

APPENDIX K1

TRAFFIC MEMORANDUM: ALTERNATIVE C CONSTRUCTION



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TAJIGUAS RESOURCE RECOVERY PROJECT: SHORT-TERM CONSTRUCTION IMPACTS – SCRTS ALTERNATIVE

ATE has prepared the following supplemental analysis for the Tajiguas Resource Recovery Project. The analysis addresses the potential impacts that could occur during the construction phase of the SCRTS alternative. More specifically, the analysis determines potential impacts to key intersections located in the City of Santa Barbara in the vicinity of the existing MarBorg facility located at the Quaratina Street/Mason Street intersection during construction of the Tajiguas Resource Recovery Project at the SCRTS site. The analysis assumes that customers that use the SCRTS site would be directed to the MarBorg facility during the construction phase when the SRTS facility would be closed.

Thresholds of Significance

The City of Santa Barbara recently updated the traffic impact thresholds used for evaluating the impacts of proposed residential and non-residential developments within the City. The new project-specific thresholds is presented below.

Project-Specific Traffic Impacts

A significant project-specific traffic impact would result if a project's net peak-hour traffic generation would constitute 1% or more of the intersection capacity at one or more of the following intersections:

- | | |
|---------------------------------------------|---------------------------------------|
| 1. Olive Mill & Coast Village | 2. Coast Village Road Roundabout |
| 3. Milpas & Quinientos | 4. Milpas & Haley |
| 5. Garden & Gutierrez | 6. Garden & Highway 101 NB Ramps |
| 7. Garden & Highway 101 SB Ramps | 8. Castillo & Haley |
| 9. Carrillo & Highway 101 NB Ramps | 10. Carrillo & Highway 101 SB Ramps |
| 11. Carrillo & San Andres | 12. Mission & State |
| 13. Mission & Castillo | 14. Mission & Bath |
| 15. Mission & Highway 101 NB Ramps | 16. Mission & Highway 101 SB Ramps |
| 17. Mission & Modoc | 18. Meigs Road & Cliff Drive |
| 19. Las Positas & Cliff | 20. Las Positas & Modoc |
| 21. Las Positas & 101 SB Ramps | 22. Calle Real & Highway 101 NB Ramps |
| 23. Las Positas & State | 24. Hitchcock & State |
| 25. Hope & State | 26. La Cumbre & State |
| 27. Hope, Calle Real & Highway 101 NB Ramps | |

Trip Generation

As determined for the Proposed Project, the County scalehouse records at the SCRTS site show a total of 321 vehicles per day during the peak day in 2008, with 36 trips occurring during the A.M. peak hour and 74 trips occurring during the P.M. peak hour.

Potential Impacts

Project traffic was distributed to the key intersections in the vicinity of the MarBorg site in order to determine potential project-specific impacts based on City of Santa Barbara criteria. The City’s project-specific threshold states that a project would generate a significant impact if it uses 1% or more of the capacity of an intersection that is forecast to operate at an unacceptable level of service with General Plan buildout traffic volumes.

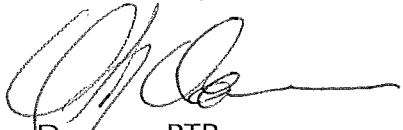
Table 1 lists the project’s traffic additions at the key intersections in the vicinity of the MarBorg site as well as the project’s V/C increase and the significance of the impact based on the City of Santa Barbara project-specific threshold.

**Table 1
Project-Specific Impacts**

Intersection	P.M. Peak Hour		
	Trips Added	% Change in Capacity	Impact?
Garden Street/Gutierrez Street	26	0.010	Yes
Garden Street/U.S. 101 NB Ramps	26	0.016	Yes
Garden Street/U.S. 101 SB Ramps	26	0.000	No
Milpas Street/Quinientos Street	4	0.001	No
Milpas Street/U.S. 101 SB Ramps	4	0.002	No

The data presented in Table 1 show that the project would generate significant impacts to the Garden Street/Gutierrez Street and Garden Street/U.S. 101 NB Ramps intersections during construction of the Tajiguas Resource Recovery Project at the SCRTS site.

Associated Transportation Engineers,

A handwritten signature in black ink, appearing to read 'Dan Dawson', with a long horizontal flourish extending to the right.

Dan Dawson, PTP
Supervising Transportation Planner

SAS/DLD