LAW OFFICE OF MARC CHYTILO

ENVIRONMENTAL LAW

March 11, 2016

County of Santa Barbara
Board of Supervisors
105 E. Anapamu Street, Suite 407
Santa Barbara, CA 93101

By email to sbcob@co.santa-barbara.ca.us
and by hand delivery

RE: Field Appeal of the Santa Rosa Road Tier II Winery Development Plan and Mitigated Negative Declaration – CEQA Compliance

Dear Chair Adam and Members of the Board,

This office represents Appellant Bob Field in this matter, a concerned resident of the Santa Ynez Valley. Mr. Field appealed the Planning Commission's approval of the Santa Rosa Road Tier II Winery Development Plan ("Project") because the Mitigated Negative Declaration ("MND") and other evidence the Planning Commission relied on contained numerous material flaws and omissions that precluded informed decisionmaking. This letter responds specifically to the Board Letter's discussion of Appeal Issues 3.a through 3.h, which concern the adequacy of the MND.

As a general matter, the Board Letter responds to the evidence of a potentially significant impact by presenting contrary evidence that favors the MND's conclusions. However, CEQA case law is clear that substantial evidence showing no significant impact is insufficient to avoid EIR preparation where substantial evidence also supports a fair argument that impacts may be significant. (*See e.g. Sundstrom v. County of Mendocino* (1988) 202 Cal. App. 3d 296, 310 and *League for Protection v. City of Oakland* (1997) 52 Cal. App. 4th 896, 904-905 ("If there is substantial evidence of such impact, contrary evidence is not adequate to support a decision to dispense with an EIR.")) CEQA case law also supports Appellant's argument that the evidence we identified constitutes substantial evidence supporting a fair argument of potential impact, as discussed below. Accordingly an EIR must be prepared to comply with CEQA. (*See Id.*).

However, because the Project's potentially significant impacts could be avoided with relatively minor changes to the Project Description, Appellant would be willing to see the issues resolved now by incorporating the following three additions to Project Description:

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1) A limitation on the type of events and gatherings (with exceptions for charitable events and private gatherings of the owner) to those that entail the "Marketing of Wine[1]".

2) A limitation on the amount of on-site parking available for wine tasting traffic

3) A limitation on the overall level of event activity to no more than 600 yearly attendees at events and gatherings

These changes will have the effect of ensuring any event activity is consistent with the Applicant's Williamson Act Contract (addressed separately in a 3/9/16 letter from this office), that Winery visitation for wine tasting does not exceed visitation levels assumed in the MND and overwhelm the site, and that event activity is subordinate to the Wine production and not disproportionate to the number of approved events at other wineries (both on Santa Rosa Road and throughout the County). Each of these changes is reasonable, and necessary to avoid the potential for the Project to significantly impact the environment. Accordingly, we respectfully request that the Board modify the proposed Conditions of approval (Condition 1 – Project Description) to include the above three limitations (further specified below). In the absence of such changes, the substantial evidence supporting a fair argument of potentially significant Project impacts prevents the Board from approving the Project without first preparing an EIR.

A. Substantial Evidence In the Record Supports a Fair Argument of Potentially Significant Impacts

In the memorandum from this office attached to the Field Appeal, we identified the evidence in the record that, pursuant to CEQA, constitutes substantial evidence supporting a fair argument that the Project may result in significant impacts. The Board Letter identifies the eight types of evidence as Appeal Issues #3.a – 3.h, and responds to each. In response to the traffic issues, the Applicant commissioned a second traffic study (Stantec, 2/10/16) which at least purportedly relied on data updated in response to the errors Appellant identified in the appeal, and the MND was revised to incorporate that later study and to correct omissions in the cumulative impact analysis also identified by Appellant. With respect to potential impacts to historic resources, County Staff updated the MND to include necessary clarification. Accordingly, this letter focuses on Appeal Issues #3.a – 3.c, with respect to which the additional information provided since the Planning Commission's approval does not even remotely address the issue, or diminish the significance of Appellants' evidence.

[1] A term of art based on Napa County's Ordinance Code, defined and further explained in a separate submittal from this office to your Board dated March 9, 2016.

Appeal Issue #3.a: The Board Letter mischaracterizes this appeal issue as stating that "one of the County traffic thresholds (cited below under staff responses) cannot be met, based upon testimony provided by the public." (Board Letter, p. 13.) Rather, the Appeal asserts:

> [The record contains] Testimony of area residents familiar with Santa Rosa Road as well as photographic evidence showing that Santa Rosa Road has significant safety hazards including narrow width and lack of shoulders, and documenting existing conflicts between vehicles and the farm equipment, cyclists, and pedestrians (including moms with strollers) on Santa Rosa Road. Testimony of this type constitutes substantial evidence supporting a fair argument that the Project will result in significant traffic impacts, including under County Environmental Threshold C (Project adds traffic to a roadway that has design features (e.g narrow width . . .) or receives use which would be incompatible with substantial increases in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become safety problems with the addition of project or cumulative traffic." (*See Mejia,* 130 Cal. App. 4th at 340-341.)

This testimony is contained in written and oral testimony provided to the Zoning Administrator and Planning Commission. For example, a letter[2] from two retired winemakers and Santa Rosa Road residents since 1999 states as follows:

> Because of the agricultural orientation, there is considerable agricultural traffic (tractors, ATVs, trucks and trailers). Santa Rosa Road is also a major bicycle destination, with many bicyclists on the Road every day. Sometimes, there are hundreds of riders at one time. Both the agricultural, recreational, and resident traffic would be endangered by an increased number of automobiles using the relatively narrow two-lane Road, a situation that would be created if the Wagner project is approved, even in its currently modified form. In our opinion, the estimate of increased traffic by the County planners is well below what would actually occur if the current plans are implemented, especially if events and gatherings are allowed to be concentrated in parts of the year (see below). Endangerment would be heightened by the proposed entry to, and exit from, the winery, which is on a relatively blind curve in the Road.

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[2] Russell Letter to ZA, April 17, 2015, available at: http://www.sbcountyplanning.org/PDF/boards/CntyPC/09-30-2015/15APL-00000-00010/Attachment%20F%20-%204-20-15%20ZA%20Comment%20Letters.pdf

Other residents provided similar testimony orally to the Zoning Administrator and Planning Commission.

At least two CEQA cases specifically determined that statements from area residents citing facts related to road conditions based on personal knowledge constitutes substantial evidence supporting a fair argument of potentially significant traffic impacts. (*Mejia v. City of Los Angeles* (2005) 130 Cal. App. 4th 322, 340-341;*Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal.App.4th 714, 735-736. Contrary evidence presented in the Board Letter "is not adequate to support a decision to dispense with an EIR" (*League for Protection v. City of Oakland* (1997) 52 Cal. App. 4th 896, 904-905). Moreover, the Board Letter inappropriately focuses exclusively on the last sentence of the traffic safety threshold, which merely provides that "[e]xceedence of the roadways designed Circulation Element Capacity may indicate the potential for the occurrence of the above impacts." (Board Letter, p. 14 (emphasis added). Clearly the fact that the Project does not cause Santa Rosa Road to exceed its design capacity does not foreclose the existence of other substantial evidence showing a potentially significant traffic safety impact. (*See Mejia,* 130 Cal.App.4th at 342.)

Additionally, the MND and traffic studies improperly failed to analyze the issue of bicycle safety, and whether introducing additional traffic (including impaired drivers, see Appeal Issue #3.b, below) would significantly impact the safety of bicyclists sharing the roadway. Transpogroup's Peer Review Memorandum (March 10, 2016) ("Transpogroup Memo"), attached hereto as Exhibit A, addresses this issue as follows:

> A quantitative analysis of conflicts between recreational bicycle use on rural roads and motor vehicles are an important topic for the Transportation/Circulation sections of current environmental review documents, particularly when the proposed project has the potential to impact roadways that are known as popular bicycling routes. Santa Rosa Road is a "Class 3 bikeway" – a shared road without bike lanes. While historically, the focus of traffic studies has considered only motor vehicles, bicycling is becoming increasingly popular and common on rural roads. The potential for vehicular and bicycle conflicts is great, particularly in light of AB 1371, which mandates all drivers maintain a three-foot distance from any part of a bicycle or its operator (Vehicle Code 21760). AB 1371 was enacted after a cyclist was hit and killed on a rural Santa Barbara County roadway popular with bicyclists.
>
> Consequently, it is our professional opinion that the project's location on a rural road popular with recreational bicyclists, along with the high levels of bicycle traffic reported by area residents, and the nature and geometry of this roadway indicate that the proposed project may create a potentially significant impact to bicyclist safety that was not addressed in the Stantec report and MND. Furthermore, question F in the Transportation/Traffic section of the Environmental Checklist Questions (CEQA

> Guidelines Appendix G), indicates that the project may have a significant impact if the performance or safety of bicycle or pedestrian facilities is decreased by the project. However, bicyclist safety has not been evaluated in the traffic study or associated environmental review document.
>
> Therefore, the traffic study and associated environmental review document should assess and characterize bicycle use of the roadway, identify the potential for vehicle-bicyclist conflicts, and apply the proposed project's traffic to the use of the roadway to determine whether the project may cause a significant impact.

(Exhibit A, p. 2.) The Transpogroup Memo was prepared by registered professional traffic engineer Meghan Macias and Transportation Planning Manager Dennis Pascua who has specific experience in Traffic Impact Analysis and CEQA. (*See* Exhibit A and Transpogroup Statement of Qualifications (Exhibit B, pp. 7-8)). The above fact-based opinion by these experts constitutes substantial evidence supporting a fair argument that the Project may significantly impact the environment. (*See* CEQA Guidelines § 15384 (b)).

Additionally, the failure to study impacts to bicycle safety has the effect of enlarging the scope of fair argument of impacts in this impact area by "lending a logical plausibility to a wider range of inferences" from the limited evidence in the record. (*Sundstrom,* 202 Cal. App. 3d at 311.) Significantly, a development project adding vehicular traffic to a rural roadway with extensive bicycle use was found to have a significant impact that disallowed use of a Negative Declaration in comparable circumstances. Although the appellate decision is not binding authority, the Court's analysis, reasoning and conclusion support Appellant's contention that an EIR is necessary. (*SOS-Danville Group v. Town of Danville*, 2015 Cal. App. Unpub. LEXIS 6527.)

Appeal Issue #3.b. Appellant has asserted that "[s]tudies from UC San Diego and NHTSA reports establishing that drivers having consumed the equivalent of one wine-tasting flight are "impaired" and 46% more likely to be involved in an accident" constituted substantial evidence supporting a fair argument that the Project may result in a potentially significant impact due to elevated traffic risks from accidents. The Board Letter does not refute the findings of these two studies[3], or the obvious fact that many drivers exiting the Santa Rosa

[3] **UC San Diego Study:** Unsafe at Any Level: Very Low Blood Alcohol Content Associated With Causing Car Crashes (January, 2014) http://ucsdnews.ucsd.edu/pressrelease/unsafe_at_any_level_very_low_blood_alcohol_content_associated_with_causing

Road Winery will have consumed at least one wine-tasting flight. Rather, the Board Letter points to a study conducted in 2012 which found a 3.3% higher collision rate involving alcohol in the Santa Ynez Valley than in the rest of the County. According to the Board Letter, because the higher percentage of collisions involving alcohol occurred after tasting rooms are closed, tasting rooms were not identified as a primary contributing factor to the higher collision rate involving alcohol in the Santa Ynez Valley. (Board Letter, p. 14.)

Again, the existence of contrary evidence does not negate the existence of substantial evidence supporting a fair argument of a potentially significant impact. (*League for Protection v. City of Oakland* (1997) 52 Cal. App. 4th 896, 904-905). Here, the Project will introduce drivers that have consumed wine onto a rural roadway shared with cyclists, pedestrians, and farm equipment. The UC San Diego and NHTSA Studies demonstrate that the amount of wine consumed in a typical wine tasting flight (typically 5 or 6 one-ounce+ tastes of 14% alcohol wine) has a substantial effect on an individual's ability to drive safely, even well below the "legal limit". For example,

- Blood Alcohol Content of only 0.01 percent causes a 46% increase in accident rates
- Breath Alcohol Concentration of 0.05 (one flight of wine tasting) doubles accident rates
- Breath Alcohol Concentration of 0.08 (the legal limit, and two flights of wine tasting) quadruples accident rates

With respect to the UC San Diego study, "The findings are unequivocal, Phillips [the author] said. "We find no safe combination of drinking and driving – no point at which it is harmless to consume alcohol and get behind the wheel of a car." "Phillips and his co-authors find that drivers with BAC 0.01 percent – well below the U.S. legal limit of 0.08 – are 46 percent more likely to be officially and solely blamed by accident investigators than are the sober drivers". The National Highway Transportation Safety Administration Study found that "[b]ased on the adjusted risk, drivers with a BrAC [breath alcohol concentration] of 0.05 are approximately 2 times more likely to crash than drivers at zero BrAC."

These studies constitute substantial evidence supporting a fair argument that the Project – a proposed winery with public wine tasting and special events and gatherings featuring wine – may result in significant traffic safety impacts related to impaired driving. (*See Friends of the Old Trees v. Department of Forestry & Fire Protection* (1997) 52

National Highway Transportation Safety Administration Study: Drug and Alcohol Crash Risk (Feb. 2015); http://www.nhtsa.gov/Driving+Safety/Research+&+Evaluation/Impaired+driving+(alcohol-related)+reports (incorporated herein by reference)

Cal.App.4th 1383, 1397-1398 (determining that letters from the public relying on scholarly material constituted substantial evidence of a significant impact.))

Additionally, Transpogroup identified six alcohol related accidents that occurred within the regular tasting room hours of operation, specifically:

> Of the 11 HBD ["Had Been Drinking"] collisions in the five-year reporting period, over one-half of those collisions (six collisions) occurred during the regular operation times (10:00 a.m. to 5:00 p.m.) of the existing wineries along Santa Rosa Road. Of those six collisions, two resulted in severe injuries (no fatalities) while the remaining four collisions resulted in property damage only.
>
> The reported alcohol-related accidents on Santa Rosa Road, combined with the proposed project's dispensation of alcohol to visitors as its primary purpose for its patrons (i.e., wine tasting and wine-related events), and reported heavy bicycle use of the roadway by area residents, could be considered an incompatible use. Appendix G of the CEQA Guidelines indicates that this could be considered a potentially significant impact. This Santa Barbara County traffic threshold has not been evaluated in the traffic study and associated environmental review document.

(Exhibit A, p. 5.) This fact-based expert opinion adds to the substantial evidence supporting a fair argument that Project traffic may result in significant traffic safety impacts. (*See* CEQA Guidelines § 15384 (b)).

Appeal Issue #3.c. Appellant provided SWITRS data showing the accidents that occurred on Santa Rosa Road, and establishing that the actual collision rate on Santa Rosa Road is above average for the type of road. The Board Letter responds by referencing the Stantec Addendum's collision analysis, showing a below average collision rate. (Board Letter, pp. 7-8, 15.)

Stantec's collision analysis however is inaccurate in two key respects, as discussed at length in the Transpogroup Memo:

> Based on our review of the collision analysis prepared by Stantec, and our reproduction of the collision analysis, we have found two significant discrepancies in the base data that would lead to a different conclusion on the calculated collision rate and expected collision rate on Santa Rosa Road. The two discrepancies are: 1) number of collisions; and, 2) Roadway Rate Group. . . .
>
> . . . based on the additional four collisions described above (two additional collisions from the updated SWITRS query on February 11, 2016, and two additional collisions

> that should have been included in Stantec's analysis), the total number of collisions on Santa Rosa Road in the study area would be 34 collisions.
>
> . . . The average grade of 0.4 percent is consistent with the HCM's definition of Level Terrain (grades below two percent). Therefore, the Roadway Rate Group for the study segment of Santa Rosa Road should be H01, which is consistent with the collision analysis in the traffic analysis for the Winery Ordinance Update.
>
> . . . Based on the updated number of collisions on Santa Rosa Road from 30 collisions to 34 collisions, and with the classification of Santa Rosa Road to Roadway Rate Group H01, the Calculated Collision Rate on Santa Rosa Road would be 1.87 collisions per MVM, and the Expected Collision Rate would be 1.39 collisions per MVM.
>
> . . . With the Calculated Collision Rate of 1.87 collisions per MVM (based on 34 collisions) and the Expected Collision Rate of 1.39 collisions per MVM (based on Roadway Rate Group H01), Santa Rosa Road currently has a higher than expected accident rate. In addition, to the higher than expected accident rate, more than one-half of the HBD collisions occurred during the operating hours of the existing wineries on Santa Rosa Road.
>
> Pursuant to Santa Barbara County traffic thresholds, a significant traffic impact occurs when:
>
> c. Project adds traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic.
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> Because Santa Rosa Road has a higher than expected collision rate, adding wine tasting and event traffic associated with the proposed project to Santa Rosa Road may have the potential to result in a significant impact to traffic safety.

(Exhibit A, pp. 3-4, 5-6.) This fact-based expert opinion that the Project may result in a potentially significant impact adds to the substantial evidence supporting a fair argument that Project traffic may result in significant traffic safety impacts. (*See* CEQA Guidelines § 15384 (b); *Keep Our Mountains Quiet,* 236 Cal.App.4th at 735-736 (concluding that evidence of a heightened accident rate in the area supports a fair argument that Project traffic on event days (including one hour after dark) may have a significant impact on traffic safety.)

Additionally, the type of traffic generated by the Project is largely comprised of drivers who are unfamiliar with the area, which, according to numerous studies, is a significant contributor to collision rates.[4]

Evidence of Conflict with Agricultural Protections: Described in our letter dated March 9, 2016, we identified substantial evidence supporting a fair argument of a conflict between the Winery events the Project allows and the Uniform Rules and Williamson Act, and resulting significant impacts to agriculture and land use pursuant to the County's thresholds of significance (*see* FMND p. 11 ("Will the proposal . . . conflict with agricultural preserve programs?) and p. 33 ("Will the proposal . . . [c]onflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project . . . adopted for the purpose of avoiding or mitigating an environmental effect?"), and grounds for requiring an EIR. (*See Pocket Protectors,* 124 Cal.App.4th at 930.)

Evidence of Conflict with LUDC: The Project Description describes the proposed parking as consisting of "25 permanent parking spaces, and 60 overflow parking spaces for special events." Consistent with this, Appellant requested the inclusion of enforceable language to ensure that wine tasting and event traffic cannot park outside of the designated parking areas, and further that *only* event traffic (and not wine tasting traffic) can utilize the overflow parking area so it does not become a de facto 85-space parking lot for wine tasting. The Board Letter asserts that the LUDC "does not contain standards which place limitations . . . on the use of overflow parking spaces for tasting room visitors." (Board Letter, pp. 4-5.) This statement is not only factually incorrect, it highlights a conflict with the LUDC should the Board approve a project that allows for wine tasting parking in the overflow lot. (*See The Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 930 (holding that conflicts with policies designed in part to protect the environment constitute substantial evidence supporting a fair argument that the Project will have significant land use impacts).) Only the 25 permanent parking

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[4] > A study by the National Highway Traffic Safety Administration lists "unfamiliarity with roadway" as a contributing factor in a very significant number of their case studies.
LINK: http://wwwnrd.nhtsa.dot.gov/Pubs/811059.PDF

> A study by the American Trucking Associations noting factors associated with crashes stated: "Driver unfamiliarity with roadway: 19% of truck drivers, 10% of car drivers "
LINK: http://www.trucking.org/ATA%20Docs/News%20and%20Information/Reports%20Trends%20and%20Statistics/02%2012%2013%20%20FINAL%202013%20CarTruck%20Fault%20Paper.pdf)

> The Travel Health Journal reported that the "…leading cause of death among travelers are road collisions.", and listed unfamiliar roads as the second leading factor.
LINK: https://www.iamat.org/blog/travelandroadsafetyknowyourrisks/

spaces are surfaced and demarked per minimum LUDC requirements (*see* Board Letter, p. 5). LUDC § 35.42.280.5, which governs parking at wineries, specifies that parking areas shall be surfaced and/or marked. Only open field areas for special events are exempt from this requirement (LUDC § 35.42.280.5.e, f). It follows accordingly that because the overflow lot does not meet LUDC requirements that it may *only* be used for overflow parking. In addition, the MND specifies that the overflow parking area is "reserved for Special Event and Organized Gathering parking" (FMND p. 49) so analyzed the Project's impacts in express reliance on tasting parking being confined to the surfaced/marked 25 spaces..

Individually and collectively, the above substantial evidence supports a fair argument that the Project may significantly impact the environment. Pursuant to the body of applicable CEQA case law, Appellant's evidence clearly surpasses CEQA's low threshold for requiring EIR preparation (*see League for Protection,* 52 Cal. App. 4th at 904-905).

B. Appellant Proposal to Avoid Potentially Significant Impacts

In addition to limiting events and gatherings to the "Marketing of Wine" produced on the premises (described in our 3/9/16 letter), the Appellant proposes two additional changes to the Project Description (Condition 1) that would avoid the potentially significant impacts discussed herein. Specifically, Appellant requests that the Board include the following changes:

Limitation on parking: Discussed above, a limitation on parking is necessary to ensure that the overflow parking area is indeed reserved for event parking as the MND provides and as the LUDC requires. Specifically, we propose the following:

> Parking. Proposed parking would consist of a) ~~25~~ 24 permanent parking spaces plus one Limousine/Bus space for use by winery staff, the Tasting Room, and Organized Gatherings – parking for these uses shall be physically restricted (e.g. fencing, hardscaping, landscaping, cables, etc.) to these 24 spaces; and 60 overflow parking spaces to be used solely for special events and at all other times to be physically restricted (e.g. fencing, hardscaping, landscaping, cables, etc.) from use for other winery visitations purposes (e.g. Tasting Room and/or Organized Gatherings). Winery parking (vineyard workers excepted) is prohibited at all other locations on the premises including driveways, farm roads, and open fields and is also prohibited on Santa Rosa Road. ~~One oversized space would be provided at the tasting room building for limousine/bus parking. Additional oversized vehicle access would be available at in the special event overflow parking area located just south of the tasting room building.~~

This parking restriction is additionally warranted to ensure that wine tasting traffic does not grossly exceed the Project's Tasting Room projected traffic generation and to avoid large increases in the temporary population on the site that may compromise agricultural production in a manner inconsistent with the Project site's Williamson Act Contract (see our 3/9/16 letter). If necessary to further reduce traffic trips, signage at the entrance, the Winery's website, and any advertising should make clear that parking availability for wine tasting is limited, and should encourage (or even require) advance reservations.

Reduction in the number of events and/or attendees: A reduction in the number of events and/or the number of event attendees is necessary to reduce the Project's potential traffic safety impacts, and to ensure that events occurring on the Williamson Act contracted property are subordinate to the agricultural use of the property for wine production (*see* our 3/9/16 letter). Additionally, a reduction in allowed number of events and gatherings and/or attendees is necessary to ensure that the Santa Rosa Road Winery is not allowed a disproportionate level of event activity relative to its size, and relative to other wineries in the area. Specifically, based on data received from the County, the following table represents the currently approved events (including gatherings) at Santa Rosa Road Wineries.

Winery	Case prod.	Approved events	Total attendees
Mosby	8,500	None	0
Lafond	24,000	12 @ 50	600
Sanford	80,000	2 @ 250 , 5 @ 100	1,000
Gainey	8,500	10 @ 50	500
Arita Hills	33,000	6 @ 150	900
AVERAGE:	31,000 cases	7 events	600 total attendees
SRR WINERY	9,500 cases	30 events	2,100 total attendees

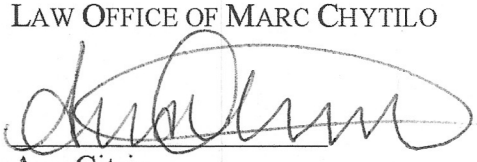
Accordingly, Santa Rosa Road Winery is approximately 1/3 the size of the average Winery on Santa Rosa Road (measured in case production), and has 4 X the number of events, with 3.5 X the number of attendees. It is reasonably foreseeable that should the Board approve this level of event activity at Santa Rosa Road Winery, other small wineries will request authorization to engage in similar levels of event activity. To prevent unfairness, avoid excessive winery event activity and its associated impacts on rural roads in the County, and ensure there are no significant impacts to agriculture, the level of event activity at Santa Rosa Road Winery must be reduced such that the total number of attendees does not exceed the average of 600 attendees for Santa Rosa Road wineries. This reduction can be accomplished by a reduction in the number of events and/or gatherings, and/or a reduction in the allowed attendees at events and/or gatherings.

C. Conclusion

For the reasons stated herein, and in our March 9. 2016 letter, we respectfully request that the Board grant the appeal. To facilitate a speedy resolution to the issues, we are willing to support the approval of the Project provided it includes the modifications specified herein and in our March 9, 2016 letter – namely limiting events and gatherings to the "Marketing of Wine", limiting parking for wine tasting to the permanent improved parking area, and reducing approved events and gatherings to a level commensurate with other wineries in the area.

Sincerely,

LAW OFFICE OF MARC CHYTILO



Ana Citrin
Marc Chytilo
For Appellant Bob Field

Exhibit A: Transpogroup Peer Review of Traffic Study and Addendum, March 10, 2016

Exhibit B: Transpogroup Statement of Qualifications

CC: Nicole Lieu, Planner

EXHIBIT A

transpogroup
WHAT TRANSPORTATION CAN BE.

MEMORANDUM

Date:	March 10, 2016	**TG:**	16093.00
To:	Marc Chytilo, Law Office of Marc Chytilo Ana Citrin, Law Office of Marc Chytilo		
From:	Dennis Pascua Meghan Macias, TE		
cc:			
Subject:	Peer Review of Traffic Study and Addendum for Santa Rosa Road Winery, 7290 Santa Rosa Road, Santa Barbara County		

This memorandum presents the findings of our Peer Review of the *Traffic Analysis for the Sierra Madre Tier II Winery, 7250 Santa Rosa Road, Santa Barbara County* (proposed project), prepared on February 13, 2014 by Penfield & Smith; and, the *Revised Traffic Study Addendum for the Santa Rosa Winery, 7290 Santa Rosa Road, Santa Barbara County*, prepared on February 10, 2016 by Stantec.

Project Description

The project site is located at 7290 Santa Rosa Road, approximately 4½ miles west of U.S. 101. The Alma Rosa Winery operated a tasting room on the property until March 2014. The project, as approved by the Planning Commission includes a 13,960 square feet (SF) Tier II winery with a maximum annual production of 9,500 cases, and a new tasting room. The application includes six events per year with a maximum of 150 guests, which includes all Vintners' Association/industry wide events, and 24 organized gatherings per year with 13 – 50 guests. Access to the site will be provided via a driveway connection to Santa Rosa Road approximately 800 feet east of the existing Alma Rosa Winery driveway.

Peer Review Comments

Based on our review of the traffic studies (noted above) prepared for the proposed project, the following presents our comments and review findings:

Bicycle Traffic Volumes

Per the Stantec report (traffic study), traffic volume data contained in the *Draft Winery Ordinance Update EIR* (May 2015) shows that Santa Rosa Road carries 648 average daily trips (ADT) during weekdays and 512 ADT during weekends. While other sources showed lower traffic volumes, for purposes of the study, Stantec used the existing daily traffic volumes contained in the *Draft Winery Ordinance Update* as a worst case analysis.

However, in addition to the data collection and analysis of vehicular traffic, some level of data collection and/or analysis should have been done for bicycle traffic along Santa Rosa Road, between SR 1 and US 101. Per a typical search on the internet for bicycle rides in Santa Barbara County, rides along the proposed project's study area on Santa Rosa Road are provided on websites such as Bike Santa Barbara County (www.bike-santabarbara.org) and known as "*Sideways* Film Location Ride I"; and, the Santa Barbara Independent (www.independent.com) and known as the "Santa Rosa Road Loop". Copies of the ride descriptions are attached to this memorandum.

The description of the "*Sideways* Film Location Ride I" (in www.bike-santabarbara.org) describes the bicycle ride as: "…*The 18 miles on Santa Rosa Road offer you what many consider the best bike ride in Santa Barbara County*..." And, the description of the "Santa Rosa Road Loop" (in www.independent.com) describes the bicycle ride as: "…*For the first several miles* (west on Santa Rosa Road from US 101) *the road is mostly level and the riding easy. This is great country to share with the kids…"*

Based on that information and our observations of the road on Saturday, February 27, 2016, recreational bicyclists have been observed using the road, and there is potential for the road to carry higher than average volumes of recreational bicycle traffic, especially on the weekends when the proposed project would generate its highest volume of traffic.

A quantitative analysis of conflicts between recreational bicycle use on rural roads and motor vehicles are an important topic for the Transportation/Circulation sections of current environmental review documents, particularly when the proposed project has the potential to impact roadways that are known as popular bicycling routes. Santa Rosa Road is a "Class 3 bikeway" – a shared road without bike lanes. While historically, the focus of traffic studies has considered only motor vehicles, bicycling is becoming increasingly popular and common on rural roads. The potential for vehicular and bicycle conflicts is great, particularly in light of AB 1371, which mandates all drivers maintain a three-foot distance from any part of a bicycle or its operator (Vehicle Code 21760). AB 1371 was enacted after a cyclist was hit and killed on a rural Santa Barbara County roadway popular with bicyclists.

Consequently, it is our professional opinion that the project's location on a rural road popular with recreational bicyclists, along with the high levels of bicycle traffic reported by area residents, and the nature and geometry of this roadway indicate that the proposed project may create a potentially significant impact to bicyclist safety that was not addressed in the Stantec report and MND. Furthermore, question F in the Transportation/Traffic section of the Environmental Checklist Questions (CEQA Guidelines Appendix G), indicates that the project may have a significant impact if the performance or safety of bicycle or pedestrian facilities is

decreased by the project. However, bicyclist safety has not been evaluated in the traffic study or associated environmental review document.

Therefore, the traffic study and associated environmental review document should assess and characterize bicycle use of the roadway, identify the potential for vehicle-bicyclist conflicts, and apply the proposed project's traffic to the use of the roadway to determine whether the project may cause a significant impact.

Collision Analysis

Per the traffic study, the collision rate for Santa Rosa Road was calculated to be 1.65 collisions per million vehicle miles traveled (MVM). This is slightly lower than the expected collision rate of 1.71 collisions per MVM contained in the *Highway Safety Improvement Program (HSIP) Guidelines* (Chapter 5) for the roadway type assumed. This conclusion is based on 30 collisions, counted by Stantec, on Santa Rosa Road that occurred over the most recent five-year period; and, the assumption that Santa Rosa Road was classified in Rate Group "H03" which is a conventional highway of two lanes or less, with rolling terrain, and speeds of 55 miles per hour (MPH) or less.

Based on our review of the collision analysis prepared by Stantec, and our reproduction of the collision analysis, we have found two significant discrepancies in the base data that would lead to a different conclusion on the calculated collision rate and expected collision rate on Santa Rosa Road. The two discrepancies are: 1) number of collisions; and, 2) Roadway Rate Group. A discussion of these discrepancies is provided below.

Number of Collisions

Attached to this memorandum is an updated set of Statewide Integrated Traffic Records System (SWITRS) five-year accident data from the California Highway Patrol (CHP) that was run queried on February 11, 2016. The five-year period of SWITRS data analyzed in the traffic study was queried on November 1, 2015. Per the SWITRS data queried on February 11, 2016, additional collisions were found that should be included in the collision analysis. Two more collisions on Santa Rosa Road were reported that were not included in Stantec's SWITRS data: 1) collision on January 26, 2014 at 14:46 hours; and, 2) collision on August 19, 2014 at 12:10 hours. Per SWITRS, these collisions were processed on December 28, 2015 and January 15, 2016, after Stantec's query on November 1, 2015.

Furthermore, the data in Stantec's set of SWITRS data should have included the following two additional collisions bringing their total number of collisions on Santa Rosa Road to 32 collisions (they reported and analyzed 30 collisions): 1) collision on April 16, 2011 at 13:24 hours; and, 2) collision on October 23, 2014 at 11:45 hours. While these collisions occurred less than 100 feet away from the intersection of Avenue of the Flags/Santa Rosa Road (at US 101), the vehicles'

direction of travel and types of collisions suggest that those factors were not influenced by the intersection's operations.

Therefore, based on the additional four collisions described above (two additional collisions from the updated SWITRS query on February 11, 2016, and two additional collisions that should have been included in Stantec's analysis), the total number of collisions on Santa Rosa Road in the study area would be 34 collisions.

Roadway Rate Group

The traffic study analyzed the 16.4 mile segment of Santa Rosa Road as Roadway Rate Group H03 (rolling terrain, <55 miles per hour-MPH, per Chapter 5 of the *Highway Safety Improvement Program 2014* – Table 5.3). However, per the collision analyses conducted in the *Traffic Analysis for the Santa Barbara Winery Ordinance Update* (May 22, 2015, Linscott Law & Greenspan Engineers), the same segment of Santa Rosa Road was classified/analyzed as H01 (flat, <55 MPH).

The *Highway Capacity Manual* (HCM2010) defines flat, or level, terrain as: "…*Level terrain is any combination of grades and horizontal or vertical alignment that permits heavy vehicles to maintain the same speed as passenger cars. This type of terrain includes short grades of no more than 2 percent*…" Based on the bicycle route data provided in www.mapmyride.com (http://www.mapmyride.com/us/santa-ynez-ca/santa-rosa-road-from-santa-ynez-route-37313070), the calculated average grade of Santa Rosa Road between US 101 and SR 1 indicates an average grade of 0.4 percent over approximately 16 miles. The grade calculation is attached. The average grade of 0.4 percent is consistent with the HCM's definition of Level Terrain (grades below two percent). Therefore, the Roadway Rate Group for the study segment of Santa Rosa Road should be H01, which is consistent with the collision analysis in the traffic analysis for the Winery Ordinance Update.

Impaired Driving Collisions

Based on review of the current SWITRS data (attached), in the five-year 2010 – 2014 reporting period, there were a total of 11 alcohol-related collisions on Santa Rosa Road. In SWITRS, alcohol-related collisions are noted as "Had Been Drinking (HBD)". The definitions of "Had Been Drinking (HBD)" in SWITRS are as follows:

HBD-Impairment Unknown: Had Been Drinking but it is impossible to determine the extent of impairment. For example, the involved party was unconscious when removed from the collision scene, or was fatally injured in the collision.

HBD-Under Influence: The investigating officer has determined that the involved party HBD and was under the influence. NOTE: In California, presumptive

evidence indicates that a party is under the influence when their blood alcohol level is 0.08 percent or greater. However, someone with a blood alcohol level less than 0.08 percent can also be determined under the influence by the reporting officer. Prior to 1990, the alcohol level necessary for presumed under the influence was 0.10 percent or greater

Of the 11 HBD collisions in the five-year reporting period, over one-half of those collisions (six collisions) occurred during the regular operation times (10:00 a.m. to 5:00 p.m.) of the existing wineries along Santa Rosa Road. Of those six collisions, two resulted in severe injuries (no fatalities) while the remaining four collisions resulted in property damage only.

The reported alcohol-related accidents on Santa Rosa Road, combined with the proposed project's dispensation of alcohol to visitors as its primary purpose for its patrons (i.e., wine tasting and wine-related events), and reported heavy bicycle use of the roadway by area residents, could be considered an incompatible use. Appendix G of the CEQA Guidelines indicates that this could be considered a potentially significant impact. This Santa Barbara County traffic threshold has not been evaluated in the traffic study and associated environmental review document.

Revised Collision Rate

Based on the updated number of collisions on Santa Rosa Road from 30 collisions to 34 collisions, and with the classification of Santa Rosa Road to Roadway Rate Group H01, the Calculated Collision Rate on Santa Rosa Road would be 1.87 collisions per MVM, and the Expected Collision Rate would be 1.39 collisions per MVM. Table 1 presents the results of the updated collision analysis.

Table 1. Collision Rate Calculation

Roadway	Length (L)	Collisions (N)[1]	ADT (A)[2]	Time (T)[3]	Calculated Collision Rate (R)[4]	Expected Collision Rate[5]
Santa Rosa Road	16.4	34	609	1825	1.87	1.39

[1] Collisions revised to 34 after a review of the Stantec data and availability of more current SWITRS da

[2] ADT from Stantec report

[3] Analysis period in days

[4] Collision Rate calculated as R = (N * 1000000)/(A*T*L)

[5] Expected Collsion rate based on H01 Highway Type. Calcualted as 0.82 + (0.3500/(A/1000))

With the Calculated Collision Rate of 1.87 collisions per MVM (based on 34 collisions) and the Expected Collision Rate of 1.39 collisions per MVM (based on Roadway Rate Group H01), Santa Rosa Road currently has a higher than expected accident rate. In addition, to the higher than expected accident rate, more than one-half of the HBD collisions occurred during the operating hours of the existing wineries on Santa Rosa Road.

Pursuant to Santa Barbara County traffic thresholds, a significant traffic impact occurs when:

c. Project adds traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic.

Because Santa Rosa Road has a higher than expected collision rate, adding wine tasting and event traffic associated with the proposed project to Santa Rosa Road may have the potential to result in a significant impact to traffic safety.

Conclusion

The traffic study and associated environmental review document needs to include a discussion and some level of analysis of recreational bicycle traffic on Santa Rosa Road. It appears that the segment of Santa Rosa Road, between SR 1 and US 101, is a desirable recreational bicycle route, and has heavy bicycle traffic as reported by area residents. Therefore, bicycle traffic on Santa Rosa Road should have been acknowledged, and discussed or analyzed, to determine whether the introduction of additional traffic from the proposed project would impact their use of the roadway.

Based on the updated number of collisions on Santa Rosa Road (34 collisions in five-year period), and with the classification of Santa Rosa Road to Roadway Rate Group H01, the Calculated Collision Rate on Santa Rosa Road would be 1.87 collisions per MVM, and the Expected Collision Rate would be 1.39 collisions per MVM. This shows that Santa Rosa Road currently has a higher than expected accident rate. In addition, to the higher than expected accident rate, more than one-half of the HBD collisions occurred during the operating hours of the existing wineries on Santa Rosa Road.

The proposed project should be required to provide, or contribute their fair-share of, roadway improvements needed to reduce the Calculated Collision Rate to be at the same level as, or below, the Expected Collision Rate of 1.39 collisions per MVM. These improvements may include, but not be limited to, roadway signage, illumination, barriers, etc. Absent that, it is our professional opinion that the proposed project may result in potentially significant traffic safety impacts.

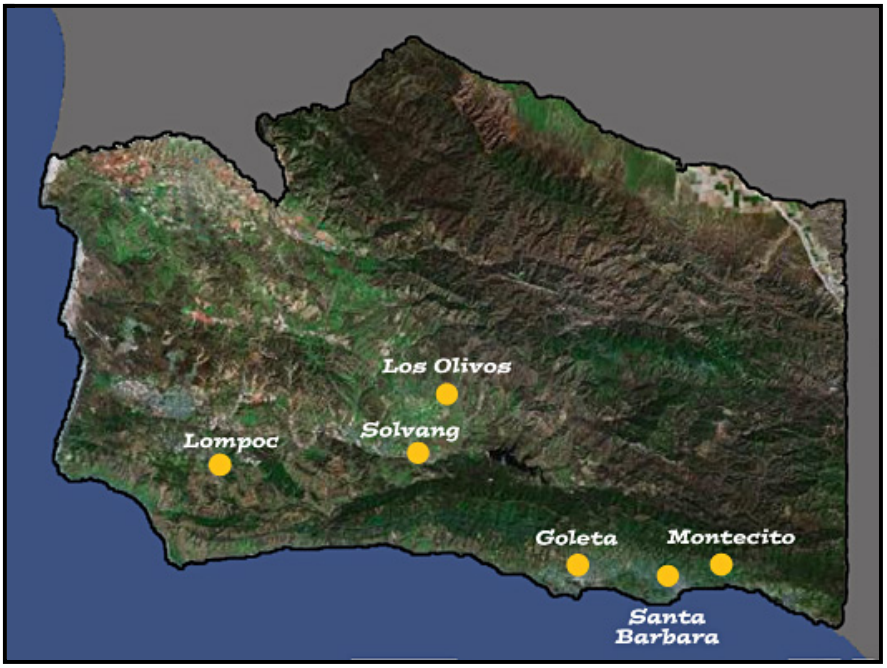
Attachments: Santa Rosa Road bicycle route descriptions
Updated SWITRS data queried on February 11, 2016
Santa Rosa Road grade calculations

Rides
Do-it-yourself rides

Bike Santa Barbara County has what you need for great bicycling adventures.

We've put together eight rides that you can print out and follow any time, or use Ride with GPS. Two take you to locations of *Sideways* that was filmed in the Solvang area. One is in Goleta, three in Montecito, and two around Santa Barbara.

All the rides assume that you are comfortable riding with traffic. They are not for beginners or young children on their own bikes. Most of the travel is on quiet streets and roads, on streets with bikelanes, or on bikepaths separate from traffic. Obey traffic laws and exercise common sense and caution when bicycling.



Santa Barbara Bicycle Ride. 10.8 miles long. This ride takes you through the heart of Downtown Santa Barbara. It passes the magnificent County Courthouse, city parks, and the old Santa Barbara Mission. You'll ride in bikelanes most of the way, and cross Highway 101 on a bike bridge. The ride ends with a three-mile downhill ride with sweeping views of the mountains, ocean and harbor. Route Sheets: **Download PDF** or **Ride with GPS .**

On the left: the old Santa Barbara Mission, still an active Catholic church.

Mountain Drive Bicycle Ride. 15.9 miles long. Not for flatlanders, this ride takes you up 800 feet above Santa Barbara for spectacular views from winding Mountain Drive. Watch for the very special mailbox at 1550 Mountain Drive. Descent passes

through upscale Montecito with gated estates, historic hotels, and dining opportunities. You return to the start past Santa Barbara Cemetery, the Bird Refuge, and East Beach. Route Sheets: **Download PDF** or **Ride with GPS**:

On the left: way above the city and ocean, the views are spectacular. On clear days you can see the Channel Islands 25 miles off shore.

Goleta Bicycle Ride. 21.2 miles long. This fairly flat ride starts at Goleta Beach County Park, east of the University of California Santa Barbara (UCSB). You'll pass through the University, quiet residential areas, lemon and avocado orchards, La Cumbre shopping center, and return to your starting point by riding for miles on the Obern Trail bikepath. Route Sheets: **Download PDF** or **Ride with GPS**

On the left: the Goleta tour leads you through the University of California Santa Barbara campus where over half the undergrads use bikes to travel each school day.

Santa Barbara Streets & Paths Bicycle Ride. 22.4 miles long. This ride takes you through Downtown Santa Barbara, passing historical buildings. You will ride on different bike-laned streets and enjoy several mles of bikepath. You'll ride through the exclusive Hope Ranch area. Be sure to pull off for the commanding view of the Ocean and Channel Islands from 200 feet above the surf just outside Hope Ranch. Watch speed on downhills. End the ride with a swooping downhill on Shoreline Drive back to the Dolphin Fountain. **Download PDF** or **Ride with GPS:**

On the left: the Natural Cafe is just one of dozens of outdoor dining locations along State Street. Park your bike in view and watch the passing parade of people.

Summerland Ride. 11.8 miles long. This ride starts at the bottom of Stearns Wharf in Santa Barbara, travels along the beach, into Montecito, over a new bikepath above Highway 101, and ends up in Summerland before returning through a different part of affluent Montecito. Summerland is a quiet beachside town with antique shops, inns, restaurants, and a spooky history. **Download PDF** or **Ride with GPS**:

On the left: this is a section of Channel Drive descending from a bikepath on bluffs overlooking the Pacific, and about to pass the world-class Biltmore Santa Barbara hotel.

Montecito Village Ride. 9.6 miles long. This ride starts at the bottom of Stearns Wharf in Santa Barbara, travels along the beach, then climbs up to Montecito Village, one of Montecito's two shopping areas. On the way, you will pass Casa del Herrera, an historic 1925 estate that is preserved by a nonprofit with its original structure, gardens and furnishings. It is worthwhile taking their tour, however you have to reserve ahead. In Montecito, you'll pass many upscale homes, and your choice of restaurants in the Village. **Download PDF** or **Ride with GPS**:

On the left: this is the Casa del Herrera, meaning "House of the Metalworker," named after the hobby of the original owner, George Steedman. It is a superb example of Spanish Colonial Revival architecture, and is listed on the National Register of Historic Places.

***Sideways* Film Location Ride I**. 50.0 miles long. This ride starts and ends in central Solvang. You will travel west along Highway 246 to Lompoc, then return along Santa Rosa Road. The 18 miles on Santa Rosa Road offer you what many consider the best bike ride in Santa Barbara County. You will pass three restaurants, a bar, golf course, motel, winery and of course Ostrich Land—all film locations. **Download PDF here**.

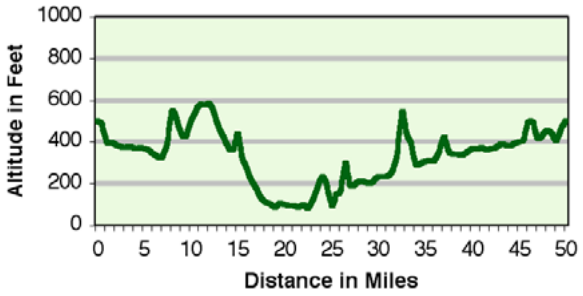
On the left: this is one of several vineyards along Santa Rosa Road, in this early spring photo the vines are still dormant.

***Sideways* Film Location Ride II**. 52.3 miles long. This ride starts and ends in central Solvang. You will travel north through quiet Los Olivos, then through the Foxen Canyon Wine Country. There are four wineries along the way, plus the Los Olivos Cafe, all film locations. This is not an easy ride because of the climbing—look carefully at the altitude graph on the ride sheet. Be sure to compliment Firestone Winery for supplying a bike rack for visitors. **Download PDF here**.

On the left: this is a view from Foxen Canyon Road overlooking ranchland, native oaks, and farmed fields.

About this website **Email us.**

Sideways Bicycle Ride via Lompoc



1. Lompoc Farmers' Market
2. Ocean Lanes Bowling
3. Sanford Winery
4. Days Inn Motel
5. AJ Spurs Restaurant.
6. Hitching Post II Restaurant
7. Ostrich Land
8. Solvang Restaurant
9. Alisal Golf Course

Highlights of the Ride

1. **Lompoc Farmers' Market.** Miles and Maya walk through the market.

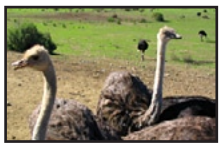
2. **Ocean Lanes Bowling.** Miles begrudgingly joins Jack at the bowling alley with Stephanie, her daughter and talkative mother.

3. **Sanford Winery.** Miles teaches Jack the basics of wine tasting. Chris Burroughs starts them off with the Vin Gris in which Miles smells citrus, strawberry, the faintest soupçon of asparagus and just a flutter of a nutty edam cheese.

4. **Days Inn Motel.** The motel Miles and Jack stay in while in Buellton.

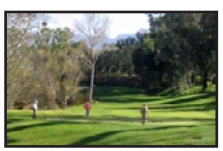
5. **AJ Spurs Restaurant.** Miles and Jack meet a waitress named Cami whom Jack later gets tangeld up with.

6. **Hitching Post II Restaurant.** Miles and Jack share a bottle of Highliner at the bar. While having dinner, they talk to Maya who waits tables there. Later, Miles returns on his own.



7. **Ostrich Land.** Ostriches seen while Miles, Jack, Maya and Stephanie drive to the picnic. Later Jack gets acquainted with them on his run from Buellton to Solvang.

8. **Solvang Restaurant.** As they sit down for breakfast, Jack grumpily insists that Miles' gloominess not thwart his attempts to get lucky before the wedding.



9. **Alisal Golf Course.** While golfing, Miles and Jack frighten the impatient foursome chipping into them.

Route Sheet

At Mile Distance	*Bicycle Direction*	*Name of Street or Path*	*Distance on Street*
	START	Highway 246 & Alisal Road	
0.0	west	Highway 246	21.1
21.1	L	I Street	0.1
21.2	**#1**	**LOMPOC FARMERS' MARKET**	
21.2	turn around	I Street	0.1
21.3	R	Ocean Avenue	1.0
22.3	R	parking lot	0.1
22.4	**#2**	**OCEAN LANES BOWLING**	
22.4	turn around	parking lot	0.1
22.5	R	Ocean Avenue	0.3
22.8	R	Highway 1	1.5
24.3	L	Santa Rosa Road	11.8
36.1	R	Sanford entrance road	0.5
36.6	**#3**	**SANFORD WINERY**	
36.6	turn around	Sanford entrance road	0.4
37.0	R	Santa Rosa Road	5.0
42.0	S	becomes Avenue of the Flags	0.7
42.7	R	Highway 246	0.1
42.8	R	Days Inn entry drive	0.1
42.9	**#4**	**DAYS INN & SPORTS BAR**	
42.9	turn around	Days Inn entry drive	0.1
43.0	R	Highway 246	0.4
43.4	**#5**	**AJ SPURS RESTAURANT**	
43.4	S	*continue on* Highway 246	0.1
43.5	**#6**	**HITCHING POST II RESTAURANT**	
43.5	S	*continue on* Highway 246	0.3
43.8	**#7**	**OSTRICH LAND**	
43.8	S	*continue on* Highway 246	2.3
46.1	R	Atterdag Road	0.1
46.2	L	Copenhagen Drive	0.1
46.3	**#8**	**SOLVANG RESTAURANT**	
46.3	S	*continue on* Copenhagen Drive	0.1
46.4	R	Alisal Road	1.7
48.1	**#9**	**ALISAL GOLF COURSE entry**	0.1
48.2	R	Alisal Road	1.8
50.0	**END**	Highway 246 & Alisal Road	

R=Right L=Left S=Straight

This ride was created for your bicycling pleasure by Bike Santa Barbara County, an organization that is pursuing better bicycling experiences for everybody. Definitely obey all traffic laws and exercise everyday common sense and caution when bicycling on this route.

www.bike-santabarbara.org

Sideways Bicycle Ride via Lompoc

50.0 miles

Perhaps the best bike ride in the county, Santa Rosa Road features several vineyards along its quiet winding way.

This bicycle adventure takes you west from Solvang to locations used in the 2004 Fox Searchlight film *Sideways*.

Santa Rosa Road Loop

Follow the Santa Ynez River as you ride.

Sunday, December 24, 2006

By Ray Ford (Contact)

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THE BASICS
Distance-17 miles out to county park and back from Buellton; 26.6 miles from Solvang via Ballard Canyon; 34.7 miles for the entire loop beginning and ending in Buellton.
Difficulty- Moderate for out and back ride; strenuous for the entire loop; no one part of the loop is difficult but it is a long ride.
Elevation Gain- Moderate gains over rolling hills with a number of 200' to 300' climbs no major uphills.

HIGHLIGHTS
Santa Rosa Road provides an extended ride of a different type, with much of the ride following a more remote section of the Santa Ynez River Valley. The hillsides are steep and open, with walnut orchards, organic farms and wineries along the way. Santa Rosa County Park provides a great lunch stop. A stop at the Sanford Winery is a must.

THE RIDE
Santa Rosa Road provides a very pleasant short out and back ride to Santa Rosa County Park or a very good a middle distance ride for those who are training for longer distances. The loop circles the Santa Rita Hills and provides an excellent introduction to lower end of the valley, especially along the Santa Ynez River. This is very picturesque country.

If you only have a few hours and want to sample the river road, begin in Buellton. There are a number of places you can park near the intersection of Highway 101 and 246. You can extend this distance by starting from Solvang and curving around through Ballard Canyon. This is a beautiful road and a much nicer place to be riding than along Highway 246. For this route, take Atterdag at the second traffic light and follow it north and continue on Chalk Hills to Ballard Canyon. Turn left on Ballard Canyon, climb the short hill and then coast on down it until you reach Highway 246. It is 3.5 miles of ups and downs on these and just a bit more than a half-mile on 246 to the freeway overpass.

Look for Santa Rosa Road at the first stop sign beyond the freeway, right near Pea Soup Andersons. Turn left (south) on it and within just a few hundred yards you will be back out in the country. For the first .8 miles Santa Rosa parallels the freeway as it crosses the Santa Ynez River and continues past a number of farms, then turns abruptly to the west and follows the river valley downstream. The flood plain has provided the farms with rich topsoil, making this a grower's paradise.

For the first several miles the road is mostly level and the riding easy. This is great country to share with the kids. About half way to the county park you'll spot the Sanford Winery on the left. Beyond this the road begins to climb over several hills and at the end of one of them the turnoff to the county park provides a good place to have lunch if you are planning on heading back the way you've come.

To continue on the loop, it is another 8.8 miles from the park to Highway 1 and 1.5 miles of easy downhill into the Lompoc Valley. When you reach the stop sign, turn right and continue 2 miles to Highway 246, curve right again and continue on this for 13.5 miles back into Buellton. With luck, you will have the wind at your back all the way.

More like this story

- Los Olivos Metric
- Ballard Canyon Loop
- Tour of the Valleys
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- Happy Canyon/Ballard Loop

Be succinct, constructive, and relevant to the story. Leaving a comment means you agree to our Discussion Guidelines. We like civilized discourse. We don't like spam, lying, profanity, harassment or personal attacks.

From Client

Report run on: 2/11/2016
Total Count: 42

#160212 2010 - 2014 COLLISIONS OCCURRED ON THE ENTIRE LENGTH OF SANTA ROSA RD, SANTA BARBARA COUNTY

Case Listing

1

Primary Rd SANTA ROSA RD Distance (ft) 25344 Direction W Secondary Rd RT 101 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 12826 Collision Date 20100330 Time 0755 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20110223
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	79	F	W	HNBD		RAN OFF RD	E	A	0100	CADIL	2007	-	3	F	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

2

Primary Rd SANTA ROSA RD Distance (ft) 61776 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 16058 Collision Date 20100516 Time 1520 Day SUN
Primary Collision Factor IMPROP PASS Violation 21750 Collision Type BROADSIDE Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20110516
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	76	M	W	HNBD		PASSING	W	C	0200	HONDA	2009	-	3	N	- P W
2	DRVR	50	M	W	HNBD		LFT TURN	W	A	0700	FORD	2003	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SEVERE	76	M	1	P W	1
PASS		41	M	3	M G	0
PASS		52	M	4	P G	0
PASS		46	F	6	P G	0

3

Primary Rd SANTA ROSA AV Distance (ft) 41712 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 016058 Collision Date 20100703 Time 1815 Day SAT
Primary Collision Factor R-O-W AUTO Violation 21804A Collision Type REAR END Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20110929
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 CONS ZONE Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	998			HBD-UNK		LFT TURN	-	-	-00	-		-	3	N	- - -
2	DRVR	31	F	A	HNBD		RGT TURN	W	A	0100	TOYOT	2006	-	3	N	- N G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

4

Primary Rd SANTA ROSA RD Distance (ft) 21120 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 015973 Collision Date 20100717 Time 0800 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20110712
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	27	M	H	HNBD		UNS TURN	E	A	0100	HONDA	1990	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

5

Primary Rd SANTA ROSA RD Distance (ft) 2270 Direction W Secondary Rd RT 101 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 016999 Collision Date 20100925 Time 1545 Day SAT
Primary Collision Factor R-O-W AUTO Violation 21801A Collision Type BROADSIDE Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20110921
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	40	F	W	HNBD		U-TURN	E	A	0100	TOYOT	2008	-	3	N	- M G
2	DRVR	59	M	W	HNBD		PROC ST	E	A	0800	DODGE	2002	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS		37	F	3	M G	0
PASS		67	F	3	M G	0

6

Primary Rd SANTA ROSA RD Distance (ft) 21120 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 0169888 Collision Date 20101108 Time 0818 Day MON
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20120305
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	19	M	H	HNBD		PROC ST	E	A	0700	HONDA	1998	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

#160212 2010 - 2014 COLLISIONS OCCURRED ON THE ENTIRE LENGTH OF SANTA ROSA RD, SANTA BARBARA COUNTY

Primary Rd SANTA ROSA RD Distance (ft) 11088 Direction W Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 013041 Collision Date 20110203 Time 0640 Day THU
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20120625
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO													VICTIM INFO						
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	49	F	W	HNBD		RAN OFF RD	E	A	0100	TOYOT	2009	-	3	N - M G							

Primary Rd SANTA ROSA RD Distance (ft) 528 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 015281 Collision Date 20110309 Time 1625 Day WED
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20120802
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO													VICTIM INFO						
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	33	M	H	HBD-UI		PROC ST	E	A	0100	PONTI	1985	-	3	A 22107 - M B							

Primary Rd SANTA ROSA RD Distance (ft) 10560 Direction W Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 17378 Collision Date 20110312 Time 0915 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? N Process Date 20120501
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO													VICTIM INFO						
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	BICY	76	M	W	HNBD		PROC ST	W	L	0400	-	-	3	N	- - -	BICY	OTH VIS	76	M	1	M W	1

Primary Rd SANTA ROSA RD Distance (ft) 53 Direction W Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 16988 Collision Date 20110416 Time 1324 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20120919
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO													VICTIM INFO						
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	49	M	W	HNBD		RAN OFF RD	E	C	0200	YAMAH	2009	-	3	N - P A	DRVR	SEVERE	49	M	1	P W	1

Primary Rd SANTA ROSA RD Distance (ft) 528 Direction W Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 017378 Collision Date 20110416 Time 1555 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20120918
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO													VICTIM INFO						
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	49	M	W	IMP UNK	IMP UNK	PROC ST	E	A	0100	KIA	2007	-	3	N - L G							

Primary Rd SANTA ROSA RD Distance (ft) 43296 Direction W Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 17910 Collision Date 20110522 Time 2330 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20121003
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO													VICTIM INFO						
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	25	M	H	HNBD		RAN OFF RD	E	A	0100	HONDA	2010	-	3	N - L G							

Primary Rd SANTA ROSA RD Distance (ft) 33792 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 017378 Collision Date 20110709 Time 2225 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20130214
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO													VICTIM INFO						
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	29	M	H	IMP UNK	IMP UNK	UNS TURN	W	D	2200	CHEVR	2007	-	3	N - L G							

#160212 2010 - 2014 COLLISIONS OCCURRED ON THE ENTIRE LENGTH OF SANTA ROSA RD, SANTA BARBARA COUNTY

Primary Rd SANTA ROSA RD Distance (ft) 14256 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 017378 Collision Date 20110716 Time 0450 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20130304
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

14 14

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	54	M	H	HNBD		RAN OFF RD	E	D	2200		FORD	1998	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA LN Distance (ft) 300 Direction N Secondary Rd SAN LEANDRO LN NCIC 9760 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City SANTA BARBARA County SANTA BARBARA Population 5 Rpt Dist Beat 014 Type 1 CalTrans Dist Badge 18491 Collision Date 20110828 Time 0030 Day SUN
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20130306
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Veh Involved With PKD MV Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	PRKD	998					PARKED	S	A	0100		INFIN	1999	-	3	N	- - -
2F	DRVR	998		IMP UNK	IMP UNK		PROC ST	S	-	9900		-		-	-	N	- - -

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA RD Distance (ft) 33264 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 016988 Collision Date 20111028 Time 1604 Day FRI
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20121226
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

15 15

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	75	F	W	HBD-UI		RAN OFF RD	E	A	0800		CHEVR	2003	-	3	A	22107 - L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SEVERE	75	F	1	L G	0

Primary Rd SANTA ROSA RD Distance (ft) 22704 Direction Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 016058 Collision Date 20120303 Time 2120 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20130912
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

16 16

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	M	W	HNBD		UNS TURN	E	D	2200		FORD	2004	-	3	N	- M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA RD Distance (ft) 35904 Direction W Secondary Rd AVE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 17378 Collision Date 20120428 Time 1044 Day SAT
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20131018
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

17 17

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	36	M	H	HBD-UI		UNS TURN	W	D	2200		MAZDA	1991	-	1	A	22107 F M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA RD Distance (ft) 1056 Direction W Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 12436 Collision Date 20120509 Time 1625 Day WED
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type BROADSIDE Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20131211
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

18 18

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW	Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	19	M	H		DRUG	PROC ST	W	A	0100		ACURA	1996	-	3	A	22350 - M G
2	PRKD	998						E	A	0700		JEEP	1997	-	-	-	- - -

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS		20	M	3	M G	0
PASS		1	F	3	M P	0
PASS		4	M	3	M P	0
PASS		6	F	2	M P	0

Primary Rd SANTA ROSA RD Distance (ft) 528 Direction W Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 012436 Collision Date 20120628 Time 2040 Day THU
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20140122
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

19 19

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	26	F	H	HBD-UI		PROC ST	W	A	0100	FORD	2010	- 3	A 22350	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
PASS		25	M	3	M G	0

X 1

Primary Rd SANTA ROSA LN Distance (ft) 1320 Direction N Secondary Rd SINALOA DR NCIC 9760 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 001 Type 3 CalTrans Dist Badge 017374 Collision Date 20120704 Time 0902 Day WED
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20140130
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	68	F	W	HBD-UI		RAN OFF RD	S	A	0100	DODGE	2011	- 3	A 22107	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA RD Distance (ft) 1584 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 017378 Collision Date 20120723 Time 1615 Day MON
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type OVERTURNED Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20131021
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

20 20

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	28	M	H	HBD-UI		UNS TURN	E	A	0100	HYUND	2001	- 3	A 22107	-	M B

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SEVERE	28	M	1	M B	0

X

Primary Rd SANTA ROSA LN Distance (ft) 1056 Direction N Secondary Rd SINALOA DR NCIC 9760 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 001 Type 3 CalTrans Dist Badge 12518 Collision Date 20121130 Time 2220 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20131231
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	M	H	HNBD		RAN OFF RD	S	A	0100	HONDA	1995	- 3	N	-	L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	OTH VIS	21	M	1	L G	0

Primary Rd SANTA ROSA RD Distance (ft) 43824 Direction W Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 017910 Collision Date 20130103 Time 1006 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type OVERTURNED Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20140610
Weather1 CLEAR Weather2 Rdwy Surface SNOWY OR ICY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

21 21

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	35	F	A	HNBD		PROC ST	W	A	0100	MAZDA	2000	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA RD Distance (ft) 3168 Direction W Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 15281 Collision Date 20130312 Time 2140 Day TUE
Primary Collision Factor NOT DRIVER Violation Collision Type OTHER Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20140205
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With ANIMAL Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

22 22

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1	DRVR	46	F	W	HNBD		PROC ST	W	A	0700	LEXUS	2007	- 3	N	-	L G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	COMP PN	46	F	1	L G	0

Primary Rd AVENUE OF FLAGS Distance (ft) I Direction Secondary Rd SANTA ROSA RD NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 17884 Collision Date 20130330 Time 1330 Day SAT
Primary Collision Factor STOP SGN|SIG Violation 22450A Collision Type BROADSIDE Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20140212
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

7 39 23 N

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	16	F	H	HNBD		PROC ST	N	A	0800	DODGE	1996	- 3	N	-	M G
2	DRVR	23	M	W	HNBD		LFT TURN	S	G	2631	CHEVR	2012	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	COMP PN	16	F	1	M G	0

Primary Rd SANTA ROSA RD Distance (ft) 150 Direction S Secondary Rd AVENUE OF THE FL NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 15973 Collision Date 20130411 Time 1150 Day THU
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20140809
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

23 24

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	26	F	H	HBD-UI		PROC ST	N	D	2200	TOYOT	2000	- 3	A 22350	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA RD Distance (ft) 10 Direction Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 15281 Collision Date 20130522 Time 1310 Day WED
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type OTHER Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20140904
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

24 25

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	39	M	H	HNBD		BACKING	W	G	2531	INTER	2000	- 3	N	-	P G
2	DRVR	54	F	W	HNBD		STOPPED	W	A	0100	KIA	2013	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA RD Distance (ft) 15 Direction S Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 17967 Collision Date 20130526 Time 1900 Day SUN
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type REAR END Severity INJURY # Killed 0 # Injured 2 Tow Away? Y Process Date 20140225
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With MV ON OTHER RD Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

25 26

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	28	F	H	HBD-UI		PROC ST	N	A	0100	HONDA	2001	- 1	A 22350	F	L G
2	DRVR	27	M	W	HNBD		STOPPED	N	D	2200	FORD	2001	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	OTH VIS	28	F	1	L G	0
DRVR	COMP PN	38	F	3	M G	0

Primary Rd SANTA ROSA RD Distance (ft) 39600 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City LOMPOC County SANTA BARBARA Population 4 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 017378 Collision Date 20130618 Time 1802 Day TUE
Primary Collision Factor WRONG SIDE Violation 21650 Collision Type HEAD-ON Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20140915
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

26 27

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	62	F	W	HNBD		PROC ST	E	A	0700	CADIL	2000	- 3	N	-	M G
2	DRVR	62	F	W	HNBD		PROC ST	W	A	0100	SAAB	1988	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA RD Distance (ft) 21120 Direction W Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 018514 Collision Date 20130702 Time 0130 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20141001
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

27 28

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	M	W	HNBD		RAN OFF RD	E	A	0100	VOLVO	1999	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA RD Distance (ft) 2112 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 013041 Collision Date 20130711 Time 2500 Day THU
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity FATAL # Killed 1 # Injured 0 Tow Away? Y Process Date 20150115
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

28 29

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	F	H	HBD-UI	DRUG	RAN OFF RD	W	A	0100	VOLKS	2003	- 3	N	-	M H

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	KILLED	27	M	1	M H	2

#160212 2010 - 2014 COLLISIONS OCCURRED ON THE ENTIRE LENGTH OF SANTA ROSA RD, SANTA BARBARA COUNTY

Primary Rd SANTA ROSA RD Distance (ft) 7920 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 015973 Collision Date 20130917 Time 0722 Day TUE
Primary Collision Factor NOT DRIVER Violation Collision Type OTHER Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20141028
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 1
Hit and Run Motor Veh Involved With ANIMAL Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

29 30

PARTY INFO / VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1	DRVR	51	F	W	HNBD		PROC ST	W	H	1300	FORD	1998	-	2	N	-			M	G		

Primary Rd SANTA ROSA RD Distance (ft) 13728 Direction W Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 017378 Collision Date 20131022 Time 1600 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20141119
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

30 31

PARTY INFO / VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	39	M	W	HNBD		PROC ST	E	A	0700	CHEVR	2012	-	3	N	-			M	G		

Primary Rd SANTA ROSA RD Distance (ft) 20 Direction E Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 040 Type 3 CalTrans Dist Badge 012436 Collision Date 20131112 Time 1745 Day TUE
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20141203
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DARK - ST LTS Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

31 32

PARTY INFO / VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	58	M		HNBD		PROC ST	W	A	0700	TOYOT	2001	-	3	N	-			M	G		
2	DRVR	35	M	H	HNBD		STOPPED	E	A	0100	ACURA	2002	-	3	N	-			M	G		

Primary Rd AVENUE OF FLAGS Distance (ft) I Direction Secondary Rd SANTA ROSA RD NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 17884 Collision Date 20131228 Time 1440 Day SAT
Primary Collision Factor R-O-W AUTO Violation 21802A Collision Type HEAD-ON Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20141230
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

28 33 N

PARTY INFO / VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	59	F	W	HNBD		PROC ST	N	A	0700	TOYOT	2001	-	3	N	-			M	G		
2	DRVR	87	M	W	HNBD		LFT TURN	S	D	2200	CHEVR	1997	-	3	N	-			L	G		

Primary Rd SANTA ROSA RD Distance (ft) 11088 Direction S Secondary Rd RT 101 NCIC 4200 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City BUELLTON County SANTA BARBARA Population 2 Rpt Dist Beat Type CalTrans Dist Badge 3875 Collision Date 20140126 Time 1446 Day SUN
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20151228
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

32 34 N

PARTY INFO / VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	38	M	W	HBD-UI		OPPOS LN	S	A	0100	HYUND	2003	-	3	A 22350	-			M	G		

Primary Rd SANTA ROSA RD Distance (ft) 10032 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 017910 Collision Date 20140726 Time 2325 Day SAT
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20150416
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Hwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

33 35

PARTY INFO / VICTIM INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2 Safety Equip	Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
1F	DRVR	35	M	H	HBD-UI		UNS TURN	W	A	0100	INFIN	2005	-	3	A 22107	-	PASS		34	M	3	L	G	0

Primary Rd SANTA ROSA RD Distance (ft) 1056 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 013618 Collision Date 20140819 Time 1210 Day TUE
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20160115
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	M	H	HNBD		PROC ST	W	A	0100	DODGE	2000	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA RD Distance (ft) 21120 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 017378 Collision Date 20140920 Time 1430 Day SAT
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20150522
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	26	M	O	HNBD		UNS TURN	W	A	0100	FORD	2013	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA RD Distance (ft) 21120 Direction E Secondary Rd RT 1 NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 013618 Collision Date 20140921 Time 1550 Day SUN
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20150522
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	M	H	HNBD		PROC ST	W	A	0100	HONDA	1994	- 3	N	-	M G

VICTIM INFO

Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Primary Rd SANTA ROSA RD Distance (ft) 87 Direction E Secondary Rd AVENUE OF FLAGS NCIC 9755 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County SANTA BARBARA Population 9 Rpt Dist Beat 050 Type 3 CalTrans Dist Badge 12826 Collision Date 20141023 Time 1145 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity PDO # Killed 0 # Injured 0 Tow Away? Y Process Date 20150618
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Coll	Dir	SW Veh	CHP Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	21	M	H	HNBD		PROC ST	S	A	0100	HONDA	2011	- 3	N	-	L G

VICTIM INFO

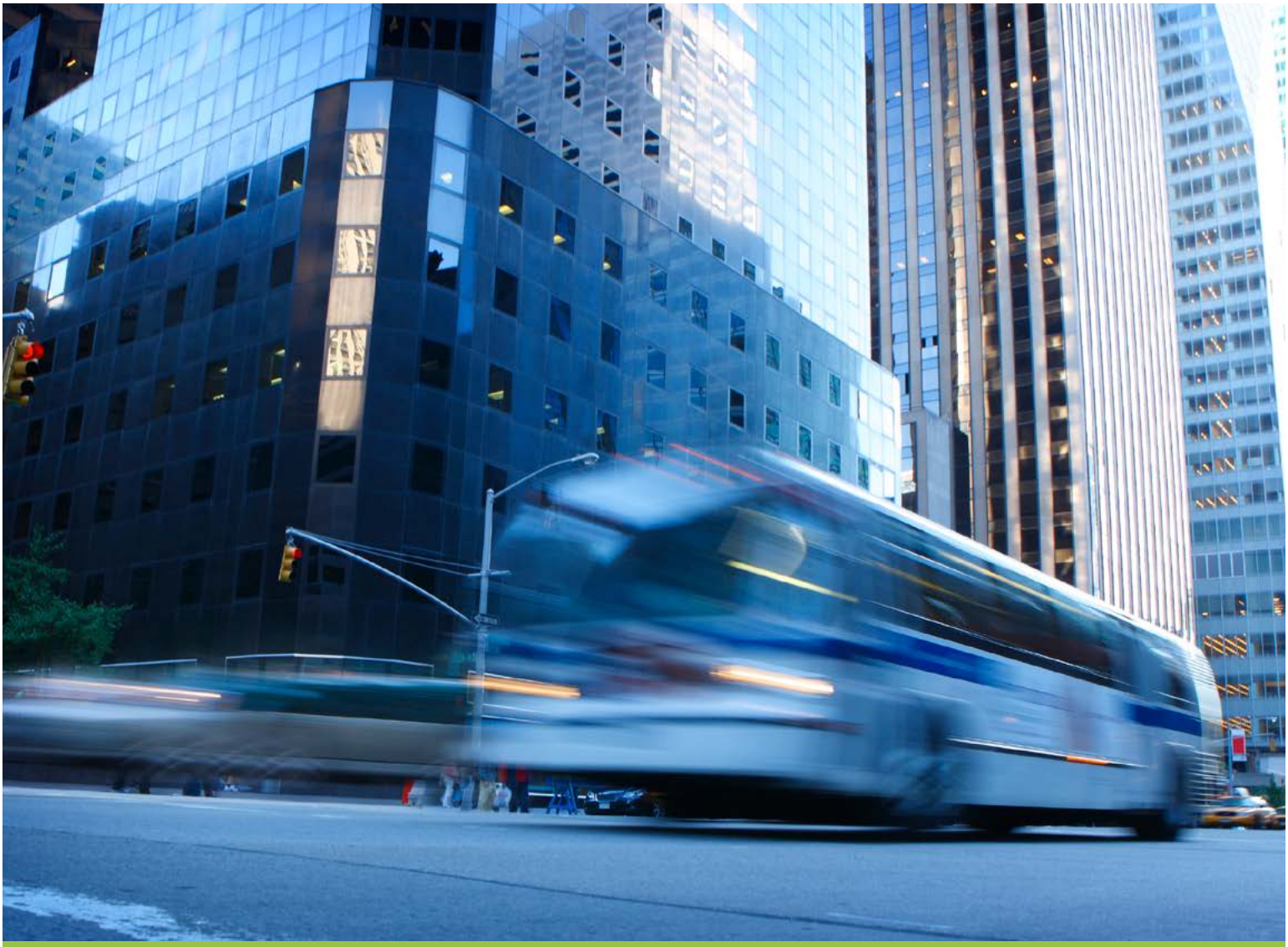
Role	Ext of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected

Distance from start(meters converted to feet)	elevation(meters converted to feet)	% Grade Calculation			Mile Marker	
45446.4	333.5	-2.03%			8.61	Approximate Start
47060.8	346.1	0.78%			8.91	
47286.6	348.2	0.92%			8.96	
47384.3	346.8	-1.41%			8.97	
47448.6	346.3	-0.82%			8.99	
47562.9	349.0	2.38%			9.01	
47954.5	352.6	0.93%			9.08	
48150.3	357.7	2.58%			9.12	
50224.9	372.7	0.72%			9.51	
50631.4	401.8	7.15%			9.59	
50884.9	417.0	6.02%			9.64	
51707.3	420.2	0.39%			9.79	
51986.1	423.6	1.21%			9.85	
52152.5	420.3	-2.01%			9.88	
53152.1	418.7	-0.16%			10.07	
53417.1	435.2	6.24%			10.12	
53973.0	415.3	-3.59%			10.22	
55282.9	407.9	-0.56%			10.47	
57931.1	377.8	-1.14%			10.97	
58090.2	378.9	0.70%			11.00	
58383.2	387.7	3.00%			11.06	
59642.8	376.6	-0.88%			11.30	
60139.1	343.8	-6.62%			11.39	
60690.1	331.7	-2.20%			11.49	
60874.7	354.0	12.12%			11.53	
61061.8	372.0	9.61%			11.56	
61269.3	394.9	11.02%			11.60	
61514.3	406.2	4.61%			11.65	
61668.2	418.3	7.88%			11.68	
61937.7	424.7	2.37%			11.73	
62855.8	389.9	-3.79%			11.90	
63076.2	409.8	9.03%			11.95	
63475.3	457.2	11.88%			12.02	
63940.8	444.6	-2.71%			12.11	
64150.2	415.2	-14.05%			12.15	
64513.0	361.8	-14.69%			12.22	
64716.1	349.2	-6.22%			12.26	
65697.3	353.8	0.46%			12.44	
66015.3	359.5	1.80%			12.50	
66495.4	376.2	3.48%			12.59	
66708.1	386.2	4.70%			12.63	
67011.9	357.9	-9.31%			12.69	
67247.9	345.5	-5.28%			12.74	
67632.8	340.0	-1.43%			12.81	
67868.3	351.9	5.06%			12.85	
68274.1	359.4	1.87%			12.93	
68465.2	384.8	13.29%			12.97	
68638.2	403.6	10.83%			13.00	
69024.1	418.7	3.93%			13.07	
69297.0	402.0	-6.13%			13.12	
69552.6	373.2	-11.28%			13.17	
69732.3	360.4	-7.12%			13.21	
69990.2	345.9	-5.62%			13.26	
70361.6	331.6	-3.83%			13.33	
70714.0	323.8	-2.23%			13.39	
70896.5	330.6	3.76%			13.43	
71166.5	352.4	8.07%			13.48	
71792.5	318.9	-5.35%			13.60	
75409.5	309.3	-0.27%			14.28	
76460.9	306.9	-0.23%			14.48	
76810.4	291.6	-4.37%			14.55	
77025.2	294.1	1.16%			14.59	
77242.1	300.9	3.13%			14.63	
77525.9	304.5	1.25%			14.68	
78733.5	326.9	1.86%			14.91	
78993.7	312.9	-5.40%			14.96	
79255.5	304.7	-3.11%			15.01	
79520.6	319.0	5.38%			15.06	
80306.4	308.1	-1.39%			15.21	
80560.3	305.0	-1.21%			15.26	
82152.7	290.1	-0.94%			15.56	
82360.9	287.3	-1.34%			15.60	
82543.8	287.9	0.29%			15.63	
82686.5	290.9	2.14%			15.66	
82840.9	294.7	2.42%			15.69	
83059.0	293.7	-0.45%			15.73	
83410.4	300.3	1.89%			15.80	
83605.5	316.3	8.21%			15.83	
83747.8	316.5	0.12%			15.86	
84173.7	341.6	5.89%			15.94	
84251.0	349.4	10.14%			15.96	
84440.5	364.6	8.00%			15.99	
84628.6	354.7	-5.28%			16.03	
84834.3	345.0	-4.69%			16.07	
85028.5	333.8	-5.78%			16.10	
85159.9	323.3	-7.96%			16.13	
85394.6	337.5	6.03%			16.17	
85504.9	345.9	7.65%			16.19	
85993.0	446.0	20.51%			16.29	
86483.1	418.8	-5.56%			16.38	
86709.5	420.8	0.91%			16.42	
86881.1	422.4	0.92%			16.45	
87105.8	447.7	11.24%			16.50	

87386.8	453.7	2.16%			16.55	
87813.0	444.3	-2.22%			16.63	
87893.5	449.8	6.85%			16.65	
88358.8	460.8	2.36%			16.73	
88489.7	456.9	-2.98%			16.76	
88638.8	454.1	-1.87%			16.79	
89340.6	528.6	10.62%			16.92	
89429.4	541.1	14.11%			16.94	
89541.3	569.3	25.15%			16.96	
89911.0	629.3	16.23%			17.03	
89980.8	623.5	-8.27%			17.04	
90059.3	606.2	-22.02%			17.06	
90201.2	566.0	-28.36%			17.08	
90688.4	515.0	-10.46%			17.18	
91079.7	501.5	-3.45%			17.25	
91146.7	502.8	1.91%			17.26	
91292.3	501.5	-0.86%			17.29	
91469.8	502.8	0.72%			17.32	
91593.6	505.8	2.41%			17.35	
91696.0	508.9	2.98%			17.37	
92085.3	528.3	5.00%			17.44	
92252.7	525.7	-1.59%			17.47	
92325.3	519.8	-8.05%			17.49	
92577.6	482.4	-14.83%			17.53	
93569.4	401.9	-8.11%			17.72	
94277.4	328.2	-10.41%			17.86	
94399.2	323.7	-3.72%			17.88	
94539.6	317.9	-4.14%			17.91	
95150.1	307.6	-1.69%			18.02	
95448.1	298.8	-2.97%			18.08	
95698.8	294.0	-1.90%			18.12	
96154.4	289.6	-0.97%			18.21	
96343.3	285.0	-2.45%			18.25	
97832.0	243.8	-2.76%			18.53	
98152.1	242.6	-0.40%			18.59	
98693.8	239.5	-0.56%			18.69	
98847.8	239.5	0.00%			18.72	
99545.0	255.8	2.34%			18.85	
99842.1	268.1	4.14%			18.91	
100241.2	260.8	-1.83%			18.99	
100347.0	262.9	1.95%			19.01	
100413.2	264.7	2.73%			19.02	
100523.5	266.2	1.40%			19.04	
100723.7	276.1	4.95%			19.08	
101437.4	304.3	3.94%			19.21	
101706.9	336.5	11.98%			19.26	
101812.1	347.1	10.04%			19.28	
102431.0	340.8	-1.01%			19.40	
102637.0	353.3	6.05%			19.44	
102712.4	354.4	1.44%			19.45	
102969.1	335.4	-7.40%			19.50	
103318.4	280.6	-15.69%			19.57	
103601.9	277.8	-0.98%			19.62	
103708.8	276.0	-1.63%			19.64	
103793.6	276.7	0.73%			19.66	
103960.9	269.5	-4.32%			19.69	
104221.9	269.2	-0.10%			19.74	
104741.3	258.4	-2.08%			19.84	
104839.7	256.7	-1.77%			19.86	
105028.1	253.3	-1.76%			19.89	
105136.6	251.0	-2.18%			19.91	
105225.1	247.2	-4.30%			19.93	
105514.5	238.0	-3.16%			19.98	
105682.6	234.7	-1.95%			20.02	
106821.2	229.1	-0.49%			20.23	
107721.6	223.2	-0.66%			20.40	
108275.3	221.0	-0.40%			20.51	
109786.0	222.3	0.09%			20.79	
110039.0	227.8	2.14%			20.84	
110090.6	229.6	3.50%			20.85	
110165.4	228.3	-1.71%			20.86	
110266.9	228.3	0.03%			20.88	
110535.3	224.4	-1.47%			20.93	
110666.1	229.4	3.81%			20.96	
110852.8	234.4	2.71%			20.99	
111287.0	242.3	1.82%			21.08	
111407.0	249.7	6.15%			21.10	
111492.8	248.3	-1.68%			21.12	
111972.6	221.5	-5.57%			21.21	
112186.2	222.1	0.26%			21.25	
112314.8	226.8	3.70%			21.27	
112475.6	233.8	4.31%			21.30	
112800.6	258.7	7.68%			21.36	
112930.9	245.2	-10.34%			21.39	
113557.7	221.9	-3.72%			21.51	
114483.3	242.3	2.19%			21.68	
114924.4	244.4	0.49%			21.77	
114991.3	247.0	3.87%			21.78	
115147.8	256.6	6.14%			21.81	
115539.4	244.6	-3.08%			21.88	
115647.8	240.4	-3.81%			21.90	
116206.5	275.0	6.20%			22.01	
116466.8	285.6	4.05%			22.06	
116769.5	289.6	1.34%			22.12	

117058.9	293.2	1.25%			22.17	
117362.0	295.9	0.87%			22.23	
117807.1	288.0	-1.77%			22.31	
117907.0	279.5	-8.54%			22.33	
118807.1	288.2	0.97%			22.50	
118969.5	285.7	-1.56%			22.53	
119200.2	294.6	3.87%			22.58	
119719.7	260.5	-6.57%			22.67	
120190.6	255.9	-0.98%			22.76	
120272.6	250.2	-6.92%			22.78	
120359.1	256.4	7.20%			22.80	
120532.6	242.2	-8.19%			22.83	
120780.1	211.8	-12.27%			22.88	
120994.9	225.7	6.45%			22.92	
121206.7	227.8	0.99%			22.96	
121447.6	233.5	2.38%			23.00	
121815.7	247.0	3.65%			23.07	
121972.2	259.4	7.90%			23.10	
122050.7	268.8	12.05%			23.12	
122296.8	307.3	15.62%			23.16	
122419.0	310.2	2.44%			23.19	
122674.2	310.9	0.27%			23.23	
122865.1	332.9	11.53%			23.27	
122984.6	338.4	4.56%			23.29	
123132.4	342.0	2.47%			23.32	
123209.7	333.2	-11.36%			23.34	
123331.3	329.4	-3.13%			23.36	
123600.9	334.8	2.00%			23.41	
123731.5	330.1	-3.64%			23.43	
123844.1	326.6	-3.06%			23.46	
124183.3	333.9	2.15%			23.52	
125105.9	299.0	-3.78%			23.69	
125740.1	261.6	-5.90%			23.81	
125915.4	257.4	-2.40%			23.85	
126477.7	274.6	3.06%			23.95	
126640.3	282.3	4.74%			23.98	
126730.7	285.8	3.92%			24.00	
127103.8	262.3	-6.30%			24.07	
127224.4	265.9	3.02%			24.10	
127424.4	304.1	19.06%			24.13	
127573.5	301.7	-1.56%			24.16	
127947.3	279.3	-6.01%			24.23	
128173.5	275.5	-1.67%			24.28	
128446.4	250.0	-9.35%			24.33	
128759.9	262.2	3.89%			24.39	
129132.7	250.2	-3.21%			24.46	
129671.5	231.3	-3.50%			24.56	
129806.2	234.7	2.53%			24.58	
130405.9	202.9	-5.31%			24.70	
130797.8	175.5	-6.99%			24.77	
132084.3	161.8	-1.06%			25.02	
132186.7	169.7	7.68%			25.04	
132313.0	182.0	9.69%			25.06	
132431.4	187.3	4.52%			25.08	
132564.2	189.1	1.36%			25.11	
132845.0	185.9	-1.16%			25.16	
132950.8	181.7	-3.91%			25.18	
133105.5	182.3	0.36%			25.21	
133637.3	207.0	4.65%		Approximate Average Grade For Route	25.31	Approx Distance (mi)
133814.4	232.2	14.23%	Approximate End	0.4262%	25.34	16.74

EXHIBIT B



Statement of Qualifications

TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING

Presented by **Transpo Group**

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(949) 656-7925

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San Diego, CA 92121
(858) 412-0301

California@transpogroup.com

Firm Introduction

Transpo Group is a specialty transportation planning and engineering services firm. Since 1975, we have worked for public and private sector clients. Our staff of over 50 engineers, planners and technical professionals includes experts specializing in all areas of transportation planning and engineering. Our team has proven success assisting our clients with planning, design, construction support and development review.

Transportation Services

At Transpo, we're more than planners, designers, and engineers. We're communicators and problem-solvers. We're professionals who bring fresh perspective along with our experience and expertise, and it shows in the way we deliver our services. We plan and design transportation systems for people — not just drivers of cars and trucks, but also the pedestrians, cyclists and transit riders who share these systems. We create transportation solutions and context-sensitive designs that enable a more sustainable tomorrow for communities of all sizes.

Transpo has a history of working closely with developers and local agencies and helping them to successfully obtain effective and efficient solutions. Community needs, budget and schedule constraints, and stakeholder involvement can impact projects. Transpo routinely works with developers and public agencies to resolve transportation issues. Our goal is to help clients reach their objectives while making the most of project funding through clear communication, focused quality control and regular monitoring of progress.

Engineering Services

- Development standards/plan review
- Contract PS&E
- Roadway design and channelization
- Traffic signal design
- Roundabout design
- Intelligent Transportation Systems
- Illumination design
- Geometric design
- Traffic calming design
- Pavement marking and signage design
- Active modes facilities

Planning Services

- Multimodal transportation planning
- GIS/CAD mapping support
- Concurrency programs
- Transportation impact fees
- Public outreach
- Non-motorized planning
- Corridor studies
- Traffic operations analysis
- Travel demand modeling
- Traffic simulation modeling
- Traffic impact studies
- Parking evaluations

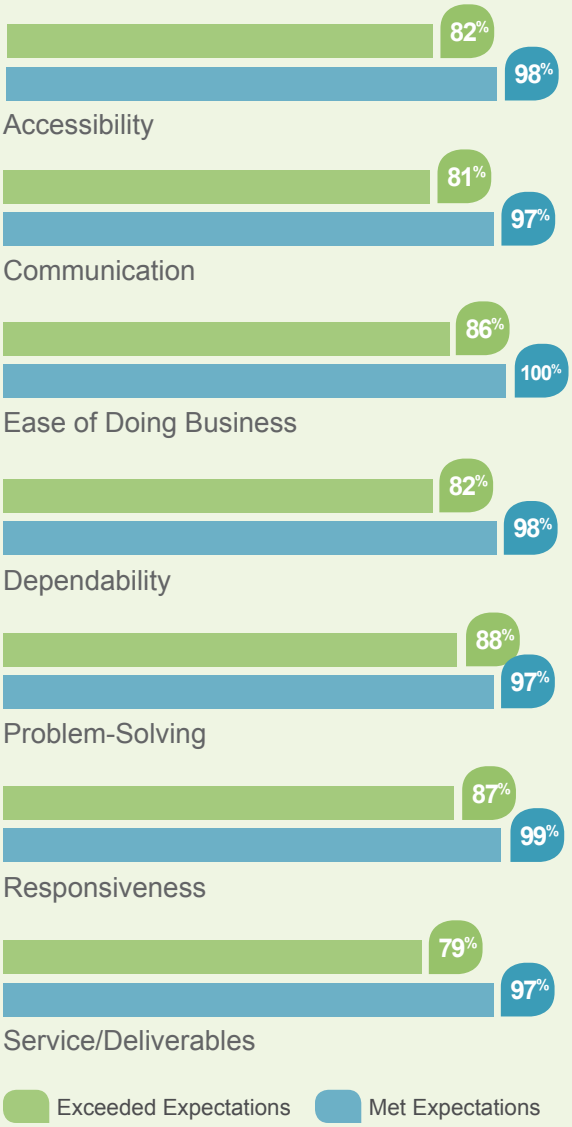
Client Satisfaction

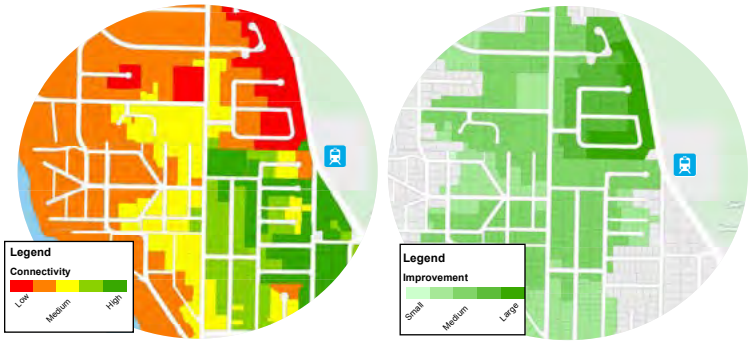
To measure success, Transpo regularly requests client feedback and has received over 2,400 client responses, with very positive results. This chart summarizes client feedback received at project completion.

Approximately 98 percent of responses indicate we met expectations, and 84 percent indicate we exceeded them. Most telling is that all responding clients would give us the opportunity to serve them again and would recommend us to others.

At Transpo, we call that a job well done!

Percentage Client Satisfaction to date





Baseline connectivity and improvements measured with ViaCity

Innovative Technologies

Transpo is proud of our focus on research, development and innovation within the transportation planning field. Transpo has developed **ViaCity**, a connectivity measurement tool and software program based on the ESRI ArcMap platform www.esri.com. ViaCity helps clients make smart decisions about connecting homes and businesses with pedestrian and bike paths, transit, and streets. ViaCity's patent-pending RDI technology enables us to perform powerful connectivity analysis over large areas with parcel level precision.

ViaCity can help your agency understand system connectivity in terms of RDI (Route Directness Index). Transpo can assist in finding a solution to measure multimodal system performance in reducing vehicle miles traveled and greenhouse gasses in conjunction with other sustainability policies through use of ViaCity. The "walkability" and "bikeability" of neighborhoods and communities is fast becoming a significant recognized factor in the quality of life of the general public.

Awards

- **Bow Lake Automated Traffic Management System**
  Silver Award for Excellence in Engineering | *ACEC 2014*
- **ePark Electronic Parking Guidance System**
  Silver Award for Excellence in Engineering | *ACEC 2013*
- **Renton City Center Community Plan**
  Washington Department of Commerce Governor's Smart Communities Award | *Comprehensive Planning, 2012*
- **Ellensburg Energy Efficiency and Conservation Strategy**
  Washington Department of Commerce Governor's Smart Communities Award | *Energy Resource Conservation, 2012*
- **I-5 Lakewood Alternatives Analysis**
  Bronze Award for Excellence | *Engineering ACEC 2011*
- **Bellingham Concurrency Program Update**
  APA/PAW Merit Award | *Transportation Planning, 2009*
- **Yakima Valley Metropolitan and Regional Transportation Plan**
  Excellence in Regional Transportation | *National Association of Development Organizations, 2007*

Transpo Group's Services

Transportation Studies / Traffic Analysis

Transpo is a leader in transportation analysis, particularly in analyzing network traffic operations and identifying safety issues. Our experts use a variety of specialized transportation planning and engineering tools to evaluate roadway and intersection issues and/or operating conditions. Projects range from the simple intersection level of service (LOS) to highly complex freeway interchanges and signal systems along a corridor or within a downtown grid system. Transpo also provides traffic simulation modeling for special events, ferry terminal operations, transit signal priority, transit centers/park-and-ride facilities, and HOV systems. By integrating traffic simulation technology into our analyses, we provide information clearly understood by both technical and non-technical audiences, and illustrating the trade-offs between potential solutions.

Multimodal Transportation Plans

Our transportation planning experts evaluate short-, mid-, and long-term transportation system needs. We integrate transportation and land use planning, capital facilities programming, public transportation policies, transportation demand strategies, transit facilities and operations, non-motorized systems, transportation systems management and financing into our solutions. Transpo integrates multimodal planning in our evaluations, considering a variety of transport modes and their interactions with jurisdictional land use plans as well as the vision, goals and policies of existing comprehensive plans. Our multimodal planning efforts help to identify specific transportation facility and service investments that will improve the efficiency and safety of overall transportation systems.

Travel Demand Modeling

Transpo uses innovative travel demand modeling software such as TransCAD, VISUM, EMME, and CUBE. We have built, applied and used many of the travel forecasting models in existence. We regularly integrate models into our transportation planning and design projects to estimate future travel forecasts for all modes of travel. We are experienced with transit ridership forecasting, and select link and select zone analyses. To keep our models accurate and relevant, we provide clients with training manuals and lead workshops to train agency personnel how to use and maintain the models.

Non-Motorized Transportation Planning

Transpo assists cities and counties of all sizes in developing non-motorized plans and evaluating safety for pedestrians and cyclists. Based on the specific needs of the jurisdiction, Transpo's non-motorized plans typically include policy recommendations and design guidelines relating to pedestrian and bicycle system enhancements. All recommendations are developed with both local agency standards and Americans with Disabilities Act (ADA) compliance. Safety studies include mapping of high accident locations, or evaluating crosswalk treatments and new sidewalk locations.

Transpo utilizes our own software program, ViaCity, to assess critical connections within neighborhoods and along corridors to determine the quality of connectivity for pedestrian and bicycle travel modes.

Transportation Financing / Impact Fees / Policy Development

Many agencies are facing decreased maintenance and capital revenues to fund needed transportation improvements. Many are exploring alternative funding solutions, such as transportation benefit districts or impact fee programs to implement high priority projects. Transpo assists agencies in developing or updating transportation impact fee programs, transportation benefit districts, local improvement districts, or other funding mechanisms. Another component closely tied to transportation financing is developing or updating policies to support new funding strategies. Goal and policy development is a fundamental step in the transportation planning process. Policy updates are often necessary to address requirements of the GMA, pursue new funding mechanisms or to maintain consistency with a comprehensive plan.

Traffic Signals /Roundabouts /Illumination / Signing /Channelization

Our design staff provides traffic signal design, roundabout, channelization, street lighting, intersection and signing design. Other services include traffic control plan development, construction management, and project cost estimating.

From our experience, many agencies are considering roundabouts as alternatives to signals, as well as a gateway treatment or traffic calming feature. Transpo is continually assisting local, regional and state agencies with roundabout planning and design, including one-lane roundabouts and larger two-lane versions.

ITS Planning & Design

We offer a full range of Intelligent Transportation Systems (ITS) services from planning, architecture, design, systems development and deployment, and program implementation. Our staff has a wide range of experience in ITS technologies including traffic management centers (TMC), transit signal priority, software systems integration, traveler information systems, communication infrastructure and equipment, and system operations.

Transpo has planned and implemented ITS applications for both the public and private sectors. We have developed relationships with many prominent vendors of ITS equipment. Through these relationships, Transpo has assembled an ITS lab that houses the latest ITS hardware and software. Our lab is an essential tool used to help our clients assess different hardware and software, and complete training before the systems are operational.

Traffic Calming

Transpo facilitates neighborhood discussion, conducts focus groups, develops plans, and devises traffic calming measures for agencies, neighborhoods and institutions throughout the region.

Planning for and engineering a traffic calming solution requires a broader approach than traditional projects - the problem must be carefully defined and project stakeholders must be involved, including emergency response, transit, community, agency, law enforcement and government representatives.

Traffic calming is most often effectively achieved by using a mixed set of aesthetically pleasing, carefully-designed measures that are appropriate for each project-specific environment.

Parking Studies

Transpo Group has over 20 years of experience conducting parking occupancy studies and parking analyses.

We understand parking issues as well as the implications that changes in parking policy can have on the community. Transpo has provided analysis support related to parking policies, regulations, and pricing.

Transpo has provided large-scale parking data collection efforts for many cities, including the City of Seattle, and the Downtown Parking Plan and the Fairhaven Urban Village Parking Plan, both completed for the City of Bellingham. We have also led turn-key parking guidance systems in Abu Dhabi that included occupancy monitoring, dynamic message sign placements, and back office system integration.

Active Modes Facilities

Transpo is a leader in the design of non-motorized facilities throughout the Northwest. We are experienced in providing a range of services, including trail signage and marking, on-road bicycle facilities, cycle tracks, traffic calming, and ITS for pedestrian/bike detection and control.

Transpo also provides innovative mid-block crossing treatments, including rectangular rapid flashing beacons (RRFB) and high-intensity activated crosswalk (HAWK) signals. By integrating national best practices from AASHTO, MUTCD, and NACTO with the latest ADA requirements and insight on future trends, Transpo ensures forward-thinking designs.

We are also experienced in leading design and implementation efforts for Safe Routes to School (SRTS) and Complete Streets plans, resulting in tailored, sustainable solutions that address the unique needs of a community.

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WHAT TRANSPORTATION CAN BE.

Rawad Hani PE, PTP, PTOE

Senior Transportation Engineer (Principal)

AREAS OF EXPERTISE

- Travel Demand and Traffic Operations Analysis
- Feasibility Studies
- Transportation Planning and Operations
- Transportation Technology Applications

REPRESENTATIVE PROJECTS

- **Encanto Traffic Impact Analysis**, Lake Forest, CA
- **San Bernadino County Government Center Master Plan** San Bernadino County
- **Eagle Rock Illumination** City of Los Angeles
- **Livable South Downtown Strategic Plan,** Seattle, WA *Travel demand modeling to provide input on strategic planning, operational analysis, parking demand and supply calculations*
- **Al Gharbia Regional Mobility Plans,** Abu Dhabi, UAE *Travel demand forecasting, transportation and mobility master plan development, transit planning and connectivity*
- **North Wathba Master Plan,** North Wathba, UAE *Lead travel demand modelig and traffic analyses in support of the transportation plan*
- **Traffic Support Services,** Abu Dhabi, UAE *Traffic management, operations, and ITS services to improve the overall safety and mobility of the transportation network*
- **Emirates Travel Center Modeling and 3D Visualization,** Dubai, UAE *Utilized microscopic traffic simulation software and 3D Max to generate a model and 3D simulation movie, which served as a decision support system to assess traffic conditions*

Rawad has over 12 years of transportation planning and traffic engineering experience. Based in Newport Beach, he specializes in demand forecasting, transportation simulation and analysis, feasibility studies, and technology applications. Rawad has participated in and managed transportation planning and engineering projects in the US and internationally, including corridor studies, design, and operations, as well as advising on transportation management systems and revenue structures. Rawad also taught transportation engineering courses.

Rawad worked on many corridor studies and transportation master planning projects and understands the importance of striking the right balance between engineering (mobility and safety) and planning (livability and sustainability) considerations. He has worked on context-sensitive design projects and has helped planning and transportation agencies achieve effective solutions. Rawad has recently managed transportation master plans and parking projects involving parking, shuttle services, and detailed feasibility assessments.

He is currently involved in many projects in and around Southern California, including the Encanto Traffic Impact Analysis, San Bernadino County Government Center Master Plan,and the Eagle Rock Illumination design for Los Angeles.

rawad.hani@transpogroup.com

EDUCATION

Bachelor of Engineering
American University of Beirut

Master of Engineering
American University of Beirut

LICENSURE

PE, Washington

CERTIFICATION

Professional Transportation Planner

MEMBERSHIPS

Institute of Transportation Engineers

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WHAT TRANSPORTATION CAN BE.

Meghan Macias TE
Transportation Planning Manager

AREAS OF EXPERTISE
- Transportation Planning and Traffic Impact Assessment
- Access and Site Plan Analysis
- Parking Demand and Shared Parking Studies

REPRESENTATIVE PROJECTS
- **Orange County West Civic Center Parking Master Plan,** Westminster, CA
- **Encanto Residential,** Lake Forest, CA
- **San Bernadino County Government Center Master Plan,** San Bernardino, CA
- **Hoag Health Center Traffic and Parking Analysis,** Huntington Beach, CA
- **Beach Promenade Retail Center,** Huntington Beach, CA
- **Newport Beach City Hall and Park Development Plan,** Newport Beach, CA
- **Hoag Memorial Hospital Presbyterian TDM Plan,** Newport Beach, CA
- **Laguna Canyon Road (State Route 133) Widening Project Report/Environmental Documentation,** Orange County, CA
- **Laguna Canyon Road Widening Project Report/Project Study Report,** Orange County, CA
- **Our Lady Queen of Angels (OLQA) Church Construction Parking Phasing Plan and Parking Management Plan,** Newport Beach, CA
- **Park Place Master Plan Circulation Planning,** Irvine, CA
- **I-5 Widening Environmental Impact Report/Environmental Impact Study On-Call Services, Caltrans District 7,** Los Angeles, CA
- **Rialto Renaissance Specific Plan Traffic Impact Study and Traffic Impact Fee Program,** Rialto, CA

Meghan provides strategic transportation planning services to public and private sector clients. Her work focuses on providing mobility solutions for local agencies, developers, and campus environments. Meghan has prepared traffic impact studies, transportation and parking management plans, and trip reduction plans for numerous and varied projects throughout California, including master-planned developments, college campuses, mixed-use projects, and special events. Meghan has prepared Transportation Demand Management (TDM) plans for development project compliance with air quality regulations and has assisted large and small employers in developing and implementing Trip Reduction plans.

Meghan has over 15 years of experience in the transportation planning field and has worked on hundreds of projects throughout California. Meghan has a deep understanding of the regulations and methodologies used by local and regional agencies throughout California including CEQA requirements and the Mitigation Fee Act.

Meghan holds a Master's degree in Urban and Regional Planning from UCI, is a registered Traffic Engineer, and an active member of the Institute of Transportation Engineers (ITE). She is currently working with the Western ITE SB743 Task Force to evaluate the proposed changes to the CEQA Guidelines resulting from SB743.

meghan.macias@transpogroup.com

EDUCATION
Master of Urban and Regional Planning
University of California - Irvine

BA, Geography
California State University - Fullerton

LICENSURE
TE, California

MEMBERSHIPS
Secretary, Orange County Chapter, Association of Environmental Professionals

Institute of Transportation Engineers

Orange County Traffic Engineering Council

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WHAT TRANSPORTATION CAN BE.

Dennis Pascua
Transportation Planning Manager

AREAS OF EXPERTISE
- Traffic Impact Analysis
- Parking Demand Analysis
- Circulation and Access Analysis
- Project Site Design
- Travel Demand Forecasting
- CEQA/NEPA

REPRESENTATIVE PROJECTS
- **Orange County Public Works Department Newland Street Storm Channel,** Orange, CA
- **Newland Storm Channel Improvements Traffic Impact Analysis,** Orange County Flood Control DIstrict, Westminster, CA
- **Jensen Solids Handling Facility - Metropolitan Water District,** Los Angeles, CA
- **Platinum Triangle Mixed-Use Development IS/MND Projects,** Anaheim, CA
- **Rio Santiago Specific Plan EIR Traffic Impact Analysis,** Orange, CA
- **Ball Road Basin EIR Traffic Impact Analysis,** Anaheim, CA
- **Peninsula Village Overlay Zone EIR,** Rolling Hills Estates, CA
- **El Paseo Master Plan EIR Traffic Impact Study,** Fresno, CA
- **Sanderson Square Specific Plan EIR,** Hemet, CA
- **UC Irvine Pedestrian Safety Analysis,** Irvine, CA
- **Foothill DeAnza Community College New Campus,** Los Altos Hills, CA
- **Caltrans I-5/Oso Parkway Chokepoint Project PR/ED,** Mission Viejo, CA
- **Caltrans SR 126/Commerce Center Drive PR/ED,** Newhall Ranch, CA

Dennis is a senior-level transportation planner with 22 years of experience in transportation planning/traffic engineering in Southern California. Dennis has successfully managed a variety of project types for local agencies and private developers, including traffic and circulation impact analyses and parking demand studies in both highly urbanized and rural areas. Dennis is highly experienced with CEQA/NEPA and transportation topics and policies surrounding active transportation, context sensitive solutions, and complete streets throughout California. He also offers an international perspective, having managed transportation planning projects abroad in the Philippines, Japan, and the United Arab Emirates.

Prior to joining Transpo, Dennis worked both independently and as a manager at multiple local engineering offices.

dennis.pascua@transpogroup.com

EDUCATION
BA, Social Ecology – Environmental Analysis and Design
University of California - Irvine

MEMBERSHIPS
Institute of Transportation Engineers
Association of Environmental Professionals
American Planning Association
Orange County Traffic Engineering Council

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WHAT TRANSPORTATION CAN BE.

Rudy Garcia, EIT
Senior Transportation Engineer

AREAS OF EXPERTISE
- ITS
- Parking Operations
- Traffic Signal Design
- Traffic Impact Studies

REPRESENTATIVE PROJECTS
- **City of Norwalk Fiber Optic Design and Signal Timing,** Norwalk, CA
- **California High-Speed Train Project Palmdale to Los Angeles,** Los Angeles County, CA
- **City of Beverly Hills TRAFFIX Model Update Integrated with Microsoft Access Database,** Beverly Hills, CA
- **Peninsula Village Overlay,** Rolling Hills Estates, CA
- **Santa Ana Mobility Plan GIS Data Creation,** Santa Ana, CA
- **Claremont Foothill Blvd Master Plan,** Claremont, CA
- **Ball Road and Anaheim Boulevard Intersection Improvement Project,** Anaheim, CA
- **Bristol Street and Baker Street Intersection Improvement Project,** Costa Mesa CA
- **Marine Way Street ITS Improvement Plans,** Irvine, CA
- **Citywide Coordination Project ITS Design,** Corona, CA
- **Santa Monica Pedestrian Safety Study ITS Design,** Santa Monica, CA

Rudy brings experience with the preparation of traffic impact studies, parking studies, project feasibility studies, traffic handling and detour plans, traffic signal timing, traffic signal design and modification plans, and specifications and cost estimates for both private and public sector clients.

Rudy's interest in the transportation world began with a traffic director job in college. During that time, he directed traffic (complete with orange vest, whistle, and white gloves) during accidents, concerts, and graduations. He switched his major from electrical engineering to civil engineering and graduated from the University of California, Irvine with a degree specialized in transportation systems engineering. Rudy's professional engineering career began with planning work and has progressed into include traffic engineering design, GIS, signal timing, and ITS projects throughout California.

rudy.garcia@transpogroup.com

EDUCATION
BS, Civil Engineering
(Specialized in Transportation Systems Engineering)
University of California - Irvine

LICENSURE
EIT, California

RYAN SNYDER
PROJECT MANAGER

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WHAT TRANSPORTATION CAN BE.

With over 30 years of transportation planning experience, Ryan specializes in safety and works closely with clients and the community to develop cutting-edge pedestrian, bicycle, trail, paratransit, and ridesharing plans. Ryan develops detailed, progressive strategies to promote active, healthy transportation with a focus on implementation-readiness. A widely known presenter, activist, and educator, Ryan has established himself as one of the forefront exponents of the complete streets movement.

Ryan spearheaded and coordinated the development of a Model Design Manual for Living Streets for the County of Los Angeles Department of Public Health. He brought together many of the top street designers in the nation including planners, transportation engineers, civil engineers, landscape architects, architects, public health experts, sociologists, as well as representatives from key national organizations to produce the manual. He authored significant portions of the manual, and coordinated the writings of the others to ensure consistency. Snyder also managed preparation of graphics, editing, and overall production. As an open-source document, the Model Design Manual has become a tool that thousands are using to design their streets across the US as well as internationally.

EXAMPLES OF HIS PROJECT WORK INCLUDE:

- Orange County Transportation Authority Bike Plan | Orange County, CA
- San Bernardino County Non-Motorized Plan | San Bernardino County, CA
- Los Angeles Regional Four-County Internet Bicycle Route Project | Los Angeles, CA
- Los Angeles River Bikeway Feasibility Study | Burbank, CA
- Orange County Non-Motorized Plan, Pedestrian Element | Orange County, CA
- City of Lancaster Pedestrian and ADA Transition Plan | Lancaster, CA
- Imperial County Safe Routes to School Plan | Imperial County, CA
- Riverside County Department of Public Health Safe Routes to School Initiatives | Riverside County, CA
- San Bernardino County Safe Routes to School Plans | San Bernardino County, CA
- City and County of Honolulu Complete Streets Manual | Honolulu, HI
- City of Lancaster Livable Street Design Manual | Lancaster, CA

AREAS OF EXPERTISE

- Safe Routes to School
- Transportation Planning
- Pedestrian & Bicycle Planning
- Complete Streets

EDUCATION

MA, Urban Planning
University of California Los Angeles

BA, Economics
University of California Los Angeles

CERTIFICATIONS/POSITIONS

UCLA Urban Planning Faculty

Member Bicycle Technical Committee
National Committee on Uniform Traffic Control Devices

FHWA Pedestrian Safety Design Instructor

National Complete Streets Instructor

National Safe Routes to School Instructor

MEMBERSHIPS

American Planning Association

Association of Pedestrian and Bicycle Professionals

Institute of Transportation Engineers
Pedestrian Bicycle Council

National Complete Streets Coalition

ryan.snyder@transpogroup.com

GARTH MERRILL PE, PTOE
SENIOR TRANSPORTATION ENGINEER

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Garth is a versatile transportation engineer with 15 years of experience providing a range of traffic engineering design. His expertise includes providing customized solutions utilizing the latest in advanced traffic technologies. Garth has a breadth of design knowledge, and frequently designs and implements intelligent transportation systems (ITS), traffic signals, illumination, signing, pavement marking, work zone traffic control, construction staging and traffic analysis solutions.

Garth's strengths include developing creative construction staging solutions to minimize traffic impacts, expedite the construction schedule, and ensure quality in the design process. Having served in management roles for several design build projects representing both owners and the contractor team, he provides insight and leadership on complex projects.

> *Garth was excellent and flexible to work with. He did an excellent job picking up the project and continuing through completion.*
> *— Paul Lacy, WSDOT*

EXAMPLES OF HIS PROJECT WORK INCLUDE:

- WSDOT I-405 NE 6th Street to I-5 Widening and Express Toll Lanes Design-Build – ITS and Work Zone Traffic Control, Bothell, WA
- I-405 – NE 195th to SR 527 – Northbound Auxiliary Lane Design-Build, Bothell, WA
- I-405 General Engineering Consultant Contract, Bellevue, WA
- Southeast Corridor Transportation Expansion Project Design-Build, Demver, CO
- King County Metro Transit Speed and Reliability Program, King County, WA
- SDOT Next Generation ITS Program, Seattle, WA
- Dupont-Steilacoom Road/East Drive and 41st Division/Stryker Avenue Traffic Signals, Lakewood, WA
- BCT Complex Increments 3 & 4 Roadways, Lakewood, WA
- WSDOT SR 99 Alaskan Way Viaduct Replacement ITS Design, Seattle, WA
- Citywide ITS Corridor Planning and Design, Bothell, WA
- ITS Strategic Plan and ITS Corridor Design, Spokane Valley, WA

AREAS OF EXPERTISE

- Intelligent Transportation Systems
- Traffic Signal and Illumination Systems
- Traffic Control Plans
- Electronic Parking
- Design-build experience from both owner's and contractor's perspective.
- Creative engineering solutions to unique projects
- Providing solutions requiring coordination between multiple agencies

EDUCATION

BS, Civil Engineering
California Polytechnic
State University

LEADERSHIP ROLES

Design-Build and Alternative Delivery projects
Lead development of Transpo Quality Control/Quality Assurance program

LICENSURE

PE, Washington, Arizona,
California, Colorado, Oregon, Utah

CERTIFICATION

Professional Traffic Operations Engineer

MEMBERSHIPS

Professional Traffic Operations Engineer

garth.merrill@transpogroup.com

MELODY WU
TRANSPORTATION PLANNER

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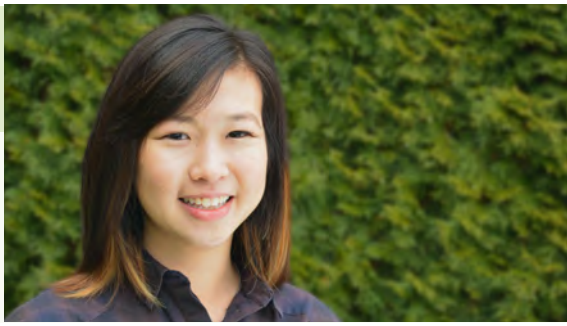

As Transportation Planner, Melody is skilled at plan writing, developing design concepts, and implementing public outreach charrettes. She has the ability to quickly, carefully, and artfully develop plans and graphic materials that clearly convey complex concepts in a way that is understandable to a broader audience.

A recent graduate from the University of California, Los Angeles, Melody was presented with the Award for Outstanding Service to the Community for her research on improving bicycle and pedestrian safety, accessibility, and mobility for the Palms community within the West side region of Los Angeles. Her degree is also complemented by her varied prior experience working both for public and private sector planning agencies.

EXAMPLES OF HER PROJECT WORK INCLUDE:

- Coachella Valley Active Transportation Plan, Palm Desert, CA
- Anaheim Bicycle & Pedestrian Plan, Anaheim, CA
- San Marino Bicycle & Pedestrian Plan, San Marino, CA
- Palm Springs Bicycle Route Plan, Palm Springs, CA
- Long Beach Bicycle Master Plan, Long Beach, CA
- Westwood Boulevard Bikeways Plan, Los Angeles, CA
- Imperial County Safe Routes to School Plan, Imperial County, CA
- Lancaster Safe Routes to School Plan, Lancaster, CA
- Cudahy Safe Routes to School Plan, Cudahy, CA
- City of Honolulu Complete Streets Design Manual, Honolulu, HI

AREAS OF EXPERTISE

- Safe Routes to School
- Transportation Planning
- Pedestrian & Bicycle Planning

EDUCATION

MA Urban & Regional Planning, 2015,
University of California, Los Angeles

BS Management Science, 2011
University of California, San Diego

BA Urban Studies & Planning, 2011
University of California, San Diego

MEMBERSHIPS

American Planning Association

melody.wu@transpogroup.com