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Cars Are BasicTM

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Notice of Liability

Mayor, Council, City Manager, Division/Department Chief Transportation
City of Santa Barbara
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Santa Barbara, CA 93102-1990

Cars Are BasicTM, a transportation advocate has reviewed and traveled the streets of the St. Francis Traffic Management Program and found it unsafe - deficient for the following:

1. The St. Francis Plan presently being constructed BY DESIGN intentionally puts pedestrians and bicyclists at risk. The following City Employees, D. van Hengel, R.. Dayton, Browning Alan, and former employee T. Clifford stated the reason for these plans is to FORCE BIKES INTO THE CAR LANE that would then create a hazard slowing vehicle speeds. Placement of pedestrians on outcroppings close to car traffic and placement of cross walks at roundabouts instead of the recommended minimum 25 foot set back is hazardous to pedestrians.
2. The St. Francis Plan presently being constructed BY DESIGN intentionally restrict safe free flow of vehicles through sidewalk bulbouts objected to by the City Fire Department, City Police Officers Association, and the local ambulance service. Their objection is the restriction of travel by emergency services slowing response time. The following City Employees, D. van Hengel, R.. Dayton, Browning Alan, and former employee T. Clifford stated the reason for these plans is to create hazards.
3. The St. Francis Plan as implemented by the Traffic Division/Department of the City of Santa Barbara is not the plan approved by the Council. The City Council ordered the beautification of the then "current" temporary objects on the streets in the St. Francis Area. There are bulbouts, not previously on the streets being constructed. The roundabouts being constructed are larger than those previously approved for street construction. This new roundabout plan FORCES BY DESIGN the diversion of vehicle travel into (a) uneven drainage areas resulting in unsafe vehicle control as a result of uneven surface, (b) aims vehicles at curb side parking locations, (c) by diversion to the side of the road obscures the line of vision of vehicles until final entry into the intersections, (d) during rain drenches the brake surfaces of both autos and trucks causing uneven braking/slowing of vehicles, and (e) the intentional punishment edge (e.g. Sola/Olive) ignores the modern tire and wheel technology improvements and will cause serious damage to modern tire sidewalks and wheel rim.

4. The St. Francis Plan street landscape fill dirt for beautification makes errant vehicles, or emergency vehicles, at risk for unsafe drive over. The root system of the plants will degrade the current street surface of the asphalt/concrete exposing the subsurface and degrading the integrity of the street construction.

5. The St. Francis Plan by slowing and then resultant acceleration after slowing creates more pollution/noise compared to steady state vehicle operation.

6. The St. Francis Plan was presented as a single concept based, in part, on fraudulent accident statistics attributed to the Milpas Roundabout during public notice (in the year of 2003 - Milpas and Carpinteria St.). Accidents at the above intersection location were greater in 2003 than any previous year, not lower as described by D. van Hengel, R.. Dayton, Browning Alan, and former employee T. Clifford . The current accident rate is greater now then in 2003.

7. The St. Francis Plan was promoted over stiff opposition and a majority opposing petition was received by the City of Santa Barbara. The traffic plan after the fact was intentionally split into 3 different programs to avoid the obvious legal problems associated with violation of the City's rules.

Scott Wenz
President, CAB

