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DEPARTMENT OF TRANSPORTATION

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To: FILE

Date: May 7, 2014

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05-SB-101-1.4/12.3
South Coast 101 HOV Lanes

From: DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS

Subject: **Addendum to the Community Impact Assessment (CIA) for the South Coast 101 HOV Lane Project.**

The following information is provided as an Addendum to the South Coast 101 HOV Lane Project's June 2010 Community Impact Assessment (CIA). The CIA report was not circulated to the Public, but is a document that is available upon request. This Addendum will become an attachment to the CIA technical report and included in the administrative file.

This memo has been written to update information since the approval of the June 2010 Community Impact Assessment. Changes from the original technical report includes the following:

- minor changes in status of Future Land / Proposed Development
- project extension of .22 miles south of the Ballard Interchange (PM 1.4)
- During the time the CIA report was prepared, data was available primarily from the U.S. Census 2000. Since the completion of the CIA, data has been slowly released for years 2007- 2011, which includes most of the demographics that were addressed in the CIA. Thus, this memo has updated information to reflect the latest Census data.

The current data does not change the recommendations or conclusions of the technical report.

Chapter 1: Introduction

1.2 Project Background

The proposed South Coast 101 HOV Lane Project study area traverses Carpinteria and southern portions of the city of Santa Barbara, as well as the unincorporated area of Toro Canyon and the communities of Summerland, and Montecito in Santa Barbara County. A total of 45 census tract block groups intersect the South Coast US 101 corridor through the project limits. These block groups make up the study area.

Caltrans proposes to widen US 101 with a high-occupancy vehicle (HOV) lane in each direction for approximately 10 miles, from 0.22-mile south of Bailard Avenue Overcrossing (PM 1.4), to Sycamore Creek in the city of Santa Barbara, in Santa Barbara County, California. Since the June 2010 CIA, the project has extended 0.6 miles south to construct stormwater treatment facilities.

The extended project limits does not affect the CIA report.

Chapter 2: Land Use

2.1.1.2 Future Land Uses

Table 2.1-1 has been updated to include the latest proposed developments or most current project status within the vicinity of the study , at the time of this addendum. All updated information has been highlighted in the table below.

Table 2.1-1 was updated to reflect changes to proposed development. The current status of proposed development/s does not change the recommendations or conclusions of the 2010 technical report's Section *2.1.1.2 Future Land Use.*

Table 2.1-1 Proposed Development

Project	Jurisdiction	Proposed Use	Address	Project Status*
Bailard Overcrossing	Caltrans/City of Carpinteria	Provide standard clearance at this overcrossing on U.S. 101.	U.S. 101 (PM 1.6)	P
Operational Improvements--Milpas Street to Hot Springs Rd	Caltrans/City of Santa Barbara	Completed in Fall 2012, this project included 2.0 miles of improvements in the City of Santa Barbara. The project included additional northbound and southbound lanes, local road improvements, and bicycle and pedestrian enhancement.	U.S. 101 (PM 10.8 to 12.8)	B
Linden Avenue to Casitas Pass Road Interchanges Project	Caltrans/ City of Carpinteria	This 1.1-mile-long project on U.S. 101 includes reconstruction of interchanges, replacement of Carpinteria Creek Bridge, and new Via Real connection south to Bailard Avenue.	Various roadways between Linden and Bailard avenues	D
U.S. 101 Rehabilitation Project	Caltrans/ Carpinteria and City of Santa Barbara	This recently scoped project proposes to rehabilitate the paved structural section, widen the shoulders, and improve ramps. The project would likely be constructed at the same time as the South Coast 101 HOV Lanes project.	U.S. 101 (PM 2.6 to 11.9)	P
Santa Barbara Curb Ramp Project	Caltrans	Construct and/or improve 43 curb ramps (some with minor sidewalk extensions) at 20 locations along Routes 1, 101 , 154, 192 and 246 in Santa Barbara County.	U.S. 101 (PM 2.6 to 11.9)	P
Ventura/Santa Barbara 101 HOV Project	Caltrans/Ventura County and City of Carpinteria	The project consists of adding a high occupancy vehicle (HOV) lane in each direction between the Mobile Pier undercrossing in Ventura and Casitas Pass Road in Santa Barbara COunty. The project began construction in spring 2012 and will finish in 2015.	U.S. 101 (PM 39.8 Ven. Co. to PM 2.2 SB Co)	C
Butterfly Pedestrian Overcrossing ADA	Caltrans/County of Santa Barbara	Bring the existing pedestrian overcrossing into compliance with ADA by constructing ramps at each entrance. Some landscaping will be removed, including skyline trees. There is room for some replacement landscaping and perhaps small trees, but unlikely any large varieties would go back at that location.	U.S. 101 (PM 11.0)	P
Santa Claus Lane Streetscape, Beach Access and Parking	Santa Barbara County	Santa Barbara County is proposing to construct parking along Santa Claus Lane and improve access for vehicles and pedestrians.	Santa Claus Lane	P
Santa Claus Lane Bike Path	City of Carpinteria/Santa Barbara County	The Santa Claus Lane Class I bike path project would connect Santa Claus Lane to Carpinteria Avenue on the southbound side of U.S. 101. This project would close the coastal trail gap between Santa Claus Lane and the Carpinteria Marsh.	Between Santa Claus Lane and Carpinteria Marsh (southbound side)	P

Project	Jurisdiction	Proposed Use	Address	Project Status*
Carpinteria Rincon Trail	City of Carpinteria	A paved bicycle/pedestrian trail intended to close the coastal trail gap between Carpinteria Avenue and the new Class I trail along U.S. 101 at Rincon.	Between Carpinteria Avenue and new trail at Rincon	P
LOSSAN North project	California Division of Rail/Federal Railroad Division	The overall project consists of 39 individual rail improvements for a total length of 222 miles.	Between San Luis Obispo train station and the Los Angeles Union Station	P
Rail project - Ortega Siding	California Division of Rail	The south end of Ortega siding has been removed and the remaining portion is now used as a stub track for maintenance equipment. This project would reconstruct and lengthen this siding to 9,240 feet.	In the vicinity of Padaro Lane	P
San Luis Obispo - Santa Barbara Track Upgrades	California Division of Rail	The railroad project would upgrade 107.36 miles of track from Class 3 to Class 4 track standards (per Federal Railroad Administration)	Various locations	P
Carpinteria Siding	California Division of Rail	The railroad project would construct a new 2,640 foot-long siding at the Carpinteria station. It would include Number 24 power-operated turnouts, as well as a new passenger platform to facilitate use of both tracks.	Mile post 377.25 to Mile post 378.1	P
Dahlia Court Apartments	City of Carpinteria	Construction is underway to add 33 affordable housing units to the existing 54 units.	1305 Dahlia Court	C
Mission Terrace Estates	City of Carpinteria	Construction completed on a 27-unit housing project that includes 24 single-family market rate units and 3 affordable single-family units.	1497 Linden Avenue	B
Miramar Hotel	Santa Barbara County	Renovation of an abandoned resort. The project was reduced over former approval. There would be 186 rooms and no tennis court. The project was delayed as part of the economic downturn.	1555 S. Jameson Way	P
Green Heron Springs	City of Carpinteria	This approved project proposed demolition of the existing building onsite and construction of 30 new condominiums.	1300 and 1326 Cravens Lane	P
Casas de las Flores	City of Carpinteria	Forty-three affordable housing units will be constructed on the former Camper Park site (70-space mobile home park).	4096 Via Real	C
Lagunitas Mixed Use	City of Carpinteria	The proposed mixed-use project consists of 85,000 square feet of office space, as well as 73 residential units.	6380 Via Real	C
Mixed-Use Development	City of Santa Barbara	This project proposes to merge 2 lots and build a 3-story mixed-use building with below-grade parking. The project includes 6 separate commercial spaces and 3 studio apartments.	630 Anacapa Street	P

Project	Jurisdiction	Proposed Use	Address	Project Status*
617 Bradbury Avenue	City of Santa Barbara	This revised project proposes to demolish a single-family residence and build a new 5,978-square-foot mixed-use development that includes 918 square feet of commercial area and about 3,400 square feet of residential area.	617 Bradbury Avenue	P
Mixed- Use Development	City of Santa Barbara	Proposal to subdivide existing 13,500-square-foot lot into 3 lots and build a three-story mixed-use building on each new parcel.	412 Anacapa	D
Mixed-Use Development	City of Santa Barbara	Proposal for a mixed-use project that includes 1,606 square feet of commercial space, a 14,750-square-foot parking lot, and 7 residential condominiums averaging approximately 1,200 square feet each.	825 De La Vina Street	P
McReynolds – City Ventures	City of Santa Barbara	This project proposes to build 48 residential units on 10,285 square feet of land.	535 E. Montecito Street	P
528 Anacapa Street	City of Santa Barbara	This project proposes to demolish an existing 3,300-square-foot commercial building and build a mixed-use building in approximately 20,000 square feet (5,000 commercial/15,000 residential) on a 65,000-square-foot parcel.	528 Anacapa Street	D
1298 Coast Village Road	City of Santa Barbara	Proposal to demolish an existing gas station and build a 16,992-square-foot mixed-use building, including 4,000 square feet of commercial space and 12,192 square feet of residential space.	1298 Coast Village Road	D
718 E. Mason Street	City of Santa Barbara	Proposal to build a new 2,414-square-foot commercial building with office and warehouse space.	718 E. Mason Street	B
1032 E. Mason Street	City of Santa Barbara	This project proposes to build six two-story residential complexes on an existing 24,979 square-foot lot.	1032 E. Mason Street	D
Mixed-Use Development	City of Santa Barbara	This project would build six residential condominiums totaling 10,147 square feet and 2 commercial condominium spaces totaling 2,729 square feet.	517 Chapala	D
Youth Hostel	City of Santa Barbara	Proposal to build an 11,091-square-foot commercial youth hostel.	12 E. Montecito Street	D
406 N. Quarantina Street	City of Santa Barbara	This proposed project would demolish a single-family residence and build a 2,653-square-foot commercial building.	406 N. Quarantina Street	D
408 N. Quarantina Street	City of Santa Barbara	A new 2,717-square-foot commercial building is proposed.	408 N. Quarantina Street	D
Mixed Use Development	City of Santa Barbara	The project consists of demolishing a warehouse/office building to be replaced by a 13,203 square-foot mixed-use building--8,588 square feet: residential and 4,615 square feet: commercial	116 E. Yanonali	B

Project	Jurisdiction	Proposed Use	Address	Project Status*
Paseo de la Playa	City of Santa Barbara	This project consists of 3 sites: a 45,125-square-foot commercial building on one site and 107 residential units on the remaining sites (affordable and market rate).	101 Garden Street	P
Residential	City of Santa Barbara	The project consists of demolishing a commercial building, merging three lots, and building 57 residential units.	416 E. Cota Street	B
Residential	City of Santa Barbara	The project consists of demolishing an existing building and constructing 8 apartments and daycare facility.	421 E. Cota Street	B
Cottage Hospital Foundation Workforce Housing	City of Santa Barbara	The project consists of demolishing St. Francis Hospital and building workforce housing --115 residential condominiums on 5.94 acres of a 7.38 acre site.	601 Micheltorena Street	B
Hotel	City of Santa Barbara	The proposed project plans to build or remodel a 150-room, three-story luxury hotel on 3 acres.	433 E. Cabrillo Boulevard	D
Mixed Use Development	City of Santa Barbara	Proposal to demolish an existing 20,125-square-foot commercial building on a 1.4-acre site and build 23,125 square feet of commercial/ retail space with 37 residential condominiums.	34 W. Victoria Street	D
900–1100 Las Positas Road	City of Santa Barbara	This project would subdivide a 50-acre parcel into 30-lots; 15 acres will contain 25 single-family homes, while 35 acres will remain open space.	900–1100 Las Positas Road	D

* Status Definitions

PP = Pre-Planning phase: The project is proposed; however, environmental review has not begun.
P = Programmed: Environmental review has begun on the project; not yet approved.
D = Design: Environmental review has been completed; construction has not begun.
C = Construction: As of this document, project is under construction.
B = Build-out: The project is fully constructed to build-out conditions.
-- = Status is currently unknown.

2.2 Consistency with State, Regional, and Local Plans

The following plans were updated or added since preparation of the Community Impact Assessment in 2010. Santa Barbara County Comprehensive Plan was updated in 2012, and the Santa Barbara County Coastal Land Use Plan was republished in June 2009. These updated Plans do not conflict with the text in found in the 2010 Community Impact Assessment report.

Santa Barbara County Comprehensive Plan (updates to elements were made between 1975 and 2010)

Description of plan remains the same; only dates were modified.

City of Santa Barbara General Plan (Updated 2011)

In December 2011, the City Council adopted the updated Plan Santa Barbara General Plan. This process resulted in a new General Plan Introductory Framework, comprehensively updated Land Use and Housing Elements, and a new set of goals and policies for the remaining elements (Open Space, Parks and Recreation, Historic Resources, Environmental Resources including Noise and Conservation, Circulation, and Safety). The updated plan reorganized the elements and is now consistent with the Introductory Framework for Sustainability (a state law). It also compiled the six previous volumes into one document. The revised Land Use Element includes the following under mobility "One of the tenets of sustainability is to reduce the necessity to drive. Corresponding with that goal, the community has determined that the remaining increment of growth should occur while minimizing congestion."

City of Santa Barbara Circulation Element (partially updated December 2011)

A required element of the City's General Plan--the Circulation Element addresses the requirements of state law, which are to evaluate the transportation needs of the community and present a comprehensive plan to meet those needs. The plan complies with the California Complete Streets Act of 2008. The goals, policies and implementation actions were either developed during the Plan Santa Barbara General Plan update process in December 2011, or were carried over from the existing Circulation Element or Scenic Highways Elements in effect in 2011. These goals, policies, and implementation actions are intended to further integrate circulation policies with the sustainability focus of new or revised policies in other elements. This is accomplished by emphasizing alternative modes of transportation, maintaining traffic flow for all, and reassessing parking requirements to complement a people-oriented community. The City's Bikeway Master Plan "encourages the safe use of the bicycle as a healthful, non-polluting form of transportation." The master plan proposes approximately 40 miles of bikeways utilizing existing road shoulder areas, and 20 miles of bikeways that are to be located off-street.

City of Santa Barbara Pedestrian Master Plan (Adopted July 2006)

This Plan is designed to take Santa Barbara’s pedestrian system to the next level: to develop a comprehensive pedestrian system that enhances and increases the city’s walkability to the extent that all people will feel safe walking, to increase connections to destinations throughout the city, to enhance the Paseo network, and to increase the number of children who walk and bike to school. Additionally, a major goal of the enhanced pedestrian system is to increase the overall health of Santa Barbara’s residents by promoting walking as a viable means of transportation.

The goals, policies, and strategies outlined in this Plan are provided to turn this vision into a reality. The Plan includes phased recommendations that will entice people to walk more for short trips, enhance the environment for people with disabilities and children walking to school, and lead to an overall increase in the number of pedestrian trips. It focuses on enhancing pedestrian safety in crosswalks and along streets. The Plan also represents a blueprint for improving residents’ quality of life by creating a more sustainable environment and reducing traffic, noise, and energy consumption. It includes innovative and exciting options for safe and convenient pedestrian passage, and will link local bus routes and an emerging network of bicycle routes.

2013 Federal Transportation Improvement Program (FTIP)

In accordance with Title 23 of the U.S. Code, the Federal Transportation Improvement Program is a program for the use of anticipated federal transportation funds to maintain, operate, and improve the region's multi-modal circulation system. The Federal Transportation Improvement Program includes all federally funded highways, transit, and other transportation projects in the area that are scheduled for implementation. Projects in the Federal Transportation Improvement Program are also typically identified in Santa Barbara County Association of Governments' Regional Transportation Plan.

2040 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SBCAG, 2013)

The 2040 Regional Transportation Plan and Sustainable Communities Strategy plans how the Santa Barbara County region will meet its transportation needs for the 30-year period from 2010 to 2040, considering existing and projected future land use patterns as well as forecast population and job growth. It plans for and programs the approximately $7.4 billion in revenues expected to be available to the region from all transportation funding sources over the course of the planning period. It identifies and prioritizes expenditure of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as transportation demand management measures and intelligent transportation systems.

Draft Regional Bicycle Plan (SBCAG, 2012, update still in progress)

SBCAG is currently in the process of updating the draft Regional Bicycle Plan. A draft plan was completed in April 2008, but was never adopted by the SBCAG Board. The updated Regional Bicycle Plan will serve to update the regional bicycle network, link to policies in SBCAG's 2040 Regional Transportation Plan-Sustainable Community Strategy, and articulate a vision for enhancing bicycle use in Santa Barbara County. The updated plan will incorporate and reflect locally adopted bicycle transportation plans, including new local plans adopted since the draft was completed. It will also reflect other important changes, such as the passage of Measure A and the updated 2040 Regional Transportation Plan and Sustainable Communities Strategy.

Chapter 4: Community Character

4.1: Population and Housing

Demographic characteristics of the region and the study area have been updated with data derived from the 2010 U.S. Census of Population and Housing and the SBCAG Regional Growth Forecast 2010-2040, December 2012. A total of 45 census tract block groups directly adjacent to the South Coast US 101 alignment were used as the study area for demographic characterization.

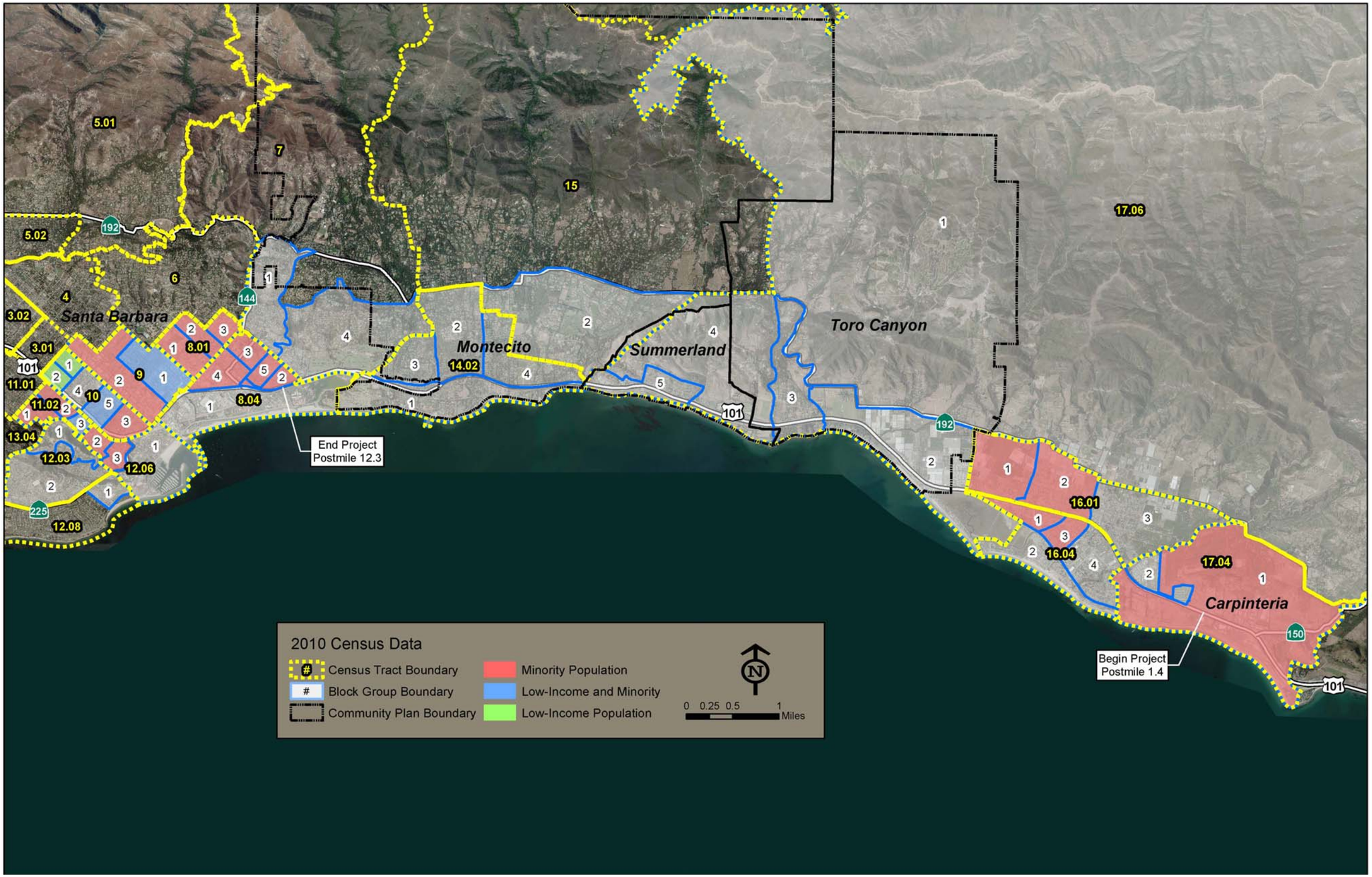
Santa Barbara
Montecito
Summerland
Toro Canyon
Carpinteria
End Project
Postmile 12.3
Begin Project
Postmile 1.4
2010 Census Data
Census Tract Boundary
Block Group Boundary
Community Plan Boundary
Minority Population
Low-Income and Minority
Low-Income Population
0 0.25 0.5 1
Miles

Figure 4-1

Population

The County's population increased from 399,347 in April 2000 to 423,895 of April 2010, a six percent increase (6%). While several cities and unincorporated areas in the north county experienced increases in their population between 2000 and 2010 such as the City of Santa Maria and surrounding areas, the cities of Carpinteria and Santa Barbara along with unincorporated areas of the South Coast Region (Montecito, Summerland, and Toro Canyon) experienced slight declines. Whereas the County as a whole increased by 6% between 2000 to 2010, the City of Santa Barbara decreased by roughly 4% within the same decade.

According to the Santa Barbara County Association of Governments projections, listed below in Table 4.1, the Santa Barbara County population is expected to grow from 423,800 to approximately 520,000 people, which is an increase of 96,200 people or 23 percent over the course of the forecast period (2010-2040). The Santa Barbara County Association of Governments (SBCAG) projections indicate that the South Coast Region is expected to grow from 166,355 to 216,900, an increase of 30 % between 2010 and 2040.

Employment

Employment in Santa Barbara County and the cities of Carpinteria and Santa Barbara is expected to increase at a much faster rate than the corresponding population in these areas between 2010 and 2040. The total number of jobs in Santa Barbara County, the South Coast Region, the City of Santa Barbara, and Carpinteria is likely to grow by 30, 16, 6, and 10 percent, respectively.

Housing

The total number of households in Santa Barbara County, the South Coast Region, the City of Santa Barbara, and Carpinteria is expected to increase about 29, 7, 9, and 6 percent, respectively, between 2010 and 2040. As a whole, Santa Barbara County is anticipated to have a considerable increase in the number of homes by year 2040, with an expected increase of 29.2% from year 2010.

Table 4.1 Population, Employment, and Housing Forecast Santa Barbara County: 2010–2040

	Population Forecast					
	2010	**2020**	**2030**	**2035**	**2040**	**Percent Change 2010-2040**
Santa Barbara County	423,800	445,891	495,000	507,482	519,965	23 %
South Coast Region	202,100	205,800	211,300	215,700	216,900	7.3%
City of Santa Barbara	88,410	88,600	91,000	94,876	96,000	10 %
Carpinteria	13,040	13,284	13,600	13,825	13,893	7%
	Employment (Jobs)					
	2010	**2020**	**2030**	**2035**	**2040**	**Percent Change 2010-2040**
Santa Barbara County	197,400	229,900	241,300	250,000	257,600	30.5
South Coast Region	93,500	97,223	101,730	104,979	107,004	14.0
City of Santa Barbara	62,912	64,597	65,525	66,449	66,667	6.0
Carpinteria	6,075	6,666	6,680	6,693	6,693	10%
	Household (Dwelling Units)					
	2010	**2020**	**2030**	**2035**	**2040**	**Percent Change 2010-2040**
Santa Barbara County	142,100	149,900	170,200	177, 400	183,600	29.2%
South Coast Region	75,500	76,611	79,079	80,620	80,959	7.3
City of Santa Barbara	35,000	35,120	36,200	37,578	37,976	8.5%
Carpinteria	4,760	4,841	4,950	5,030	5,054	6.3%

Source: Santa Barbara County Association of Governments, Regional Growth Forecast 2010-2040, December 2012.

Age

According to the updated 2010 U.S. Census data, the majority of people in the study area are between the ages of 18 to 64 years old. The median age of the residents in the study area is 38.

As shown in the table above, Table 4.1-2, the median age in Santa Barbara County is 34 and about 64 percent of the population is made up of people between 18 and 64 years old. As compared to the neighboring jurisdictions and the study area, Santa Barbara County and the City of Carpinteria have the highest percentages of children under the age of 18. The unincorporated areas of Montecito and Toro Canyon both have relatively higher populations of people who are 65 years old or older.

Table 4.1-2 Age Breakdown in the Study Area

	Total Population	Under 18 Years	%	18 to 64 Years	%	65 years and Over	%	Median Age
Total Study Area	59,332	11,908	20	39,684	67	7,740	13.0	38
Santa Barbara County	423,895	98,047	23	271,450	64	54,398	13	34
City of Carpinteria	13,040	2,618	21	8,623	64	1,799	15	39
Montecito	8,965	1,515	17	5119	57	2,331	26	50
Toro Canyon	1,508	253	17	922	61	333	22	50
City of Santa Barbara	88,410	16,468	19	59,369	67	12,573	14	37
Summerland	1,448	211	14	980	68	257	18	49

Source: 2010 U.S. Census

Ethnic Composition

Ethnicity information for the study area came from 2010 U.S. Census data. The racial categories used are White, Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or other Pacific Islander, and Some Other Race/Two or More Races. Because Persons of

Hispanic origin are not classified as a racial category, their numbers are noted separately as an ethnic category but are also categorized in their appropriate racial category.

As shown in Table 4.1-3, there ethnic diversity in the study area is roughly equivalent to Santa Barbara County as a whole. Overall, about 28 percent of all study area residents are members of minority groups. About 47 percent of the population in the study area is Hispanic. Thirty percent of the population in Santa Barbara County is a member of a minority group, of which the Hispanic population represents 43 percent. Asian populations represent about 3 percent of the study area compared to 5 percent for Santa Barbara County.

The unincorporated areas of Montecito, Summerland, and Toro Canyon are predominantly White, with this ethnic group accounting for 93, 89, and 92 percent of the total populations, respectively, in those areas.

Figure 4-1, located above, displays densities where minority populations are greater than 50 percent in census block groups. In addition, the figure also displays populations where minority populations are greater than 50 percent of the total ethnic population.

Table 4.1-3 Ethnic Composition in the Study Area

Study Area	Total Persons	White	%	Black or African American	%	American Indian/ Alaskan Native	%	Asian	%	Native Hawaiian/ Other Pacific Islander	%	Some Other Race/Two or More	%	Hispanic ethnicity	%
Total Study Area	59,332	42,773	72	907	1.5	689	1.2	1,607	2.7	68	0.1	2,209	3.7	28,092	47.3
Santa Barbara County	423,895	295,124	70	8,513	2.0	5,485	1.3	20,665	5	806	0.2	93,302	22	181,687	43
Carpinteria	13,040	9,348	72	109	0.8	144	1.1	296	2	15	0.1	3,078	24	6,351	49
Montecito CDP	8,965	8,267	93	55	0.6	38	0.4	218	2	6	.01	381	4.2	605	7
City of Santa Barbara	88,965	66,411	75	1,420	1.6	892	1.0	3,062	3	116	0.1	16,509	18	33,591	38
Summerland CDP	1,448	1,295	89	3	0.2	7	0.5	41	3	6	0.4	96	6.7	192	13
Toro Canyon CDP	1,508	1,388	92	7	0.5	7	0.5	14	1	1	0.1	91	6.0	293	19

Source: 2010 Census Data

Income

According to the 2007-2011 American Community Survey data, the median household income for the study area was $67,662 with 11.4 percent of the households living under the poverty level. As shown in Table 4.1-4, the unincorporated areas of Montecito and Toro Canyon had the two highest median household incomes, with $112,656 and $108,438, respectively. The median household income in Santa Barbara County was lower than that of the study area. In Santa Barbara County, the percentage of households below poverty level was about 12 percent, comparable to the study area as a whole. Household poverty assumes all household members (related and unrelated) combine resources to meet basic needs, whereas the 2010 Federal poverty level for a family size of four is $22,050.

Table 4.1-4 Household Income of Study area and surrounding area

Income	Study Area	Santa Barbara County	Carpinteria	Montecito CDP*	City of Santa Barbara	Summerland CDP*	Toro Canyon CDP*
Median Household Income**	$67,662	$62,723	$70,113	$113,558	$63,758	$78,750	$108,438
Households Below Poverty Level**	2,840	22,597	401	145	5,219	43	40
% People whose income is Below Poverty Level**	11.4	15.3	8.1	8.7	14.7	6.4	4.1

Source: 2010 U.S. Census

** CDP —A census-designated place (CDP) is an area identified by the U.S. Census Bureau for statistical reporting. CDPs are communities that lack separate municipal government, but which otherwise resemble incorporated places, such as cities or villages.*

****** *2007-2011 American Community Survey 5-year estimates*

4.1.1.2 Housing

Housing Rentals

There are a total of 152,834 home in Santa Barbara County in which 67,277 are occupied by individuals who rent. Within the study area, a large majority of the homes are occupied by renters. A total of 24,846 housing units are in the study area, which 13,796 or 56%, are renter occupied homes. Owner occupied homes in the study area account for only 8,403 of the homes, or in other words, owners reside in 34% of the homes within the study area.

Vacancy Rates

A total of 24,846 housing units exist in the study area; of that amount, 2,647 are vacant without homeowners or renters taking up residency. This vacancy rate is 10.7%, which is higher than compared to Santa Barbara County's vacancy rate of 7%. Toro Canyon, Montecito, and Summerland, have a small number of housing units yet are the more affluent areas to live with the highest vacancy rates. Toro Canyon has a vacancy rate of 22.9%, Montecito with 19%, and Summerland with a 16.5% vacancy rate.

Median Home Values

The median home value in Santa Barbara County is $523,800 according to the U.S. Census 5-year average. However, utilizing the median average between 2004-2010, the County median home value is $849,063 (SBCAG 2013). It must be noted that the discrepancy in median home values is due to the extended time period in which 2004- 2010 factored-in values from the height of the housing bubble, whereas, U.S. Census data calculated median home value averages at the onset of the 2007 recession.

Toro Canyon, Montecito, and Summerland have the highest median home prices within the County of Santa Barbara. Since the project travels near these townships, it is assumed the study area's median home value is approximately $1,000,000.

The County's median gross rent is $1,303 which is less compared to the Total Study Area's rent median of $1,489. Excluding rent values from the affluent residential area of Montecito and the college student populated area of Goleta, the study area has the highest median gross rent.

Table 4.1-5 Housing

Geographic Area	Housing Units	Median Home Value	Median Gross Rent	Owner Occupied	Renter Occupied	Vacant Units	% Vacant
Total Study Area	24,846	842,866	1,489	8,403	13,796	2,647	10.7
Santa Barbara County	152,834	523,800 (849,063)*	1,303	74,827	67,277	10,730	7
City of Carpinteria	5,429	607,300	1,385	2,347	2,412	670	12.3
Montecito CDP	4,238	1,000,000 +	2,000 +	2,522	910	806	19.0
Toro Canyon CDP	804	1,000,000 +	1,031	440	180	184	22.9
City of Santa Barbara	37,820	926,100	1,424	13,784	21,665	2,371	6.3
Summerland CDP	823	1,000,000 +	1,385	362	325	136	16.5
City of Ventura	42,827	580,565	1,306	22,408	17,532	2,389	8.0

Source:
U.S. Census Bureau: *2007-2011 American Community Survey*
2010 U.S. Census *Table DP-1: Profile of General Demographics Characteristics*
*2013 SBCAG, *2040 Regional Transportation Plan's Figure 5,* Santa Barbara Median Home value between 2004-2010
Median Home Value for Study Area was average of median home values in project limits.
Percentages rounded up to nearest 10th

Section 4.2 Employment and Economy

According to the SBCAG Regional Growth Forecast, South Coast employment is forecasted to increase by 15.6 percent from 2010 to 2040.

Table 4.2: Employment Forecast by Sector for Santa Barbara County 2010-2040 (1,000's)

Economic Sector	2010	2020	2030	2040	Percent Change from 2010-2040
Agriculture; forestry; fishing and hunting	18.7	18.6	17.4	16.6	-2.1
Mining	1.0	1.0	0.9	0.9	-0.1
Construction	7.0	9.4	9.9	10.7	3.7
Manufacturing	11.2	11.8	11.2	10.8	-0.4
Wholesale Trade	4.0	4.7	4.7	4.8	0.8
Retail trade	17.9	19.9	20.1	20.8	2.9
Transp.Warehousing and Utilities	2.8	3.4	3.4	3.6	0.8
Information	3.4	4.1	4.2	4.4	1.0
Financial Activities	6.3	7.6	7.7	8.0	1.7
Professional & Business Services	21.7	28.8	32.3	36.6	14.9
Education & Health Services	20.9	26.7	30.0	33.9	13.0
Leisure & Hospitality	22.0	26.9	29.0	31.8	9.8
Other Services, except public administration	5.4	6.5	6.8	7.3	1.9
Government	38.1	39.4	41.0	43.5	5.4
Self Employed	17.0	21.2	22.4	24.1	7.0
Total Jobs	197.4	229.9	241.3	257.6	15.6

SBCAG Regional Growth Forecast 2012, page 13

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

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Be energy efficient!

To: FILE

Date: February 3, 2012

File: 05-0N7000
05-SB-101-1.4/12.3
South Coast 101 HOV Lanes

From: **DEPARTMENT OF TRANSPORTATION**
DIVISION OF ENVIRONMENTAL ANALYSIS

Subject: Community Impact Assessment: Revised Project Limits and Addendum

This memo has been written to address changes to the limits of the South Coast 101 HOV Lane Project. The project has been extended 0.6-mile to the south to include construction of stormwater treatment facilities at the Bailard Interchange (PM 1.4). The recommendations included in the Community Impact Assessment dated June 29, 2010 are not affected by the extension of the project or the addendum.

Prior to the release of the CIA in June 2010, the most current data available for Median Household Values (MHV) was up through 2008. Since the completion of the CIA, data was released for the year 2009 and is included in the table below. The data does not change the recommendations or conclusions of the technical report.

Geographic Area	Median Household Value (2009)	Median Gross Rent (2009)
Santa Barbara County	$553,900	$1,354
City of Goleta	$828,622	$1,481
City of Carpinteria*	$694,479	$1,337
Montecito*	$1,000,132	$2,001
Toro Canyon*	$916,107	$888
City of Santa Barbara	$956,125	$1,331
Summerland*	$908,692	$1,315
Mission Canyon*	$968,366	$1,796
Ventura County	$590,909	$1,301
City of Ventura	$572,421	$1,306
City of Ojai*	$550,189	$1,160

Source: 2009 American Community Survey, U.S. Census Bureau, available at http://factfinder.census.gov
*Data obtained from City-Data.com

The Municipal Tennis Center was added to Figure 2.2 and Table 2.3.

Table 2.1-1 was changed to reflect changes to proposed development.

Table 2.1-1 Currently Proposed Development

Project	Jurisdiction	Proposed Use	Address	Project Status*
US 101 Operational Improvements – Milpas Street to Hot Springs Road	Santa Barbara County	This project proposes 2 miles of improvements in the City of Santa Barbara. Improvements include additional northbound and southbound lanes, local road improvements, and bicycle and pedestrian enhancements.	US 101 between Cabrillo Road and Milpas Street	C
US 101 Linden Avenue to Casitas Pass Road Interchanges Project	Santa Barbara County	This 1.1-mile-long project includes reconstruction of interchanges, replacement of Carpinteria Creek Bridge, and new Via Real connection south to Bailard Avenue.	Various roadways between Linden and Bailard avenues	D
BEGA Phase II - Warehouse and Apartments	City of Carpinteria	This project includes construction of a 40,000-square-foot warehouse.	1000 Bega Way	C
Mission Terrace Estates	City of Carpinteria	The City has approved construction of a 27-unit housing project that includes 24 single-family market rate units and 3 affordable single-family units.	1497 Linden Avenue	C
Green Heron Springs	City of Carpinteria	This approved project proposed demolition of the existing building onsite and construction of 30 new condominiums.	1300 and 1326 Cravens Lane	P
Clippinger	City of Carpinteria	The City has approved construction of a new 8,000-square-foot office building.	5464 Carpinteria Avenue	D
Lagunitas Mixed Use	City of Carpinteria	The proposed mixed-use project consists of 85,000 square feet of office space, as well as 73 residential units.	6380 Via Real	C
630 Anacapa Street	City of Santa Barbara	This project proposes to merge 2 lots and build a 3-story mixed-use building with below-grade parking. The project includes 6 separate commercial spaces and 3 studio apartments.	630 Anacapa Street	P
617 Bradbury Avenue	City of Santa Barbara	This revised project proposes to demolish a single-family residence and build a new 5,978-square-foot mixed-use development that includes 918 square feet of commercial area and about 3,400 square feet of residential area.	617 Bradbury Avenue	P
412 Anacapa	City of Santa Barbara	Proposal to subdivide existing 13,500-square-foot lot into 3 lots and build a three-story mixed-use building on each new parcel.	412 Anacapa	D

Project	Jurisdiction	Proposed Use	Address	Project Status*
825 De La Vina Street	City of Santa Barbara	Proposal for a mixed-use project that includes 1,606 square feet of commercial space, a 14,750-square-foot parking lot, and 7 residential condominiums averaging approximately 1,200 square feet each.	825 De La Vina Street	P
McReynolds – City Ventures	City of Santa Barbara	This project proposes to build 48 residential units on 10,285 square feet of land.	535 E. Montecito Street	P
528 Anacapa Street	City of Santa Barbara	This project proposes to demolish an existing 3,300-square-foot commercial building and build a mixed-use building in approximately 20,000 square feet (5,000 commercial/15,000 residential) on a 65,000-square-foot parcel.	528 Anacapa Street	D
1298 Coast Village Road	City of Santa Barbara	Proposal to demolish an existing gas station and build a 16,992-square-foot mixed-use building, including 4,000 square feet of commercial space and 12,192 square feet of residential space.	1298 Coast Village Road	D
718 E. Mason Street	City of Santa Barbara	Proposal to build a new 2,414-square-foot commercial building with office and warehouse space.	718 E. Mason Street	P
1032 East Mason Street	City of Santa Barbara	This project proposes to build six two-story residential complexes on an existing 24,979 square-foot lot.	1032 East Mason Street	D
517 Chapala	City of Santa Barbara	This project would build six residential condominiums totaling 10,147 square feet and 2 commercial condominium spaces totaling 2,729 square feet.	517 Chapala	D
12 E. Montecito Street	City of Santa Barbara	Proposal to build an 11,091-square-foot commercial youth hostel.	12 E. Montecito Street	D
406 N. Quarantina Street	City of Santa Barbara	This proposed project would demolish a single-family residence and build a 2,653-square-foot commercial building.	406 N. Quarantina Street	D
408 N. Quarantina Street	City of Santa Barbara	A new 2,717-square-foot commercial building is proposed.	408 N. Quarantina Street	D
116 E. Yanonali Street	City of Santa Barbara	This project proposes to demolish an existing warehouse/office and build a 13,203-square-foot mixed-use building, including 8,588 square feet of residential use and 4,615 square feet of commercial space.	116 E. Yanonali Street	D
Paseo de la Playa	City of Santa Barbara	This project proposes 3 sites: a 45,125-square-foot commercial building on one site and 107 residential units on the remaining sites.	101 Garden Street	P
416 E. Cota Street	City of Santa Barbara	This proposed project would merge 3 existing lots, demolish a commercial building, and build 57 residential units on 39,603 square feet.	416 E. Cota Street	P

Project	Jurisdiction	Proposed Use	Address	Project Status*
421 E. Cota Street	City of Santa Barbara	Proposal to demolish an existing building and build 8 residential apartments and a daycare center.	421 E. Cota Street	D
Cottage Hospital Foundation Workforce Housing Project	City of Santa Barbara	This project proposes to remove the former St. Francis Hospital and build 115 residential condominiums on 5.94 acres of a 7.39-acre site.	601 Micheltorena Street	D
433 E. Cabrillo Boulevard	City of Santa Barbara	The proposed project plans to build a 150-room, three-story luxury hotel on 3 acres.	433 E. Cabrillo Boulevard	D
34 West Victoria Street	City of Santa Barbara	Proposal to demolish an existing 20,125-square-foot commercial building on a 1.4-acre site and build 23,125 square feet of commercial/ retail space with 37 residential condominiums.	34 West Victoria Street	D
900-1100 Las Positas Road	City of Santa Barbara	This project would subdivide a 50-acre parcel into 30-lots; 15 acres will contain 25 single-family homes, while 35 acres will remain open space.	900-1100 Las Positas Road	D

* Status Definitions

PP = Pre-Planning phase: The project is proposed; however, environmental review has not begun.
P = Programmed: Environmental review has begun on the project; not yet approved.
D = Design: Environmental review has been completed; construction has not begun.
C = Construction: As of this document, project is under construction.
B = Build-out: The project is fully constructed to build-out conditions.
-- = Status is currently unknown.

South Coast 101 HOV Lane Project

Community Impact Assessment

US 101, between Post Miles 2.0 and 12.3 in Santa Barbara County, CA
District 5 - US 101- (PM 2.0 to 12.3)
05-0N7000

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S. Code 327.

June 2010

Caltrans

"For individuals with sensory disabilities, this document is available in alternate formats. Please call or write to Matt Fowler, District 5 Environmental Analysis Branch Chief, 50 Higuera Street, San Luis Obispo, CA 93401. Call 1-805-542-4603 Voice, or use the CA Relay Service TTY number 1-800-735-2929."

Prepared By: _____ Date: 6/29/10

Jacquelyn Corodimas, Senior Environmental Planner
Parsons
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Approved By: _____ Date: 6/29/10

Matt Fowler, Senior Environmental Planner
Caltrans District 5
(805) 542-4603

Summary

Land Use

The South Coast 101 HOV Lane Project would not have substantial long-term effects on land uses in the project area. Land use changes would be associated with the acquisition of property for modifications associated with construction of the project.

Growth

The commute time savings would not increase growth pressures notably in any residential study areas. Growth management plans and high housing prices in the study area would also help discourage unplanned growth. The growth-related impact study concluded that the South Coast 101 HOV Lane Project would support planned growth in the region and is not anticipated to impact environmental resources of concern.

Community Character

No residential or business units would require relocation as a result of the project. Some utilities will be required to be lowered, encased or relocated.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Most circulation and access impacts as a result of street closures and detours would be temporary and construction related. The long-term impacts of the project on transportation and vehicular traffic would generally be positive due to reduction of traffic delay throughout the US 101 project area.

Transit providers would be notified of any road closures or detours. The project is not anticipated to impact parking, bicycle, or pedestrian facilities.

Public Involvement

Public involvement for the South Coast 101 HOV Lane Project would include a 45-day public review of the environmental document and a public meeting (if requested by the public).

Summary of Major Potential Impacts from Alternatives			
Potential Impact		**Build Alternatives**	**No Build Alternative**
Land Use	Consistency with General Plans	May be inconsistent with wetland setbacks	Not consistent
Coastal Zone		Consistent	Consistent
Wild and Scenic Rivers		N/A	N/A
Parks and Recreation		N/A	N/A
Growth		N/A	N/A
Farmland/Timberland		N/A	N/A
Community Character and Cohesion		N/A	N/A
Utilities/Emergency Services		Temporary impacts to utilities required to be lowered, encased or relocated.	N/A
Relocations	Residential Displacements	N/A	N/A
	Business Displacements	N/A	N/A
	Utility Displacements	N/A	N/A
Environmental Justice		No disproportionate impacts	N/A
Traffic Transportation/Pedestrian and Bicycle Facilities		Temporary impacts during construction include traffic detours.	N/A
Cumulative Impacts		N/A	N/A

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Chapter 1 Introduction

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the California Department of Transportation (Caltrans) under its assumption of responsibility pursuant to 23 United States Code (U.S.C.) 327.

The purpose of this report is to provide information regarding social, economic, and land use effects of the project so that final transportation decisions will be made in the public interest. The report is intended to describe the relevant existing conditions and the potential socioeconomic impacts of the project. The report focuses on important topics identified through the "scoping" (i.e., preliminary environmental analysis) process. Any indirect or cumulative impacts are discussed in the general impact sections of Chapters 2 through 5.

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) require consideration of social and economic impacts of projects in the preparation of environmental documents.

1.1 Community Profile

The proposed South Coast 101 HOV Lane Project study area traverses Carpinteria and southern portions of the city of Santa Barbara, as well as the unincorporated area of Toro Canyon and the communities of Summerland and Montecito in Santa Barbara County. This section describes the study area from Carpinteria to Santa Barbara.

1.1.1 Carpinteria

Carpinteria is located approximately 8 miles southeast of Santa Barbara, 15 miles north of Ventura, and 80 miles north of Los Angeles along US 101. It covers a land area of 2.6 square miles (and an ocean area of 4.7 miles), and the current City population is estimated at 14,194 residents.

Carpinteria was a small agricultural town and modest beach resort when it incorporated in 1965. Today, Carpinteria is a diversified city based on tourism, light industry, and agriculture. The industries employing the largest number of workers in the city are services, retail, and durable manufacturing. Tourism plays an important role in the city's economy, along with agriculture, manufacturing, high technology firms, and service occupations. US 101 is the only freeway serving the Carpinteria area and serves as the principle intercity arterial highway and as an intra-city arterial for trips that may originate and terminate at the various interchanges in the city.

1.1.2 Toro Canyon

Toro Canyon is an unincorporated area located in southeastern Santa Barbara County, in the western portion of the Carpinteria Valley between the Santa Ynez Mountains and the Santa Barbara Channel. It is bordered by Summerland and Montecito to the north, the Pacific Ocean to the west, and Carpinteria city limits to the south. The southern portion of Toro Canyon lies within the Coastal Zone.

Toro Canyon's residential development began in the 1920s with the subdivision of several small farms. Toro Canyon's 5,950 acres support large areas of agriculture, low-density residential uses, some commercial and recreational areas, and undeveloped open space. Major access roads into Toro Canyon include US 101, Via Real, and State Route (SR) 92 (East Valley Road/Foothill Road). Approximately 1,697 residents live in Toro Canyon.

1.1.3 Summerland

Summerland, which is an unincorporated area in Santa Barbara County, is a small community of 1,545 residents located immediately south of the community of Montecito and the city of Santa Barbara, and north of Carpinteria on US 101. With the exception of a 65-acre set of three parcels commonly known as the "White Hole" (so-called because the parcels have not been assigned a land use or zoning designation), the land is designated for residential, commercial, and light industrial uses.

Summerland was originally subdivided in 1888 as a spiritualist community, with the creation of parcels that were 25 feet by 50 feet in size to accommodate tents. These small lots still exist today and present a challenge to development. Summerland has a small commercial strip adjacent to US 101 near Lillie Avenue, which is primarily oriented to tourism and visitor services. There is only one industrial area, a research park, located to the west of town away from US 101. The residential areas are generally located on the steep ocean-facing hillside above the commercial strip, although some higher-density mixed use exists in the downtown.

1.1.4 Montecito

Montecito is an unincorporated area of Santa Barbara County located just south of the city of Santa Barbara and north of Summerland. Approximately 10,000 residents live in the Montecito area, which is comprised of large lots and covers 9.3 square miles. Montecito is among the wealthiest communities in the United States, and limited future growth is anticipated in this region.

Montecito is one of the older settlements in the county. Beginning with the Spanish presence in the 1700s, Montecito was settled by land grants given or sold to retiring soldiers of the Santa Barbara Presidio. Until the mid-1980s, development occurred at a leisurely pace; however, later in the decade, the community experienced an average 2.26 percent residential growth rate per year, outpacing that prescribed in the 1980 Comprehensive Plan. The Montecito Community Plan was then updated in 1989 to respond to concerns about the diminishing quality of life and community character, and to address water, sewer, and other infrastructure capacity issues.

1.1.5 City of Santa Barbara

The city of Santa Barbara is the largest and northernmost community within the study area. It is located within the South County Region along US 101, 92 miles north of Los Angeles. It covers 43 square miles (22 of which are in water), and has a population of 90,473.

The waterfront area of Santa Barbara is uniquely important to the area's economic base. In general, lands adjacent to the shoreline have been carefully planned and managed. Access is largely provided by US 101. US 101 also offers major access to the benefits of the Central Business District and the Civic Center. Within the city itself, there is no parallel street system to carry traffic efficiently from the west to the east; therefore, the highway serves not only commuters, but much of the local cross town traffic.

1.2 Project Background

Caltrans proposes to widen US 101 for approximately 10 miles, from 0.44-mile south of Carpinteria Creek in Carpinteria, to Sycamore Creek in the city of Santa Barbara, in Santa Barbara County, California. The existing four-lane highway would be widened to six lanes by adding a high-occupancy vehicle (HOV) lane in each direction.

US 101 is the principle intercity arterial highway connecting cities between Los Angeles and San Francisco. Between the cities of Carpinteria and Santa Barbara, US 101 also serves as a major north-south transportation corridor for more local transportation needs and is heavily used by daily commuters. As a result, congestion frequently occurs each day in the northbound and southbound directions. There is a documented need to improve the operations of the highway to reduce delays and travel time for local traffic, public transit, commercial trucking, tourists, commuters, and emergency vehicles.

Based upon regional growth studies, the population of the cities of Carpinteria and Santa Barbara and the County of Santa Barbara are anticipated to increase over the next few decades. The population of the County of Santa Barbara is expected to grow 18 percent, with the population of the cities of Carpinteria and Santa Barbara expected to grow 7 and 3.5 percent, respectively (Santa Barbara County Association of Governments [SBCAG] 2003).

In addition to population growth, long-distance commuting is escalating due to more affordable housing located farther away from regional employment centers. As a result, the number of people commuting into and out of Santa Barbara County has markedly increased. According to the U.S. Census Bureau, as of 2000, the number of workers commuting into Santa Barbara County (20,000) exceeds workers commuting out of Santa Barbara County (10,500) by 9,500 (SBCAG 2003). On weekends and in summer months, the coastal location, natural amenities, and temperate weather have historically made the project vicinity a popular tourist destination, resulting in recurrent traffic delays.

Without changes to the current highway configuration, population growth and increasing travel demands will present greater challenges to an already overtaxed transportation facility. Current levels

of congestion will continue to cause delay for local traffic, transit, tourists, and emergency vehicles. The proposed project would encourage more efficient mobility by accommodating the existing and planned growth and consequential traffic in the area.

1.3 Project Summary Description

The proposed South Coast 101 HOV Lane Project would span approximately 10 miles and would reduce congestion on US 101 from Carpinteria to the city of Santa Barbara in Santa Barbara County, California. The project would widen US 101 from approximately 0.44-mile south of Carpinteria Creek (Post Mile [PM] 2.0) to Sycamore Creek (PM 12.3), as shown in Figure 1.2-1. The existing four-lane highway would be widened to six lanes by adding an HOV lane in each direction.

Four alternatives are being considered for the proposed project. Of the four alternatives, there are three Build Alternatives and one No Build Alternative, in which US 101 would remain in its existing state and result in no physical changes or improvements within the project limits. All of the Build Alternatives propose to add one HOV lane in each direction, resulting in a six-lane freeway within the project limits. The three Build Alternatives would include the same set of design variations for auxiliary lane placement and for the Hot Springs Road/Cabrillo Boulevard interchange options.

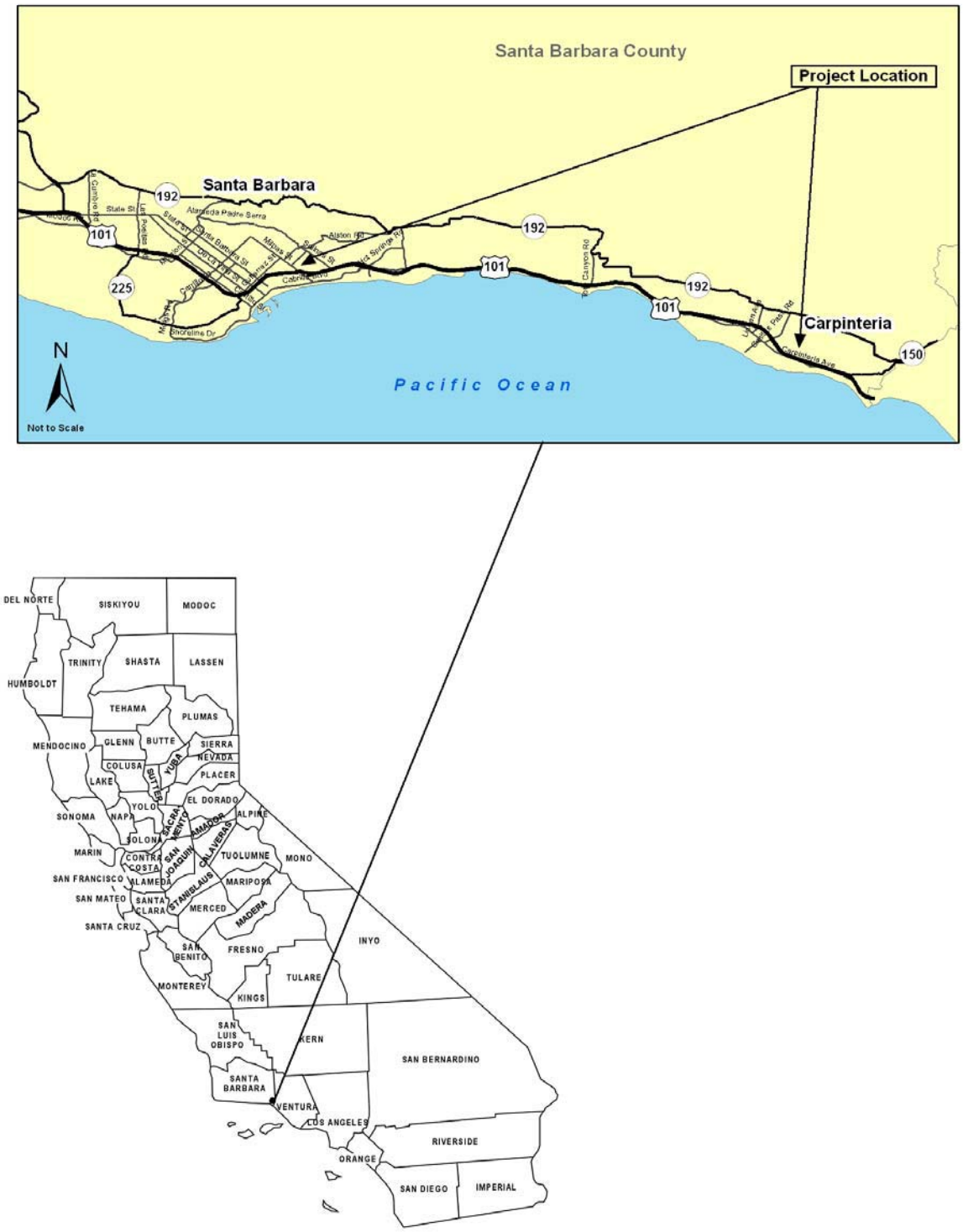
Common features to all of the Build Alternatives would include:

- Construction of one northbound and one southbound HOV lane.
- Reconstruction of the Sheffield interchange by relocating the southbound median ramps.
- Conversion of the northbound auxiliary lane between the Cabrillo Boulevard on-ramp and the Salinas off-ramp to a through lane with related ramp modifications.
- Retain planted medians installed with the Milpas Street to Hot Springs Road project from PM 11.9 to PM 12.3.

All of the Build Alternatives propose no changes to the following overcrossing structures:

- Casitas Pass Road (PM 2.64), Linden Avenue (PM 3.06), Santa Ynez/Seventh Avenue (PM 3.66), North Padaro Lane (PM 7.14), San Ysidro Road (PM 10.02), the Olive Mill southbound on-ramp structure (PM 10.48), and Olive Mill Road (PM 10.54).

Figure 1.2-1: Project Location and Vicinity



All of the Build Alternatives propose to replace the following structures for redesign purposes:

- Franklin Creek (PM 3.3), Santa Monica Creek (PM 3.7), Garapato Creek (PM 6.2), Toro Canyon Creek (PM 6.8), Romero Creek (PM 9.3), San Ysidro Creek (PM 9.5), and Montecito Creek (PM 10.18).

Construction of soundwalls is proposed in all of the Build Alternatives. The heights of the proposed soundwalls may vary by alternative, but the foundations are proposed at the same locations for each build alternative. It is anticipated that all of the soundwalls would be located at the state highway right-of-way property line with the exception of the upper soundwall for the northbound off-ramp at the Evans interchange and the mainline segment between San Ysidro Road and Olive Mill Road.

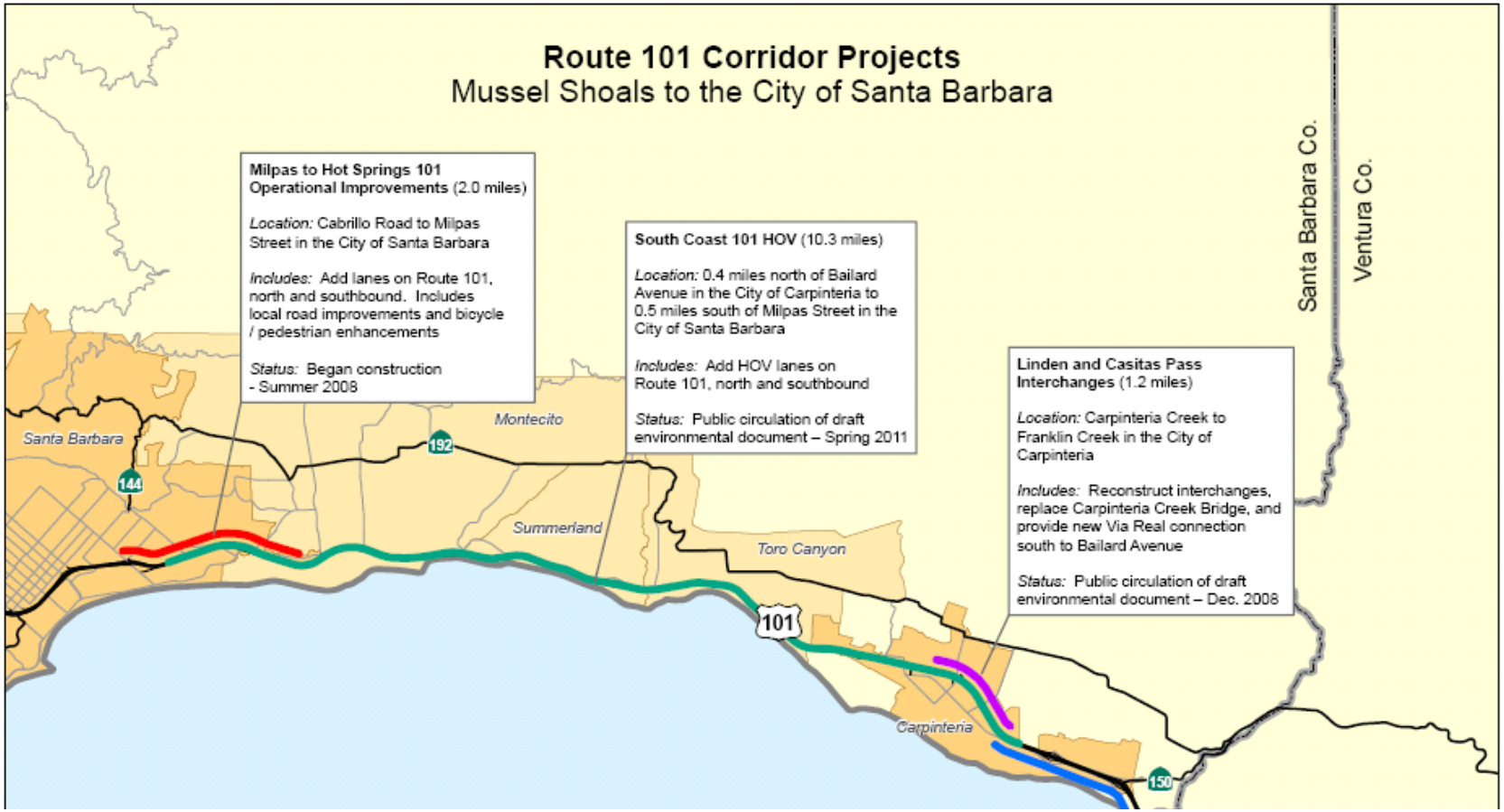
Additionally, the following design options are being considered for all of the Build Alternatives:

- Options for various interchange configurations for the Hot Springs Road/Cabrillo Boulevard interchange.
- Options to include auxiliary lanes in short weave sections where warranted by design criteria and traffic study recommendations.

The difference between the build alternatives is the area where additional pavement is proposed (i.e., median versus outside). Alternative 2 would result in approximately 4.6 miles of planted median with accommodations for median maintenance vehicle pullout areas at approximately 0.25-mile intervals, while Alternatives 1 and 3 would result in approximately 3.4 miles of planted median and vehicle pullout areas at approximately 0.5-mile intervals. In addition, dependent upon the interchange design selected for Cabrillo Boulevard, up to an additional 1.4 miles of median planting may be added subject to the median maintenance vehicle pullout areas at approximately 0.25-mile intervals.

Currently, there are three highway projects within the vicinity of this project that will require consideration by this Community Impact Analysis and Growth Inducement Study (see Figure 1.2-2). To the south, the Santa Barbara/Ventura County 101 HOV Lane Project is scheduled to convert the existing four-lane highway into six lanes. This project is anticipated to begin construction in 2011. A second project along US 101 from Milpas Street to Hot Springs Road (101 Operational Improvements) makes several improvements to the highway at the north end of the project area, adding an auxiliary lane and improving intersections. This project began construction in 2008. Finally, the Linden Avenue and Casitas Pass Road Interchanges Project, which proposes to reconstruct two interchanges and provide a new frontage road connection, is anticipated to begin construction in 2011. It is expected that construction of these three projects, along with the subject project, will improve traffic flow through the region.

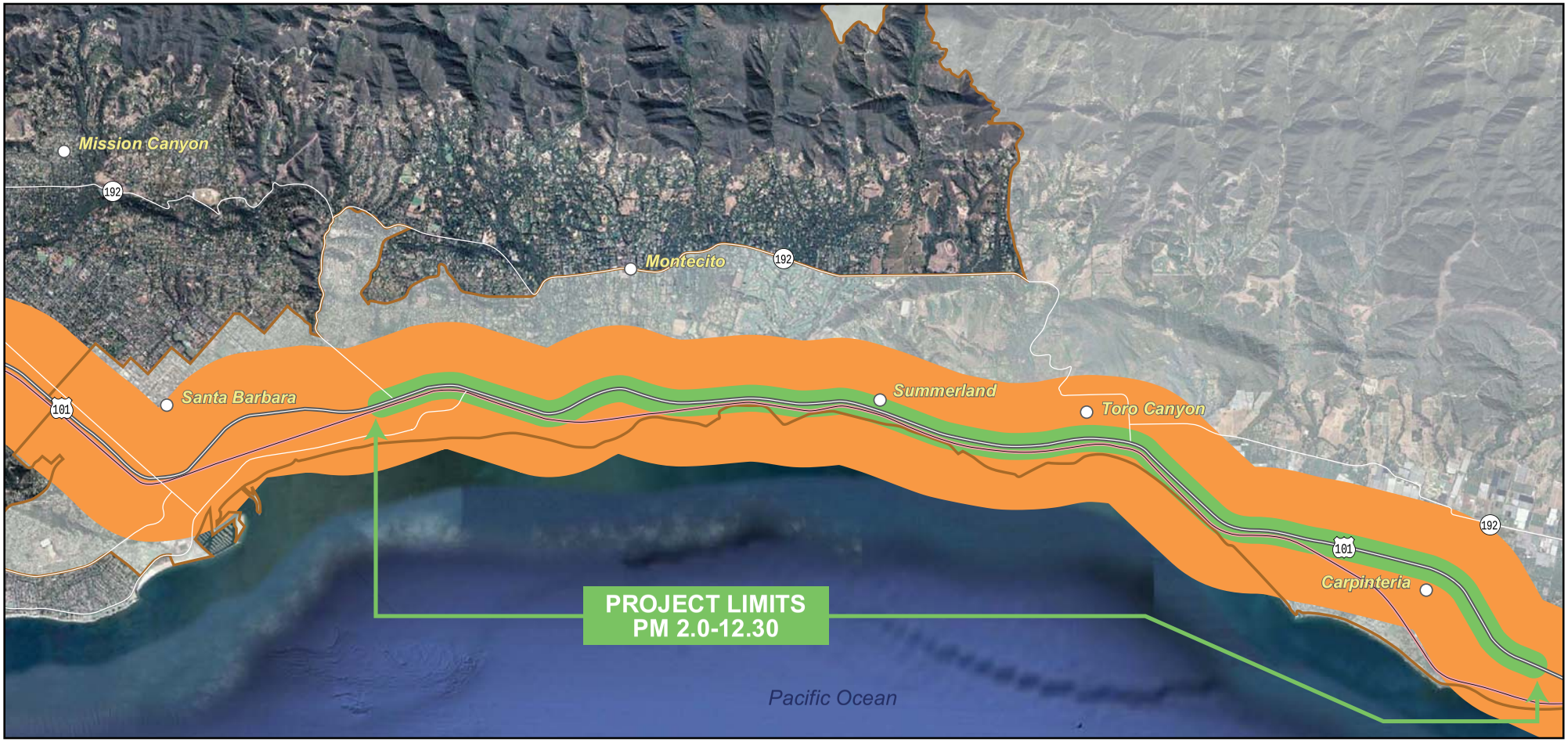
Figure 1.2-2: Route 101 Corridor Projects



1.4 Study Area Definition

This is a Community Impact Analysis for the South Coast US 101 Corridor between PM 2.0 and 12.3 in Santa Barbara County, California. This segment of highway generally follows the coastline of California, coming as close as within several hundred feet of the ocean shore in the Montecito and Summerland areas, while heading inland along the coastal plain as topography permits in the Carpinteria area.

The study area has been selected primarily on the basis of the location of the communities that are expected to be affected by the project, which are up to 0.5-mile on either side of the freeway, as shown in Figure 1.3-1. Another factor that influences the choice of study area includes the different regional, state, and local governmental boundaries of the overlapping jurisdictions. These agencies provide policy and data on the basis of their respective geographic and focus areas, much of which can be used to prepare a "picture" of the existing project area conditions. Once the existing conditions have been identified in the study area, then potential project alternatives can be evaluated for impact.



Source: Parsons 2010

Legend

- Socioeconomic Study Area
- Project Study Area
- Project Limits
- Interstate Roads
- Railroads

N

0 2
Mile

Project Study Area
South Coast 101 HOV Lane Project
Figure 1.3-1

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Chapter 2 Land Use

2.1 Existing and Future Land Use

2.1.1 Affected Environment

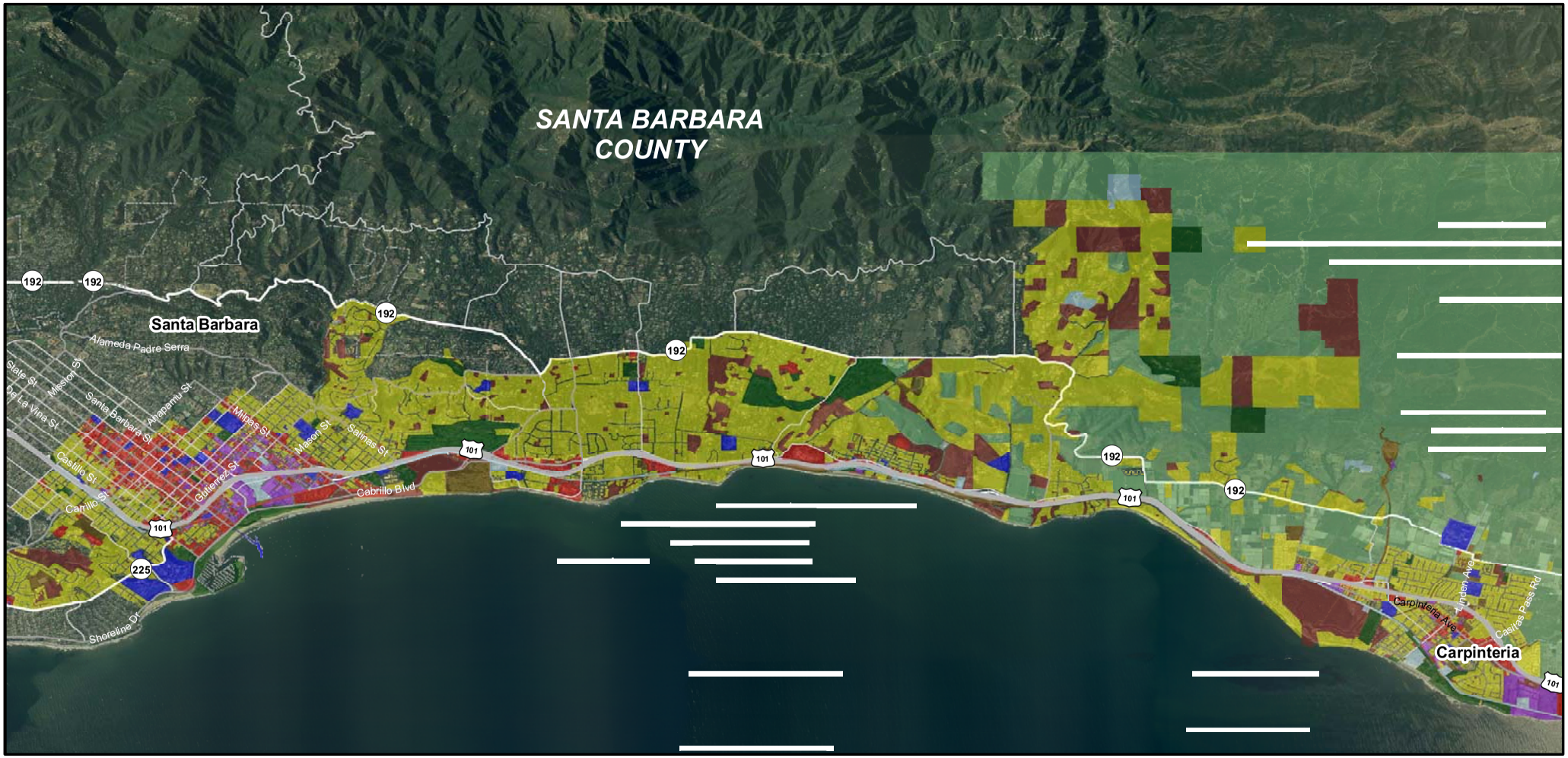
2.1.1.1 Existing Land Uses

This section characterizes existing land uses and summarizes land use and transportation plans and policies that apply to lands within the South Coast 101 HOV Lane Project study area. The land use and planning study area for the purpose of this environmental document was defined to include only those areas that are directly adjacent to the South Coast 101 HOV Lane Project area. The project area includes approximately 10 miles of existing State Highway right-of-way (US 101) beginning 0.44-mile south of Carpinteria Creek in Carpinteria to Sycamore Creek in the city of Santa Barbara. The proposed South Coast 101 HOV Lane Project study area traverses Carpinteria and southern portions of the city of Santa Barbara, as well as the unincorporated area of Toro Canyon and the communities of Summerland and Montecito in Santa Barbara County.

Existing land use in the study area is generally characterized by residential development consisting of smaller beach communities, rural residential homes, mobile home parks, and single- and multi-family developments; commercial/industrial uses, including oil wells and related facilities; agricultural uses, including orchards, vineyards, nurseries, row crops, pasture, and range; and open space land uses. These land uses are shown in Figure 2.1-1 and are described below from Carpinteria to the city of Santa Barbara (south to north along US 101).

Carpinteria

Carpinteria encompasses 4,672 acres, including 1,664 acres of land and 3,008 acres of tidelands. The largest commitment of land within the city is to residential use, accounting for 682 acres of land. Beginning 0.44-mile south of Carpinteria Creek in Carpinteria to unincorporated Toro Canyon, US 101 passes through residential, commercial, industrial, open space, and agricultural land uses. Many business parks, high technology firms, and industrial uses, including the Venco Oil and Gas Facility, Carpinteria Plant, are located south of US 101. Open space and recreation areas are also located south of US 101, including the Carpinteria Beach State Park, Carpinteria Bluffs Nature Preserve, and the Carpinteria Salt Marsh Reserve. Residential uses are located south and north of US 101. Some agricultural uses, including Norman's Nursery, are located east of the mobile home parks on the north side of US 101. A mixture of retail, wholesale, service, and office uses are located along Carpinteria Avenue within the City's business district.



Legend

Residential	Institutional	Utilities
Commercial	Agricultural	Vacant
Park and Recreation	Industrial	City Boundaries
Other	Highways and Streets	

N

Existing Land Uses

South Coast 101 HOV Lane Project

Figure 2.1-1

Unincorporated Toro Canyon

Unincorporated Toro Canyon consists of 5,950 acres of rural and semi-rural, agricultural, and low-density residential uses. Most of the planning area land uses are designated rural, while 215 acres are designated urban. The highway right-of-way continues north from Carpinteria and passes through large expanses of agricultural uses, scattered residential developments, two commercial areas, and recreation and open space land uses within Toro Canyon.

Unincorporated Summerland

Summerland, which is an unincorporated area north of Toro Canyon, encompasses approximately 1,293 acres of land. In Summerland, US 101 traverses residential, recreational, commercial, and industrial land uses. Residential uses make up most of the land in Summerland in urban and rural settings. Multi- and single-family residential developments in close proximity to each other represent the urban residential area of Summerland, which is located just north of US 101. Rural residences, which are located on larger properties, can be found on small hills and canyons to the north of the town. Agricultural uses, consisting primarily of avocado and citrus orchards, are located in four separate locations and account for 303 acres of land in northern Summerland. A small commercial strip, consisting of restaurants, gift shops, bed and breakfast inns, and antique shops, is located adjacent to US 101, bordering the unincorporated area of Montecito. The only industrial use in Summerland, Jostens Inc., which manufactures class rings, is located in western Summerland. Most of the community's recreation and park land is located south of US 101.

Unincorporated Montecito

Unincorporated Montecito is a semi-rural residential area consisting of approximately 8,320 acres. Some small commercial lots have been developed south of US 101 along the beach front, and a major commercial strip is located along Coast Village Road.

The Montecito Community Plan Area is broken up into three subareas: Central Urban, Coastal, and Mountain. The Central Urban Subarea is characterized as semi-rural, consisting primarily of single-family homes on 1-acre or larger lots containing a variety of residential densities and historic estates. The Coastal Subarea encompasses approximately 290 acres between US 101 and the Pacific Ocean, including a coastal residential community, two major hotel complexes, and several condominium or clustered developments. The Mountain Subarea encompasses 9,984 acres and is bordered by the Los Padres National Forest to the north, west, and east. The existing land use in the subarea is characterized by mountainous terrain and open space.

City of Santa Barbara

Just east of unincorporated Montecito, US 101 continues north through the city of Santa Barbara. Approximately 25 miles in length, the city of Santa Barbara is primarily a low-density residential community with a curving 3-mile-long beach and rolling hills. The highway right-of-way passes through the southeastern portion of the city and traverses commercial, residential, and recreational land uses. Commercial land uses account for 475 acres, or 4.4 percent, of land in the entire city of

Santa Barbara. The Coast Village Circle, which is an area of commercial land uses, is located just north of US 101 in the eastern part of the city. Residential uses, primarily located north of US 101, account for 38.2 percent (4,118 acres) of land in the city of Santa Barbara, more than any other land use in the city. Recreational or open space land uses are predominately located south of US 101, including the Andree Clark Bird Refuge, Dwight Murphy Field, the Santa Barbara Zoology Garden, East Beach, Cabrillo Pavilion and Arts Center, and the Cabrillo Ball Park.

2.1.1.2 Future Land Uses

Table 2.1-1 summarizes the currently proposed developments within the vicinity of the study area in the cities of Carpinteria and Santa Barbara and in the unincorporated areas of Santa Barbara County. Transportation, residential, and commercial development projects in the study area are included.

Table 2.1-1: Currently Proposed Development

Project	Jurisdiction	Proposed Use	Address	Project Status*
Southbound US 101 Operational Improvements – Milpas Street to Hot Springs Road	Santa Barbara County	This project proposes 2.0 miles of improvements in the city of Santa Barbara. Improvements include additional northbound and southbound lanes, local road improvements, and bicycle and pedestrian enhancements.	US 101 between Cabrillo Road and Milpas Street	C
Southbound US 101 Linden Avenue to Casitas Pass Road Interchanges Project	Santa Barbara County	This 1.1-mile-long project includes reconstruction of interchanges, replacement of Carpinteria Creek Bridge, and new Via Real connection south to Bailard Avenue.	Various roadways between Linden and Bailard avenues	P
Southbound US 101 TMS South Project	Santa Barbara County	This State Highway Operation and Protection Program project proposes to provide Intelligent Transportation System vehicle detectors on US 101 in Santa Barbara County.	US 101 from the Santa Barbara/ Ventura County line (PM 0.0) to Garden Street (PM 13.6)	D
Miramar Hotel	Santa Barbara County	This project would involve demolition of all existing structures on the property and the addition of 397,925 square feet (sq. ft.) of structural development, excluding paved areas. Reconstruction would include new commercial and private recreation uses.	1555 South Jameson Lane	P
BEGA	City of Carpinteria	This project includes construction of a 40,000-sq.-ft. warehouse.	1000 Bega Way	D
Narang/ Lavender Court	City of Carpinteria	This approved mixed-use development will include 40 condominiums and 4,672 sq. ft. of commercial space.	4646 Carpinteria Avenue	B
M. Timm/ Mission Terrace	City of Carpinteria	The City has approved construction of a 27-unit housing project that includes 24 single-family market rate units and 3 affordable single-family units.	1497 Linden Avenue	C

Table 2.1-1: Currently Proposed Development				
Project	**Jurisdiction**	**Proposed Use**	**Address**	**Project Status***
Ellinwood/ Green Heron Spring	City of Carpinteria	This approved project proposed demolition of the existing building onsite and construction of 30 new condominiums.	1300 and 1326 Cravens Lane	P
Porter	City of Carpinteria	The City has approved construction of a new 8,000-sq.-ft. office building.	5464 Carpinteria Avenue	D
Linden & 7th Mixed Use	City of Carpinteria	The proposed mixed-use project would construct 1,575 sq. ft. of commercial space with 3 residential units.	686 Linden Avenue	--
Lagunitas Mixed Use	City of Carpinteria	The proposed mixed-use project consists of 85,000 sq. ft. of office space, as well as 73 residential units.	6380 Via Real	C
King Resort	City of Carpinteria	The proposed commercial resort would construct a new hotel resort with restaurants, and miscellaneous commercial use.	East end of Carpinteria Avenue	--
Costa's Auto Works	City of Carpinteria	The proposed commercial development would demolish 1 single-family housing unit and construct a 2,891-sq.-ft. automotive commercial business.	4213 Carpinteria Avenue	--
630 Anacapa Street	City of Santa Barbara	This project proposes to merge 2 lots and construct a 3-story mixed-use building with below-grade parking. The project includes 6 separate commercial spaces and 3 studio apartments.	630 Anacapa Street	Pending
617 Bradbury Avenue	City of Santa Barbara	This revised project proposes to demolish a single-family residence and construct a new 5,978-sq.-ft. mixed-use development that includes 918 sq. ft. of commercial area and approximately 3,400 sq. ft. of residential area.	617 Bradbury Avenue	Pending
1324 Cacique Street	City of Santa Barbara	This proposed mixed-use project includes 1,322 sq. ft. of commercial space and 3 residential apartments totaling 2,519 sq. ft.	1324 Cacique Street	Pending
203 Chapala Street	City of Santa Barbara	This project proposes to demolish most of an existing commercial building to construct a 11,884-sq.-ft. addition for a total project area of 13,186 sq. ft.	203 Chapala Street	Pending
825 De La Vina Street	City of Santa Barbara	Proposal for a mixed-use project that includes 1,606 sq. ft. of commercial space, 14,750-sq.-ft. parking lot, and 7 residential condominiums averaging approximately 1,200 sq. ft. each.	825 De La Vina Street	Pending
535 E. Montecito Street	City of Santa Barbara	This project proposes construction of 48 residential units on 10,285 sq. ft. of land.	535 E. Montecito Street	Pending

Table 2.1-1: Currently Proposed Development

Project	Jurisdiction	Proposed Use	Address	Project Status*
318 State Street	City of Santa Barbara	Proposal for a mixed-use development that requires demolition of the existing 35,841-sq.-ft. warehouse and constructing 20,565 sq. ft. for nonresidential use and 34 residential units.	318 State Street	Pending
528 Anacapa Street	City of Santa Barbara	This project proposes to demolish an existing 3,300-sq.-ft. commercial building and construct a mixed-use building approximately 20,000 sq. ft. (5,000 commercial/15,000 residential) on a 65,000-sq.-ft. parcel.	528 Anacapa Street	Pending
1298 Coast Village Road	City of Santa Barbara	Proposal to demolish existing gas station and construct a 16,992-sq.-ft. mixed-use building, including 4,000 sq. ft. of commercial space and 12,192 sq. ft. of residential space.	1298 Coast Village Road	Pending
416 E. Cota Street	City of Santa Barbara	This proposed project includes demolition of an existing 20,450-sq.-ft. commercial building and replacing it with a residential use building with 57 residential units.	416 E. Cota Street	Pending
718 E. Mason Street	City of Santa Barbara	Proposal to construct a new 2,414-sq.-ft. commercial building with office and warehouse space.	718 E. Mason Street	Pending
401 Chapala Street	City of Santa Barbara	This proposed project would demolish the existing structures and construct a 99,500-sq.-ft. mixed-use building that includes 7,731 sq. ft. of commercial use, 1,228 of office use, and 46 residential units.	401 Chapala Street	Pending
12 E. Montecito Street	City of Santa Barbara	Proposal to construct an 11,091-sq.-ft. commercial youth hostel.	12 E. Montecito Street	Approved
403 E. Montecito Street	City of Santa Barbara	This project proposes to construct a 20,635-sq.-ft. commercial building.	403 E. Montecito Street	Approved
406 N. Quarantina Street	City of Santa Barbara	This proposed project would demolish a single-family residence and construct a 2,653-sq.-ft. commercial building.	406 N. Quarantina Street	Approved
408 N. Quarantina Street	City of Santa Barbara	A new 2,717-sq.-ft. commercial building is proposed.	408 N. Quarantina Street	Approved
116 E. Yanonali Street	City of Santa Barbara	This project proposes the demolition of an existing warehouse/office and constructing a 13,203-sq.-ft. mixed-use building, including 8,588 sq. ft. of residential use and 4,615 sq. ft. of commercial space.	116 E. Yanonali Street	Approved
Paseo de la Playa	City of Santa Barbara	This project proposes for 3 sites, a 45,125-sq.-ft. commercial building on one site and 107 residential units on the remaining sites.	101 Garden	Pending

Table 2.1-1: Currently Proposed Development				
Project	**Jurisdiction**	**Proposed Use**	**Address**	**Project Status***
Los Potales	City of Santa Barbara	The proposed project would develop 48 residential condominium units in 6 buildings covering more than 60,000 sq. ft.	535 E. Montecito Street	Pending
318 State Street	City of Santa Barbara	This proposed mixed-use project includes demolition of an existing 35,841-sq.-ft. warehouse and construction of more than 20,000 sq. ft. of nonresidential space and 34 residential condominiums.	318 State Street	Pending
416 E. Cota Street	City of Santa Barbara	This proposed project would merge 3 existing lots, demolish a commercial building, and construct 57 residential units on 39,603 sq. ft.	416 E. Cota Street	Pending

* Status Definitions
PP = Pre-Planning phase: The project is proposed; however, environmental review has not begun.
P = Programmed: Environmental review has begun on the project; not yet approved.
D = Design: Environmental review has been completed; construction has not begun.
C = Construction: As of this document, project is under construction.
B = Build-out: The project is fully constructed to build-out conditions.
-- = Status is currently unknown.

According to the *City of Carpinteria General Plan,* Land Use Element, there are few remaining areas within the city where residential development can occur without conflicting with policies aimed at protecting coastal resources. Most of the new development will occur in commercial and industrial areas where most of the currently undeveloped areas are located. Some additional residential build-out is expected to occur within areas designated for multi-family or mixed uses. The *City of Carpinteria General Plan*, Community Design Element, identifies that the northeast subarea provides more opportunities for new development than other areas.

In Santa Barbara County, much of the proposed future development in Toro Canyon is for lot splits or single-family dwellings in highly constrained areas. The *Toro Canyon Area Plan* recognizes these constraints and development is limited. In Summerland, commercial areas allow for potential additional development with consideration of community-wide resource constraints. The *Summerland Community Plan* encourages the development of the maximum number of housing units to meet the needs of the community's low to moderate income households. According to the *Montecito Community Plan Update,* the community is nearing its ideal maximum build-out potential, with commercial development being limited to the amount needed to serve the greater Montecito community. The *County of Santa Barbara Comprehensive Plan* encourages infill, prevention of scattered urban development, and a balance between housing and jobs.

The *City of Santa Barbara's General Plan*, Land Use Element, identifies most of the undeveloped land to be in low-density residential areas and recognizes a need for development of vacant properties. Growth limitations and the sustainability of the City's resources are challenges that the

City faces for future development. The Plan encourages a more efficient use of space, as well as upgrading the quality and mix of uses within existing structures, including remodeling and rehabilitation, and reconstruction of existing structures. Economic vitality, fiscal health, and balanced land uses are issues facing the City's future development.

2.1.2 Environmental Consequences

This section describes changes in land uses as a result of the proposed South Coast 101 HOV Lane Project and project alternatives, as well as the consistency of the alternatives with relevant local and regional planning policies.

2.1.2.1 Build Alternatives

Implementation and construction of any of the Build Alternatives would occur primarily within existing state highway right-of-way, with only minimal, additional right-of-way required. Construction of soundwalls under all three Build Alternatives may require construction easements outside of the right-of-way. The walls would be located between the freeway and the frontage roads on either side of the freeway. Acquisition of residential or non-residential properties will not be required.

2.1.2.2 No Build Alternative

Under the No Build Alternative, the existing conditions would remain, and no impacts to existing and future land uses would occur. Congestion along US 101 would not be alleviated, and safety along the roadway would not be improved if the No Build Alternative is implemented.

2.1.3 Avoidance, Minimization, and Mitigation Measures

Implementation and construction of the proposed Build Alternatives or No-Build Alternative would not have substantial long-term effects on land uses in the project area. Property acquisitions would be completed in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 (Uniform Relocation Act) and Title VI of the Civil Rights Act of 1964. The Uniform Relocation Act requires that no person shall be displaced until adequate, decent, safe, and sanitary housing is made available. The acquisition and relocation program will be conducted in accordance with 49 *Code of Federal Regulations* (CFR) Part 24, and relocation resources are available to all relocatees without discrimination. Information about project relocation assistance would be made available during a public involvement process. Affected individuals would be contacted personally, and all benefits and services of the program would be made available to them.

2.2 Consistency with State, Regional, and Local Plans

Planning goals and policies for the study area are guided by the *California Coastal Act, Santa Barbara County Comprehensive Plan,* the *Santa Barbara County Coastal Land Use Plan,* the *City of Carpinteria General Plan/Local Coastal Land Use Plan,* the *Toro Canyon Plan,* the *Summerland*

Community Plan, the *Montecito Community Plan,* the *City of Santa Barbara General Plan,* and the *South Coast Highway 101 Deficiency Plan, 101 In Motion Final Report,* Federal Transportation Improvement Program, State Transportation Improvement Program, and Regional Transportation Improvement Program.

2.2.1 Affected Environment

***California Coastal Act* (1976).** The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and was made permanent by the Legislature through adoption of the California Coastal Act of 1976. The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the Coastal Zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government. The policies of the Coastal Act constitute the statutory standards applied to planning and regulatory decisions made by the Commission and by local governments, pursuant to the Coastal Act. Implementation of Coastal Act policies is accomplished primarily through the preparation of Local Coastal Programs (LCP) that are required to be completed by every county and city located within the Coastal Zone.

Santa Barbara County Comprehensive Plan (1980). The unincorporated area of Santa Barbara County is governed by the *Santa Barbara County Comprehensive Plan* in an effort to guide decision making for the future of the area. The *Santa Barbara County Comprehensive Plan* is a statement of local policy containing goals, objectives, and action plans that guide the County's long-term development. Potential expansion of US 101, including an additional lane in each direction, is identified within the Plan. The US 101 Corridor Design Guidelines, as adopted by the Board of Supervisors in 1999, is also included in the Plan. The intent of the US 101 Corridor Design Guidelines is to assist communities and public agencies in preserving US 101 in a manner consistent with its historic and scenic character while allowing necessary transportation improvements.

Santa Barbara County Coastal Land Use Plan (1981). The *Santa Barbara County Coastal Land Use Plan* is a separate element of the County's Comprehensive Plan pursuant to Public Resources Code Section 30500 of the California Coastal Act of 1976. The purpose of the *Coastal Land Use Plan* is to protect coastal resources and provide greater access and recreational opportunities for the public, while allowing orderly and well-planned urban development of coastal-dependent and coastal-related industry. The Plan proposes that urban-rural boundaries be established to redirect growth from an outward expansion to one of infilling. A Coastal Development Permit is required for projects within the Coastal Zone to ensure compliance with this Plan and the California Coastal Act.

City of Carpinteria General Plan/Local Coastal Land Use Plan and Environmental Impact Report (April 2003). The *City of Carpinteria General Plan* contains objectives, policies, and implementation strategies guiding development to preserve Carpinteria as a small, rural southern California coastal community. The purpose of the Circulation Element of the Plan is to provide linkages between land uses in the City by identifying an efficient system of streets and highways. The Plan recognizes that current roadway systems, including US 101, are at or near capacity at selected peak periods and

access will become increasingly inadequate as the population grows as projected. The General Plan also recognizes that potential widening of US 101 through the city could occur to accommodate traffic needs. The Local Coastal Land Use Element included in the City's General Plan, together with implementation programs, make up the City's local coastal program. The General Plan sets forth the community's commitment to maintain its small beach-town lifestyle while accommodating an appropriate balance of economic vibrancy.

Toro Canyon Plan (County of Santa Barbara, December 2004). The *Toro Canyon Plan* serves as an update to the 1981 *Santa Barbara County Comprehensive Plan and Local Coastal Program* for urban, rural, and semi-rural areas and neighborhoods. The Plan provides the general public, landowners, and county decision makers with an outline for planning future development and addresses opportunities and limitations for development. Included within the Plan are relevant policies of the *County of Santa Barbara's Comprehensive Plan,* in addition to specific goals, objectives, policies, actions, and development standards that aim to protect the unique character of the Toro Canyon region. The Circulation Element of the Plan includes goals, policies, and actions to provide an efficient and safe circulation system that will accommodate existing and future development and growth in Toro Canyon.

Summerland Community Plan (County of Santa Barbara, May 1992). The *Summerland Community Plan* serves as a portion of the *Santa Barbara County Comprehensive Plan* and includes relevant policies included in the *Comprehensive Plan and Local Coastal Plan.* The Community Plan provides a framework for County decision makers, the community, and landowners in the Summerland area for planning future development. Designed to address the concerns and needs of the community while preserving the unique qualities of the area, the Plan signifies a commitment on the part of the County with regard to Summerland's future growth and improvement plans. The Circulation Element calls for roadway improvements that will ease conditions on the most severely constrained roadways and intersections in the planning area.

Montecito Community Plan Update (County of Santa Barbara, December 1995). The *Montecito Community Plan* is a component of the *Santa Barbara County Comprehensive Plan* and includes relevant policies included in the *County's Comprehensive Plan and the Local Coastal Plan.* The *Montecito Community Plan* includes specific goals relating to community development, public facilities and services, and resources and constraints with specific policies and actions. The Plan provides a blueprint for future land use decisions, allowing for development in a manner consistent with available resources and in keeping with the semi-rural residential quality of life. The Circulation Element of the Community Plan calls for maintaining adequate services and infrastructure to support development and future growth.

South Coast Highway 101 Deficiency Plan (2002). The *South Coast Highway 101 Deficiency Plan* was developed by the SBCAG in cooperation with the County of Santa Barbara, and the cities of Santa Barbara and Carpinteria, in response to congestion along the South Coast US 101. An analysis of the characteristics of travel demand and the cause of deficiencies along US 101, a list of short-term solutions to relieve congestion, and an implementation schedule are included within the Plan.

101 In Motion Final Report (2006). The SBCAG *101 In Motion Report* is an action plan consisting of short-term and long-term solutions that aim to reduce congestion along the US 101 corridor in Santa Barbara County. The Report identifies the South Coast 101 HOV Lane Project as a US 101 congestion solution among a package of solutions that will be implemented to provide long-term congestion relief in the corridor.

2007 Federal Transportation Improvement Program (FTIP) (2006). The SBCAG prepared the multi-year FTIP in accordance with Title 23 of the U.S.C. The FTIP is a short-term program for the use of anticipated federal transportation funds to maintain, operate, and improve the region's multi-modal circulation system. The FTIP includes all federally funded highway, transit, and other transportation projects in the area that are scheduled for implementation. Projects in the FTIP are also identified in *SBCAG's Regional Transportation Plan* and *101 In Motion Report*.

State Transportation Improvement Program (STIP). In accordance with Government Code 14520 *et. seq.,* the STIP is a statewide program of transportation projects that govern the expenditures of State revenues for transportation. Included in the STIP are projects from regional agencies that are also included in a Regional Transportation Improvement Program (RTIP), in addition to projects nominated by Caltrans. For the purpose of programming state funding, US 101 in Santa Barbara County is termed both a High Emphasis and Focus Route in the STIP's Interregional Improvement Program.

Regional Transportation Improvement Program (RTIP) for Santa Barbara County (2006). The RTIP is the program for widening US 101, south of Milpas Street in the city of Santa Barbara to south of Carpinteria, to the Ventura County line. The SBCAG approved a recommendation in October 2003 to widen US 101 from the existing four-lane highway to a six-lane highway.

2.2.2 Environmental Consequences

2.2.2.1 Build Alternatives

The State, regional, and local plans outlined above address State, regional, and local planning issues, policies, and goals concerning development in the proposed study area. The transportation plans described above, including the *South Coast Highway 101 Deficiency Plan, 101 In Motion Report*, the Federal Transportation Improvement Program, the State Transportation Improvement Program, and the Regional Transportation Improvement Program, support and identify the need for improvements to US 101. Widening US 101 to six lanes by adding one HOV lane in each direction in the study area is specified in these transportation plans and is consistent with the three Build Alternatives for the proposed project.

The *Santa Barbara County Comprehensive Plan*, the Cities of Santa Barbara and Carpinteria General Plans, and the Community/Area Plans for Toro Canyon, Summerland, and Montecito do not include specific policies regarding widening US 101 within their plans; however, the proposed project would not conflict with any land use policies as stated in those Plans. Under the three Build Alternatives, no changes to land uses, existing or proposed, would occur. The project could conflict with wetland

setbacks identified in the *Santa Barbara County Comprehensive Plan*, the *City of Carpinteria General Plan*, and the *City of Santa Barbara General Plan*.

2.2.2.2 No Build Alternative

Under the No Build Alternative, the existing conditions would remain. This would not be consistent with the existing transportation plans, which call for improvements to US 101. Congestion along South Coast US 101 would not be eased, and growth projected for the study area would not be accommodated with implementation of the No Build Alternative.

2.2.3 Avoidance, Minimization, and Mitigation Measures

With regard to the three Build Alternatives (Alternatives 1, 2, and 3), no impacts are anticipated at this time. Avoidance or mitigation measures to minimize impacts may be required for visual, wetlands, and landscaping impacts as a result of the proposed project to comply with study area planning documents that call for the retention of vegetative character. Inconsistency with transportation plans calling for the widening of US 101 would occur with implementation of the No Build Alternative (Alternative 4).

2.3 Coastal Zone

2.3.1 Regulatory Setting

The Coastal Zone Management Act of 1972 (CZMA) is the principal federal law enacted to preserve and protect coastal resources. The CZMA has a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the state's management plan.

The State of California developed the California Coastal Act of 1976, which is a coastal management plan to protect its coastline. The policies established by the California Coastal Act are similar to those of the CZMA, including the protection and development of public access and recreation, the protection, enhancement, and restoration of sensitive areas, agricultural lands, scenic beauty, and the protection of property from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act of 1976. The California Coastal Act, like the federal CZMA, delegates power to local governments to pass their own local coastal programs. Local coastal programs must be consistent with federal and State coastal programs while determining short-term and long-term uses of coastal resources in their jurisdictions. To ensure compliance with the local coastal plans, projects within the Coastal Zone would require applying for a Coastal Development Permit.

2.3.2 Affected Environment

The South Coast 101 HOV project study area falls within three local coastal plans: the *Santa Barbara County Coastal Land Use Plan*, the *City of Santa Barbara Coastal Plan,* and the *City of Carpinteria*

Local Coastal Plan. These local coastal plans are included as elements within their respective Comprehensive/General Plans and are pursuant to the California Coastal Act of 1976, as discussed in Section 2.2.

2.3.3 Environmental Consequences

2.3.3.1 Build Alternatives

The Build Alternatives (Alternatives 1, 2, and 3) for the proposed project would not adversely impact agricultural lands, and coastal access would be maintained, with roadway expansion occurring in response to growth demands on the roadway and development occurring within existing transportation corridor areas. The proposed alternatives for the project are consistent with the associated federal, state, and local plans, but could conflict with wetland setbacks identified in the *Santa Barbara County Comprehensive Plan*, the *City of Carpinteria General Plan*, and the *City of Santa Barbara General Plan*. A Coastal Development Permit application to ensure compliance with the relevant coastal plans and the California Coastal Act would be required.

2.3.3.2 No Build Alternative

Under the No Build Alternative (Alternative 4), existing conditions would remain and no impacts to the coastal zone would occur.

2.3.4 Avoidance, Minimization, and Mitigation Measures

As stated above, a Coastal Development Permit would be required under the Build Alternatives. Avoidance or mitigation measures to minimize impacts may be required for visual, wetlands, and landscaping impacts as a result of the proposed project to comply with study area planning documents that call for the retention of vegetative character and median vegetation.

2.4 Parks and Recreation

2.4.1 Affected Environment

Parks and recreational facilities within the South Coast 101 HOV Lane Project study area include neighborhood and community parks, regional parks, state parks, open spaces, and trails. These are listed in Table 2.4-1 and shown in Figure 2.4-1.

Recreational facilities within Carpinteria include Carpinteria Salt Marsh Reserve and Nature Park, Carpinteria Beach State Park, and Carpinteria City Beach. The Carpinteria Salt Marsh Reserve and Nature Park facilities, located on Ash Avenue in Carpinteria, include an interpretative area with a teaching amphitheater and a nature trail. In addition, five community-based park facilities provide open space, picnic areas, fields, playgrounds, and bike and walking trails. Lookout Park and Manning Park, located in Summerland and Montecito, respectively, are community-based parks serving Santa Barbara County.

In the city of Santa Barbara, several parks provide recreational opportunities for community residents and visitors. The Santa Barbara Zoological Gardens; the Andree Clark Bird Refuge; and city beaches, including East and West Beach, offer recreational activities within the city of Santa Barbara in the project study area. The Santa Barbara Zoo is located on 30 acres of botanical gardens within the city of Santa Barbara. The zoo is dedicated to the preservation, conservation, and enhancement of the natural world through education, research, and recreation, and it overlooks the Pacific Ocean, Andree Clark Bird Refuge, and Santa Ynez Mountains. The Andree Clark Bird Refuge is located across from East Beach and has a bikeway and walking path with interpretive environmental self-guided tours.

Table 2.4-1: Parks and Recreational Facilities

Map ID#	Park	Location	Map ID#	Park	Location
State of California					
1	Carpinteria Salt Marsh Reserve	Avenue del Mar	3	Carpinteria State Beach	End of Palm Avenue
2	Carpinteria Salt Marsh Nature Park	Avenue del Mar			
Santa Barbara County					
4	Lookout Park	End of Lookout Park Road	5	Manning Park	1480 School House Road
City of Carpinteria					
6	Tar Pits Park	5663 Carpinteria Avenue	9	Heath Ranch Park	Eucalyptus Street
7	El Carro Park	Namouna Street & El Carro Lane	10	Franklin Creek Park	End of Sterling Avenue
8	Memorial Park	Santa Ynez Avenue & Aragon Drive	11	Carpinteria City Beach	Sandyland Road
City of Santa Barbara					
12	Chase Palm Park	236 E. Cabrillo Boulevard	22	Leadbetter Beach & Park	801 Shoreline Drive
13	West Beach	401 Shoreline Drive	23	East Beach	1118 E. Cabrillo Boulevard
14	Pershing Park	131 Castillo Street	24	Dwight Murphy Field	501 Ninos Drive
15	Plaza Del Mar	131 Castillo Street	25	Hale Park	Camino Viejo & El Rancho Roads
16	Bohnett Park	San Pascual & Anapamu Streets	26	East Side Neighborhood Park	Yanonall & Soledad Streets
17	Honda Valley Park	Carillo Street & La Coronilla Drive	27	Sunflower Park	1124 E. Mason Street
18	La Coronilla Park	Dolores Drive	28	Santa Barbara Zoological Gardens	1300 E. Cabrillo Boulevard
19	Cabrillo Ball Park	Milpas Street & Cabrillo Boulevard	29	Ortega Park	604 E. Ortega Street
20	Spencer Adams Park	104 W. Anapamu Street	30	Plaza Vera Cruz Park	Cota & Santa Barbara Streets
21	De la Guerra Plaza Park	De la Guerra & State Streets	31	Andree Clark Bird Refuge	1400 East Cabrillo Boulevard

Source: Parsons 2008

Legend

- Parks and Recreation Facility
- City Boundaries
- 16 Park Identification Number

N

Parks and Recreation Facilities

South Coast 101 HOV Lane Project

Figure 2.4-1

2.4.2 Environmental Consequences

2.4.2.1 Build Alternatives

The proposed project would not require the use of any park or recreation facility land: therefore, it would not result in direct long-term effects on park and recreation facilities. Implementation and construction of the Build Alternatives (Alternatives 1, 2, and 3) would reduce congestion levels in the study area for community members and visitors accessing parks and recreational facilities.

2.4.2.2 No Build Alternative

The No Build Alternative (Alternative 4) would not result in direct long-term project impacts on parks and recreational facilities, and the existing conditions would remain. Access to parks and recreational facilities and coastal resources would be degraded due to increased roadway congestion within the corridor.

2.4.3 Avoidance, Minimization, and Mitigation Measures

During construction, at least two lanes in each direction would remain open for peak-period travel. Mainline lane closures would be anticipated to occur primarily during off-peak hours to minimize construction-related travel impacts within the corridor. Construction of the Build Alternatives will be executed with measures taken to avoid impacts to cyclists, with alternate routes made available for use during construction. Construction-related disruptions will be minimized through development and implementation of a Traffic Management Plan (TMP).

Chapter 3 Growth

3.1 Affected Environment

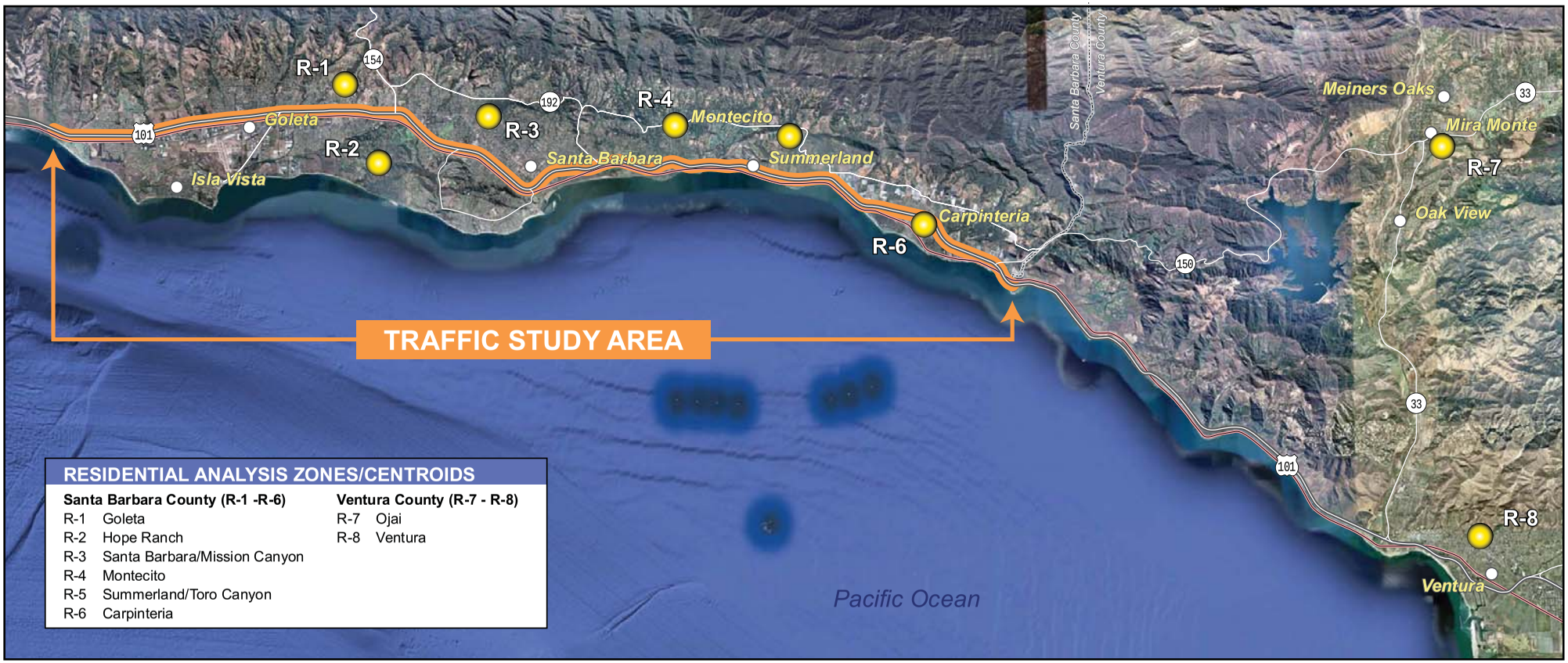
CEQA specifically requires that an analysis and discussion of the growth-related impacts of the project be included as part of an Environmental Impact Report. The growth-related impact study examines the relationship of the project to economic and population growth or to the construction of additional housing in the project area. It focuses on the potential for a project to facilitate or accelerate growth beyond planned developments, or induce growth to shift from elsewhere in the region. The project's influence on area growth is considered within the context of other relevant factors such as local and regional growth policies, relative cost and availability of housing, availability of amenities, and development constraints. The information presented in this section is taken from the technical report, *Draft Growth-Related Impact Analysis for the South Coast 101 HOV Lane Project* (Parsons 2010).

The South Coast US 101 corridor, which is a major transportation route and an important link in the regional transportation system, is experiencing increases in congestion. Traffic volumes along the US 101 corridor are projected to increase substantially over the next 30 years, largely as a result of the increased residential and commercial development anticipated in specific areas of Santa Barbara County and Ventura County. Commuter traffic contributes to vehicle volumes exceeding capacity, resulting in severe congestion and increased travel times along US 101 through the project area, mostly during peak hours.

Because the South Coast 101 HOV Lane Widening Project would improve traffic conditions and travel times through the project area and vicinity, it would potentially remove this constraint on future growth. The growth-related analysis evaluated whether the proposed project, individually or when combined with the other HOV lane widening projects in the US 101 corridor, would support or lead to unplanned growth. The growth-related effects of the project on development in these locations were estimated by quantifying project-induced reductions in travel time (i.e., enhanced accessibility) to these locations. The enhanced accessibility was then evaluated in context of other factors influencing growth pressures in the areas.

3.2 Environmental Consequences

Eight residential locations, as shown in Figure 3.2-1, were selected for testing the growth-related effects of the project. These residential locations include the communities of the City of Goleta, Hope Ranch, City of Santa Barbara, Mission Canyon, Montecito, Summerland/Toro Canyon, City of Carpinteria, Ojai (City of Ojai and Ojai Valley), and City of Ventura. These communities are planning for approximately 4 to 55 percent growth in population by 2040. Twelve (12) employment zones were selected to reflect all jobs accessible from the selected residential zones.



Source: Parsons 2010

Legend

- Residential Analysis Zones/Centroids
- Traffic Study Area
- Interstate Roads
- Railroads

N

0 6

Mile

Location of Residential Analysis Zones/Centroids (R-1 to R-8)

South Coast 101 HOV Lane Project

Figure 3.2-1

The travel time savings that would be obtained due to the proposed project ranged from 1 minute to more than 16 minutes, depending on the particular trip ends and their location with respect to the traffic study area. The higher travel time savings of 16 minutes would occur while accessing jobs farther away from the residential zones, such as Los Angeles County; however, these jobs are projected to be up to 3 hours away from most residential growth analysis areas due to freeway congestion. Therefore, travel time savings to commuters while accessing employment in closer areas, such as employment locations in Santa Barbara County and northern areas in Ventura County, are considered more important.

3.3 Summary

The growth impact analysis showed slight increases in growth pressures in most Santa Barbara County study areas (R-1 through R-6 in Figure 3.2-1); however, the increases in growth pressures are minor, being less than 2 percent. The commute time savings would support planned growth in the study corridor. In addition, providing HOV lanes would not solve all of the congestion problems on US 101. Some highway congestion would remain and would gradually build over time.

Other factors, in addition to traffic conditions, also influence the climate for growth. Strict growth policies and limited developable land, as well as moderately high housing prices, will help limit growth in the study area. All residential zones in Santa Barbara County are either largely built out or have constraints on growth. For example, Montecito has an annual permit allocation for new dwelling units of not more than 0.5-percent of the currently existing permitted units. Areas that are planning for growth, such as the city of Goleta, plan on directing their growth mostly to infill development. These types of actions would ensure that the proposed project would not stimulate unplanned growth.

In summary, the commute time savings would not notably increase growth pressures in any residential study area. Growth management plans and high housing prices in the study area would also help discourage unplanned growth. The growth-related impact study concluded that the South Coast 101 HOV Lane Project would support planned growth in the region and is not anticipated to impact environmental resources of concern.

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Chapter 4 Community Character

4.1 Population and Housing

Demographic characteristics of the region and the study area are derived from the 2000 U.S. Census of Population and Housing and the SBCAG Regional Growth Forecast 2005-2040, August 2007. As identified in Figure 4.1-1, 45 census tract block groups directly adjacent to the South Coast US 101 alignment were used as the study area for demographic characterization.

4.1.1 Affected Environment

4.1.1.1 Regional Population Characteristics

Existing and projected population, housing, and employment growth trends within Santa Barbara County and the cities of Carpinteria and Santa Barbara are shown in Table 4.1-1.

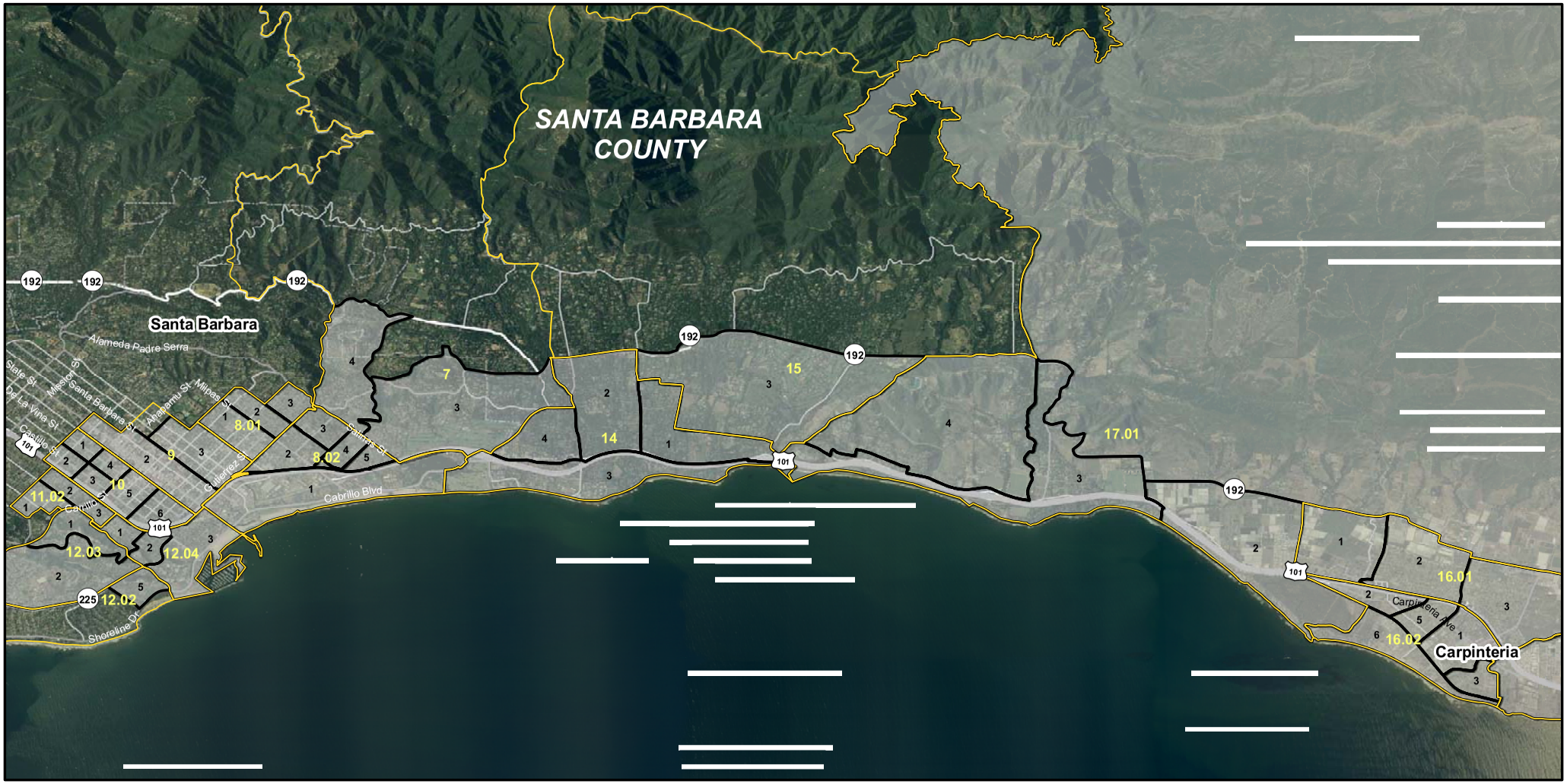
Table 4.1-1: Population, Employment, and Housing Projections: 2005-2040

	Population					
	2005	2010	2020	2030	2040	Percent Change 2005-2040
Santa Barbara County	417,500	430,200	459,600	481,400	492,800	18.0
City of Santa Barbara	89,800	90,000	92,000	92,800	93,000	3.5
Carpinteria	14,300	14,200	14,600	15,000	15,300	7.0
	Employment (Jobs)					
	2005	2010	2020	2030	2040	Percent Change 2005-2040
Santa Barbara County	174,008	183,183	196,942	207,405	213,571	22.7
City of Santa Barbara	40,781	43,274	45,444	46,040	46,795	14.7
Carpinteria	6,127	6,444	6,738	6,984	7,233	18.0
	Housing (Dwelling Units)					
	2005	2010	2020	2030	2040	Percent Change 2005-2040
Santa Barbara County	143,138	147,961	157,648	164,422	167,542	17.0
City of Santa Barbara	35,931	36,449	37,557	37,738	37,738	5.0
Carpinteria	5,047	5,114	5,264	5,414	5,564	10.2

Source: Santa Barbara County Association of Governments, Regional Growth Forecast 2005-2040, August 2007.

Population

According to SBCAG projections, the Santa Barbara County population is expected to grow from 417,500 to 492,800, which is an increase of 18 percent, between 2005 and 2040. Carpinteria is anticipated to grow from 14,300 to 15,300, which is an increase of 7 percent, between 2005 and 2040, while the city of Santa Barbara is anticipated to grow from 89,800 to 93,000 persons. Of the area studied, the projected growth rate for the city of Santa Barbara is the least substantial at approximately 4 percent.



Legend

- Census Tract Block Group Boundary
- Census Tract Boundary
- **City Boundaries**
- **4** Block Group Number
- **4** Census Tract Number

N

Socioeconomic Study Area
South Coast 101 HOV Lane Project
Figure 4.1-1

Employment

Employment in Santa Barbara County and the cities of Carpinteria and Santa Barbara is expected to increase at a much faster rate than the corresponding population in these areas between 2005 and 2040. The total number of jobs in Santa Barbara County, Carpinteria, and the city of Santa Barbara is likely to grow by 23, 18, and 15 percent, respectively.

Housing

The total number of households in the cities of Carpinteria and Santa Barbara is expected to increase approximately 10 and 5 percent, respectively, between 2005 and 2040. A considerable increase in the number of households is expected in the County of Santa Barbara, at 17 percent.

Age Breakdown

According to 2000 U.S. Census data, the study area is predominantly comprised of people between 18 to 64 years of age (approximately 65 percent). The median age of the residents in the study area is 36. Compared to the individual jurisdictions, the study area has a relatively high percentage (approximately 24 percent) of residents under the age of 18 years.

As shown in Table 4.1-2, the median age in Santa Barbara County is 33 and approximately 62 percent of the population is made up of people between 18 and 64 years of age. As compared to the neighboring jurisdictions and the study area, Santa Barbara County and the City of Carpinteria have the highest percentages of children under the age of 18. The unincorporated areas of Montecito and Toro Canyon both have relatively higher populations of people who are 65 years or more in age.

Table 4.1-2: Age Breakdown in the Study Area

	Total Population	Under 18 Years	%	18 to 64 Years	%	65 Years and Over	%	Median Age
Total Study Area	60,745	14,353	23.6	39,158	64.5	7,234	11.9	36
Santa Barbara County	399,347	99,502	24.9	249,080	62.4	50,765	12.7	33
Carpinteria	14,194	3,635	25.6	8,793	61.9	1,766	12.4	36
City of Santa Barbara	92,325	18,255	19.8	61,343	66.4	12,727	13.8	35
Montecito CDP[1]	10,000	1,837	18.4	6,011	60.1	2,152	21.5	46
Summerland CDP	1,545	225	14.6	1,140	73.8	180	11.7	42
Toro Canyon CDP	1,697	342	20.2	1,060	62.5	295	17.4	44

Source: 2000 U.S. Census Bureau

[1] A census-designated place (CDP) is an area identified by the United States Census Bureau for statistical reporting. CDPs are communities that lack separate municipal government, but which otherwise resemble incorporated places, such as cities or villages.

Ethnic Composition

The ethnicity profile of the study area population was gathered from 2000 U.S. Census data. The racial categories used are White, Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or other Pacific Islander, Some Other Race/Two or More Races, and Hispanic. Persons of Hispanic origin were sampled separately and are not included in other ethnic categories.

As shown in Table 4.1-3, there is greater ethnic diversity in the study area compared to Santa Barbara County as a whole. Overall, approximately 52 percent of all study area residents are members of minority groups. Approximately 46 percent of the population in the study area is Hispanic. Nearly 43 percent of the population in Santa Barbara County are members of minority groups, of which the Hispanic population contributes 34 percent. Asian populations represent approximately 2 percent of the study area compared to 4 percent for Santa Barbara County.

The unincorporated areas of Montecito, Summerland, and Toro Canyon are predominantly white, with this ethnic group accounting for 91, 87, and 80 percent of the total population, respectively.

Table 4.1-3: Ethnic Composition in the Study Area

Study Area	Total Persons	White	%	Black or African American	%	Amer. Ind./ AK Native	%
Total Study Area	60,745	29,469	48.5	831	1.4	284	0.5
Santa Barbara County	399,347	227,083	56.9	8,385	2.1	2,135	0.5
Carpinteria	14,194	7,266	51.2	74	0.5	68	0.5
Montecito CDP	10,000	9,125	91.3	44	0.4	16	0.2
City of Santa Barbara	92,325	53,849	58.3	1,418	1.5	405	0.4
Summerland CDP	1,545	1,346	87.1	7	0.5	3	0.2
Toro Canyon CDP	1,697	1,363	80.3	5	0.3	3	0.2

	Asian	%	Native HI/ Other Pac. Islander	%	Some Other Race/Two or More	%	Hispanic	%
Total Study Area	1,293	2.1	54	0.1	1,023	1.7	27,791	45.8
Santa Barbara County	15,713	3.9	589	0.1	8,774	2.2	136,668	34.2
Carpinteria	331	2.3	14	0.1	266	1.9	6,175	43.5
Montecito CDP	127	1.3	21	0.2	148	1.5	519	5.2
City of Santa Barbara	2,467	2.7	98	0.1	1,758	1.9	32,330	35.0
Summerland CDP	36	2.3	1	0.1	37	2.4	115	7.4
Toro Canyon CDP	23	1.4	3	0.2	24	1.4	276	16.3

Source: 2000 U.S. Census Bureau

Income

The 2000 median household income for the study area was $51,825, with approximately 12 percent of the households under poverty level, as shown in Table 4.1-4. According to the U.S. Census Bureau, the unincorporated areas of Montecito and Toro Canyon had the two highest median household incomes of $110,669 and $68,789, respectively.

The median household income in Santa Barbara County was lower than that of the study area. In Santa Barbara County, the percentage of households below poverty level was approximately 12 percent and comparable to the study area as a whole.

Table 4.1-4: Median Household Income and Households below Poverty Level

	Study Area	Santa Barbara County	Carpinteria	Montecito CDP	City of Santa Barbara	Summerland CDP	Toro Canyon CDP
Median household income	$ 51,825	$ 46,677	$ 47,729	$ 110,669	$ 47,498	$ 53,964	$ 68,789
Households below Poverty Level	2,739	15,861	431	132	3,864	89	41
% Households below Poverty Level	12.4	11.6	8.6	3.6	10.9	12.5	5.9

Source: 2000 U.S. Census Bureau

4.1.1.2 Housing

This section focuses on housing needs and characteristics in the South Coast Region, which encompasses the study area, and highlights key trends that will affect housing growth and development in the future as derived from the 2000 U.S. Census Population and Housing, SBCAG Regional Growth Forecast, the Santa Barbara Association of Realtors, and the University of California at Santa Barbara (UCSB) Economic Forecast.

Housing Characteristics

Housing characteristics, including housing types, costs, and occupancy rates in the study area, are shown in Table 4.1-5. Approximately 50 percent of the housing units in the study area are single-family residential units, which is lower than Santa Barbara County as a whole. Multi-family residential units constitute approximately 44 percent of the housing units in the study area and approximately 29 percent of the housing units in the county. The cities of Carpinteria and Santa Barbara have the smallest proportion of detached single-family housing, as well as smaller household sizes.

Vacancy Rates

According to 2000 U.S. Census Data, approximately 7 percent of the housing units in the study area were vacant. This rate was higher than the 4 percent vacancy rate in Santa Barbara County, which is similar to that in the city of Santa Barbara. The city of Santa Barbara had the lowest vacancy rate compared to that of neighboring cities and towns, while Montecito had the highest vacancy rate of approximately 12 percent.

Table 4.1-5: Housing

	Total Study Area	%	Santa Barbara County	%	Carpinteria	%	Montecito CDP	%	City of Santa Barbara	%	Summerland CDP	%	Toro Canyon CDP	%
Total Housing Units	23,921	--	142,901	--	5,473	--	4,171	--	37,177	--	800	--	782	--
Single-Family	12,003	50.2	92,522	64.7	2,577	47.1	3,531	84.7	19,971	53.7	498	62.3	572	73.1
Multi-Family	10,551	44.1	41,764	29.2	1,954	35.7	633	15.2	16,687	44.9	264	33.0	147	18.8
Mobile Home	1,253	5.2	8,246	5.8	908	16.6	7	0.2	402	1.1	38	4.8	63	8.1
Other	114	0.5	369	0.3	34	0.6	0	0.0	117	0.3	0	0.0	0	0.0
Owner Occupied	9,651	40.3	76,611	53.6	2,928	53.5	2,868	68.8	14,957	40.2	374	46.8	498	63.7
Renter Occupied	12,532	52.4	60,011	42.0	2,061	37.7	818	19.6	20,648	55.5	341	42.6	200	25.6
Total Vacant	1,738	7.3	6,279	4.4	484	8.8	485	11.6	1,572	4.2	85	10.6	84	10.7
Median Household Income (2000 $)	$51,825	--	$46,677	--	$47,729	--	$110,669	--	$47,498	--	$53,964	--	$68,789	--
Median Gross Rent	$1,015	--	$830	--	$938	--	$1,355	--	$936	--	$1,028	--	$1,096	--

Source: 2000 U.S. Census Bureau

Vacancy rate is defined as the percentage of the total supply of units or space of a specific commercial type that is vacant and available for occupancy at a particular point in time within a given market. An overall vacancy rate of 4 or 5 percent indicates a healthy balance of supply and demand in the housing market. As shown in Table 4.1-5, a vacancy rate of 7 percent in the study area suggests a slight imbalance in supply and demand. A higher vacancy rate indicates more supply and less demand.

Housing Costs

According to data from the Santa Barbara Association of Realtors and the UCSB Economic Forecast 2009, the Santa Barbara area median home price in the South Coast region rose substantially from $825,000 in 2003 to $981,000 in 2004, which is a 19 percent increase. Rental rates in the South Coast area have been increasing approximately 9 percent annually, but they have now leveled. Rental occupancy rates, however, have consistently been high, creating an overly competitive rental market that makes it difficult for young families to obtain adequate housing. As a result, some families have moved to other areas within the county or to Ventura County to obtain affordable housing opportunities, as noted by increased commuting and congestion on US 101 over the last 5 years.

Housing Stock Projections

According to the SBCAG Regional Growth Forecast 2005-2040, the excess residential capacity at the end of the 2040 forecast period is 2,443 housing units in the South Coast region and 6,335 housing units in the County. This forecast compares the year 2005-2040 average construction rate and the maximum residential capacity in the subregions and the County as a whole.

As shown in Table 4.1-1, the total number of housing units in Santa Barbara County and the cities of Carpinteria and Santa Barbara is expected to increase by approximately 17, 10, and 5 percent, respectively, between 2005 and 2040.

Household Size

According to 2000 U.S. Census data, the countywide household size was estimated to be approximately 2.8 persons per household. Carpinteria has a household size of 2.86 persons per household, which is the highest compared to the other study area jurisdictions. Summerland had the lowest household size of 2.16 persons per household.

4.1.2 Environmental Consequences

4.1.2.1 Regional Population Characteristics

Build Alternatives

As a result of the implementation of the Build Alternatives, area residents would benefit from congestion relief and enhanced accessibility. There would be no disproportionate impacts on low-income or minority residents, as described in *Section 4.4, Environmental Justice.*

No Build Alternative

Existing conditions would remain and there would be no disproportionate impacts on low-income or minority residents under the No Build Alternative.

4.1.2.2 Housing

Build Alternatives

The proposed Build Alternatives would not result in any residential acquisition or relocation; therefore, there would be no impacts due to the Build Alternatives.

No Build Alternative

Existing conditions would remain and there would be no residential acquisition or relocation under the No Build Alternative.

4.1.3 Avoidance, Minimization, and Mitigation Measures

The Build Alternatives and No Build Alternative would avoid impacts to existing housing; therefore, no additional minimization or mitigation measures are proposed.

4.2 Employment and Economy

This section discusses trends in employment and the economy in the study area. In general, with an already tight labor market with low unemployment rates, the existing labor pool for workers in the County is small.

According to the SBCAG Regional Growth Forecast, South Coast employment is forecasted to increase by 15 percent from 2005 to 2040. In the short term, employment growth in the South Coast area should slow as the labor market becomes tighter and it becomes more difficult to obtain skilled workers that are repelled by the high cost of housing in the area. Longer term, however, economic and employment growth would be slower but should continue as California and a certain extent of the County benefit from innovations and development in the Internet, as well as other technological advancements leading to new employment opportunities.

4.2.1 Employment Patterns

According to U.S. Census 2000 data, there were 195,840 people in the Santa Barbara County labor force, with 50,741 in the city of Santa Barbara and 31,298 in the study area, as shown in Table 4.2-1. According to the SBCAG Regional Growth Forecast, the principal employment sectors in Santa Barbara County are government, retail trade, and services, with the fastest-growing sectors in the County being education and healthcare services, transportation, non-durable manufacturing, construction, and farming. The County's largest job sectors, retail and agriculture, are the lowest-

paying services and are growing. The only well-paying sector showing substantial growth is the relatively small construction sector.

4.2.2 Labor Force Characteristics

According to U.S. Census 2000 data, of the 13,298 employed civilians aged 16 and over within the study area, most work in educational, health and social services, professional, management services, arts, entertainment and recreation, and related occupations, as shown in Table 4.2-1. Of these, approximately 19 percent of the labor force work in the educational, health and social services fields; 14 percent work in the arts, entertainment, recreation, accommodation and food services sector; and approximately 13 percent work in the professional, scientific, management, administrative, and waste management services sector. Occupational patterns in Santa Barbara County followed a similar trend with a higher percentage of the labor force employed in retail trade than the total study area, at 11.3 percent and 9.9 percent, respectively.

4.2.3 Environmental Consequences

4.2.3.1 Regional Economy, Employment, and Income

Build Alternatives

No business acquisition or relocations would occur under the proposed Build Alternatives; therefore, no loss of tax revenue would be recognized in the study area jurisdictions.

In general, economic activity induced by the project during the construction phase is anticipated to benefit the region. In the early 1980s, the Federal Highway Administration found nationally that a $1 million investment in transportation construction would directly generate 10 onsite, full-time construction jobs. When jobs are considered that are offsite, construction related, service industry related, along with related increases in consumer demand (i.e., direct, indirect, and induced effects), the total number of jobs created rises to approximately 23 for each $1 million of investment.

There are also monetary savings that the region would realize from improvement in operating efficiency, mobility, and safety of vehicular travel. Improvements in operating efficiency include such user benefits as savings in fuel, oil, tire, repair and maintenance, and depreciation; mobility savings, which include travel time savings; and safety savings, which include reduction in property damage and fatal and injury accidents. [2]

[2] A.L. Politano and Carol J. Roadifer, REIMHS: A Prototype Model for Regional Economic Analysis of Highway Projects and Systems, Federal Highway Administration, presented at TRB 68th Annual Meeting, Washington D.C., January 1989.

Table 4.2-1: Labor Force Characteristics

	Total Study Area	%	Santa Barbara County	%	Carpinteria	%	Montecito CDP	%	City of Santa Barbara	%	Summerland CDP	%	Toro Canyon CDP	%
Agriculture; forestry; fishing and hunting; and mining	490	1.6	12,094	6.7	214	3.0	29	0.7	417	0.9	49	5.0	27	2.9
Construction	2,334	7.8	10,773	6.0	700	9.7	203	5.2	2,696	5.6	64	6.6	120	13.1
Manufacturing	2,912	9.7	17,482	9.7	828	11.5	237	6.1	4,073	8.5	113	11.6	54	5.9
Wholesale Trade	1,103	3.7	5,912	3.3	493	6.9	112	2.9	1,168	2.4	7	0.7	40	4.4
Retail Trade	2,964	9.9	20,347	11.3	676	9.4	314	8.1	4,994	10.5	78	8.0	62	6.8
Transportation and Warehousing; and Utilities	877	2.9	5,214	2.9	216	3.0	63	1.6	1,385	2.9	9	0.9	25	2.7
Information	1,119	3.7	5,347	3.0	203	2.8	300	7.7	1,914	4.0	36	3.7	36	3.9
Finance; Insurance; Real Estate and Rental and Leasing	1,855	6.2	9,755	5.4	440	6.1	437	11.2	2,836	5.9	98	10.1	120	13.1
Professional; Scientific; Management; Administrative; and Waste Management Services	3,853	12.9	19,514	10.8	762	10.6	598	15.4	7,031	14.7	145	14.9	62	6.8
Educational; Health and Social Services	5,618	18.8	38,399	21.2	1,301	18.1	1,030	26.5	10,723	22.5	206	21.1	154	16.8
Arts; Entertainment; Recreation; Accommodation and Food Services	4,081	13.6	18,409	10.2	748	10.4	348	8.9	6,110	12.8	77	7.9	79	8.6
Other Services (except Public Administration)	1,942	6.5	9,823	5.4	390	5.4	167	4.3	2,883	6.0	41	4.2	73	8.0
Public Administration	797	2.7	7,647	4.2	221	3.1	56	1.4	1,529	3.2	51	5.2	65	7.1
Employed Labor Force	29,945	95.7	180,716	92.3	7,192	96.9	3,894	82.8	47,759	94.1	974	96.2	917	99.0
Unemployed Labor Force	1,348	4.3	13,004	6.6	225	3.0	808	17.2	2,946	5.8	38	3.8	9	1.0
Total Labor Force	**31,298**		**195,840**		**7,422**		**4,702**		**50,741**		**1,012**		**926**	

Source: 2000 U.S. Census Bureau

No Build Alternative

Existing conditions would remain and no impacts would occur under the No Build Alternative.

4.2.4 Avoidance, Minimization, and Mitigation Measures

The Build Alternatives and No Build Alternative would avoid impacts to existing businesses; therefore, no additional minimization or mitigation measures are proposed.

4.3 Community Facilities and Services

4.3.1 Affected Environment

Community facilities and services located within the proposed South Coast 101 HOV Lane Project study area, including police, fire, medical, educational, and cultural, are described in the following paragraphs. Only those community facilities that abut or are directly adjacent to the proposed project are of interest to the impacts analysis. These are summarized in Table 4.3-1 and are shown in Figure 4.3-1. Parks and recreational facilities are described in Section 2.4.

4.3.1.1 Community Facilities

Schools and Libraries

Public school districts in the study area include the Santa Barbara School District and the Carpinteria Unified School District. Twenty (20) elementary and secondary schools are located within the study area, including 13 public and 7 private schools. Three post secondary schools are also located in the study area: Santa Barbara City College, Antioch University-Santa Barbara Branch, and Pacific Graduate Institute.

Four libraries are located in close proximity to the study area.

Other Public Facilities

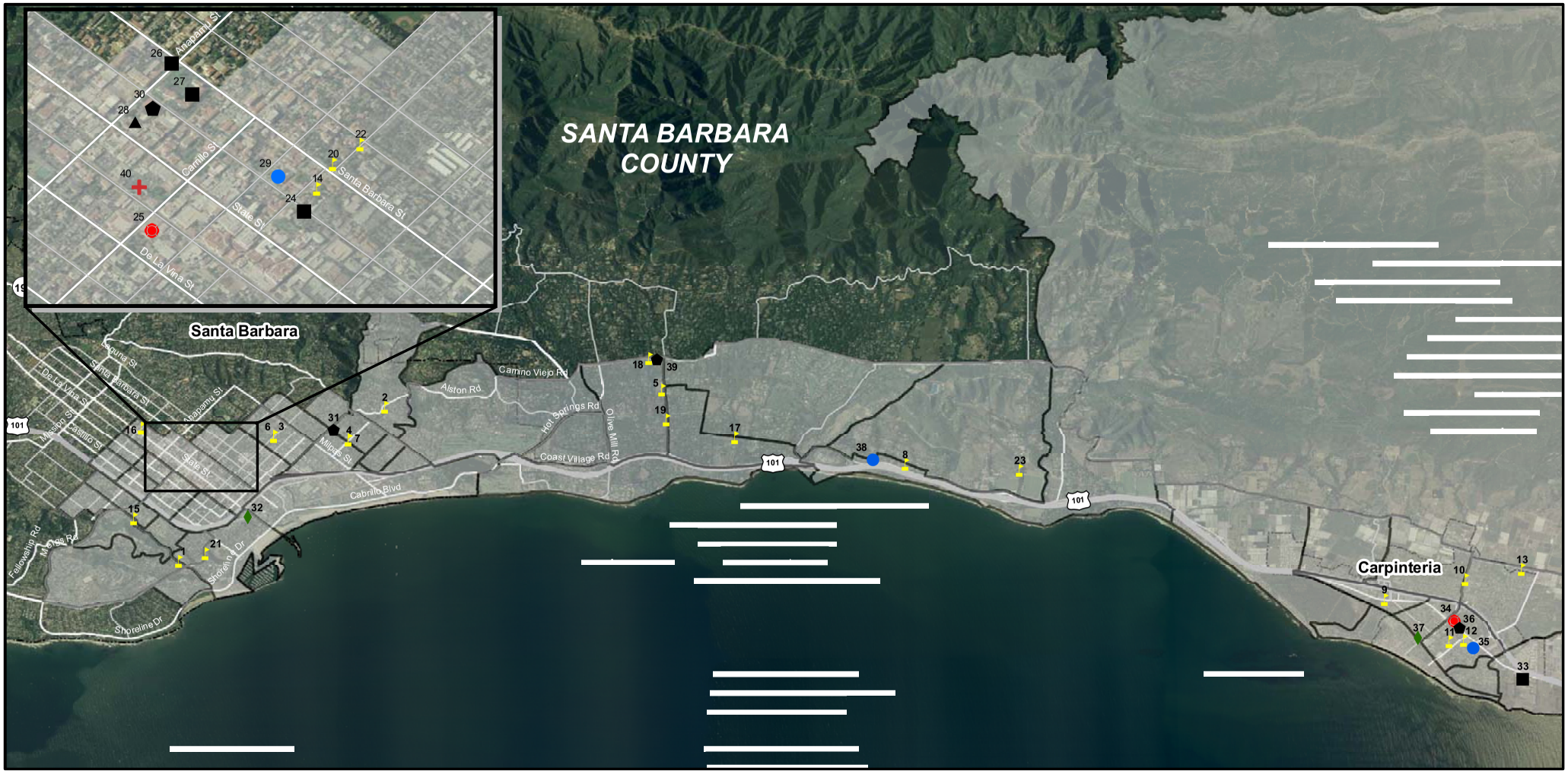
Other public facilities include the Santa Barbara and Carpinteria City Halls; the Santa Barbara County Administration Building and Court House; and the Santa Barbara Museum of Art. Three post offices and two Amtrak Stations are also located in the study area.

4.3.1.2 Emergency Services

Police protection and traffic enforcement in the study area are provided by the cities of Carpinteria and Santa Barbara, the County of Santa Barbara Sheriff's Department, and the California Highway Patrol. Fire protection within the study area is provided by the Carpinteria-Summerland Fire Protection District, the Montecito Fire Protection District, the City of Santa Barbara Fire Department, and the County of Santa Barbara Fire Department. There are two fire stations located within the study area, as shown in Figure 4.3-1. There are no police or sheriff's facilities located in close proximity to the study area.

Table 4.3-1: Community Facilities

ID #	Name	Location	ID #	Name	Location
Public Schools					
City of Santa Barbara			**Summerland CDP**		
1	McKinley Elementary	350 Loma Alta Drive	8	Summerland Elementary	135 Valencia
2	Cleveland Elementary	123 Alameda Padre Serra	**City of Carpinteria**		
3	Santa Barbara Community Academy	723 E. Cota	9	Aliso Elementary	4545 Carpinteria Avenue
4	Franklin Elementary	1111 East Mason Street	10	Canalino Elementary	1480 Linden Avenue
5	Montecito Elementary	385 San Ysidro Road	11	Main Elementary	5241 Eighth Street
6	Santa Barbara Junior High	721 E. Cota Street	12	Carpinteria Middle	5351 Carpinteria Avenue
7	Franklin Intermediate	1111 East Mason Street	13	Rincon High (Cont.)	5315 Foothill Road
Private Schools					
City of Santa Barbara					
14	Devereux Foundation California	P.O. Box 1079	18	El Montecito Early School	1455 E Valley Road
15	Santa Barbara Montessori	935 San Andreas Street	19	Howard	260 San Ysidro Road
16	Notre Dame School	33 E Micheltorena Street	20	Anacapa School	814 Santa Barbara Street
17	Crane School	1795 San Leandro Lane			
Post Secondary Schools					
City of Santa Barbara			**City of Carpinteria**		
21	Santa Barbara City College	721 Cliff Drive	23	Pacifica Graduate Institute	249 Lambert Road
22	Antioch University-Santa Barbara Branch	801 Garden Street			
Other Public Facilities					
City of Santa Barbara Facilities			**City of Carpinteria Facilities**		
24	Santa Barbara City Hall	735 Anacapa Street	33	Carpinteria City Hall	5775 Carpinteria Avenue
25	Santa Barbara Fire Station	121 W. Carillo Street	34	Carpinteria Fire Department	1140 Eugenia Place
26	County Administration Building	123 E. Anapamu Street	35	Carpinteria Post Office	5425 Carpinteria Avenue
27	Santa Barbara Court House	1100 Anapamu Street	36	Carpinteria Library	5141 Carpinteria Avenue
28	Santa Barbara Museum of Art	1130 State Street	37	Carpinteria Amtrak Station	Linden Avenue
29	US Post Office	836 Anacapa Street	**Unincorporated Santa Barbara County**		
30	Santa Barbara Public Library	40 E. Anapamu Street	38	Summerland Post Office	2245 Lillie Avenue
31	Eastside Branch Library	1102 E. Montecito Street	39	Montecito Library	1469 E. Valley Road
32	Amtrak Figtree Station	209 State Street			



Legend

- School
- Hospital
- Museum
- City Boundary
- Government Building
- Train station
- Fire Station
- Police
- Post Office
- Public Library

N

Public Facilities

South Coast 101 HOV Lane Project

Figure 4.3-1

4.3.1.3 Utilities

Domestic water services in the study area are provided by the Carpinteria Valley Water District, Montecito and Summerland Water District, and the Santa Barbara County Water Agency. Wastewater collection and treatment services are provided by the Carpinteria Sanitary District, the El Estero Wastewater Treatment Plant in the City of Santa Barbara, and through septic systems in the unincorporated areas of Santa Barbara County. Natural gas services in the study area are provided by the Southern California Gas Company and electricity is provided by Southern California Edison. Other utility services in the study area include telephone and cable or satellite television services.

4.3.2 Environmental Consequences

4.3.2.1 Community Facilities

Build Alternatives

Improved access to community facilities due to reduced congestion would occur as a result of implementation and construction of the Build Alternatives. No community facilities would be displaced as a result of the proposed project.

No Build Alternative

Existing conditions would remain, and no impacts to community facilities would occur under the No Build Alternative.

4.3.2.2 Emergency Services

Build Alternatives

Improved access to emergency services due to reduced congestion would occur as a result of implementation and construction of the Build Alternatives. Emergency access would be provided during construction; therefore, no temporary or long-term impacts to emergency services are anticipated as a result of the proposed project.

No Build Alternative

Existing conditions would remain, and no impacts on emergency services would occur under the No Build Alternative.

4.3.2.3 Utilities

Build Alternatives

The proposed Build Alternatives would have the potential to impact utilities including, domestic water service, wastewater collection and treatment, natural gas service, electric service, and telephone and television utilities. Table 4.3-2 identifies the potentially affected utilities in the study area as a result of the build alternatives.

Table 4.3-2 Potentially Affected Utilities

Postmile	Jurisdiction	Nearest Interchange *	Location	Possible Conflict *	Utility	Proposed Action
1.7-1.8	Carpinteria	near Bailard	longitudinal	sb stormwater basin	sewer	lower or encase
2.0	Carpinteria	sb/o Casitas Pass	transverse	paving	water	lower or encase
2.1	Carpinteria	sb/o Casitas Pass	transverse	paving, nb soundwall	gas	lower or encase
2.2	Carpinteria	sb/o Casitas Pass	transverse	paving, nb soundwall	gas	lower or encase
2.5	Carpinteria	sb/o Casitas Pass	transverse	paving, nb soundwall	sewer	encase
2.6	Carpinteria	sb/o Casitas Pass	transverse	paving	electricity, water	lower or encase
3.1	Carpinteria	nb/o Linden	transverse	paving	electricity, water, gas	lower or encase
3.2	Carpinteria	nb/o Linden	transverse	paving	sewer	encase
3.2	Carpinteria	sb/o Santa Ynez	transverse	paving, nb soundwall	sewer	encase
3.7	Carpinteria	nb/o Santa Ynez	transverse	paving, nb/sb soundwalls	sewer, gas, water	encase
3.7	Carpinteria	nb/o Santa Ynez	longitudinal	nb soundwall	electricity	relocate
3.9	Carpinteria	nb/o Santa Ynez	transverse	paving, sb soundwall	sewer, TV, water	encase
4.1	Carpinteria	nb/o Santa Ynez	transverse	paving	gas, water	encase
4.3	Carpinteria	nb/o Santa Ynez	transverse	paving	gas	encase
4.4-4.6	Carpinteria	nb/o Santa Ynez	longitudinal	nb soundwall	electricity, water, TV	relocate
4.4-4.5	Carpinteria	nb/o Santa Ynez	longitudinal	sb paving (Alt 2 only)	telephone	lower or encase
4.9	County	sb/o S. Padaro	transverse	paving	water, sewer	encase
5.4-6.4	County	nb/o S. Padaro	longitudinal	sb soundwall	gas	relocate
5.8	County	nb/o S. Padaro	transverse	paving	gas	encase
5.5-5.7	County	nb/o S. Padaro	longitudinal	nb paving (Alt 2 only)	electricity	lower or encase
6.1	County	nb/o S. Padaro	transverse	paving	water	encase
6.2-6.5	County	nb/o S. Padaro	longitudinal	nb soundwall	electricity, TV	relocate
6.4	County	sb/o N. Padaro	transverse	paving	gas	encase
6.7	County	sb/o N. Padaro	transverse	paving	telephone, TV, water	encase
6.4-6.8	County	sb/o N. Padaro	longitudinal	sb paving (Alt 2 only)	gas	lower or encase
6.8-6.9	County	sb/o N. Padaro	longitudinal	sb stormwater basin	gas	lower or encase
7.3	County	nb/o N. Padaro	transverse	paving	gas	encase
7.7	County	sb/o Evans	transverse	paving	gas	encase
7.7-7.9	County	sb/o Evans	longitudinal	nb soundwall	gas, telephone	relocate

Table 4.3-2 Potentially Affected Utilities

Postmile	Jurisdiction	Nearest Interchange *	Location	Possible Conflict *	Utility	Proposed Action
8.0	County	sb/o Evans	transverse	paving	gas	encase
8.2	County	sb/o Evans	transverse	paving, nb soundwall	water(2), TV	lower or encase
9.3	County	nb/o Sheffield	transverse	paving, nb soundwall	gas, water	lower or encase
9.5	County	sb/o San Ysidro	transverse	paving, nb soundwall	gas, water	lower or encase
9.8	County	sb/o San Ysidro	transverse	paving, nb soundwall	gas, sewer(2)	lower or encase
9.9	County	sb/o San Ysidro	transverse	paving, nb soundwall	water	lower or encase
10.1	County	nb/o San Ysidro	transverse	paving	water	encase
10.3	County	sb/o Olive Mill	transverse	paving, nb/sb soundwalls	gas(2), sewer, water	lower or encase
10.4-10.5	County	sb/o Olive Mill	longitudinal	nb/sb soundwalls	TV, telephone	relocate
10.6	Santa Barbara	nb/o Olive Mill	transverse	paving	electricity, telephone, gas, water	lower or encase
10.7	Santa Barbara	nb/o Olive Mill	transverse	paving	gas	lower or encase
11.0	Santa Barbara	nb/o Olive Mill	transverse	paving	sewer(2), water	lower or encase
11.2	Santa Barbara	sb/o Cabrillo	transverse	paving	electricity, telephone(2), gas, water	lower or encase
11.3	Santa Barbara	sb/o Cabrillo	transverse	paving	TV, gas	lower or encase
11.2-12.2	Santa Barbara	near Cabrillo	longitudinal	railroad	TV, electricity	relocate
11.7	Santa Barbara	nb/o Cabrillo	transverse	paving, railroad	water, gas	lower or encase
12.1	Santa Barbara	nb/o Cabrillo	transverse	paving, railroad	water, sewer(2), electricity	lower or encase

* Notes:
nb = northbound side
sb = southbound side
nb/o = northbound of
sb/o = southbound of

Source: Caltrans June 2010

No Build Alternative

Under the No Build Alternative, existing conditions would remain and no impacts to utilities would occur.

4.3.3 Avoidance, Minimization, and Mitigation Measures

Construction of the Build Alternatives will be executed with measures taken to avoid impacts to community facilities and emergency services with alternate routes made available for use during construction. Construction time will be limited to off-peak hours to minimize potential route closures. No impacts are anticipated for the No Build Alternative; therefore, no avoidance, minimization, or mitigation measures are required.

4.4 Environmental Justice

This proposed project has been developed in accordance with Title VI of the Civil Rights Act of 1964, as amended, and Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." Title VI states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Executive Order 12898 requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address "disproportionately high and adverse" effects of federal or federally funded projects on minority and low-income populations.

Impacts and benefits of transportation projects result from the physical placement of such facilities and also from their ability to improve or impede access to and from neighborhoods and other portions of the region. The environmental justice analysis examines whether ethnic minority and/or low-income populations in the project area would experience disproportionately adverse impacts, and if the impacts experienced by such populations would be inconsistent with the benefits created.

4.4.1 Affected Environment

The study area as a whole consists of a variety of socioeconomic neighborhoods. Lower-income populations, ethnic minorities, and affluent, white populations live within and in close proximity to the study area. The ethnic composition of the study area, as described in Section 4.1.1.1 and summarized in Table 4.1-2, is comparable to the County of Santa Barbara. The block groups located in the cities of Carpinteria and Santa Barbara have substantially higher minority populations than Toro Canyon, Summerland, and Montecito. Santa Barbara County has a minority population of approximately 43 percent, with the highest Hispanic population in Carpinteria at approximately 44 percent. The total study area's Hispanic population is approximately 46 percent. There is greater ethnic diversity in Carpinteria and the study area as a whole, with minority populations of approximately 49 and 52 percent, respectively. Overall, approximately 52 percent of all study area residents are members of minority groups.

The median household income of the Census block groups located in the study area in 1999 ranged from $46,677 to $110,669. As shown in Table 4.4-1, the overall percentage of households in the study area below the federal poverty level was 12.4 percent in 1999. Census data shows that in 1999, approximately 11.6 percent of households in Santa Barbara County as a whole were below the poverty level, while 12.5 and 10.9 percent of households below the poverty level were in Summerland and the city of Santa Barbara, respectively.

Table 4.4-1 Minority and Low-Income Populations

	Study Area	Santa Barbara County	Carpinteria	Montecito CDP	City of Santa Barbara	Summerland CDP	Toro Canyon CDP
Total Population	60,745	399,347	14,194	10,000	92,325	1,545	1,697
Total White	29,469	227,083	7,266	9,125	53,849	1,346	1,363
Total Minority	31,276	172,264	6,928	875	38,476	199	334
% Minority	51.5%	43.1%	48.8%	8.8%	41.7%	12.9%	19.7%
Below Poverty Level	8,897	55,086	1,480	343	11,846	141	123
% Below Poverty Level	14.7%	13.8%	10.4%	3.4%	12.8%	9.1%	7.3%

Source: U.S. Census Bureau, 2000
[1] Minority population includes Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, Hispanic, and Other Races (not White).

4.4.2 Environmental Consequences

Equity of Impacts of the Build Alternatives (and Benefits for) Minority and Low-Income Neighborhoods

The primary purpose of the proposed South Coast 101 HOV Lane Project is to improve traffic flow on US 101. The congestion relief and enhanced accessibility would benefit area residents and other users of this segment of the US 101 corridor. In addition, the project would also benefit low-income and minority communities in the area by reducing traffic delays in the project vicinity.

Based on the above discussion and analysis, as well as results from the project-related Noise Study and Air Quality reports, the Build Alternatives would not cause disproportionately high and adverse effects on any minority or low-income populations as per Executive Order 12898 regarding environmental justice. Potential impacts related to construction noise intrusion and traffic on area residents, including minority and low-income populations, would be minimized through mitigation measures included in the project. Temporary construction easements would not have a disproportionate effect on minority or low-income populations. No residential or non-residential relocations would occur.

No Build Alternative

Under the No Build Alternative, existing conditions would remain and there would be no disproportionate impacts to minority or low-income populations.

4.4.3 Avoidance, Minimization, and Mitigation Measures

All Alternatives

No mitigation is required.

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Chapter 5 Traffic and Transportation/ Pedestrian and Bicycle Facilities

5.1 Affected Environment

The proposed project would widen US 101 to provide an HOV lane within the existing median in the northbound and southbound directions from 0.4-mile south of Carpinteria Creek Bridge (PM 2.0) in Carpinteria to Sycamore Creek Bridge (PM 12.30) in Santa Barbara. Although the project area spans 10.3 miles of US 101, the traffic study area encompasses 27.5 miles of freeway mainline.

As described in Section 1.2, the project limits of the HOV lane will be connected with the following three US 101 improvement projects currently under development: (1) SB/VEN 101 HOV capacity, (2) The Highway 101/Linden Avenue and Highway 101/Casitas Pass Road Interchange, and (3) Route 101/Milpas Street to Hot Springs Road operational improvement project. Hence, the traffic study area for the proposed project extends from the Santa Barbara/Ventura County line to west of Goleta, as shown in Figure 5.1-1. The southern limit of the traffic study begins at PM 0.0 (south of the Rincon Point/Bates Road interchange), while the northern limit concludes at PM 27.5 (north of the Hollister Avenue Interchange).

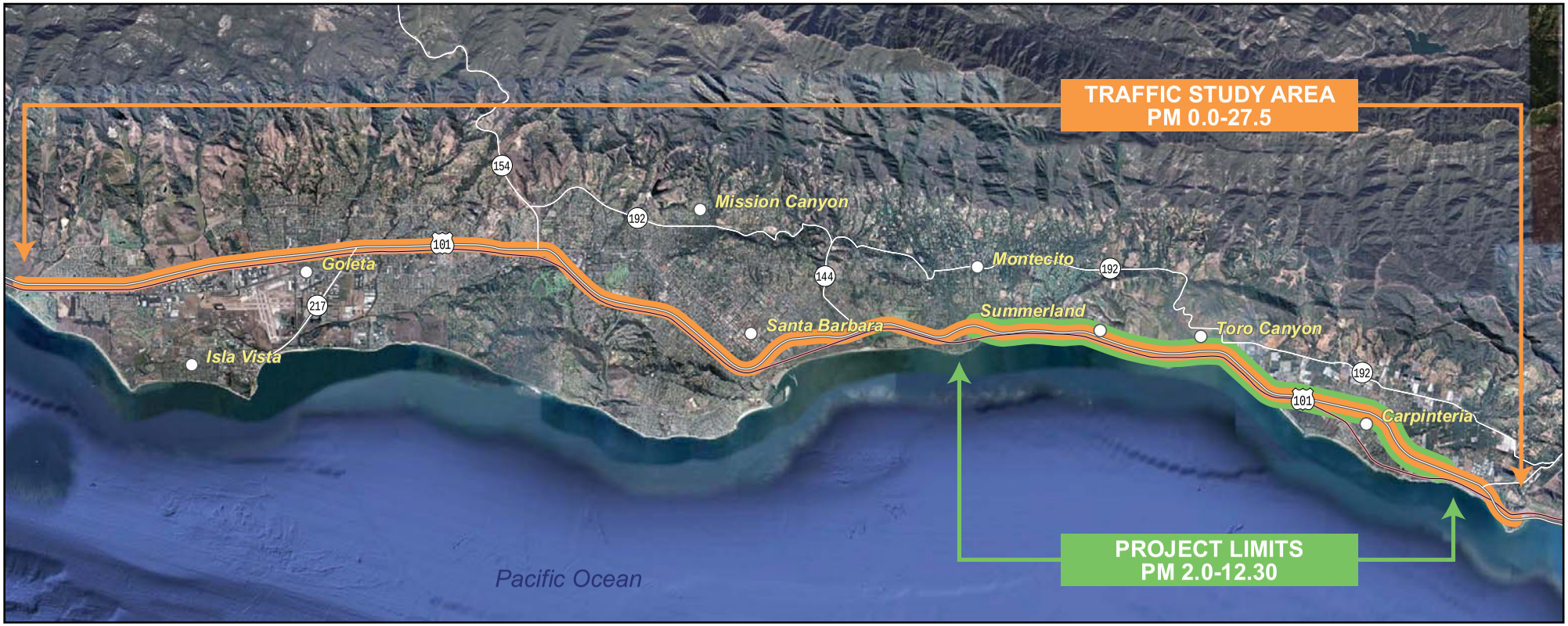
US 101 is a major north-south route along the western coast of the United States that passes through the states of California, Oregon, and Washington. In Santa Barbara County, US 101 is a heavily traveled commute route and plays a vital role in intra-county connections.

5.1.1 Access Circulation and Parking

Access to the communities within the study area is primarily provided by US 101. Between the cities of Carpinteria and Santa Barbara, US 101 serves as a major north-south transportation corridor that is heavily used daily and is the major route between the urbanized areas of Santa Barbara and Ventura counties. Within the traffic study area, US 101 varies from four to six lanes, with auxiliary lanes in some segments. According to Caltrans, the traffic along US 101 in the traffic study corridor on an average day in 2008, represented by annual average daily traffic (AADT), ranged from 30,000 to 135,000 vehicles per day (both directions), as shown in Figure 5.1-2. Traffic volumes are highest within the city of Santa Barbara, and traffic volumes taper off in both directions.

In addition to US 101, there are several other major roadways within the South Coast US 101 study area. Listed below are some major roadways that are adjacent to Highway 1/US 101.

Casitas Pass Road is a two-lane, north-south arterial extending from Carpinteria Avenue to SR 192. There is a signalized intersection at Casitas Pass Road and Carpinteria Avenue.



Source: Parsons 2010

Legend

- Project Limits
- Traffic Study Area
- Interstate Roads
- Railroads

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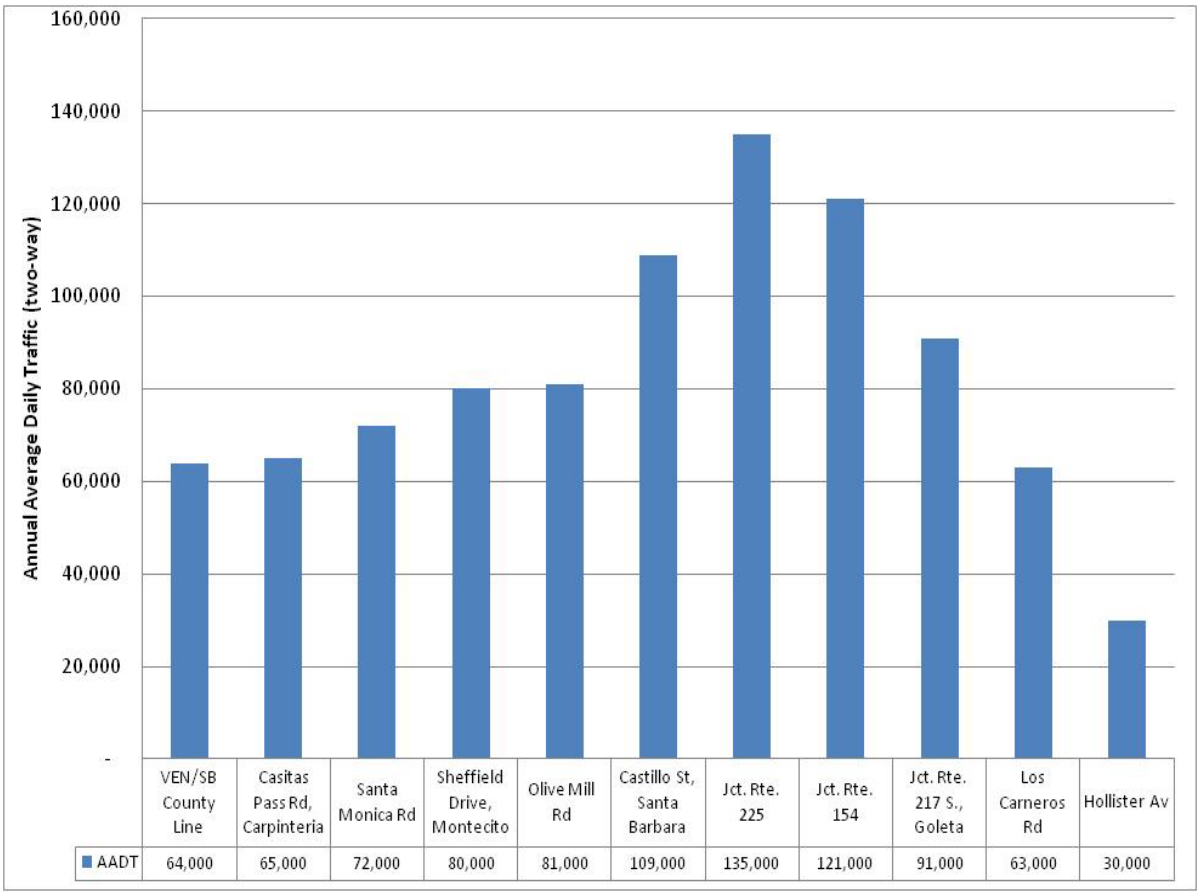
Project Limits and The Traffic Study Area

South Coast 101 HOV Lane Project

Figure 5.1-1

Figure 5.1-2: 2008 Annual Average Daily Traffic Volumes on US 101



Source: Caltrans Traffic Operations Data, Caltrans Web site, 2010

Foothill Road (SR 192) is a two-lane, north-south arterial, running parallel to US 101. Foothill Road begins north at Toro Canyon Road and terminates at Linden Avenue to the south. Foothill Road does not have any direct access to US 101.

Toro Canyon Road is a two-lane, east-west road, connecting Via Real to the east of US 101. There is no direct access to US 101 provided by Toro Canyon Road; however, interchanges are located on Via Real.

Linden Avenue is a two-lane, north-south arterial, connecting Carpinteria Avenue to the west with Foothill Road (SR 192) just east of US 101. There is a signalized intersection at Carpinteria Avenue and Linden Avenue, as well as a complete interchange at US 101 and Linden Avenue.

Bailard Avenue is a two-lane, east-west road, connecting Carpinteria Avenue to the west with residential areas just east of US 101. There is a tight-diamond interchange that provides full access to US 101.

Via Real is a two-lane, east-west arterial, located parallel to US 101 on the east side. Via Real spans from just south of the Casitas Pass Road interchange and terminates at Rincon Road (US 150) to the south.

Ortega Hill Road is a two-lane, north-south road, running parallel to US 101 on the east side. Within the study area, Ortega Hill Road does not have direct interchanges providing access to US 101, but there are is an off-ramp south of Evans Avenue and an on-ramp north of Varley Street.

San Ysidro Road is a two-lane, east-west arterial, connecting residential areas in Montecito to US 101. San Ysidro Road begins east of US 101 in Montecito and terminates at US 101, where it continues as Eucalyptus Lane just south of the freeway.

Cabrillo Boulevard is a two-lane, east-west road, connecting the Old Coast Highway, running parallel to US 101 and residential areas south of the freeway in Montecito. Cabrillo Boulevard terminates at US 101, where it continues east as Hot Springs Road. There are no interchanges at US 101 and Cabrillo Boulevard, but access to the freeway is provided through on-ramps north of Cabrillo Boulevard and off-ramps to the south.

Salinas Street (SR 144) is a two-lane, east-west road, connecting US 101 to residential areas just east of US 101. Salinas Street terminates at US 101 and does not continue west of the freeway facility. Freeway access is provided by on- and off-ramps at the terminus of Salinas Street and US 101.

Milpas Street is a two-lane, east-west road, connecting E. Annapamu Street to the east and E. Cabrillo Boulevard to the west. Within the study area, Milpas Street does not have direct interchanges providing access to US 101, but there are is an off-ramp south of Milpas Street and an on-ramp to the north.

5.1.2 Intersections – Level of Service Analysis and Definitions

The intersections in the study area are categorized into two groups: signalized (controlled by traffic signals) and unsignalized (controlled by stop signs). Figure A-1 in Appendix A provides the 2008 intersection lane geometry, control type, and AM/PM peak-hour turning movement volumes of the study intersections. Based on the operational characteristics of each intersection – mainly the per vehicle delay at each intersection – the intersections were assigned a level of service (LOS) ranking from LOS A to LOS F. LOS is a qualitative indication of the level of delay and congestion at an intersection. The LOS criteria for intersection analysis are presented in Table 5.1-1.

Given that there are multiple jurisdictions within the study area (i.e., Caltrans, the County of Santa Barbara, the cities of Carpinteria, Santa Barbara, and Goleta), a unified traffic operations methodology was desired. For State-owned facilities, operational performance was based on Caltrans District 5 LOS performance criteria, as represented by LOS D or worse. At locally controlled signalized intersections, the applicable local agency's LOS criterion was applied in conjunction with the adopted Congestion Management Program (CMP) LOS criteria. Consistent with countywide CMP standards, local agency intersection LOS was based on the Intersection Capacity Utilization (ICU) method for signalized intersections and the Highway Capacity Manual method for non-signalized intersections. Intersection Operational Performance Criteria is explained in more detail in Section 5.2.1.2.

Table 5.1-1: Intersection LOS Definitions

Level of Service	General Description	Criteria for Intersections (control delay per vehicle, sec/veh)	
		Unsignalized	Signalized
A	Traffic flows with very little delay and speeds are optimal. Most vehicles do not stop at all.	0-10	< 10
B	Traffic flows with very little delay and speeds may be slightly reduced. Very infrequent and short waits at traffic signals. More vehicles stop at intersections than for LOS A.	> 10-15	> 10-20
C	Traffic speeds continue to slow. Some vehicles may stop at this level, although many vehicles still pass through the intersection without stopping.	> 15-25	> 20-35
D	Congestion becomes more noticeable. Many vehicles stop, and the proportion of vehicles not stopping declines.	> 25-35	> 35-55
E	Low speeds and traffic back ups at intersections. Often considered to be the limit of acceptable delay.	> 35-50	> 55-80
F	Very slow speeds and congestion. Long traffic backups. Very likely to wait for multiple greens to get through an intersection. This is considered to be unacceptable to most drivers.	> 50	> 80

Source: Highway Capacity Manual

Intersections – Current Conditions

Results of the intersection analysis indicate that 30 intersections exceed the Caltrans LOS criteria, while 2 locally operated intersections exceed the agency's threshold. These 32 study intersections currently operate at LOS D or worse during either or both study peak hours. These locations are summarized in Table A-2 in Appendix A.

Bicycle Facilities

The SBCAG is the county's metropolitan planning organization. The Bicycle Master Plan complements SBCAG's Regional Transportation Plan and the County's Clean Air Plan and is consistent with these documents.

The Regional Transportation Plan incorporates the Regional Bikeway Study and the Regional Bikeway Network, which are the primary tools for bike planning countywide. In addition to defining a regional network of corridor and feeder routes, the Regional Bikeway Study focuses on inter-jurisdictional issues, funding, and policy consistency. In coordination with County bicycling efforts, the City's Bicycle Master Plan would play an important role in improving the regional bikeway system and increasing bicycle usage.

The primary goal of the plan is to create and maintain a regional network of bikeways that would provide safe and efficient access between residential, commercial, education, and employment centers across Santa Barbara County for residents of all ages. Bicycle facilities may also serve as recreational

paths themselves. Furthermore, the network would provide seamless bicycling connections with transit, passenger rail, airports, carpooling, and vanpools.

Currently, there are approximately 299.7 miles of bike routes in Santa Barbara County of which approximately 163.1 miles of bike routes are located in the South Coast region. Most of the designated bikeways in the County are Class II and Class III. Bikeway classifications are defined in Table 5.1-2. In addition, the County has multipurpose recreational trails, which are used by bicyclists, hikers, joggers, in-line skaters, skateboarders, and equestrians. A portion of the Pacific Coast Bike Route is located within the study area. The Pacific Coast Bike Route provides a north-south connection between Vancouver, British Columbia, Canada, and Imperial Beach in San Diego, California. Cyclists use the existing route primarily for recreation. The Pacific Coast Bike Route is located on the local road system because bicycle trails are not allowed on US 101 within the project limits

Table 5.1-2: Bikeway Classifications

Bikeway Class	Definition
Class I Bikeway (Bike Path)	Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.
Class II Bikeway (Bike Lane)	Provides a striped land for one-way bike travel on a street or highway.
Class III Bikeway (Bike Route)	Provides shared use with pedestrian or motor vehicle traffic.

Source: Caltrans Highway Design Manual, July 1995.

Figures A-2 and A-3 in Appendix A show the 2008 regional bikeway network in the study area. The study area is primarily comprised of the Coast route and the Cross Town route, which predominantly fall under the Class II bikeway classification[3]; however, certain short sections of these routes are designated as Class I or Class III bikeways. While the Coast route traverses through Carpinteria, Montecito, and Summerland before it ends at Eucalyptus Lane in the city of Santa Barbara, the Cross Town route begins at Eucalyptus Lane in Santa Barbara and runs across the city of Santa Barbara.

There are several other Class II bikeways in the study area, including those on Milpas Street, Hot Springs Road, Olive Mill Road, and San Ysidro Road in Santa Barbara and Casitas Pass Road in Carpinteria. In addition, the study area is also comprised of a few other shorter segments of Class I and Class III bikeways.

Pedestrian Facilities

According to the SBCAG's Regional Bicycle Plan, on a countywide basis, bicycle use for commuting purposes ranges from 2 to 4 percent of total commute trips. According to the SBCAG's *2007 Commute Profile for Santa Barbara, San Luis Obispo and Ventura Counties*, the percentage of Santa Barbara County commuters who bike to work is 2.8 percent, and the percentage of commuters who walk or jog to work is 2.7 percent.

[3] 2008 Draft Regional Bicycle Plan, Santa Barbara County Association of Governments, April 2008.

Despite the overall decline in bike commuters, nationally, Santa Barbara County still ranks high in the number of bicycle commuters.

The primary pedestrian facilities near the study area are sidewalks and pedestrian trails. Sidewalks in the study area include those along Via Real in Carpinteria and along Calle Real in Santa Barbara. Walkways and cross-paths are provided on many streets near the interchanges, but these facilities are not continuous on all streets.

Parking

Overall, there is limited parking along the study area. There are a few parking lots along the study corridor, including those that are assigned for shopping centers, commercial establishments such as hotels, and other private institutions.

Public Transportation

According to the SBCAG's *2007 Commute Profile for Santa Barbara, San Luis Obispo and Ventura Counties,* the Santa Barbara Metropolitan Transit District (SBMTD) is the most frequently used transit system, accounting for approximately 60 percent of the residents within Santa Barbara County who use transit to commute. This is followed by another 11 percent of the residents that use Clean Air Express for their transit trips, and 6 percent that use Santa Maria Area Transit (SMAT). Fifteen (15) percent of transit commuters in Santa Barbara County are not sure which transit company they use.

Transportation provides demand-response service within SBMTD's service area. The Vista Coastal Express provides bi-directional service between Ventura County and the South Coast; the Clean Air Express offers weekday uni-directional commuter service between Lompoc and Santa Maria and the South Coast; and the SBMTD Valley Express provides peak-period commuter service between the Santa Ynez Valley and Goleta/ Santa Barbara.

Amtrak Pacific Surfliner: The Pacific Surfliner offers five trains per day coming into Santa Barbara from the south, with two continuing to San Luis Obispo. The Amtrak Pacific Surfliner runs generally parallel to US 101 within the study area, with a stop in Carpinteria.

Santa Barbara MTD: SBMTD's fixed-route service uses a fleet of 96 buses, with total annual ridership over 7 million. This service includes bus routes throughout the area and shuttle operations serving downtown, the waterfront, commuter lots, and the zoo. It serves Carpinteria, Summerland, Santa Barbara, and Goleta. SBMTD also operates commuter express bus service between Solvang and Buellton and the Hollister corridor in Goleta and downtown Santa Barbara. SBMTD operates 4 express routes on the South Coast of Santa Barbara County. In addition to this, it operates 3 regional routes, 19 regular routes, and 6 shuttle routes.

Clean Air Express: The Clean Air Express is a commuter bus program that currently provides service to residents of northern Santa Barbara County who commute to jobs in Santa Barbara and Goleta, with 11 roundtrips each weekday. In fiscal year (FY) 2004/05, the Clean Air Express had 127,435 boardings.

Vista Coastal Express: The Vista Coastal Express is an intercommunity bus service operating between Ventura County and Santa Barbara, with peak-hour service to Goleta. Vista Coastal Express provides 12 daily northbound trips and 15 southbound trips on weekdays and 9 roundtrips on weekends. Vista Coastal Express, which is a joint program administered between SBCAG and the Ventura County Transportation Commission (VCTC) as part of the VISTA intercity bus program, had 113,895 boardings in FY 2004/05, which is a 25 percent increase from FY 2003/04.

Greyhound: Greyhound provides several inter-city bus trips daily between San Luis Obispo, Santa Maria, Santa Barbara, Ventura, and Los Angeles.

Proposed Enhanced Transit Services: Some express service lines operated by SBMTD and Vista Coastal Express would have increased frequencies. Furthermore, the Amtrak Pacific Surfliner Intercity Rail Service is anticipated to include additional service during the morning and evening peak hours.

5.2 Environmental Consequences

5.2.1 Access, Circulation, and Parking

The proposed project would help reduce congestion on US 101. As shown in Table 5.2-1, the proposed Build Alternatives would reduce mainline delays and travel speeds compared to the No-Build Alternative, resulting in slightly beneficial effects on costal access; however, the project would also lead to traffic impacts at a few intersections, as explained below.

Table 5.2-1: Existing and Future Freeway Performance in the Traffic Study Area

	Existing			2040 No-Build			2040 Build		
	Total Mainline Delay Veh-Hrs	Avg Mainline Delay Min/Veh	Avg Speed Miles/Hr	Total Mainline Delay Veh-Hrs	Avg Mainline Delay Min/Veh	Avg Speed Miles/Hr	Total Mainline Delay Veh-Hrs	Avg Mainline Delay Min/Veh	Avg Speed Miles/Hr
Northbound AM	937.0	2	54.4	9,258.0	15.5	34.0	1,492	5.68	57.0
Northbound PM	324.0	0.53	60.8	4,261.0	13.14	42.2	3,574	9.23	45.3
Southbound AM	154.0	0.44	62.2	1,507.0	5.00	55.8	786	2.08	60.2
Southbound PM	871.0	1.65	55.1	3,383.0	6.56	47.7	1,122	2.21	58.6
Mainline AM	1,091.0	2.44	58.3	10,765.0	20.50	44.9	2,278	7.76	58.6
Mainline PM	1,195.0	2.18	57.9	7,644.0	19.69	44.9	4,696	11.44	52.0

Source: South Coast 101 HOV Traffic Study, Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

5.2.1.1 Intersections – 2030 Conditions under the No Build Alternative

2040 no build and build AM/PM peak-hour LOS results by movement were computed for all study area intersections using the SYNCHRO-7 (HCM Method) and TRAFFIX (ICU Method) operational

software as appropriate. Existing signal timing sheets were applied to the future condition analysis to ensure a reasonable worst-case analysis of future operations.

Future Baseline Network Assumptions

Consistent with Caltrans Traffic Impact Study Guidelines (December 2002), projects were assumed part of the future baseline modeling if any project phase (e.g., plans, specifications, and estimate [PS&E], environmental, construction) is currently programmed (i.e., has a formal funding commitment). Intersections with currently programmed improvements are shown in Table 5.2-2. The results of the intersection analysis are shown in Tables A-2 and A-3 of Appendix A.

Table 5.2-2: Future Baseline Intersection Improvements

Int #	Location	Project Description
11	Casitas Pass & Via Real	Signalize, Add SB LT, WB LT & RT, NB Thru-RT, EB RT & Convert LT-RT to Thru-LT
12	Via Real & Vellocito	Provide EB Approach as Thru-LT
13	Casitas Pass & HWY 101 SB on/off ramps	Signalize, Convert NB RT to Thru-RT, Add SB LT and Thru, Convert EB to LT and Thru-RT
15	Ogan Rd & Via Real & HWY 101 NB on-ramp	Re-construct to Roundabout
16	Via Real & Linden	Signalize, Add NB RT, WB LT, SB LT
17	Linden & HWY 101 SB off-ramp	Signalize, Add NB Thru, SB Thru and Convert LT-RT to dedicated RT and LT
100	HWY 101 NB on/off ramps at Via Real	Add new signalized intersection
48	Milpas & HWY 101 SB off-ramp	Eliminate left-turn movement
49	Milpas & HWY 101 SB on-ramp	Add WB channelized right-turn lane
58	Carrillo & HWY 101 NB Ramp	Allow free SB right-turn – widen ramp for two receiving lanes
96	Hollister & Calle Real & HWY 101 NB on ramp	Eliminate south leg approaches per Cathedral Oaks interchange improvement
99	Hollister Ave & HWY 101 SB on-ramp	Remove intersection - Replace with reconfigured SB ramps at new Cathedral Oaks I/C
84	Patterson & HWY 101 NB Ramps	Add SB thru (leads to SB left-turn pocket at adjacent intersection)
85	Patterson & HWY 101 SB Ramps	Add SB left-turn, EB right-turn and NB thru lanes
87	Fairview & HWY 101 NB Ramps	Add WB thru and EB left-turn lanes
88	Fairview & Calle Real	Add NB left and EB thru lanes. Overlap NB right-turn
89	Fairview & HWY 101 SB Ramps	Add NB right-turn lane
91	Los Carneros & HWY 101 SB Ramps	Add NB right-turn lane
92	Los Carneros & Calle Real	Signalize

Source for 84, 85, 87, 88, 91, 92: City of Goleta proposed GTIP.

Source: South Coast 101 HOV Traffic Study, Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

5.2.1.2 Intersections – 2040 Conditions under the Build Alternative

Intersection Operational Performance Criteria – Intersection operational performance is based on maintaining LOS C conditions. For locally operated facilities, operational performance was based on locally adopted criteria of local jurisdictions. The SBCAG CMP LOS threshold criterion was also applied to local facilities designated as part of the Congestion Management System. LOS performance criteria are listed by analysis type in Table 5.2-3. For State-controlled intersections, the Caltrans LOS criteria were applied to each individual movement. For locally controlled intersection facilities, local agency LOS criteria applied to the intersection as a whole.

Table 5.2-3: Performance Criteria for Operational Analysis

Analysis	Primary Criteria			Secondary Criteria	Tertiary Criteria
State/Local Controlled Intersection LOS	Delay (HCM):	> 35 sec	LOS C	V/C (ICU): > .90 LOS D: CMP Locations	
Locally Controlled Intersection LOS					
City of Carpinteria	Delay (HCM):	> 35 sec	LOS C	V/C (ICU) > .80 LOS C	V/C (ICU): > .90 LOS D: CMP
City of Santa Barbara	Delay (HCM):	> 35 sec	LOS C	V/C (ICU) > .77 LOS C	V/C (ICU): > .90 LOS D: CMP
City of Goleta	Delay (HCM):	> 35 sec	LOS C	V/C (ICU) > .80 LOS C	V/C (ICU): > .90 LOS D: CMP
County of Santa Barbara	Delay (HCM):	> 35 sec	LOS C	V/C (ICU) > .80 LOS C	V/C (ICU): > .90 LOS D: CMP

Source: South Coast 101 HOV Traffic Study, Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

The results of the intersection analysis are shown in Table A-3 of Appendix A. Table 5.2-4 lists all candidate study area intersections identified with 2040 cumulative plus project impacts. This final candidate list of cumulative plus project impact locations is based on the application of State and local impact criteria. Fifteen (15) intersections are shown to have cumulative project impacts resulting from the proposed project.

Table 5.2-4: 2040 Final Project plus Cumulative Impact Summary

ID	Intersection	Control [1]	Location	Total Entering Traffic Volumes				No Build Results		Build Results		Signal Warrant Met? [5]		Project Impact Threshold Criteria
				Existing	No Build	Build	Delta [2]	Delay (seconds) OR V/C [3]	LOS [4]	Delay (seconds) OR V/C [3]	LOS [4]	No Build	Build	
4	SB on/off ramp & SR 150	TWSC	Study Area									No	No	State
	PM Peak			644	644	672	28	30	D	36.3	E			
7	NB on/off ramp & Ballard Ave	TWSC	Study Area									No	No	State
	PM Peak			1,123	1,215	1,390	175	21	C	27	D			
14	Carpinteria Ave & Casitas Pass Rd	Signal	Study Area									N/A	N/A	City of Carpinteria
	PM Peak			1,805	2,193	2,329	136	29.9	C	37.4	D			
18	Linden Ave & Sawyer Ave	TWSC	Project Area									No	No	State
	AM Peak			944	1,066	1,277	211	25.8	D	41.3	E			
33	SB on/off ramp & Sheffield	TWSC	Project Area									No	No	State
	AM Peak			390	483	579	96	19.9	C	29.3	D			
49	SB on ramp & Milpas St	Signal	Study Area									N/A	N/A	State
	AM Peak			1,910	1,968	2,596	628	30	C	43.2	D			
	PM Peak			2,625	2,625	2,994	369	64.2	E	103.2	F			
55	NB on ramp & Castillo St	Signal	Study Area									N/A	N/A	State
	PM Peak			2,205	2,571	2,605	34	129.4	F	131.4	F			
57	SB on/off ramp & Castillo St	Signal	Study Area									N/A	N/A	State
	PM Peak			2,557	3,092	3,117	25	52.6	D	55.7	E			
59	SB on/off ramp & Carrillo St	Signal	Study Area									N/A	N/A	State
	AM Peak			3,435	3,677	3,689	12	56.8	E	62.7	E			
	PM Peak			3,778	4,141	4,164	23	33.6	C	35.6	D			
60	Carrillo St & Castillo St	Signal	Study Area									N/A	N/A	City of SB
	AM Peak			2,742	2,995	3,082	87	0.757	C	0.779	C			
64	SB on/off ramp & Mission St	Signal	Study Area									N/A	N/A	State
	AM Peak			2,705	2,817	2,838	21	34.5	C	35.9	D			
	PM Peak			2,473	2,793	2,883	90	53.1	D	65	E			
65	Mission St & Castillo St	Signal	Study Area									N/A	N/A	City of SB
	PM Peak			2,451	2,887	3,001	114	0.787	C	0.849	D			
79	SB on ramp & State St & Rt 154	TWSC	Study Area									N/A	N/A	State
	AM Peak			1,941	2,054	2,081	27	101.1	F	112.4	F			
	PM Peak			1,635	1,818	1,867	49	96.9	F	119.4	F			
90	NB on/off ramp & Los Carneros Rd	Signal	Study Area									N/A	N/A	State
	AM Peak			1,596	1,942	2,045	103	33.9	C	40	D			
106	Milpas St & Quinientos St	Signal	Study Area									N/A	N/A	City of SB
	PM Peak			2,518	3,118	3,181	63	0.866	D	0.909	E			

[1] TWSC - Two Way Stop Control, AWSC - All Way Stop Control
[2] As defined by difference between 2040 build and 2040 no build volume sets
[3] Delay is based on HCM 2000, Chapter 16 and 17 methodology. V/C based on Transportation Research Board Special Report 209
[4] HCM LOS is reported for the worst movement at TWSC intersections and for the overall intersection at AWSC and signalized intersections
[5] Based on Peak Hour Warrants (Signal Warrant #3) as described in California Manual on Uniform Traffic Control Devices at unsignalized intersections

Source: South Coast 101 HOV Traffic Study, Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

5.2.2 Bicycle and Pedestrian Facilities

Proposed bikeways in the study area include a Class I bike path that, for the most part, would run along US 101, traversing through Carpinteria, Summerland, and Santa Barbara. Other proposed

bikeways in the study area include several shorter Class II bikeways and a few Class III bikeways. Proposed bikeways in the study area are shown in Figures A-2 through A-4.

The proposed project is not anticipated to have an impact on bicycle or pedestrian facilities. It is expected that the safety and accessibility of the US 101 corridor and adjacent roadway network for pedestrians and bicyclists would generally be facilitated by the improvements under the Build Alternatives. The Build Alternatives would maintain the existing pedestrian facilities. Parking

The proposed project would be constructed mostly within the existing right-of-way and would not affect any parking spaces, No impacts are anticipated.

5.2.3 Public Transportation

The proposed project would not reduce any transit service or cut off access to transit stops; therefore, there would be no impacts.

The HOV lanes provided under the Build Alternatives would offer dedicated peak-hour capacity and a high level of traffic service to transit and carpool vehicles. This would substantially improve travel times for intercity buses and carpooling commuters, who would operate at higher speeds in the new HOV lanes. In addition to a reduction in travel time, transit schedule reliability would be improved. The improved speeds and reliability would work as incentives for commuters and other travelers to take advantage of local and express buses that would move freely along the HOV lanes. Furthermore, the proposed enhanced transit services discussed above under the affected environment would have beneficial impacts.

5.3 Avoidance, Minimization, and Mitigation Measures

Access and Circulation

Most circulation and access impacts would result from street closures and detours, and they would be temporary and construction related. Transit providers would be notified of any road closures or detours.

The long-term impacts of the project on transportation and vehicular traffic would generally be positive due to a reduction of traffic delay throughout the US 101 project area.

Signal timing adjustments will be considered as a mitigation option during the subsequent environmental phase of the project and will be based on location-specific conditions and engineering assessments.

The proposed project is not expected to affect existing bike paths, and if any changes are needed, the bike paths would be replaced. If the project would affect existing pedestrian facilities, then the pedestrian facilities would be replaced and the new facilities would be made Americans with Disabilities Act (ADA) compliant. Similarly, if any changes are needed to local streets that would affect the walkways or crosswalks in the street, the walkways and crosswalks would be replaced.

The Build Alternatives and No Build Alternative would avoid impacts to existing circulation patterns, transit, and pedestrian and bicycle facilities; therefore no additional minimization or mitigation measures are proposed.

Parking

The Build Alternatives and No Build Alternative would avoid impacts to existing parking; therefore no additional minimization or mitigation measures are proposed.

Public Transportation

The Build Alternatives and No Build Alternative would avoid impacts to existing transit; therefore no additional minimization or mitigation measures are proposed.

Chapter 6 Public Involvement

Public outreach and involvement began in May 2009, and it will commence through the end of project development. A public involvement subcommittee has been created and is working to identify stakeholder and community groups, and neighborhood associations, as well as a definitive plan for public outreach and involvement during the scoping process.

6.1 Public Information Meetings and Open Houses

Caltrans, which is the lead agency for the project, in conjunction with the SBCAG, which is the project sponsor, held three public information meetings in an open house format. These meetings were held to provide a forum for public comment on the project and support and augment the release of the Notice of Preparation (NOP) and intent to prepare an environmental document.

The NOP was circulated for 30 days beginning May 1, 2009. NOP packets were mailed to the State Clearinghouse and directly to Agencies with Jurisdiction, Responsible Agencies, and Interested Agencies. The NOP packets were also mailed to business, community, and local agencies and members of the public who had either expressed interest or were expected to have some interest in the project. Thirteen (13) agencies commented on the NOP; copies of these comments are attached in Appendix A.

In addition to the public meetings, a public involvement subcommittee was established under the Project Development Team, which was organized by SBCAG staff. The subcommittee held 22 smaller, individual meetings to brief community and business organizations, and local government representatives on the scope and status of the project.

The first of the open houses was held at Canalino Elementary School in Carpinteria on July 7, 2009, and the second was held at Montecito Country Club in Montecito on July 8, 2009. At the request of the Summerland Citizens Association, a third meeting was held on July 16, 2009. Each meeting allowed for a question and answer period where members of the public were invited to speak following the presentation.

6.2 Community-Based Organizations

Community-based organizations will be given the opportunity to review and comment on the environmental document and attend the public meeting.

6.3 Stakeholders

Stakeholders will be given the opportunity to review and comment on the environmental document and attend the public meeting.

6.4 Outreach to Minority and Low-Income Communities

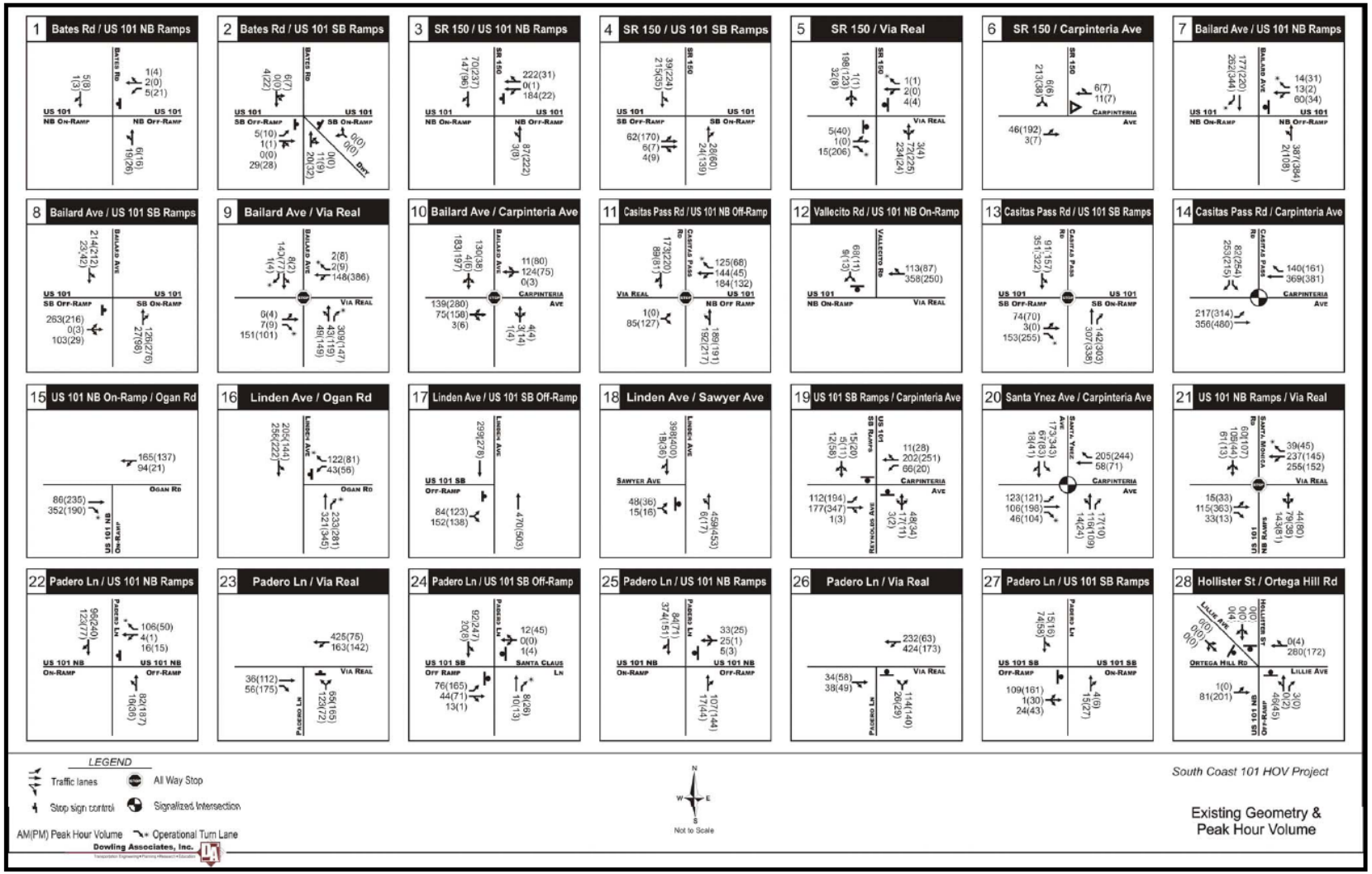
Minority and low-income communities will be given the opportunity to review and comment on the environmental document and attend the public meeting.

6.5 Community Participation Program

Community involvement for the South Coast 101 HOV Lane Project will include a 30-day public review of the environmental document and a public meeting.

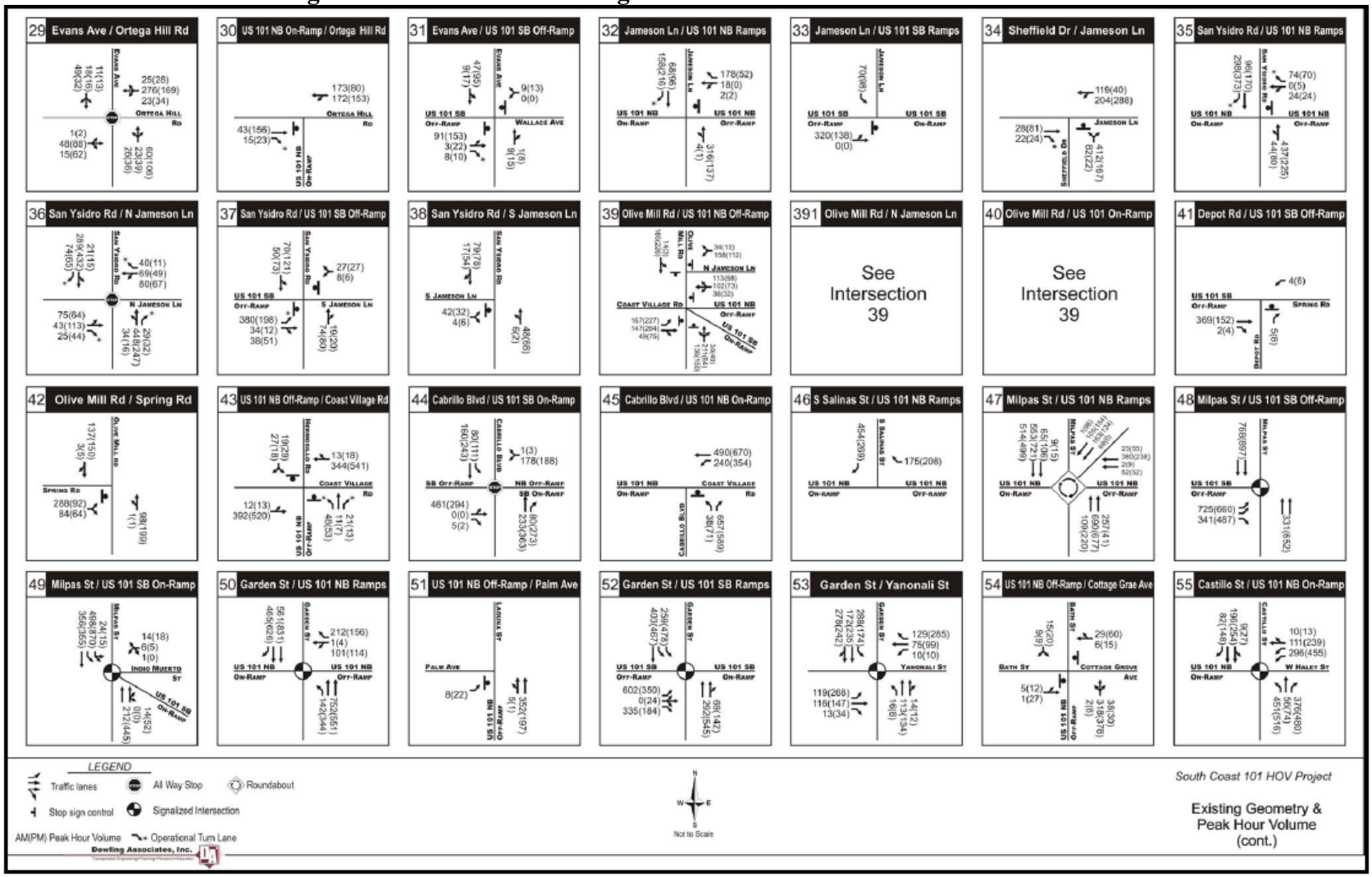
Appendix A Traffic and Transportation

Figure A-1: Existing Conditions and Peak-Hour Traffic Volumes



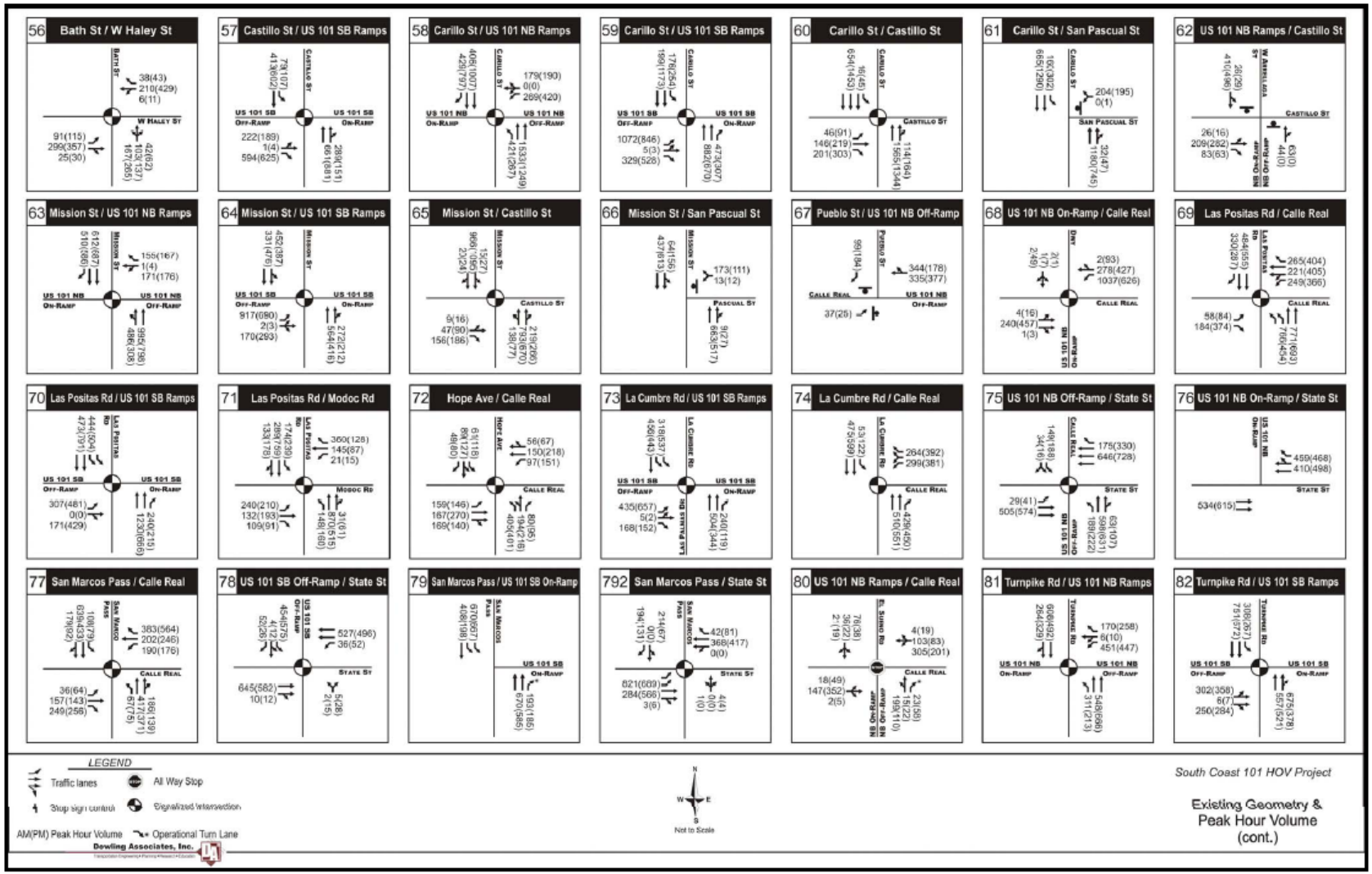
Source: South Coast 101 HOV Traffic Study, Existing Conditions Operations Analysis, Caltrans and Dowling Associates Inc., December 15, 2008

Figure A-1 continued: Existing Conditions and Peak-Hour Traffic Volumes



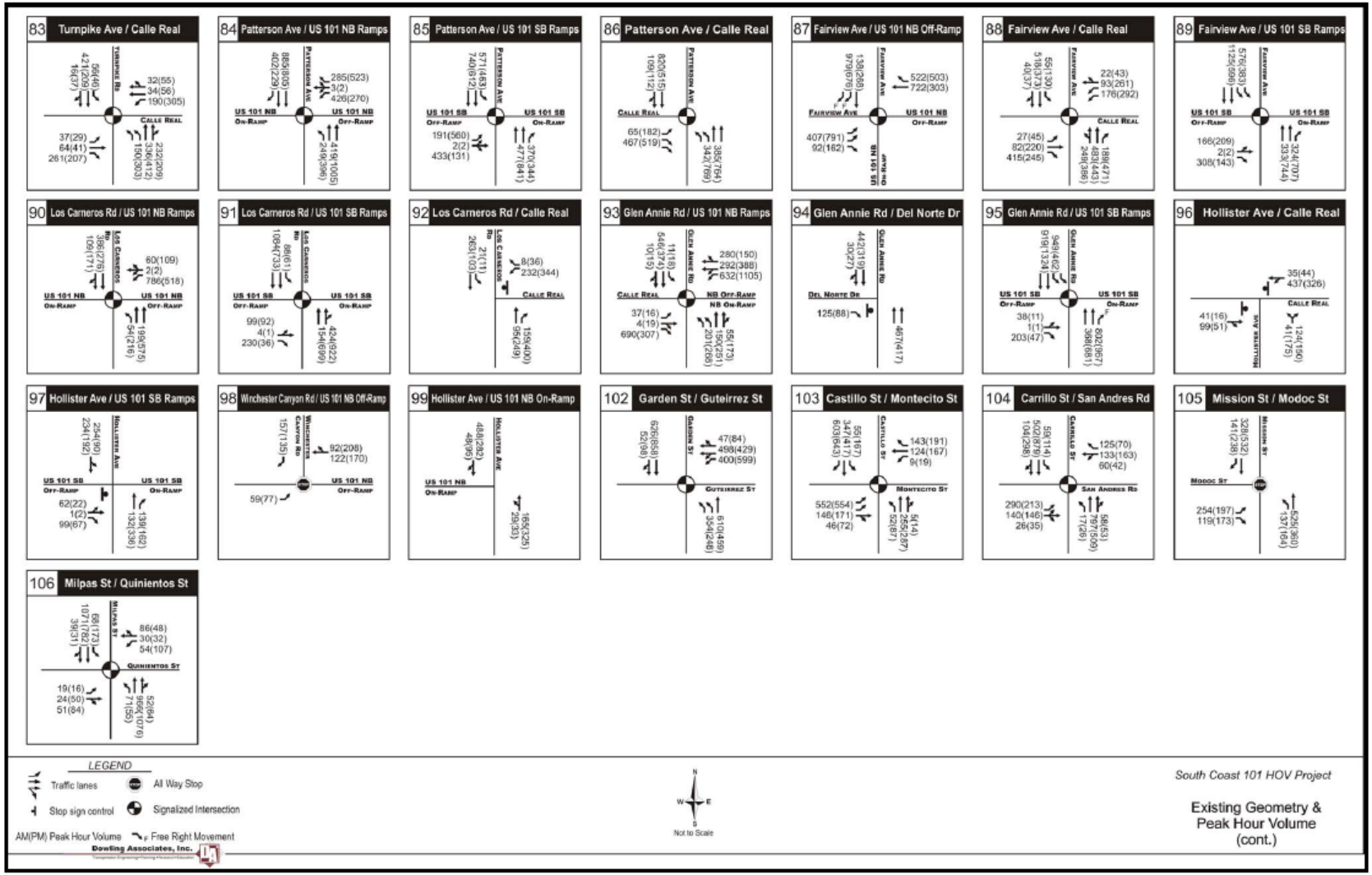
Source: South Coast 101 HOV Traffic Study, Existing Conditions Operations Analysis, Caltrans and Dowling Associates Inc., December 15, 2008

Figure A-1 continued: Existing Conditions and Peak-Hour Traffic Volumes



Source: South Coast 101 HOV Traffic Study, Existing Conditions Operations Analysis, Caltrans and Dowling Associates Inc., December 15, 2008

Figure A-1 continued: Existing Conditions and Peak-Hour Traffic Volumes



Source: South Coast 101 HOV Traffic Study, Existing Conditions Operations Analysis, Caltrans and Dowling Associates Inc., December 15, 2008

Table A-1: No Build Alternative LOS Results

Table 58. 2040 No Build AM Peak Hour LOS Results

InID	Intersection	Control Type	Overall V/C / ICU LOS [1]	Overall HCM [2]	Eastbound			Westbound			Northbound			Southbound			Southeastbound		
					LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
1	NB on/off ramp & Bates Rd	TWSC																	
	Delay (seconds)			9.1				8.9	9.1	N/A	N/A	5.5			0.1				
	Level of Service			A	---	---	---	A	A	N/A	N/A	A	---	---	A	---	---	---	---
2	SB on/off ramp & Bates Rd	TWSC																	
	Delay (seconds)			8.8	8.8	8.5	N/A					0.1		N/A	3.7				
	Level of Service			A	A	A	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
3	NB on/off ramp & SR 150	TWSC																	
	Delay (seconds)			12.3				12.3	10.0	N/A	N/A	0.3			0.1	N/A			
	Level of Service			B	---	---	---	B	A	N/A	N/A	A	---	---	A	N/A	---	---	---
4	SB on/off ramp & SR 150	TWSC																	
	Delay (seconds)			12.1	12.1	9.6	N/A					0.1		N/A	1.3				
	Level of Service			B	B	A	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
5	Via Real & SR 150	TWSC																	
	Delay (seconds)			19	N/A	12.5		N/A	19.0		N/A	6.8			0.1				
	Level of Service			C	N/A	B	---	N/A	C	---	N/A	A	---	---	A	---	---	---	---
6	Carpinteria Ave & SR 150	TWSC																	
	Delay (seconds)			9.8	N/A	9.8			9.8	N/A					0.2				
	Level of Service			A	N/A	A	---	---	A	N/A	---	---	---	---	A	---	---	---	---
7	NB on/off ramp & Ballard Ave	TWSC																	
	Delay (seconds)			20.8				N/A	20.8		N/A	1.3			0.1	0.1			
	Level of Service			C	---	---	---	N/A	C	---	N/A	A	---	---	A	A	---	---	---
8	SB on/off ramp & Ballard Ave	TWSC																	
	Delay (seconds)			165.8	N/A	165.8	N/A					0.1		N/A	1.2				
	Level of Service			F	N/A	F	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
9	Via Real & Ballard Ave	AWSC									City of Carpinteria								
	Delay (seconds)			17.6	N/A	15.2	10.9	N/A	15.0	8.8	N/A	11.2	25.9	N/A	13.7	8.5			
	Level of Service			C	N/A	C	B	N/A	B	A	N/A	B	D	N/A	B	A	---	---	---
10	Carpinteria Ave & Ballard Ave	AWSC									City of Carpinteria								
	Delay (seconds)			14.6	N/A	12.0	N/A	N/A	10.4	N/A	N/A	8.8	N/A	N/A	17.2	N/A			
	Level of Service			B	N/A	B	N/A	N/A	B	N/A	N/A	A	N/A	N/A	C	N/A	---	---	---
11	Via Real & Casitas Pass Rd	Signal																	
	Delay (seconds)			26.2	N/A	28.6	23.0	21.3	21.0	16.6	78.6	27.2	N/A	53.3	21.1	N/A			
	Level of Service		0.698 / A	C	N/A	C	C	C	C	B	E	C	N/A	D	C	N/A	---	---	---
12	Vellocito & Via Real	TWSC																	
	Delay (seconds)			10.9	N/A	0.4			0.1	N/A				N/A	10.9	N/A			
	Level of Service			B	N/A	A	---	---	A	N/A	---	---	---	N/A	B	N/A	---	---	---
13	SB on/off ramp & Casitas Pass Rd	Signal																	
	Delay (seconds)			13.2	26.1	24.2	N/A					10.8	N/A	22.5	1.0				
	Level of Service		0.638 / A	B	C	C	N/A	---	---	---		B	N/A	C	A		---	---	---
14	Carpinteria Ave & Casitas Pass Rd	Signal																	
	Delay (seconds)			18.9	25.1	6.7			22.9	18.0				19.6		24.9			
	Level of Service		0.834 / B	B	C	A	---	---	C	B	---	---	---	B	---	C	---	---	---
15	NB on ramp & Ogan Rd [3]	Roundabout																	
	Delay (seconds)			6.3															
	Level of Service			A															
16	Linden Ave & Ogan Rd	Signal									City of Carpinteria								
	Delay (seconds)			10.7				24.8		25.0		10.1	4.0	23.7	2.4				
	Level of Service		0.820 / B	B	---	---	---	C	---	C	---	B	A	C	A	---	---	---	---
17	SB off ramp & Linden Ave	Signal																	
	Delay (seconds)			9.7	23.1		17.9					5.3			3.2				
	Level of Service		0.424 / A	A	C	---	B	---	---	---	---	A	---	---	A	---	---	---	---
18	Linden Ave & Sawyer Ave	TWSC									City of Carpinteria								
	Delay (seconds)			25.8	N/A	25.8	N/A				N/A	0.2			0.1	N/A			
	Level of Service			D	N/A	D	N/A	---	---	---	N/A	A	---	---	A	N/A	---	---	---
19	SB on/off ramp & Carpinteria Ave	TWSC																	
	Delay (seconds)			28.1	8.5	0.1		8.0	0.1		N/A	17.9	N/A	N/A	28.1	N/A			
	Level of Service			D	A	A	---	A	A	---	N/A	C	N/A	N/A	D	N/A	---	---	---
20	Santa Ynez Ave/7th St & Carpinteria Ave	Signal									City of Carpinteria								
	Delay (seconds)			21.8	29.5	12.4	11.6		20.8	22.2	N/A	26.5	22.8	21.6	17.1	N/A			
	Level of Service		0.614 / A	C	C	B	B	---	C	C	N/A	C	C	C	B	N/A	---	---	---
21	NB on/off ramp & Via Real	AWSC																	
	Delay (seconds)			49.4	N/A	15.2	6.3	N/A	99.6	9.0	N/A	20.6	N/A	N/A	21.0	N/A			
	Level of Service			E	N/A	C	A	N/A	F	A	N/A	C	N/A	N/A	C	N/A	---	---	---
22	NB on/off ramp & S. Padaro Ln	TWSC																	
	Delay (seconds)			9.5				N/A	9.5		N/A	1.4			0.1				
	Level of Service			A	---	---	---	N/A	A	---	N/A	A	---	---	A	---	---	---	---
23	Via Real & S. Padaro Ln	TWSC									City of Carpinteria								
	Delay (seconds)			26		0.1	0.1	N/A	3.1		N/A	26.0	N/A						
	Level of Service			D	---	A	A	N/A	A	---	N/A	D	N/A	---	---	---	---	---	---
24	SB off ramp & Santa Claus Ln/S. Padaro Ln	TWSC																	
	Delay (seconds)			11.3	11.3	10.9	N/A	N/A	8.6	N/A		0.1	0.1	N/A	6.2				
	Level of Service			B	B	B	N/A	N/A	A	N/A	---	A	A	N/A	A	---	---	---	---
25	NB on/off ramp & N. Padaro Ln	TWSC																	
	Delay (seconds)			9.4				N/A	9.4	N/A	N/A	1.3			0.1				
	Level of Service			A	---	---	---	N/A	A	N/A	N/A	A	---	---	A	---	---	---	
26	N. Padaro Ln & Via Real	TWSC									County of Santa Barbara								
	Delay (seconds)			24.7		0.1	N/A	N/A	7.2		N/A	24.7	N/A						
	Level of Service			C	---	A	N/A	N/A	A	---	N/A	C	N/A	---	---	---	---	---	---

Source: South Coast 101 HOV Traffic Study, Final Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

Table A-1 continued: No Build Alternative LOS Results

Table 58 cont. 2040 No Build AM Peak Hour LOS Results

InID	Intersection	Control Type	Overall V/C / ICU LOS [1]	Overall HCM [2]	Eastbound			Westbound			Northbound			Southbound			Southeastbound		
					LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
27	SB on/off ramp & N. Padaro Ln	TWSC																	
	Delay (seconds)			10.9	N/A	10.9	N/A					0.1		N/A	6.3				
	Level of Service			B	N/A	B	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
28	NB off ramp & Ortega Hill Rd	TWSC																	
	Delay (seconds)			12.8	N/A	0.1			0.1		N/A	12.8			0.1				
	Level of Service			B	N/A	A	---	---	A	---	N/A	B	---	---	A	---	---	---	---
29	Evans Ave & Ortega Hill Rd	AWSC									County of Santa Barbara								
	Delay (seconds)			11.1	N/A	9.5	N/A	N/A	13.0	N/A	N/A	9.6	N/A	N/A	9.7	N/A			
	Level of Service			B	N/A	A	N/A	N/A	B	N/A	N/A	A	N/A	N/A	A	N/A	---	---	---
30	NB on ramp & Ortega Hill Rd	TWSC																	
	Delay (seconds)			28.7		28.7	17.4	N/A	5.1										
	Level of Service			D	---	D	C	N/A	A	---	---	---	---	---	---	---	---	---	---
31	SB off ramp & Evans Ave	TWSC																	
	Delay (seconds)			10.5	N/A	10.5		N/A	8.5	N/A		0.1		N/A	5.4				
	Level of Service			B	N/A	B	---	N/A	A	N/A	---	A	---	N/A	A	---	---	---	---
32	NB on/off ramp & Sheffield	TWSC																	
	Delay (seconds)			12.6				N/A	12.6		N/A	0.1			0.1	0.1			
	Level of Service			B	---	---	---	N/A	B	---	N/A	A	---	---	A	A	---	---	---
33	SB on/off ramp & Sheffield	TWSC																	
	Delay (seconds)			19.9	N/A	19.9								7.4					
	Level of Service			C	N/A	C	---	---	---	---	---	---	---	A	---	---	---	---	---
34	Jameson & Sheffield	TWSC									County of Santa Barbara								
	Delay (seconds)			16.5		0.1	0.1	N/A	5.9		N/A	16.5	N/A						
	Level of Service			C	---	A	A	N/A	A	---	N/A	C	N/A	---	---	---	---	---	---
35	NB on/off ramp & San Ysidro Rd	TWSC																	
	Delay (seconds)			13.7				N/A	13.7		N/A	2.3			0.1	0.1			
	Level of Service			B	---	---	---	N/A	B	---	N/A	A	---	---	A	A	---	---	---
36	San Ysidro Rd & N. Jameson Ln	AWSC									County of Santa Barbara								
	Delay (seconds)			57.8	N/A	40.5	10.1	N/A	16.6	10.7	N/A	117.2	9.4	N/A	36.1	10.7			
	Level of Service			F	N/A	E	B	N/A	C	B	N/A	F	A	N/A	E	B	---	---	---
37	SB off ramp & San Ysidro Rd/Eucalyptus Ln	TWSC																	
	Delay (seconds)			17.6	30.5	10.4	N/A	N/A	10.2	N/A		0.1		N/A	4.6				
	Level of Service			C	D	B	N/A	N/A	B	N/A	---	A	---	N/A	A	---	---	---	---
38	S. Jameson Ln & San Ysidro Rd/Eucalyptus Ln	TWSC									County of Santa Barbara								
	Delay (seconds)			10.1	N/A	10.1	N/A				N/A	0.5			0.1	N/A			
	Level of Service			B	N/A	B	N/A	---	---	---	N/A	A	---	---	A	N/A	---	---	---
39	NB off ramp & Olive Mill Rd	AWSC																	
	Delay (seconds)			77.3				N/A	15.5	N/A	N/A	129.9			16.6	N/A			
	Level of Service			F	---	---	---	N/A	C	N/A	N/A	F	---	---	C	N/A	---	---	---
39a	N. Jameson Ln & Olive Mill Rd	AWSC																	
	Delay (seconds)			24				N/A	12.9	N/A		32.2	N/A	N/A	12.1				
	Level of Service			C	---	---	---	N/A	B	N/A	---	D	N/A	N/A	B	---	---	---	---
40	SB on ramp & Olive Mill Rd	AWSC																	
	Delay (seconds)			33.3	15.5	17.5	N/A					55.1	N/A	N/A	14.6				
	Level of Service			D	C	C	N/A	---	---	---	---	F	N/A	N/A	B	---	---	---	---
41	SB off ramp & Depot	TWSC																	
	Delay (seconds)			11.9		0.1	0.1	8.6					11.9						
	Level of Service			B	---	A	A	A	---	---	---	---	B	---	---	---	---	---	---
42	Olive Mill Rd & Spring	TWSC									County of Santa Barbara								
	Delay (seconds)			22.7	N/A	22.7	N/A				N/A	0.1			0.1	N/A			
	Level of Service			C	N/A	C	N/A	---	---	---	N/A	A	---	---	A	N/A	---	---	---
43	NB off ramp & Coast Village Rd/Hermosillo Dr	TWSC																	
	Delay (seconds)			29.5	N/A	0.3			N/A		29.5	15.5		N/A	18.0	N/A			
	Level of Service			D	N/A	A	---	---	N/A	---	D	C	---	N/A	C	N/A	---	---	---
44	SB on/off ramp & NB off ramp & Cabrillo Blvd	AWSC																	
	Delay (seconds)			40.2	71.1		7.6	N/A	14.3	N/A		16.6			13.7				
	Level of Service			E	F	---	A	N/A	B	N/A	---	C	---	---	B	---	---	---	---
45	NB on ramp & Cabrillo Blvd	TWSC																	
	Delay (seconds)			25.7				7.5	0.1		25.7		14.3						
	Level of Service			D	---	---	---	A	A	---	D	---	B	---	---	---	---	---	---
46	NB on/off ramp & S. Salinas St	TWSC																	
	Delay (seconds)			8.7						6.9						8.7			
	Level of Service			A	---	---	---	---	---	A	---	---	---	---	---	A	---	---	---
47	NB on/off ramp & Milpas St [3]	Roundabout																	
	Delay (seconds)			4.1															
	Level of Service			A															
48	SB off ramp & Milpas St	Signal																	
	Delay (seconds)			7.8			27.7					2.4			6.1				
	Level of Service		0.669 / B	A	---	---	C	---	---	---	---	A	---	---	A	---	---	---	---
49	SB on ramp & Milpas St	Signal																	
	Delay (seconds)			30						27.0		27.9	N/A	44.3	16.4		N/A	37.0	N/A
	Level of Service		0.678 / B	C	---	---	---	---	---	C	---	C	N/A	D	B	---	N/A	D	N/A
50	NB on/off ramp & Garden St	Signal																	
	Delay (seconds)			12.9				N/A	26.5	33.5	35.9	2.3			13.6	14.5			
	Level of Service		0.481 / A	B				N/A	C	C	D	A			B	B			
51	NB off ramp & Palm Ave	TWSC																	
	Delay (seconds)			10.2	10.2						N/A	0.3			0.1				
	Level of Service			B	B	---	---	---	---	---	N/A	A	---	---	A	---	---	---	---

Source: South Coast 101 HOV Traffic Study, Final Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

Table A-1 continued: No Build Alternative LOS Results

Table 58 cont. 2040 No Build AM Peak Hour LOS Results

InID	Intersection	Control Type	Overall V/C / ICU LOS [1]	Overall HCM [2]	Eastbound			Westbound			Northbound			Southbound			Southeastbound		
					LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
52	SB on/off ramp & Garden St	Signal																	
	Delay (seconds)			23.5	33.2	39.5	24.1					18.2	N/A	24.2	7.2				
	Level of Service		0.667 / A	C	C	D	C	---	---	---	---	B	N/A	C	A	---	---	---	---
53	Garden St & El Yanonali St	Signal									City of Santa Barbara								
	Delay (seconds)			38.8	78.2	17.7	15.7	33.4	21.4	22.7	37.2	18.0	N/A	80.6	9.5	N/A			
	Level of Service		0.627 / A	D	E	B	B	C	C	C	D	B	N/A	F	A	N/A	---	---	---
54	NB off ramp & Bath St	TWSC																	
	Delay (seconds)			12.8	N/A	12.8			11.2	N/A	N/A	0.1		5.2					
	Level of Service			B	N/A	B	---	---	B	N/A	N/A	A	---	A	---	---	---	---	---
55	NB on ramp & Castillo St	Signal																	
	Delay (seconds)			46.1				149.1	75.9	N/A	7.8	3.0	7.4	N/A	52.9	47.0			
	Level of Service		0.680 / A	D	---	---	---	F	E	N/A	A	A	A	N/A	D	D	---	---	---
56	W. Haley St & Bath St	Signal									City of Santa Barbara								
	Delay (seconds)			9.8	8.2	10.4	N/A	N/A	8.8	7.5	N/A	10.7	N/A						
	Level of Service		0.647 / A	A	A	B	N/A	N/A	A	A	N/A	B	N/A	---	---	---	---	---	---
57	SB on/off ramp & Castillo St	Signal																	
	Delay (seconds)			22.3	N/A	33.3	43.4					14.9	N/A	85.0	5.6				
	Level of Service		0.888 / B	C	N/A	C	D	---	---	---	---	B	N/A	F	A	---	---	---	---
58	NB on/off ramp & Carrillo St	Signal																	
	Delay (seconds)			22.8				47.7	58.2	N/A	44.0	6.5			22.6	26.5			
	Level of Service		0.730 / C	C	---	---	---	D	E	N/A	D	A	---	---	C	C	---	---	---
59	SB on/off ramp & Carrillo St	Signal																	
	Delay (seconds)			56.8	43.6	43.8	21.7					29.6	33.6	301.3	4.3				
	Level of Service		0.923 / E	E	D	D	C	---	---	---	---	C	C	F	A	---	---	---	---
60	Carrillo St & Castillo St	Signal									City of Santa Barbara								
	Delay (seconds)			21.1	35.2	40.1	45.0					23.1	N/A	106.6	4.9				
	Level of Service		0.767 / C	C	D	D	D	---	---	---	---	C	N/A	F	A	---	---	---	---
61	Carrillo St & San Pascual St	TWSC									City of Santa Barbara								
	Delay (seconds)			13.9				N/A	11.7	N/A		0.1	0.1	13.9	0.1				
	Level of Service			B	---	---	---	N/A	B	N/A	---	A	A	B	A	---	---	---	---
62	NB on/off ramp & Castillo St	TWSC																	
	Delay (seconds)			55.6	N/A	0.9	0.1					11.5	N/A	N/A	55.6				
	Level of Service			F	N/A	A	A	---	---	---	---	B	N/A	N/A	F	---	---	---	---
63	NB on/off ramp & Mission St	Signal																	
	Delay (seconds)			27.2				N/A	76.7	38.3	N/A	37.8			2.4	3.0			
	Level of Service		0.868 / D	C	---	---	---	N/A	E	D	N/A	D	---	---	A	A	---	---	---
64	SB on/off ramp & Mission St	Signal																	
	Delay (seconds)			34.5	56.7	52.6	N/A					11.4	N/A	N/A	30.9				
	Level of Service		0.986 / E	C	E	D	N/A	---	---	---	---	B	N/A	N/A	C	---	---	---	---
65	Mission St & Castillo St	Signal									City of Santa Barbara								
	Delay (seconds)			5.9	N/A	28.3	33.8				N/A	3.7	N/A	N/A	4.2	N/A			
	Level of Service		0.813 / B	A	N/A	C	C	---	---	---	N/A	A	N/A	N/A	A	N/A	---	---	---
66	Mission St & Modoc Rd	TWSC									City of Santa Barbara								
	Delay (seconds)			15.8				N/A	15.8	N/A		0.1	N/A	N/A	3.5				
	Level of Service			C	---	---	---	N/A	C	N/A	---	A	N/A	N/A	A	---	---	---	---
67	NB off ramp & Pueblo St & Calle Real	TWSC																	
	Delay (seconds)			40.4	33.9				5.0	N/A						40.4			
	Level of Service			E	D	---	---	---	A	N/A	---	---	---	---	---	E	---	---	---
68	NB on ramp & Calle Real	Signal																	
	Delay (seconds)			24.2	N/A	61.5	N/A	18.3	2.4	N/A				N/A	68.7	N/A			
	Level of Service		0.864 / D	C	N/A	E	N/A	B	A	N/A	---	---	---	N/A	E	N/A	---	---	---
69	Calle Real & Las Positas Rd	Signal									City of Santa Barbara								
	Delay (seconds)			37.1	121.1		24.0	75.2	66.2	92.8	16.0	2.9			59.3	52.9			
	Level of Service		0.706 / C	D	F		C	E	E	F	B	A	---	---	E	D	---	---	---
70	SB on/off ramp & Las Positas Rd	Signal																	
	Delay (seconds)			29.8	75.7	46.4	N/A					20.5	15.1	53.2	2.6				
	Level of Service		0.833 / D	C	E	D	N/A	---	---	---	---	C	B	D	A	---	---	---	---
71	Las Positas Rd & Modoc Rd	Signal									City of Santa Barbara								
	Delay (seconds)			133.2	462.7	47.5	46.9	63.3	54.8	417.0	81.7	22.8	N/A	136.9	24.1	N/A			
	Level of Service		0.890 / D	F	F	D	D	E	D	F	F	C	N/A	F	C	N/A	---	---	---
72	NB on/off ramp & Calle Real	Signal																	
	Delay (seconds)			25.9	26.5	22.8	N/A	30.8	26.8	N/A	26.7	26.3	19.7	27.6	28.4	26.6			
	Level of Service		0.498 / A	C	C	C	N/A	C	C	N/A	C	C	B	C	C	C	---	---	---
73	SB on/off ramp & La Cumbre Rd	Signal																	
	Delay (seconds)			14.5	17.7	17.9	15.4					15.5	16.4	17.9	6.4				
	Level of Service		0.628 / A	B	B	B	B	---	---	---	---	B	B	B	A	---	---	---	---
74	La Cumbre Rd & Calle Real	Signal									City of Santa Barbara								
	Delay (seconds)			10				14.4		14.8		9.8	9.5	18.8	4.3				
	Level of Service		0.421 / A	A	---	---	---	B	---	B	---	A	A	B	A	---	---	---	---
75	NB off ramp & State St & Calle Real	Signal																	
	Delay (seconds)			25.3	37.2	21.4			26.8	25.5	20.4	25.3	N/A	31.0	31.1	N/A			
	Level of Service		0.680 / A	C	D	C	---	---	C	C	C	C	N/A	C	C	N/A	---	---	---
76	NB on ramp & State St	TWSC																	
	Delay (seconds)			0															
	Level of Service			---															
77	Calle Real & Rt 154 & San Marcos Pass Rd	Signal																	
	Delay (seconds)			33.3	48.2	34.1	32.9	44.4	24.1	36.2	44.3	31.7	N/A	42.8	28.9	N/A			
	Level of Service		0.842 / B	C	D	C	C	D	C	D	D	C	N/A	D	C	N/A	---	---	---
78	SB off ramp & State St	Signal																	
	Delay (seconds)			20.9		21.8	N/A	31.4	11.8			32.1		25.9	26.2	20.7			
	Level of Service		0.666 / A	C	---	C	N/A	C	B	---	---	C	---	C	C	C	---	---	---

Source: South Coast 101 HOV Traffic Study, Final Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

Table A-1 continued: No Build Alternative LOS Results

Table 58 cont. 2040 No Build AM Peak Hour LOS Results

InID	Intersection	Control Type	Overall V/C / ICU LOS [1]	Overall HCM [2]	Eastbound			Westbound			Northbound			Southbound			Southeastbound		
					LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
79	SB on ramp & State St & Rt 154	TWSC																	
	Delay (seconds)			101.1										101.1					
	Level of Service			F	---	---	---	---	---	---	---	---	---	F	---	---	---	---	---
792	State St & San Marcos Pass Road	Signal																	
	Delay (seconds)			25.1	26.1	6.7	N/A	N/A	31.0	26.9	N/A	49.1	N/A	N/A	33.0	28.6			
	Level of Service		0.837 / B	C	C	A	N/A	N/A	C	C	N/A	D	N/A	N/A	C	C	---	---	---
80	NB on/off ramp & Calle Real & El Sueno Rd	AWSC																	
	Delay (seconds)			20.4	N/A	14.1	N/A	N/A	28.9	N/A	N/A	16.7	8.7	N/A	13.7	N/A			
	Level of Service			C	N/A	B	N/A	N/A	D	N/A	N/A	C	A	N/A	B	N/A	---	---	---
81	NB on/off ramp & Turnpike Rd	Signal																	
	Delay (seconds)			30.6				75.4	79.9	34.7	32.7	4.6			21.7	N/A			
	Level of Service		0.887 / B	C	---	---	---	E	E	C	C	A	---	---	C	N/A	---	---	---
82	SB on/off ramp & Turnpike Rd	Signal																	
	Delay (seconds)			24.3	N/A	39.1	N/A					25.9	N/A	42.5	6.8				
	Level of Service		0.811 / D	C	N/A	D	N/A	---	---	---	---	C	N/A	D	A	---	---	---	---
83	Turnpike Rd & Calle Real	Signal									County of Santa Barbara								
	Delay (seconds)			23.2	46.8	35.5	41.2	48.8	26.5	N/A	25.3	8.3	N/A	43.2	20.2	N/A			
	Level of Service		0.613 / A	C	D	D	D	D	C	N/A	C	A	N/A	D	C	N/A	---	---	---
84	NB on/off ramp & Patterson Ave	Signal																	
	Delay (seconds)			26.4				46.2	48.9	31.2	47.2	8.7			17.3	21.9			
	Level of Service		0.728 / C	C	---	---	---	D	D	C	D	A	---	---	B	C	---	---	---
85	SB on/off ramp & Patterson Ave	Signal																	
	Delay (seconds)			19.2	46.0	50.0	48.2					13.3	14.1	34.5	0.6				
	Level of Service		0.476 / A	B	D	D	D	---	---	---	---	B	B	C	A	---	---	---	---
86	Patterson Ave & Calle Real	Signal									City of Goleta								
	Delay (seconds)			17.6	36.9		42.3				32.1	2.4			11.8	N/A			
	Level of Service		0.668 / A	B	D	---	D	---	---	---	C	A	---	---	B	N/A	---	---	---
87	NB on/off ramp & Fairview Ave	Signal																	
	Delay (seconds)			21.8	23.8		0.1		42.9	28.8					51.9	0.3			
	Level of Service		0.663 / A	C	C	---	A	---	D	C	---	---	---	---	D	A	---	---	---
88	Calle Real & Fairview Ave	Signal									City of Goleta								
	Delay (seconds)			36.8	66.5	34.6	52.1	58.9	31.5	N/A	58.0	16.3	14.9	32.4	35.0	N/A			
	Level of Service		0.887 / B	D	E	C	D	E	C	N/A	E	B	B	C	C	N/A	---	---	---
89	SB on/off ramp & Fairview Ave	Signal																	
	Delay (seconds)			16.3	N/A	17.1	22.5					22.1	19.7	21.3	9.6				
	Level of Service		0.838 / B	B	N/A	B	C	---	---	---	---	C	B	C	A	---	---	---	---
90	NB on/off ramp & Los Carneros Rd	Signal																	
	Delay (seconds)			32.9				53.6	56.0	N/A	40.6	7.6			11.2	N/A			
	Level of Service		0.827 / B	C	---	---	---	D	E	N/A	D	A	---	---	B	N/A	---	---	---
91	SB on/off ramp & Los Carneros Rd	Signal																	
	Delay (seconds)			17.7	N/A	40.5	37.9					10.3	13.0	39.2	9.0				
	Level of Service		0.833 / B	B	N/A	D	D	---	---	---	---	B	B	D	A	---	---	---	---
92	Los Carneros Rd & Calle Real	Signal									City of Goleta								
	Delay (seconds)			14.2				38.5		26.4		2.9	1.4	44.7	6.2				
	Level of Service		0.487 / A	B	---	---	---	D	---	C	---	A	A	D	A	---	---	---	---
93	NB on/off ramp & Glen Annie Rd & Calle Real	Signal																	
	Delay (seconds)			135.7	36.1	444.6	456.6	95.6	79.1	N/A	62.6	16.8	N/A	50.6	27.0	N/A			
	Level of Service		0.789 / C	F	D	F	F	F	E	N/A	E	B	N/A	D	C	N/A	---	---	---
94	Glen Annie Rd & Del Norte Rd	TWSC									City of Goleta								
	Delay (seconds)			11.3			11.3					0.1			0.1	N/A			
	Level of Service			B	---	---	B	---	---	---	---	A	---	---	A	N/A	---	---	---
95	SB on/off ramp & Glen Annie Rd	Signal																	
	Delay (seconds)			134.6	N/A	29.2	76.3					17.2	2.1	436.0	9.3				
	Level of Service		0.788 / C	F	N/A	C	E	---	---	---	---	B	A	F	A	---	---	---	---
96	Calle Real & NB on ramp	TWSC																	
	Delay (seconds)			12.2		9.9	N/A	N/A	12.2										
	Level of Service			B	---	A	N/A	N/A	B	---	---	---	---	---	---	---	---	---	---
97	SB on/off ramp & Hollister Ave	TWSC																	
	Delay (seconds)			18.8	N/A	18.8	0.1					0.1	0.1	N/A	5.1				
	Level of Service			C	N/A	C	A	---	---	---	---	A	A	N/A	A	---	---	---	---
98	NB off ramp & Winchester Canyon Rd	AWSC																	
	Delay (seconds)			8.4	8.2				8.8	N/A						8.0			
	Level of Service			A	A	---	---	---	A	N/A	---	---	---	---	---	A	---	---	---
100	NB on/off ramps & Via Real	Signal																	
	Delay (seconds)			7.8		8.2	7.0	N/A	7.1			8.0							
	Level of Service		0.648 / A	A	---	A	A	N/A	A	---	---	A	---	---	---	---	---	---	---
102	Gutelrrez St & Garden St	Signal									City of Santa Barbara								
	Delay (seconds)			21				26.7	22.4	N/A	31.5	6.7			24.0	N/A			
	Level of Service		0.712 / C	C	---	---	---	C	C	N/A	C	A	---	---	C	N/A	---	---	---
103	Montecito St & Castillo St	Signal									City of Santa Barbara								
	Delay (seconds)			69.7	140.5	31.1	N/A	58.7	50.2	42.3	60.5	18.5	N/A	60.8	21.2	80.1			
	Level of Service		0.867 / D	E	F	C	N/A	E	D	D	E	B	N/A	E	C	F	---	---	---
104	San Andres & Carrillo St	Signal									City of Santa Barbara								
	Delay (seconds)			30.4	47.7	45.6	N/A	N/A	46.4	35.0	15.7	22.8	N/A	26.9	23.0	N/A			
	Level of Service		0.883 / B	C	D	D	F	N/A	D	C	B	C	N/A	C	C	N/A	---	---	---
105	Modoc St & Mission St	AWSC									City of Santa Barbara								
	Delay (seconds)			45.8	21.9		10.8				12.7	97.3			24.7	10.7			
	Level of Service			E	C	---	B	---	---	---	B	F	---	---	C	B	---	---	---
106	Quinientos St & Milpas St	Signal									City of Santa Barbara								
	Delay (seconds)			9.7	19.4	19.9	N/A	20.8	20.0	N/A	5.4	8.7	N/A	4.7	8.4	N/A			
	Level of Service		0.801 / B	A	B	B	N/A	C	B	N/A	A	A	N/A	A	A	N/A	---	---	---

Note: --- indicates corresponding movement does not exist.

N/A indicates delay same as the adjacent movement due to shared approach.

AWSC = All Way Stop Control, TWSC = Two Way Stop Control

1 - ICU LOS is reported for signalized intersections only

2 - Based on HCM 2000, Chapter 16 Signalized Intersections and Chapter 17 Unsignalized Intersections methodology

3 - Based on methodology developed by FHWA publication Roundabouts: An Information Guide, June 2000

Indicates that LOS exceeds LOS threshold

Source: South Coast 101 HOV Traffic Study, Final Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

Table A-1 continued: No Build Alternative LOS Results

Table 59. 2040 No Build PM Peak Hour LOS Results

InID	Intersection	Control Type	Overall V/C / ICU LOS [1]	Overall HCM [2]	Eastbound			Westbound			Northbound			Southbound			Southeastbound		
					LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
1	NB on/off ramp & Bates Rd	TWSC																	
	Delay (seconds)			9.3				9.3	8.4	N/A	N/A	4.6			0.1				
	Level of Service			A	---	---	---	A	A	N/A	N/A	A	---	---	A	---	---	---	---
2	SB on/off ramp & Bates Rd	TWSC																	
	Delay (seconds)			10.1	9.5	10.1	N/A					0.1		N/A	4.1				
	Level of Service			B	A	B	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
3	NB on/off ramp & SR 150	TWSC																	
	Delay (seconds)			13.8				13.8	9.8	N/A	N/A	0.3			0.1	N/A			
	Level of Service			B	---	---	---	B	A	N/A	N/A	A	---	---	A	N/A	---	---	---
4	SB on/off ramp & SR 150	TWSC																	
	Delay (seconds)			30	30.0	12.0	N/A					0.1		N/A	7.3				
	Level of Service			D	D	B	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
5	Via Real & SR 150	TWSC																	
	Delay (seconds)			14.9	N/A	10.6		N/A	14.9		N/A	1.0			0.1				
	Level of Service			B	N/A	B	---	N/A	B	---	N/A	A	---	---	A	---	---	---	---
6	Carpinteria Ave & SR 150	TWSC																	
	Delay (seconds)			10	N/A	10.0			8.9	N/A					1.0				
	Level of Service			A	N/A	A	---	---	A	N/A	---	---	---	---	A	---	---	---	---
7	NB on/off ramp & Ballard Ave	TWSC																	
	Delay (seconds)			21				N/A	21.0		N/A	3.0			0.1	0.1			
	Level of Service			C	---	---	---	N/A	C	---	N/A	A	---	---	A	A	---	---	---
8	SB on/off ramp & Ballard Ave	TWSC																	
	Delay (seconds)			80.1	N/A	80.1	N/A					0.1		N/A	1.7				
	Level of Service			F	N/A	F	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
9	Via Real & Ballard Ave	AWSC									City of Carpinteria								
	Delay (seconds)			91.1	N/A	16.3	10.6	N/A	204.4	8.7	N/A	29.0	12.2	N/A	12.2	9.8			
	Level of Service			F	N/A	C	B	N/A	F	A	N/A	D	B	N/A	B	A	---	---	---
10	Carpinteria Ave & Ballard Ave	AWSC									City of Carpinteria								
	Delay (seconds)			15	N/A	19.2	N/A	N/A	10.0	N/A	N/A	9.6	N/A	N/A	11.6	N/A			
	Level of Service			B	N/A	C	N/A	N/A	A	N/A	N/A	A	N/A	N/A	B	N/A	---	---	---
11	Via Real & Casitas Pass Rd	Signal																	
	Delay (seconds)			35.3	N/A	41.1	26.9	22.5	53.5	18.7	78.7	16.9	N/A	29.6	30.6	N/A			
	Level of Service		0.804 / E	D	N/A	D	C	C	D	B	E	B	N/A	C	C	N/A	---	---	---
12	Vellocito & Via Real	TWSC																	
	Delay (seconds)			33.9	N/A	0.4			0.1	N/A				N/A	33.9	N/A			
	Level of Service			D	N/A	A	---	---	A	N/A	---	---	---	N/A	D	N/A	---	---	---
13	SB on/off ramp & Casitas Pass Rd	Signal																	
	Delay (seconds)			18.8	29.2	24.8	N/A					21.0	N/A	25.6	3.0				
	Level of Service		0.740 / C	B	C	C	N/A	---	---	---		C	N/A	C	A		---	---	---
14	Carpinteria Ave & Casitas Pass Rd	Signal																	
	Delay (seconds)			29.9	38.5	9.0			37.9	27.0				31.7		40.7			
	Level of Service		0.786 / C	C	D	A	---	---	D	C	---	---	---	C	---	D	---	---	---
15	NB on ramp & Ogan Rd [3]	Roundabout																	
	Delay (seconds)			10.5															
	Level of Service			B															
16	Linden Ave & Ogan Rd	Signal									City of Carpinteria								
	Delay (seconds)			22.2				34.2		30.7		20.5	3.8	37.4	3.1				
	Level of Service		0.871 / D	C	---	---	---	C	---	C	---	C	A	D	A	---	---	---	---
17	SB off ramp & Linden Ave	Signal																	
	Delay (seconds)			12.6	33.2		24.9					5.2			4.6				
	Level of Service		0.417 / A	B	C	---	C	---	---	---	---	A	---	---	A	---	---	---	---
18	Linden Ave & Sawyer Ave	TWSC									City of Carpinteria								
	Delay (seconds)			25.8	N/A	25.8	N/A				N/A	1.3			0.1	N/A			
	Level of Service			D	N/A	D	N/A	---	---	---	N/A	A	---	---	A	N/A	---	---	---
19	SB on/off ramp & Carpinteria Ave	TWSC																	
	Delay (seconds)			537.1	10.5	0.1		8.2	0.1		N/A	51.6	N/A	N/A	537.1	N/A			
	Level of Service			F	B	A	---	A	A	---	N/A	F	N/A	N/A	F	N/A	---	---	---
20	Santa Ynez Ave/7th St & Carpinteria Ave	Signal									City of Carpinteria								
	Delay (seconds)			39.6	145.7	18.6	16.9		22.9	42.8	N/A	34.2	29.8	36.3	22.0	N/A			
	Level of Service		0.739 / C	D	F	B	B	---	C	D	N/A	C	C	D	C	N/A	---	---	---
21	NB on/off ramp & Via Real	AWSC																	
	Delay (seconds)			155	N/A	283.5	6.2	N/A	98.9	12.7	N/A	139.0	N/A	N/A	58.8	N/A			
	Level of Service			F	N/A	F	A	N/A	F	B	N/A	F	N/A	N/A	F	N/A	---	---	---
22	NB on/off ramp & S. Padaro Ln	TWSC																	
	Delay (seconds)			16.9				N/A	16.9		N/A	4.5			0.1				
	Level of Service			C	---	---	---	N/A	C	---	N/A	A	---	---	A	---	---	---	---
23	Via Real & S. Padaro Ln	TWSC									City of Carpinteria								
	Delay (seconds)			71.1		0.1	0.1	N/A	6.6		N/A	71.1	N/A						
	Level of Service			F	---	A	A	N/A	A	---	N/A	F	N/A	---	---	---	---	---	---
24	SB off ramp & Santa Claus Ln/S. Padaro Ln	TWSC																	
	Delay (seconds)			245.8	245.8	32.1	N/A	N/A	10.5	N/A		0.1	0.1	N/A	8.0				
	Level of Service			F	F	D	N/A	N/A	B	N/A	---	A	A	N/A	A	---	---	---	---
25	NB on/off ramp & N. Padaro Ln	TWSC																	
	Delay (seconds)			10.7				N/A	10.7	N/A	N/A	2.6			0.1				
	Level of Service			B	---	---	---	N/A	B	N/A	N/A	A	---	---	A	---	---	---	
26	N. Padaro Ln & Via Real	TWSC									County of Santa Barbara								
	Delay (seconds)			56.4		0.1	N/A	N/A	5.2		N/A	56.4	N/A						
	Level of Service			F	---	A	N/A	N/A	A	---	N/A	F	N/A	---	---	---	---	---	---

Source: South Coast 101 HOV Traffic Study, Final Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

Table A-2: Build Alternative LOS Results

Table 60. 2040 Build AM Peak Hour LOS Results

InID	Intersection	Control Type	Overall V/C / ICU LOS [1]	Overall HCM [2]	Eastbound			Westbound			Northbound			Southbound			Southeastbound		
					LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
1	NB on/off ramp & Bates Rd	TWSC																	
	Delay (seconds)			9.1				8.9	9.1	N/A	N/A	5.5			0.1				
	Level of Service			A	---	---	---	A	A	N/A	N/A	A	---	---	A	---	---	---	---
2	SB on/off ramp & Bates Rd	TWSC																	
	Delay (seconds)			8.8	8.8	8.5	N/A					0.1		N/A	3.7				
	Level of Service			A	A	A	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
3	NB on/off ramp & SR 150	TWSC																	
	Delay (seconds)			12.5				12.5	10.1	N/A	N/A	0.2			0.1	N/A			
	Level of Service			B	---	---	---	B	B	N/A	N/A	A	---	---	A	N/A	---	---	---
4	SB on/off ramp & SR 150	TWSC																	
	Delay (seconds)			12.3	12.3	11.0	N/A					0.1		N/A	1.3				
	Level of Service			B	B	B	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
5	Via Real & SR 150	TWSC																	
	Delay (seconds)			12.6	N/A	12.6		N/A	19.6		N/A	6.8			0.1				
	Level of Service			B	N/A	B	---	N/A	C	---	N/A	A	---	---	A	---	---	---	---
6	Carpinteria Ave & SR 150	TWSC																	
	Delay (seconds)			9.9	N/A	9.8			9.9	N/A					0.2				
	Level of Service			A	N/A	A	---	---	A	N/A	---	---	---	---	A	---	---	---	---
7	NB on/off ramp & Ballard Ave	TWSC																	
	Delay (seconds)			22.7				N/A	22.7		N/A	1.4			0.1	0.1			
	Level of Service			C	---	---	---	N/A	C	---	N/A	A	---	---	A	A	---	---	---
8	SB on/off ramp & Ballard Ave	TWSC																	
	Delay (seconds)			181.1	N/A	181.1	N/A					0.1		N/A	1.3				
	Level of Service			F	N/A	F	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
9	Via Real & Ballard Ave	AWSC									City of Carpinteria								
	Delay (seconds)			19	N/A	15.8	12.3	N/A	17.3	9.0	N/A	11.5	28.5	N/A	15.8	8.7			
	Level of Service			C	N/A	C	B	N/A	C	A	N/A	B	D	N/A	C	A	---	---	---
10	Carpinteria Ave & Ballard Ave	AWSC									City of Carpinteria								
	Delay (seconds)			15.3	N/A	12.1	N/A	N/A	10.4	N/A	N/A	8.8	N/A	N/A	18.4	N/A			
	Level of Service			C	N/A	B	N/A	N/A	B	N/A	N/A	A	N/A	N/A	C	N/A	---	---	---
11	Via Real & Casitas Pass Rd	Signal																	
	Delay (seconds)			28	N/A	37.6	25.6	37.9	37.6	19.6	134.1	22.0	N/A	24.1	16.2	N/A			
	Level of Service		0.710 / C	C	N/A	D	C	D	D	B	F	C	N/A	C	B	N/A	---	---	---
12	Vellocito & Via Real	TWSC																	
	Delay (seconds)			11.5	N/A	0.5			0.1	N/A				N/A	11.5	N/A			
	Level of Service			B	N/A	A	---	---	A	N/A	---	---	---	N/A	B	N/A	---	---	---
13	SB on/off ramp & Casitas Pass Rd	Signal																	
	Delay (seconds)			13.2	24.6	25.9	N/A					14.7	N/A	20.7	1.1				
	Level of Service		0.846 / B	B	C	C	N/A	---	---	---		B	N/A	C	A		---	---	---
14	Carpinteria Ave & Casitas Pass Rd	Signal																	
	Delay (seconds)			26.3	34.4	9.3			31.6	24.9				21.4		33.5			
	Level of Service		0.740 / C	C	C	A	---	---	C	C	---	---	---	C	---	C	---	---	---
15	NB on ramp & Ogan Rd [3]	Roundabout																	
	Delay (seconds)			13.8															
	Level of Service			B															
16	Linden Ave & Ogan Rd	Signal									City of Carpinteria								
	Delay (seconds)			14.5				25.4		24.6		9.5	11.1	33.7	2.6				
	Level of Service		0.718 / C	B	---	---	---	C	---	C	---	A	B	C	A	---	---	---	---
17	SB off ramp & Linden Ave	Signal																	
	Delay (seconds)			10.2	23.2		17.7					6.1			4.4				
	Level of Service		0.480 / A	B	C	---	B	---	---	---	---	A	---	---	A	---	---	---	---
18	Linden Ave & Sawyer Ave	TWSC									City of Carpinteria								
	Delay (seconds)			41.3	N/A	41.3	N/A				N/A	0.2			0.1	N/A			
	Level of Service			E	N/A	E	N/A	---	---	---	N/A	A	---	---	A	N/A	---	---	---
19	SB on/off ramp & Carpinteria Ave	TWSC																	
	Delay (seconds)			27.4	8.5	0.1		7.9	0.1		N/A	17.5	N/A	N/A	27.4	N/A			
	Level of Service			D	A	A	---	A	A	---	N/A	C	N/A	N/A	D	N/A	---	---	---
20	Santa Ynez Ave/7th St & Carpinteria Ave	Signal									City of Carpinteria								
	Delay (seconds)			21.4	28.3	12.2	11.4		20.7	21.8	N/A	25.9	22.2	21.1	16.9	N/A			
	Level of Service		0.603 / A	C	C	B	B	---	C	C	N/A	C	C	C	B	N/A	---	---	---
21	NB on/off ramp & Via Real	AWSC																	
	Delay (seconds)			165.7	N/A	16.0	6.4	N/A	344.7	9.5	N/A	22.7	N/A	N/A	35.7	N/A			
	Level of Service			F	N/A	C	A	N/A	F	A	N/A	C	N/A	N/A	E	N/A	---	---	---
22	NB on/off ramp & S. Padaro Ln	TWSC																	
	Delay (seconds)			2.9				N/A	9.9		N/A	1.4			0.1				
	Level of Service			A	---	---	---	N/A	A	---	N/A	A	---	---	A	---	---	---	---
23	Via Real & S. Padaro Ln	TWSC									City of Carpinteria								
	Delay (seconds)			27.9		0.1	0.1	N/A	3.1		N/A	27.9	N/A						
	Level of Service			D	---	A	A	N/A	A	---	N/A	D	N/A	---	---	---	---	---	---
24	SB off ramp & Santa Claus Ln/S. Padaro Ln	TWSC																	
	Delay (seconds)			9.3	11.9	11.3	N/A	N/A	8.7	N/A		0.1	0.1	N/A	6.2				
	Level of Service			A	B	B	N/A	N/A	A	N/A	---	A	A	N/A	A	---	---	---	---
25	NB on/off ramp & N. Padaro Ln	TWSC																	
	Delay (seconds)			11.8				N/A	11.8	N/A	N/A	1.3			0.1				
	Level of Service			B	---	---	---	N/A	B	N/A	N/A	A	---	---	A	---	---	---	
26	N. Padaro Ln & Via Real	TWSC									County of Santa Barbara								
	Delay (seconds)			21		0.1	N/A	N/A	6.6		N/A	21.0	N/A						
	Level of Service			C	---	A	N/A	N/A	A	---	N/A	C	N/A	---	---	---	---	---	---

Source: South Coast 101 HOV Traffic Study, Final Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

Table A-2 continued: Build Alternative LOS Results

Table 60 cont. 2040 Build AM Peak Hour LOS Results

InID	Intersection	Control Type	Overall V/C / ICU LOS [1]	Overall HCM [2]	Eastbound			Westbound			Northbound			Southbound			Southeastbound		
					LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
27	SB on/off ramp & N. Padaro Ln	TWSC																	
	Delay (seconds)			11	N/A	11.0	N/A					0.1		N/A	6.3				
	Level of Service			B	N/A	B	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
28	NB off ramp & Ortega Hill Rd	TWSC																	
	Delay (seconds)			12.1	N/A	0.1			0.1		N/A	12.1			0.1				
	Level of Service			B	N/A	A	---	---	A	---	N/A	B	---	---	A	---	---	---	---
29	Evans Ave & Ortega Hill Rd	AWSC									County of Santa Barbara								
	Delay (seconds)			10.3	N/A	8.5	N/A	N/A	11.7	N/A	N/A	8.9	N/A	N/A	9.1	N/A			
	Level of Service			B	N/A	A	N/A	N/A	B	N/A	N/A	A	N/A	N/A	A	N/A	---	---	---
30	NB on ramp & Ortega Hill Rd	TWSC																	
	Delay (seconds)			19.1		19.1	17.9	N/A	5.4										
	Level of Service			C	---	C	C	N/A	A	---	---	---	---	---	---	---	---	---	---
31	SB off ramp & Evans Ave	TWSC																	
	Delay (seconds)			10	N/A	10.0		N/A	8.5	N/A		0.1		N/A	5.8				
	Level of Service			A	N/A	A	---	N/A	A	N/A	---	A	---	N/A	A	---	---	---	---
32	NB on/off ramp & Sheffield	TWSC																	
	Delay (seconds)			14.4				N/A	14.4		N/A	0.2			0.1	0.1			
	Level of Service			B	---	---	---	N/A	B	---	N/A	A	---	---	A	A	---	---	---
33	SB on/off ramp & Sheffield	TWSC																	
	Delay (seconds)			29.3	N/A	29.3								7.4					
	Level of Service			D	N/A	D	---	---	---	---	---	---	---	A	---	---	---	---	---
34	Jameson & Sheffield	TWSC									County of Santa Barbara								
	Delay (seconds)			16.3		0.1	0.1	N/A	6.3		N/A	16.3	N/A						
	Level of Service			C	---	A	A	N/A	A	---	N/A	C	N/A	---	---	---	---	---	---
35	NB on/off ramp & San Ysidro Rd	TWSC																	
	Delay (seconds)			13.7				N/A	13.7		N/A	1.9			0.1	0.1			
	Level of Service			B	---	---	---	N/A	B	---	N/A	A	---	---	A	A	---	---	---
36	San Ysidro Rd & N. Jameson Ln	AWSC									County of Santa Barbara								
	Delay (seconds)			44.9	N/A	15.2	9.8	N/A	15.1	9.9	N/A	72.8	8.4	N/A	48.3	9.2			
	Level of Service			E	N/A	C	A	N/A	C	A	N/A	F	A	N/A	E	A	---	---	---
37	SB off ramp & San Ysidro Rd/Eucalyptus Ln	TWSC																	
	Delay (seconds)			38.7	38.7	11.1	N/A	N/A	10.2	N/A		0.1		N/A	4.5				
	Level of Service			E	E	B	N/A	N/A	B	N/A	---	A	---	N/A	A	---	---	---	---
38	S. Jameson Ln & San Ysidro Rd/Eucalyptus Ln	TWSC									County of Santa Barbara								
	Delay (seconds)			10.1	N/A	10.1	N/A				N/A	0.5			0.1	N/A			
	Level of Service			B	N/A	B	N/A	---	---	---	N/A	A	---	---	A	N/A	---	---	---
39	NB off ramp & Olive Mill Rd	AWSC																	
	Delay (seconds)			37.9				N/A	28.0	N/A	N/A	56.3			23.1	N/A			
	Level of Service			E	---	---	---	N/A	D	N/A	N/A	F	---	---	C	N/A	---	---	---
39a	N. Jameson Ln & Olive Mill Rd	AWSC																	
	Delay (seconds)			20.1				N/A	12.8	N/A		26.2	N/A	N/A	11.9				
	Level of Service			C	---	---	---	N/A	B	N/A	---	D	N/A	N/A	B	---	---	---	---
40	SB on ramp & Olive Mill Rd	AWSC																	
	Delay (seconds)			17.1	12.6	17.3	N/A					20.6	N/A	N/A	14.4				
	Level of Service			C	B	C	N/A	---	---	---	---	C	N/A	N/A	B	---	---	---	---
41	SB off ramp & Depot	TWSC																	
	Delay (seconds)			10.6		0.1	0.1	8.1					10.6						
	Level of Service			B	---	A	A	A	---	---	---	---	B	---	---	---	---	---	---
42	Olive Mill Rd & Spring	TWSC									County of Santa Barbara								
	Delay (seconds)			15.3	N/A	15.3	N/A				N/A	0.1			0.1	N/A			
	Level of Service			C	N/A	C	N/A	---	---	---	N/A	A	---	---	A	N/A	---	---	---
43	NB off ramp & Coast Village Rd/Hermosillo Dr	TWSC																	
	Delay (seconds)			26	N/A	0.3			N/A		26.0	14.1		N/A	17.0	N/A			
	Level of Service			D	N/A	A	---	---	N/A	---	D	B	---	N/A	C	N/A	---	---	---
44	SB on/off ramp & NB off ramp & Cabrillo Blvd	AWSC																	
	Delay (seconds)			71.6	121.3		8.9	N/A	68.2	N/A		25.2			17.7				
	Level of Service			F	F	---	A	N/A	F	N/A	---	D	---	---	C	---	---	---	---
45	NB on ramp & Cabrillo Blvd	TWSC																	
	Delay (seconds)			27.7				7.5	0.1		27.7		14.8						
	Level of Service			D	---	---	---	A	A	---	D	---	B	---	---	---	---	---	---
46	NB on/off ramp & S. Salinas St	TWSC																	
	Delay (seconds)			8.7						7.2						8.7			
	Level of Service			A	---	---	---	---	---	A	---	---	---	---	---	A	---	---	---
47	NB on/off ramp & Milpas St [3]	Roundabout																	
	Delay (seconds)			5.8															
	Level of Service			A															
48	SB off ramp & Milpas St	Signal																	
	Delay (seconds)			13.5			47.7					9.0			6.3				
	Level of Service		0.849 / B	B	---	---	D	---	---	---	---	A	---	---	A	---	---	---	---
49	SB on ramp & Milpas St	Signal																	
	Delay (seconds)			43.2						45.3		62.4	N/A	46.5	11.5		N/A	62.0	N/A
	Level of Service		0.874 / D	D	---	---	---	---	---	D	---	E	N/A	D	B	---	N/A	N/A	N/A
50	NB on/off ramp & Garden St	Signal																	
	Delay (seconds)			14.9				N/A	30.5	49.4	35.9	2.2			14.4	15.0			
	Level of Service		0.624 / A	B				N/A	C	D	D	A			B	B			
51	NB off ramp & Palm Ave	TWSC																	
	Delay (seconds)			10.4	10.4						N/A	0.2			0.1				
	Level of Service			B	B	---	---	---	---	---	N/A	A	---	---	A	---	---	---	---

Source: South Coast 101 HOV Traffic Study, Final Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

Table A-2 continued: Build Alternative LOS Results

Table 60 cont. 2040 Build AM Peak Hour LOS Results

InID	Intersection	Control Type	Overall V/C / ICU LOS [1]	Overall HCM [2]	Eastbound			Westbound			Northbound			Southbound			Southeastbound		
					LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
52	SB on/off ramp & Garden St	Signal																	
	Delay (seconds)			25.6	34.0	40.0	23.8					19.0	N/A	32.9	6.9				
	Level of Service		0.803 / B	C	C	D	C	---	---	---	---	B	N/A	C	A	---	---	---	---
53	Garden St & E/ Yanonali St	Signal									City of Santa Barbara								
	Delay (seconds)			44	97.4	17.4	15.5	33.4	21.1	22.7	37.2	18.2	N/A	92.6	9.6	N/A			
	Level of Service		0.550 / A	D	F	B	B	C	C	C	D	B	N/A	F	A	N/A	---	---	---
54	NB off ramp & Bath St	TWSC																	
	Delay (seconds)			13	N/A	13.0			11.3	N/A	N/A	0.1		5.2					
	Level of Service			B	N/A	B	---	---	B	N/A	N/A	A	---	A	---	---	---	---	---
55	NB on ramp & Castillo St	Signal																	
	Delay (seconds)			48.1				157.4	75.9	N/A	7.4	2.8	6.5	N/A	53.0	47.1			
	Level of Service		0.592 / A	D	---	---	---	F	E	N/A	A	A	A	N/A	D	D	---	---	---
56	W. Haley St & Bath St	Signal									City of Santa Barbara								
	Delay (seconds)			9.8	8.4	10.3	N/A	N/A	9.0	7.6	N/A	10.6	N/A						
	Level of Service		0.535 / A	A	A	B	N/A	N/A	A	A	N/A	B	N/A	---	---	---	---	---	---
57	SB on/off ramp & Castillo St	Signal																	
	Delay (seconds)			23.1	N/A	34.0	43.8					15.9	N/A	83.8	5.4				
	Level of Service		0.889 / B	C	N/A	C	D	---	---	---	---	B	N/A	F	A	---	---	---	---
58	NB on/off ramp & Carrillo St	Signal																	
	Delay (seconds)			22.1				45.2	57.2	N/A	43.2	7.1			21.6	24.8			
	Level of Service		0.741 / C	C	---	---	---	D	E	N/A	D	A	---	---	C	C	---	---	---
59	SB on/off ramp & Carrillo St	Signal																	
	Delay (seconds)			62.7	43.6	43.8	21.7					29.4	32.6	344.6	4.8				
	Level of Service		0.935 / E	E	D	D	C	---	---	---	---	C	C	F	A	---	---	---	---
60	Carrillo St & Castillo St	Signal									City of Santa Barbara								
	Delay (seconds)			22.3	34.8	39.4	45.8					24.8	N/A	144.3	5.1				
	Level of Service		0.779 / C	C	C	D	D	---	---	---	---	C	N/A	F	A	---	---	---	---
61	Carrillo St & San Pascual St	TWSC									City of Santa Barbara								
	Delay (seconds)			13.7				N/A	11.7	N/A		0.1	0.1	13.7	0.1				
	Level of Service			B	---	---	---	N/A	B	N/A	---	A	A	B	A	---	---	---	---
62	NB on/off ramp & Castillo St	TWSC																	
	Delay (seconds)			58.5	N/A	0.9	0.1					11.8	N/A	N/A	58.5				
	Level of Service			F	N/A	A	A	---	---	---	---	B	N/A	N/A	F	---	---	---	---
63	NB on/off ramp & Mission St	Signal																	
	Delay (seconds)			30.1				N/A	74.4	35.4	N/A	43.3			2.6	3.4			
	Level of Service		0.858 / D	C	---	---	---	N/A	E	D	N/A	D	---	---	A	A	---	---	---
64	SB on/off ramp & Mission St	Signal																	
	Delay (seconds)			35.9	58.2	53.7	N/A					11.5	N/A	N/A	33.4				
	Level of Service		1.002 / F	D	E	D	N/A	---	---	---	---	B	N/A	N/A	C	---	---	---	---
65	Mission St & Castillo St	Signal									City of Santa Barbara								
	Delay (seconds)			6.1	N/A	28.0	34.0				N/A	3.8	N/A	N/A	4.3	N/A			
	Level of Service		0.802 / B	A	N/A	C	C	---	---	---	N/A	A	N/A	N/A	A	N/A	---	---	---
66	Mission St & Modoc Rd	TWSC									City of Santa Barbara								
	Delay (seconds)			15.8				N/A	15.8	N/A		0.1	N/A	N/A	3.5				
	Level of Service			C	---	---	---	N/A	C	N/A	---	A	N/A	N/A	A	---	---	---	---
67	NB off ramp & Pueblo St & Calle Real	TWSC																	
	Delay (seconds)			40.7	33.7				5.0	N/A						40.7			
	Level of Service			E	D	---	---	---	A	N/A	---	---	---	---	---	E	---	---	---
68	NB on ramp & Calle Real	Signal																	
	Delay (seconds)			29.7	N/A	61.5	N/A	26.4	2.8	N/A				N/A	68.7	N/A			
	Level of Service		0.887 / D	C	N/A	E	N/A	C	A	N/A	---	---	---	N/A	E	N/A	---	---	---
69	Calle Real & Las Positas Rd	Signal									City of Santa Barbara								
	Delay (seconds)			36.3	122.6		23.9	74.5	65.0	88.1	14.2	1.8			61.7	57.5			
	Level of Service		0.735 / C	D	F		C	E	E	F	B	A	---	---	E	E	---	---	---
70	SB on/off ramp & Las Positas Rd	Signal																	
	Delay (seconds)			30.7	75.7	46.4	N/A					21.8	16.1	54.4	2.5				
	Level of Service		0.850 / D	C	E	D	N/A	---	---	---	---	C	B	D	A	---	---	---	---
71	Las Positas Rd & Modoc Rd	Signal									City of Santa Barbara								
	Delay (seconds)			127.2	462.7	47.1	48.3	63.3	54.7	401.8	81.7	22.6	N/A	88.2	24.1	N/A			
	Level of Service		0.865 / D	F	F	D	D	E	D	F	F	C	N/A	F	C	N/A	---	---	---
72	NB on/off ramp & Calle Real	Signal																	
	Delay (seconds)			26.5	27.6	23.7	N/A	32.0	27.5	N/A	27.0	26.9	20.2	28.6	29.3	27.5			
	Level of Service		0.511 / A	C	C	C	N/A	C	C	N/A	C	C	C	C	C	C	---	---	---
73	SB on/off ramp & La Cumbre Rd	Signal																	
	Delay (seconds)			14.5	17.9	18.1	15.5					15.3	16.4	18.0	6.4				
	Level of Service		0.526 / A	B	B	B	B	---	---	---	---	B	B	B	A	---	---	---	---
74	La Cumbre Rd & Calle Real	Signal									City of Santa Barbara								
	Delay (seconds)			10				14.3		14.7		9.7	9.6	19.0	4.4				
	Level of Service		0.418 / A	A	---	---	---	B	---	B	---	A	A	B	A	---	---	---	---
75	NB off ramp & State St & Calle Real	Signal																	
	Delay (seconds)			25.8	38.3	22.4			27.8	26.4	19.9	25.1	N/A	32.4	32.2	N/A			
	Level of Service		0.590 / A	C	D	C	---	---	C	C	B	C	N/A	C	C	N/A	---	---	---
76	NB on ramp & State St	TWSC																	
	Delay (seconds)			0															
	Level of Service			---															
77	Calle Real & Rt 154 & San Marcos Pass Rd	Signal																	
	Delay (seconds)			33.9	53.7	34.0	33.4	45.7	24.1	36.9	45.4	32.0	N/A	43.6	29.6	N/A			
	Level of Service		0.862 / B	C	D	C	C	D	C	D	D	C	N/A	D	C	N/A	---	---	---
78	SB off ramp & State St	Signal																	
	Delay (seconds)			21.1		21.9	N/A	31.6	11.9			32.7		26.1	26.2	20.7			
	Level of Service		0.558 / A	C	---	C	N/A	C	B	---	---	C	---	C	C	C	---	---	---

Source: South Coast 101 HOV Traffic Study, Final Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

Table A-2 continued: Build Alternative LOS Results

Table 60 cont. 2040 Build AM Peak Hour LOS Results

InID	Intersection	Control Type	Overall V/C / ICU LOS [1]	Overall HCM [2]	Eastbound			Westbound			Northbound			Southbound			Southeastbound		
					LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
79	SB on ramp & State St & Rt 154	TWSC																	
	Delay (seconds)			112.4										112.4					
	Level of Service			F	---	---	---	---	---	---	---	---	---	F	---	---	---	---	---
792	State St & San Marcos Pass Road	Signal																	
	Delay (seconds)			25.1	25.9	6.7	N/A	N/A	31.2	27.2	N/A	49.3	N/A	N/A	33.3	29.0			
	Level of Service		0.838 / B	C	C	A	N/A	N/A	C	C	N/A	D	N/A	N/A	C	C	---	---	---
80	NB on/off ramp & Calle Real & El Sueno Rd	AWSC																	
	Delay (seconds)			20.5	N/A	14.2	N/A	N/A	29.1	N/A	N/A	16.8	8.7	N/A	13.9	N/A			
	Level of Service			C	N/A	B	N/A	N/A	D	N/A	N/A	C	A	N/A	B	N/A	---	---	---
81	NB on/off ramp & Turnpike Rd	Signal																	
	Delay (seconds)			32.2				86.8	82.8	35.6	33.0	4.7			22.0	N/A			
	Level of Service		0.704 / C	C	---	---	---	F	F	D	C	A	---	---	C	N/A	---	---	---
82	SB on/off ramp & Turnpike Rd	Signal																	
	Delay (seconds)			25.2	N/A	39.6	N/A					27.0	N/A	45.0	6.9				
	Level of Service		0.838 / D	C	N/A	D	N/A	---	---	---	---	C	N/A	D	A	---	---	---	---
83	Turnpike Rd & Calle Real	Signal									County of Santa Barbara								
	Delay (seconds)			23.3	48.1	35.4	41.6	48.5	26.3	N/A	25.6	9.0	N/A	43.2	20.6	N/A			
	Level of Service		0.628 / A	C	D	D	D	D	C	N/A	C	A	N/A	D	C	N/A	---	---	---
84	NB on/off ramp & Patterson Ave	Signal																	
	Delay (seconds)			30.6				45.1	49.9	28.9	51.0	9.5			22.1	29.1			
	Level of Service		0.781 / C	C	---	---	---	D	D	C	D	A	---	---	C	C	---	---	---
85	SB on/off ramp & Patterson Ave	Signal																	
	Delay (seconds)			19.6	46.0	50.0	48.2					16.2	19.8	29.0	0.5				
	Level of Service		0.689 / A	B	D	D	D	---	---	---	---	B	B	C	A	---	---	---	---
86	Patterson Ave & Calle Real	Signal									City of Goleta								
	Delay (seconds)			17.6	36.7		42.2				31.1	2.5			12.5	N/A			
	Level of Service		0.672 / A	B	D	---	D	---	---	---	C	A	---	---	B	N/A	---	---	---
87	NB on/off ramp & Fairview Ave	Signal																	
	Delay (seconds)			21.5	29.5		0.1		42.7	23.5					40.5	0.3			
	Level of Service		0.669 / A	C	C	---	A	---	D	C	---	---	---	---	D	A	---	---	---
88	Calle Real & Fairview Ave	Signal									City of Goleta								
	Delay (seconds)			37.5	65.4	34.2	52.2	59.1	31.1	N/A	62.2	16.8	15.4	32.9	35.9	N/A			
	Level of Service		0.678 / B	D	E	C	D	E	C	N/A	E	B	B	C	D	N/A	---	---	---
89	SB on/off ramp & Fairview Ave	Signal																	
	Delay (seconds)			16	N/A	17.7	22.4					21.7	19.3	21.0	9.2				
	Level of Service		0.629 / B	B	N/A	B	C	---	---	---	---	C	B	C	A	---	---	---	---
90	NB on/off ramp & Los Carneros Rd	Signal																	
	Delay (seconds)			40				67.2	65.2	N/A	41.2	8.0			12.2	N/A			
	Level of Service		0.868 / B	D	---	---	---	E	E	N/A	D	A	---	---	B	N/A	---	---	---
91	SB on/off ramp & Los Carneros Rd	Signal																	
	Delay (seconds)			17.4	N/A	40.5	37.9					10.4	13.4	39.4	9.1				
	Level of Service		0.866 / B	B	N/A	D	D	---	---	---	---	B	B	D	A	---	---	---	---
92	Los Carneros Rd & Calle Real	Signal									City of Goleta								
	Delay (seconds)			14.4				38.5		26.4		2.9	1.7	44.7	6.2				
	Level of Service		0.487 / A	B	---	---	---	D	---	C	---	A	A	D	A	---	---	---	---
93	NB on/off ramp & Glen Annie Rd & Calle Real	Signal																	
	Delay (seconds)			135.3	36.1	442.1	456.6	95.6	79.1	N/A	62.6	16.9	N/A	49.5	27.0	N/A			
	Level of Service		0.783 / C	F	D	F	F	F	E	N/A	E	B	N/A	D	C	N/A	---	---	---
94	Glen Annie Rd & Del Norte Rd	TWSC									City of Goleta								
	Delay (seconds)			11.3			11.3					0.1			0.1	N/A			
	Level of Service			B	---	---	B	---	---	---	---	A	---	---	A	N/A	---	---	---
95	SB on/off ramp & Glen Annie Rd	Signal																	
	Delay (seconds)			134.4	N/A	29.2	74.1					17.2	2.1	436.0	9.3				
	Level of Service		0.788 / C	F	N/A	C	E	---	---	---	---	B	A	F	A	---	---	---	---
96	Calle Real & NB on ramp	TWSC																	
	Delay (seconds)			12.2		9.9	N/A	N/A	12.2										
	Level of Service			B	---	A	N/A	N/A	B	---	---	---	---	---	---	---	---	---	---
97	SB on/off ramp & Hollister Ave	TWSC																	
	Delay (seconds)			18.8	N/A	18.8	0.1					0.1	0.1	N/A	5.1				
	Level of Service			C	N/A	C	A	---	---	---	---	A	A	N/A	A	---	---	---	---
98	NB off ramp & Winchester Canyon Rd	AWSC																	
	Delay (seconds)			8.4	8.2				8.8	N/A						8.0			
	Level of Service			A	A	---	---	---	A	N/A	---	---	---	---	---	A	---	---	---
100	NB on/off ramps & Via Real	Signal																	
	Delay (seconds)			9.4		10.7	9.5	N/A	10.1			9.0							
	Level of Service		0.708 / C	A	---	B	A	N/A	B	---	---	A	---	---	---	---	---	---	---
102	Gutelirrez St & Garden St	Signal									City of Santa Barbara								
	Delay (seconds)			20.8				25.4	21.6	N/A	31.7	7.3			24.3	N/A			
	Level of Service		0.716 / C	C	---	---	---	C	C	N/A	C	A	---	---	C	N/A	---	---	---
103	Montecito St & Castillo St	Signal									City of Santa Barbara								
	Delay (seconds)			67.2	128.9	31.1	N/A	58.7	50.1	42.3	60.5	18.5	N/A	57.7	21.4	83.8			
	Level of Service		0.860 / D	E	F	C	N/A	E	D	D	E	B	N/A	E	C	F	---	---	---
104	San Andres & Carrillo St	Signal									City of Santa Barbara								
	Delay (seconds)			30.3	47.4	46.2	N/A	N/A	46.3	34.6	15.6	22.5	N/A	26.4	23.0	N/A			
	Level of Service		0.880 / B	C	D	D	F	N/A	D	C	B	C	N/A	C	C	N/A	---	---	---
105	Modoc St & Mission St	AWSC									City of Santa Barbara								
	Delay (seconds)			48.8	24.1		10.9				12.9	104.3			25.9	10.7			
	Level of Service			E	C	---	B	---	---	---	B	F	---	---	D	B	---	---	---
106	Quinientos St & Milpas St	Signal									City of Santa Barbara								
	Delay (seconds)			9.6	18.8	18.9	N/A	20.1	19.3	N/A	5.7	7.9	N/A	4.7	9.1	N/A			
	Level of Service		0.820 / B	A	B	B	N/A	C	B	N/A	A	A	N/A	A	A	N/A	---	---	---

Note: --- indicates corresponding movement does not exist.
N/A indicates delay same as the adjacent movement due to shared approach.
AWSC = All Way Stop Control, TWSC = Two Way Stop Control
1 - ICU LOS is reported for signalized intersections only
2 - Based on HCM 2000, Chapter 16 Signalized Intersections and Chapter 17 Unsignalized Intersections methodology
3 - Based on methodology developed by FHWA publication Roundabouts: An Information Guide, June 2000
Indicates that LOS exceeds LOS threshold

Source: South Coast 101 HOV Traffic Study, Final Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

Table A-2 continued: Build Alternative LOS Results

Table 61. 2040 Build PM Peak Hour LOS Results

InID	Intersection	Control Type	Overall V/C / ICU LOS [1]	Overall HCM [2]	Eastbound			Westbound			Northbound			Southbound			Southeastbound		
					LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
1	NB on/off ramp & Bates Rd	TWSC																	
	Delay (seconds)			9.3				9.3	8.4	N/A	N/A	4.6			0.1				
	Level of Service			A	---	---	---	A	A	N/A	N/A	A	---	---	A	---	---	---	---
2	SB on/off ramp & Bates Rd	TWSC																	
	Delay (seconds)			10.1	9.5	10.1	N/A					0.1		N/A	4.1				
	Level of Service			B	A	B	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
3	NB on/off ramp & SR 150	TWSC																	
	Delay (seconds)			14.3				14.3	10.0	N/A	N/A	0.3			0.1	N/A			
	Level of Service			B	---	---	---	B	A	N/A	N/A	A	---	---	A	N/A	---	---	---
4	SB on/off ramp & SR 150	TWSC																	
	Delay (seconds)			36.3	36.3	12.0	N/A					0.1		N/A	7.3				
	Level of Service			E	E	B	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
5	Via Real & SR 150	TWSC																	
	Delay (seconds)			15.8	N/A	10.8		N/A	15.8		N/A	1.5			0.1				
	Level of Service			C	N/A	B	---	N/A	C	---	N/A	A	---	---	A	---	---	---	---
6	Carpinteria Ave & SR 150	TWSC																	
	Delay (seconds)			10	N/A	10.0			8.9	N/A					1.0				
	Level of Service			A	N/A	A	---	---	A	N/A	---	---	---	---	A	---	---	---	---
7	NB on/off ramp & Ballard Ave	TWSC																	
	Delay (seconds)			27				N/A	27.0		N/A	4.0			0.1	0.1			
	Level of Service			D	---	---	---	N/A	D	---	N/A	A	---	---	A	A	---	---	---
8	SB on/off ramp & Ballard Ave	TWSC																	
	Delay (seconds)			233.4	N/A	233.4	N/A					0.1		N/A	2.2				
	Level of Service			F	N/A	F	N/A	---	---	---	---	A	---	N/A	A	---	---	---	---
9	Via Real & Ballard Ave	AWSC									City of Carpinteria								
	Delay (seconds)			83.4	N/A	15.2	11.4	N/A	190.0	9.0	N/A	40.5	13.0	N/A	12.6	9.8			
	Level of Service			F	N/A	C	B	N/A	F	A	N/A	E	B	N/A	B	A	---	---	---
10	Carpinteria Ave & Ballard Ave	AWSC									City of Carpinteria								
	Delay (seconds)			16.9	N/A	22.2	N/A	N/A	10.5	N/A	N/A	9.8	N/A	N/A	12.6	N/A			
	Level of Service			C	N/A	C	N/A	N/A	B	N/A	N/A	A	N/A	N/A	B	N/A	---	---	---
11	Via Real & Casitas Pass Rd	Signal																	
	Delay (seconds)			21.8	N/A	27.8	25.8	30.7	30.6	17.3	32.8	11.6	N/A	31.8	21.7	N/A			
	Level of Service		0.755 / C	C	N/A	C	C	C	C	B	N/A	B	N/A	C	C	N/A	---	---	---
12	Vellocito & Via Real	TWSC																	
	Delay (seconds)			13	N/A	0.5			0.1	N/A				N/A	13.0	N/A			
	Level of Service			B	N/A	A	---	---	A	N/A	---	---	---	N/A	B	N/A	---	---	---
13	SB on/off ramp & Casitas Pass Rd	Signal																	
	Delay (seconds)			18.7	23.3	21.5	N/A					20.3	N/A	40.0	2.4				
	Level of Service		0.800 / C	B	C	C	N/A	---	---	---		C	N/A	D	A		---	---	---
14	Carpinteria Ave & Casitas Pass Rd	Signal																	
	Delay (seconds)			37.4	53.8	10.8			46.6	31.5				31.0		50.4			
	Level of Service		0.888 / D	D	D	B	---	---	D	C	---	---	---	C	---	D	---	---	---
15	NB on ramp & Ogan Rd [3]	Roundabout																	
	Delay (seconds)			6.2															
	Level of Service			A															
16	Linden Ave & Ogan Rd	Signal									City of Carpinteria								
	Delay (seconds)			17.3				26.6		24.5		13.8	6.2	36.9	3.0				
	Level of Service		0.734 / C	B	---	---	---	C	---	C	---	B	A	D	A	---	---	---	---
17	SB off ramp & Linden Ave	Signal																	
	Delay (seconds)			12.1	24.3		18.4					6.4			4.5				
	Level of Service		0.448 / A	B	C	---	B	---	---	---	---	A	---	---	A	---	---	---	---
18	Linden Ave & Sawyer Ave	TWSC									City of Carpinteria								
	Delay (seconds)			25.7	N/A	25.7	N/A				N/A	0.6			0.1	N/A			
	Level of Service			D	N/A	D	N/A	---	---	---	N/A	A	---	---	A	N/A	---	---	---
19	SB on/off ramp & Carpinteria Ave	TWSC																	
	Delay (seconds)			999	10.5	0.1		8.2	0.1		N/A	135.5	N/A	N/A	999.0	N/A			
	Level of Service			F	B	A	---	A	A	---	N/A	F	N/A	N/A	F	N/A	---	---	---
20	Santa Ynez Ave/7th St & Carpinteria Ave	Signal									City of Carpinteria								
	Delay (seconds)			43.6	170.9	19.8	15.8		25.2	35.6	N/A	32.3	28.2	34.3	19.4	N/A			
	Level of Service		0.719 / C	D	F	B	B	---	C	D	N/A	C	C	C	B	N/A	---	---	---
21	NB on/off ramp & Via Real	AWSC																	
	Delay (seconds)			117.3	N/A	105.7	6.3	N/A	186.4	12.1	N/A	125.8	N/A	N/A	42.9	N/A			
	Level of Service			F	N/A	F	A	N/A	F	B	N/A	F	N/A	N/A	E	N/A	---	---	---
22	NB on/off ramp & S. Padaro Ln	TWSC																	
	Delay (seconds)			11.7				N/A	11.7		N/A	2.4			0.1				
	Level of Service			B	---	---	---	N/A	B	---	N/A	A	---	---	A	---	---	---	---
23	Via Real & S. Padaro Ln	TWSC									City of Carpinteria								
	Delay (seconds)			14.7		0.1	0.1	N/A	6.3		N/A	14.7	N/A						
	Level of Service			B	---	A	A	N/A	A	---	N/A	B	N/A	---	---	---	---	---	---
24	SB off ramp & Santa Claus Ln/S. Padaro Ln	TWSC																	
	Delay (seconds)			44.4	44.4	22.2	N/A	N/A	9.7	N/A		0.1	0.1	N/A	7.5				
	Level of Service			E	E	C	N/A	N/A	A	N/A	---	A	A	N/A	A	---	---	---	---
25	NB on/off ramp & N. Padaro Ln	TWSC																	
	Delay (seconds)			10.5				N/A	10.5	N/A	N/A	2.7			0.1				
	Level of Service			B	---	---	---	N/A	B	N/A	N/A	A	---	---	A	---	---	---	
26	N. Padaro Ln & Via Real	TWSC									County of Santa Barbara								
	Delay (seconds)			11.8		0.1	N/A	N/A	5.5		N/A	11.8	N/A						
	Level of Service			B	---	A	N/A	N/A	A	---	N/A	B	N/A	---	---	---	---	---	---

Source: South Coast 101 HOV Traffic Study, Final Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

Table A-2 continued: Build Alternative LOS Results

Table 61 cont. 2040 Build PM Peak Hour LOS Results

InID	Intersection	Control Type	Overall V/C / ICU LOS [1]	Overall HCM [2]	Eastbound			Westbound			Northbound			Southbound			Southeastbound		
					LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
52	SB on/off ramp & Garden St	Signal																	
	Delay (seconds)			27.9	70.5	84.3	30.1					21.1	N/A	24.9	9.6				
	Level of Service		0.870 / E	C	E	F	C	---	---	---	---	C	N/A	C	A	---	---	---	---
53	Garden St & E/ Yanonali St	Signal									City of Santa Barbara								
	Delay (seconds)			222.7	798.7	15.9	13.9	41.8	20.8	26.2	42.2	22.2	N/A	32.4	19.6	N/A			
	Level of Service		0.753 / C	F	F	B	B	D	C	C	D	C	N/A	C	B	N/A	---	---	---
54	NB off ramp & Bath St	TWSC																	
	Delay (seconds)			17.3	N/A	17.3			14.1	N/A	N/A	0.2		6.1					
	Level of Service			C	N/A	C	---	---	B	N/A	N/A	A	---	A	---	---	---	---	---
55	NB on ramp & Castillo St	Signal																	
	Delay (seconds)			131.4				410.1	252.4	N/A	7.1	5.0	7.5	N/A	42.0	35.4			
	Level of Service		0.769 / C	F	---	---	---	F	F	N/A	A	A	A	N/A	D	D	---	---	---
56	W. Haley St & Bath St	Signal									City of Santa Barbara								
	Delay (seconds)			18.1	18.1	15.2	N/A	N/A	17.7	10.5	N/A	20.7	N/A						
	Level of Service		0.822 / D	B	B	B	N/A	N/A	B	B	N/A	C	N/A	---	---	---	---	---	---
57	SB on/off ramp & Castillo St	Signal																	
	Delay (seconds)			55.7	N/A	26.1	56.3					29.3	N/A	407.3	27.3				
	Level of Service		0.905 / E	E	N/A	C	E	---	---	---	---	C	N/A	F	C	---	---	---	---
58	NB on/off ramp & Carrillo St	Signal																	
	Delay (seconds)			31.9				68.1	70.6	N/A	75.1	2.9			44.9	0.7			
	Level of Service		0.899 / D	C	---	---	---	E	E	N/A	E	A	---	---	D	A	---	---	---
59	SB on/off ramp & Carrillo St	Signal																	
	Delay (seconds)			31.9	43.0	43.0	59.4					23.8	23.5	57.5	14.3				
	Level of Service		0.820 / D	C	D	D	E	---	---	---	---	C	C	E	B	---	---	---	---
60	Carrillo St & Castillo St	Signal									City of Santa Barbara								
	Delay (seconds)			35.9	20.6	23.2	42.3					58.8	N/A	171.0	11.2				
	Level of Service		0.840 / D	D	C	C	D	---	---	---		E	N/A	F	B	---	---	---	---
61	Carrillo St & San Pascual St	TWSC									City of Santa Barbara								
	Delay (seconds)			13.3				N/A	12.5	N/A		0.1	N/A	13.3	0.1				
	Level of Service			B	---	---	---	N/A	B	N/A	---	A	N/A	B	A	---	---	---	---
62	NB on/off ramp & Castillo St	TWSC																	
	Delay (seconds)			167.5	N/A	0.5	0.1					11.9	N/A	N/A	167.5				
	Level of Service			F	N/A	A	A	---	---	---	---	B	N/A	N/A	F	---	---	---	---
63	NB on/off ramp & Mission St	Signal																	
	Delay (seconds)			18.5				N/A	53.6	64.4	N/A	19.4			4.3	5.2			
	Level of Service		0.853 / D	B	---	---	---	N/A	D	E	N/A	B	---	---	A	A	---	---	---
64	SB on/off ramp & Mission St	Signal																	
	Delay (seconds)			65	55.7	58.6	N/A					10.8	N/A	N/A	103.1				
	Level of Service		0.853 / E	E	E	E	N/A	---	---	---	---	B	N/A	N/A	F	---	---	---	---
65	Mission St & Castillo St	Signal									City of Santa Barbara								
	Delay (seconds)			48.2	N/A	23.9	40.7				N/A	94.1	N/A	N/A	10.2	N/A			
	Level of Service		0.849 / D	D	N/A	C	D	---	---	---	N/A	F	N/A	N/A	B	N/A	---	---	---
66	Mission St & Modoc Rd	TWSC									City of Santa Barbara								
	Delay (seconds)			25.6				N/A	25.6	N/A		0.1	N/A	N/A	5.4				
	Level of Service			D	---	---	---	N/A	D	N/A	---	A	N/A	N/A	A	---	---	---	---
67	NB off ramp & Pueblo St & Calle Real	TWSC																	
	Delay (seconds)			129.7	6.2				39.7	N/A						129.7			
	Level of Service			F	A	---	---	---	E	N/A	---	---	---	---	---	F	---	---	---
68	NB on ramp & Calle Real	Signal																	
	Delay (seconds)			22	N/A	52.8	N/A	10.5	7.2	N/A				N/A	61.5	N/A			
	Level of Service		0.700 / C	C	N/A	D	N/A	B	A	N/A	---	---	---	N/A	E	N/A	---	---	---
69	Calle Real & Las Positas Rd	Signal									City of Santa Barbara								
	Delay (seconds)			39.8	94.7		45.0	51.6	47.2	46.3	32.5	9.8			57.9	45.8			
	Level of Service		0.770 / C	D	F	---	D	D	D	D	C	A	---	---	E	D	---	---	---
70	SB on/off ramp & Las Positas Rd	Signal																	
	Delay (seconds)			37.8	76.7	38.9	N/A					33.1	25.1	49.1	11.6				
	Level of Service		0.814 / D	D	E	D	N/A	---	---	---	---	C	C	D	B	---	---	---	---
71	Las Positas Rd & Modoc Rd	Signal									City of Santa Barbara								
	Delay (seconds)			77.3	356.6	45.3	41.6	58.6	47.3	71.9	326.7	24.8	N/A	75.4	13.0	N/A			
	Level of Service		0.738 / C	E	F	D	D	E	D	E	F	C	N/A	E	B	N/A	---	---	---
72	NB on/off ramp & Calle Real	Signal																	
	Delay (seconds)			36.1	41.5	37.8	N/A	41.9	30.9	N/A	36.1	35.9	26.0	35.0	40.1	33.0			
	Level of Service		0.677 / B	D	D	D	N/A	D	C	N/A	D	D	C	C	D	C	---	---	---
73	SB on/off ramp & La Cumbre Rd	Signal																	
	Delay (seconds)			18.4	21.1	21.1	14.5					21.7	21.1	20.5	9.1				
	Level of Service		0.611 / B	B	C	C	B	---	---	---	---	C	C	C	A	---	---	---	---
74	La Cumbre Rd & Calle Real	Signal									City of Santa Barbara								
	Delay (seconds)			11.7				15.8		16.6		11.5	11.4	23.9	5.3				
	Level of Service		0.482 / A	B	---	---	---	B	---	B	---	B	B	C	A	---	---	---	---
75	NB off ramp & State St & Calle Real	Signal																	
	Delay (seconds)			34.9	48.8	25.9			31.4	40.3	29.7	38.8	N/A	48.6	48.3	N/A			
	Level of Service		0.709 / C	C	D	C	---	---	C	D	C	D	N/A	D	D	N/A	---	---	---
76	NB on ramp & State St	TWSC																	
	Delay (seconds)			0															
	Level of Service			---															
77	Calle Real & Rt 154 & San Marcos Pass Rd	Signal																	
	Delay (seconds)			31.7	34.3	39.2	35.9	26.1	31.7	33.3	38.1	27.2	N/A	43.2	30.8	N/A			
	Level of Service		0.808 / B	C	C	D	D	C	C	C	D	C	N/A	D	C	N/A	---	---	---
78	SB off ramp & State St	Signal																	
	Delay (seconds)			29		31.4	N/A	35.1	16.7			37.6		34.3	34.2	23.4			
	Level of Service		0.633 / B	C	---	C	N/A	D	B	---	---	D	---	C	C	C	---	---	---

Source: South Coast 101 HOV Traffic Study, Final Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

Table A-2 continued: Build Alternative LOS Results

Table 61 cont. 2040 Build PM Peak Hour LOS Results

InID	Intersection	Control Type	Overall V/C / ICU LOS [1]	Overall HCM [2]	Eastbound			Westbound			Northbound			Southbound			Southeastbound		
					LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT
79	SB on ramp & State St & Rt 154	TWSC																	
	Delay (seconds)			119.4										119.4					
	Level of Service			F	---	---	---	---	---	---	---	---	---	F	---	---	---	---	---
792	State St & San Marcos Pass Road	Signal																	
	Delay (seconds)			18.4	22.7	5.6	N/A	N/A	22.8	22.4	N/A	38.5	N/A	N/A	26.0	27.1			
	Level of Service		0.640 / A	B	C	A	N/A	N/A	C	C	N/A	D	N/A	N/A	C	C	---	---	---
80	NB on/off ramp & Calle Real & El Sueno Rd	AWSC																	
	Delay (seconds)			32.5	N/A	49.1	N/A	N/A	31.7	N/A	N/A	19.4	10.8	N/A	19.2	N/A			
	Level of Service			D	N/A	E	N/A	N/A	D	N/A	N/A	C	B	N/A	C	N/A	---	---	---
81	NB on/off ramp & Turnpike Rd	Signal																	
	Delay (seconds)			18				33.9	33.9	26.4	27.4	7.6			15.4	N/A			
	Level of Service		0.832 / B	B	---	---	---	C	C	C	C	A	---	---	B	N/A	---	---	---
82	SB on/off ramp & Turnpike Rd	Signal																	
	Delay (seconds)			20.6	N/A	25.2	N/A					29.1	N/A	31.1	4.6				
	Level of Service		0.825 / D	C	N/A	C	N/A	---	---	---	---	C	N/A	C	A	---	---	---	---
83	Turnpike Rd & Calle Real	Signal									County of Santa Barbara								
	Delay (seconds)			245.1	35.4	24.2	25.9	#####	23.1	N/A	255.8	21.1	N/A	31.6	13.8	N/A			
	Level of Service		0.873 / B	F	D	C	C	F	C	N/A	F	C	N/A	C	B	N/A	---	---	---
84	NB on/off ramp & Patterson Ave	Signal																	
	Delay (seconds)			25.1				41.7	46.9	44.7	46.3	10.0			18.1	18.3			
	Level of Service		0.714 / C	C	---	---	---	D	D	D	D	A	---	---	B	B	---	---	---
85	SB on/off ramp & Patterson Ave	Signal																	
	Delay (seconds)			30.9	53.0	59.2	32.6					20.3	33.4	37.8	15.0				
	Level of Service		0.778 / C	C	D	E	C	---	---	---	---	C	C	D	B	---	---	---	---
86	Patterson Ave & Calle Real	Signal									City of Goleta								
	Delay (seconds)			43.3	49.4		37.2				101.1	6.9			19.5	N/A			
	Level of Service		0.701 / C	D	D	---	D	---	---	---	F	A	---	---	B	N/A	---	---	---
87	NB on/off ramp & Fairview Ave	Signal																	
	Delay (seconds)			19.4	27.0		0.2		28.8	23.1					38.5	0.2			
	Level of Service		0.788 / C	B	C	---	A	---	C	C	---	---	---	---	D	A	---	---	---
88	Calle Real & Fairview Ave	Signal									City of Goleta								
	Delay (seconds)			37.4	94.0	27.1	30.6	89.6	31.3	N/A	68.1	8.0	10.2	55.9	31.6	N/A			
	Level of Service		0.721 / C	D	F	C	C	F	C	N/A	E	A	B	E	C	N/A	---	---	---
89	SB on/off ramp & Fairview Ave	Signal																	
	Delay (seconds)			16.2	N/A	24.6	20.5					18.9	15.2	24.0	5.7				
	Level of Service		0.824 / B	B	N/A	C	C	---	---	---	---	B	B	C	A	---	---	---	---
90	NB on/off ramp & Los Carneros Rd	Signal																	
	Delay (seconds)			29.1				41.4	41.6	N/A	34.8	8.6			35.6	N/A			
	Level of Service		0.773 / C	C	---	---	---	D	D	N/A	C	A	---	---	D	N/A	---	---	---
91	SB on/off ramp & Los Carneros Rd	Signal																	
	Delay (seconds)			36	N/A	88.8	35.8					11.1	65.4	51.7	6.0				
	Level of Service		0.928 / E	C	N/A	F	D	---	---	---	---	B	E	D	A	---	---	---	---
92	Los Carneros Rd & Calle Real	Signal									City of Goleta								
	Delay (seconds)			13				17.5		10.2		12.6	10.1	100.1	7.2				
	Level of Service		0.848 / B	B	---	---	---	B	---	B	---	B	B	F	A	---	---	---	---
93	NB on/off ramp & Glen Annie Rd & Calle Real	Signal																	
	Delay (seconds)			115.2	37.3	105.2	108.1	170.3	155.2	N/A	142.8	28.3	N/A	52.0	29.2	N/A			
	Level of Service		0.781 / C	F	D	F	F	F	F	N/A	F	C	N/A	D	C	N/A	---	---	---
94	Glen Annie Rd & Del Norte Rd	TWSC									City of Goleta								
	Delay (seconds)			10.2			10.2					0.1			0.1	N/A			
	Level of Service			B	---	---	B	---	---	---	---	A	---	---	A	N/A	---	---	---
95	SB on/off ramp & Glen Annie Rd	Signal																	
	Delay (seconds)			10.9	N/A	37.4	48.7					11.6	2.7	28.3	7.3				
	Level of Service		0.680 / A	B	N/A	D	D	---	---	---	---	B	A	C	A	---	---	---	---
96	Calle Real & NB on ramp	TWSC																	
	Delay (seconds)			12.9		9.1	N/A	N/A	12.9										
	Level of Service			B	---	A	N/A	N/A	B	---	---	---	---	---	---	---	---	---	---
97	SB on/off ramp & Hollister Ave	TWSC																	
	Delay (seconds)			19.3	N/A	19.3	0.1					0.1	0.1	N/A	3.2				
	Level of Service			C	N/A	C	A	---	---	---	---	A	A	N/A	A	---	---	---	---
98	NB off ramp & Winchester Canyon Rd	AWSC																	
	Delay (seconds)			9.7	8.5				10.4	N/A						8.4			
	Level of Service			A	A	---	---	---	B	N/A	---	---	---	---	---	A	---	---	---
100	NB on/off ramps & Via Real	Signal																	
	Delay (seconds)			8.9		7.9	6.9	N/A	8.9			10.2							
	Level of Service		0.879 / B	A	---	A	A	N/A	A	---	---	B	---	---	---	---	---	---	---
102	Gutelrez St & Garden St	Signal									City of Santa Barbara								
	Delay (seconds)			64.2				25.1	21.8	N/A	30.7	16.1			140.4	N/A			
	Level of Service		0.830 / D	E	---	---	---	C	C	N/A	C	B	---	---	F	N/A	---	---	---
103	Montecito St & Castillo St	Signal									City of Santa Barbara								
	Delay (seconds)			63.5	88.8	27.0	N/A	47.9	43.1	35.7	57.3	24.2	N/A	261.3	43.8	37.5			
	Level of Service		0.862 / E	E	F	C	N/A	D	D	D	E	C	N/A	F	D	D	---	---	---
104	San Andres & Carillo St	Signal									City of Santa Barbara								
	Delay (seconds)			33.4	33.9	37.7	N/A	N/A	33.8	23.9	22.6	18.7	N/A	23.0	42.6	N/A			
	Level of Service		0.780 / C	C	C	D	F	N/A	C	C	C	B	N/A	C	D	N/A	---	---	---
105	Modoc St & Mission St	AWSC									City of Santa Barbara								
	Delay (seconds)			53.7	17.8		13.2				15.1	29.9			126.0	14.4			
	Level of Service			F	C	---	B	---	---	---	C	D	---	---	F	B	---	---	---
106	Quinientos St & Milpas St	Signal									City of Santa Barbara								
	Delay (seconds)			21.8	16.0	19.5	N/A	97.2	14.6	N/A	12.4	22.6	N/A	23.5	15.4	N/A			
	Level of Service		0.908 / E	C	B	B	N/A	F	B	N/A	B	C	N/A	C	B	N/A	---	---	---

Note: --- indicates corresponding movement does not exist.
N/A indicates delay same as the adjacent movement due to shared approach.
AWSC = All Way Stop Control, TWSC = Two Way Stop Control
1 - ICU LOS is reported for signalized intersections only
2 - Based on HCM 2000, Chapter 16 Signalized Intersections and Chapter 17 Unsignalized Intersections methodology
3 - Based on methodology developed by FHWA publication Roundabouts: An Information Guide, June 2000
Indicates that LOS exceeds LOS threshold

Source: South Coast 101 HOV Traffic Study, Final Forecast Operations Report, Caltrans and Dowling Associates Inc., October 19, 2009

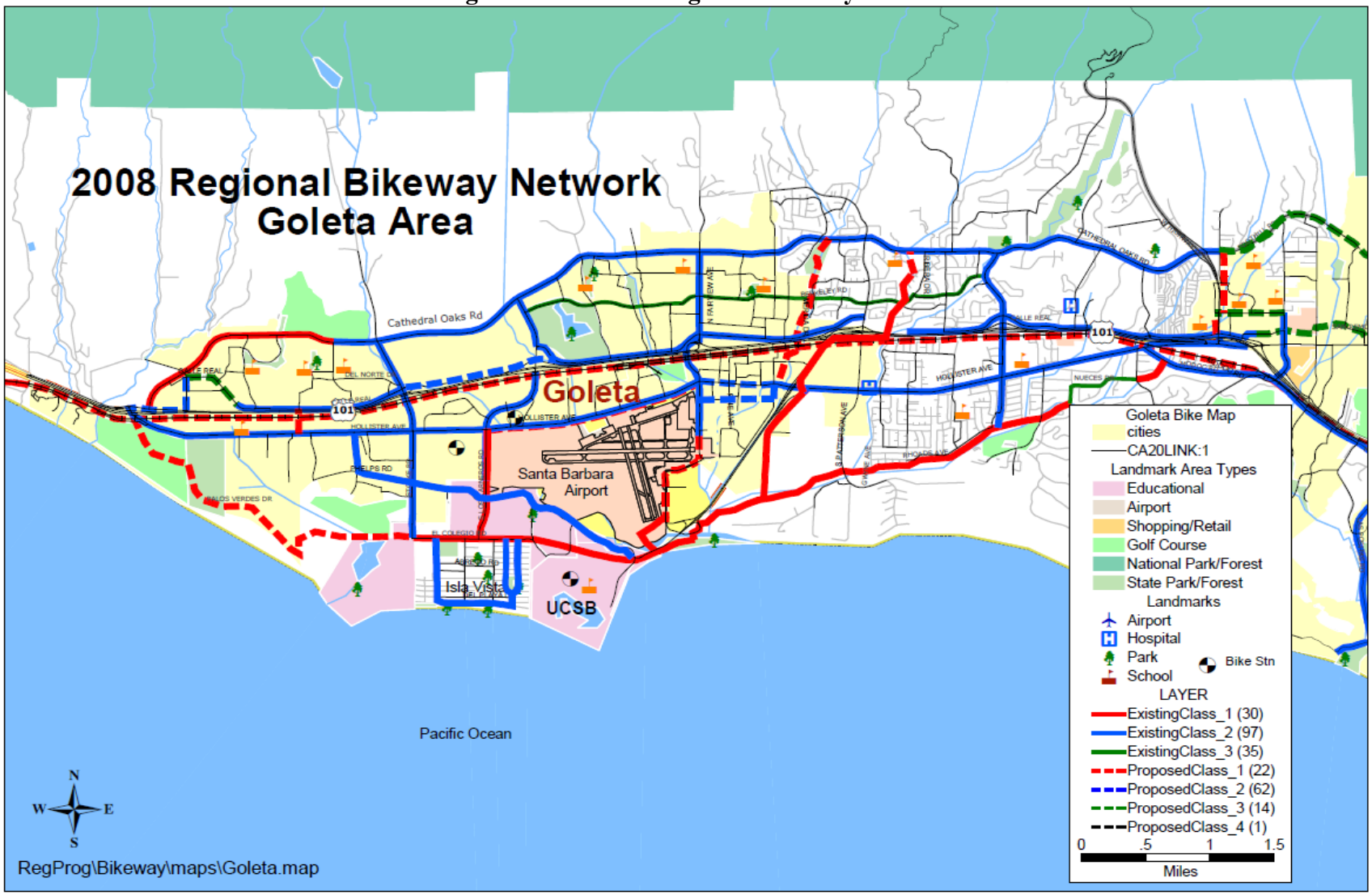
Table A-3: Summary of Intersections Exceeding State Deficiency Criteria under 2040 No Build Alternative

InID	Intersection	Control Type	Delay [1] (seconds) OR V/C	HCM LOS [1]	ICU LOS [2]
4	SB on/off ramp & SR 150	TWSC			
	PM Peak		41.9	E	
8	SB on/off ramp & Bailard Ave	TWSC			
	PM Peak		40.1	E	
11	NB off ramp & Casitas Pass Rd	AWSC			
	AM Peak		32.5	D	
13	SB On/Off Ramp and Casitas Pass Road	AWSC			
	PM Peak		25.6	D	
17	SB off ramp & Linden Ave	TWSC			
	AM Peak		36.2	E	
	PM Peak		30.9	D	
19	SB on/off ramp & Carpinteria Ave	TWSC			
	AM Peak		25.2	D	
	PM Peak		32.2	D	
21	NB on/off ramp & Via Real	AWSC			
	AM Peak		46.1	E	
24	SB off ramp & Santa Claus Ln/S. Padaro Ln	TWSC			
	PM Peak		37.9	E	
36	San Ysidro Rd & N Jameson Ln	AWSC			
	AM Peak		36.3	E	
37	SB off ramp & San Ysidro Rd/Eucalyptus Ln	TWSC			
	AM Peak		25.8	D	
39	NB off ramp & Olive Mill Rd	AWSC			
	AM Peak		31.3	D	
43	NB off ramp & Coast Village Rd/Hermosillo Dr	TWSC			
	AM Peak		71.3	F	
44	SB on/off ramp & NB off ramp & Cabrillo Blvd	AWSC			
	AM Peak		50.4	F	
	PM Peak		49.2	E	
45	NB on ramp & Cabrillo Blvd	TWSC			
	PM Peak		116.6	F	
52	SB on/off ramp & Garden St	Signal			
	PM Peak		52.8	D	
55	NB on ramp & Castillo St	Signal			
	AM Peak		38.8	D	
	PM Peak		79.1	E	
58	NB on/off ramp & Carrillo St	Signal			
	AM Peak		124.9	F	
62	NB on/off ramp & Castillo St	TWSC			
	AM Peak		86.0	F	
	PM Peak		158.8	F	
64	SB on/off ramp & Mission St	Signal			
	AM Peak		38.2	D	
67	NB off ramp & Pueblo St & Calle Real	TWSC			
	AM Peak		39.2	E	
	PM Peak		157.7	F	
70	SB on/off ramp & Las Positas Rd	Signal			
	PM Peak		43.1	D	
71	Las Positas Rd & Modoc Rd	Signal			
	AM Peak		0.863		D
79	SB on ramp & State St & Rt 154	TWSC			
	AM Peak		81.3	F	
	PM Peak		37.6	E	
85	SB on/off ramp & Patterson Ave	Signal			
	PM Peak		73.5	E	
87	NB on/off ramp & Fairview Ave	Signal			
	AM Peak		43.4	D	
90	NB on/off ramp & Los Carneros Rd	Signal			
	AM Peak		36.6	D	
93	NB on/off ramp & Glen Annie Rd & Calle Real	Signal			
	AM Peak		347.7	F	
	PM Peak		371.1	F	
95	SB on/off ramp & Glen Annie Rd	Signal			
	AM Peak		113.6	F	
96	Calle Real & Hollister Ave	TWSC			
	AM Peak		140.3	F	
	PM Peak		85.6	F	
97	SB on/off ramp & Hollister Ave	TWSC			
	AM Peak		25.1	D	
103	Montecito St & Castillo St	Signal			
	AM Peak		0.771		C
	PM Peak		0.849		D
106	Quinientos St & Milpas St	AWSC			
	AM Peak		48.8	E	
	PM Peak		44.4	E	

AWSC - All Way Stop Control, TWSC - Two Way Stop Control
1 HCM 2000, Chapter 16 Signalized Intersections; Chapter 17 Unsignalized Intersections methodology
2 ICU LOS is reported for signalized local intersections only
Indicates that LOS exceeds LOS threshold

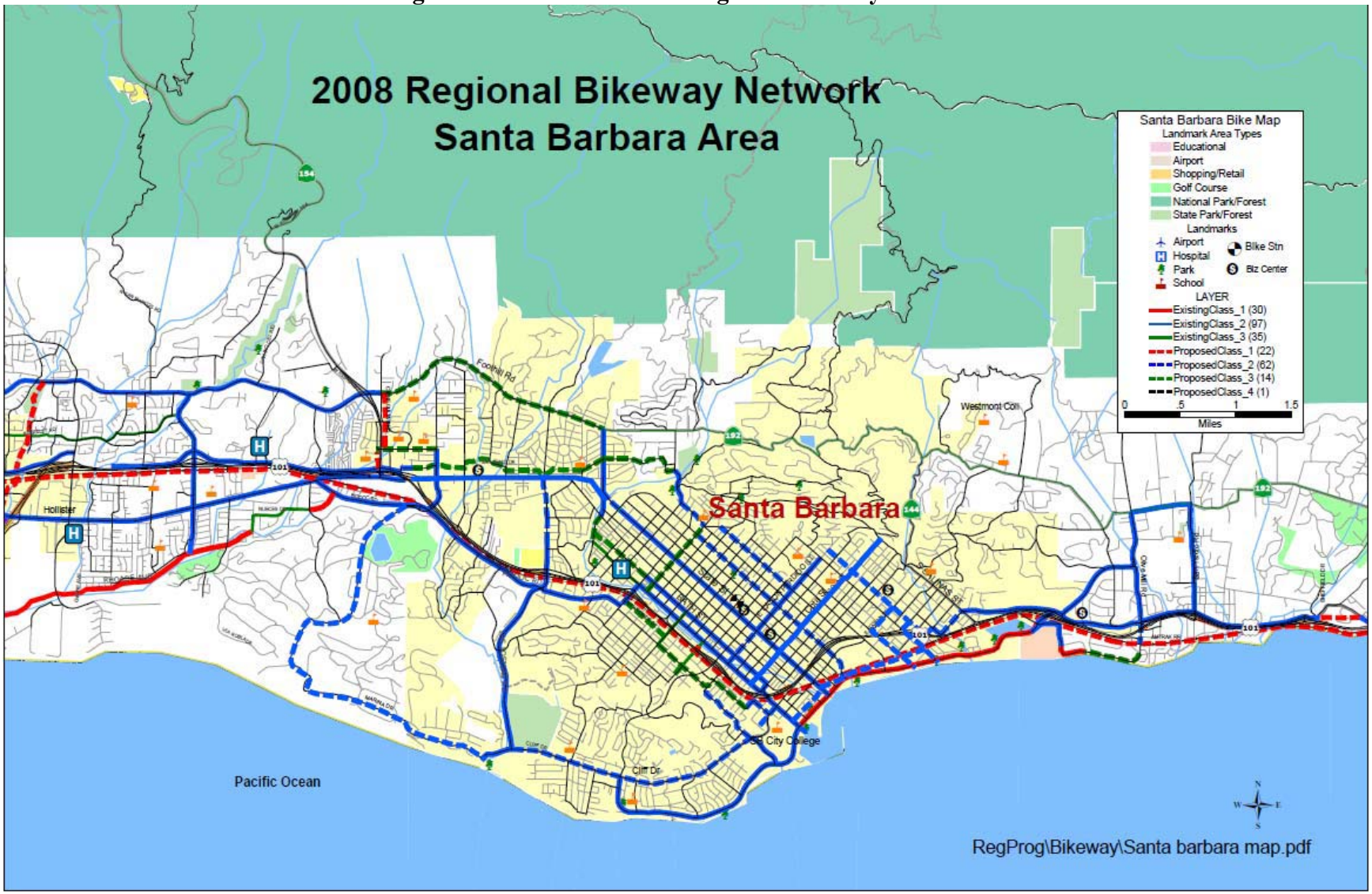
Source: SC101 HOV Traffic Study – Existing Conditions Operations Analysis Report, Dowling, Caltrans 2010

Figure A-2: Goleta Regional Bikeway Network



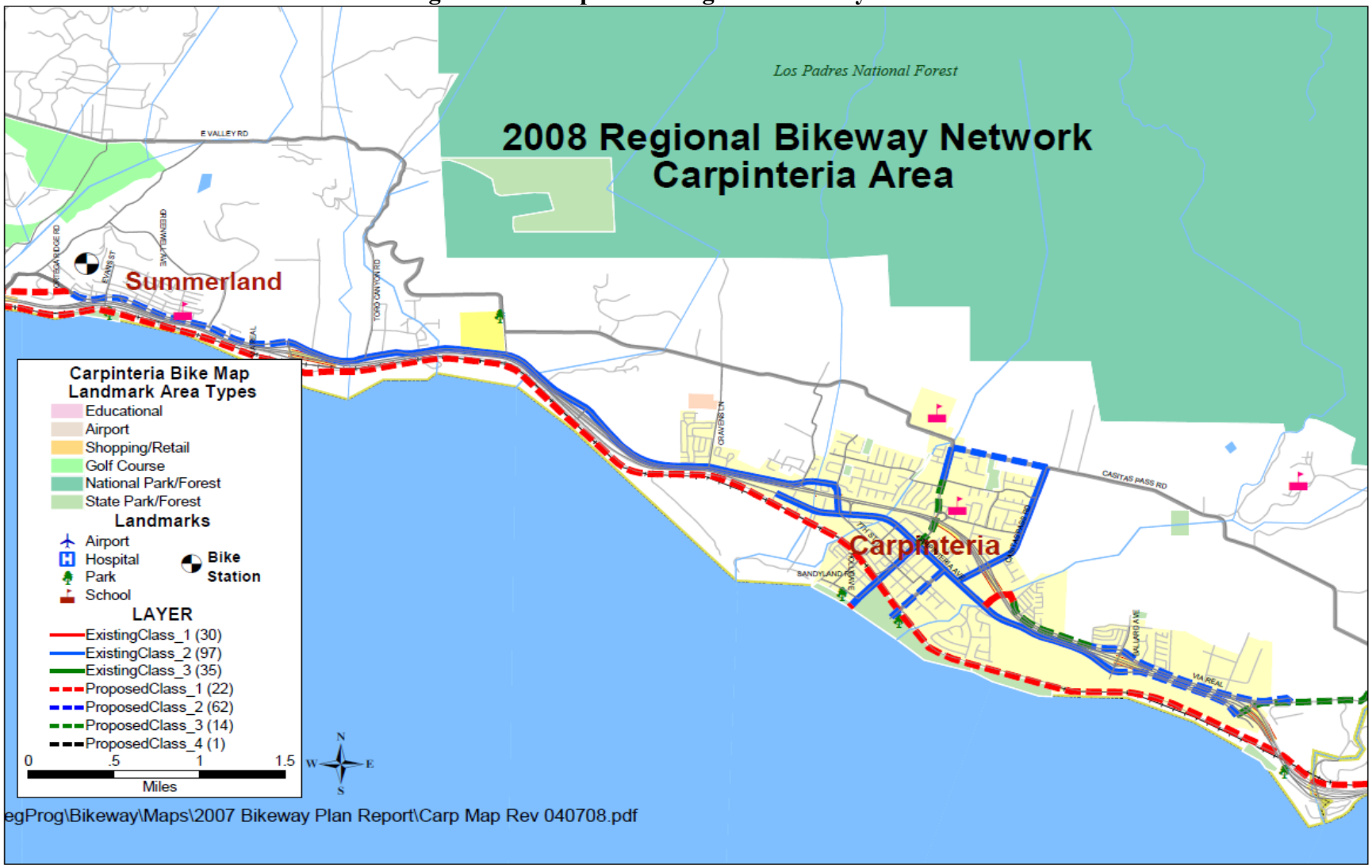
Source: - 2008 Draft Regional Bicycle Plan, Santa Barbara County Association of Governments, April 2008.

Figure A-3: Santa Barbara Regional Bikeway Network



Source: - 2008 Draft Regional Bicycle Plan, Santa Barbara County Association of Governments, April 2008.

Figure A-4: Carpinteria Regional Bikeway Network



Source: - 2008 Draft Regional Bicycle Plan, Santa Barbara County Association of Governments, April 2008.

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