



Olive Mill Road & San Ysidro Road Roundabout Projects

Community Informational Meeting and Open House Summary Report

Prepared by:



October 12, 2018



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



TABLE OF CONTENTS

- 1. INTRODUCTION 1
- 2. NOTIFICATION OF COMMUNITY INFORMATIONAL MEETING AND OPEN HOUSE..... 1
 - 2.1 Display of Advertisements 1
 - 2.2 Media Coverage 2
 - 2.3 Direct Mail Notices 3
 - 2.4 Community Signage..... 3
 - 2.5 Fact Sheets/Meeting Notice Distribution 3
 - 2.6 Electronic Distribution..... 4
 - 2.7 Social Media Distribution 4
 - 2.8 Calls to Key Stakeholders..... 4
 - 2.9 Business Outreach..... 5
 - 2.10 Pop-up Events..... 5
 - 2.11 Database 6
- 3. COMMUNITY INFORMATIONAL MEETING AND OPEN HOUSE 6
 - 3.1 Summary of Public Participation 8
 - 3.2 Comments Received..... 8
 - 3.3 Sample Meeting Photographs..... 8



APPENDICES

Appendix A: Display Advertisements

Appendix B: Media Coverage

Appendix C: Direct Mail Notice

Appendix D: Community Signage

Appendix E: Fact Sheets/Meeting Notice

Appendix F: Electronic Distribution

Appendix G: Social Media Distribution

Appendix H: Pop-up Events Summary

Appendix I: August 29, 2018 Sign-in Sheets

Appendix J: Olive Mill Road and San Ysidro Road Roundabout Projects PowerPoint

Appendix K: Olive Mill Road Roundabout Project Purpose and Need PowerPoint

Appendix L: San Ysidro Road Roundabout Project Purpose and Need PowerPoint

Appendix M: Olive Mill Road Roundabout Project Design: Roundabout, Geometrics, Constraints/Traffic Operations PowerPoint

Appendix N: San Ysidro Road Roundabout Project Design: Roundabout, Geometrics, Constraints/Traffic Operations PowerPoint

Appendix O: Olive Mill Road and San Ysidro Road Roundabout Projects Environmental Process/Project Schedule PowerPoint

Appendix P: August 29, 2018 Comments Cards

Appendix Q: Individual Submissions

Appendix R: Sample Meeting Photographs



1. INTRODUCTION

The City of Santa Barbara and County of Santa Barbara are in the preliminary design and development phase of improvement projects (Projects) at Olive Mill Road (at the intersection of Coast Village Road and North Jameson Lane) and at San Ysidro Road (at the intersection of North Jameson Lane). The Projects include design of a roundabout, bicycle and pedestrian crosswalks and rehabilitation of existing roadways in the areas of the Projects. The Projects are required for the completion of the proposed improvements included in the South Coast Route 101 (US-101) High Occupancy Vehicle Lanes Project (HOV Project).

The Projects are being developed utilizing a consultant team led by T.Y. Lin and including Rincon Consultants and VMA Communications Inc, which is leading the outreach effort. The team worked in conjunction with the City of Santa Barbara staff and the County of Santa Barbara staff to develop and implement an outreach plan to support a Community Information Meeting and Open House to inform the public and gain community input related to the project.

The Community Informational Meeting and Open House was hosted on August 29, 2018 at the Chase Palm Park Center in the City. The meeting was conducted in an open house meeting format and featured information stations staffed by City and County Staff, the T.Y. LIN Team, and the Outreach Team. The event offered meeting attendees the chance to ask questions individually, interact with the Project Team, and submit written questions or comments.

The purpose of the meeting was to:

- Provide an overview, including purpose and need, of the Projects
- Present design options, maps and new traffic study information for the Projects
- Provide an opportunity for the community to submit comments
- Inform the public of the timeline, status and next steps for the Projects

Additional community meeting details including format, public participation and feedback, are provided in the sections below.

2. NOTIFICATION OF COMMUNITY INFORMATIONAL MEETING AND OPEN HOUSE

To inform and engage stakeholders, a variety of noticing methods were used in advance of the Community Informational Meeting and Open House to encourage public attendance and participation. All forms of noticing provided meeting details (dates, times, location, and language needs), as well as contact information for accessing additional details. Notification methods included display advertisements, calls to key stakeholders, fact sheet/meeting notice distribution, meeting mailer, pop-ups, social media posts and an E-blast notification. Additionally, the meeting was reported by local news sources.

2.1 DISPLAY ADVERTISEMENTS

Both print and web advertising space in English and Spanish languages was purchased to notice the Community Informational Meeting and Open House (Appendix A). Ads were published in seven local publications between July 27th and August 23rd. Display ads and estimated circulation is included in the following table:



TABLE 1: DISPLAY ADS

Publication	Publication Type	Frequency	Run Date	Est. Circulation
Santa Barbara Sentinel	Print and online	Bi-Weekly	July 27, 2018	14,000 Copies 45,000 Readers
The Mesa Paper	Print	Monthly	Aug. 2, 2018	10,000 Copies 50,000 Readers
Santa Barbara News-Press	Print and online	Daily	Aug. 15, 2018	17,500 Copies 50,000 Readers
El Latino Central Coast	Print	Bi-Weekly	Aug. 15, 2018	60,000 Readers
Santa Barbara News-Press	Print and online	Daily	Aug. 19, 2018	17,500 Copies 50,000 Readers
The Montecito Journal	Print and online	Weekly	Aug. 22, 2018	12,000 Copies 10,000 Residents
Santa Barbara Independent	Print and online	Weekly	Aug. 23, 2018	40,000 Copies 135,000 Readers

2.2 MEDIA COVERAGE

In addition to display advertisements, the Community Informational Meeting and Open House was reported by seven local media sources (Appendix B). The media coverage is included in the following table:

TABLE 2: MEDIA COVERAGE

Media Source	Media Type	Run Date	Link
KSBY 6	Television and online news	Aug. 20, 2018	https://ksby.com/news/2018/08/20/community-encouraged-to-discuss-roundabout-projects-in-santa-barbara
Edhat Santa Barbara	Online news	Aug. 21, 2018	https://www.edhat.com/news/two-proposed-roundabouts-for-montecito
The Montecito Journal	Print and online news	Aug. 23, 2018	https://issuu.com/santabarbarasentinel/docs/mj_34_24_full/?e=6198003/64016530
Noozhawk	Online news	Aug. 26, 2018	https://www.noozhawk.com/article/community-feedback-sought-for-montecito-roundabouts-proposal-20180826
KSBY 6	Television and online news	Aug. 28, 2018	https://ksby.com/news/2018/08/28/two-new-roundabouts-proposed-in-montecito
KCOY 12/KEYT 3/ KKF 11	Television and online news	Aug. 29, 2018	https://www.keyt.com/news/olive-mill-and-san-ysidro-road-roundabout-projects-proposed/788185248
KCLU Radio	Radio and online news	Aug. 30, 2018	http://kclu.org/post/some-problem-intersections-could-get-help-two-roundabouts-proposed-south-coast#stream/0
County of Santa Barbara	Social Media	Sept. 4, 2018	https://youtu.be/S8mLvfy1L8o



2.3 DIRECT MAIL NOTICE

An English and Spanish language Meeting Notice (Appendix C), announcing the Projects, Community Informational Meeting and Open House and the opportunity to provide comments, was mailed to 2,350 addresses located within the noticing boundary defined by the City and County. The mailing list included an estimated 100 additional addresses from the Project database developed by the Outreach Team.

2.4 COMMUNITY SIGNAGE

Approximately ninety-six 11x17 signs (Appendix D) were prominently displayed in various key City and County locations to announce the Community Informational Meeting and Open House. The signs were strategically placed for view by pedestrian and vehicle traffic. Signage included meeting details and web links for each project.

2.5 FACT SHEETS/MEETING NOTICE DISTRIBUTION

English and Spanish-language fact sheets for the Projects (Appendix E) were distributed via e-mail and/or in print form to multiple locations in the City and County including local government offices, community organizations, businesses, schools, libraries, and churches located in the area of the Projects. Additionally, they were distributed at scheduled Pop-up events (participation details provided in Section 2.10). The fact sheets provided a project overview, area map and features, benefits, timeline and information about the Community Informational Meeting and Open House. The following locations were provided with printed fact sheets for posting and distribution.

TABLE 3: FACT SHEET DISTRIBUTION LOCATIONS

Location
1 All Saints-by-the Sea Episcopal Church, 83 Eucalyptus Ln., Santa Barbara
2 El Montecito Presbyterian Church, 1455 E Valley Rd., Santa Barbara
3 Montecito Bank & Trust, 1106 Coast Village Rd., Ste. A, Montecito
4 Montecito Branch Library, 1469 E Valley Rd., Montecito
5 Our Lady of Mount Carmel Catholic Church, 530 Hot Springs Rd., Santa Barbara
6 Starbucks Coffee, 1046 – A Coast Village Rd., Santa Barbara
7 The Coffee Bean & Tea Leaf, 1209 Coast Village Rd., Santa Barbara
8 Vons, 1040 Coast Village Rd., Montecito



2.6 ELECTRONIC DISTRIBUTION

City and County Staff distributed an announcement regarding the Community Informational Meeting and Open House via e-mail on August 20, 2018 to contacts including staff, community organizations, elected officials and key stakeholders. The City's announcement was featured in their weekly newsletter City News in Brief and the County issued a Press Release (Appendix F).

2.7 SOCIAL MEDIA DISTRIBUTION

Facebook, Twitter and the Nextdoor social network were utilized to notice the Community Informational Meeting and Open House (Appendix G). County Staff reached more than 483 people through Facebook posts on August 20, 2018 and September 4, 2018. City staff reached more than 284 people through their Facebook post on August 20, 2018 and approximately 3,541 impressions (the number of times content hit screens) were achieved through their Nextdoor post.

2.8 CALLS TO KEY STAKEHOLDERS

The Outreach Team conducted calls to Key Stakeholders from a list provided by City and County Staff. The purpose of these calls was to provide stakeholders, who may have an interest in how these projects impact and/or benefit the community, with information regarding the Projects, notify them of the Community Informational Meeting and Open House, and request that they share information and meeting details with community members. Electronic project fact sheets were e-mailed to each Key Stakeholder. See below for the list of key stakeholders:

- All Saints-by-the-Sea Episcopal Church
- Bike Santa Barbara County
- Bonnymede HOA
- California Coastal Commission
- California State Assembly Member
Monique Limón, District 37
- Casa Dorinda
- City of Santa Barbara Community Development
- City of Santa Barbara Mayor and City Council
- City of Santa Barbara Parks and Recreation
- City of Santa Barbara Public Works
- Coalition for Alternative Sustainable
Transportation (COAST)
- Coast Village Road Business Association
- Cold Springs School District
- County of Santa Barbara Planning
and Development
- Crane County Day School
- Echelon Cycling Club
- El Montecito Presbyterian Church
- Ennisbrook HOA
- Hispanic Chamber of Commerce
- La Casa De Maria
- Laguna Blanca School
- Milpas Community Association
- Montecito Association
- Montecito Branch Library
- Montecito Family YMCA
- Montecito Fire Department
- Montecito Sanitary District
- Montecito Shores HOA
- Montecito Union School District
- Montecito Water District
- Our Lady of Mount Carmel Church
- Pearl Chase Society (Historic Preservation)

List of KEY STAKEHOLDERS continued on page 5



List of KEY STAKEHOLDERS continued from page 4

- Rosewood Miramar Beach Montecito
- Santa Barbara Bucket Brigade
- Santa Barbara Chamber of Commerce
- Santa Barbara Council of Governments (SBCAG)
- Santa Barbara County Executive Office
- Santa Barbara County Office of Emergency Management
- Santa Barbara County Public Works
- Santa Barbara County Supervisor Das Williams, 1st District
- Santa Barbara Fire Department
- Santa Barbara MTD
- The Biltmore Santa Barbara
- The Montecito Journal
- Visit Santa Barbara
- Westmont College

City and County Staff actively engaged with stakeholders and local elected officials to respond to inquiries received regarding the Projects and provide additional information on the Community Informational Meeting and Open House.

2.9 BUSINESS OUTREACH

The Outreach Team visited businesses along the Coast Village Road area, walking door-to-door, to inform owners/managers regarding the Projects and invite them to attend the Community Informational Meeting and Open House. The Outreach Team spoke with representatives from approximately 46 businesses including boutiques, restaurants, hotels and professional services. Copies of the fact sheets for the Projects with details for the scheduled community meeting were provided and contact information was collected from the businesses visited to add to the Project database. Additionally, the Coast Village Association was contacted as noted in Section 2.8.

2.10 POP-UP EVENTS

The Outreach Team staffed information tables at Farmer's Market events in the Santa Barbara area to inform the public of the Projects and Community Informational Meeting and Open House. Project Fact Sheets, with meeting details, were provided to interested community members as well as an opportunity to sign up to receive updates on the Projects and notifications from the City and County of upcoming meetings. The Pop-up event locations and dates are listed below. See Appendix H for a summary on the events staffed by the Outreach Team.

Below is the list of the Pop-up activities:

- Montecito Farmer's Market, July 27, 2018
- Santa Barbara Farmer's Market, July 28, 2018
- Montecito Farmer's Market, August 10, 2018
- Santa Barbara Farmer's Market, August 11, 2018
- Montecito Farmer's Market, August 17, 2018



2.11 DATABASE

A database for the Projects was compiled including information such as name, title, organization, address, email, and phone number for an estimated 260 stakeholders. Stakeholders listed included community members, organizations and businesses identified by the City and County, Open House attendees who provided their information on the sign-in sheets and interested community members who signed-up to receive updates and information on the Projects at the scheduled Pop-up events. Additionally, the Outreach Team conducted stakeholder research within the noticing boundary areas identified by the City and County and incorporated its findings into the database.

3. COMMUNITY INFORMATIONAL MEETING AND OPEN HOUSE

The City and County hosted a Community Informational Meeting and Open House on Wednesday, August 29, 2018 at the Chase Palm Park Center from 5:30 p.m. to 7:30 p.m. The meeting provided opportunities for the public to learn about the Projects, receive updated information, provide written comments and have their individual questions answered by City and County Staff, project technical staff, and/or members of the outreach team.

The meeting was presented in a hybrid format, with audience style seating for a PowerPoint presentation in the conference room area for attendees to view on their own at any time during the meeting, eight information stations (table or flat screen monitor) located in the main room and one station (table) located in the entry area that provided one-on-one discussion on specific topics. The information stations were staffed by City and County Staff, Project Team and/or Outreach Team members. No Limited English Language requests were received for the meeting, however the Project Team included several bilingual members available to assist.

The following is an overview and description of the information stations featured:

TABLE 4: MEETING INFORMATION STATIONS

Station	Description
Welcome and Registration	Meeting attendees were greeted by Outreach Staff and given a brief verbal overview of the Open House Meeting format and copies of Fact Sheets for the Projects. They were also informed of the option to provide contact information, via a sign-in sheet (Appendix I), that would be added to the database for the Projects in order to receive updates and future meeting notifications. The materials available at this station included Project Fact Sheets (English and Spanish) for the Olive Mill Road Roundabout Project and the San Ysidro Road Roundabout Project. This station was staffed by bilingual (English/Spanish) Outreach Staff.
Overview of Projects PowerPoint Presentation	Featured a screen with a PowerPoint presentation overview of the proposed Projects (Appendix J). The presentation included information on improvements including the design of a roundabout, bicycle and pedestrian crosswalks for the intersections of Olive Mill Road and San Ysidro Road. This station was not staffed.



TABLE 4: MEETING INFORMATION STATIONS (continued)

Purpose and Need (Olive Mill Road)	Featured a flat screen monitor with a presentation on the Olive Mill Road Roundabout Project's purpose and need, including information on project location, project area map and features, and project benefits for motorists, pedestrians and cyclists (Appendix K). This station was staffed by a City Staff member.
Purpose and Need (San Ysidro Road)	Featured a flat screen monitor with a presentation on the San Ysidro Road Roundabout Project's purpose and need, including information on project location, project area map and features, and project benefits for motorists, pedestrians and cyclists (Appendix L). This station was staffed by a County Staff member.
Design: Roundabout, Geometrics, Constraints/Traffic Operations (Olive Mill Road)	Featured a flat screen monitor with a presentation on the Olive Mill Road Roundabout Project's Design including illustration of the proposed roundabout, its geometrics, major project constraints and information on traffic operations (Appendix M). This station was staffed by a City Staff and Project Team member.
Design: Roundabout, Geometrics, Constraints/Traffic Operations (San Ysidro Road)	Featured a flat screen monitor with a presentation on the San Ysidro Road Roundabout Project's Design including illustration of the proposed roundabout, its geometrics, major project constraints and information on traffic operations (Appendix N). This station was staffed by a County Staff member and Project Team members.
Environmental Process/Project Schedule (Olive Mill and San Ysidro Roads)	Featured a flat screen monitor with a presentation on the Olive Mill Road and San Ysidro Road Roundabout Projects' environmental process and schedule (Appendix O). Information included review stages for each of the Projects, a list of technical studies for design and environmental review of the Projects and the current schedules for each of the Projects. This station was staffed by City Staff, County Staff and Project Team members.
Roll-Out Maps (Olive Mill and San Ysidro Roads)	Large maps for each of the Projects were displayed on tables and available for meeting attendees to review, find their points of interest/concern, and discuss one-on-one with City and County Staff/Project Engineer. This station was staffed by City Staff, County Staff and Project Team members.
SBCAG and Caltrans	Informational table for questions. This station was staffed by SBCAG staff and Caltrans staff.
Comments	Meeting attendees were encouraged to submit comments at this station. Attendees had access to comment cards to submit written comments, or laptops for submission of comments directly to the City's and County's website/email. The supplies provided at this station included comment cards for each project, pens, a comment box for each project, and two laptops. This station was staffed by Outreach Staff.



3.1 SUMMARY OF PUBLIC PARTICIPATION

Approximately 122 people attended the meeting, and 117 provided their names and/or contact information on the sign-in sheets at the registration station. Attendees included City and County residents, members of local organizations, County of Santa Barbara District 1 Supervisor, City of Santa Barbara District 4 Council Member, representatives for California State Senator District 19, City of Santa Barbara Mayor and from the Montecito Journal and KEYT 3-TV (ABC) media outlets.

3.2 COMMENTS RECEIVED

An opportunity for meeting attendees to provide project-specific comments was available at the Comment Station. A total of 52 comments on the Projects were submitted, 45 via hand-written comment cards provided and 7 via the online comment submission interface. Specifically, a total of 21 comments were received regarding the Olive Mill Road Roundabout Project and 31 regarding the San Ysidro Road Roundabout Project. Copies of the comment cards are included in Appendix P.

Members of the public were also able to submit individual comments, or request additional information regarding the Projects, directly to the City and County, prior to the open house via dedicated project-specific webpages and project contact e-mail addresses provided on the fact sheets and meeting notice. A total of seven submissions were received (five addressing both projects and one each for the Olive Mill Road and San Ysidro Road Roundabout Projects) through end of business on September 12, 2018. Copies of these individual submissions can be viewed in Appendix Q. Individual requests for additional information were referred to, and addressed by, appropriate City and/or County Staff.

All comments received were reviewed and taken into consideration by the City and County as part of the Review Stages for the Projects.

3.3 SAMPLE MEETING PHOTOGRAPHS

See sample meeting photos included in Appendix R.



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



Appendix A: Display Advertisements



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



ICE SKATE...

PUBLIC SKATING

Sessions Every Day!

Go to iceinparadise.org for schedule

Summer Camp

August 6-10, ages 6-14

Skating School

Learn skating & life skills

New semester: TU 8/28 or SAT 9/1, ages 4+

Birthday Parties

Gold, Silver & Bronze



Central Coast's Premier Ice Arena - A 501(c)3 Non-Profit Entity
6985 Santa Felicia Drive, Goleta CA 93117 805.879.1550

www.iceinparadise.org



Bring this ad and receive **FREE ICE SKATE RENTALS** for UP TO 8 PEOPLE during any Public Session in August!

Come in from the heat!



City of
Santa Barbara
Public Works
Department
Engineering Division

And

County of
Santa Barbara
Public Works
Department
Transportation
Division



MEETING NOTICE

Olive Mill Road and San Ysidro Road Roundabout Projects

Improvement projects for the intersections of Olive Mill Road and San Ysidro Road are in the initial design phase. You are invited to an informational meeting and opportunity to provide comments.

- MEETING:** **Community Information Meeting and Open House**
Wednesday, August 29, 2018, 5:30 PM to 7:30 PM
Chase Palm Park Center
236 East Cabrillo Boulevard, Santa Barbara, CA 93101
- PROJECTS:** Design of a roundabout, bicycle and pedestrian crosswalks along the Olive Mill Road and the San Ysidro Road intersections and rehabilitation of the existing roadways in the area of the Projects. For more information and Project area maps visit the City of Santa Barbara at http://bit.ly/SB_OliveMillRd and the County of Santa Barbara at <http://pwsb.net>
- LOCATION:** **Olive Mill Road Project:** Olive Mill Road at the intersection of Coast Village Road and North Jameson Lane. **San Ysidro Road Project:** San Ysidro Road at the intersection of North Jameson Lane. *Both projects are adjacent to US Highway 101.*
- BENEFITS:** Enhances traffic operations and safety for motor vehicles, bicyclists and pedestrians. Reduces traffic congestion and improves mobility at the Olive Mill Road intersection and the San Ysidro Road intersection.
- FUNDING:** Highway Safety Improvement Program and State Transportation Improvement Program funds through the Santa Barbara County Association of Governments.
- CONTACTS:** **Olive Mill Road Roundabout Project:**
Sara Iza, AICP, City Project Manager, (805) 897-2685, siza@SantaBarbaraCA.gov
Información en Español: Laura Yanez, Ingeniera, (805) 897-2615, LYanez@SantaBarbaraCA.gov
- San Ysidro Road Roundabout Project:**
Walter Rubalcava, PE, County Project Manager, (805) 739-8775, Wrubalc@cosbpw.net
Información en Español: Walter Rubalcava, Ingeniero, (805) 739-8775, Wrubalc@cosbpw.net

Wall of Insects re-imagined

The Wall of Insects (*bottom photo*) is an object of visual fascination and illustration for Museum visitors. Matthew Gimmel, Ph.D, the Museum entomologist and curator, has re-imagined a new one.

In its new Santa Barbara Gallery, Matt has created a space where art meets sci-

ence that vividly illustrates evolution in the insect world! Just like the former focus of Cartwright Hall.

Matt notes that the old Wall, while an impressive assembly, had a lot of "repeats" or duplicates of the same species --overwhelming with sheer quantity, not diversity. Many of the specimens survived public display (with dust and sunlight) for decades.

The new wall refitted the specimens but the faded, broken and not usable. It adds many fresh-looking specimens - with help from star entomologist-docent and research associate Sandy Russell, who is also a Mission Creek Legacy Society member.

Matt states: "Fortunately, I was allowed a lot of freedom in terms of the concept, but this was also a challenging assignment, given that the Wall of Insects was treasured by so many Museum-goers for a long time."

Source: rose@sbnature2.org



Dr. Matthew Gimmel



Science Pub: Geology and Viticulture - a Central Coast Perspective

Vineyard geology is often considered a driving factor for the unique flavors of different wines.



Dr. Jonathan Hoffman

Is there scientific support? How does the century-old concept of terroir, or the flavor expression of a region, hold up to scientific scrutiny?

Dr. Jonathan Hoffman, Dibblee Collection Manager of Earth Science in the Santa Barbara Museum of Natural History, discusses the influences of soil and geology on vine growth and wine flavor. He focuses on how the Central Coast's unique geology contributes to its diverse wine industry.

Join the fun and friendly conversation. Quench your thirst for knowledge about science and nature. **Monday, August 13, 6:30 - 8pm at Dargan's Irish Pub & Restaurant, 18 E. Ortega St.,**

Free Admission.

MINDFUL WARRIOR PROJECT

BE FREE **BE WELL** **BE WHOLE**

We guide veterans in mindfulness practices that empower them to Be Free, Be Well, and Be Whole in their daily lives.

contact MWP
info@MindfulWarriorProject.org
 818.616.2931
all conversations - talks & workshops - completely confidential
 to learn more or to donate, please visit
www.MindfulWarriorProject.org
MWP is a 501(c)(3) project of Community Partners
 Donations are Tax Deductible

City of Santa Barbara Public Works Department
 Engineering Division
 And
 County of Santa Barbara Public Works Department
 Transportation Division

MEETING NOTICE

Olive Mill Road and San Ysidro Road Roundabout Projects

Improvement projects for the intersections of Olive Mill Road and San Ysidro Road are in the initial design phase. You are invited to an informational meeting and opportunity to provide comments.

MEETING: **Community Information Meeting and Open House**
 Wednesday, August 29, 2018, 5:30 PM to 7:30 PM
 Chase Palm Park Center
 236 East Cabrillo Boulevard, Santa Barbara, CA 93101

PROJECTS: Design of a roundabout, bicycle and pedestrian crosswalks along the Olive Mill Road and the San Ysidro Road intersections and rehabilitation of the existing roadways in the area of the Projects. For more information and Project area maps visit the City of Santa Barbara at http://bit.ly/SB_OliveMillRd and the County of Santa Barbara at <http://pwsb.net>

LOCATION: **Olive Mill Road Project:** Olive Mill Road at the intersection of Coast Village Road and North Jameson Lane.
San Ysidro Road Project: San Ysidro Road at the intersection of North Jameson Lane. Both projects are adjacent to US Highway 101.

BENEFITS: Enhances traffic operations and safety for motor vehicles, bicyclists and pedestrians. Reduces traffic congestion and improves mobility at the Olive Mill Road intersection and the San Ysidro Road intersection.

FUNDING: Highway Safety Improvement Program and State Transportation Improvement Program funds through the Santa Barbara County Association of Governments.

CONTACTS: **Olive Mill Road Roundabout Project:**
 Sara Iza, AICP, City Project Manager, (805) 897-2685, siza@SantaBarbaraCA.gov
 Información en Español: Laura Yanez, Ingeniera, (805) 897-2615, LYanez@SantaBarbaraCA.gov

San Ysidro Road Roundabout Project:
 Walter Rubalcava, PE, County Project Manager, (805) 739-8775, Wrubalc@cosbpw.net
 Información en Español: Walter Rubalcava, Ingeniero, (805) 739-8775, Wrubalc@cosbpw.net

Simply Remembered Cremation Care

FD9113
 Local Family Owned and Operated

Complete Cremation Package \$995

Natural • Affordable
 Environmentally Sound
 More Options for Memorializing
 (Burial at Sea, Bio-urns, etc.)
 Arrangements Available 27/4

Here's hoping we don't see you too soon.

(805) 569-7000
www.simplyrememberedcremation.com

California & THE WEST

More than half of Lake County has burned since 2012

"It's a beautiful area, but I'm done."

Shelly Clayton,
Nice, Calif., resident

UCLA climate scientist Daniel Swainsaid the Mendocino Complex Fire—actually two blazes, the Ranch fire and the River fire—became bad because of explosively flammable vegetation, warm overnight temperatures and the lingering effect of years of drought. The blaze has burned mostly into the Mendocino National Forest. So far, no one has been killed. “It’s sort of this middle elevation, where you’re above the marine layer, but you’re not high enough in the mountains to really cool down either,” he said. Lake County has about 64,000 residents, most of whom live in communities along the shore of Clear Lake. While considered part of wine country, it does not share the same upscale vibe as Napa and Sonoma counties to the south.

home to the Mendocino Complex Fire, said she was shocked by how it had spread. “I wasn’t expecting it. We’ve had so many threats, and they never made it” to Upper Lake, she said. This time was different. When it came time to evacuate, Ms. Santana was in the home of one of the senior citizens she cares for, packing up her client’s valuables. She had nothing on her, not even her purse. But, she said, she was hesitant to give up living in Lake County, where she moved to escape the “rat race.” “God would never put too much on my shoulders,” Ms. Santana said. “I have the will to keep going.” But Shelly Clayton, who lives in Nice, said she is thinking of moving back to Torrance, her hometown, to avoid the danger. She said the Lake County climate is beginning to feel like “one long fire.” “It’s emotional watching your community lose their livelihood,” she said. “It’s just horrible. I’m sick and tired of it. It’s a beautiful area, but I’m done.”

By ALEJANDRA REYES-VELARDE and PRIYA KRISHNAKUMAR
TRIBUNE NEWS SERVICE

MIDDLETOWN — Clarence Sibsey sat alone at a table in the Twin Pine Casino evacuation center, tired and dejected. Once again, a fire was threatening his community and he had to leave home. Two years ago, he fled the massive Valley Fire. Now he had been driven away by the Mendocino Complex Fire, which at more than 340,000 acres is the biggest in California history. “We’ve never had fires like this before,” Mr. Sibsey said. “Why now?” The battle to control the massive blaze continued, as officials announced the death of a firefighter on the front lines. The news came amid progress in containing the fire, which enabled more residents to return home. But the blaze has been a grim reminder for Lake County residents of how their area is now an epicenter for fires.

More than 50 percent of the county’s land has been burned since 2012. And it has sparked debate for some residents about whether living in this rural enclave about 120 miles north of San Francisco is worth it. The Pawnee Fire recently threatened nearby Spring Valley, whose residents had to evacuate for a second time in just a few months. Two years ago, the Clayton Fire tore through almost 4,000 acres and 300 structures, many of them mobile homes and rentals. The blaze hit the town of Lower Lake particularly hard, destroying a 150-year-old church and a Habitat for Humanity office. In 2015, three wildfires ripped through Lake County, including the Valley Fire, which destroyed more than 1,300 homes and killed at least four people. Resident Bo Stover said he won’t be around for the next big blaze. He’s tired of the displacement and danger, and plans to move to Arkansas. “I’m sick of all this. I’m too old. I’m looking for peace in my life,” the 61-year-old said as he sat in the evacuation center. In the last five to 10 years, the Lake County region has become one of the most active in the state in terms of fires, said Lynne Tolmachoff, a spokeswoman for the California Department of Forestry and Fire Protection. Twenty years ago, it was Southern California—in areas such as Orange and Riverside counties—that experienced the most fires, officials said. Now Lake County competes for the top spot, along with Marinosa County. Lake County’s topography, specifically its canyons, mean winds travel quickly there, Mr. Tolmachoff said. But what has made the area more prone to fire recently is the growing popularity of Napa and Sonoma valleys’ wine country spilling into Lake County, she said. More people means more opportunities for fires to start.

Firefighter killed battling largest blaze in California history

By DAN WHITCOMB
REUTERS

LOS ANGELES—A firefighter has been killed battling the largest wildfire in California history that has been stoked by prime fire weather conditions as it has destroyed dozens of homes. The unidentified firefighter was killed on Monday while battling the Ranch Fire, one of two blazes that make up the Mendocino Complex, which has already charred about 340,000 acres, the California Department of Forestry and Fire Protection said. The Utah man was airlifted to a hospital where he died, fire officials said during a news conference. “We are extremely heartbroken for this loss,” Mendocino Complex incident commander Sean Kavanaugh

said, adding that officials will release more information as it becomes available. The firefighter was the sixth person killed battling California’s intense wildfires this year, which have been some of the most destructive in more than a decade as they have forced tens of thousands to evacuate. The Mendocino Complex, which has destroyed 146 homes since it began on July 27, has been stoked by persistent hot, dry and windy conditions. Crews have been able to cut containment lines around 68 percent of the Northern California fire, Cal Fire said. The complex is one of about 110 major wildfires burning across the Western United States which have burned more than 8,900 square miles, an area larger than the state of New Jersey, according to the National

Interagency Fire Center. Though temperatures had dropped from their triple-digit highs in recent days, they were expected to stay above 90 degrees through Friday. Cooler temperatures gave firefighters a chance to attack the string of major wildfires across California, fire officials said. Another massive blaze, the Carr Fire, has blackened about 207,000 acres and killed eight people in and around Shasta County, north of Sacramento near the Oregon state line. It was 63 percent contained as of Monday afternoon, Cal Fire said. In Southern California, the Holy Fire, which authorities say was set on Aug. 6 by a disgruntled homeowner in an Orange County canyon, was 50 percent contained after torching more than 22,000 acres and destroying a dozen cabins.

Goleta considering later council meetings

By PAUL GONZALEZ
NEWS PRESS STAFF WRITER

As Goleta moves toward district elections, some in the community wonder whether City Council meetings should be held later in the day. The Goleta Public Engagement Commission is working on an answer and will discuss options at 6 p.m. today in Goleta council chambers, 100 Cremona Drive, Suite B. According to a report prepared by Deputy City Manager Carmen Nichols and Community Relations Manager Valerie Kushnery, the council agreed to consider holding later meetings as part of a settlement agreement with the Goleta District Elections Committee. The committee argued that more community members would be able to attend the meetings if they were held later in the evening, which could increase interest in running for City Council. The evening-only schedule would be implemented before the 2022 district elections. In June, the Public Engagement Commission directed city staff to research what times other California cities hold council meetings. Staff noted that the 4:30 meetings could cause council members, staff and the public to become fatigued

and some items would have to be delayed in order to maintain current ending times between 9:30 and 10:30 p.m. To compensate, additional meetings may need to be scheduled, which could further strain city staff. The full fiscal effects of the proposed later meetings, such as increased staff work time and videotaping costs for the extra meetings, have not been fully studied. The city speculates that holding three evening meetings per month would require at least three new positions totaling roughly \$200,000 in wages alone. Recording and rebroadcasting costs for the meetings could jump by \$12,000 per year. To mitigate costs, staff suggested holding meetings only twice a month, scheduling closed sessions at 4:30 p.m. with a regular meeting start time at 6:30 p.m. and reducing the number and length of public presentations, among other ideas. If the Public Engagement Commission issues a strong recommendation for evening meetings, the City Council could take up the issue in late September, Ms. Kushnery said.

meetings or meetings starting at 4 p.m. or later. Most of the respondents had meeting start times between 6 and 7 p.m. Staff found that in Santa Barbara County, Buellton, Carpinteria, Lompoc, Santa Maria and Solvang have city council meetings twice a month with start times ranging from 5:30 to 6:30 p.m. Santa Barbara holds weekly meetings starting at 2 p.m. Officials from Compton, Dunsmuir and Sacramento reported they used to hold daytime meetings, but noticed a significant increase in attendance when they switched to evening-only meetings. The Public Engagement Commission recommend the City Council consider holding three meetings per month with a 4:30 p.m. start time. The council currently holds two meetings a month, one starting at 1:30 p.m., the other at 6 p.m. Both are streamed live on the city’s website. City staff reported items of public interest usually scheduled at the evening meeting while administrative items are discussed at the earlier meeting. Staff noted that the 4:30 meetings could cause council members, staff and the public to become fatigued

Father who killed his 3 children known for violence against wife

By PETER FIMRITE
TRIBUNE NEWS SERVICE

Police in Lake County were reeling Monday after a Clearlake father on probation for domestic violence and failing to register as a sex offender shot his four young children, killing three, and then turned the gun on himself. The children, ages 4, 2 and 9 months, died of gunshot wounds, but a 5-year-old was found alive amid the carnage. Their father, Ricardo Garcia Lopez, 39, was found dead in the driveway from a self-inflicted gunshot wound, authorities said. He had been arrested twice before on spousal battery charges and was barred from possessing a gun. The horror began shortly after midnight Sunday when the children’s mother called 9-1-1 and told police that her husband was firing a gun outside the family home on the 4700

block of Yarrington Court, in the rural town of Clearlake, about 110 miles north of San Francisco. Clearlake police Sgt. Tim Hobbs said the woman, whose name was not released, fled when Mr. Lopez, who worked as a laborer, began his rampage. “She ran away to get help,” Sgt. Hobbs said in a statement. When police arrived they found Mr. Lopez in a pool of blood in the driveway, the apparent murder weapon by his side. His four children were inside an SUV parked outside the home, Sgt. Hobbs said. The 5-year-old was alive despite suffering a gunshot wound to the chest and was rushed to Adventist Health Clear Lake Hospital and then flown to a trauma center in another county. The child was listed in stable condition, according to police. Detectives did not say what kind of gun Mr. Lopez used or how he

obtained it, but he was no stranger to local police. Mr. Lopez was arrested March 10 on a felony charge of attacking his wife. He later pleaded guilty to battery on a “non-cohabitating partner,” according to Lake County Superior Court records. He was sentenced to three years’ probation and barred from owning or possessing a firearm, and a restraining order was issued, court clerk Luanne Hayes told the Associated Press. He was arrested again May 24 on charges of spousal battery, a misdemeanor, and released on \$25,000 bail, but he failed to show up for his July arraignment and a bench warrant was issued for his arrest, Ms. Hayes told AP. Lake County sheriff’s records show that Mr. Lopez had failed three times to register as a sex offender, but the details of that case were not available.


Zoo animals featured on bus

SANTA BARBARA Santa Barbara Airbus has wrapped one of its buses with artwork featuring animals from the Santa Barbara Zoo.

The bus was displayed at a debut event Tuesday at the Zoo parking lot. Penguins, a koala and a giraffe are included in the artwork. A depiction of the zoo’s ocean view and a soaring California condor are also featured. The wrap was designed by the zoo’s graphic designer William Pasini.

The wrap was attached to a 1997 MCI 102DL2, which offers wireless Internet access, charging ports and other amenities to passengers traveling between Santa Barbara and Los Angeles International Airport.

—Paul Gonzalez



CITY OF SANTA BARBARA and COUNTY OF SANTA BARBARA

MEETING NOTICE

Olive Mill Road and San Ysidro Road Roundabout Projects

Improvement projects for the Intersections of Olive Mill Road and San Ysidro Road are in the initial design phase. You are invited to an informational meeting and opportunity to provide comments.

MEETING: Community Informational Meeting and Open House
5:30 p.m. to 7:30 p.m., Wednesday, August 24, 2011
Classe Palm Park Center, 236 East Cabrillo Boulevard, Santa Barbara, CA 93101

PROJECTS: Design of a roundabout, bicycle and pedestrian crosswalks along the Olive Mill Road and the San Ysidro Road intersections, and rehabilitation of the existing roadways in the area of the projects. For more information and project area maps, visit the City of Santa Barbara at <https://www.santabarbaraca.gov/olive/olive> and the County of Santa Barbara at <http://pwsb.net>

LOCATION: Olive Mill Road Project: Olive Mill Road at the intersection of Coast Village Road and North Jameson Lane.
San Ysidro Road Project: San Ysidro Road at the intersection of North Jameson Lane.
Both projects are adjacent to US Highway 101.

BENEFITS: Enhances traffic operations and safety for motor vehicles, bicyclists, and pedestrians. Reduces traffic congestion and improves mobility at the Olive Mill Road intersection and the San Ysidro Road intersection.

FUNDING: Highway Safety Improvement Program and State Transportation Improvement Program Funds through the Santa Barbara County Association of Governments.

CONTACTS:
Olive Mill Road Roundabout Project: Laura Vanez, PE, City Project Engineer (805) 897-2615, Lvanez@santabarbaraca.gov
San Ysidro Road Roundabout Project: Walter Rubalcava, PE, County Project Manager (805) 739-8775, WRubalcav@cosbpm.net



The Honest Plumber

Integrity

Rooter & Plumbing

Family Owned & Operated
Since 1978 • CA License #9610225

FREE ESTIMATES

805-598-3322

www.integrityrootersb.com

\$ 6.99

MUST HAVE PROPER CLEANOUT. DOES NOT INCLUDE LANDSCAPE DRAINS.

FREE CAMERA INSPECTION

WITH STANDARD DRAIN CLEANING

15% OFF SENIOR & MILITARY

UP TO \$200

Business & Finance

Little-known perks enhance theme park jobs

TRIBUNE NEWS SERVICE
Nine Disneyland custodians who call their team Clean Sweep launched their canoe with a splash. "One and two and three and," shouted the stroker, the paddler at the front of the boat, in a race around Tom Sawyer Island. At the back, Melody Anderson wedged her ear into the water, hoping to steer her team to a fast enough time to make the finals. "This perks is very high on my list," the 61-year-old San Diego resident said of the annual canoe race, held early mornings over several weeks on Disneyland's Rivers of America. "It enhances the job experience." Technology companies are famous for doling out extravagant perks to attract and retain talent. Theme parks don't pay anywhere near as well as tech firms; operating rides, selling souvenirs and the like typically bring only a few dollars over minimum wage. But little-known benefits — special events, free passes, early access to new attractions — have become a huge part of the compensation package for theme park employees. "Economists say employers offer perks for more than just altruistic reasons. Such extras keep workers loyal, which helps reduce turnover and leads to lower costs for hiring and training new workers. What's more, happy workers usually create a more enjoyable visit for theme park guests, boosting repeat business, he said. The importance of seemingly

frivolous perks was evident during recent contract negotiations at the Disneyland Resort. Among the extras that unions representing 97,000 Disneyland and California Adventure workers were adamant about keeping was an added allotment of park passes to be used during the holidays — a perk the company has offered for years. The contract dispute was resolved last month with pay increases and an agreement that the resort can cut perks for union workers only if the cuts apply to all employees, including managers. Disneyland representatives confirmed that the so-called Disney Family Holiday Celebration — a time during the holidays when employees get extra park passes — will take place this year but have yet to announce details, such as dates. More formal employee benefits — such as health and dental coverage, sick leave, paid vacations and retirement plans — amount to about 30 percent of a worker's overall compensation package, according to labor experts. But things such as free park passes and employee parties, theme park workers say, make their jobs more attractive than any other jobs in the hospitality or tourism industries. At Southern California theme parks, free entrance passes for employees, such as their family and friends are the coin of the realm, with the number allotted varying by park. Other employee extras include acting classes at Universal Studios Hollywood and special floating

movie nights at the wave pool at Six Flags Hurricane Harbor in Valencia. Knott's Berry Farm in Buena Park gives employees a 20 percent discount on the park's famous pies. In addition to receiving passes for Legoland California, employees of the Carlsbad theme park get free entrance to other attractions owned by Legoland's parent company, Merlin Entertainment. That includes the Malibu Tussauds Hollywood wax museum. Free passes can be worth thousands of dollars a year, depending on how often they are used and how many passes are given to each worker. The number is usually higher for salaried employees than hourly workers and often increases with each year on the job. Park passes, which are part of the perks package for all Walt Disney Co. employees, are valued as high as \$11,840 a year for the most senior, full-time employees, the Burbank entertainment giant estimated. But free passes come with restrictions. Peak-demand days such as Christmas, New Year's Eve or the opening day of a new attraction may be blocked to employees wanting to use their passes. To compensate for the blocked days, most Southern California theme parks schedule a preview event for employees and their families a day or two before a new attraction opens to the public. "It's not until you get there that you learn all of the things that this particular job can get you," said Chris Maul, a tram tour guide at Universal Studios Hollywood. One of his favorite perks was taking family members to a preview of the park's \$500-million expansion, the Wizarding World of Harry Potter several days before it opened in April 2016. Mr. Maul also took advantage of a particularly Tinseltown-esque fringe benefit: Universal Studios Hollywood employees can take free acting classes only a stage whisper away from the famous Universal Studios backlot. Employees can attend seminars with entertainment luminaries such as movie director John Landis and television show creator Norman Lear. At Six Flags Magic Mountain in Valencia, a popular perk is employee summer movie night at the adjoining water park, Hurricane Harbor. Movies are shown on a screen above the park's giant wave pool. Employees are allowed to bring up to five guests to float on giant inner tubes as they watch such flicks as "Jaws" and "Black Panther." At Disneyland, six teams of canoe-peddling workers wrapped up their one-lap races around Tom Sawyer Island, a distance of less than half a mile. The competition is fierce: Races started at 5:30 a.m. so that workers could get to their shifts later in the day. Next up: Minnie's Moonlight Madness, where employees are roped together while they try to complete a scavenger hunt throughout California Adventure Park at night.

Older Americans are filing for bankruptcy more than ever

**By FRANK WITSLIL
TRIBUNE NEWS SERVICE**

More than ever before, financial woes are tarnishing their golden years. Despite an economic boom, Americans 65 and older are filing for bankruptcy in record numbers, and the trend is likely to continue, according to new research that warns that seniors are facing a financial crisis with "increasing force and urgency."

It's a concern, some experts say, that hasn't significantly hurt economic growth, but presents a serious social problem that has been getting worse for more than two decades as debt and medical costs go up, and seniors' savings and pension benefits go down.

For elected officials and candidates now campaigning for office, the problem also raises public policy questions about how wide of a safety net the government should offer for older people who are living longer and what the best way is to care for them. In prior decades, Americans collectively decided that we have a responsibility to our older citizens to absorb the financial risks they face," a national study published this week found. "But, it appears that we have since abandoned that commitment."

In states like Michigan, where the population is aging more quickly than the national average and questions loom about the future of some pensions, the problem may become particularly acute. "We're most definitely going to have to address it," said Paul Bridgewater, president and CEO of the nonprofit Detroit Area Agency on Aging. "We're compiling the data to come up with solutions. But across the board, as the baby boomers go into retirement, there are going to be a number of situations that we've never had to deal with."

Meanwhile, news organizations are publishing reports on how well the economy is performing. In July, the White House website linked to more than a dozen of them under the headline: "Jobs, Jobs, Jobs: The American Economy is Booming!"

SHIFTING RESPONSIBILITY

In the national study, "Graying of U.S. Society: Fallout from Life in a Risk Society," four researchers — two of whom are at Midwestern universities, Indiana University and the University of Illinois — looked at data on the age of bankruptcy filers going back to 1961.

In nearly three decades, the rate at which seniors file for bankruptcy more than doubled and the percentage of seniors in the bankrupt-

It's a concern, some experts say, that hasn't significantly hurt economic growth, but presents a serious social problem that has been getting worse for more than two decades as debt and medical costs go up, and seniors' savings and pension benefits go down.

cy system had increased by almost five times. Of seniors 75 and older, the increase since 1991 was nearly 10 times. From 1991 to 2015, folks 65 and older went from 17 percent of the adult population to 19.3 percent. The magnitude of growth in older Americans in bankruptcy is so large that the broader trend of an aging U.S. population can explain only a small portion of the effect," the study said.

The change, the study suggested, is being caused by a shift in responsibility for caring for older people. Whereas employers and government once offered more through pensions and benefits, individuals are expected to pick up a greater share of their own financial well-being.

"It's a concern that was raised a decade ago as employers phased out their pension plans and replaced them with 401(k) plans, which transfers the risk for paying lifetime benefits from the company to workers."

"In our data," the new bankruptcy study said, "older Americans report they are struggling with increased financial risks, namely inadequate income and unmanageable costs of health care, as they try to deal with reductions in their social safety net."

TOO LITTLE, TOO LATE

But, as the study points out, bankruptcy protection may offer relief to younger people who are working, but it doesn't much help retirees, who have far less time to recover and are living off limited and fixed incomes.

"For older Americans, bankruptcy is too little, too late," the study said. "By the time they file, their wealth has vanished, and they simply do not have enough years to get back on their feet."

And while the financial misfortune of older Americans likely won't have much effect on the overall economy, it could become a significant social problem, especially in Michigan, said Jonathan Silberman, an economics professor at Oakland University. It's possible, Mr. Silberman said, that some of the fallout from this

trend could be offset in Michigan by a large number of people drawing income from pensions, instead of a 401(k) retirement plans. The difference between the two plans is that a pension, which companies traditionally offered, establishes a set amount of monthly income, whereas a 401(k) allows employees to save money in investments that go up and down in value.

Still, Mr. Silberman said, even with a pension, retirees could lose some of those benefits.

INCREASING DEBT

And, he said, there are other factors: medical care costs, long-term care costs and debt.

The study found the median senior bankruptcy filer enters bankruptcy with \$17,390 in the red.

"They may have debt themselves with a mortgage and credit cards," Mr. Silberman said. "They may be trying to help their children, their grandchildren with higher education costs. These are all pressures on the elderly that were not present in the past."

Moreover, research published by Stanford University found that workers approaching retirement were the hardest hit demographic of the financial crisis a decade ago: "High unemployment rates, plunging housing prices, volatile equity prices, and low interest rates on fixed income investments have combined to make the Great Recession particularly difficult for older Americans."

Mr. Silberman, who is still working at 72, said he is not concerned about his own retirement years, but, the new study on senior bankruptcies should be a wake-up call for younger workers.

"In five or 10 years it might be a more serious social problem that people are more concerned about," he said. "And then there's always this issue: What kind of programs can ameliorate this and what is the responsibility of the people who are in this situation?"

"It's a difficult public policy and social issue that the political process will have to sort out."

Advice with distinction

UBS Financial Services Inc. of Santa Barbara is proud to announce that Lori Daffron, CFP® has been recognized as a 2018 "Forbes" Top Women Wealth Advisor.

As your partner in financial planning investing and holistic wealth management Sycamore Wealth Management is committed to drawing on insight and experience to help pursue what's most important to you.



Lori Daffron, CFP®
Senior Vice President-Wealth Management
805-730-3415
lori.daffron@ubs.com

Sycamore Wealth Management
UBS Financial Services Inc.
225 East Camino Street Suite 106
Santa Barbara, CA 93101
805-963-3771 805-262-4774

ubs.com/team/sycamore



Forbes Women's Wealth Advisor, as a recipient of approximately 2,200 financial awards, was developed by GOOD Research and is based on opinion and telephone and on-line research to measure factors such as: quality of service, industry expertise, credibility, award under management (both by third party industry and internal UBS Financial Services Inc. or its employees) pay for fee to charge for those ratings. Past performance is not an indication of future results. Investment performance is not a criterion because client objectives and risk tolerance vary, and advice only may have advised performance. Rankings are based on the expertise of GOOD Research, LLC, and do not indicate of future performance or investment of any one client's investment. As a firm providing wealth management services to clients, UBS Financial Services Inc. offers both investment advisory services and brokerage services. Investment advisory services and brokerage services are separate and distinct. Offer of mutual funds and are governed by different laws and corporate organizations. It is important that clients understand the ways in which we conduct business and that they carefully read the agreement and disclosure that we provide to them about the products or services we offer. For more information, visit our website at ubs.com/wealth. Certified Financial Planner Board of Standards, Inc. states the certifying body for CFP® and CFP® in the U.S. is the ACFE, 2015, #11. Registered. UBS Financial Services Inc. is a subsidiary of UBS AG, Member FINRA/SIPC. ACFE, 2015, #11, pp. 181, p. 14

Communicate and work together

Dear Dave,
My wife and I are not on the same page when it comes to money and our two teenage daughters. I think they

should be learning the value of work and money, but she doesn't want them to work. She regularly hands them spending money and buys them expensive gifts. I want our girls to have some nice things, but this is starting to cause problems in our relationship. Do you have any advice?

Stan

Dear Stan,
Kids should learn to work and make money at an early age. We've given nice gifts to our kids, but the difference is they also worked and made money for themselves. The gifts we gave them were for special occasions. Showering our kids with money and expensive toys all the time was not our way of life.

In this situation, your wife is allowing them to be nothing but consumers. I know she loves them, but they're not learning how to work, and they're not learning how to save or give. This is setting them up for a lifetime of unrealistic expectations. If some of this doesn't happen to change things, you're going to end up with two spoiled little girls, who think they should be given everything their entire lives. Still, I think the biggest problem is you and your wife are experiencing a communication and marital breakdown. If the kids weren't in the picture, I've got a feeling the same problems would exist. The difference is they would manifest themselves in other ways.

Obviously, your wife needs to stop being so impulsive where the kids are concerned. Try sitting down with her, and gently explaining your feelings. Let your wife know you love her and how generous you are, but you're worried this is having a negative impact on your children. Maybe you could try to establish some guidelines as to when really nice gifts are appropriate, too. There's a middle ground you can reach, but it's going to take some time and effort. Most of all, it means the two of you are going to have to communicate and work together for the good of your kids.

-Dave

Dear Dave,
I just graduated from college recently. Is it a waste of time to apply for a job if you have a degree in the proper field, but no real work experience?

Daniel

Dear Daniel,
Absolutely not! The only sure-fire way to ensure you'll miss out on a job is by not applying for the position. Send a copy of your resume to every job opportunity for which you have a reasonable chance of being hired. Then, when you get an interview, go in there with your head held high. Be articulate, enthusiastic, and carry yourself with purpose. Use your style, intelligence, education,



DAVE RAMSEY
Dave Ramsey

and confidence to sell yourself and your ability to jump in, learn quickly, and get the job done. I've met lots of people who say they have 20 years of experience. But in a lot of cases it's more like one year of experience 20 times. That kind of "experience" is useless. I've also met many smart, educated people without experience, but you can tell they're the kind who will put their minds to work, think outside the box, and figure out a way to get the job done with excellence. As an employer, if I've got a choice between the two, that's the one I want on my team! —Dave

Dave Ramsey is CEO of Ramsey Solutions. He has authored seven best-selling books, including The Total Money Makeover. The Dave Ramsey Show is heard by more than 14 million listeners each week on 800 radio stations and multiple digital platforms. Follow Dave on the web at daveramsey.com and on Twitter at @DaveRamsey.

CITY OF SANTA BARBARA and COUNTY OF SANTA BARBARA

MEETING NOTICE

Olive Mill Road and San Ysidro Road Roundabout Project

Improvement projects for the intersections of Olive Mill Road and San Ysidro Road are in the initial design phase. You are invited to an informational meeting and opportunity to provide comments.

MEETING: Community Informational Meeting and Open House
5:30 p.m. to 7:50 p.m., Wednesday, August 26, 2018
Chase Palm Park Center, 236 East Cabrillo Boulevard, Santa Barbara, CA 93101

PROJECTS: Design of a roundabout, bicycle and pedestrian crosswalks along the Olive Mill Road and the San Ysidro Road intersections, and rehabilitation of the existing roadways in the area of the projects. For more information and project area maps, visit the City of Santa Barbara at <https://www.santabarbaraca.gov/olive/mill> and the County of Santa Barbara at <http://pysb.net>

LOCATION: Olive Mill Road Project: Olive Mill Road at the intersection of Coast Village Road and North Jameson Lane.
San Ysidro Road Project: San Ysidro Road at the intersection of North Jameson Lane.
Both projects are adjacent to US Highway 101.

BENEFITS: Enhances traffic operations and safety for motor vehicles, bicyclists, and pedestrians. Reduces traffic congestion and improves mobility at the Olive Mill Road intersection and the San Ysidro Road intersection.

FUNDING: Highway Safety Improvement Program and State Transportation Improvement Program Funds through the Santa Barbara County Association of Governments.

CONTACTS: Olive Mill Road Roundabout Project: Laura Yanez, PE, City Project Engineer (805) 897-2515, Llyanez@Santabarbaraca.gov
San Ysidro Road Roundabout Project: Water Rubalcava, PE, County Project Manager (805) 739-8775, Wrubalcava@co.santabarbaraca.gov



CIUDAD DE SANTA BARBARA y CONDADO DE SANTA BARBARA



Aviso de Reunión

Proyectos de Glorieta Olive Mill Road y San Ysidro Road

Se le invita a una reunión informativa donde tendrá la oportunidad de proveer comentarios sobre los Proyectos, aun en la fase inicial de diseño, que traerán mejoras a las intersecciones de Olive Mill Road y San Ysidro Road.

JUNTA: Reunión Informativa sobre los Proyectos
5:30 p.m. a 7:30 p.m., miércoles, 29 de agosto del 2018
Chase Palm Park Center
236 East Cabrillo Boulevard, Santa Barbara, CA 93101

PROYECTOS: Los proyectos incluyen el diseño de dos glorietas, una en cada intersección, de Olive Mill Road y San Ysidro Road, cruces para ciclistas y peatones a lo largo de las intersecciones, y rehabilitación de las carreteras en el área de los proyectos. Para más información y mapas del área de los proyectos, visite el enlace web de la Ciudad de Santa Barbara <https://www.santabarbaraca.gov/olivemill> y el enlace web de El Condado de Santa Barbara <http://pwsb.net>

UBICACIÓN: **Proyecto de Glorieta Olive Mill Road:** Olive Mill Road en la intersección de Coast Village Road y North Jameson Lane.
Proyecto de Glorieta San Ysidro Road: San Ysidro Road en la intersección de North Jameson Lane.
Ambos Proyectos están ubicados a lo largo de la Carretera 101.

BENEFICIOS: Los Proyectos mejoraran el flujo de tráfico y la seguridad de vehículos, ciclistas y peatones en la intersección de Olive Mill Road y la intersección de San Ysidro Road.

FINANCIAMIENTO: Programa de Mejoramiento de la Seguridad Vial y el Programa de Mejoramiento del Transporte Estatal a través de la Asociación de Gobiernos del Condado de Santa Bárbara.

INFORMACIÓN:

Sobre el Proyecto de Glorieta Olive Mill Road:
Laura Yanez, Ingeniera, (805) 897-2615, LYanez@SantaBarbaraCA.gov

Sobre el Proyecto de Glorieta San Ysidro Road:
Walter Rubalcava, Ingeniero, (805) 739-8775, Wrubalc@cosbpw.net

AGENTE

Viene de la Pág. 10

“La naturaleza altamente sensible del puesto que Divers ocupó con el Departamento de Seguridad Nacional no puede exagerarse”, escribieron en un memorando de sentencia los fiscales, que consideraron que el exagente de ICE debería pasar 52 meses en prisión por su papel en el fraude.

La trama de estafas quedó al descubierto cuando una supuesta clienta, que en realidad era una trabajadora del gobi-

erno, se acercó a Busse y este le dijo que existía una forma de que no la deportaran, asentaron los fiscales en los registros judiciales.

En enero, Divers, de 49 años, se declaró culpable de soborno y conspiración.

Será sentenciado elsta semana ante el juez federal de distrito, Avern Cohn.

Busse, quien a su vez es un exconcejal de la ciudad de Warren, no puede ejercer la abogacía en el estado de Michigan debido a su condena de 37 meses en prisión. ■

JUEZ

Viene de la Pág. 10

presentado esta semana por la ACLU contra Sessions.

La organización está demandando a Sessions por su reciente decisión de dejar de otorgar asilo a las personas que han enfrentado violencia doméstica y de pandillas.

Según los informes, el Departamento de Justicia (DOJ) y los abogados de la ACLU acordaron posponer las audiencias para Carmen hasta las 11:59 p.m. del jueves para que las partes argumenten el caso en la corte.

Pero a los abogados de la ACLU se les dijo que Carmen y su hija habían sido sacadas de un centro de detención familiar en Dilley, Texas, y que posiblemente habían sido enviadas al aeropuerto de San Antonio el jueves por la mañana para tomar un vuelo, informó el Post.

Según el mismo DHS, tanto Carmen como su hija no desembarcaron en El Salvador, sino fueron puestas en un vuelo inmediato de regreso al país para seguir con su procedimiento legal.

El periódico reportó que Sullivan, designado por el expresidente Clinton, ordenó que el gobierno “haga que ese avión dé vuelta”, después de fallar a favor de la petición de la ACLU de que se mantenga la deportación.

El DOJ no quiso hacer comentarios cuando The Hill lo contactó.

“En su prisa por deportar a tantos inmigrantes como sea posible, la administración Trump está poniendo a estas mujeres y niños en grave peligro de ser violadas, golpeadas o asesinadas”, dijo Jennifer Chang Newell, abogada del Proyecto de Derechos de los Inmigrantes de ACLU, quien argumentó el caso en el tribunal. ■

MICOP

Viene de la Pág. 7

Finalmente, MICOP, a través de López y Flores, presentaron 29 estudiantes de diferentes Institutos de educación superior y universidades, todos de origen indígena, algunos nacidos en México, pero todos destacados estudiantes, que recibieron una beca que les permitirá seguir con sus estudios.

Sonya Zapien Torres, coordinadora del Proyecto Tequio, explica que en Micop están enfocados en que los miembros de la comunidad indígena, no pierdan su identidad, por el contrario, puedan sentir el orgullo de pertenecer a esta comunidad, que lucha siempre por salir adelante.

“Cuando jóvenes naci-

dos en los Estados Unidos pueden convivir con jóvenes recién llegados de México, y comparten sus experiencias, es enriquecedor para ambos, y los conecta directamente con sus raíces, entonces estos chicos juntos tienen mayor coraje para luchar por mayor aceptación, combatir el abuso en las escuelas, y buscar mayores formas de superación”, indicó Torres ante los presentes.

Además, grupos de danza indígena de la región Oaxaqueña deleitaron a los presentes, siendo la tradicional danza de los diablitos la que cerró el festejo de la octava “Noche de Oaxaca en Oxnard”. ■

Para mayor información sobre MICOP y sus programas visite, www.mixteco.org

Olive Mill Road and San Ysidro Road Roundabout Projects

Improvement projects for the intersections of Olive Mill Road and San Ysidro Road are in the initial design phase. You are invited to an informational meeting and opportunity to provide comments.

MEETING: Community Informational Meeting
and Open House 5:30 p.m. to 7:30 p.m.
Wednesday, August 29, 2018
Chase Palm Park Center
236 East Cabrillo Boulevard
Santa Barbara, CA 93101

PROJECTS: Design of a roundabout, bicycle and pedestrian crosswalks along the Olive Mill Road and the San Ysidro Road intersections, and rehabilitation of the existing roadways in the area of the projects. For more information and project area maps, visit the City of Santa Barbara at www.santabarbaraca.gov/olivemill and the County of Santa Barbara at pwsb.net

LOCATION: **Olive Mill Road Project:** Olive Mill Road at the intersection of Coast Village Road and North Jameson Lane.
San Ysidro Road Project: San Ysidro Road at the intersection of North Jameson Lane.
Both projects are adjacent to US Highway 101.

BENEFITS: Enhances traffic operations and safety for motor vehicles, bicyclists, and pedestrians. Reduces traffic congestion and improves mobility at the Olive Mill Road intersection and the San Ysidro Road intersection.

FUNDING: Highway Safety Improvement Program and State Transportation Improvement Program funds through the Santa Barbara County Association of Governments.

CONTACTS:

Olive Mill Road Roundabout Project: Laura Yanez, PE, City Project Engineer (805) 897-2615, LYanez@SantaBarbaraCA.gov

San Ysidro Road Roundabout Project:
Walter Rubalcava, PE, County Project Manager (805) 739-8775,
Wrubalc@cosbpw.net



SUMMER SPECIALS! Call Today For Your Tour.



Live Your Way! In the Goodland

Mariposa at Ellwood Shores in Goleta is a Warm, Inviting Senior Living Community Designed for your Comfort and Care.

You'll Find Independent and Assisted Living as well as Memory Care Options, with Amenities and Activities Designed to Promote Well-Being and a Positive, Active Lifestyle.

Call in to Schedule a Tour Today!
805.699.5906

MARIPOSA AT ELLWOOD SHORES
190 Viajero Avenue, Goleta, CA 93117 | 805-845-4921
www.goletaseniorliving.com
© Mariposa at Ellwood Shores



Licensed 425902106

14-MONTH CD SPECIAL

2.50% APY¹

1200 State Street, Santa Barbara
(805) 560-6883

For the location nearest you,
please call (855) 886-4824 or visit us at
firstrepublic.com



FIRST REPUBLIC BANK

¹Annual Percentage Yield effective as of publication date. Limited time offer subject to change without notice. \$10,000 minimum balance. Penalty for early withdrawal. Fees may reduce earnings. Consumer accounts only. Offer cannot be combined with other promotions. Member FDIC.



**CITY OF SANTA BARBARA
and
COUNTY OF SANTA BARBARA**

MEETING NOTICE

**Olive Mill Road and San Ysidro Road
Roundabout Projects**

Improvement projects for the intersections of Olive Mill Road and San Ysidro Road are in the initial design phase. You are invited to an informational meeting and opportunity to provide comments.

MEETING: Community Informational Meeting and Open House
5:30 p.m. to 7:30 p.m, Wednesday, August 29, 2018
Chase Palm Park Center, 236 East Cabrillo Boulevard
Santa Barbara, CA 93101

PROJECTS: Design of a roundabout, bicycle and pedestrian crosswalks along the Olive Mill Road and the San Ysidro Road intersections, and rehabilitation of the existing roadways in the area of the projects. For more information and project area maps, visit the City of Santa Barbara at <https://www.santabarbaraca.gov/olivemill> and the County of Santa Barbara at <http://pwsb.net>

LOCATION: **Olive Mill Road Project:** Olive Mill Road at the intersection of Coast Village Road and North Jameson Lane.
San Ysidro Road Project: San Ysidro Road at the intersection of North Jameson Lane.
Both projects are adjacent to US Highway 101.

BENEFITS: Enhances traffic operations and safety for motor vehicles, bicyclists, and pedestrians. Reduces traffic congestion and improves mobility at the Olive Mill Road intersection and the San Ysidro Road intersection.

FUNDING: Highway Safety Improvement Program and State Transportation Improvement Program funds through the Santa Barbara County Association of Governments.

CONTACTS:
Olive Mill Road Roundabout Project: Laura Yanez, PE, City Project Engineer (805) 897-2615, LYanez@SantaBarbaraCA.gov

San Ysidro Road Roundabout Project:
Walter Rubalcava, PE, County Project Manager (805) 739-8775,
Wrubalc@cosbpw.net

IS YOUR BOSS VIOLATING YOUR RIGHTS?
ADAMS LAW FOCUSES ON ADVOCATING EMPLOYEE RIGHTS
IN CLAIMS INVOLVING:

- Wrongful Termination
- Pregnancy Discrimination
- Disability Discrimination
- Hostile Work Environment
- Sexual Harassment
- Racial and Age Discrimination
- Misclassified "Salaried" Employees and Independent Contractors
- Missed Meal and Rest Breaks
- Working "Off the Clock"
- Unpaid Overtime Compensation/Bonuses
- Reimbursement for Work-Related Expenses

CALL US TODAY 805-845-9630

Visit our website at www.adamsemploymentlaw.com

ADAMS LAW

SERVING THE EMPLOYMENT LAW NEEDS OF CALIFORNIA'S CENTRAL COAST (805) 845-9630

Appendix B: Media Coverage



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA



HOME | NEWS

Community encouraged to discuss roundabout projects in Santa Barbara

Site Administrator 5:01 pm August 20, 2018



The city and county of Santa Barbara has invited the public to attend a community meeting next Wednesday to discuss a roundabout project.

The Olive Mill/Coast Village Road Roundabout Project will include bicycle lanes and pedestrian crosswalks along the Olive Mill Road and San Ysidro intersections, and will coincide with rehabilitation roadway projects.

The Olive Mill Road Project will be at the intersection of Coast Village Road and north Jameson Lane. The San Ysidro Road Project will be at San Ysidro Road at the intersection of north Jameson Lane. Both projects are adjacent to Highway 101.

The county says these projects will enhance traffic operations and safety for motor vehicles, bicyclists and pedestrians.

Both will be funded through the Highway Safety Improvement Program and State Transportation Improvement Program.

The meeting to discuss both will be Wednesday, Aug. 29, from 5:30 p.m. to 7:30 p.m., at the Chase Palm Park Center.

The center is located at 236 E. Cabrillo Blvd., Santa Barbara.

TWO PROPOSED ROUNDABOUTS FOR MONTECITO



Two Proposed Roundabouts for Montecito

□ PUBLIC NEWS / □ AUG 21 2018 08:44 AM / □ BY EDHAT STAFF / □ 29 COMMENTS / □ READS 4073

Preliminary design for the San Ysidro Road Roundabout Project ([click here for more information](#))

Source: Santa Barbara County

The City and the County of Santa Barbara invite the public to attend a community meeting and open house for the Olive Mill/Coast Village Road Roundabout Project.

5:30-7:30 p.m. Wednesday, Aug. 29

Chase Palm Park Center

236 E. Cabrillo Blvd.

Santa Barbara

At the meeting, speak to experts about the design of this project and the County's roundabout project at San Ysidro Road and N. Jameson Lane.

Click any of the images for more information.

Olive Mill Road Roundabout Project

Preliminary Design



CITY OF SANTA BARBARA and COUNTY OF SANTA BARBARA

MEETING NOTICE

Olive Mill Road and San Ysidro Road Roundabout Projects

Improvement projects for the intersections of Olive Mill Road and San Ysidro Road are in the initial design phase. You are invited to an informational meeting and opportunity to provide comments.

MEETING: Community Informational Meeting and Open House
5:30 p.m. to 7:30 p.m, Wednesday, August 29, 2018
Chase Palm Park Center
236 East Cabrillo Boulevard, Santa Barbara, CA 93101

PROJECTS: Design of a roundabout, bicycle and pedestrian crosswalks along the Olive Mill Road and the San Ysidro Road intersections, and rehabilitation of the existing roadways in the area of the projects. For more information and project area maps, visit the City of Santa Barbara at <https://www.santabarbaraca.gov/olivemill> and the County of Santa Barbara at <http://pwsb.net>

LOCATION: **Olive Mill Road Project:** Olive Mill Road at the intersection of Coast Village Road and North Jameson Lane.

San Ysidro Road Project: San Ysidro Road at the intersection of North Jameson Lane. *Both projects are adjacent to US Highway 101.*

BENEFITS: Enhances traffic operations and safety for motor vehicles, bicyclists, and pedestrians. Reduces traffic congestion and improves mobility at the Olive Mill Road intersection and the San Ysidro Road intersection.

FUNDING: Highway Safety Improvement Program and State Transportation Improvement Program funds through the Santa Barbara County Association of Governments.

CONTACTS:

Olive Mill Road Roundabout Project:

Laura Yanez, PE, City Project Engineer (805) 897-2615, LYanez@SantaBarbaraCA.gov

San Ysidro Road Roundabout Project:

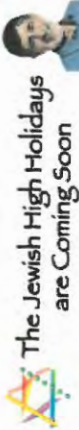
Walter Rubalcava, PE, County Project Manager (805) 739-8775, Wrubalc@cosbpw.net



Save



Tweet



Please Join Rabbi Arthur Gross-Schaefer and the Community Shul of Montecito and Santa Barbara for our welcoming and intimate services.

Rosh Hashanah Eve - Sunday, September 9, 7:00 p.m.
Rosh Hashanah Day - Monday, September 10, 10:00 a.m.
Kol Nidre - Tuesday, September 16, 7:00 p.m.
Yom Kippur Day - Wednesday, September 19, 10:00 a.m.
at the Pacific Graduate Institute,
601 Leaders Lane, Santa Barbara
Free Admission - Everyone is welcome

Explore the Community Shul's Religious School Program

Young Children's Program and 9th / 10th / 11th / 12th / 13th / 14th / 15th / 16th / 17th / 18th / 19th / 20th / 21st / 22nd / 23rd / 24th / 25th / 26th / 27th / 28th / 29th / 30th / 31st / 32nd / 33rd / 34th / 35th / 36th / 37th / 38th / 39th / 40th / 41st / 42nd / 43rd / 44th / 45th / 46th / 47th / 48th / 49th / 50th / 51st / 52nd / 53rd / 54th / 55th / 56th / 57th / 58th / 59th / 60th / 61st / 62nd / 63rd / 64th / 65th / 66th / 67th / 68th / 69th / 70th / 71st / 72nd / 73rd / 74th / 75th / 76th / 77th / 78th / 79th / 80th / 81st / 82nd / 83rd / 84th / 85th / 86th / 87th / 88th / 89th / 90th / 91st / 92nd / 93rd / 94th / 95th / 96th / 97th / 98th / 99th / 100th / 101st / 102nd / 103rd / 104th / 105th / 106th / 107th / 108th / 109th / 110th / 111st / 112nd / 113rd / 114th / 115th / 116th / 117th / 118th / 119th / 120th / 121st / 122nd / 123rd / 124th / 125th / 126th / 127th / 128th / 129th / 130th / 131st / 132nd / 133rd / 134th / 135th / 136th / 137th / 138th / 139th / 140th / 141st / 142nd / 143rd / 144th / 145th / 146th / 147th / 148th / 149th / 150th / 151st / 152nd / 153rd / 154th / 155th / 156th / 157th / 158th / 159th / 160th / 161st / 162nd / 163rd / 164th / 165th / 166th / 167th / 168th / 169th / 170th / 171st / 172nd / 173rd / 174th / 175th / 176th / 177th / 178th / 179th / 180th / 181st / 182nd / 183rd / 184th / 185th / 186th / 187th / 188th / 189th / 190th / 191st / 192nd / 193rd / 194th / 195th / 196th / 197th / 198th / 199th / 200th / 201st / 202nd / 203rd / 204th / 205th / 206th / 207th / 208th / 209th / 210th / 211st / 212nd / 213rd / 214th / 215th / 216th / 217th / 218th / 219th / 220th / 221st / 222nd / 223rd / 224th / 225th / 226th / 227th / 228th / 229th / 230th / 231st / 232nd / 233rd / 234th / 235th / 236th / 237th / 238th / 239th / 240th / 241st / 242nd / 243rd / 244th / 245th / 246th / 247th / 248th / 249th / 250th / 251st / 252nd / 253rd / 254th / 255th / 256th / 257th / 258th / 259th / 260th / 261st / 262nd / 263rd / 264th / 265th / 266th / 267th / 268th / 269th / 270th / 271st / 272nd / 273rd / 274th / 275th / 276th / 277th / 278th / 279th / 280th / 281st / 282nd / 283rd / 284th / 285th / 286th / 287th / 288th / 289th / 290th / 291st / 292nd / 293rd / 294th / 295th / 296th / 297th / 298th / 299th / 300th / 301st / 302nd / 303rd / 304th / 305th / 306th / 307th / 308th / 309th / 310th / 311st / 312nd / 313rd / 314th / 315th / 316th / 317th / 318th / 319th / 320th / 321st / 322nd / 323rd / 324th / 325th / 326th / 327th / 328th / 329th / 330th / 331st / 332nd / 333rd / 334th / 335th / 336th / 337th / 338th / 339th / 340th / 341st / 342nd / 343rd / 344th / 345th / 346th / 347th / 348th / 349th / 350th / 351st / 352nd / 353rd / 354th / 355th / 356th / 357th / 358th / 359th / 360th / 361st / 362nd / 363rd / 364th / 365th / 366th / 367th / 368th / 369th / 370th / 371st / 372nd / 373rd / 374th / 375th / 376th / 377th / 378th / 379th / 380th / 381st / 382nd / 383rd / 384th / 385th / 386th / 387th / 388th / 389th / 390th / 391st / 392nd / 393rd / 394th / 395th / 396th / 397th / 398th / 399th / 400th / 401st / 402nd / 403rd / 404th / 405th / 406th / 407th / 408th / 409th / 410th / 411st / 412nd / 413rd / 414th / 415th / 416th / 417th / 418th / 419th / 420th / 421st / 422nd / 423rd / 424th / 425th / 426th / 427th / 428th / 429th / 430th / 431st / 432nd / 433rd / 434th / 435th / 436th / 437th / 438th / 439th / 440th / 441st / 442nd / 443rd / 444th / 445th / 446th / 447th / 448th / 449th / 450th / 451st / 452nd / 453rd / 454th / 455th / 456th / 457th / 458th / 459th / 460th / 461st / 462nd / 463rd / 464th / 465th / 466th / 467th / 468th / 469th / 470th / 471st / 472nd / 473rd / 474th / 475th / 476th / 477th / 478th / 479th / 480th / 481st / 482nd / 483rd / 484th / 485th / 486th / 487th / 488th / 489th / 490th / 491st / 492nd / 493rd / 494th / 495th / 496th / 497th / 498th / 499th / 500th / 501st / 502nd / 503rd / 504th / 505th / 506th / 507th / 508th / 509th / 510th / 511st / 512nd / 513rd / 514th / 515th / 516th / 517th / 518th / 519th / 520th / 521st / 522nd / 523rd / 524th / 525th / 526th / 527th / 528th / 529th / 530th / 531st / 532nd / 533rd / 534th / 535th / 536th / 537th / 538th / 539th / 540th / 541st / 542nd / 543rd / 544th / 545th / 546th / 547th / 548th / 549th / 550th / 551st / 552nd / 553rd / 554th / 555th / 556th / 557th / 558th / 559th / 560th / 561st / 562nd / 563rd / 564th / 565th / 566th / 567th / 568th / 569th / 570th / 571st / 572nd / 573rd / 574th / 575th / 576th / 577th / 578th / 579th / 580th / 581st / 582nd / 583rd / 584th / 585th / 586th / 587th / 588th / 589th / 590th / 591st / 592nd / 593rd / 594th / 595th / 596th / 597th / 598th / 599th / 600th / 601st / 602nd / 603rd / 604th / 605th / 606th / 607th / 608th / 609th / 610th / 611st / 612nd / 613rd / 614th / 615th / 616th / 617th / 618th / 619th / 620th / 621st / 622nd / 623rd / 624th / 625th / 626th / 627th / 628th / 629th / 630th / 631st / 632nd / 633rd / 634th / 635th / 636th / 637th / 638th / 639th / 640th / 641st / 642nd / 643rd / 644th / 645th / 646th / 647th / 648th / 649th / 650th / 651st / 652nd / 653rd / 654th / 655th / 656th / 657th / 658th / 659th / 660th / 661st / 662nd / 663rd / 664th / 665th / 666th / 667th / 668th / 669th / 670th / 671st / 672nd / 673rd / 674th / 675th / 676th / 677th / 678th / 679th / 680th / 681st / 682nd / 683rd / 684th / 685th / 686th / 687th / 688th / 689th / 690th / 691st / 692nd / 693rd / 694th / 695th / 696th / 697th / 698th / 699th / 700th / 701st / 702nd / 703rd / 704th / 705th / 706th / 707th / 708th / 709th / 710th / 711st / 712nd / 713rd / 714th / 715th / 716th / 717th / 718th / 719th / 720th / 721st / 722nd / 723rd / 724th / 725th / 726th / 727th / 728th / 729th / 730th / 731st / 732nd / 733rd / 734th / 735th / 736th / 737th / 738th / 739th / 740th / 741st / 742nd / 743rd / 744th / 745th / 746th / 747th / 748th / 749th / 750th / 751st / 752nd / 753rd / 754th / 755th / 756th / 757th / 758th / 759th / 760th / 761st / 762nd / 763rd / 764th / 765th / 766th / 767th / 768th / 769th / 770th / 771st / 772nd / 773rd / 774th / 775th / 776th / 777th / 778th / 779th / 780th / 781st / 782nd / 783rd / 784th / 785th / 786th / 787th / 788th / 789th / 790th / 791st / 792nd / 793rd / 794th / 795th / 796th / 797th / 798th / 799th / 800th / 801st / 802nd / 803rd / 804th / 805th / 806th / 807th / 808th / 809th / 810th / 811st / 812nd / 813rd / 814th / 815th / 816th / 817th / 818th / 819th / 820th / 821st / 822nd / 823rd / 824th / 825th / 826th / 827th / 828th / 829th / 830th / 831st / 832nd / 833rd / 834th / 835th / 836th / 837th / 838th / 839th / 840th / 841st / 842nd / 843rd / 844th / 845th / 846th / 847th / 848th / 849th / 850th / 851st / 852nd / 853rd / 854th / 855th / 856th / 857th / 858th / 859th / 860th / 861st / 862nd / 863rd / 864th / 865th / 866th / 867th / 868th / 869th / 870th / 871st / 872nd / 873rd / 874th / 875th / 876th / 877th / 878th / 879th / 880th / 881st / 882nd / 883rd / 884th / 885th / 886th / 887th / 888th / 889th / 890th / 891st / 892nd / 893rd / 894th / 895th / 896th / 897th / 898th / 899th / 900th / 901st / 902nd / 903rd / 904th / 905th / 906th / 907th / 908th / 909th / 910th / 911st / 912nd / 913rd / 914th / 915th / 916th / 917th / 918th / 919th / 920th / 921st / 922nd / 923rd / 924th / 925th / 926th / 927th / 928th / 929th / 930th / 931st / 932nd / 933rd / 934th / 935th / 936th / 937th / 938th / 939th / 940th / 941st / 942nd / 943rd / 944th / 945th / 946th / 947th / 948th / 949th / 950th / 951st / 952nd / 953rd / 954th / 955th / 956th / 957th / 958th / 959th / 960th / 961st / 962nd / 963rd / 964th / 965th / 966th / 967th / 968th / 969th / 970th / 971st / 972nd / 973rd / 974th / 975th / 976th / 977th / 978th / 979th / 980th / 981st / 982nd / 983rd / 984th / 985th / 986th / 987th / 988th / 989th / 990th / 991st / 992nd / 993rd / 994th / 995th / 996th / 997th / 998th / 999th / 1000th

For more information:
www.communityshul.com • communityshul@gmail.com
(805) 895-6595



Behind every great community is a great bank.

Member FDIC
Montecito Bank & Trust
Personal,

UPDATE (Continued from page 15)
pedestrian and bicycle access through the interchange.

Both roundabouts are in the preliminary design phase with no firm dates on design completion or construction.

The Community Meeting and Open House is scheduled for Wednesday, August 29, from 5:30 to 7:30 pm, at Chase Palm Park Center, 136 E. Cabrillo Blvd. For more information about the meeting, contact Walter Rubalcava, County Project manager, at Wrebalo@cosbpw.net.

Candidates Announced for November Election

Earlier this week five local residents announced their candidacy for November's upcoming election in which Montecito residents will be asked to fill three seats on the Montecito Water District (MWD) Board of Directors and two seats on the Montecito Sanitary District (MSD) Board of Directors. Calling themselves "the Montecito and Summerland Water Security Team," the slate of candidates includes Woody Barrett and Dana Newquist (both running for MSD), and Cori Hayman, Ken Coates, and Brian Goebel (all three running for MWD).

The slate of candidates has built a platform on several key points, including major improvements in water infrastructure and wastewater management strategies, collaboration between local water districts including the Montecito Sanitary District and the Summerland Sanitary District and between the Montecito Water District and Montecito Sanitary District, conservation, recycled water, and groundwater management.

According to the candidates, the current drought crisis warrants support of major improvements in water infrastructure and wastewater management strategies. "Water security focuses on diversification of our water portfolio, and that means smartly harvesting and managing every drop of water on this side of the mountain," said Coates, the head of the Water



Woody Barrett and Dana Newquist are candidates for the Board of Directors of the Montecito Sanitary District.



Ken Coates, Cori Hayman, and Brian Goebel are candidates for the Montecito Water District Board of Directors.

Security Team. "Water diversification includes pursuing an agreement with the City of Santa Barbara for desalinated water, a process that has progressed slowly because of missteps in the past. Cooperation here can be beneficial both to the City with lower costs and provide water security for the Montecito and Summerland communities. The current plan relies too much on imported state water leaving the community at risk, especially during a record-breaking drought," he said.

The Montecito Water District also serves Summerland, and Goebel, a candidate for the MWD, has close ties to both communities and noted the Summerland Sanitary District is exploring the idea of using recycled water to recharge groundwater. "Regional cooperation between agencies is key to ensuring water security," he said.

The group also sees a major opportunity in recycled water. "Recycled water offers huge potential for not

just landscaping needs, but can also be treated sufficiently to a level where it could be used to recharge groundwater supplies, which means a guaranteed built-in local supply," said Barrett, a professional geologist and small business owner who raised his children in Montecito. He questions the current Board of the Sanitary District's plan to build a new \$3,500,000 building for four employees of the district. "I believe the money would be better spent on state-of-the-art equipment to clean the wastewater to a higher level, making it available to indirect potable use as recycled water for landscaping and/or groundwater recharge."

"No one should confuse the pilot project currently planned by the Montecito Sanitary District as actual support for recycled water. It's a small-scale, stand-alone project that will only water the district's own lawn," said Newquist, a former Montecito Fire Protection District director, running for the Sanitary District. "We waste up to 500,000 gallons of water a day by dumping partially treated sewage water just offshore at Butterfly Beach. During a prolonged, severe drought, this is hardly environmentally friendly. We can recycle that water, preserve our beautiful environmental resources, and bolster our water supply."

The group says groundwater management is key to ensuring a stable water supply. "Groundwater is a key component of our water portfolio supply and it's the only reliable local supply. We must protect our groundwater basin. We now have a great opportunity to recharge it with 'gold standard' recycled water that has been subjected to the highest level of cleaning.

This would help make well-owners less vulnerable to groundwater depletion," said Hayman, who is running for MWD's Board. Hayman has a background in regulatory law and has been an active community advocate as a board member on the Montecito Association.

The slate of candidates sees the future of water security for the area in diversifying the current water supply portfolio by accelerating the desalination agreement timeline with the City of Santa Barbara, pursuing groundwater management and recharge by implementing recycled water on a significant scale, conservation, and partnering with neighboring agencies.

"We are in a new era where every drop of water counts," said Coates. "Continued severe drought and the vulnerability we experienced after the debris flow demand that we pursue a resilient, secure water future for Montecito and Summerland. The time for us to build the water and sanitary districts of the future is now."

The candidates will vie for two seats on the Montecito Sanitary District Board currently held by incumbents Judy Ishkanian and Bob Williams. Three seats are up for grabs at Montecito Water District incumbent Dick Shaikowitz is running for re-election. Directors Doug Morgan and Sam Frye are stepping down from the board as their terms are coming to a close.

We'll have much more on the elections as they approach.

Sheriff's Blotter

Friday, 17 August, 2 pm - Santa Barbara County Sheriff's deputies responded to the area of Hot Springs Trailhead on a report of a suspicious vehicle that was parked near the trailhead since August 13. The solo male occupant was last seen walking up the trailhead. The vehicle was registered to Wayne Habell, of Newhall, who was listed as an at-risk missing person out of Los Angeles County.

Sheriff's deputies, the Santa Barbara County Air Support Unit and Santa Barbara Search and Rescue team members responded and began an extensive search of the area. The search teams were unable to locate Mr. Habell due to darkness, and the search was called off until the morning.

At 6 pm on August 18, a male decedent was located in the canyon. The body was taken to the Santa Barbara County Coroner's Office for further investigation. The identity of the decedent was later determined to be 43-year-old Wayne Stuart Habell. The cause and manner of death was a suicide by a self-inflicted gunshot wound. Habell was a 15-year Veteran of the Los Angeles County Fire Department and had gone missing earlier in the week.

•••

GLORIOUS 4 SEASON MOUNTAIN LODGE

Overlooking Private Lake, in Gated Community
Available for Lease

Ultimate Relaxation, Beauty, and Recreation in McCall, Idaho

Beautifully decorated, 4bd, 4.5 bath,
3 Fireplaces, Large Stone Terrace, Spa,
Fire Pit, Bocce Court - Wi-Fi & Cell
A year round retreat - Hike - Kayak Mountain
Bike - Snowshoe - Ski - Snowboard
Write - Read - Nap

Avail. October for Lease, Minimum 6 months

For more information, contact DC McGuire,
805 452-1610, or dcmguire1740@gmail.com



With 2 Montecito Roundabouts on the Way, Officials Hold Open House to Get Direct Feedback

Public invited to learn about, review traffic circle proposals for Coast Village and Olive Mill roads and San Ysidro Road and North Jameson Lane



California Highway Patrol officers direct traffic at San Ysidro Road and North Jameson Lane, a month after the Montecito disaster that restricted mobility in the devastated community. A roundabout has been proposed for the intersection, which includes Highway 101 entrance and exit ramps, to reduce future bottlenecks. (Bill Macfadyen / Noozhawk file photo)

By Brooke Holland, Noozhawk Staff Writer | [@NoozhawkNews](#) | **UPDATED** 11:10 a.m. | August 26, 2018 | 6:51 p.m.

From the twice-daily Highway 101 backup known as “the Montecito crawl” to congested surface streets as commuters and frustrated motorists try to avoid the stall, Montecito has always been a transportation adventure.

And that was before the deadly Jan. 9 flash flooding and debris flows that submerged the freeway and took out key bridges along East Valley Road/Highway 192. The **freeway was reopened** (https://www.noozhawk.com/article/its_open_highway_101_flooding_again_through_montecito) almost two weeks after the disaster, but bridge replacement projects are only now underway.

Mile-long Coast Village Road bears the brunt of bypass attempts and, over the years, has been the focus of numerous proposals and adjustments to keep traffic flowing.

Almost a decade ago, a roundabout was installed at the street's west end, by **Montecito Country Mart** (https://www.noozhawk.com/article/judy_foreman_montecito_country_mart_20150621) . Now, a roundabout at the east end — at the street's five-way intersection with Olive Mill Road, North Jameson Lane and the Highway 101 entrance and exit ramps — is entering the preliminary design phase.

At the same time, a third roundabout — at North Jameson and San Ysidro Road, and encompassing the northbound freeway entrance and exit ramps — is being considered. Engineers believe a traffic circle will significantly reduce the morning bottleneck on the southbound exit ramp, where a long line of cars and trucks backs up onto the freeway shoulder and right lane.

An **informational meeting is scheduled for Wednesday** (<http://countyofsb.org/pwd/central.c/2480>) so the public can learn more about the plans for both projects, including details on the proposed designs, pedestrian and bicycle crosswalks, and rehabilitation of existing roadways in the vicinity. Those in attendance can speak directly with government officials about the initial designs, and provide comments and feedback.

Hosted by the **City of Santa Barbara** (<https://www.santabarbaraca.gov>) and **Santa Barbara County** (<http://www.countyofsb.org>) , the open house-style meeting is 5:30 to 7:30 p.m. Wednesday at the **Chase Palm Park Center** (<https://www.santabarbaraca.gov/gov/depts/parksrec/indoor/cppc.asp>) , 236 E. Cabrillo Blvd. Paid parking is available in the adjacent public lot on the west side of the center.

The Olive Mill Road roundabout project is a collaboration of the city, county and the **Santa Barbara County Association of Governments** (<http://www.sbcag.org>) . Preliminary design plans are for the traffic circle to **replace the five stop signs** (https://www.noozhawk.com/article/olive_mill_road_roundabout_sparks_drama_santa_barbara_montecito_meeting) at the intersection.

The county is leading the San Ysidro Road roundabout project, which includes new curbs and gutters on San Ysidro Road, a splitter island and drought-resistant landscaping.

Funding for the preliminary design and development phase of both projects comes from the federal funds currently designated through the Highway 101 Operational Improvement money, according to the county's Public Works spokesman Lael Wageneck.

The projects are planned in conjunction with the Highway 101 widening through Montecito, and a specific timeline has not been determined. The 101 widening project will add an additional lane in both directions of travel for high-occupancy vehicles (HOV) or carpools. The project is along 16 miles of Highway 101 between Santa Barbara and the Ventura County line.

— **Noozhawk** (<http://www.noozhawk.com>) *staff writer Brooke Holland can be reached at bholland@noozhawk.com* (<mailto:bholland@noozhawk.com>) . *Follow Noozhawk on Twitter: [@noozhawk](http://twitter.com/noozhawk)* (<http://twitter.com/noozhawk>) , [@NoozhawkNews](http://twitter.com/NoozhawkNews) (<http://twitter.com/NoozhawkNews>) and [@NoozhawkBiz](http://twitter.com/NoozhawkBiz) (<http://twitter.com/NoozhawkBiz>) . *Connect with **Noozhawk on Facebook*** (<http://www.facebook.com/noozhawk>) .

HOME | NEWS

Two new roundabouts proposed in Montecito

□ Site Administrator □ 4:08 am □ August 28, 2018



Santa Barbara County leaders are in the beginning stages of designing [two new roundabouts](#) in Montecito.

The first proposed roundabout is at the intersection of Olive Mill Rd. and Coast Village Rd.



Courtesy: County of Santa Barbara

The redesign will repair roadways damaged in the January mudslides and include new bike and pedestrian crosswalks.

Another roundabout is planned at the intersection of San Ysidro Rd. and N. Jameson Ln.



Courtesy: County of Santa Barbara

Both projects are adjacent to Highway 101 and are in conjunction with proposed improvements to the area.

Planners say the roundabouts aim to improve traffic flow and safety for drivers, bicyclists and pedestrians.

The county and city of Santa Barbara will hold an informational meeting and open house about the project Wednesday evening.

Locals are invited to speak up about any comments or concerns relating to the project.

The meeting will be held at the Chase Palm Park Center at 236 E. Cabrillo Blvd. at 5:30 p.m.

[SIGN UP FOR OUR EMAIL NEWS ALERTS BY CLICKING HERE](#)

News

Olive Mill and San Ysidro Road Roundabout projects proposed

Informational open house held for community

By: Tracy Lehr   

Posted: Aug 29, 2018 11:30 PM PDT

Updated: Aug 29, 2018 11:30 PM PDT



Open house held to show off proposed roundabouts in Montecito area

MONTECITO, Calif. - Santa Barbara and Santa Barbara County public works teamed up to host an informational open house to discuss roundabouts.

People packed the Chase Palm Park Center in Santa Barbara on Wednesday evening to look at preliminary designs for roundabouts along the 101 in the Montecito area.

ADVERTISING

One would replace a busy intersection at San Ysidro Road and N. Jameson Ln., another would replace the the intersection where Olive Mill Road, Coast Village Road, and N. Jameson Ln. come together.

Some people can't wait to reduce the delays during busy commute hours, others think it will take away from the rural community they enjoy.

But many resident said they are trying to keep an open mind. They want to hear from engineers who consider roundabouts the safest way to reduce car verses pedestrian and bicycle accidents.

Santa Barbara County Public Works Department Deputy Director Chris Sneddon said the roundabouts are not a done deal. He said they are still working on the environmental review process and will engage the public again.

In the meantime, residents are getting used to detours while CalTrans works to repair damage to the Olive Mill Bridge and railing from the deadly Montecito mudslide on January 9.

Some Problem Intersections Could Get Help; Two Roundabouts Proposed For South Coast

By LANCE OROZCO · AUG 30, 2018

- Tweet
- Share
- Google+
- Email



Santa Barbara County map of proposed San Ysidro Road roundabout

Listen
4:05

KCLU's Lance Orozco looks at a proposal to build two roundabouts on the South Coast, with the intent of dealing with a number of traffic and congestion issues.



They're unconventional intersections, but becoming much more common on the Central and South Coasts. Roundabouts bring a little European flair to the region, but more importantly they can improve safety and traffic flow. Now, there's a proposal to replace two problem intersections in Montecito with roundabouts, to improve safety and traffic flow. One would be at the Olive Mill Road-Coast Village Road intersection, and the other would be at the San Ysidro Road-Jamison Lane intersection.

They've become an increasingly popular alternative to traditional signalized intersections. Ones have been added in recent years on Milpas Street next to Highway 101 in Santa Barbara, and at the Highway 154-246 interchange in the Santa Ynez Valley.

The proposed Olive Mill Road roundabout could help deal with what's been a difficult to navigate crossing for decades, with five streets intersecting at one spot, creating confusion for drivers as to whose turn it is to go next.

But, aside from the traffic flow, and safety improvements, there is an overriding reason traffic engineers are developing the roundabout plans. They are needed to keep traffic flowing as part of a project to widen Highway 101 from Carpinteria to Santa Barbara, adding a carpool lane in each direction. Both parallel projects are just in the early

Like busy bees,
our work together
creates sweet results.

B F
A S
BUYNAK · FAUVER · ARCHBALD · SPRAY
ATTORNEYS AT LAW

"After cancer treatment,
I was back to
the life I love."
- Kent, Santa Barbara

LEARN ABOUT
ROBOTIC SURGERY

Cottage
Robotic Surgery
Center

HARVEST FESTIVAL
ORIGINAL ART & CRAFT SHOW
Ventura
County Fairgrounds
October 5-7
Fri. 10am-5pm; Sat. 10am-6pm; Sun. 10am-5pm
www.harvestfestival.com • 925-392-7300

planning stages.

Wednesday night, engineers held a community meeting to talk about the proposals. The designs are intended to allow the roundabouts to be built on already owned public property, which would help minimize costs and delays.

Preliminary estimates are that from engineering to construction and landscaping, the roundabouts would cost about three million dollars each. At this point, there is no funding past the design work that's underway, so there's no definitive timeline for the projects. Engineering planners say key to the roundabouts will be whether voters keep SB1, the state's gas tax in place. A proposal to repeal it is on the November ballot. It's currently supplying key funding for local projects like the roundabouts.

TAGS:

ROUNDAABOUTS

CAL COAST HIGHWAY

CAL COAST NEWS



Tweet



Share



Google+



Email



San Ysidro and Olive Mill Roundabout Public Meeting

Unlisted

18 views

0 likes 0 comments SHARE SAVE ...



Enter the secret world of the Freemasons

CBS Sunday Morning

2.3M views

Appendix C: Direct Mail Notice



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA





CITY OF SANTA BARBARA and COUNTY OF SANTA BARBARA

MEETING NOTICE

Olive Mill Road and San Ysidro Road Roundabout Projects

Improvement projects for the intersections of Olive Mill Road and San Ysidro Road are in the initial design phase. You are invited to an informational meeting and opportunity to provide comments.

MEETING: Community Informational Meeting and Open House
5:30 p.m. to 7:30 p.m., Wednesday, August 29, 2018
Chase Palm Park Center
236 East Cabrillo Boulevard, Santa Barbara, CA 93101

PROJECTS: Design of a roundabout, bicycle and pedestrian crosswalks along the Olive Mill Road and the San Ysidro Road intersections, and rehabilitation of the existing roadways in the area of the projects. For more information and project area maps, visit the City of Santa Barbara at <https://www.santabarbaraca.gov/olivemill> and the County of Santa Barbara at <http://pwsb.net>

LOCATION: **Olive Mill Road Project:** Olive Mill Road at the intersection of Coast Village Road and North Jameson Lane.
San Ysidro Road Project: San Ysidro Road at the intersection of North Jameson Lane. Both projects are adjacent to US Highway 101.

BENEFITS: Enhances traffic operations and safety for motor vehicles, bicyclists, and pedestrians. Reduces traffic congestion and improves mobility at the Olive Mill Road intersection and the San Ysidro Road intersection.

FUNDING: The preliminary design and development phase of the projects are funded through Highway 101 Operational Improvement federal designated funds.

CONTACTS:

Olive Mill Road Roundabout Project:
Laura Yanez, PE, City Project Engineer (805) 897-2615, LYanez@SantaBarbaraCA.gov

San Ysidro Road Roundabout Project:
Walter Rubalcava, PE, County Project Manager (805) 739-8775, Wrubalc@cosbpw.net

Olive Mill Road Roundabout Project

Preliminary Design



San Ysidro Road Roundabout Project

Preliminary Design





CIUDAD DE SANTA BARBARA y CONDADO DE SANTA BARBARA

Aviso de Reunión

Proyectos de Glorieta Olive Mill Road y San Ysidro Road

Se le invita a una reunión informativa donde tendrá la oportunidad de proveer comentarios sobre los proyectos, aun en la fase inicial de diseño, que traerán mejoras a las intersecciones de Olive Mill Road y San Ysidro Road.

JUNTA: Reunión Informativa sobre los Proyectos
5:30 p.m. a 7:30 p.m., miércoles, 29 de agosto del 2018
Chase Palm Park Center
236 East Cabrillo Boulevard, Santa Barbara, CA 93101

PROYECTOS: Los proyectos incluyen el diseño de dos glorietas, una en cada intersección, de Olive Mill Road y San Ysidro Road, cruces para ciclistas y peatones a lo largo de las intersecciones, y rehabilitación de las carreteras en el área de los proyectos. Para más información y mapas del área de los proyectos, visite el enlace web de la Ciudad de Santa Barbara <https://www.santabarbaraca.gov/olivemill> y el enlace web de El Condado de Santa Barbara <http://pwsb.net>

UBICACIÓN: **Proyecto de Glorieta Olive Mill Road:** Olive Mill Road en la intersección de Coast Village Road y North Jameson Lane.
Proyecto de Glorieta San Ysidro Road: San Ysidro Road en la intersección de North Jameson Lane.
Ambos Proyectos están ubicados a lo largo de la Carretera 101.

BENEFICIOS: Los proyectos mejoraran el flujo de tráfico y la seguridad de vehículos, ciclistas y peatones en la intersección de Olive Mill Road y la intersección de San Ysidro Road.

FINANCIAMIENTO: El diseño preliminar y la fase de desarrollo de los proyectos se financian a través de fondos federales designados para Mejoramiento Operacional de la Carretera 101.

INFORMACIÓN:

Sobre el Proyecto de Glorieta Olive Mill Road:
Laura Yanez, Ingeniera, (805) 897-2615, LYanez@SantaBarbaraCA.gov

Sobre el Proyecto de Glorieta San Ysidro Road:
Walter Rubalcava, Ingeniero, (805) 739-8775, Wrubalc@cosbpw.net

Proyecto de Glorieta Olive Mill Road

Diseño Inicial



Proyecto de Glorieta San Ysidro Road

Diseño Inicial



Appendix D: Community Signage



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**





**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**

MEETING NOTICE

Community Informational Meeting & Open House

**Olive Mill Road
and San Ysidro Road
Roundabout Projects**

5:30 p.m. to 7:30 p.m.

Wednesday, August 29, 2018

Chase Palm Park Center

236 E Cabrillo Blvd, Santa Barbara, CA 93101

Appendix E: Fact Sheets/Meeting Notice



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**





CITY OF SANTA BARBARA and COUNTY OF SANTA BARBARA

OLIVE MILL ROUNDABOUT PROJECT

PROJECT OVERVIEW

The City and County of Santa Barbara are in the preliminary design phase of a roundabout at the Olive Mill intersection. The new intersection configuration will enhance traffic operations and safety for motor vehicles, bicyclists, and pedestrians. The project is related to the completion of the proposed improvements included in the South Coast Route 101 (US-101) High Occupancy Vehicle Lanes Project (HOV Project) that will add an additional lane in both directions of travel for high occupancy vehicles during the peak hour.

PROJECT AREA MAP AND PROJECT FEATURES



KEY PROJECT FEATURES AND BENEFITS

- Improves traffic flow and eases congestion through construction of a roundabout at the Olive Mill Road intersection and realigning the adjacent US-101 northbound off-ramp.
- Provides improved travel for pedestrians and bicyclists with new sidewalks and bike path connecting the west side of the roundabout.
- Rehabilitates existing roadway along Olive Mill Road with new curb and gutter, separated by a splitter island.
- Promotes environmental sustainability by reducing vehicle idling, improving treatment of storm water runoff and installation of drought tolerant landscaping.

PROJECT TIMELINE



COMMUNITY MEETING AND OPEN HOUSE

You are invited to an Informational Meeting and Open House

Wednesday, August 29, 2018

5:30 p.m. to 7:30 p.m.

Chase Palm Park Center

236 E. Cabrillo Blvd. • Santa Barbara, CA 93101

This meeting facility is accessible for persons with disabilities.

Any requests for reasonable accommodations or language services should be made 72 hours in advance of the meeting.

For more information, contact Ms. Laura Yanez, PE, City Project Engineer, by e-mail at LYanez@SantaBarbaraCA.gov or call (805) 897-2615.



CIUDAD DE SANTA BARBARA y CONDADO DE SANTA BARBARA



PROYECTO DE GLORIETA OLIVE MILL

RESUMEN DEL PROYECTO

La Ciudad y el Condado de Santa Bárbara se encuentran en la fase inicial del diseño de una glorieta en la intersección de Olive Mill. La nueva configuración de la intersección mejorará el tráfico y la seguridad para vehículos, ciclistas y peatones. El proyecto complementa las mejoras propuestas incluidas en el Proyecto de Carriles de Alta Ocupación en la Ruta de la Costa Sur 101 (US-101) (Proyecto HOV), que agregará un carril adicional en ambas direcciones para vehículos de alta ocupación durante la hora pico.

ÁREA Y CARACTERÍSTICAS DEL PROYECTO

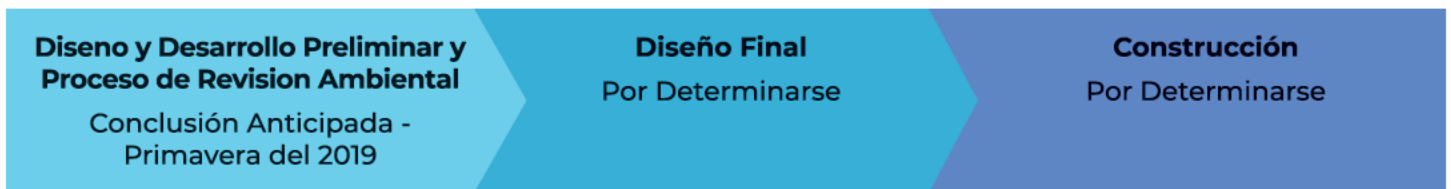
Diseño Inicial



ELEMENTOS CLAVES Y BENEFICIOS DEL PROYECTO

- Mejora el flujo de tráfico y alivia la congestión vehicular a través de la construcción de una glorieta en la intersección de Olive Mill Road y al realinear la vía de salida, en la dirección norte, de la Carretera 101.
- Proporciona viajes mejorados para peatones y ciclistas con nuevas aceras y un camino para bicicletas que conectara el lado oeste de la glorieta.
- Rehabilita la carretera existente a lo largo de Olive Mill Road con bordillos y desagües nuevos, separados por una isla divisora.
- Promueve la sostenibilidad del medio ambiente al reducir el tiempo que vehículos duran detenidos, mejorar el tratamiento de la escorrentía de aguas de lluvia e instalación de jardinerías tolerantes a la sequía.

CRONOGRAMA DEL PROYECTO



REUNIÓN COMUNITARIA Y JORNADA DE PUERTAS ABIERTAS

Se le invita a una Reunión Informativa y Jornada de Puertas Abiertas

Miércoles, 29 de agosto de 2018

5:30 p.m. a 7:30 p.m.

Chase Palm Park Center

236 E. Cabrillo Blvd. • Santa Barbara, CA 93101

Este centro de reuniones es accesible para personas con discapacidades. Cualquier solicitud para que se le proporcione acomodos razonables o servicios lingüísticos, debe presentarse 72 horas antes de la junta.

Para más información comuníquese con la Ingeniera Laura Yanez por correo electrónico a LYanez@SantaBarbaraCA.gov o por teléfono al (805) 897-2615.



COUNTY OF SANTA BARBARA



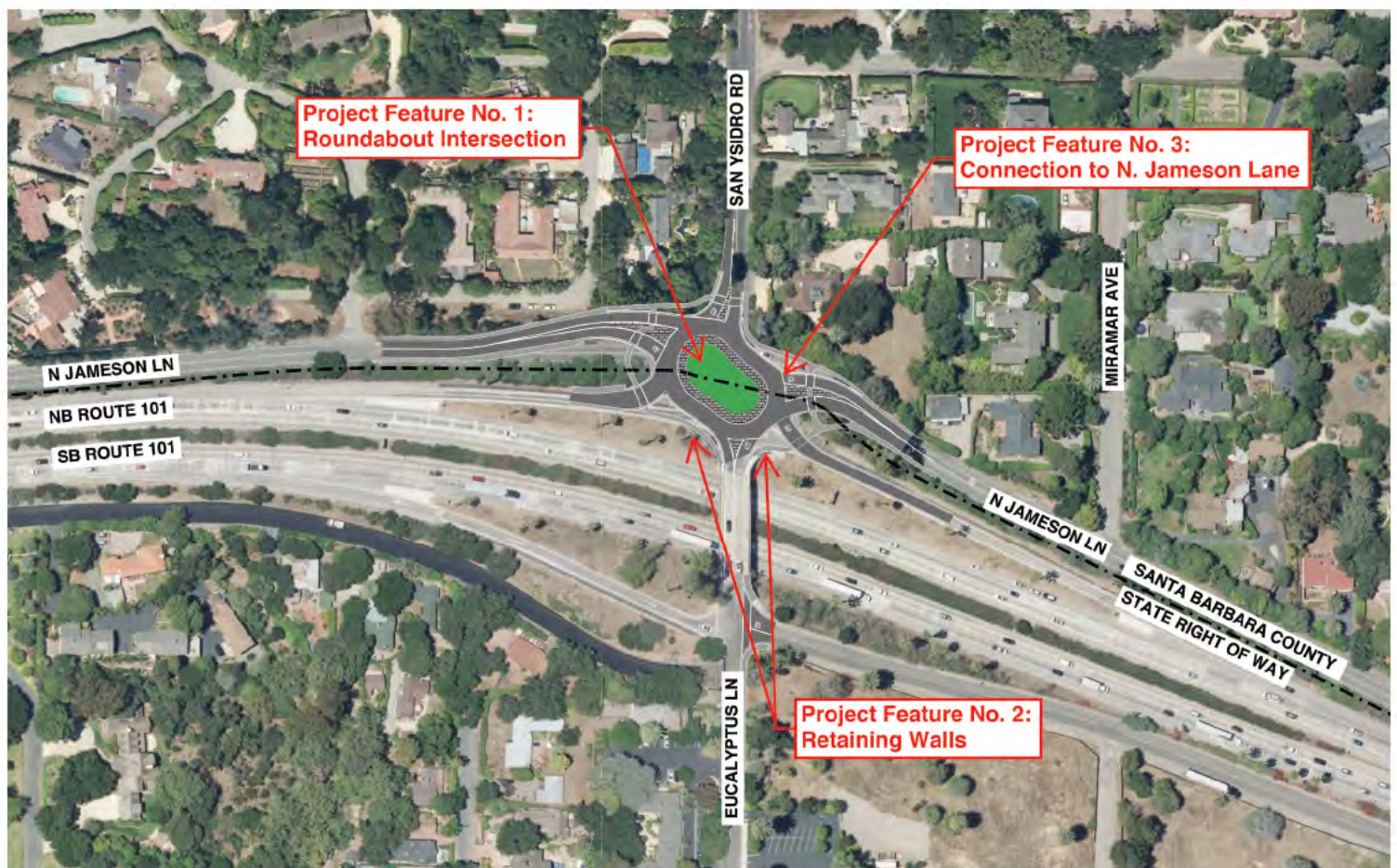
SAN YSIDRO ROAD ROUNDAABOUT PROJECT

PROJECT OVERVIEW

The County of Santa Barbara is in the preliminary design phase of a roundabout at the San Ysidro Road intersection. The new intersection configuration will enhance traffic operations and safety for motor vehicles, bicyclists, and pedestrians. The project is related to the completion of the proposed improvements included in the South Coast Route 101 (US-101) High Occupancy Vehicle Lanes Project-North Segment (HOV Project) that will add an additional lane in both directions of travel for high occupancy vehicles during the peak hour.

PROJECT AREA MAP AND PROJECT FEATURES

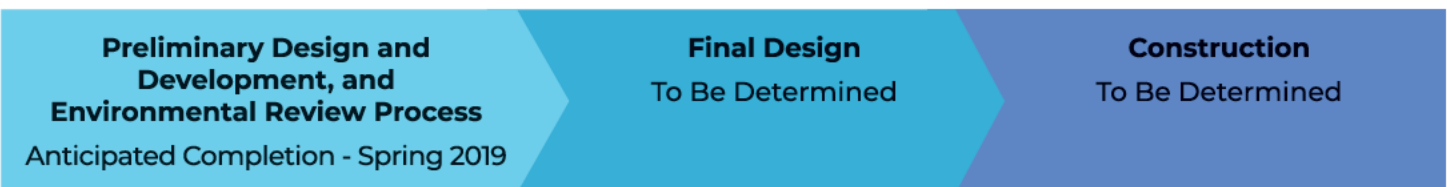
Preliminary Design



KEY PROJECT FEATURES AND BENEFITS

- Improves traffic flow and eases congestion through construction of a roundabout at the San Ysidro Road intersection and realigning the adjacent US-101 northbound off-ramp.
- Provides improved travel for pedestrians and bicyclists with new sidewalks and bike path connecting the east and west side of the roundabout.
- Rehabilitates existing roadway along San Ysidro Road with new curb and gutter, separated by a splitter island.
- Promotes environmental sustainability by reducing vehicle idling, improving treatment of storm water runoff and installation of drought tolerant landscaping.

PROJECT TIMELINE



COMMUNITY MEETING AND OPEN HOUSE

You are invited to an Informational Meeting and Open House

Wednesday, August 29, 2018

5:30 p.m. to 7:30 p.m.

Chase Palm Park Center

236 E. Cabrillo Blvd. • Santa Barbara, CA 93101

This meeting facility is accessible for persons with disabilities.

Any requests for reasonable accommodations or language services should be made 72 hours in advance of the meeting.

For more information, contact Mr. Walter Rubalcava, PE, County Project Manager, by e-mail at Wrubalc@cosbpw.net or call (805) 739-8775.



CONDADO DE SANTA BARBARA



PROYECTO DE GLORIETA SAN YSIDRO ROAD

RESUMEN DEL PROYECTO

El Condado de Santa Bárbara se encuentra en la fase inicial del diseño de una glorieta en la intersección de San Ysidro Road. La nueva configuración de la intersección mejorará el tráfico y la seguridad para vehículos, ciclistas y peatones. El proyecto complementa las mejoras propuestas incluidas en el proyecto de Carriles de Alta Ocupación en la Ruta de la Costa Sur 101 (US-101) (Proyecto HOV), que agregará un carril adicional en ambas direcciones para vehículos de alta ocupación durante la hora pico.

ÁREA Y CARACTERÍSTICAS DEL PROYECTO

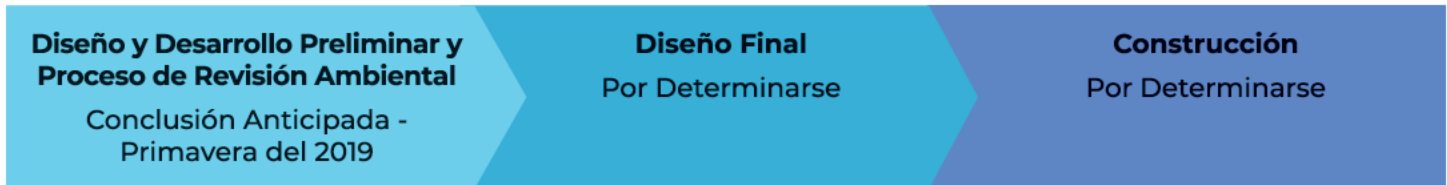
Diseño Inicial



ELEMENTOS CLAVES Y BENEFICIOS DEL PROYECTO

- Mejora el flujo de tráfico y alivia la congestión vehicular a través de la construcción de una glorieta en la intersección de San Ysidro Road y al realinear la vía de salida, en dirección norte, de la Carretera 101.
- Proporciona viajes mejorados para peatones y ciclistas con nuevas aceras y un camino para bicicletas que conectara el lado este y oeste de la glorieta.
- Rehabilita la carretera existente a lo largo de San Ysidro Road con bordillos y desagües nuevos, separados por una isla divisora.
- Promueve la sostenibilidad del medio ambiente al reducir el tiempo que vehículos duran detenidos, mejorar el tratamiento de la escorrentía de aguas de lluvia e instalación de jardinerías tolerantes a la sequía.

CRONOGRAMA DEL PROYECTO



REUNIÓN COMUNITARIA DE PUERTAS ABIERTAS

Se le invita a una Reunión Informativa y Jornada de Puertas Abiertas

Miércoles, 29 de agosto de 2018
5:30 p.m. a 7:30 p.m.

Chase Palm Park Center
236 E. Cabrillo Blvd. • Santa Barbara, CA 93101

Este centro de reuniones es accesible para personas con discapacidades. Cualquier solicitud para que se le proporcione acomodos razonables o servicios lingüísticos, debe presentarse 72 horas antes de la junta.

Para más información comuníquese con el Ingeniero Walter Rubalcava por correo electrónico a Wrubalc@cosbpw.net o por teléfono al (805) 739-8775.

Appendix F: Electronic Distribution



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA





City News in Brief

A Weekly Newsletter from the City of Santa Barbara



August 20, 2018

Downtown Revitalization Update



The City Council discussed downtown revitalization efforts at its meeting on August 14. The discussion included updates on current projects like public safety patrols, planning and permitting, and arts and cultural activities, as well as upcoming efforts to address vacant retail spaces. [Read More ...](#)

Golf Club Unveils Grounds Enhancements



Santa Barbara Golf Club has opened a new driving range with improved practice areas and an expanded 22,000 square foot grass hitting area that is irrigated with recycled water. This is just the latest improvement at the Golf Club in recent months, with many more planned for the future. [Read More ...](#)

Olive Mill Roundabout Community Meeting

A community meeting and open house will be held on August 29 for the Olive Mill/Coast Village Road Roundabout Project. Attendees can speak to experts about the design of both this project and the County roundabout project at San Ysidro Road and North Jameson Lane. [Read More ...](#)



Calling Entrepreneurs for Pop-Up Opportunities
Interested in a storefront presence to start or expand your business?



Green Gardener class series. Perfect for gardeners, landscapers, homeowners, and anyone interested in sustainable landscaping.
Spanish
August 27-December 10
English
August 29-November 28.



Creek Week
September 15-22



Library Events

City Seeks Site for New Police Station



The Council has approved the site selection process for the Police Station project, which will last about four months while the City considers potential sites to accommodate the new station and parking structure. Public meetings will keep City boards, commissions, and the public informed of progress. [Read More ...](#)

Solarize Program Deadline Extended

The Community Environmental Council's Solarize Santa Barbara Program deadline has been extended to September 21. Residents can benefit from discounted prices on high-quality equipment and solar installation from vetted installers. A free workshop will be held on August 29. [Read More ...](#)



**Little Stones: Women
Using Art in Civic
Actions**
Central Library
August 23

**Frontier Airlines Begins
Santa Barbara to Denver
Service**
August 21

[City Homepage](#)

[City Jobs Available](#)

[Follow us on twitter](#)

City of Santa Barbara | 735 Anacapa Street | Santa Barbara, CA | 93101



The City and the County of Santa Barbara invite the public to attend a community meeting and open house for the Olive Mill/Coast Village Road Roundabout Project.

5:30-7:30 p.m.
Wednesday, Aug. 29
Chase Palm Park Center
236 E. Cabrillo Blvd.
Santa Barbara

At the meeting, speak to experts about the design of this project and the County's roundabout project at San Ysidro Road and N. Jameson Lane.

Click any of the images for more information.

CITY OF SANTA BARBARA and COUNTY OF SANTA BARBARA

MEETING NOTICE

Olive Mill Road and San Ysidro Road Roundabout Projects

Improvement projects for the intersections of Olive Mill Road and San Ysidro Road are in the initial design phase. You are invited to an informational meeting and opportunity to provide comments.

MEETING: Community Informational Meeting and Open House
5:30 pm to 7:30 pm, Wednesday, August 29, 2018
Chase Palm Park Center
236 East Cabrillo Boulevard, Santa Barbara, CA 93101

PROJECTS: Design of a roundabout, bicycle and pedestrian crossings along the Olive Mill Road and the San Ysidro Road intersections, and rehabilitation of the existing roadways in the area of the projects. For more information and project area maps, visit the City of Santa Barbara at <https://www.santabarbara.gov/div/verill> and the County of Santa Barbara at <http://psb.net>

LOCATION: Olive Mill Road Project: Olive Mill Road at the intersection of Coast Village Road and North Jameson Lane.
San Ysidro Road Project: San Ysidro Road at the intersection of North Jameson Lane. Both projects are adjacent to US Highway 101.

BENEFITS: Enhances traffic operations and safety for motor vehicles, bicyclists, and pedestrians. Reduces traffic congestion and improves mobility at the Olive Mill Road intersection and the San Ysidro Road intersection.

FUNDING: Highway Safety Improvement Program and State Transportation Improvement Program funds through the Santa Barbara County Association of Governments.

CONTACTS:

Olive Mill Road Roundabout Project:
Laura Nunez, P.E. City Project Engineer (805) 897-2615, LNunez@SantaBarbaraCA.gov

San Ysidro Road Roundabout Project:
Walter Rubalcava, P.E. County Project Manager (805) 779-8775, WRubalcava@psb.net



You are receiving this email from the County of Santa Barbara because you requested news and information. To unsubscribe, share this email, or otherwise manage your preferences, please see below.



Manage your preferences | Opt out using TrueRemove™
Got this as a forward? Sign up to receive our future emails.
View this email online.

Appendix G: Social Media Distribution



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA





City of Santa Barbara
@CityofSantaBarbara

- Home
- About
- Posts
- Events
- Photos
- Community
- Info and Ads

Create a Page

Like Follow Share ...

Learn More Send Message



City of Santa Barbara
August 20 · 🌐

Attend a community meeting and open house for the Olive Mill/Coast Village Road Roundabout Project on Aug. 29. Speak to experts about the design of both this project and the County roundabout project at San Ysidro Road/N. Jameson Lane. <http://bit.ly/2MDUVYk>



SANTABARBARACA.GOV

Santa Barbara - Olive Mill/ San Ysidro Roundabouts Project

The City of Santa Barbara, County of Santa Barbara, and the Santa Barba...

3

3 Comments 2 Shares

Like Comment Share Buffer

Oldest

View 1 more comment



Scott Copsey GO HOME READ A BOOK EVERYONE EARTH CANT AFFORD ALL THIS PETROLEUM DEMAND..MANKIND MAKING NO PROGRESS JUST WASTING GAS

Like · Reply · 5w

Pages Liked by This Page



United Way of Santa ... Like



Parks and Recreation... Like



Santa Barbara Arts an... Like

Related Pages



City of San Clement... Government Organization Like

City Halls in Santa Barbara, California

English (US) · Español · Português (Brasil) · Français (France) · Deutsch +

Privacy · Terms · Advertising · Ad Choices · Cookies · More +
Facebook © 2018

!lwAR2L4Wp_oKoRWQ3FSSKv1BUeM9LJqYpTt49x5PoaLqWvmL4pxYedqYR12U CH PODS IN CITIES GENIUSES

2 Bassett Unified

g ^



Santa Barbara County ✓
@countyofsb

- Home
- About
- Photos
- Videos
- Posts
- Community
- Events
- Info and Ads

Create a Page

Like Follow Share ...

Send Message

Santa Barbara County
August 20 · 🌐

The City and the County of Santa Barbara invite the public to attend a community meeting and open house for the Olive Mill/Coast Village Road Roundabout Project.
5:30-7:30 p.m. Wednesday, Aug. 29
Chase Palm Park Center
236 E. Cabrillo Blvd.
Santa Barbara ... See More

MEETING NOTICE
Olive Mill Road and San Ysidro Road Roundabout Projects

ment projects for the intersections of Olive Mill Road and San Ysidro Road are in design phase. You are invited to an informational meeting and opportunity to provide input.

6: Community Informational Meeting and Open House
5:30 p.m. to 7:30 p.m. Wednesday, August 29, 2018
Chase Palm Park Center
236 East Cabrillo Boulevard, Santa Barbara, CA 93101

7S: Design of a roundabout, bicycle and pedestrian crosswalks along the Olive Mill Road and the San Ysidro Road intersections, and rehabilitation of the existing roadways in the area of the projects. For more information and project details, visit the City of Santa Barbara at <https://www.santabarbara.gov/olive-mill-road-roundabout-project> or the County of Santa Barbara at <http://pwsb.net>

7N: **Olive Mill Road Project:** Olive Mill Road at the intersection of Coast Village Road and North Jameson Lane.
San Ysidro Road Project: San Ysidro Road at the intersection of North Jameson Lane. Both projects are adjacent to US Highway 101.

7S: Enhances traffic operations and safety for motor vehicles, bicyclists, and pedestrians. Reduces traffic congestion and improves mobility at the Olive Mill Road intersection and the San Ysidro Road intersection.

7G: Highway Safety Improvement Program and State Transportation Improvement Program funds through the Santa Barbara County Association of Governments.

7S:

7N: **Olive Mill Road Roundabout Project:**
Lynette M. Sanchez, PE, City Project Engineer (805) 897-2615, LSanchez@SantaBarbaraCA.gov

7S: **San Ysidro Road Roundabout Project:**
Lynette M. Sanchez, PE, County Project Manager (805) 739-8775, Wrubalc@cosb.gov



👍 😊 9 2 Comments 2 Shares

Pages Liked by This Page >

- City of Santa Barbara ... Like
- Santa Barbara County ... Like
- Santa Barbara County ... Like
- Santa Barbara County ... Like

English (US) · Español · Português (Brasil) · Français (France) · Deutsch +

Privacy · Terms · Advertising · Ad Choices · Cookies · More +
Facebook © 2018

2 Bassett Unifie



Jennifer Sanchez, City of Santa Barbara AGENCY

Olive Mill Roundabout Community Meeting & Open House

The City of Santa Barbara and the County of Santa Barbara have partnered on the Olive Mill/Coast Village Road Roundabout Project. You are invited to participate in a Community Informational Meeting and Open House on Wednesday, August 29 from 5:30 to 7:30 p.m. at the Chase Palm Park Center, 236 E. Cabrillo Boulevard, Santa Barbara.

For more information, visit the project website at www.SantaBarbaraCA.gov/OliveMill.

At the meeting, you will have the opportunity to visit information stations and speak to experts on various aspects of the project design. The County of Santa Barbara will also be providing information for the nearby San Ysidro/N. Jameson Lane Roundabout Project.

The new Olive Mill/Coast Village Road/North Jameson Lane intersection configuration will eliminate traffic congestion and improve safety for vehicles, bicyclists, and pedestrians. The roundabout project is part of proposed improvements for the north segment of the U.S. Highway 101 High Occupancy Vehicle Lanes Project, and is currently in the preliminary design and project development phase.



Santa Barbara - Olive Mill/ San Ysidro Roundabouts Project

The City of Santa Barbara, County of Santa Barbara, and the Santa Barbara County Association of

SANTABARBARACA.GOV

Attend a community meeting and open house for the Olive Mill/Coast Village Road Roundabout Project on Aug. 29. Speak to experts about the design of both this project and the County roundabout project at San Ysidro Road/N. Jameson Lane.

bit.ly/2MDUvYk



3:23 PM - 20 Aug 2018

4 Retweets 9 Likes

1 4 9

Tweet your reply

Appendix H: Pop-up Events Summary



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA



City and County of Santa Barbara Olive Mill and San Ysidro Road Roundabout Projects

Pop-Ups Summary Report September 26, 2018

Events:

- Montecito Farmer's Market – July 27, 2018
 - Santa Barbara Farmer's Market – July 28, 2018
 - Montecito Farmer's Market – August 10, 2018
 - Santa Barbara Farmer's Market – August 11, 2018
 - Montecito Farmer's Market – August 17, 2018
-

The VMA Outreach Team (Outreach Team) staffed five (5) pop-up events in the Santa Barbara area in preparation for the upcoming Community Informational Meeting and Open House for the Olive Mill and San Ysidro Road Roundabout Projects (Projects). The events included an information table for the Projects with project area maps (boards), Fact Sheets, and Sign-up sheets. Information on the Projects and public meeting was provided to interested community members, as well as an opportunity to sign up to receive updates and notifications from the City and County.

The information table at the events made it possible for stakeholders to learn about the improvement projects for the intersections of Olive Mill and San Ysidro Road, see graphics of areas and features of the Projects, ask questions and leave contact information in order to be added to a City and County mailing list for additional information. The pop-up events served as an opportunity for the Outreach Team to inform the public of the scheduled Community Informational Meeting and Open House, receive feedback from the community and document informal comments.

The following summarizes the events staffed by the Outreach Team and provides a list of (unofficial) comments received. Due to the informal nature of the pop-up events, comments were not solicited on official comment cards.

Montecito Farmer's Market – Friday, July 27

The Montecito Farmers Market is a weekly event and is part of the Santa Barbara Farmers Market Association. There were about 30 community members who visited, stopped, or engaged in verbal discussion with the outreach staff at the information table during the three (3) hour period that the information table was available. The majority of the stakeholders were seeking general information on the Projects. Many stakeholders were supportive and mentioned that it would be a great improvement to the dangerous intersections. Some also expressed concerns over current construction on HWY 101, increased traffic and overall travel experience on Coast Village Road.

Santa Barbara Farmer's Market – Saturday, July 28

The Santa Barbara Farmers Market is a weekly event and is part of the Santa Barbara Farmers Market Association. There were 125 community members who visited, stopped, or engaged in verbal discussion at the information table during the three (3) hour period that the information table was available. The majority of the stakeholders were seeking general information on the Projects including a timeline. Many stakeholders were supportive of the Projects and supportive of roundabouts in general. Several stakeholders mentioned the need for good signage for both pedestrian and bicycle crossings. Some stakeholders stated that while a roundabout at the Olive Mill Road intersection made sense, they could not see a need for the roundabout at San Ysidro Road. Overall, the public seemed to appreciate the effort by the City and County to inform the public about the Projects.

Montecito Farmer's Market – Friday, August 10

The Montecito Farmers Market is a weekly event and is part of the Santa Barbara Farmers Market Association. There were about 30 community members who visited, stopped, or engaged in verbal discussion with the outreach staff at the information table during the three (3) hour period that the information table was available. The majority of the stakeholders stopped by the table to seek general information on the Projects and view the map boards for the Projects. One stakeholder mentioned that some roundabouts work and other do not.

Santa Barbara Farmer's Market – Saturday, August 11

The Santa Barbara Farmers Market is a weekly event and is part of the Santa Barbara Farmers Market Association. There were 135 community members who visited, stopped, or engaged in verbal discussion at the information table during the three (3) hour period that the information table was available. The majority of the stakeholders asked for general information on the Projects. Many stakeholders had concerns about people not knowing how to properly drive roundabouts. Several stakeholders also discussed liking how roundabouts work in Europe.

Montecito Farmer's Market – Friday, August 17

The Montecito Farmers Market is a weekly event and is part of the Santa Barbara Farmers Market Association. There were about 38 community members who visited, stopped, or engaged in verbal discussion with the outreach staff at the information table during the three (3) hour period that the information table was available. Many stakeholders liked the idea of having more roundabouts based off of using them in other places. Some also had concerns about drivers not knowing how to properly drive in roundabouts. Several stakeholders were also worried about construction creating even more traffic.

Some of the verbal comments received included (paraphrased):

1. I like the roundabouts in Europe.
2. Both of the intersections are dangerous so this would be a great improvement.
3. App users (waze, etc.) are causing congestion on existing roundabouts by avoiding the 101 and going into residential areas.
4. This is a good time for construction at Olive Mill.
5. I like the format of the roundabout at Las Positas.
6. Include signage to support the safety of bicyclists using the roundabout.
7. Better pedestrian crossing signage is needed to help travel roundabout and prevent accidents.
8. People need to be taught how to drive roundabouts.
9. Olive Mill needs a roundabout.
10. This is a great idea many places have roundabouts.
11. These Roundabouts make sense but people concerned with the existing 101 FWY construction may not be supportive.
12. Roundabouts work great.
13. This is a very ambitious project.
14. There are sensitivities with new construction with everything the community has gone through in the last nine months.
15. This couldn't come at a worse time.
16. I hope they choose a construction schedule with the businesses in mind.
17. This can't come soon enough.

Questions that regularly occurred in conversation included (paraphrased):

1. What is the need for a roundabout at San Ysidro Road?
2. Are there concerns with these projects?
3. What is the estimated cost?
4. Will you stream the meeting on August 29?
5. What's the status of the construction on the 101 FWY?
6. What are the project benefits and concerns?
7. Will the roundabouts accommodate emergency vehicles?
8. Does this project have anything to do with the mudslides?
9. How long will the project take?
10. Are both projects moving forward or will one be chosen over the other?

LIST OF MATERIALS

The following list of collateral materials were made available at the information table:

1. Olive Mill Road Roundabout Project Fact Sheet (English and Spanish)
2. San Ysidro Road Roundabout Project Fact Sheet (English and Spanish)
3. Olive Mill Road Roundabout Project Map Board (24x36 on easel)
4. San Ysidro Road Roundabout Project Map Board (24x36 on easel)
5. Sign-up Sheets (voluntary/ to receive updates on Projects)

Sample Photographs from Pop-up Events:

Below are photographs from the outreach efforts at the Santa Barbara Farmer's Market.



Montecito Farmer's Market



Appendix I: August 29, 2018 Sign-in Sheets



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



Appendix J: Olive Mill Road and San Ysidro Road Roundabout Projects PowerPoint



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA



Olive Mill Road and San Ysidro Road Roundabout Projects

COMMUNITY OPEN HOUSE – August 29, 2018



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



Olive Mill Road Roundabout Project

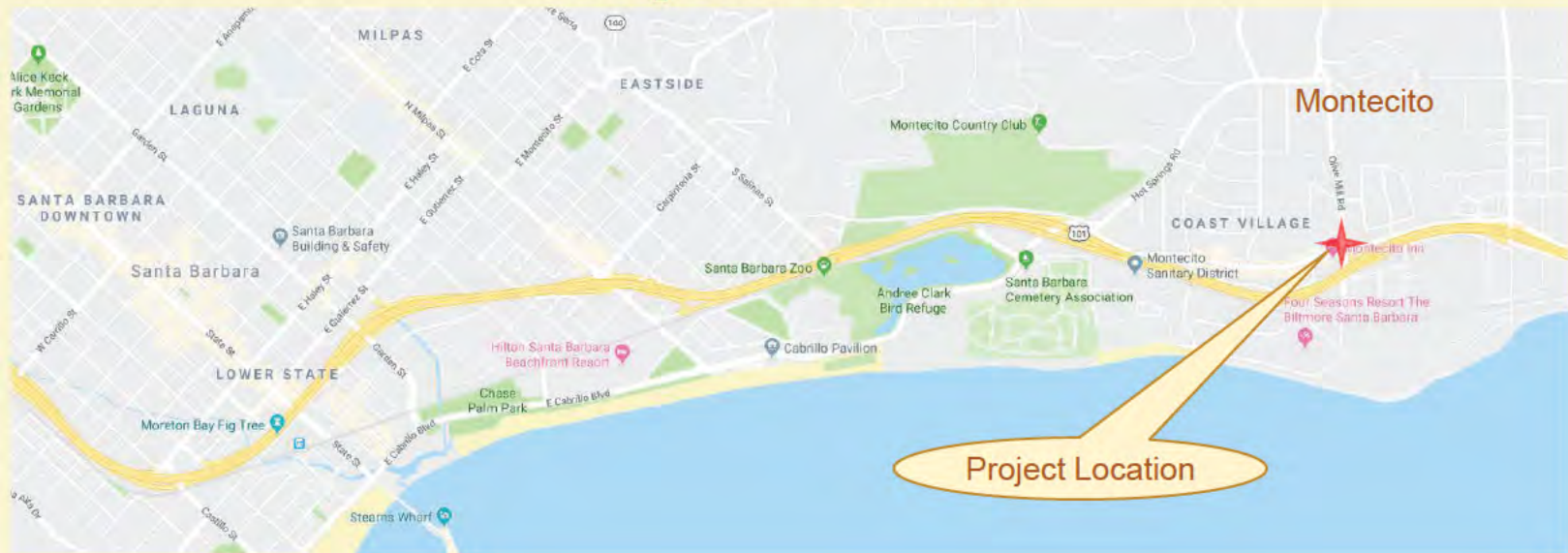


**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Project Location



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Roundabout Project



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Project Benefits



PROVIDES ADA,
PEDESTRIAN AND BICYCLE
FACILITIES



IMPROVES PUBLIC
ACCESS TO COASTAL
RESOURCES



REDUCES CONGESTION /
IMPROVES CIRCULATION
FOR ALL USERS



PROVIDES ENHANCED
COMMUNITY GATEWAY
OPPORTUNITIES



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA



OLIVE MILL ROAD ROUNDABOUT PROJECT

Major Project Constraints



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Roundabout vs. Traffic Signal at the Project Location

- Less Environmental Impacts
- Safety: Traffic Accidents/Injuries Less Severe
- Greater Vehicle Mobility
 - Traffic signal required phasing will queue into Hwy. 101 and Olive Mill Road at the intersection of Coast Village Road and N Jameson Lane causing vehicle delays.



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Roundabout Intersection



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Roundabouts Similar in Size



Las Positas Road/Cliff Drive, Santa Barbara



Los Carneros/Calle Real, Goleta



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Project Review Stages



Note: Multi-jurisdictional project. See San Ysidro Road Roundabout Project Review Stages for County process.



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA



OLIVE MILL ROAD ROUNDABOUT PROJECT

Technical Studies for Project Design and Environmental Review

- Air Quality
- Biological
- Community Impact
- Cultural Resources (Historical and Archaeological)
- Geological/Structural
- Hydrological (Drainage and Water Quality)
- Noise
- Initial Site Assessment / Hazardous Waste
- Traffic and Circulation Analysis
- Visual
- Construction Process



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Current Project Schedule

- Phase I
 - Preliminary Engineering, Environmental Review, and Local Agency Permitting – Spring 2019
- Phase 2
 - Plans, Specifications, and Estimate-Design – To Be Determined
- Construction
 - To Be Determined



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



San Ysidro Road Roundabout Project



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Project Location



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Roundabout Project



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Project Benefits



PROVIDES ADA,
PEDESTRIAN AND BICYCLE
FACILITIES



IMPROVES PUBLIC
ACCESS TO COASTAL
RESOURCES



REDUCES CONGESTION /
IMPROVES CIRCULATION
FOR ALL USERS



PROVIDES ENHANCED
COMMUNITY GATEWAY
OPPORTUNITIES



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Major Project Constraints



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Roundabout vs. Traffic Signal at the Project Location

- Less Environmental Impacts
- Safety: Traffic Accidents/Injuries Less Severe
- Greater Vehicle Mobility
 - Traffic signal required phasing will queue into Hwy. 101 and San Ysidro Road at the intersection of N Jameson Lane causing vehicle delays.



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Roundabout Intersection



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Roundabouts Similar in Size



Las Positas Road/Cliff Drive, Santa Barbara



Los Carneros/Calle Real, Goleta



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Project Review Stages



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Technical Studies for Project Design and Environmental Review

- Air Quality
- Biological
- Community Impact
- Cultural Resources (Historical and Archaeological)
- Geological/Structural
- Hydrological (Drainage and Water Quality)
- Noise
- Initial Site Assessment / Hazardous Waste
- Traffic and Circulation Analysis
- Visual
- Construction Process



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Current Project Schedule

- Phase I
 - Preliminary Engineering, Environmental Review, and Local Agency Permitting – Spring 2019
- Phase 2
 - Plans, Specifications, and Estimate-Design – To Be Determined
- Construction
 - To Be Determined



COUNTY OF SANTA BARBARA



OLIVE MILL ROAD & SAN YSIDRO ROAD ROUNDABOUT PROJECTS

THANK YOU FOR COMING

For more information:

Olive Mill Road Roundabout Project:

Laura Yanez, PE, City Project Engineer (805) 897-2615, LYanez@SantaBarbaraCA.gov
(Habla Español)

San Ysidro Road Roundabout Project:

Walter Rubalcava, PE, County Project Manager (805) 739-8775, Wrubalc@cosbpw.net
(Habla Español)



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



Appendix K: Olive Mill Road Roundabout

Project Purpose and Need PowerPoint



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

NEED AND PURPOSE

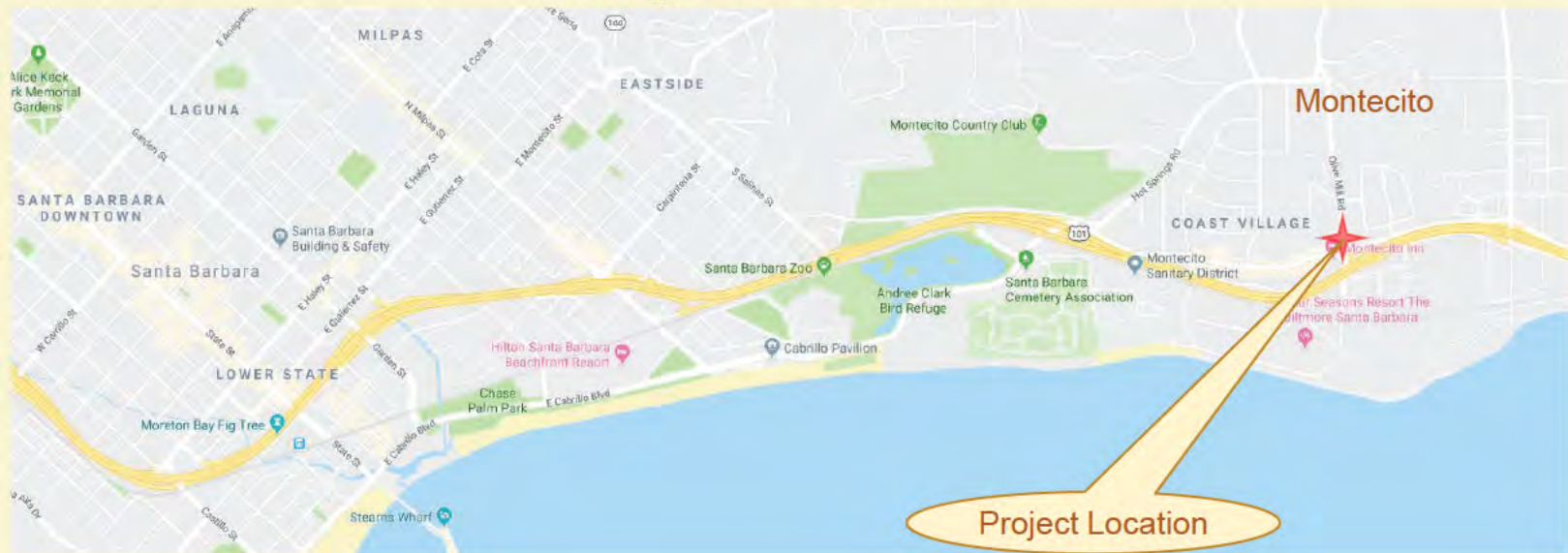


**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Project Location



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Roundabout Project



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Project Benefits



PROVIDES ADA,
PEDESTRIAN AND BICYCLE
FACILITIES



IMPROVES PUBLIC
ACCESS TO COASTAL
RESOURCES



REDUCES CONGESTION /
IMPROVES CIRCULATION
FOR ALL USERS



PROVIDES ENHANCED
COMMUNITY GATEWAY
OPPORTUNITIES



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA



Appendix L: San Ysidro Road Roundabout Project Purpose and Need PowerPoint



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



SAN YSIDRO ROAD ROUNDABOUT PROJECT

NEED AND PURPOSE

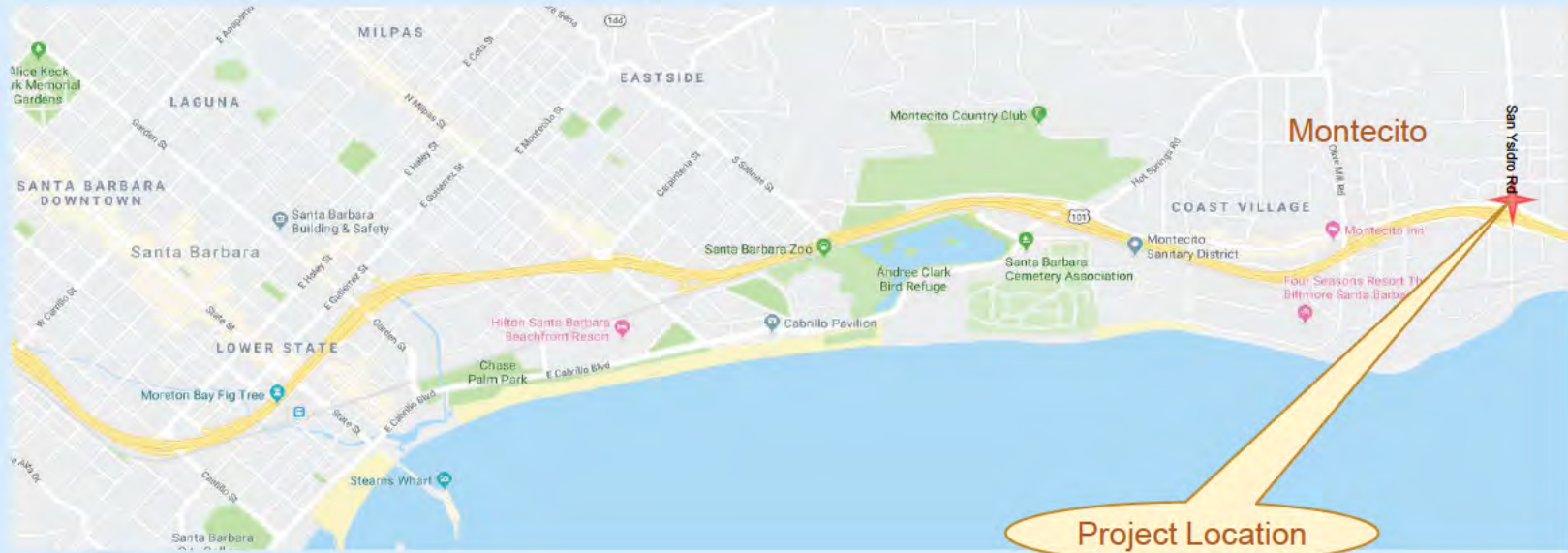


COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Project Location



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Roundabout Project



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Project Benefits



PROVIDES ADA,
PEDESTRIAN AND BICYCLE
FACILITIES



IMPROVES PUBLIC
ACCESS TO COASTAL
RESOURCES



REDUCES CONGESTION /
IMPROVES CIRCULATION
FOR ALL USERS



PROVIDES ENHANCED
COMMUNITY GATEWAY
OPPORTUNITIES



COUNTY OF SANTA BARBARA



Appendix M: Olive Mill Road Roundabout Project Design: Roundabout, Geometrics, Constraints/Traffic Operations PowerPoint



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA



OLIVE MILL ROAD ROUNDABOUT PROJECT

DESIGN: Roundabout, Geometrics, Constraints / Traffic Operations



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Roundabout Intersection



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Roundabouts Similar in Size



Las Positas Road/Cliff Drive, Santa Barbara



Los Carneros/Calle Real, Goleta



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Major Project Constraints



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Roundabout vs. Traffic Signal at the Project Location

- Less Environmental Impacts
- Safety: Traffic Accidents/Injuries Less Severe
- Greater Vehicle Mobility
 - Traffic signal required phasing will queue into Hwy. 101 and Olive Mill Road at the intersection of Coast Village Road and N Jameson Lane causing vehicle delays.



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



Appendix N: San Ysidro Road Roundabout Project Design: Roundabout, Geometrics, Constraints/Traffic Operations PowerPoint



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

DESIGN: Roundabout, Geometrics, Constraints / Traffic Operations



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Roundabout Intersection



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Roundabouts Similar in Size



Las Positas Road/Cliff Drive, Santa Barbara



Los Carneros/Calle Real, Goleta



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Major Project Constraints



COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Roundabout vs. Traffic Signal at the Project Location

- Less Environmental Impacts
- Safety: Traffic Accidents/Injuries Less Severe
- Greater Vehicle Mobility
 - Traffic signal required phasing will queue into Hwy. 101 and San Ysidro Road at the intersection of N Jameson Lane causing vehicle delays.



COUNTY OF SANTA BARBARA



Appendix: O: Olive Mill Road and San Ysidro Road Roundabout Projects Environmental Process/Project Schedule PowerPoint



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA



OLIVE MILL ROAD & SAN YSIDRO ROAD ROUNDABOUT PROJECTS

Environmental Process/ Project Schedule



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD ROUNDABOUT PROJECT

Project Review Stages



Note: Multi-jurisdictional project. See San Ysidro Road Roundabout Project Review Stages for County process.



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA



SAN YSIDRO ROAD ROUNDABOUT PROJECT

Project Review Stages



COUNTY OF SANTA BARBARA



OLIVE MILL ROAD & SAN YSIDRO ROAD ROUNDABOUT PROJECTS

Technical Studies for Design and Environmental Review of Projects

- Air Quality
- Biological
- Community Impact
- Cultural Resources (Historical and Archaeological)
- Geological/Structural
- Hydrological (Drainage and Water Quality)
- Noise
- Initial Site Assessment / Hazardous Waste
- Traffic and Circulation Analysis
- Visual
- Construction Process



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



OLIVE MILL ROAD & SAN YSIDRO ROAD ROUNDABOUT PROJECTS

Current Schedule for Projects

- Phase I
 - Preliminary Engineering, Environmental Review, and Local Agency Permitting – Spring 2019
- Phase 2
 - Plans, Specifications, and Estimate-Design – To Be Determined
- Construction
 - To Be Determined



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



Appendix P: August 29, 2018 Comments Cards



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**





COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

I Am totally in agreement
for this round about as a
way to increase traffic
flow which is terrible
right now.

Also support widening
of 101
Thanks!



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

CONCERNED ABOUT PEDESTRIAN
ACCESS ALONG N. JAMESON RD.



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018

COMMENT CARD:

COMMENT:

WE NEED A Public Meeting!!



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

WE ARE VERY OPPOSED TO A
ROUNDABOUT AT SAN YSIDRO!
IT WILL CHANGE THE
CHARACTER OF THE NEIGHBORHOOD
& THE SAFETY ISSUE FOR
PEDESTRIANS & BICYCLISTS IS
A BIG CONCERN & HAZARD!



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

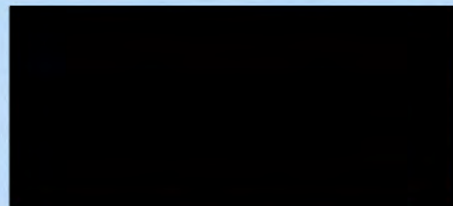
Why have Community Forums if you do not listen to the Residents' Input?

CalTrans created this mess by closing the southbound on-ramp at Cabrillo Blvd. Open it up again!!!

This Roundabout is a waste of money. Why not use a traffic cop 2 times a day when before and after work traffic is heavy?

This intersection is heavily used by pedestrians and bicyclists. A roundabout like this will create accidents.

I am very disappointed that this community meeting has been nothing but a "show & tell". The County and CalTrans asking for community input is just a farce.





COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

I hear the concerns of parents regarding children crossing at San Ysidro to get to the beach. Is it possible to construct an underpass for bikes and pedestrians at the time of construction, similar to that at Butterfly lane. Adding to the projected cost would be less of a problem than trying to rectify^{it} after the construction.

There are also concerns about pedestrian crossing at Olive Mill. I would be interested to know how effective^{are} the flashing lights on Milpas crosswalks. It may give pedestrians a false sense of security or it may be a reliable alert system for drivers.



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

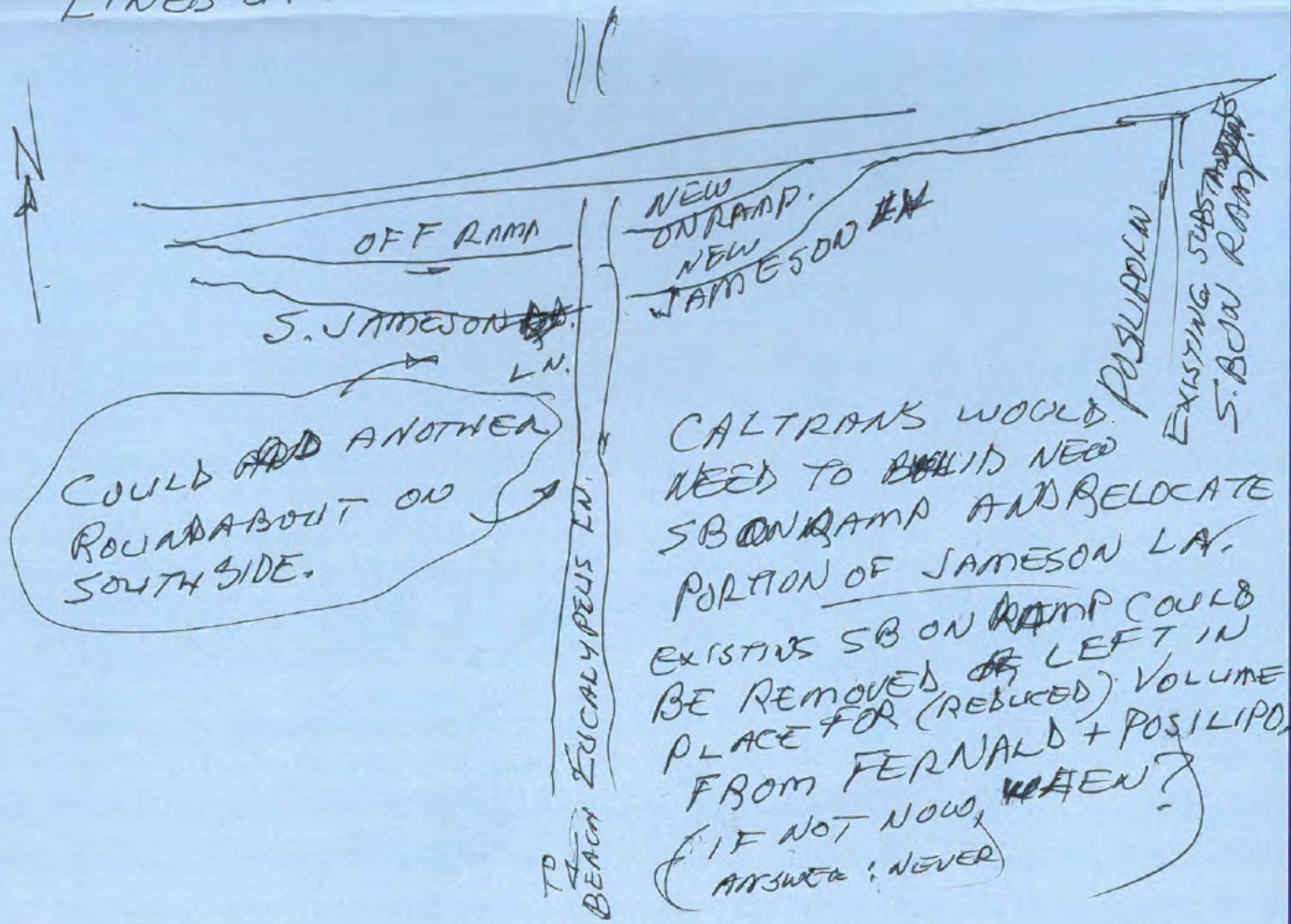
Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

ROUNDABOUTS - GOOD JOB!
SOUTH SIDE OF S.Y. INTERCHANGE NEEDS
TO BE "NORMALIZED" i.e., SOUTHBOUND
ON + OFF RAMP LINED UP, JAMESON RD.
LINED UP.





COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018

COMMENT CARD:

COMMENT:

ART IN THE MIDDLE



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

Danielson Rd is majorly impacted by all the work. Please put speed bumps & more CHP to SLOW Down traffic!



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018

COMMENT CARD:

COMMENT:

I do not see a need for this project. Olive Mill ~~should be~~ is much more important.



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

I strongly favor both ROUNDABOUTS,
BUT I believe the Northbound ramp
@ SAN YSIDRO COMES IN TOO
TANGENTIALLY



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

Traffic circle at a single lane does not address pedestrian & bike usage nor large trucks, buses & RVs

- Does this project increase traffic on Jameson & Coast Village Roads?



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

I personally find roundabouts confusing and dangerous.

I believe the "need" is due to the out-of-scale, huge, and unconscionably intrusive buildings — the Miramar and the mixed-use building on Olive Hill (replacing the gas station).

How did those 2 buildings get passed by all those commissions?



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

Roundabouts are great all throughout Europe and Australia.

The crosswalks provide a safe place to wait and create a well defined section to cross.

Keep the barrier in front of the Juice Ranch, just make it look nicer. It helps prevent people from cutting through all day long.

H.O.V. lane south bound in the AM is an unnecessary restriction. The extra lane is great.



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

As a 25 year resident of the Hedgerow
I would like to express my strenuous opposition
to the SYR Round about.

It is my belief that it will create a
new set of problems particularly pertaining to
traffic at SYR and north Jameson -
when north Jameson traffic backs up
bound





COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

I live very close to the proposed project
I also live close to the Miramar Hotel
These two massive projects will change
the face of the neighborhood FOREVER

10 million dollars spent on roundabouts
that will not solve a problem that a
traffic cop can solve.

The backup occurs 2 times a day
only -

Consider the disruption - prior to
the next disruption when the freeway
is widened -

you will end up with a massive
concrete white elephant.

How did Caruso get out of his roundabout?



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

San Ysidro Lane Roundabout

This enormous expenditure and eye-sore is really only to solve a 2-3 hour, ~~problem~~ 5 day a week challenge. Bring Hire a traffic control officer!

If you must construct this monstrosity in our little rural community, consider pedestrian safety!

- Consider night sky light pollution!
- Consider Kids & elders!!!

Roundabouts are not geared for pedestrians!

Cars are focussed on their left, readying to charge! Kids come from both sides.

This is not safe.

Slow Down at San Ysidro - our kids live here!



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

There ~~is~~ are so many problems w/ this project.

- 1) It's interesting that the computer animation only showed cars moving. We have kids + dogs + must be able to walk to the beach w/o getting creamed by some bozo looking @ WAZE as he accelerates into the roundabout to head home to Oxnard, Camarillo or wherever.
- 2) I ask you to try this:
get a 9 year old, a 3 year old in a stroller & a small dog. Walk from my driveway [redacted] to Miramar beach on a Friday @ 5. Then try doing it from Rite Aid on Mulpas through that roundabout +/or from VONS down to the bird refuge. →



CONDADO DE SANTA BARBARA



Proyecto de Glorieta San Ysidro Road

Reunión Informativa y Jornada de Puertas Abiertas

29 de agosto de 2018

TARJETA DE COMENTARIOS:

NOMBRE:		ORGANIZACIÓN/ AFILIACIÓN:	
DOMICILIO:		CORREO ELECTRÓNICO:	
CIUDAD:	ESTADO:	CÓDIGO POSTAL:	

COMENTARIOS:

Do you really feel like the latter two
feel safer ???



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

How many traffic accidents
have occurred on San Ysidro
& Jamison in the past
two years —

Same for Olive Mill &
Coast Village rd ?



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

I am For the roundabout, but am concerned with the crosswalks.

Can we add flashing crosswalks?



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

This project seems fine.
I understand it will help the traffic flow before, during and after the 101 widening.
I think the Olive Mill Road / Coast Village Road roundabout is much higher priority for building first.

Please strongly consider safe pedestrian walking through / around the roundabout, and please go out and talk to the Santa Barbara triathletes and road bike groups. Go to their associations and meet them down where they gather at East Beach / Cabrillo Bath House and talk to them about this project.



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

I'm really concerned about -

1) Pedestrians crossing over the SY bridge with kids and pets - dangerous with traffic that does not stop.

2) bright lighting that will be required

3) How it will change the semi-rural feeling of this main entrance to Montecito, with a concrete/urban monstrosity, affecting real-estate value.

4) Will it encourage more people to get off 101 at rush hour, clogging neighborhood streets more?



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

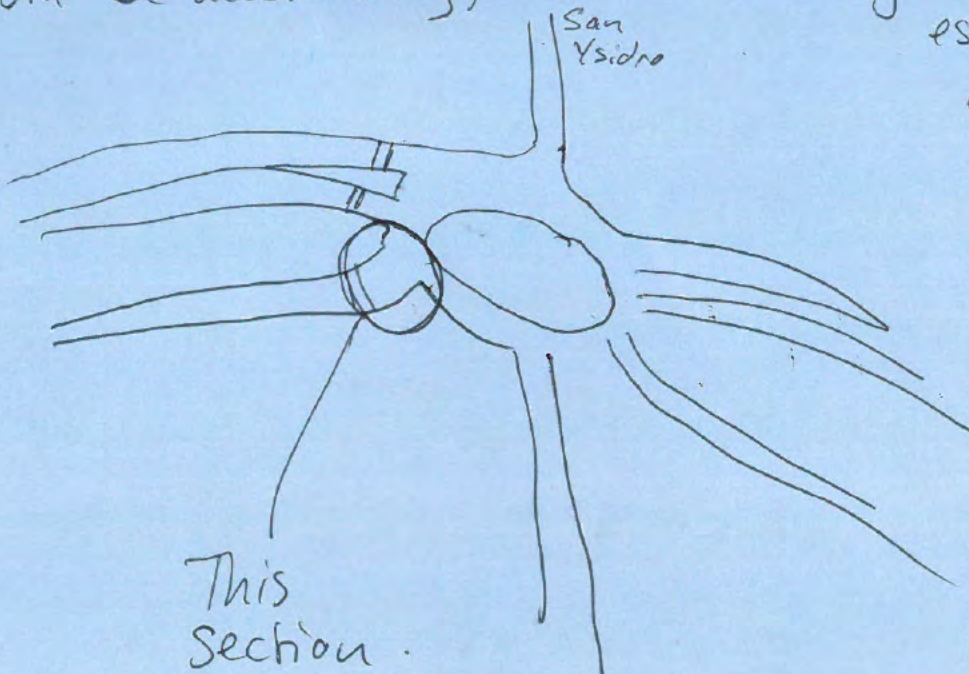
Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

Please consider slowing down vehicles exiting roundabout and entering Northbound Freeway entrance in order to protect pedestrians trying to cross. This is the place where cars will be accelerating, an obvious danger to a pedestrian especially children, elderly or disabled.



Thanks!
↙



COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018

COMMENT CARD:

COMMENT:

I am completely in favor of the roundabout plans. Please notify me of future meetings, especially when the public can speak.

Very impressive open house!





COUNTY OF SANTA BARBARA



San Ysidro Road Roundabout Project

Community Informational Meeting and Open House

August 29, 2018

COMMENT CARD:

COMMENT:

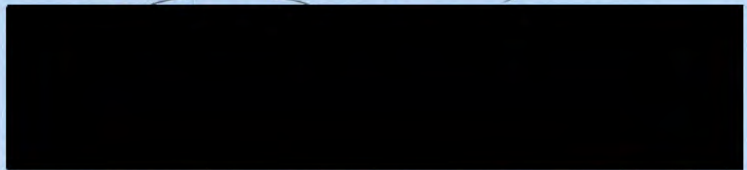
Attached are seven documents to support my position of delaying or reversing its construction position (to be post-noon on and off ramps at Cabrillo/101).

My comments can be summarized into two issues: structural and safety long term.

1. structural: traffic count significant anomalies, size, scope, CalTrans specs for lighting and bridges and seismic standards.

2. Long term Safety: after January 9, 2018 Debris Flow, Montecito suffered greatly. Public agencies feel no improvements or dollars planned to be spent on replacing 2 Montecito bridges (Carpinteria is getting 6 new ones now) AND no increases in drainage (water or mud) while Carpinteria gets 6 ~~new~~ newly expanded drainage culverts/ huge size. Montecito needs new ~~drains~~ and bigger drainage culverts.

Thank you for your consideration,





CONDADO DE SANTA BARBARA



Proyecto de Glorieta San Ysidro Road

Reunión Informativa y Jornada de Puertas Abiertas

29 de agosto de 2018

TARJETA DE COMENTARIOS:

NOMBRE:		ORGANIZACIÓN/ AFILIACIÓN:	
DOMICILIO:		CORREO ELECTRÓNICO:	
CIUDAD:	ESTADO:	CÓDIGO POSTAL:	

COMENTARIOS:

attached are seven docs

Transportation Committee Meeting

September 26, 2017

Agenda

- 20 min Suitability of a 3-way stop sign at the corner of Sheffield and 192
- 45 min Roundabouts on Olive Mill and San Ysidro at north Jameson
- 20 min Desirability on whether MA letter should be written to Supervisor Williams on what actions should be requested, if any, with respect to these issues
- 5 min If yes and letter approved by Board how to best disseminate?
 - Membership
 - articles at Montecito Journal and Independent
- Adjourn

Current Status of Traffic Hazard Corner of Sheffield and Hwy 192

- Traffic along major arteries in Montecito has increased markedly during periods of peak freeway traffic
- Fence located on the southeast corner of Sheffield Drive and Highway 192 obstructs the ability of vehicles traveling north on Sheffield to see oncoming vehicles on Highway 192 traveling east-to-west when stopped at the stop sign
 - To see the oncoming traffic requires edging one's vehicle beyond the white stop line
 - At that point one is then in the direct line-of-transit of oncoming vehicles on Highway 192 heading west-to-east
- For a number of years Valley Club, County Transportation and Caltrans have been made aware of an accident in the making
- The fence is on Valley Club property
- As a result there are limited options available to the County and to Caltrans to remedy this situation
 - Caltrans might put in a 3-way stop sign, but needs evidence that there is truly a problem
 - Apparently an accident or accidents are required to trigger a review
 - The County has no jurisdiction other than considering eminent domain
- It has been suggested to Valley Club board members to either:
 - Remove the dark green plastic that is braided into the chain link fence on the Sheffield side and the dense foliage along the fence on the East Valley side – might be sufficient
 - Move the current fence line back in such a way that motorists have a clear line-of-sight of traffic driving west
- Valley Club has opted to do nothing

Current Status of OM and SY Roundabouts

- Study has been funded for \$850,000 to do a 30% design of roundabouts at San Ysidro and Olive Mill.
 - No money is yet available for 100% design or for construction
 - Still unclear whether final decision, even assuming funding is available, is with County Board of Supervisors or Caltrans
 - No doubt since City will be involved with OM there will be further discussion wrt the Cabrillo underpass as well

- Current uncertainties at SY
 - Would it be large enough to accommodate a circle big enough for large trucks/semis to negotiate
 - Would you need to reconfigure/ improve the south-side
 - Would a roundabout change the feel and the aesthetics of that part of Montecito?
 - Lighting/landscaping considerations
 - Caltrans role
 - Is there veto power over shoddy design
 - considerations of other solutions that are less expensive and intrusive (see Didier Analysis)

Current Status of OM and SY Roundabouts (cont'd)

- On August 16 there were a set of briefings to MPC Commissioners on the Highway 101 HOV Lane project and related interchange improvements
 - Gist of public comments
 - Roundabout at San Ysidro solution looking for a problem
 - pushback to Scott McGolpin's statement that San Ysidro intersection with 101 did not meet County Level of Service requirements and thus needed an expensive construction remedy.
 - Order of proposed parallel project fixes seems wrong since the principle reason for enhanced congestion on city/county roads was due to a 3-2-3 laned 101 through Montecito leading to commuters looking for alternate routes to avoid slowdowns
 - Removal of the Cabrillo south onramp exacerbated traffic immediately parallel to 101 by congesting Coast Village Road; hence encouraging commuters to use other routes through Montecito to avoid this congestion
 - Points made by community were that congestion occurred only during morning and afternoon rush hour and for a very limited time. Hence traffic signs and or traffic monitors could be used to deal with this congestion.
 - These solutions were more in line with a semi-rural environment.
- As fixes to both of these items might take more than a dozen years, the Montecito Association stated that City, County and Caltrans should fix the urban congestion first - Cabrillo/Hot Springs and Olive Mill - and then revisit whether a roundabout is still needed at San Ysidro
- Concluding remarks made by Commissioners were:
 - MPC wants permitting authority over roundabout at San Ysidro
 - Montecito Community is not averse to roundabout at Olive Mill but strongly opposed to one at San Ysidro
 - Commissioners agreed with Community speakers that improvement projects should tackle the big problems causing traffic congestion first - Cabrillo/Hot Springs and Olive Mill intersections with 101 - and take a wait and see approach to San Ysidro
 - In the interim consider use of traffic monitors during the morning and evening rush hours to ameliorate congestion at northern intersection of San Ysidro and Jameson; and installation of 4-way stop sign at southern intersection of San Ysidro and Jameson. Both of the suggested remedies would be significantly less expensive than a 5-10 million dollar roundabout.

Snapshot Analysis

8/21 thru /24 2017

- This week has been a duplicate of a number of other weeks of observations about the SYR/N. Jameson intersection. In other words, the experience I have observed this week has been repeated dozens of times this past year.
 - August 21, Monday, 4:00pm: Intersection has 3-5 cars total for all directions.
 - August 22, Tuesday, 4:00pm: Intersection shows 3-5 cars total for all directions.
 - August 23, Wednesday, 4:00pm : intersection has 3-5 cars total for all directions.
 - August 24, Thursday, 4:00pm: intersection has 3 or fewer cars in every direction except for N. Jameson which was backed up with 20 cars (all rushing to get to Carpinteria, Ventura, or points south) all the way to the Montecito Creek bridge.
- The life observations of many of us who live in the Hedgerow does not match the traffic counts and other flow statistics cited in the various reports (e.g. Kittelson & Associates, etc.) and expressed by County, Caltrans, and SBCAG in various public meetings. I do not know why this happens with some regularity, but happen it does. This past Monday, Tuesday, and Wednesday there was very little southbound traffic on 101 at 4:00pm (in addition, my wife left her office in Goleta at 5:00pm and sailed through the 101 at 65 mph on Monday, Tuesday, and Wednesday, but not today, Thursday). I drove the 101 yesterday and Tuesday at 4:00pm and sailed along at 65mph. WHY? I have not heard an explanation even after asking Caltrans and SBCAG. Until we have a better handle as to the 'why', 'when', etc. should we not wait? In other words, there are certain days and certain hours when there are measurable traffic delays at SYR/N. Jameson intersection, but it does not necessarily occur every workday from 3:30pm to 6:30pm. Perhaps a detailed time log with confirming pictures recorded over a period of months, after the Miramar has been opened, etc., then we would be able to have intelligent answers to these seemingly contradictory observations and measures. If we can see beautiful images captured in nature films (using iPhone video) through time-lapse photography, why can't we have a daily time-lapse photography of this intersection for five afternoons per week?
- To me, these reoccurring observations reinforce the points made at the MPC meeting last week about not moving forward until we can get some accurate counts. Accurate traffic counts will impact your decisions. Following a Pareto analysis of the intersection, one can see there are approximately 15 to 20 hours per week, Monday through Friday when traffic is sometimes backed up, primarily in one lane of N. Jameson heading west. That represents a problem occupying 10%-12% of the available intersection time (i.e. 168 hours) for that location. I know the cost number cited at the meeting for cost was \$5 -10 million, but that does not include any of these MPC meetings nor any of the other meetings, since 1992, on this subject. I dare say that this roundabout will have a true, inclusive price tag of \$10 to 15 million for a 10% problem. BTW, this problem was half of what it is today when we moved here 30 years ago. I again request that we consider a Traffic Control Officer (currently in the \$50 to \$95 per hour range) for the next 3-4 years while the 101 proceeds to add a lane and the southbound ramp at Cabrillo is opened. My quick calculation shows that if we take the midpoint in the pay scale above, that in two years we will have spent only \$108,000, four years at \$216,000. A bargain. And we will also have moved the one stacked up lane (N. Jameson) through the clogged intersection 2 to 4 times more quickly than at present (so our current level of service or satisfaction will improve while we wait for accurate numbers). Seems like a win-win to me.
- In walking my dog yesterday across the bridge, I encountered: a senior citizen moving slowly with a cane, a mom pushing a double stroller with two children inside and a couple of bags, seven bicyclists, myself and my dog and one other person walking their dog, etc. This is not an unusual occurrence. I am agreeing with all of the Montecito speakers at last week's MPC meeting that not enough thought has gone into safety of all non-car or non-truck traffic.

From:
Sent:
To:
Subject:



Hi all,

Since I live 600 feet from the above intersection and see the traffic every single day and at various times each day, I thought I would share a small snapshot of recent experiences this week at the intersection. I trust you will find this interesting, but if you desire to no longer receive any more information on this subject from me, please send me an email asking that I remove you from future observations. David, please share this with members of the MPC since I do not have their email addresses.

This week has been a duplicate of a number of other weeks of observations about the SYR/N. Jameson intersection. In other words, the experience I have observed this week has been repeated dozens of times this past year.

1. August 21, Monday, 4:00pm: intersection has 3-5 cars total for all directions.
2. August 22, Tuesday, 4:00pm: intersection shows 3-5 cars total for all directions.
3. August 23, Wednesday, 4:00pm : intersection has 3-5 cars total for all directions.
4. Today, August 24, Thursday, 4:00pm: intersection has 3 or fewer cars in every direction except for N. Jameson which was backed up with 20 cars (all rushing to get to Carpinteria, Ventura, or points south) all the way to the Montecito Creek bridge.

I raise this recurring observation for a few reasons:

1. The life observations of many of us who live in the Hedgerow does not match the traffic counts and other flow statistics cited in the various reports (e.g. Kittelson & Associates, etc.) and expressed by County, Caltrans, and SBCAG in various public meetings. I do not know why this happens with some regularity, but happen it does. This past Monday, Tuesday, and Wednesday there was very little southbound traffic on 101 at 4:00pm (in addition, my wife left her office in Goleta at 5:00pm and sailed through the 101 at 65 mph on Monday, Tuesday, and Wednesday, but not today, Thursday). I drove the 101 yesterday and Tuesday at 4:00pm and sailed along at 65mph. WHY? I have not heard an explanation even after asking Caltrans and SBCAG. Until we have a better handle as to the 'why', 'when', etc. should we not wait? In other words, there are certain days and certain hours when there are measurable traffic delays at SYR/N. Jameson intersection, but it does not necessarily occur every workday from 3:30pm to 6:30pm. Perhaps a detailed time log with confirming pictures recorded over a period of months, after the Miramar has been opened, etc., then we would be able to have intelligent answers to these seemingly contradictory observations and measures. If we can see beautiful images captured in nature films (using iPhone video) through time-lapse photography, why can't we have a daily time-lapse photography of this intersection for five afternoons per week?
2. To me, these reoccurring observations reinforce the points made at the MPC meeting last week about not moving forward until we can get some accurate counts. Accurate traffic counts will impact your decisions. Following a Pareto analysis of the intersection, one can see there are approximately 15 to 20 hours per week, Monday through Friday when traffic is sometimes backed up, primarily in one lane of N. Jameson heading west. That represents a problem occupying 10%-12% of the available intersection time (i.e. 168 hours) for that location. I know the cost number cited at the meeting for cost was \$5 -10 million, but that does not include any of these MPC meetings nor any of the other meetings, since 1992, on this subject. I dare say that this roundabout will have a true, inclusive price tag of \$10 to 15 million for a 10% problem. BTW, this problem was half of what it is today when we moved here 30 years ago. I again request that we consider a

Traffic Control Officer (currently in the \$50 to \$95 per hour range) for the next 3-4 years while the 101 proceeds to add a lane and the southbound ramp at Cabrillo is opened. My quick calculation shows that if we take the midpoint in the pay scale above, that in two years we will have spent only \$108,000, four years at \$216,000. A bargain. And we will also have moved the one stacked up lane (N. Jameson) through the clogged intersection 2 to 4 times more quickly than at present (so our current level of service or satisfaction will improve while we wait for accurate numbers). Seems like a win-win to me.

3. In walking my dog yesterday across the bridge, I encountered: a senior citizen moving slowly with a cane, a mom pushing a double stroller with two children inside and a couple of bags, seven bicyclists, myself and my dog and one other person walking their dog, etc. This is not an unusual occurrence. I am agreeing with all of the Montecito speakers at last week's MPC meeting that not enough thought has gone into safety of all non-car or non-truck traffic.

This anomaly mentioned above has been nagging at me since the start of my involvement in these SYR/N. Jameson discussions, and I thought you should hear the observations and perspective of someone who actually looks at, walks, and drives this intersection multiple times each day. I hope this helps your decision process.

Thank you all,

██████████

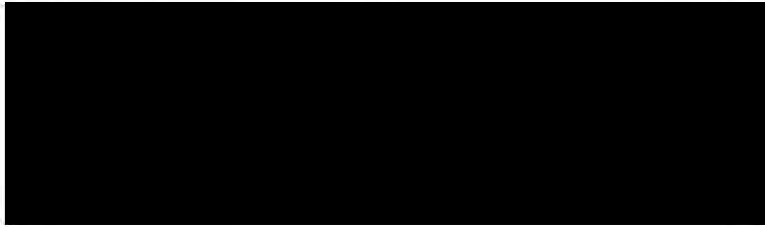
Montecito Association Transportation Committee Meeting 7-25-17

Re: Proposed Roundabout at San Ysidro Road and North Jameson

As a neighbor of the project within 100 yards, I would like to offer my comments on this idea:

1. Montecito is deemed a rural or semi-rural area. We do not have concrete sidewalks except in commercial areas. From the intersection of San Ysidro and Jameson, we have a decomposed gravel path on only one side of San Ysidro. The ill-fitting contrast with a very large concrete roundabout could not be more obvious.
2. My family has lived in the Hedgerow for 30 years. The only time we noticed traffic in this area was after Cal Trans closed the southbound 101 onramp at the Bird Refuge. We believe that the traffic counts and volumes will reduce to more historic levels once the 101 onramps are restored.
3. Lighting. Along with our neighbors, we pay taxes and enjoy the star lit sky at night. This is possible because there are no streetlights around this area. With the roundabout will come bright lighting and the city and commercial perceptions we do not want.
4. Having lived here 30 years, I can attest to the uncounted volumes of children, families, seniors, strollers, wheelchairs, walkers, bicyclists, etc. that travel on foot from the hedgerow area on both sides of San Ysidro, cross the bridge, and go to the beach, All Saints church, etc. and then return. How will this plan move hundreds of people per week back and forth through what will be a dangerous roundabout intersection?
5. Why does this roundabout have to be built to accommodate semi-trucks? This unneeded requirement makes the roundabout much larger than needed. We have been more than adequately served by this current intersection. If a roundabout is deemed absolutely necessary, a perception we insist will be incorrect once all the on and off ramps in Montecito are built, then a smaller roundabout (more like the smaller one in SB at Sycamore canyon Road / Eucalyptus Hill/ Salinas Street) would be preferred.
6. From reading some of the news reports about this project and the commitment of almost one million dollars to "study" the proposal, has the decision to build this monstrosity has already been made? Why were not any of the property owners within the affected area notified? Is the current goal to be so far down the development path on this project that it simply will be done - -like a runaway train? Regardless as to how it affects neighbors and solves a problem that will not exist? Why not wait to see if there is even a problem that requires this magnitude of a "fix"? Ultimately, we taxpayers will spend \$5 million to \$10 million dollars on the questionable benefits of this "fix".

From:
Sent:
To:
Subject:
Attachments:



Andy,

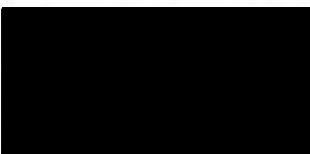
Thank you for taking time to review this short compilation of recent observations re: Measure A, SB1, and past and present lawsuits. My contributions to you and COLAB over the years are no longer an obtuse subject that does not affect me and neighbors.

And, yes, myself and other residents of Montecito have been already told by CalTrans, Co Public Works, and Das Williams that "Debate is over; just accept what we give you". But we do not want to stop improving this 200 year freeway project. You see, the 101 changed from two lanes to four lanes in front of the Miramar Hotel in 1954 to 1957. You will notice that the original "30 year useful life" cycle CalTrans uses for its older freeway construction has ballooned to now being 64 years old (yes, I drive the bumpity-bump concrete slabs along the 101 stretch in Montecito every day). My goal is not to further delay the 101 Project (many others have succeeded in doing that). My goal is to recognize what is prudent use of public funds for the next 64 + years.

TRAFFIC: My neighbors and I, at public meetings, claim, and even some of the traffic engineers agree, the cause of huge traffic snarls every Monday through Friday on surface streets of Montecito was the unnoticed closure of southbound Hot Springs/bird refuge onramp by CalTrans. When I asked CalTrans in a public meeting why don't they build the new on/off ramps at Hot Springs and 101 before they build the two roundabouts at Olive Mill and San Ysidro Road (as this would also allow CalTrans, SBVCAG, County Pub Works to measure the ongoing real impact of the new Miramar Hotel and other influencers which goes live in January 2019), they told us that it was "impossible" to change the construction phasing. Having grown up in a family of engineers and general contractors, I know that timelines and phasing can be changed if it is deemed important. Many of us believe the points in the attached letter are very important.

SAFETY: After five evacuations this year and having been (water) flooded in my home here in 1995 and 1998, the inter-related subjects of bridges, culverts, and roundabouts needs a significantly more thorough vetting by all interested parties. After my five meetings from last summer, it is obvious that no entity has addressed these subjects; but all express an urgency to "pour concrete now".

Again, thank you for any consideration you make. My SBCAG wife tells me that the Measure A Oversight Committee is the only legal entity that SBCAG and CalTrans feel they need to answer to.



June 15, 2018

Open Letter RE: Montecito's Future

Background: For the past nine months, I have attended four or five meetings re: Montecito and Hwy 101. These included public meetings with Das Williams, CalTrans, County Public Works, Montecito Planning Commission, etc.

I have now become aware that SBCAG is having a special workshop (which IS a public meeting and speaker slips should be available) on June 21, 2018 from 8:30am to 10am in the Board of Supervisors conference room, 105 East Anapamu St.

On the agenda will be the Phase 4 Widening Project (this covers almost all the work to be done in Montecito in the next five years) and Parallel Projects, which include two projected roundabouts (one at Olive Mill and Coast Village Road/101 and one at San Ysidro Road and 101).

This is the first meeting to update (approve?) the Measure A Strategic Plan for the next five years. SBCAG just received \$183 million dollar in SB1 Funds. The County (and County Public Works) also received some large amounts of SB1 funding.

This is the perfect time to raise the issues many of us raised at the meetings of 2017 and 2018:

1. Why are no (as in none!) bridges in Montecito being planned to have any repairs, improvements, or replacements? Carpinteria is getting six new bridges, right now. Montecito's bridges were built in the 1950's (older than some of Carpinteria's bridges) and the roadway width, the sidewalks, and the railings (among other items) do not meet the current safety standards of any public agency in California.
2. With the recent debris flow tragedies for hundreds of homeowners in Montecito, why is Carpinteria is getting the benefit of having Hwy 101 roadbed being raised an average six feet higher than the old Hwy 101 of last year, while Montecito is getting not one single inch of increased height to protect itself from future flooding and debris flows?
3. It should be obvious that Carpinteria is having its drainage channels for water and debris significantly increased in its flow capacity. Montecito, in the current Hwy 101 plan, does not get a single improvement to all that water and debris that wants to flow from the mountains to the ocean. We have been told Montecito could suffer from more debris flow damage possibly for the next 3 to 5 years. The long-term historians among us would say, this has happened before and will happen again. All this lack of action for Montecito is still planned, even after Montecito has suffered more damage and death from January 9, 2018 flows than all other communities of SB County combined in the entire history of SB County!

4. Why do the brand new planned freeway lanes through Montecito have to be narrower than the same three lanes in SB or Carpinteria? Because no changes are planned for the bridges, and thus no room for normal CalTrans width and shoulders. Every other geographic area in SB County gets regulation lane width and shoulders, except Montecito.

- Our current bridges and drainage capacity (i.e. culverts, etc.) were designed and built in the 1950's; are we seriously supposed to think that these bridges and drains will be fine for another 50-60 years? That Montecito will never again have water or debris flows such as we have experienced many times in the past.

5. In the meetings I have attended, I have asked and received poor answers to simple questions.

- a. Why is there no plan or provision for pedestrians, kids, strollers, and bicyclists for the two proposed roundabouts? What happens when the Miramar Hotel opens and reaches 90+% occupancy like the other local hotels? Also, not studied.
- b. I have done my own three month study of every Monday through Friday traffic counts at SYR and North Jameson Lane (before the Thomas Fire) at the all-important and consultant cited time of 4-6pm. Why is it that none of my data matches what is in the consultant's report as one of the primary reasons for that roundabout?
- c. Why were the public residents of Montecito not invited to participate in the planning process for these two permanent, huge, and significant changes to Montecito until last year? If my neighbor down the street wants to build even a large doghouse, I will be alerted to the upcoming planning meeting to offer my comments. In contrast, each of these roundabouts will cost about \$10 million (all in)! We were then told by public agency attendees that certain departments have been working on one aspect or another of these two projects for ten years and no public input. Why?
- d. Why does it seem to many of us who attended these meetings that the decision to short-change Montecito has already been made by a number of public agencies. Some public agencies implied to us that we were wasting our time to try to change, delay or perhaps, not build everything to quantity, size, and scale that the public agencies are envisioning.
- e. I have heard, on multiple occasions that CalTrans, SBCAG, the County, the City of SB, and our elected officials are upset over the perceived Montecito-caused delays and lawsuits involved with the HWY 101 Project and intend to "punish" Montecito for trying to retain our semi-rural community. Have we not been punished enough for the next five years (debris flows) and forever (trying to picture children and grandchildren navigating the huge car-only designs that will have been shoved down our throat)?

I will be out of town on June 21. I would hope that several representatives of Montecito's best interests would be able to attend. If the five-year plan update to the Measure A Strategic Plan is finalized without changes, then Montecito will simply have to accept whatever the public agencies want to do.

Is it not time, now, for the County of Santa Barbara, our elected representative, Das Williams, CalTrans, and SBCAG to actually HELP Montecito for the long-term future. We certainly could use their support and hope they do not turn their collective backs on us and put their heads in the sand.

Sincerely,

[REDACTED]

[REDACTED]

From:
Sent:
To:
Subject:

Thank you Paul, I'll be there.

[REDACTED]

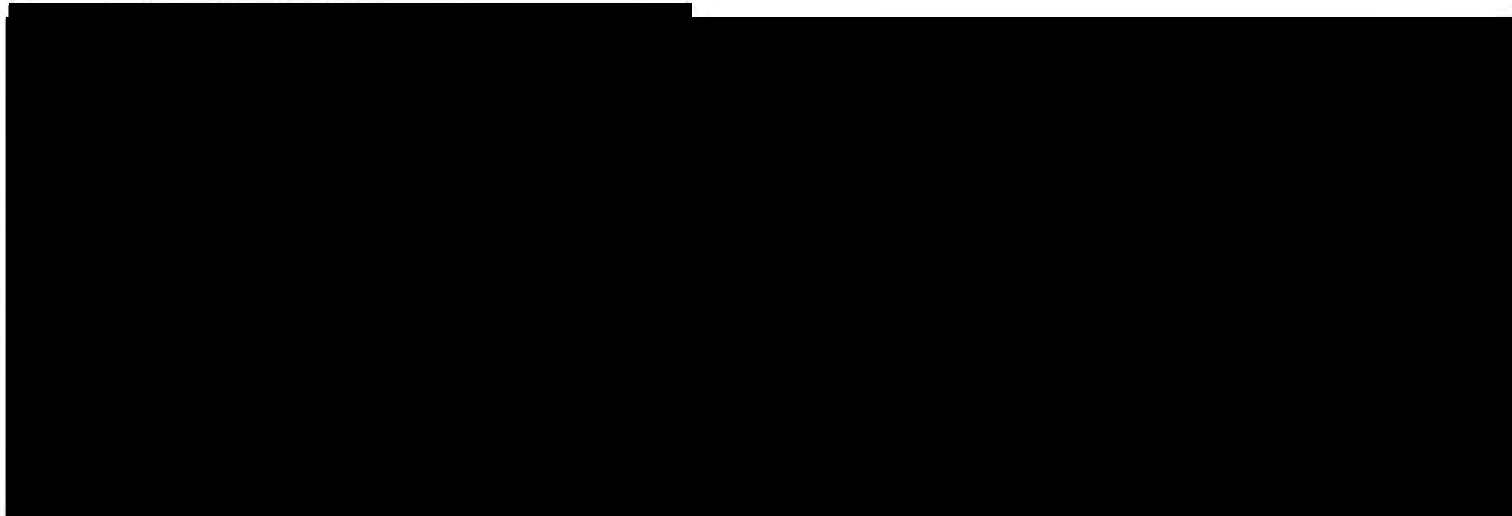
Just want all of you to be aware that the SB County Public Works Dept. (for SYR Roundabout) and SB City Public Works Dept. (for Olive Mill roundabout) reps will be at an important public meeting on August 29 from 5:30pm to 7:30pm at Chase Palm Park, [236 East Cabrillo Blvd.](#)

Bring your thoughts, hopes, frustrations, arguments, past and current opinions and papers on these subjects, with enough copies to leave a copy with our public officials as "input".

With no other input, all of Montecito will inherit what this small group of engineers thought in the past and currently think (see the proposed drawings at <https://santabarbaraca.gov/olivemill> AND <http://pwsb.net>) we will need for the next 50-100 years. I attended all four meetings in 2017 on this subject and there are many points of deliberation and different perspective. Regardless, these decisions will be made this year and many generations of Montecitans will have to live, every day, with our 2018 decisions, good and bad.

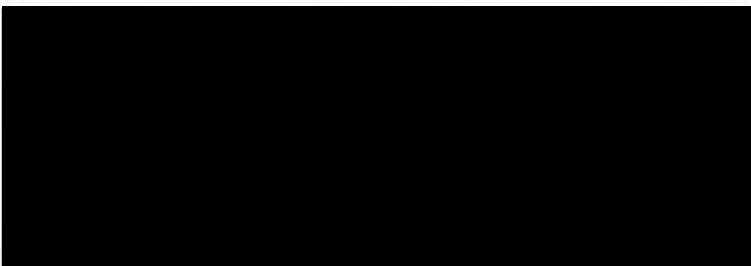
After the horrendous 2018 year (fire, flood, debris flows) we have had thus far, why does Montecito not get any new improvements to culverts and/or drainage in any current design for Hwy 101 Project? Carpinteria is now getting all new, greatly expanded drainage for its creeks under the 101 as part of its 101 construction, Montecito gets nothing. Carpinteria also gets six new bridges (supposedly for earthquake resistance) for all of its bridges spanning the 101, Montecito gets to keep its already 50+ year old current bridges (currently with no compliance of earthquake resistance, heights of railings, width of roadway, paths for bicyclists and/or pedestrians) with no considerations for disaster or other issues in the future. In fact, in the history of Hwy 101 in our area since 1985, SB received new or improved bridges and drainage, Goleta received new or improved bridges and drainage, and , now, Carpinteria, receives new bridges and drainage, while Montecito gets not one dollar for new bridges or drainage. Why?

I hope to see you there,



Hello

Reminding all about the meeting Tuesday , September 26 , 3 pm



--





**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



**Olive Mill Road Roundabout Project
Community Informational Meeting and Open House**

August 29, 2018



COMMENT CARD:

COMMENT:

- ① Peds. traffic cannot safely navigate the roundabouts that exist today
- ② fix the CVR on ramp problem first
-why make this more traffic flow to by pass the 101
- ③ City has installed temporary stop signs on CVR after the mud slides. Are these staying? How does this effect traffic flow
- ④ Why is this a priority with all of the things that need to be repaired /fixed after the fires and mud flow.



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



**Olive Mill Road Roundabout Project
Community Informational Meeting and Open House**

August 29, 2018



COMMENT CARD:

COMMENT:

1. PEDESTRIAN TRAFFIC CONCERNS.
SPEED OF TRAFFIC @ HOT SPOTS ? OTHER
SB ROUNDABOUTS ARE UNSAFE FOR PEDESTRIAN
CROSSING
2. TRAFFIC THROUGH NEIGHBORHOODS
THE CLOSING OF SB 101 @ CARILLO CAUSED
DRAMATIC CVR TRAFFIC. CARS ARE WAZING
THROUGH OUR NEIGHBORHOOD AT HIGH SPEED
TO GET AROUND CVR TRAFFIC
NEW CONSTRUCTION WILL INCREASE THIS
PROBLEM. PLEASE ADDRESS THIS ISSUE



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



Olive Mill Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018



COMMENT CARD:

COMMENT:

CONCERNED ABOUT PEDESTRIAN
TRAFFIC ALONG W. JAMESON RD.
BETWEEN OLIVE MILL & SAN
YSIDRO RD.



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



Olive Mill Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018



COMMENT CARD:

COMMENT:

The presentation / maps / photographs for the plans have been very helpful, as well as the people available to explain proposed changes. I can understand the need for the Olive Mill roundabout as the 5 way stop sign has been very confusing for most (new) people who encounter it. It was explained to me that the pedestrian pathways will be placed in location sufficient to allow for cars to see the pedestrians and stop when exiting the roundabout. I do not understand the need for a roundabout at San Ysidro now or in the next few years. The physical space is not conducive to a roundabout and the traffic is just not as bad as at Olive Mill. I would much prefer the San Ysidro plans to be put on hold for a while - wait to see how the Miramir hotel traffic is and fix the other problems first.



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**
Olive Mill Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018



COMMENT CARD:

COMMENT:

Would love speed bumps installed
on Danielsen - They drive way
to FAST especially between 3-6 PM
Thank you!



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



**Olive Mill Road Roundabout Project
Community Informational Meeting and Open House**

August 29, 2018



COMMENT CARD:

COMMENT:

Recommend moving back the
pedestrian crosswalks; post signs
~~indicating~~ "Slowdown; pedestrian
crossing". Use flashing lights
for pedestrians to indicate similar
to found on Melgar.

Very supportive of project. Please
contact me w/ public meetings





CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA



Olive Mill Road Roundabout Project
Community Informational Meeting and Open House

August 29, 2018



COMMENT CARD:

COMMENT:

No Roundabout!
part signs "look left" see how
that works.
* lights will impact residence —
* foot traffic will be impossible
and Coast Village Rd another
Casualty.



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



Olive Mill Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018



COMMENT CARD:

COMMENT:

The main reason for clogging on CVR is the closing of the Cabrillo / Hot Springs on ramp (south bound), causing CVR to be a 1 mile long on ramp! We have to speed up ^(construction of) the intersection / RR / 101 interchange there to get folks on 101 faster.

Secondly, Cal Trans and the City can help reduce traffic on CVR by having electronic signs on the freeway telling folks it is faster to just stay on 101 rather than getting off on surface streets through Montecito. Help us with signs to keep people off the surface streets!



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



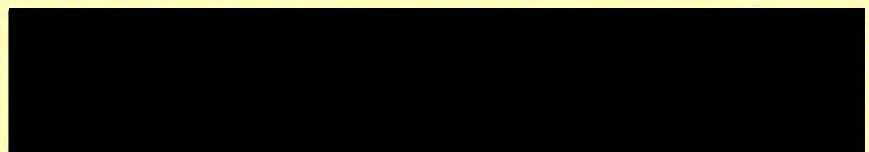
Olive Mill Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018



COMMENT CARD:

COMMENT:

I am strongly in favor of this roundabout project. I feel I have been waiting decades for this good solution to this congested, confused and rude intersection. This project cannot come soon enough. This project needs to be completed before the 101 widening project occurs along this Montecito stretch of 101. Thank you for designing and building such a great project.





CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA
Olive Mill Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018



COMMENT CARD:

COMMENT:

I think most rational people agree something should be done @ this intersection.

BUT

the Cabrillo onramp to the S/B 101 must return. It's a no brainer.

I've lived here my whole life, & the relentless queue on CVR/N Jameson spiked when that on ramp was deleted.



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



**Olive Mill Road Roundabout Project
Community Informational Meeting and Open House**

August 29, 2018



COMMENT CARD:

COMMENT:

- ① Endorse (beg for) SOUND WALL ON OCEAN SIDE OF 101 (at OLIVE MILL BRIDGE) ALONG VIRGINIA
- ② sm. lights on sidewalk side of OLIVE Mill Bridge over FREEWAY. SIGN POINTING DIRECTION of CR
- ③ Low speed bump on Olive Mill between Virginia & railroad tracks.

Thank you.



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**
Olive Mill Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018



COMMENT CARD:

COMMENT:

Roundabouts work well all throughout
Europe
Crosswalks work great at Milpas
Add nice landscaping



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA

Olive Mill Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018



COMMENT CARD:

COMMENT:

- ① Please expedite The construction of
The Southbound onramp to Hwy 101 from
The Bird Refuge underpass (Cabrillo Blvd).
This would relieve traffic on Center Village Road.
- ② Another option which should be
re-evaluated is using LAS PATOS
AS THE ON-RAMP, because of
The long back up of cars which
may clog the underpass/light w/
COMMENT 1 option.



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA



Olive Mill Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018



COMMENT CARD:

LIVINGGREEN

COMMENT:

QUESTION / IDEA

HAVE MORE SHUTTLES ON A SCHEDULE OF EVERY 1/2 HOUR FROM VON'S PLAZA TO BILTMORE BEEN CONSIDERED? THIS WOULD HELP W/ PEDESTRIAN & BIKE / TOURIST TRAFFIC ALONG THE ROUTE

ARE TRAFFIC LIGHTS LESS EFFICIENT? ONCE 101 WIDENS THE TRAFFIC ALONG COAST VILLAGE WILL DROP BACK DOWN. TRAFFIC LIGHTS WOULD ALSO HELP W/ CAR & PEDESTRIAN FLOW AND KEEP INTEGRITY OF NEIGHBORHOOD RIGHT UP TO THE INTERSECTION,

A ROUNDABOUT CONTINUES TO SUGGEST THIS IS A 'THOROUGHFARE'



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



Olive Mill Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018



COMMENT CARD:

COMMENT:

I find roundabouts confusing and dangerous.
I do not think the San Ysidro + the Stone Hill
projects would be needed if it weren't
for the out-of-scale, way too large, and
inappropriate buildings of the Ordman +
the mixed use building on the corner of
San Ysidro + Coast Village.

Neither of those buildings should have
been allowed to be built.

God help our cities.



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



Olive Mill Road Roundabout Project
Community Informational Meeting and Open House
August 29, 2018



COMMENT CARD:

COMMENT:

- How will this project Reduce traffic on Coast Village Road?
- How does the traffic circle accomodate pedestrians & bicyclists?
- Concerned about increased volume of car traffic
- Single lane traffic circle seems inadequate for truck traffic



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



**Olive Mill Road Roundabout Project
Community Informational Meeting and Open House**

August 29, 2018



COMMENT CARD:



COMMENT:

ART IN THE MIDDLE



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**



**Olive Mill Road Roundabout Project
Community Informational Meeting and Open House**

August 29, 2018



COMMENT CARD:

COMMENT: Please put speed bumps & more
patrol on Danielson Rd to
SLOW Down all the new
traffic created by the road
work & detour!

QUESTIONS THAT NEED TO BE ASKED:

Cars Are Basic, in attendance at meetings and questions to civil service asked the following questions. Questions you need to ask of elected officials and staff.

Match the answers you get to the answers CAB has received. If they do not match up either staff and the elected are avoiding the truth or CAB was lied to.

1. Did the Montecito Planning Commission in joint meeting with the SB Planning Commission state they did not want a roundabout at Olive Mill.?

answer yes (last year)

2. Did City of Santa Barbara (sb traffic) state that the accident rate was virtually zero at Olive Mill?

answer yes (CAB request for accident data)

3. Did the City of SB confirm and state, that the traffic load at Olive Mill and Coast Village Rd. will drop by 60% when the 101 widening is done?

answer yes (CAB question and attending SBCAG 101 Planning Meetings) With the Cabrillo south bound on ramp opening the traffic will disappear.

4. Did the Hot Springs Roundabout break down during the heavy emergency traffic load during the Thomas Fire and Montecito Flood?

answer yes (confirmed by safety personnel - residents in the area)

5. Did the joint meeting of Montecito and SB Planning Commissions hear the Montecito PC members ask the city of SB how do we get rid of Hot Springs Roundabout?

answer yes (on video)

6. Did the City of SB, for funding from SBCAG, admit that the Milpas Roundabout would be a danger to pedestrians, handicapped, and bicyclist?

answer yes (the reason the Cacique St. underpass - \$15 million - was built because it was a bottle neck for the east side)

7. Did the County of SB build the Jamieson Bike path to encourage bike and pedestrian use?

answer yes (millions and over budget)

8. Will the San Ysidro roundabout be dangerous to pedestrians, handicap, and bikes?

answer yes.

9. Will the traffic load at San Ysidro be reduced with the widening of 101?

answer yes (stated by the 101 consultant at SBCAG meetings)

10. Will the City of Santa Barbara increase parking costs among which will be parking permits, and possibly meters along Coast Village Road?

answer yes (part of the general plan update quietly hidden in traffic policy - also part of the campaign statements by the new 3rd Dist. Councilman when asked about over all parking policies.

11. With what amounts to a concrete dam in the middle of Olive Mill, where will most of the mud, boulders, and water go?

answer - Montecito Inn and businesses along Coast Village

CAB IS RESPONSIBLE FOR THIS FLYER.

Want more information? Contact CAB at cab@CarsAreBasic.org

Log on to the CAB webpage at CarsAreBasic.org

CAB monthly meetings are the last Wed. of the Month at the Santa Barbara IHOP, 6:30 PM

The public is welcome.

Appendix Q: Individual Submissions



CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA





Dear Ms. Iza and Mr. Rubalcava,

I received notice of the Information Meeting and Open House for the two projects noted above. I cannot attend yet wanted to share my comments.

As a resident of Santa Barbara/Montecito for 50 years and a small business owner in Montecito, I have witnessed a lot of changes which includes huge traffic problems as our community has grown significantly over the years. The roundabout at Hot Springs has proved very successful, and I anticipate these two new roundabouts will ease a lot of issues at the noted two intersections.

But first, the BIGGEST problem remains the massive error in removing the southbound 101 on ramp at the Bird Refuge/Hot Springs. That decision was illy conceived and has created massive traffic problems on Coast Village Road. Coast Village Road has become a nightmare bumper to bumper commuter on ramp to the southbound 101 on ramp at Olive Mill. This has been an incredible disruption and danger to the businesses and the community that must be fixed before bothering with the proposed roundabouts.

Coast Village Road loses hundreds of thousands of dollars in business because of the commuter traffic - the traffic impedes local Santa Barbara/Montecito customers and visitors who want to come to shop and dine. This loss of customers hurts the businesses and in turn hurts the coffers of the city of Santa Barbara with reduced sales tax income.

The traffic caused by the on ramp removal fiasco was exacerbated during the devastating mud flow event with more traffic forced off of 192 onto other Montecito roads. THANK YOU for helping the situation by putting in 2 stop signs at Butterly Lane and Coast Village Circle intersections. They have created more order and safety on Coast Village. I hope these will be made permanent as they have been great improvements. The blockade at Middle in the parking lane has worked too. After witnessing speeding cars in the traffic lanes for years and years (trying to beat the bumper to bumper issue), this blockade has helped mitigate that problem.

The most disturbing thing about the removal of the south bound on ramp in the first place is that the point was to create greater safety and better traffic flow. That mistake has created MORE DANGER on Coast Village Road, IMPEDED traffic flow and REDUCED accessibility to businesses ever since.

I have heard rumor that the mistake will be fixed by creating a new south bound on ramp near where it was removed and would like to know more about that. This is the most urgent issue. Again, this is the MAIN PROBLEM that needs to be rectified before all the upheaval of the roundabouts.

I am happy to support the roundabout projects should the real problem be addressed prior.

I would appreciate your follow up.

Thank you,

[REDACTED]

[REDACTED]

[Redacted]

Hello Ms. Yanez and Mr. Rubalcava,

I'm unable to attend the public meeting next week so am sending comments in advance. While I am generally in favor of the roundabouts, I would like to request that you take bike lane signage into consideration.

I am a regular bike commuter from the Sheffield Drive area into downtown Santa Barbara. As such, I use the Hot Springs Road roundabout regularly. At that juncture, I have no alternative but to 'take the lane' and function as a car since there is a gap in the bike path between Coast Village Road and Cabrillo Blvd. It's generally not an issue but it would be good to advise cars of this with a sign that says something like "Gap in bike path, please share the road" or some such.

Given that we may be going from one roundabout in that area to three, it would be nice to have consistent signage for cyclist safety. I realize that this involves two different jurisdictions but if there will be other consistent signage, it would be nice to include something that mentions bikes.

Thank you for your consideration. I'm sorry that I'm unable to attend next week and if there is a subsequent meeting I hope to attend.

Kind regards,

[Redacted]

[Redacted]
[Redacted]
[Redacted]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dear Mr. Rubalcava,

I am unable to attend the meeting regarding the traffic circle being proposed on San Ysidro but am adamant about providing input (short version: I would not have moved to Santa Rosa Lane had I known a traffic circle was going to be put in down the road. To say it will help alleviate traffic when the ones on Milpas and Coast Village are a nightmare for traffic is ridiculous).

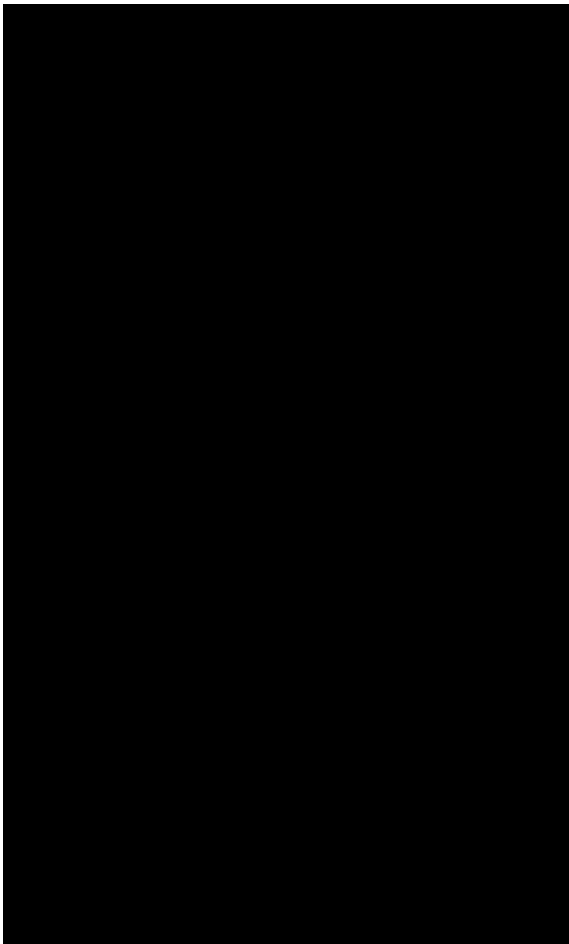
Are you the correct person to whom to voice concerns? If not, please advise to whom I should direct my concerns.

Thank you,

[REDACTED]



Thank you for your interest in the Olive Mill Roundabout Project. Your comments/inquiry has been submitted to City staff.



City, State, Zip Code (Optional)

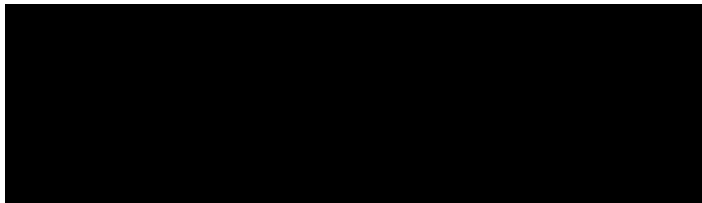
:


Sign up for email alerts

:

Your Message (Please limit to 1200 characters)

: Hi, I just wanted to submit a comment in strong support of the Olive Mill roundabout project. I think it will make a significant improvement to traffic flow and safety and I applaud the effort. Thanks.



- >
- > Hi Gary,
- >
- > Thank you for being at the meeting on Wednesday..
- > I would like to get the stats re traffic accidents, deaths and injuries to pedestrians, at the intersections, freeway entrances and exits in the area where Cal Trans is planning the proposed future roundabouts.
- >
- >
- > All the work on the SLL starts at 7:30 and ends by 3....
- > The time to observe traffic is at 8am or 3pm.
- > There is going to be a large dirt removal project at two neighbors.
- >
- > Thanks for your help.
- > 
- >



Hi Allison, Gary and Chris,

I saw you all and spoke to Gary and Allison at the Roundabout Open House on Wednesday – could not make it to Laura, but GREAT turnout and I really enjoyed hearing people’s interest and feedback. Nice job to all of you and your agencies!

I left without filling out a “comment card”, but want to be sure to be recorded as IN FAVOR of both Roundabout concepts, and probably perfectly in favor with the concept designs laid out. The one issue that could use analysis is how pedestrian approaches to each leg of the roundabout could have any kind of additional ‘warning’ for a feeling of safer entry into the roundabout. I thought of tools like the HAWK crossings I’ve helped get CEQA clearance for in City of Goleta, but I have no idea if that would fit in with the design standards for local agencies or Caltrans.

Understanding Wednesday was the first show and tell, if you will, for the design concepts, I thought it went quite well. It’s likely that I’ll serve on the Montecio Association next year, so I will stand up for the Roundabouts in concept, but I expect that part of town will have a hard time accepting them. That said, I’m hoping the County, maybe with SBCAG’s or City’s help, can print a simple, graphically clean FAQ for those two locations.

Advantages:

1. Roundabouts are more cost effective than traditional additions of lanes/left turn lanes/signalization solutions
2. Roundabouts can be constructed within EXISTING agency right-of-way, avoiding high costs of acquiring extra land area to improve the intersection
3. Roundabouts generally result in lower vehicle-ped and vehicle-bike conflicts. Get some statistics and add in here – this is a major fact that should be reiterated in every sound bite.
4. Roundabout construction takes _____ (less time percentage), on average, than traditional intersection expansions.
5. Levels of service after Roundabouts generally improved – X %??

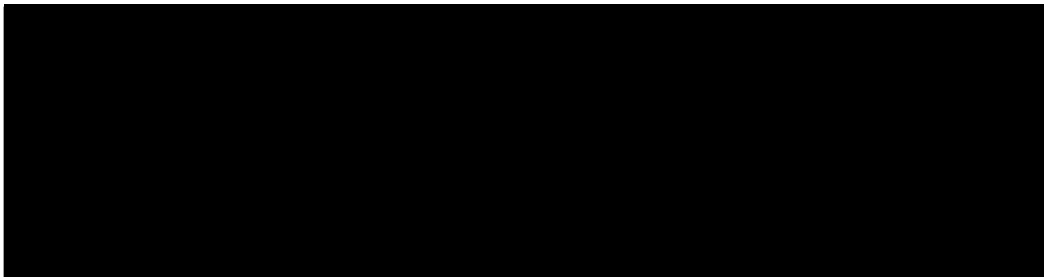
Alternatives

Are there any? You could list traditional lane expansions or signalization – both of which would require additional right of way that is cost prohibitive. (This is what I've heard cited on multiple RAB cases – making them a joy for public agencies that don't have to acquire new ROW). I believe it's true for these two locations, right?

Sorry for this long email, but I think you have a campaign ahead of you, and persuasive info about RAB advantages will help spread the word consistently.

Good luck – and any time – feel free to call me or bounce ideas around in anticipation of the public discussions ahead.

P.S. I'm guessing you know this, but the Montecito Association hired Sharon Byrne as its new Executive Director, and Ms. Byrne just came from the Coast Village Association. That group of businesses may be WAY more in favor of the Olive Mill than residents north on Olive Mill, or south of S. Jameson. I can imagine Sharon will be a good liaison moving forward – but she may find that the Montecito Association BOARD is strong willed and quite heterogeneous in their thinking....it will be harder for her to represent all those opinions, but if anyone can, she is a good candidate.





Hi Everyone,

Except for the CalTrans recipients on this email, I have had the good fortune to know, speak with, and work with most of the other recipients, some for years. I respect your various amounts of knowledge and experience on the interrelated subjects of : Highway 101 HOV / Olive Mill and San Ysidro Road roundabouts/ and future Montecito disaster readiness actions.

I have attached six documents with this email. These documents raise a number of points about the three interrelated subjects that are quite important to the long term future of Montecito and Hwy 101. One of the attachments in my "Traffic Counts..." document which raises significant questions which five public meetings on the subject have provided no answers. For example, why does no one want to know the data-driven reasons why there are many dozens of instances this year, as well as last fall, showing the same "clogged" intersection (i.e. North Jameson and San Ysidro Roads) suddenly becoming "unclogged" or "deserted" the day before or the day after at the same time of day (during the contract mandated time of 4-6ppm, Monday through Friday)? If these traffic counts had not recorded certain thresholds, none of us would be having these meetings in the first place.

In an effort to be transparent and to ask all your points of view on these interrelated subjects to remain open to new and/or more current data, new explanations, and new mitigations or remedies. I am concerned about what appears to be a rapid rush to pour concrete. Yes, we now have SB1 money, but are we, together, like the carpenter in the old management story that says "...but to a master carpenter, every problem/opportunity looks like a nail" ?

As I independently reviewed past evidence and performed some of my own studies and

counts, I simply discovered important questions that should be answered before pouring concrete or finalizing (roundabout) plans in 2018 based upon 2013-2015 data to be built between 2020 and 2025.

Please review my attachments. My goal is to help provide the best long term result for these three interrelated subjects (i.e. Hwy 101, Olive Mill and SYR roundabouts, and long term safety).

My concerns can be summarized into two broad categories:

1. Timeline, structure, process for Hwy 101 and roundabouts.
2. Long Term Safety. I ask that you amend various plans to allow for:
 - a. More flood and debris flow capacity under Hwy 101 in Montecito
 - b. Build two new bridges at Olive Mill and San Ysidro Roads to current 2018 CalTrans standards, not the code of those two current (1956) bridges.

Many thanks , in advance, for considering my points. Together, we can and will make better decisions.



6-20-18

Many thanks for your insightful and detailed explanations, some going back to 2005. Your information helps put some of my observations and concerns into a better perspective. I also appreciate the length and depth of your response. As a result, you have reduced some of the concerns I previously had. Thank you.

Three concerns still active:

1. Olive Mill Roundabout. Yes, the MIP does seem to have pushed the problem (“kicked the can”?) to Montecito.
Why not remove the (City of SB) “bulb-out” (relatively recent) installed in concrete in front of the west end and sidewalk in front of Montecito Inn? This would re-create one entirely new lane of throughput at this intersection (right turns or straight). This ostensibly would add 30% increase in southbound cars per hour. My friends and I used this right turn lane many times not that many years ago.
2. SYR Roundabout. Build and open the on and off ramps at Cabrillo/Hot Springs before the OM and SYR roundabouts. This will allow us to measure accurately the impacts of reality rather than to use dubious “projections” from many years ago.
3. Safety. Your paragraph (fourth from the bottom of your email) talks about this being “a function of Flood Control design and maintenance problems rather than a design issue related to the highway”.

My concerns are based upon my 30+ years of living in Montecito. I have personally walked and inspected every creek and culvert that flows under the 101 in Montecito. The culvert across the street from my home is 60” in diameter and goes under the freeway and dumps into Montecito Creek just on the south side of South Jameson Lane. This creek/culvert has overflowed four times in 30 years. I think it should be 84” or more in diameter or change out the circular one and install two box culverts under the 101 with at least 50% greater capacity than what exists now. In all those years, I have never observed any changes/maintenance/repairs/improvements by County or CalTrans personnel working in any of these creeks and culverts within 100 yards of 101. Maintenance simply does not happen and has not happened for decades. BTW, our home flooded with water and creek silt in 1995 and 1998, as did twelve other neighbors here in the Hedgerow.

I walked North Jameson Lane between SYR and OM yesterday. I also have been working with the Bucket Brigade for the past few months. Believe me, there were many choke points and contributors to the debris flow destruction every foot between the foothills and the ocean (where all this stuff and rainwater wants to go), including within 100 yards of 101. If you stand on the Montecito Creek bridge approximately half way between SYR and OM at No. Jameson Lane, you will see a bridge culvert spanning there where the traditional flow of water went. You will see significant damage to 1410, 1418, 1420, and 1430 No Jameson Lane as well as 1424 La Vereda Lane. These properties are very close to the 101 and all sustained damage. Look at the mud mark on the back wall of 1424 that is six feet above the roadway. That culvert under the 101 is clearly not big enough. There was obvious blockage of flow at this point on Jan 9, backing

up and into Montecito Oaks (Santa Isabella area). BTW, this same bridge /culvert (those two types of construction are always built at the exact same time) overflowed with water in 1995 and 1998, as well as earlier years. This bridge has black writing stenciled on its side. It is "Montecito Creek Bridge, BR 51-187, 1956" (more than double its projected life expectancy). As for the other Montecito bridges, the one at SYR and 101 is marked "BR 51-185, 1956". Not only are the bridge lanes too short, they are too narrow for current CalTrans specs. I measured the railings and they are exactly 36" high at their highest point. The current CalTrans website shows and recommends most bridge railings to be between 42" and 54" high. I am sure the railings at OM are the same 36" high since it appears that the three bridges in question (SYR, OM, and Montecito Creek/No Jameson Lane) were all put into service in 1956. In addition, I have not discussed the new bridge AND roundabout that is scheduled to be built at the Cabrillo/Hot Springs/101 area as the last step in the 101 project plan. Montecito must use and rely on our five Hwy 101 bridges (Sheffield, SYR, OM, Cabrillo, Montecito Creek).

My comment remains: Carpinteria gets six new bridges, all lanes of 101 are 72" higher than before, and gets drainage culverts of 50+%-increased capacity for water and mud to go to the ocean. Montecito gets almost zero, NOTHING, for the next 62 years.

Additionally, the two creeks that flow to the ocean between SYR and Sheffield all show mud and debris damage higher than the roadway to several homes in this Montecito neighborhood within 100 yards of 101.

As I walk my dog through the Montecito Oaks neighborhood, where 20 some homes were damaged or destroyed and at least nine people lost their lives, I notice that the homes across the street from 101 northbound lane all show damage from the mud flows - - from the lateral banks of Montecito Creek. This area suffered damage from areas above them (in the foothills), but also from the creek that was due east, and not above, of their dwellings. In 1995 and 1998, these homes on the west banks of Montecito Creek suffered no damage, while 12 homes on the east bank were. Blockages at the 101 in January played a big part in this new damage and new pathways. I even called County Public Works in November and December 2017 to alert them that an emergency crew needed to be dispatched into the creek bed with chainsaws and shovels to clear Montecito Creek at North Jameson Lane. I reported that I counted 12 large trees/bushes growing vertically up from the creek bottom within 100 yards of 101 that had trunks of 4 inches of larger diameter. If any kind of flow were to come from the foothills, these hardy saplings would entangle, slow down, and eventually block the culvert under the 101. The evidence says this is part of what happened on January 9.

My overall concern is that absent a unified strong front from Montecito, we will simply get what the engineers and decision makers, almost none of whom live in Montecito, think we deserve (not much). Any one part of any of the project sites I have named above will create an irreversible change to Montecito. However, taken together, as an interrelated set of heavy-duty construction projects, they will forever change the look and feel of Montecito. Once poured, bridges, lanes, culverts, and roundabouts will not be changed, removed or modified, whether needed or not; whether they solve the problem for which they are built or not. They are permanent.

Traffic Counts Related to Proposed San Ysidro Roundabout

██████████, 30 year SYR intersection neighbor

September 7, 2018

1. September 2017
 - a. 9-26 Mont Assoc Transportation Committee meeting.
 - b. 9-28, Thursday @5:05pm: 3 cars waiting on N. Jameson at SYR intersection. 2 Cars backed up on SYR going south at intersection. No traffic going north on SYR and no traffic going west on N. Jameson.
 - c. 9-29, Friday @5:05pm: 7 cars waiting on N. Jameson at SYR intersection. 3 cars at SYR intersection going south. No traffic going north and no traffic going west on N. Jameson.
2. October 2017
 - a. 10-2, Monday @5:40pm: 4 cars wait at intersection of SYR and N. Jameson. No cars waiting at the other three entry and exit streets into this intersection.
 - b. 10-3, Tuesday @ 5:15pm: 12 cars wait on N. Jameson at SYR intersection. 2 cars total for the other three streets into this intersection.
 - c. 10-4, Wednesday @ 4:45pm: 12 cars waiting on N. Jameson at SYR intersection. 4 cars waiting going south on SYR at intersection.
 - d. 10-5, Thurs @ 5:45pm: 8 cars waiting on N. Jameson at SYR intersection. 2 cars waiting at SYR to cross intersection.
 - e. 10-6, Friday @5:05pm: 20 cars wait on N. Jameson at SYR intersection. 2 cars waiting on SYR going south at intersection.
 - f. 10-10, Tuesday @5:05pm: 5 cars wait on N. Jameson at SYR intersection. 2 cars waiting at SYR going south.
 - g. 10-11, Wed @5:45pm: 5 cars waiting on N. Jameson at SYR intersection. 0 cars waiting on any other street at this intersection.
 - h. 10-12, Thurs @4:45pm: 10 cars waiting on N Jameson at SYR intersection. No other cars waiting at any of the other three streets in this intersection.
 - i. 10-13, Fri @ 4:45pm: 24 cars waiting on N Jameson at SYR intersection. No other cars waiting on three other streets in intersection.
 - j. 10-16, Monday @ 5:20pm: 8 cars waiting on N Jameson at SYR intersection. No other cars waiting.
 - k. 10-17, Tues @ 4:40pm: 30 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets into intersection.

- l. 10-18, Wed @5:20pm: 12 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets into intersection.
 - m. 10-23, Monday @ 5:00pm: 12 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
 - n. 10-24, Tues @5:15pm: 16 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
 - o. 10-25, Wed @ 5:00pm: 8 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
 - p. 10-26, Thurs @ 5:05pm: 8 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
 - q. 10-27, Fri @ 4:50pm: 7 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets into intersection.
 - r. 10-30, Monday @4:45pm: 6 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
 - s. 10-31, Tues @ 5:05pm: 3 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
3. November 2017
- a. 11-1, Wed @4:50pm: 5 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
 - b. 11-2, Thurs @4:50pm: 1 car waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
 - c. 11-3, Fri @ 5:15pm: 5 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
 - d. 11-6, Mon @5:05pm: 1 car waiting on N Jameson at SYR intersection. No other cars waiting on other three streets.
 - e. 11-7, Tues @ 4:50pm: 4 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
 - f. 11-13, Monday @5:10pm: 8 cars waiting on N Jameson at SYR intersection. No other cars waiting on other three streets.
 - g. 11-14, Tues @ 5:05pm: 4 cars waiting on N Jameson; 5:30pm: 10 cars waiting on N Jameson; 5:45pm: 5 cars waiting on N Jameson. No other cars wait on other three.
 - h. 11-15, Wed @ 5:10pm: 8 cars waiting on N Jameson at SYR intersection. No other cars.
 - i. 11-16, Thurs @5:15pm: 5 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
 - j. 11-27, Mon @ 5:20pm: 7 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
 - k. 11-28, Tues @5:10pm: 2 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.
4. December 2017
- a. 12-4, Monday @ 5:05pm: 6 cars waiting on N Jameson at SYR intersection. No other cars waiting on other three streets.

- b. 12-5, Tues @5:15pm: 1 car waiting on N Jameson at SYR intersection. No other cars waiting on other three streets. 12-6, Wed @5:00pm: 3 cars waiting on N Jameson at SYR intersection. No other cars waiting at other three streets.

NOTES:

1. All traffic counts were completed within the Monday through Friday, 4-6pm time window that are a required part of the consultant's report. 36 days of counts spanning 2.5 months before the January 2018 disasters.
2. Questions and observations from the data:
 - a. Why are there eight days of virtually no waiting (less than 3 cars)?
 - b. Why are there four days out of 36 days with 16-30 cars waiting?
 - c. Why the daily major fluctuations? E.G. 10-17-17 at 30 cars. Day before was 8 cars and day after was 12 cars waiting. Why? What could we not be looking at that creates such large swings in data counts?
 - d. Why a low count on 11-6-17 at 1 car, but day before was 5 cars and the day after was 5 cars waiting? Why? Most every resident of the Hedgerow area has multiple stories of dramatically changed traffic situations from one day to the next. This observation by dozens of residents over the past couple of years pushes the need to understand this phenomenon, as the answers may bring forward information heretofore unseen.
 - e. Out of 36 days of observations at the approved critical time, there was an average of 7.9 cars waiting.
 - f. There were 11 days of 4 or fewer cars waiting. In addition, there were 8 days of 5-7 cars waiting.
 - g. Do these statistics warrant the installation of a \$5-7 million dollar concrete roundabout (total costs including planning and prep will be \$10 million)?
 - i. We will still be left with a 60+ year old non-compliant bridge (i.e. too narrow, too short, railings are only 34"-36" high while current CalTrans specs require 40"-46" high).
 - ii. We will have no increase in drainage capacities for future floods or debris flows.
 - iii. Caltrans will specify lighting or other mechanics of the site at any time that is well beyond "semi-rural" at e.g. 100 lumens or better, which will affect night sky visibility.
 - iv. The image of a large (semi-trucks) roundabout in a rural/semi-rural residential area such as the Hedgerow in Montecito is not meeting the definitions of the previously approved Montecito Community Plan.
 - v. The areas for the two roundabouts are heavy with pedestrian traffic going to the beach, Miramar, and children walking to and from school.

Anyone who has tried to walk or bike around or through the roundabout at Coast Village Road and Cabrillo/Hot Springs will attest to the fact that the experience is “taking your life in your hands”. More needs to be done to make these two proposed 100+ year concrete urban jungles safer for all the people who use and will use them.

- vi. Since 90% of Montecitans agree that most of the traffic problems on Coast Village Road, Olive Mill & CVR/N Jameson, and SYR/N Jameson Lane are due to the closure of the southbound Hwy 101 on-ramp at Cabrillo/Hot Springs several years ago, there is a solution.

SOLUTION: Change the build positions in the 101 Project Plan: that is, build the new overpass and on and off-ramps at Cabrillo/Hot Springs before you build the two roundabouts. The new on and off ramps will reduce, and probably mitigate, the traffic problems at CVR, Olive Mill, and SYR.

- h. There are two major areas of concern and disagreement with the current plans for HWY 101:
 - i. **Problems with process, administration, and structures** (I have previously submitted 6 documents of 15-20 pages of identified issues in these areas).
 - ii. **Long-term safety**. After January 9, 2018 debris flows, all current and future plans for Montecito transportation and infrastructure should reasonably include consideration for disasters. Montecito must improve its disaster planning and disaster infrastructure:
 1. Installing increased capacity for drainage at all six Montecito creeks (they all were blocked and overflowed on January 9) that pass under the Hwy 101.
 2. Replacing all four Montecito bridges across Hwy 101, not just the two currently planned bridge replacements (at Sheffield and Cabrillo/Hot Springs where the entire bridge, intersection, and any ramps will be new); this means that Olive Mill bridge and San Ysidro bridge must be replaced.
 3. Disaster planning for Montecito must include new bridges and expanded drainage culverts (aim for 50% or more increase in flow capacity, like Carpinteria).

June 15, 2018

Open Letter RE: Montecito's Future

Background: For the past nine months, I have attended four or five meetings re: Montecito and Hwy 101. These included public meetings with Das Williams, CalTrans, County Public Works, Montecito Planning Commission, etc.

I have now become aware that SBCAG is having a special workshop (which IS a public meeting and speaker slips should be available) on June 21, 2018 from 8:30am to 10am in the Board of Supervisors conference room, 105 East Anapamu St.

On the agenda will be the Phase 4 Widening Project (this covers almost all the work to be done in Montecito in the next five years) and Parallel Projects, which include two projected roundabouts (one at Olive Mill and Coast Village Road/101 and one at San Ysidro Road and 101).

This is the first meeting to update (approve?) the Measure A Strategic Plan for the next five years. SBCAG just received \$183 million dollar in SB1 Funds. The County (and County Public Works) also received some large amounts of SB1 funding.

This is the perfect time to raise the issues many of us raised at the meetings of 2017 and 2018:

1. Why are no (as in none!) bridges in Montecito being planned to have any repairs, improvements, or replacements? Carpinteria is getting six new bridges, right now. Montecito's bridges were built in the 1950's (older than some of Carpinteria's bridges) and the roadway width, the sidewalks, and the railings (among other items) do not meet the current safety standards of any public agency in California.
2. With the recent debris flow tragedies for hundreds of homeowners in Montecito, why is Carpinteria is getting the benefit of having Hwy 101 roadbed being raised an average six feet higher than the old Hwy 101 of last year, while Montecito is getting not one single inch of increased height to protect itself from future flooding and debris flows?
3. It should be obvious that Carpinteria is having its drainage channels for water and debris significantly increased in its flow capacity. Montecito, in the current Hwy 101 plan, does not get a single improvement to all that water and debris that wants to flow from the mountains to the ocean. We have been told Montecito could suffer from more debris flow damage possibly for the next 3 to 5 years. The long-term historians among us would say, this has happened before and will happen again. All this lack of action for Montecito is still planned, even after Montecito has suffered more damage and death from January 9, 2018 flows than all other communities of SB County combined in the entire history of SB County!

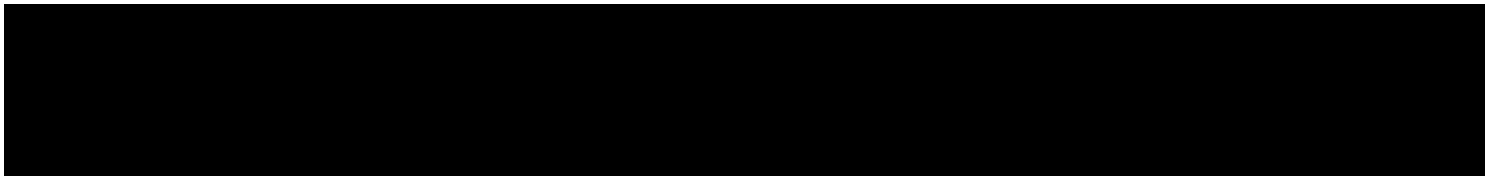
4. Why do the brand new planned freeway lanes through Montecito have to be narrower than the same three lanes in SB or Carpinteria? Because no changes are planned for the bridges, and thus no room for normal CalTrans width and shoulders. Every other geographic area in SB County gets regulation lane width and shoulders, except Montecito.
 - Our current bridges and drainage capacity (i.e. culverts, etc.) were designed and built in the 1950's; are we seriously supposed to think that these bridges and drains will be fine for another 50-60 years? That Montecito will never again have water or debris flows such as we have experienced many times in the past.

5. In the meetings I have attended, I have asked and received poor answers to simple questions.
 - a. Why is there no plan or provision for pedestrians, kids, strollers, and bicyclists for the two proposed roundabouts? What happens when the Miramar Hotel opens and reaches 90+% occupancy like the other local hotels? Also, not studied.
 - b. I have done my own three month study of every Monday through Friday traffic counts at SYR and North Jameson Lane (before the Thomas Fire) at the all-important and consultant cited time of 4-6pm. Why is it that none of my data matches what is in the consultant's report as one of the primary reasons for that roundabout?
 - c. Why were the public residents of Montecito not invited to participate in the planning process for these two permanent, huge, and significant changes to Montecito until last year? If my neighbor down the street wants to build even a large doghouse, I will be alerted to the upcoming planning meeting to offer my comments. In contrast, each of these roundabouts will cost about \$10 million (all in)! We were then told by public agency attendees that certain departments have been working on one aspect or another of these two projects for ten years and no public input. Why?
 - d. Why does it seem to many of us who attended these meetings that the decision to short-change Montecito has already been made by a number of public agencies. Some public agencies implied to us that we were wasting our time to try to change, delay or perhaps, not build everything to quantity, size, and scale that the public agencies are envisioning.
 - e. I have heard, on multiple occasions that CalTrans, SBCAG, the County, the City of SB, and our elected officials are upset over the perceived Montecito-caused delays and lawsuits involved with the HWY 101 Project and intend to "punish" Montecito for trying to retain our semi-rural community. Have we not been punished enough for the next five years (debris flows) and forever (trying to picture children and grandchildren navigating the huge car-only designs that will have been shoved down our throat)?

I will be out of town on June 21. I would hope that several representatives of Montecito's best interests would be able to attend. If the five-year plan update to the Measure A Strategic Plan is finalized without changes, then Montecito will simply have to accept whatever the public agencies want to do.

Is it not time, now, for the County of Santa Barbara, our elected representative, Das Williams, CalTrans, and SBCAG to actually HELP Montecito for the long-term future. We certainly could use their support and hope they do not turn their collective backs on us and put their heads in the sand.

Sincerely,



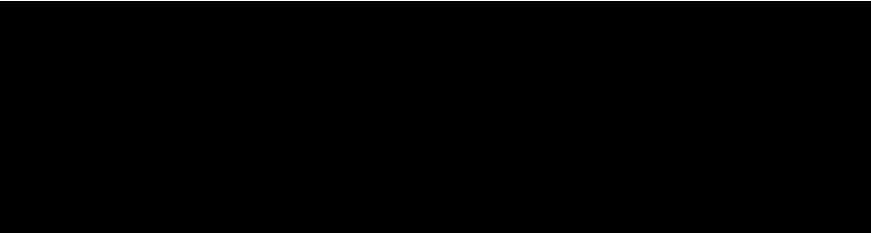



Montecito Association Transportation Committee Meeting 7-25-17

Re: Proposed Roundabout at San Ysidro Road and North Jameson

As a neighbor of the project within 100 yards, I would like to offer my comments on this idea:

1. Montecito is deemed a rural or semi-rural area. We do not have concrete sidewalks except in commercial areas. From the intersection of San Ysidro and Jameson, we have a decomposed gravel path on only one side of San Ysidro. The ill-fitting contrast with a very large concrete roundabout could not be more obvious.
2. My family has lived in the Hedgerow for 30 years. The only time we noticed traffic in this area was after Cal Trans closed the southbound 101 onramp at the Bird Refuge. We believe that the traffic counts and volumes will reduce to more historic levels once the 101 onramps are restored.
3. Lighting. Along with our neighbors, we pay taxes and enjoy the star lit sky at night. This is possible because there are no streetlights around this area. With the roundabout will come bright lighting and the city and commercial perceptions we do not want.
4. Having lived here 30 years, I can attest to the uncounted volumes of children, families, seniors, strollers, wheelchairs, walkers, bicyclists, etc. that travel on foot from the hedgerow area on both dies of San Ysidro, cross the bridge , and go to the beach, All Saints church, etc. and then return. How will this plan move hundreds of people per week back and forth through what will be a dangerous roundabout intersection?
5. Why does this roundabout have to be built to accommodate semi-trucks? This unneeded requirement makes the roundabout much larger than needed. We have been more than adequately served by this current intersection. If a roundabout is deemed absolutely necessary, a perception we insist will be incorrect once all the on and off ramps in Montecito are built, then a smaller roundabout (more like the smaller one in SB at Sycamore canyon Road / Eucalyptus Hill/ Salinas Street) would be preferred.
6. From reading some of the news reports about this project and the commitment of almost one million dollars to "study" the proposal, has the decision to build this monstrosity has already been made? Why were not any of the property owners within the affected area notified? Is the current goal to be so far down the development path on this project that it simply will be done --like a runaway train? Regardless as to how it affects neighbors and solves a problem that will not exist? Why not wait to see if there is even a problem that requires this magnitude of a "fix"? Ultimately, we taxpayers will spend \$5 million to \$10 million dollars on the questionable benefits of this "fix".





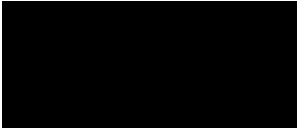
Thank you for taking time to review this short compilation of recent observations re: Measure A, SB1, and past and present lawsuits. My contributions to you and COLAB over the years are no longer an obtuse subject that does not affect me and neighbors.

And, yes, myself and other residents of Montecito have been already told by CalTrans, Co Public Works, and Das Williams that “ Debate is over; just accept what we give you” . But we do not want to stop improving this 200 year freeway project. You see, the 101 changed from two lanes to four lanes in front of the Miramar Hotel in 1954 to 1957. You will notice that the original “30 year useful life” cycle CalTrans uses for its older freeway construction has ballooned to now being 64 years old (yes, I drive the bumpity-bump concrete slabs along the 101 stretch in Montecito every day). My goal is not to further delay the 101 Project (many others have succeeded in doing that). My goal is to recognize what is prudent use of public funds for the next 64 + years.

TRAFFIC: My neighbors and I , at public meetings, claim, and even some of the traffic engineers agree, the cause of huge traffic snarls every Monday through Friday on surface streets of Montecito was the unnoticed closure of southbound Hot Springs/bird refuge onramp by CalTrans. When I asked CalTrans in a public meeting why don't they build the new on/off ramps at Hot Springs and 101 before they build the two roundabouts at Olive Mill and San Ysidro Road (as this would also allow CalTrans, SBVCAG, County Pub Works to measure the ongoing real impact of the new Miramar Hotel and other influencers which goes live in January 2019), they told us that it was “impossible” to change the construction phasing. Having grown up in a family of engineers and general contractors, I know that timelines and phasing can be changed if it is deemed important. Many of us believe the points in the attached letter are very important.

SAFETY: After five evacuations this year and having been (water) flooded in my home here in 1995 and 1998, the inter-related subjects of bridges, culverts, and roundabouts needs a significantly more thorough vetting by all interested parties. After my five meetings from last summer, it is obvious that no entity has addressed these subjects; but all express an urgency to “pour concrete now”.

Again, thank you for any consideration you make. My SBCAG wife tells me that the Measure A Oversight Committee is the only legal entity that SBCAG and CalTrans feel they need to answer to.



[REDACTED]

Since I live 600 feet from the above intersection and see the traffic every single day and at various times each day, I thought I would share a small snapshot of recent experiences this week at the intersection.

I trust you will find this interesting, but if you desire to no longer receive any more information on this subject from me, please send me an email asking that I remove you from future observations. David, please share this with members of the MPC since I do not have their email addresses.

This week has been a duplicate of a number of other weeks of observations about the SYR/N. Jameson intersection. In other words, the experience I have observed this week has been repeated dozens of times this past year.

1. August 21, Monday, 4:00pm: intersection has 3-5 cars total for all directions.
2. August 22, Tuesday, 4:00pm: intersection shows 3-5 cars total for all directions.
3. August 23, Wednesday, 4:00pm : intersection has 3-5 cars total for all directions.
4. Today, August 24, Thursday, 4:00pm: intersection has 3 or fewer cars in every direction except for N. Jameson which was backed up with 20 cars (all rushing to get to Carpinteria, Ventura, or points south) all the way to the Montecito Creek bridge.

I raise this recurring observation for a few reasons:

1. The life observations of many of us who live in the Hedgerow does not match the traffic counts and other flow statistics cited in the various reports (e.g. Kittelson & Associates, etc.) and expressed by County, Caltrans, and SBCAG in various public meetings. I do not know why this happens with some regularity, but happen it does. This past Monday, Tuesday, and Wednesday there was very little southbound traffic on 101 at 4:00pm (in addition, my wife left her office in Goleta at 5:00pm and sailed through the 101 at 65 mph on Monday, Tuesday, and Wednesday, but not today, Thursday). I drove the 101 yesterday and Tuesday at 4:00pm and sailed along at 65mph. WHY? I have not heard an explanation even after asking Caltrans and SBCAG. Until we have a better handle as to the 'why', 'when', etc. should we not wait? In other words, there are certain days and certain hours when there are measurable traffic delays at SYR/N. Jameson intersection, but it does not necessarily occur every workday from 3:30pm to 6:30pm. Perhaps a detailed time log with confirming pictures recorded over a period of months, after the Miramar has been opened, etc., then we would be able to have intelligent answers to these seemingly contradictory observations and measures. If we can see beautiful images captured in nature films (using iPhone video) through time-lapse photography, why can't we have a daily time-lapse photography of this intersection for five afternoons per week?
2. To me, these reoccurring observations reinforce the points made at the MPC meeting

last week about not moving forward until we can get some accurate counts. Accurate traffic counts will impact your decisions. Following a Pareto analysis of the intersection, one can see there are approximately 15 to 20 hours per week, Monday through Friday when traffic is sometimes backed up, primarily in one lane of N. Jameson heading west. That represents a problem occupying 10%-12% of the available intersection time (i.e. 168 hours) for that location. I know the cost number cited at the meeting for cost was \$5-10 million, but that does not include any of these MPC meetings nor any of the other meetings, since 1992, on this subject. I dare say that this roundabout will have a true, inclusive price tag of \$10 to 15 million for a 10% problem. BTW, this problem was half of what it is today when we moved here 30 years ago. I again request that we consider a Traffic Control Officer (currently in the \$50 to \$95 per hour range) for the next 3-4 years while the 101 proceeds to add a lane and the southbound ramp at Cabrillo is opened. My quick calculation shows that if we take the midpoint in the pay scale above, that in two years we will have spent only \$108,000, four years at \$216,000. A bargain. And we will also have moved the one stacked up lane (N. Jameson) through the clogged intersection 2 to 4 times more quickly than at present (so our current level of service or satisfaction will improve while we wait for accurate numbers). Seems like a win-win to me.

3. In walking my dog yesterday across the bridge, I encountered: a senior citizen moving slowly with a cane, a mom pushing a double stroller with two children inside and a couple of bags, seven bicyclists, myself and my dog and one other person walking their dog, etc. This is not an unusual occurrence. I am agreeing with all of the Montecito speakers at last week's MPC meeting that not enough thought has gone into safety of all non-car or non-truck traffic.

This anomaly mentioned above has been nagging at me since the start of my involvement in these SYR/N. Jameson discussions, and I thought you should hear the observations and perspective of someone who actually looks at, walks, and drives this intersection multiple times each day. I hope this helps your decision process.

Thank you all,



Appendix R: Sample Meeting Photographs



**CITY OF SANTA BARBARA and
COUNTY OF SANTA BARBARA**





