franklin Creek will be removed and replaced by a wider structure to accommodate the new onramp.

In alternative #2, the Linden overcrossing will be removed and replaced by a four-lane structure with sidewalks and bike lanes on both sides. And it also will be 6 feet higher than the old one.

The existing northbound onramp will be removed and replaced by another onramp sort of in the same configuration you're already used to, just slightly different alignment, and it will loop under the bridge like it does now.

Okay. So alternative #3 is our roundabout

alternative. The existing Linden Avenue overcrossing will be replaced by a four-lane overcrossing. It will be 6 feet higher than it is now and will have sidewalks and bike lanes on both sides. But in this alternative, our northbound onramp will be replaced by a roundabout, and the four legs of the roundabout will be the Via Real extension, Ogan Road, a new little connector road that goes from the roundabout to Linden, and the northbound onramp at Linden. And it will go under the bridge like the previous alternative.

And then alternative #4 is almost exactly identical to alternative #1. The only difference is that the alignment of Via Real here is slightly different. It's a little bit sharper curve. And it avoids more of Verizon's property on this corner.

So next up is Scott Beaird from Kittelson & Associates. And he's going to give you more details about the roundabout and alternative #3.

SCOTT BEAIRD: Thanks, Kari. My name is Scott Beaird. I'm with Kittelson & Associates. And we were asked to provide a peer review of the roundabout alternative which is an element of alternative 3.

We worked with LAN Engineering to review and help refine the roundabout design. We also reviewed the roundabout operations that were done by Fehr & Peers and

Mike has some assimilations you can take a look at later on for all the alternatives.

I've had some really good questions before and will certainly welcome questions afterwards. Some of those questions that I've heard are centered around trucks and how the roundabout accommodates trucks.

I had some questions on pedestrians and bicycles and how they use the roundabout. Those are all great questions and those are all things we considered when we did our peer review. We drew on both state and national experience that we have and also state and national guidance on roundabouts in really refining this design. So it's at a really good place.

The nice thing about the roundabout alternative is it consolidates all the intersections into one intersection. And roundabouts are known for their safety. They reduce both the severity and the frequency of crashes, so that's certainly an element of this alternative that is nice.

One element I mentioned and one of the purposes of this project is to improve pedestrian-bicyclist facilities, and we can talk a little bit more, it might be easier to show you on the smaller board afterwards, but if anybody has any questions on a specific nonauto facility, I would be happy to answer those, but

generally, we've accommodated both pedestrians and bicyclists in a way that's probably a little bit cleaner and hopefully a little more comfortable for those nonauto users than what's out there today.

These drawings don't necessarily have all the detail of what a final design would look like if this alternative was selected. There would be some bike ramps and some other things that would be added, but those are some of the general elements and, again, generally, roundabouts provide a really safe alternative and specifically here, there's some really nice features where all legs are consolidated into one intersection.

So, again, I would be happy to answer any questions afterwards. Back to Kari. All right.

KARI BHANA: So really quickly, I just wanted to give you some costs of the 4 alternatives just really quick.

Alternative #1: We have a projected right-of-way cost of $13.6 million. Upper post-construction costs of $64.7 million, for a total cost of $78.4 million.

Alternative #2: We have a right-of-way cost of $11 million and construction costs of $62.5 million, and a total cost of $73.5 million.

Alternative #3 has a right-of-way cost of $10.5

million, a construction cost of $62.6 million, and a total cost of $73.1 million.

And alternative #4, the right-of-way cost is $13.3 million. The construction costs are $64.8 million, and the total costs would be $78 million.

So now I'm going to turn it over to Lara, and she is going to talk about environmental stuff.

LARA BERTAINA: Good evening. I'm Lara Bertaina. I'm an associate environmental planner with Caltrans. I helped coordinate the environmental process for this project and I helped write the environmental document.

So as you can see, up here, we have some of the plans, the local plans that we use to guide the design and the environmental analysis of the project. The Carpinteria general plan, local coastal plan, and the creek preservation program were all used to help us understand better the character and the goals of the city so that we could design a project that would fit within the city of Carpinteria.

The Santa Barbara County Highway 101 design corridor guidelines will be used in the future to help us with the aesthetic elements such as landscaping and design elements on the structures such as bridges, sound walls, retaining walls, as well as landscaping. So the

project has -- if you've taken a look at the environmental document, you can see the project has several impacts and benefits for the community as well as the environment itself. We have impacts to farmland within the coastal zone. There's an avocado orchard that you are probably familiar with, formerly known as the Whitney property. Some of that parcel will need to be taken out of agricultural production so that we can extend Via Real and build the on-and-off ramps. There are visual aesthetics of the project which include building new sound walls, enlarging bridges, overcrossings, you know, a little more asphalt and concrete. It will add a greater urbanized feeling to the area. And some of the mitigation that we've included in the project to address that would be, again, turning to those 101 corridor design guidelines for aesthetic features.

We do have some wetland impacts. There's a small area of wetlands that we are going to have to fill, and we're suggesting that the way we would mitigate that -- unfortunately, we don't have room on the project site to mitigate the impacts to wetlands so we're looking for opportunities to either enhance or expand a wetland area probably at the Carpinteria Creek Marsh -- or Carpinteria Salt Marsh.

There is also a -- one of the Eucalyptus trees that will be removed with the project is known to have a pair of raptors nesting in it. And, unfortunately, that tree will have to be removed.

The best thing we can do to avoid impacts to the birds is to not remove the trees during nesting season so we don't disrupt their nesting habits.

Obviously, most of you are probably here because of the noise impacts. We all understand that already, there are some pretty major noise impacts even without the project. The project will raise some noise levels in some areas, and so we've proposed sound walls to mitigate the impacts of noise where they are reasonable and feasible. And then we also have construction impacts, including rerouting -- having to reroute traffic during construction. And then the potential of vibration due to pile driving and bridge demolition. And then, obviously, noise impacts that go along with vibration and then the construction.

Then some of the benefits of the project include greater water quality, improved water quality due to best management -- BMPs, that's best management practices that will be installed with the project.

The coastal -- the coastal plan, the local coastal plan helped us to design this project, but we've

also found some areas where we don't quite meet the goals of that plan, and so we're going to have to -- we're going to be working with the city and the Coastal Commission to see what we can do to make the project fit better with those goals in the plan.

We have some impacts to riparian habitat, and all the mitigation for that will actually be enhancing, and it will have us adding riparian habitat to the Carpinteria Creek corridor which I think will be a nice enhancement to that corridor.

We are also proposing to remove the current at-grade stream crossing. There's a bike path that crosses the creek that actually degrades the quality of the creek and is a barrier to steelhead trout passage, so by removing that at-grade crossing, we will be enhancing the health of the stream and allowing steelhead to pass and get up into the upper watershed.

If you can tell by the way that Kari kind of described the project, we're hoping to really improve traffic and transportation circulation for traffic as well as for pedestrian and bicycles. We've got new bicycle paths, class-1 bicycle paths, a separated bicycle path just for bikes and pedestrians that separates from any automobile traffic. And that will be -- that will be a nice new facility. And we will be

connecting that with the old bike path that comes up under the Carpinteria Creek bridge right now. And then, of course, as Kari mentioned, the bike paths and sidewalks on both sides of both of the overcrossings over Highway 101.

And then air quality and greenhouse gases should be swell. Air quality should be slightly improved and hopefully the project -- well, the project also will have some beneficial impacts to greenhouse gases because there will be a better traffic flow. As soon as you slow traffic down or stop traffic, more often you tend to get more greenhouse gases and worse air quality.

And then, finally, we have the benefit of -- in rebuilding the Carpinteria Creek bridges over 101, it will be removing an encroachment into the floodplain at Carpinteria Creek. Currently, the water tends to back up and jump onto the highway and take the next exit, which, in this case, is Franklin Creek. And that causes some problems downstream of 101 at Franklin Creek. This project is going to remove that impediment to flow so that the water will head where it's supposed to within the banks of Carpinteria Creek.

So we're here tonight because we've circulated the draft environmental document and we're having our

public hearing. The public comment period closes on February 14th, Valentine's Day. Send me your Valentine. We will begin the coastal development permit review process in early March. We have been working with the City to get that underway. And the Final Environmental Impact Report, with responses to public comments, and the identified preferred alternative, will be released in the fall of 2009.

I would like to reintroduce David Beard to finish us up.

DAVID BEARD: Excellent, Lara. Thank you. From here I just want to talk briefly about where the project is going to go in future years. There is a lot to do. After this year, you know, once the environmental document has been completed, we have a lot of work to do on the project, including detailed design work, that goes into every single bridge, ramp, sidewalk, everything. That's a tremendous amount of work in surveying and everything else. Right-of-way acquisition could be a pretty time-consuming process. That will begin maybe late 2009, but mostly 2010 I think is when we'll see that get going. We do have some parcels we need to acquire for the project.

Utility relocation is another important step. There's utilities all throughout the project area.

We've identified most of them, but we'll need to do that in more detail, and find those that have to be moved and perform that work in the time before the project actually starts.

We have many different permits that need to be acquired from various agencies. That certainly includes: From the City, we would be getting a coastal development permit. Part of that, as Lara mentioned, would involve needing to get an amendment to the local coastal plan. That would have to be done in a hearing at the California Coastal Commission. I think that will happen probably 2010. Following that, the City would hold a hearing to issue us a coastal development permit and conditional use permit. And that will be an action of the planning commission, so probably 2011.

And so all those activities would then convene to the time when we can actually build the project beginning in the year 2013. That seems like a long way off. There's a lot to do to get there. And then the construction will take a period of three to four years, completing it in 2016. So the project has a lot of major benefits. It takes a lot to get there, but ultimately, we're looking toward making progress on a project that's going to benefit a lot of people and meet all the needs that we described. So that completes our

part of the presentation.

Now, I wanted to let you know that this hearing goes until 8 o'clock, and once we're done up here, we can go back to looking at the boards and asking questions and all that, but before we do that, I wanted to say this is an opportunity for anyone else who would like to speak to the group or ask questions. We do have Jeri, the court reporter, who is going to record those comments, and so is there anybody who would be interested in doing that? Just raise your hand and let me know how many there are who might have comments.

(Audience members raise hands.)

Okay. That's good. Because I think we would all like to hear what your thoughts are.

I only ask that when you come up and speak, you say your name and spell your last name, please, for the record, and also limit your comments to five minutes so that everyone has a chance and we still have time for the remainder of the hearing.

So who would like to come up and speak first? Please, come on up.

MARILYN WARREN: My name is Marilyn Warren and I'm with a company called Blucroix. And I'm representing Verizon. I have talked to several Caltrans staff. I want to thank them for incorporating a lot of

the concerns we had into their designs and all that. So that's first and foremost. I appreciate that.

The only comment I would have at this point is that you consider further the security of the Verizon property along Via Real. I know you are proposing a chain-link fence, or something like that, and I don't know that that would be appropriate for Verizon's need, so that would be my only comment at this point. 15

Other than that, I want to thank Caltrans staff. They have been very helpful and informative.

LINDA TORNELLO: My name is Linda Tornello, and I live on the corner of Linden and Ogan, so I am going to be very much impacted by all of this. What I would like to see happen, since we only have three weeks to comment, I'm very interested in the comments and suggestions of my neighbors, and how are you going to give us access to what the rest of the group thinks and give us a chance to digest perhaps those thoughts and that might trigger some more concerns that we might have in that short three-week time frame?

LARA BERTAINA: I'm not really sure. I guess what -- you want --

LINDA TORNELLO: Is there a forum that we could perhaps enter our comments on, maybe perhaps a web page, or something, where we could view each other's comments

so we can look at similar concerns?

LARA BERTAINA: We don't have anything like that set up. And that's kind of the purpose of the meeting this evening. What you might -- what I might recommend is that perhaps you have kind of a study group and sit together and talk one evening.

LINDA TORNELLO: But you've only given us three weeks.

LARA BERTAINA: Well, no, the document was released at the end of December. It has been --

LINDA TORNELLO: But the public comment period now ends on February 14th.

LARA BERTAINA: Right.

LINDA TORNELLO: That's not a long time.

LARA BERTAINA: Right. Well, we don't have anything set up. I can talk to our web master and see if we can set up some kind of comment site but --

LINDA TORNELLO: I don't know if anybody else would feel that that would be useful but there are a lot of people that couldn't be here for one reason or another and that would give them access to some of our thoughts and perhaps trigger some comments of their own.

LARA BERTAINA: Right. I'll talk to our web master and see if we can set something up.

HENRY ARELLANES: My name is Henry Arellanes,

A-r-e-l-l-a-n-e-s. I have a question directed to, I don't know who. My understanding was that this project was supposed to be three lanes going both ways. It was tentatively scheduled to be completed in 1996. Number one, what happened to that? During that period of time when this project was supposed to have been done in that time, wouldn't you think that all the permits were already done? So why do we have to go stumbling again?

Scenario No. 2, why are we so involved with bicyclists? As a motorcycle person, vehicle, truck driver, horseback rider, everything else, these people are not paying yearly licenses. They do not pay for liability. You stop at any stop sign, these people are breaking the law by buzzing through it, but yet we compensate through city taxes, just because it's a weekend luxury, to provide for them. That is not right. That is totally not right. And something should dam well be done about that. There's too much put aside for bicyclists. They spent several million dollars up there at the Sheffield project. I have yet to see one bike around there. Not one. You couldn't even hold a parade going around there. That was money not well spent.

That's all I'm going to say. But I would like some answers about permits. If this project was

supposed to be have done in 1996. That's 12 years ago.

DAVID BEARD: Henry, the project we are referring to, we originally proposed that back in I think 1992. Yes, you are right. It was going to have three lanes in each direction. That project didn't move forward, though. It didn't have the community support that it needed. And as a result, it got to the Draft Environmental Impact Report stage and didn't go any further than that.

This is one project that resulted from that one not making it. That project did not have any permits acquired at the time. It hadn't gone far enough. So, yeah, that project probably was scheduled to go in 1996 but it didn't have the support to do that.

HENRY ARELLANES: It was supposed to have been completed in 1996.

DAVID BEARD: Okay. Well, that was something that just wasn't meant to be. That's how the community felt about it at the time. So, unfortunately, there was only a little bit to be gained from that project that we could apply to this one. There were certainly no permits or anything like that.

As far as bicyclists, we do get a lot of demands from communities and bicycle groups to incorporate facilities and we also have that in our own

standards. Bicyclists are a form of nonmotorized transportation. A lot of people don't have access to cars, and so we are constantly asked to incorporate their features into our projects. This is no exception.

RALPH FERTIG: My name is Ralph Fertig, spelled F-e-r-t-i-g. I'm president of the Santa Barbara Bicycle Coalition. (Laughter.) I was going to speak any way. There are a couple things that I really like about the project. One is the bike lanes and the sidewalks along the new two overcrossings over Highway 101. They are really needed, and it's good to see them coming in for everybody's safety.

Bicyclists won't slow down motorists on the road like they do now, so there will be space for them and the motorists will be able to move more easily across the highway.

I'd like the new bike path which will go underneath Highway 101 at Carpinteria Creek. It's really good. Right now it goes in the creek itself, and I have been there when it's like flooded with several feet of water after a heavy rainstorm, and it totally blocks up the access between Carpinteria Avenue, all the jobs and opportunities down there from all of the residential areas in the north. And there are a lot of people on the north in the trailer park and elsewhere

who really don't have cars and can't afford them, and they want to do their shopping and go to their jobs. So it's very good that it is going to be entirely on the west side of the creek and that the steelhead trout can indeed migrate like they are restricted right now. So that will be very good for them.

I have two concerns, though, that I have seen in the plans. One is the undercrossing of Via Real where the bike path goes from the north side and connects into the path at the south, that security and safety is a concern, and where bike paths go underneath a roadway, if you can't see what's really happening at the bottom or the other side, especially at night, a lot of people are reluctant to go in there because they don't know who might be waiting at the other end, so what you do is you have a more gradual decline down to the undercrossing and a gradual increase on the other side so that they can see the light at the end of the tunnel, so to speak, and really makes it safer. I presume there will be lighting there for nighttime people on that tunnel underneath Via Real. 16 17

The other thing is if you can move the road up a little there, and you won't have to drop the bike path down as much, and this is as I've seen them in Davis, California, and Mammoth Lakes, California, and a lot of 18

other places where they just raise the road up a little there, and it's like halfway each. Since you don't need much clearance for somebody on a bicycle, the bike path doesn't have to go down that as far.

The other thing I'm concerned about is where the new proposed bike path on the north side of Via Real intersects with Casitas Pass Road, it comes in there and it's right against the roadway. And this is not a good configuration. If you -- if you are on the road in a car and somebody -- if somebody's sitting next to you, and you don't know which way they are going to turn, whether it's left or right, it is also awkward for somebody coming from the other three directions to get onto that bike path, that you are going to have some complex crossing of people in different directions there. Might be kids going to school. Might be workers going to their jobs. Could be a lot of different things. Generally, Caltrans guidelines and the general guidelines for that prefer to move the bike path like one car length away from the intersection so that people will have a better view of what's going on. Makes it safer for everyone. So that's one thing. And if you are familiar with Santa Barbara, you know that that's what the city did where Cabrillo Boulevard, where the bike path on the north side of it intersects with the

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Venios Lane, I think it is, that the bike path goes back -- actually, it goes back about 50 feet from the intersection and makes a separate crossing there contingent on both sides. Anyway, that's a lot safer if that can happen.

As far as a bicyclist not obeying laws, I know that I do, and I do come into Carpinteria. Maybe haven't seen you at all. It is a matter of education and enforcement, that if you don't have either of those, you have real problems. Some states, like Texas and Hawaii, have bicycle education starting from the earliest grades. Most of the European countries have it where the kids, for walking and biking, they are really acquainted with what the laws are. They go on rides, but they have a lot of -- this doesn't happen in California. It's a real lack. And if people don't know what to do, they sort of do what others do, and if the police don't enforce the laws, you know, they don't exist. So it's a matter of those two things that a lot of bicyclists just don't know what the laws are for the bicyclists and bicyclists with motorists. So that's a way that we can address those questions. Thank you.

GEORGE LEHTINEN: My name is George Lehtinen, L-e-h-t-i-n-e-n. I would like to make a little noise about noise. We're here in Carpinteria. We have our

beautiful mountains on one side of us and our beautiful beach on the other, and that puts all of us or almost all of us within earshot of the freeway. And one of the project purposes is to improve the service class on the freeway. Improving the class of service means improving the speed. And improving the speed means increasing the noise. I couldn't determine from the Draft EIR what the wearing surface is on the freeway, whether it's Portland cement concrete or asphaltic concrete, but whichever it is, I couldn't find anywhere in the document whether there had been any attention or any plans to do what's called -- on a concrete surface, to do what's called microgrinding. It decreases the tire noise considerably or on the asphalt, use open-graded asphalt, OGA, and that also decreases the sound levels considerably. Seeing as you can't put sound walls everywhere, that needs to -- those need to be project features of the surfacing, because that cuts down on the tire noise which is the majority of the noise, I think about in half. It's not as effective as a sound wall, but it's very close. But that needs to be added to the project documents. 20 21

DAN RODRIGUEZ: That's a very good point.

DAVID BEARD: Are there others that would like to speak?

I appreciate you all sharing with us and telling us what's important here on the project and in the community, so with that, as I said, the public hearing will continue until 8 o'clock, and we are all going to stay and continue to answer questions individually with you. You can look at the displays and everything else.

So thank you very much for coming, and that wraps up the presentation.

(Applause.)

ARTHUR KORB: This is Arthur Korb again. I didn't feel like getting up and speaking just now, but I live on Cameo Road, which I think is where we left off before the presentation started, and first of all, when they start the construction, there's going to be a lot of noise. And because the off-ramps will require people stopping where they never did before and reaccelerating, there will be more noise and more pollution because acceleration causes a lot of pollution to move a car to get it going, and it puts out more gas than it does when it's at an even speed. So there will be additional noise and air pollution factors happening where it didn't happen before, and the prevailing winds bring 22 that right over where I live in this neighborhood on Cameo Road.

They are also going to be elevating the freeway in a couple of places. And when they elevate the freeway, the noise will travel more over into those neighborhoods. Right now, the freeway is below the surface of the surrounding land so -- and also now the land that is going to be acquired for this is like an avocado grove, and that knocks off some of the sound, but when they acquire that land, they are going to be cutting all those trees out or the majority of them, so it will be getting louder just because of that as well. 23 24

So in talking with one of the people involved in sound walls, he said that there would be no sound wall along that stretch from Casitas Pass Road eastward to just -- for the distance covered by the interchange onramp-offramp, and I would like -- I think it's very important to put a sound wall up because of those reasons. So I think that should do it. Then I can make a written comment as well. 25

RALPH FERTIG: My name is Ralph Fertig. I'm president of the Santa Barbara Bicycle Coalition. And the bike pads I think should be permeable surfaces because they don't have the heavy use that trucks and cars would have on roads and it's something where the water can soak in and not run off. It's better for the environment, and especially going underneath the creek, 26

where we're all concerned about the habitat there, that permeable surfaces are much preferable. I think that's it.

LOUIS MARTINEZ: My name is Louis Martinez. I live at 5081 Alvarado Road in Carpinteria. I was talking about that project No. 1 versus No. 3. They say that project No. 1 costs about $78.4 million versus No. 2, which costs $73 million. I believe that project No. 1 is better because it has a better offramp to the north, on the ramp. I believe project No. 2, it is now a sign because the offramp goes in here, and it has the hook, the dangerous hook on the onramp to the north. Why are you spending $73 million when you can spend $78 million to make it right, the right connection there. 27
What else? It is good money spent on project No. 1 on the Linden Avenue area.

Talking about Casitas Pass section, I believe is not well done. I was looking at the motion picture on the computer and the ramps need -- I think it is not worth it. It will be better flow on Casitas Pass because all the residents of Carpinteria, they will exit Casitas versus the person living in the mobile home park is about versus one to 20 cars merging into the offramp. That's it.

DAVID BEARD: May I have your attention. It's

now 8 o'clock and the public hearing is closed. Thank you for coming.

(Public meeting concluded at 8:00 p.m.)

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Responses to comments received at Public Hearing

Melissa Doyle

Response to comment 1: Determination of specific architectural treatments and textures would be based on community input through the City of Carpinteria's Architectural Review Board, using the Santa Barbara County Highway 101 Design Guidelines and applicable Caltrans design guidance. For more information, please see Section 2.1.6 Visual/Aesthetics in the final environmental document.

Response to comment 2: Caltrans would work with the City's Architectural Review Board to provide appropriate planting and aesthetic treatments. Native plants would be used for mitigation of removal of native vegetation.

Martin and Ilse Franco

Response to comment 3: Thank you for your interest in the project.

Henry Arellanes

Response to comment 4: Thank you for your interest in the project.

Martin Franco

Response to comment 5: Thank you for your interest in the project. Alternative 3 has been selected as the preferred alternative.

Response to comment 6: All sound walls proposed for this project would be solid continuous masonry walls.

Donnie Nair

Response to comment 7: Thank you for your interest in the project. Alternative 3 has been selected as the preferred alternative.

Response to comment 8: Alternative 3 includes a roundabout at the intersection of Via Real, Ogan Road and the northbound Route 101 on-ramp. No left turns would be required to access the freeway in this location. The project does not include a southbound on-ramp at Linden Avenue.

Response to comment 9: In accordance with CEQA Guidelines and Caltrans policy, notifications regarding the availability of the draft environmental document and planned public meeting were published in local newspapers (*Coastal View* and *Daily Sound* December 23, 2008 and January 15, 2009). Subsequently, the comment period was

extended and notifications were sent out to nearby residents, and a second public information meeting was held on March 16, 2009. CEQA does not require direct mail notification of public meetings.

Dan Reyes

Response to comment 10: Thank you for your interest in the project. Alternative 3 has been selected as the preferred alternative. A 12-foot sound wall is currently proposed along Nipomo Drive, which would include about 1,000 feet of Route 101 frontage. The barrier is shown as B-12 in Section 2.2.6 Noise of the final environmental document.

Dan Rodriguez

Response to comment 11: Thank you for your interest in the project. Alternative 3 has been selected as the preferred alternative.

Arthur Korb

Response to comment 12: Caltrans uses the Federal Highway Administration's noise abatement criterion threshold of 67 dBA to determine impacts for outdoor noise levels. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road). This level is well below the noise abatement criterion of 67 dBA, is only 2 dBA lower than the no-project analysis, and therefore would not qualify for consideration of noise abatement. Based on the city of Carpinteria's own General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement need not be considered for that location.

Response to comment 13: The predicted noise levels in the build condition at Receptor area 11 (Cameo Road) were modeled with the existing avocado orchard entirely removed. The computer predictions used the maximum expected speed and traffic volumes on a future six lanes of highway, Via Real, and the proposed highway ramps. So, the with-project design year noise level of 64 dBA was evaluated with the most conservative approach, which would not exceed either the City of Carpinteria or Caltrans thresholds.

Modeling of the Cameo Road area indicates that the effect of the existing avocado orchard does buffer or attenuate about 2 dBA of highway noise in the existing condition. The inclusion of Via Real in the build condition likewise attenuates about 2 dBA. The net effect is that the residents along Cameo Road would lose about 2 dBA by entirely

removing the orchard and gain about 2 dBA by building Via Real, for no net gain or loss of noise quality with the full removal of the existing orchard. It has not been determined at this time if the existing orchard would be fully or partially removed under the build condition.

Response to comment 14: Caltrans would preserve as many of the avocado trees as possible.

Ralph Fertig

Response to comment 16: The Class I bicycle path that drops down from the north side of the Via Real extension would have a very gradual slope and would be nearly flat by the time it reaches the point where it crosses under the Via Real Bridge.

Response to comment 17: New lighting would not be included along the bicycle path.

Response to comment 18: Please see response 16 to Ralph Fertig above.

Response to comment 19: About 500 square feet would be available at the Class I bicycle path intersection with Via Real and Casitas Pass Road for bicyclists to transition to the Class II bicycle lanes before proceeding through the intersection with signals.

George Lehtinen

Response to comment 20: One purpose of the project is to improve operations on Route 101 throughout the vicinity.

Response to comment 21: Open graded asphalt-concrete would be used along the Route 101 mainline near the Carpinteria Creek bridges. Noise benefits can be achieved with the application of specialized wearing courses such as open graded asphalt-concrete or the use of rubberized asphalt-concrete. Typically, these types of pavements wear much faster than conventional asphalt concrete, and as the pore spaces between the aggregate fill with dirt and various roadway debris, their noise benefit diminishes significantly.

Arthur Korb

Response to comment 22: An analysis was done to quantify the noise level contribution exclusively from the inclusion of Via Real and the re-configured on-/off-ramps at Casitas Pass Road.

Noise modeling indicates that because of noticeably higher traffic volumes and speeds, highway traffic would continue to be the dominant noise source in the area. The analysis found that the Via Real extension and newly configured interchange would contribute a

predicted 54 dBA to the residents represented by Receptor area 11 (Cameo Road). The mainline of Route 101 under the no-project scenario is predicted to be 66 dBA; the with-project scenario is predicted to be 64 dBA (modeled without the avocado orchard in place for a more conservative estimate) in the design year at Receptor area 11.

Due to the logarithmic nature of decibel addition, when two noise sources differ by 9 or more dBA, the lower number does not contribute to the higher noise level. As presented during the public meetings, because of the substantially higher traffic volumes and speeds on Route 101, the highway would remain the dominant noise source in the area. Computer predictions using the maximum speed and traffic volumes on six lanes of highway, Via Real and the proposed highway ramps, in the project design year (2036) show that the noise contribution at the rear of the property lines between Cameo Road and the highway is 54 dBA Leq from traffic on Via Real and 64 dBA Leq from the highway traffic.

The reason noise levels decrease by 2 dBA in the project design year at Receptor area 11 is because the extension of Via Real would act as a small sound berm for noise originating on Route 101. Noise levels would actually decrease in the build condition (from design year no-project levels), and predicted noise levels would be due solely to future traffic volumes on the mainline of Route 101.

The project is in an attainment area for all National Ambient Air Quality Standards. At the regional level, Regional Transportation Plans are developed that include all of the transportation projects planned for a region over a period of years. This project is included in the Santa Barbara County Association of Governments Regional Transportation Plan. Based on the projects included in the Regional Transportation Plan, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met.

If the design and scope of the proposed transportation project are the same as that described in the Regional Transportation Plan, the proposed project is deemed to meet regional conformity requirements for purposes of the project-level analysis.

Since the proposed project is in an attainment area for all National Ambient Air Quality Standards and is included in the Regional Transportation Plans RTP, the proposed project would not increase air pollution that would exceed any health-based standard.

Response to comment 23: The highway would be raised 6-10 feet to allow for a higher bridge structure over Carpinteria Creek; after passing over Carpinteria Creek, the highway would quickly return to its existing grade near the Casitas Pass Road overcrossing that would also be rebuilt to current design standards. Raising the Casitas Pass Road and Linden Avenue overcrossings would reduce a great deal of existing heavy-duty truck traffic that occasionally has to detour onto city streets because of lower-than-standard clearance under these two existing bridge structures.

The noise predictions for Receptor area 11 (Cameo Road) in the build condition include raising Route 101 by 10 feet over Carpinteria Creek. This specific design feature has been accounted for within our noise model. The predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 and would not exceed either the City of Carpinteria or Caltrans thresholds. The predicted noise level without the project is 66 dBA.

Response to comment 24: The predicted noise levels in the build condition at Receptor area 11 (Cameo Road) were modeled with the existing avocado orchard entirely removed. The computer predictions used the maximum expected speed and traffic volumes on a future six lanes of highway, Via Real, and the proposed highway ramps. So, the with-project design year noise level of 64 dBA was evaluated with the most conservative approach, which would not exceed either the City of Carpinteria or Caltrans thresholds.

Modeling of the Cameo Road area indicates that the effect of the existing avocado orchard does buffer or attenuate about 2 dBA of highway noise in the existing condition. The inclusion of Via Real in the build condition likewise attenuates about 2 dBA. The net effect is that the residents along Cameo Road would lose about 2 dBA by entirely removing the orchard and gain about 2 dBA by building Via Real, for no net gain or loss of noise quality with the full removal of the existing orchard. It has not been determined at this time if the existing orchard would be fully or partially removed under the build condition, but it is Caltrans policy to preserve existing vegetation whenever possible.

Response to comment 25: The criteria that Caltrans uses to determine impacts for outdoor noise levels is the Federal Highway Administration's noise abatement criterion threshold of 67 dBA. Due to the inclusion of the extension of Via Real (which would act as a small sound berm for noise originating on Route 101), the predicted with-project noise level is estimated to be 64 dBA for Receptor area 11 (south side of Cameo Road). This level is well below the noise abatement criterion of 67 dBA, is only 2 dBA lower than the no-

project analysis, and therefore would not qualify for consideration of noise abatement. Based on the City of Carpinteria's General Plan Noise Element, outdoor noise levels up to 65 dBA are considered acceptable for residential land uses. Therefore, Receptor area 11 (Cameo Road) would be below both the City's and Caltrans' respective thresholds, and abatement would not be included for that location.

Ralph Fertig

Response to comment 26: Permeable paving is not proposed along the bicycle path with this project.

Louis Martinez

Response to comment 27: Alternative 3 has been selected as the preferred alternative. The funding for this project, which is gathered through state gas tax dollars and is reserved for use in transportation projects, comes from the State Transportation Improvement Program (STIP). The Santa Barbara County Association of Governments determines how STIP money is spent on a regionwide basis and has reserved a portion specifically for this project.