

Brianda Negrete

Public Comment - Group 2

10



From: Schmuckal, Christopher
Sent: Thursday, March 30, 2023 4:08 PM
To: sbcob
Subject: FW: Letter in support of appeal regarding Highway 101 Widening Project, Segment D
Attachments: SupportLetter_101SoundWall_032930.pdf

Attached is another public comment letter for the Highway 101 Appeal, Item #10 on Tuesdays agenda.

Best,



Christopher Schmuckal
Senior Planner

Planning & Development
123 E. Anapamu St.
Santa Barbara, CA 93101
805-568-3510

cschmuckal@countyofsb.org

<http://www.countyofsb.org/plndev/home.sbc>

From: kathy denver <thedenvers@hotmail.com>
Sent: Wednesday, March 29, 2023 1:35 PM
To: Williams, Das <DWilliams@countyofsb.org>
Cc: execdirector@montecitoassociation.org; Schmuckal, Christopher <cschmuckal@countyofsb.org>; rbmackzie@gmail.com
Subject: Letter in support of appeal regarding Highway 101 Widening Project, Segment D

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Please see the attached letter in support of the appeal regarding Highway 101 Widening Project, Segment D

John Denver, MD

1425 Greenworth Place
Santa Barbara, CA 93108
(805) 969-6171
thedenvers@hotmail.com

March 29, 2023

Das Williams
% Clerk, Board of Supervisors
105 E. Anapamu Street, Room 407
Santa Barbara, CA 93101

cc: Sharon Byrne
Executive Director, Montecito Association
P.O. Box 5278
Santa Barbara, CA 93150

Dear Mr. Williams,

As a long-time resident of Montecito, I am deeply concerned by the decision last year by the Santa Barbara Planning Commission to approve CalTrans freeway widening projects without sound walls that would mitigate noise and air pollution. I ask that our county supervisors reconsider and reject this approach, which will have an adverse impact on the people in our community—who are your constituents—on a daily basis.

It is beyond dispute that sound and particulate pollution is harmful to health and well-being. In the past, our neighborhood was somewhat protected by a “soft” barrier of dense foliage on both sides of North Jameson Road. In recent years, CalTrans has eroded that barrier, already creating a notable increase in noise pollution. To our alarm, the current plan will eliminate that soft barrier altogether. Sound walls, which were in the original CalTrans plan, could mitigate that harm just as they have to the east (Carpinteria) and the west (Salinas Street) of Montecito. It would have daily benefits to residents.

The reason cited for the change in approach is the risk of flood. As a 45-year resident of a home on the banks of the Montecito Creek, I am well aware of the risk of floods in the area, as well as the previous decisions that exacerbated those risks. Historically, there were multiple small natural creeks in our area, which carried water following the natural topography. When the 101 was built, creeks were diverted into a man-made channel to pass under the freeway. This is one of the reasons we’ve seen multiple floods at the lower part of this channel (now called Montecito Creek).

While I take the risk of flooding seriously, there are other steps within the county's power that could mitigate flood risk without the negative impact of denying sound walls. Resuming maintenance of the creeks in Montecito is one such step. In the 70s, 80s, and 90s, the creeks were regularly cleared and banks were reinforced, helping to mitigate flooding in times of heavy rain. In the late 1990s, however, the county flood control department ceased maintenance of sections of the creek—including the stretch between our house and the Oaks neighborhood—and allowed debris to almost completely fill the areas under the freeway and Jameson Lane. I would urge the county to resume regular maintenance of the waterways.

I find it troubling that the Flood Control District, which has abandoned maintenance of some sections of the creek while spending millions on other areas, now opposes sound walls, which are needed to mitigate daily harm for the community. It is also difficult to understand why sound walls have been able to successfully move forward along other areas of the 101 despite history of past flooding in those areas, such as at the base of Salinas Street.

The only difference seems to be that the 2018 debris flow looms large in all of our memories. However, there are other steps that can be taken to help mitigate against the risks of a once-in-a-century event that don't result in harms to our community on a daily basis.

I respectfully ask that the Board of Supervisors reconsider last year's decision and reinstate plans for sound walls, with the addition of flood gates as has been done in neighboring communities. We further request that the county resume routine maintenance throughout the waterways in Montecito and consider other options to mitigate flood risk. By reference, we want to support the excellent suggestions offered by Kia McInerney in a letter published in the Montecito Journal on March 16.

Sincerely,

John Denver, MD

Brianda Negrete

From: S T <tsbecker069@gmail.com>
Sent: Friday, March 31, 2023 8:15 AM
To: sbcob
Subject: Comment, agenda item #10, Highway 101 segment 4D CDP appeal, BOS meeting of 4/4/23.

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- The applicant intentionally failed to analyze reduction of VMT as an alternative to widening the 101 freeway.
- The applicant considered adding soundwalls to the project to mitigate the increased noise from the increase in traffic (VMT) the project will induce.
- Reducing VMT through the project area by 25% from a 2109 baseline by 2030 and 55% by 2040 will eliminate the need for HOV lanes, allowing the lanes to be configured as transit vehicle only lanes.
- If the applicant does not wish to construct soundwalls, then the applicant can reduce traffic noise by reducing VMT.

Thank You,

Tom Becker
Buellton

Brianda Negrete

From: S T <tsbecker069@gmail.com>
Sent: Friday, March 31, 2023 9:52 AM
To: sbcob
Subject: comment, Item #10, Highway 101 CDP appeal, BOS meeting of 4/4/23

Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.

Additional comments:

- The claim by the applicant and county staff that vehicles using Highway 101 will be "all electric" by 2035 is false. The State's Advanced Clean Cars (ACC/electric vehicle mandate) application to US EPA is currently pending before the United States Court of Appeals for the D.C Circuit, with a good chance that the ACC will be deemed in violation of U.S statutes. Even with that, the California Air Resources Board admitted that the ACC will increase the amount of tire particulates (which are carcinogenic) coming off roadways, since electric vehicles wear out their tires at a rate 4 times faster than conventional gas/diesel vehicles.

- The County's Local Coastal Plan requires projects located in the Coastal Zone to reduce VMT associated with those projects to the greatest extent possible. As mentioned in another comment, the applicant intentionally failed to analyze reduction of VMT as an alternative to the VMT inducing HOV project.

- During my appeal to the CCC of the San Ysidro Roundabout, CCC staff falsely claimed that the HOV project will "reduce VMT". The project's EIR and SEIR both forecast the project will induce massive increases in VMT.

- The HOV project will increase VMT, noise and particulate pollution.

The applicant intentionally, and illegally, failed to analyze alternatives submitted during the SEIR to reduce VMT as an alternative to adding HOV lanes on Highway 101.

Thank You,

Tom Becker
Buellton.

March 28, 2023

Clerk, Board of Supervisors
105 E. Anapamu Street. Room 407
Santa Barbara, CA 93101

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2023 MAR 31 P 2: 05

COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS

To Whom It May Concern:

As residents of Montecito, we write to appeal a decision by the Santa Barbara County Planning Commission in the case dealing with the Highway 101 Widening Project, Segment 4D, which decision was made on December 22, 2022. Specifically, CalTrans/SBCAG eliminated sound walls from Segment 4D, which is the Montecito corridor of the freeway expansion project, and the Planning Commission members stated that they lacked the authority to order that CalTrans/SBCAG reinstate the sound walls in the plans for the project, because only the Board of Supervisors has such power, having been the body which adopted the Recovery Map following the 2018 Debris Flow.

1. With similar topography and as part of the same 2018 Recovery Map, Carpinteria negotiated six new bridges and six retrofitted/new drainage culverts, along with sound walls for its residential areas – these improvements are a model for what Montecito should expect from the project.
2. It is well documented that sound walls reduce noise and emissions pollution, both of which are hazards to health.
3. Sound walls were designed to be gapped at the creeks and drainage channels, and so are unlikely to cause added flood waters as predicted by SBC Flood Control.
4. In 2012-2013, sound walls were completed at northbound 101 and Sycamore Creek Bridge, an area that appears to be lower than many sections of the Montecito corridor. These sound walls are not known to have resulted in added flood damage to this area.
5. Why pursue an all-or-nothing policy? If there are defined areas along the Hwy 101 corridor that have flooded on multiple occasions over multiple years, then postpone sound wall installation within twenty feet of that location. According to long-term residents, over 50% of the stretch from Hixon Road/North Jameson northward to Olive Mill Road/North Jameson has NEVER flooded. Why not build sound walls now, for those sections along the North Jameson corridor (less than ½ mile long) that have never flooded?
6. If the decision on sound walls is not reversed, Montecito's approximately two-mile corridor will be the only residential stretch in 40 freeway miles without sound walls.

7. As reported in the Montecito Journal (3/2/2023), FEMA is currently updating its flood mapping for our area; and the County is working on a feasibility study to look at potential projects on San Ysidro Creek. Shouldn't the findings that form the basis for Caltrans' project reflect current, UPDATED information before going forward? If the new FEMA maps will be ready later this year, isn't it a better use of funds and manpower to wait than to rush to perform extensive work on Hwy 101 in this proposed, yet deficient way? It has been 67 years since Caltrans last did significant work on this stretch of freeway (the current four lane layout and concrete were opened in 1956.)

8. SBC's Montecito Planning Commission recommended that Caltrans shall include sound walls in their funding request, and the project be designed and constructed such that future sound walls can be accommodated as new FEMA maps are available, and flood improvements added to reduce flooding at the freeway. If no possible alternative or partial solutions to these significant health and safety issues are available, then at least require Caltrans' written commitment to these recommendations.

We request that you deny the application by CalTrans SBCAG to eliminate previously approved sound walls along the Montecito corridor, so that the original plans, including sound walls, will be required and retained for the freeway widening project.

Sincerely,



Cathy & Bruce Milner
1426 Greenworth Place
Montecito, CA 93108

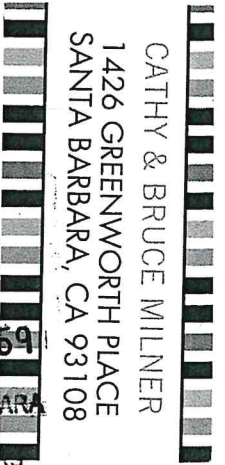
cc: Das Williams
Sharon Burns

CATHY & BRUCE MILNER
1426 GREENWORTH PLACE
SANTA BARBARA, CA 93108

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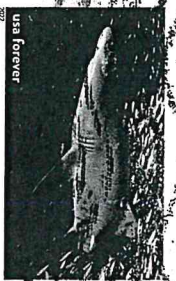
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COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS



SANTA BARBARA CA 93101

29 MAR 2023 9:52 AM



Clerk, Board of Supervisors
105 E. Annapurna St., Room 407
Santa Barbara, CA 93101

93101-206699

