Regional Active Transportation Plan:

A Plan to Enhance Bicycle and Pedestrian Infrastructure in Santa Barbara County

SBCAG
santa barbara county association of governments

ADOPTED:
AUGUST 20, 2015

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Table of Contents

Figures

Tables

Appendices

Executive Summary

This publication is the Regional Active Transportation Plan for Santa Barbara County. It was prepared by the Santa Barbara County Association of Governments (SBCAG) with input from member governments, advocacy groups, and the public, as well as various stakeholders. This plan was prepared to meet the requirements of the California Transportation Commission's 2014 Active Transportation Program Guidelines. It provides an overview of the existing conditions as related to the bicycle and pedestrian modes in the region and highlights current and future needs and improvements.

The purpose of this plan is to create a regional vision for improving the bicycle and pedestrian network by integrating the bicycle and pedestrian planning of the region's nine member governments. The plan is also intended to establish a base level of eligibility for funding through Active Transportation Program grants for projects in the plan area.

Four goals were developed for the plan to guide its development, as well as to shape the future of the bicycle and pedestrian environments in the region. The goals were developed with the input of the project's Technical Advisory Committee, and include:

- Enhance Mobility
- Increase Connectivity
- Promote Equity for all Users in all Communities
- Improve Safety and Public Health

Policies implement each goal and support the recommendations of this plan.

The plan's organization is largely in response to the Active Transportation Program guidelines:

Chapter 1: Introduction

Provides an introduction to the region, an overview of the planning process and Active Transportation Program, as well as the context of the plan.

Chapter 2: Goals and Policies

Presents the plan's four goals, as well as the policies that support each goal.

Chapter 3: Bicycle and Pedestrian Infrastructure and Model Practices

The chapter discusses the infrastructure and model practices currently employed in the region and provides an overview of innovative options policy makers may consider in the future.

Chapter 4: Regional Bicycle and Pedestrian Network

Presents the existing condition of the region's bicycle and pedestrian networks and discusses proposed improvements to the networks.

Chapter 5: Safety, Education, Encouragement, and Enforcement

Provides an assessment of bicycle and pedestrian collisions in the region, as well as education and encouragement programs and enforcement efforts.

Chapter 6: Funding

Discusses recent expenditures on bicycle and pedestrian projects and programs in the region, outlines the financial needs to implement the plan, and provides an overview of various funding sources.

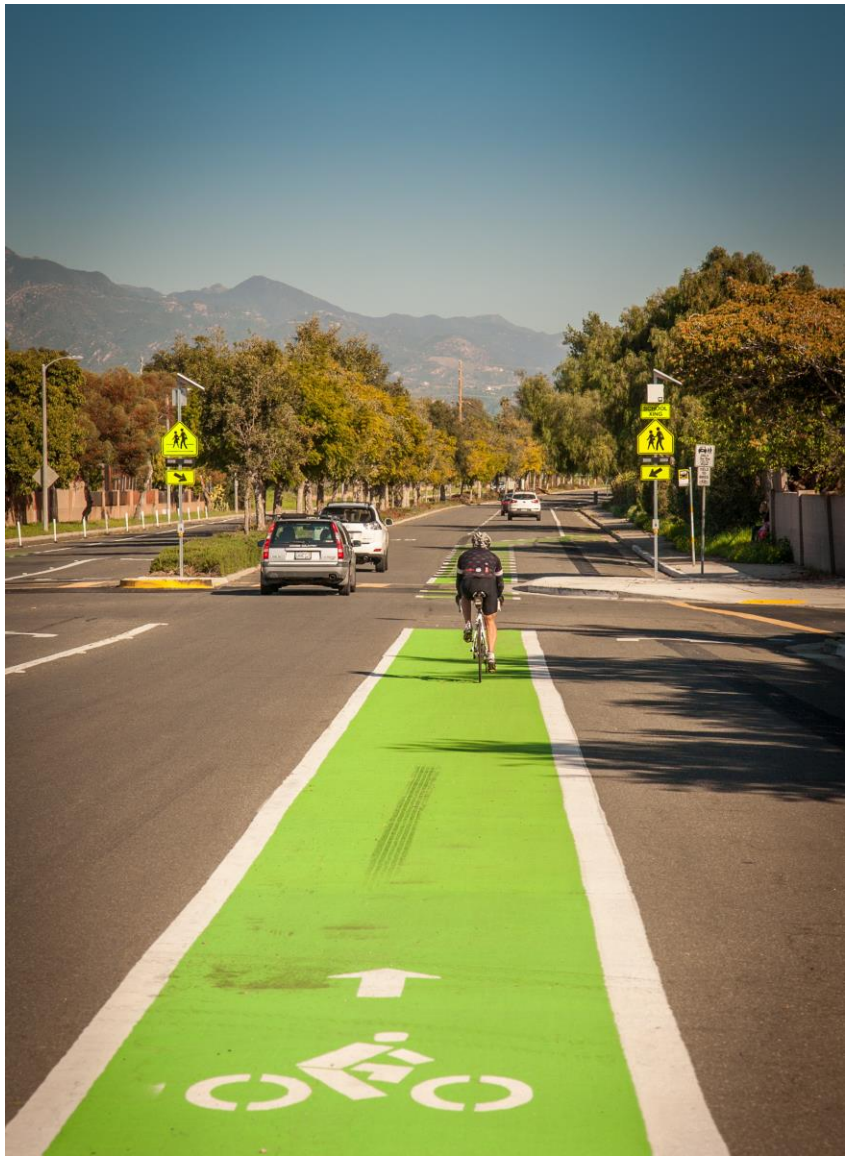
Chapter 7: Plan Conclusion

Summarizes and concludes the plan and discusses how each Active Transportation Program guideline was satisfied.

Detailed lists of proposed projects, organized by jurisdiction, are contained in **Appendix A**.

A public outreach phase was conducted to inform the public and seek input. Two public workshops were held, as well as two workshops for special-interest groups and several presentations to advocacy groups. Public comment shaped this plan. Several pedestrian or bicycle improvement projects were proposed by the public and are included in the plan if they are also supported by the host jurisdiction. Much of the public comment involved safety improvements, particularly around schools, and the maintenance of existing infrastructure.

A key component of this plan, and the ultimate result, is the lists of projects which will define the future of bicycle and pedestrian mobility in the region. An estimate of the funding required to fully implement this plan is in excess of 400 million dollars.[1] The 2040 Regional Transportation Program-Sustainable Communities Strategy identifies approximately $201 million in planned bicycle and pedestrian projects.



[1] Cost estimates for all proposed projects are not available. The actual value is estimated to be between 400–440 million dollars to 2040.

CHAPTER 1:

Introduction

This publication is the Regional Active Transportation Plan for Santa Barbara County. It was prepared by the Santa Barbara County Association of Governments (SBCAG) with input from member governments, advocacy groups, and the public, as part of SBCAG's Fiscal Year 2014-2015 Overall Work Program (OWP). The project was initially conceived as a Regional Bikeway Plan in the OWP. However, in response to evolving state guidelines, the scope of the plan was broadened to include the pedestrian mode. This plan was prepared to meet the requirements of the California Transportation Commission's (CTC) 2014 Active Transportation Program Guidelines.

SBCAG, in its capacity as the designated Metropolitan Planning Organization and Regional Transportation Planning Agency for Santa Barbara County, is responsible under federal and state law for developing transportation plans and programs for the region through a "continuing, cooperative, and comprehensive" planning process carried out in cooperation with other state, regional, and local agencies. SBCAG distributes local, state, and federal transportation funds and acts as a forum for addressing regional and multi-jurisdictional issues.

SBCAG's governing Board of Directors consists of the five members of the County Board of Supervisors plus one City Council representative from each of the eight cities within the county.

SBCAG is the County's Local Transportation Authority and uses Measure A funds to implement projects that are included in the Measure A Investment Plan approved by Santa Barbara County voters.

Class I Bicycle Path adjacent UCSB

Purpose and Need

The purpose of this plan is to create a regional vision for improving the bicycle and pedestrian network by integrating the bicycle and pedestrian planning of the region's nine member governments. The plan is also intended to establish base level of eligibility for funding though Active Transportation Program (ATP) grants for projects in the plan area. An Active Transportation Plan is a requirement for grant applications seeking in excess of one million dollars.[2] The plan also

[2] The current guideline for large projects emphasizes consistency with adopted plans, which may be satisfied via a variety of different plan types. The guidelines further state that "In future funding cycles, the Commission expects to make consistency with an approved active transportation plan a requirement for large projects."

advances and complements the region's planning goals as stated in the 2040 Regional Transportation Plan-Sustainable Communities Strategy (RTP-SCS). The plan provides an overview of the existing conditions as related to the bicycle and pedestrian modes in the region and highlights current and future needs and improvements.

The plan is consistent with the CTC's adopted 2014 Active Transportation Program Guidelines (March 20, 2014), and supports SB 99 (2013) and AB 101 (2013), which aim to encourage increased use of active transportation modes. The plan will support applications for funding through the Active Transportation Program.

Regional Overview

The SBCAG region, Santa Barbara County, is located along California's coastline about 300 miles south of San Francisco and 100 miles north of Los Angeles. Santa Barbara County occupies 2,745 square miles of land bordered on the north by San Luis Obispo County, on the east by Ventura and Kern counties, and on the south and west by the Pacific Ocean. The region's Mediterranean climate and relative flat terrain in its urbanized areas make it ideal for bicycle and pedestrian commuting and recreational travel.

The region includes eight incorporated cities, numerous unincorporated populated areas, Vandenberg Air Force Base (VAFB), and the Los Padres National Forest, as well as a variety of other notable locations. The vast majority of the population resides in proximity to the US 101 and CA 1 corridors. Several colleges and universities, including the University of California Santa Barbara (UCSB), Santa Barbara City College, and Allan Hancock College, among others, contribute to the vibrancy of the region and increase the active transportation mode share. The region is best described as having two unique sub-regions—North County and the South Coast.

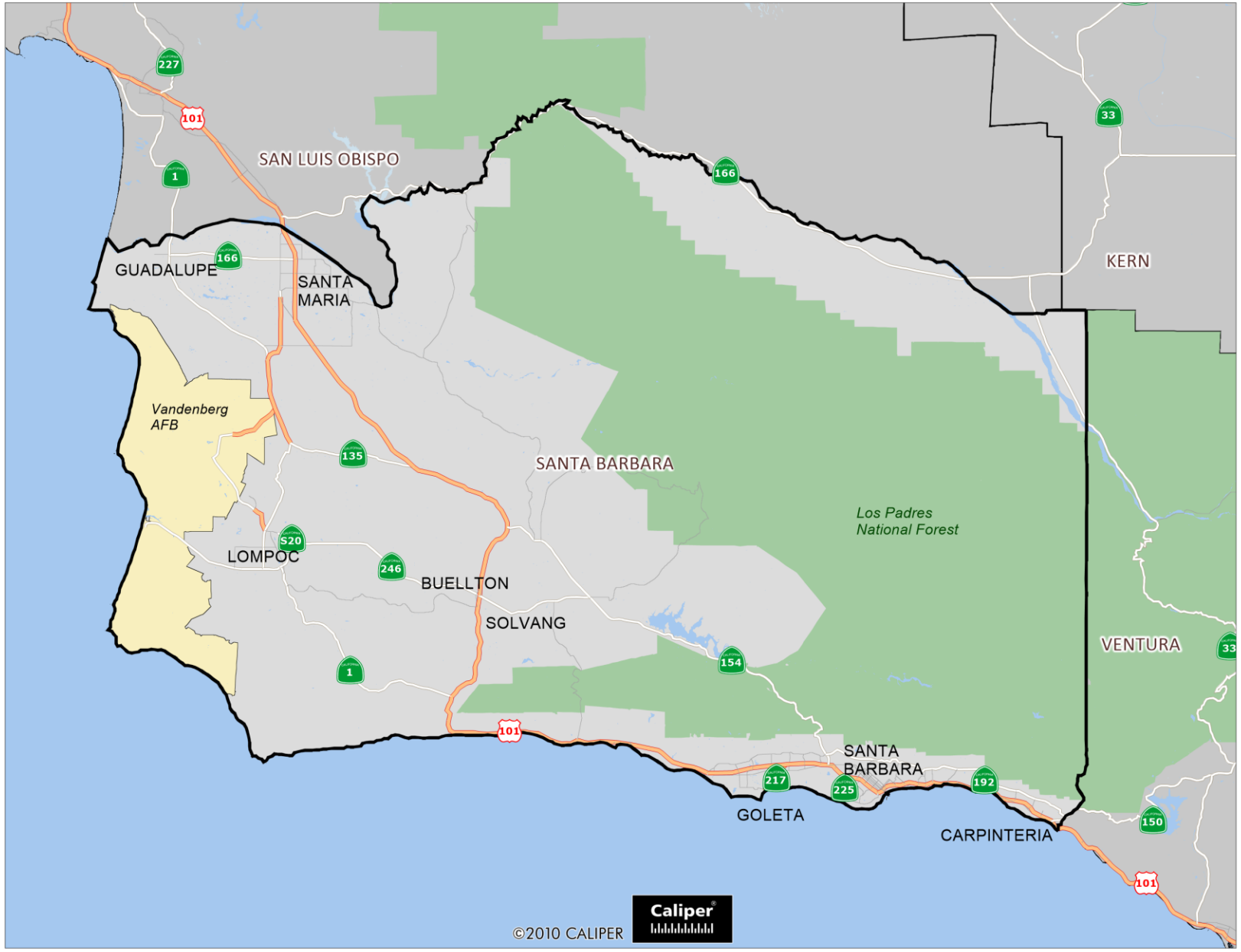
North County is characterized by its rural nature, with the Los Padres National Forest, San Rafael and Dick Smith Wilderness Areas, and Lake Cachuma National Recreation Area as well as roughly 700,000 acres of agricultural land. The North County is known for its agribusiness, including vineyards and wine-making, and rocket launches from VAFB. It has four population centers: Cuyama Valley, Lompoc Valley, Santa Maria Valley, and Santa Ynez Valley.

North County is known for its rugged terrain, rural character, and natural beauty

The South Coast is a narrow strip of coastal land which is bounded by the Santa Ynez Mountains to the north, the Pacific Ocean to the south, the Ventura County line to the east, and Gaviota to the west. It includes the incorporated cities of Carpinteria, Santa Barbara—with the region's only marine harbor facilities—and Goleta, as well as unincorporated Summerland, Montecito, and Isla Vista—home to UCSB.

Figure 1 provides an overview of the SBCAG region, its cities, and its major highways.

Figure 1: SBCAG Regional Overview



The 2010 Census found a total county population of 423,895, with 52 percent residing in the cities and unincorporated areas of the North County sub-region. Most of the last decade's population growth, 90 percent, has occurred in the City of Santa Maria.

The American Community Survey (2009–2013) estimated that there were 201,240 jobs in the county. The City of Santa Barbara had the greatest number of jobs with 33 percent of the county's total. The South Coast, as a sub-region, accounted for nearly 58 percent of the total jobs. **Table 1** provides an overview of population and employment data.

Agriculture and active transportation both benefit from the region's Mediterranean climate

Table 1: SBCAG Region Population and Employment (2010)

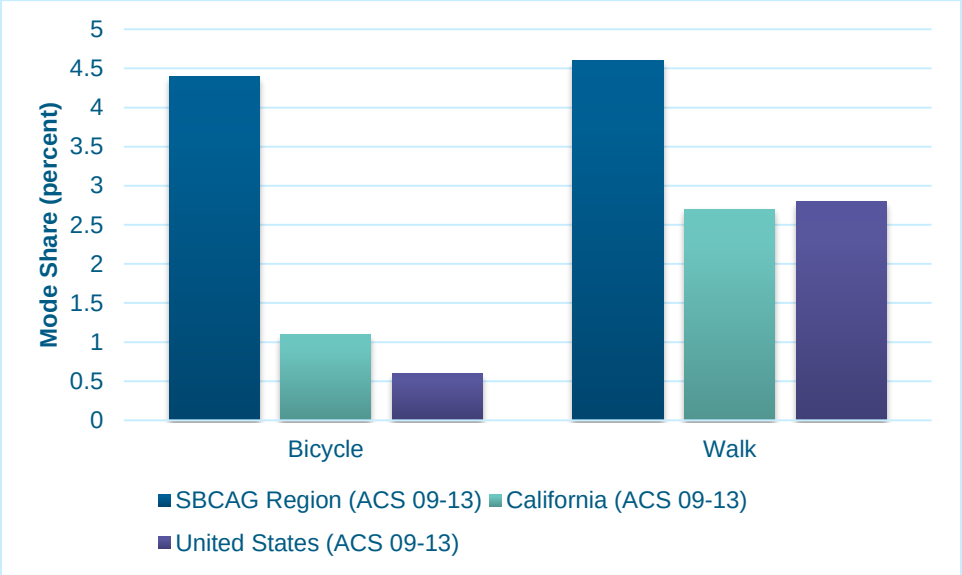
	Population*	Employment**
SBCAG Region	**423,895**	**206,181**
North County	**221,728**	**87,238**
City of Buellton	4,828	2,494
City of Guadalupe	7,080	1,136
City of Lompoc	42,434	11,294
City of Santa Maria	99,553	43,205
City of Solvang	5,245	2,925
Unicorporated	62,588	26,184
South Coast	**202,167**	**118,943**
City of Carpinteria	13,040	6,820
City of Goleta	29,888	25,531
City of Santa Barbara	99,553	63,298
Unincorporated	59,686	23,294

* Census 2010, ** American Community Survey 2009-2013

With its favorable landscape and climate, the SBCAG region is ideal for active transportation. **Figure 2** provides a graphic representation, and comparison with other geographies of the journey-to-work mode share for the active modes.[3]

[3] There are margins of error (MOE) associated with the data presented in Figure 2. For the SBCAG Region, the MOEs are +/- 1.3 and 1.2 respectively. For California, the MOEs are +/- 0.3 and 0.2 respectively.

Figure 2: Mode Share for Active Transportation Modes



Land Use

The mix and diversity of land uses, their disposition, and the density of development are all important characteristics that support bicycle and pedestrian commuting. Without supportive land uses, bicycle and pedestrian travel become less viable alternatives to driving. Sidewalks, crosswalks, and bicycle lanes and bicycle paths, etc., alone cannot promote commuting by bicycle or foot. For them to be attractive alternatives, these amenities need to connect conveniently origins and destinations important to potential users. Centralized growth, infill development, and mixed land uses all contribute to more attractive commute options and, in addition to supporting bicycle and pedestrian travel, also support transit usage.

SBCAG's Sustainable Communities Strategy (SCS), required by SB 375 and completed as part of the 2040 Regional Transportation Plan (RTP), analyzed various future land use alternatives to consider the relationship between transportation and land use holistically. Through analysis and consultation with stakeholders and the public, a preferred land use scenario was identified. The preferred scenario is a Transit-Oriented Development (TOD)/Infill plan. It selectively increases residential and commercial land use capacity within existing transit corridors, shifting a greater share of future growth to these corridors. Land use change assumptions shown in this scenario have been made based on the location of existing transit routes and service, as well as SBCAG member agency planning staff input, consistent with local General Plan updates. The preferred scenario relies more heavily on transit and shifts more housing growth to the South County to address the jobs-housing imbalance in infill areas over time.

Figures B-1 through **B-12** in **Appendix B** present the existing General Plan and SCS-preferred scenario land uses for the region's urbanized areas.

Benefits of a Bicycle- and Pedestrian-Friendly Region

Improvements to the active transportation environment yield benefits to the economy, environment, and public health, among other aspects of life. Additionally, the presence of active transportation users contribute to vibrant and desirable communities.

Economic Benefits

Investing in active transportation infrastructure can support business districts by enabling safe access for employees and patrons, and can also decrease demand for automobile trips and parking, as well as reduce congestion, especially as related to short trips. For individuals choosing to bicycle or walk on a regular basis, the personal economic benefits include lower transportation costs and reduced health care costs. For communities, accommodating bicyclists and pedestrians is less costly than accommodating automobiles and increasing numbers of active transportation users can lessen the need for automobile capacity-adding transportation projects. In the SBCAG region, bicycle-related tourism, whether organized wine country tours or rental bikes along the Santa Barbara waterfront, provide a significant economic benefit.

Environmental Benefits

Though there are many, the primary environmental benefit of active transportation is the reduction in the consumption and combustion of fossil fuels. Fossil fuel combustion releases numerous pollutants, including carbon dioxide—the primary greenhouse gas (GHG) responsible for climate change. The reduction of vehicle GHG emissions is an important means of achieving California's GHG reduction goals set forth in AB 32 and SB 375 (2008). Every mile that is moved to an active transportation mode from an automobile saves nearly a pound of carbon dioxide emissions. For school trips, twice the conversion rate can be saved due to the drop off and pick up nature of these trips. Other pollutants released by the combustion of fossil fuels include: volatile organic compounds, nitrogen oxides, carbon monoxide, particulate matter, and sulfur dioxide.

Active transportation also serves as an important environmental justice tool by providing transportation options for low income and disadvantaged populations that might not have access to other modes of transportation.

Cyclists participating in a CycleMAYnia event

Public Health Benefits

Gains in the convenience of travel by automobile have adversely affected public health. Physical activity is largely no longer a necessary component of travel. In 2007, less than half of all Americans met the Center for Disease Control's recommendations for physical activity from work, transportation or leisure exercise (30 minutes of moderate exercise on most days), and 13.5 percent did not

get any physical activity at all.[4] Providing attractive active transportation infrastructure may increase the associated mode shares, and in turn improve public health through gains in physical activity.

Overview and Requirements of an Active Transportation Plan

As noted above, this plan is the region's active transportation plan and is intended to establish base eligibility for grant funding under the State's Active Transportation grant program. The guidelines adopted by the CTC identify 17 unique requirements that active transportation plans must meet. The requirements cover all aspects of the planning process. The program guidelines allow for certain requirements to be omitted if they are not applicable. **Table 9** in **Chapter 7** summarizes how this plan meets the requirements and offers an explanation for any requirement omitted.

A final requirement of an active transportation plan is that it be compliant with the Complete Streets Act (AB 1358, 2008). The State defines a complete street as "a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility."[5]

Planning Process

Planning professionals create plans by facilitating discussions with and among relevant stakeholders, including community members, to gain an understanding of locally-important issues. The stakeholders define the direction of the planning process and therefore their input is key. This plan was developed around a series of stakeholder and community meetings and discussions.

On September 30, 2014, SBCAG staff conducted a kick-off meeting to introduce the project and get initial direction. Present were representatives from each member government, the Santa Barbara Bicycle Coalition (SBBIKE), and the Coalition for Sustainable Transportation (COAST).

Staff made several presentations to the region's advocacy groups, including: COAST, SBBIKE, Buena Vista Park Beautifiers, and the Healthy Lompoc Coalition.

A second advisory committee meeting was held on January 29, 2015 to provide an update of the project's status and seek the input needed to complete a draft plan.

Two public workshops were held in March 2015. One public workshop was conducted in each sub-region. During each workshop, staff presented the progress of the plan and sought input for going forward. A summary of comments received is included in **Chapter 7.**

The North County public workshop was held on March 17, 2015 in Santa Maria

[4] Centers for Disease Control and Prevention, Behavioral Risk Factor Surveillance System: 2007 Codebook Report, 2008.

[5] Caltrans Deputy Directive DD-64-R2, Complete Streets – Integrating the Transportation System, October 2014

This plan resulted from extensive input from member governments, advocacy groups, and the community.

Relationship to Other Plans

The coordination of relevant planning activities is crucial for the success of any one plan, and for the implementation of projects identified in the planning processes. This section provides an overview of related plans.

2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS)

The RTP-SCS, adopted in 2013, is the federally-mandated long-range transportation plan and state-mandated sustainable community strategy for the SBCAG region. The RTP-SCS creates a vision for the future, to year 2040, for changes in land use, transportation, and demographics. It contains a comprehensive, fiscally-constrained list of transportation improvement projects and includes numerous bicycle and pedestrian projects. Projects programmed, planned and expected to be funded from local sources are specified. Finally, a list of illustrative, desired, but unfunded projects is also included. Numerous Class I and II bicycle facilities are planned or programmed, as well as sidewalk infill and bicycle and pedestrian safety programs.

City of Buellton

The City of Buellton's Bicycle and Pedestrian Master Plan, adopted in 2012, provides a thorough assessment of the future of bicycle and pedestrian mobility in the City. Expanding the existing bicycle network and completing the pedestrian network are both planned.

City of Carpinteria

The City recently completed a draft Bicycle Master Plan in 2013, which recommended a capital improvement plan for several bicycle infrastructure projects. The City continues to improve the pedestrian network by adding more sidewalks, curb ramps, and several proposed rail undercrossings.

The City is in the process of completing an active transportation plan which will supersede the draft Bicycle Master Plan.

City of Goleta

The City of Goleta was recently awarded Measure A funding to complete a bicycle and pedestrian plan. The plan will be completed during calendar year 2015. Additionally, the City received a 236,000 dollar TIGER grant from the U.S. Department of Transportation in September 2014 to create a Complete Streets plan for Hollister Avenue corridor in Old Town Goleta.

City of Guadalupe

The City of Guadalupe's Bicycle & Pedestrian Master Plan, adopted in February 2014, is organized to comply with the Active Transportation Program guidelines. The Plan presents a capital improvement program for both bicycle and pedestrian infrastructure that responds to the needs identified through the planning process.

City of Lompoc

The City completed a bicycle plan in 2008 and also relies on their General Plan, much of which has been adopted, including the Circulation Element. The Circulation Element is comprehensive and includes bicycle and pedestrian travel. The City was recently awarded a Measure A grant to create an active transportation plan.

City of Solvang

The City of Solvang relies on its 2008 General Plan as a guiding document for bicycle and pedestrian improvements. The Circulation Element briefly mentions the bicycle and pedestrian modes and identifies related local policies. There are currently no plans to create a bicycle and pedestrian master plan. However, the City has an approved Sidewalk Infill Program. The Sidewalk Infill Program was approved in August 2009, and most recently updated in March 2012.

City of Santa Barbara

Santa Barbara City Council recently awarded a consulting contract for the development of a new bicycle master plan. The development of the new plan is scheduled to be completed in December 2015. The City's current bicycle plan was completed in 1998 and the pedestrian plan was completed in 2006.

City of Santa Maria

The Santa Maria Bikeway Master Plan, adopted in 2009, plans for a robust bicycle network. It includes a thorough assessment of existing conditions and develops an improvement plan for the future. Although the plan does not have a pedestrian component, many of the multi-purpose trails (Class I) built in the plan area over the last 15 years have catered to both pedestrians and bicycles.

County of Santa Barbara

The County of Santa Barbara completed a draft bicycle master plan in 2012, although it has not yet been adopted by the County Supervisors. The plan satisfies the current 2012 Bicycle Transportation Act guidelines and provides a comprehensive vision for the future of bicycle infrastructure in the County's unincorporated areas. The County conducts planning for the pedestrian mode by local community planning area.

Santa Barbara Bicycle Coalition

Connecting Our Community is an ongoing planning campaign by the Santa Barbara Bicycle Coalition (SBBIKE). The campaign focuses on the South Coast sub-region. To date, it has completed a detailed inventory of existing assets and conditions. As the efforts continue, SBBIKE will be working to influence the planning efforts of South Coast jurisdictions, with the ultimate goal of creating the framework for a robust network of Class I, II, and III bicycle facilities.

California Transportation Plan 2040 – draft

The draft California Transportation Plan 2040 (CTP2040) provides a broad vision for transportation in California which is intended to meet the state's mobility needs and environmental goals. The draft CTP2040 recognizes bicycle and pedestrian infrastructure as "integral components" of the transportation system. Goal #1 of the Plan, Improve Multimodal and Accessibility for all People, states the need to improve the bicycle and pedestrian environments.

Completing the California Coastal Trail, SB 908 Report

In 2003, the State Coastal Conservancy published this report, which identifies the steps necessary to complete the California Coastal Trail. The report notes much of the Coastal Trail in Santa Barbara County as needing substantial improvements. Among other noted needs, the report highlights the need to improve non-motorized access between Carpinteria State Beach and Rincon Beach County Park.

Relationship to Other Plans Conclusion

The supporting planning efforts were conducted by member governments, or with the support of the member governments. This plan is based on and consistent with adopted local bike and pedestrian plans, General Plans, and the RTP-SCS. It was developed with local planning and public works input and participation. SBCAG's member governments identified needed bicycle and pedestrian improvements and coordinated planning with local groups and school districts.

The Pacific Coast Bike Route, running the length of the California coast, is an asset to the region and requires coordination with neighboring jurisdictions, particularly San Luis Obispo and Ventura counties, and Caltrans Districts 5 and 7. Caltrans has taken the lead in planning activities for the Pacific Coast Bike Route.

Overview of the Plan

The Regional Active Transportation Plan addresses the actions needed to meet future bicycle and pedestrian infrastructure needs and make Santa Barbara County more bicycle- and pedestrian-friendly. The remainder of the plan is organized as follows:

- Chapter 2 – Goals and Policies
- Chapter 3 – Bicycle and Pedestrian Infrastructure
- Chapter 4 – Regional Bicycle and Pedestrian Network and Mapping
- Chapter 5 – Safety, Education, and Encouragement
- Chapter 6 – Funding
- Chapter 7 – Plan Conclusion
- Appendix A – Project Lists by Jurisdiction
- Appendix B – Land Use Maps
- Appendix C – Environmental Mitigation Measures
- Appendix D – Adopting Resolution

CHAPTER 2:

Goals and Policies

This plan was developed with four overall goals, which are the guiding principles and long-range vision for the region's bicycle and pedestrian infrastructure. The goals include: Enhance Mobility, Increase Connectivity, Promote Equity for all Users in all Communities, and Improve Safety and Public Health. Policies implement each goal, and support the recommendations of this plan. The goals and policies were developed with stakeholder input, and are largely a subset of the region's goals identified in the Regional Transportation Plan – Sustainable Communities Strategy.

Goal 1: Enhance Mobility

Promote increased bicycling and walking to reduce vehicle trips, vehicle miles traveled, auto congestion, and vehicle emissions region-wide.

Policy 1.1

Encourage the design and building of complete streets that balance the needs all users.

Policy 1.2

Support local active transportation planning efforts by incorporating local plans into the Regional Active Transportation Plan as necessary to ensure consistency between the regional and local levels.

Policy 1.3

Aggressively seek funding to implement active transportation projects.

Policy 1.4

Support Measure A Bicycle and Pedestrian programs by continuing to fund active transportation projects.

Policy 1.5

Consider bicycle and pedestrian infrastructure improvements as a mitigation strategy for the traffic impacts of new land developments, including SB 743.

Policy 1.6

Promote land use development that is supportive of multi-modal travel.

Policy 1.7

Ensure bicycle and pedestrian amenities are properly maintained to enable their continued safe use.

Policy 1.8

Promote multi-modal travel as an environmentally-conscious alternative to driving.

Policy 1.9

Support the design, production, and dissemination of materials, such as maps, that enhance active transportation.

Policy 1.10

Encourage the installation and maintenance of end of trip amenities, such as bicycle parking infrastructure, at locations with existing need, and during the construction process of new developments.

Policy 1.11

Stay current with evolving trends in bicycle and pedestrian infrastructure, and make recommendations to local planning staffs when new advances may be appropriate at the local level.

Goal 2: Increase Connectivity

Enhance the regional bicycle and pedestrian network to increase bicycle and walk mode share and improve accessibility to jobs, schools, recreational amenities, and services.

Policy 2.1

Work cooperatively with schools and school districts to identify needs related to connecting them with surrounding neighborhoods via active transportation modes.

Policy 2.2

Work with local and state agencies to advance the California Coastal Trail and coastal access facilities.

Policy 2.3

Encourage connectivity of active transportation infrastructure between neighboring jurisdictions and between the local and regional networks.

Policy 2.4

Prioritize new bicycle infrastructure projects that connect high usage origins and destinations.

Policy 2.5

Identify "missing links" in bikeway networks with local input and recommend projects, where necessary.

Policy 2.6

Pedestrian and bikeway facilities that provide for intermodal network connectivity should be implemented, where possible, in areas where U.S. 101 or a rail line bisect communities.

Policy 2.7

Promote consistent signage that directs bicyclists to destinations and increases the visibility of the regional bicycle network.

Policy 2.8

Pedestrian facilities should be developed to provide access to centers of community activity and transit stops.

Policy 2.9

Pedestrian access should be considered in the design of transportation facilities, especially if these facilities act as a barrier to pedestrian movement.

Policy 2.10

Work with local jurisdictions and transit operators to improve interconnectivity between bicycle, pedestrian and transit networks.

Policy 2.11

Coordinate planning activities, when appropriate, with neighboring jurisdictions and other related agencies, such as Caltrans to ensure connectivity across regional boundaries.

Goal 3: Promote Equity for all Users in all Communities

Increase bicycle and pedestrian network coverage within RTP-SCS communities of concern.[6]

Policy 3.1

Planning, construction and operation of bicycle and pedestrian facilities should encourage safe and convenient travel for all users and for all levels of abilities.

Policy 3.2

Planning, construction and operation of bicycle and pedestrian facilities should ensure that the transportation needs of all groups, in particular

[6] 2040 RTP-SCS, Table 38, p. 6-97.

disadvantaged, low-income, and minority groups, are adequately served and that all groups have equal access to transportation facilities and services.

Policy 3.3

Planning, construction and operation of bicycle and pedestrian facilities should give special attention to the needs of elderly and disabled individuals for improved transportation accessibility and removal of physical barriers, including provisions required under the 1990 Americans with Disabilities Act (ADA).

Policy 3.4

Ensure compliance with Title 6 of the Civil Rights Act of 1964 and Executive Order 12898 of 1994.

Goal 4: Improve Safety and Public Health

Encourage well-designed bicycle and pedestrian infrastructure to improve multi-modal safety and promote improvements in public health.

Policy 4.1

Enhance existing active transportation infrastructure or provide new infrastructure, where necessary, to provide an attractive alternative to driving.

Policy 4.2

Support education and training programs for bicyclists, pedestrians, and motorists that explain the rights and responsibilities of each mode, as well as the relevant laws and codes.

Policy 4.3

Encourage the enforcement of traffic laws to promote the reduction of bicycle and pedestrian collisions.

Policy 4.4

Encourage the practice of complete streets policies to ensure roads safely accommodate the needs of all users.

Policy 4.5

Monitor collision patterns to recognize locations needing safety improvements with the aim of an aggressive long-term downward trend in the number and severity of bicycle and pedestrian collisions.

Policy 4.6

Support the efforts and programs of local governments and community groups that promote bicycling, particularly to the region's youth.


Schwinn
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CHAPTER 3:

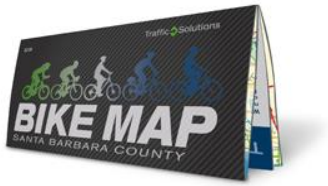
Bicycle and Pedestrian Infrastructure and Model Practices

Travel by active transportation modes benefits from a variety of transportation infrastructure and model practices. This chapter provides an overview of the current state of the practice—what is currently being employed in the SBCAG region, and innovations that decision makers might consider in the future.

State of the Practice

Many of the nation's regions are still striving to achieve the multi-modal network that currently exists in the SBCAG region. As inventoried for the Traffic Solutions Bike Map in 2012, the region boasts 34.3 miles of Class I bikeways, 136.2 miles of Class II bicycle lanes, and 167.8 miles of Class III shared use bikeways. Within the region's population centers, the pedestrian networks are largely built out, particularly in the downtown districts. Commuting by bicycle within the region's urbanized areas can often be accomplished entirely on the network of Class I, II, and III bicycle facilities. Each of the SBCAG member governments recognizes the value of accommodating bicyclists and pedestrians, is beginning to employ the principles of complete streets policies, and prioritizes investments in active transportation infrastructure. These efforts are paying dividends: the SBCAG region beats the national average by nearly eight-to-one for the bicycle mode share and by roughly five-to-one for the pedestrian mode share.[7]

SBCAG's Traffic Solutions Division maintains a map of the region's bicycle network and makes it available in printed form, as well through a smart phone/tablet app (RideSBC).



Within the SBCAG region, there is a wide range of infrastructure being utilized.

Bicycle Infrastructure

Caltrans has developed a system for categorizing bicycle facilities: Class I, II, III and IV. Following are the California Streets and Highways Code[8] definitions and California Highway Design Manual descriptions of each type of bicycle facility:[9]

Class I Bikeway (Bike Path)

Definition:

> Bike paths or shared use paths, also referred to as "Class I bikeways," which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

Description:

> Generally, bike paths should be used to serve corridors not served by streets and highways or where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications are along rivers, ocean fronts, canals, utility right of way, abandoned railroad right of way,

[7] See Figure 2 on page 7.
[8] California Streets and Highways Code. Section 890-892.
[9] Highway Design Manual. Chapter 1000: Bikeway Planning and Design. Topic 1002 – Bikeway Facilities, June 2006.

within college campuses, or within and between parks. There may also be situations where such facilities can be provided as part of planned developments. Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers (rivers, mountains, etc.).

The Obern Trail is an example of a Class I Bikeway

Class II Bikeway (Bike Lane)

Definition:

Bike lanes, also referred to as "Class II bikeways," which provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

Description:

Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. But a more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting parking on given streets in order to delineate bike lanes. In addition, other things ca be done on bike lane streets to improve the situation for bicyclist, that might noth be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities, etc.). Generally, pavement markings alone will not measurably enhance bicycling.

Bicycle lanes, by design, are not continuous through areas where a right-turn lane is located. Guidelines allow for bicycle lanes to continue as dashed lines, and recently, color treatments have begun to be applied to these shared use areas to increase awareness for motorists and bicyclists alike. The California Manual on Uniform Traffic Control Devices (MUTCD) permits the use of color treatments, but does not consider them to be a form of traffic control.

Example of Class II Bicycle Lanes

Class III Bikeway (Bike Route)

Definition:

> Bike routes, also referred to as "Class III bikeways," which provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.

Description:

> Bike routes are shared facilities which serve either to:
>
> (a) Provide continuity to other bicycle facilities (usually Class II bikeways); or
>
> (b) Designate preferred routes through high demand corridors.
>
> As with bike lanes, designation of bike routes should indicate to bicyclist that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. The use of sidewalks as Class III bikeways is strongly discouraged.

Shared Lane Markings, commonly referred to as sharrows, are pavement markings used to reinforce a bicyclist's right to use a vehicle travel lane, and act as a guide for bicyclists to keep out of the door zone.

Class IV Cycle Tracks or Separated Bikeways

Definition:

> Cycle tracks or separated bikeways, also referred to as "Class IV bikeways," which promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

There is a short segment of cycle track along Via Real in the City of Carpinteria, and the upcoming Hollister Avenue Class I project in western Goleta shares many similarities to a cycle track. Class IV bikeways have recently been added to the California Streets and Highway's Code and are not yet included in the State's Highway Design Manual.

Unmarked Mixed Flow Streets

Many local surface streets have low traffic volumes and speeds, providing both motorists and bicyclists with excellent routes for travel.

Furthermore, mixed flow lanes provide flexibility for experienced and skilled cyclists. Where it is appropriate for bicyclists to use the existing street system, there is no need to design special facilities. Most of our urban streets are satisfactory for bicyclists without significant improvement, although traffic calming may be recommended if traffic conditions do not complement the surrounding land-use context. Unless explicitly prohibited, such as on some limited-access freeways, bicyclists share the same rights and responsibilities as other vehicles on all roads within the region.

Multi-Purpose Trail II Bikeways

Multi-purpose Trail II bikeways have been adopted into the City of Santa Maria's 1992 Bikeway Plan and have been incorporated into many of the residential subdivisions recently built in the city. Multi-purpose Trail II bikeways are separated joint-use facilities and may be designed in conjunction with Class II or III bicycle facilities on the adjacent roadway. They provide facilities for a wide range of abilities and are simply constructed as extra wide sidewalks, typically 8 to 10 feet wide.

Unpaved Paths and Trails

There are many unpaved paths and trails in the region that accommodate bicyclists and pedestrians. Some are maintained, such as the Santa Maria River Levee Trail, and many others are not. These may include trails through parks that serve utilitarian as well as recreational purposes.

Traffic Signal Detection

Frequently, traffic signals have sensors to indicate to the signal controller that a phase needs to be recalled or extended. These sensors are often in-pavement inductive loop detectors that respond to a magnetic field disturbance. They may not be located where a bicyclists would wait or may not be sensitive enough to recognize the presence of a bicyclist. Special loop detectors have been developed that are more effective at detecting bicycles.

There are other detection methods that are in use, such as video and radar, and can be calibrated to respond to the presence of bicyclists. In addition to detection, traffic signals need to be programmed to provide the minimum green time that a bicyclist requires to navigate through an intersection. The CA MUTCD requires detection for bicycles at locations with new or modified traffic signals, as appropriate, or a pushbutton.

Traffic Signals

Traffic signals specific for bicyclists are used sparingly in the region, but are permitted by the MUTCD for three conditions:

- for at-grade crossings of Class I bikeways with streets;
- where safety concerns warrant, and may be mitigated with a signal; or
- where a movement is permitted by bicyclists, but not by motor vehicles.

Additionally, signal heads for bicyclists are permitted at locations where a waiting bicyclist cannot easily see the standard signal heads.

Way-finding Signage

Way-finding signage is useful in providing direction along bicycle routes when route choices are present and along stretches of considerable distance between choices. Along the South Coast, many bicycle routes are named and signed. This was the result of a county-led project in 1998, since which time there have been no renewed efforts by the local jurisdictions to improve upon the existing signage network.

Example of Way-finding Signage along the South Coast

SBBIKE recently developed a proposal and conceptual plan for consideration by the South Coast jurisdictions to improve the sub-region's way-finding signage. The proposal seeks to incorporate destinations into the existing signage and develop a relationship between the signs and pavement markings, in addition to general improvements and needed infill. The City of Santa Barbara is in the early stages of a multi-year project for improving way-finding for all modes of travel. There is currently no sub-regional way-finding signage program in North County.

Grade Separation

In some cases grade separation for bicyclists and pedestrians is necessary, such as at locations where a highway or rail line bisect communities. There are several bicycle and pedestrian bridges in the region, including three over US 101 in the City of Santa Barbara. Grade separation can also be achieved with tunnels or underpasses, such as the Calle Cesar Chavez underpass in Santa Barbara opened in 2013.

Bicycle Repair Stations

Bicycle repair stations are permanently installed special bicycle racks which have common bicycle tools attached, including an air pump. Some only include air pumps. They enable simple repairs to be made away from home or a bicycle shop. There are several repair stations on the campus of UCSB, with new ones continually added. Near Santa Barbara County's offices in the City of Santa Barbara there is a Bike Station, which is a subscription-based bicycle storage facility that also has amenities for minor bicycle repairs.

End of Trip Amenities

End of trip amenities are a vital aspect of promoting and accommodating bicycle travel and include bicycle lockers and racks, showers, and changing rooms.

- Bicycle Lockers (Class I Parking) – Bicycle lockers accommodate long-term bicycle storage and protect bicycles and their components from theft and vandalism. They may be secured with a key or combination lock.
- Bicycle Racks (Class II Parking) – Bicycle racks are appropriate at locations where their short-term use is expected. They come in many styles and the users supply the locking mechanisms.
- Showers – Showers allow bicyclists who ride in adverse weather conditions, or long distances, to shower after their ride.
- Changing Rooms – Changing rooms provide a location for bicycle commuters to change out of their riding gear.

Though providing bicyclists with end of trip amenities has associated expenses, it is far less costly than constructing automobile parking spaces.

Lighting

Well lit bicycle infrastructure is an important aspect of bicycling safety and the lack of lighting can be a deterrent to the use of isolated or remote Class I bikeways. Lighting is particularly important during winter months when work commuters may be traveling one or both ways in dark conditions. Lighting fixtures may be hard wired, though the location of some bikeways may make the option impractical. Fortunately, there are solar-powered lighting fixture options, such as those installed by the County of Santa Barbara along the Obern and Maria Ignacio trails.

Pedestrian Infrastructure

Pedestrian-related infrastructure includes sidewalks, crosswalks, and countdown timers, as well as more innovative infrastructure. Pedestrians also benefit from Class I bikeways, and unpaved paths and trails.

Safer Street Crossings

Pedestrian Hybrid Beacon

Pedestrian hybrid beacons are traffic signals for unsignalized pedestrian crossings that function similarly to a standard traffic signal for approaching motorists. However, they have only yellow and red phases. Pedestrian activation is required to recall the pedestrian phase of the signal. Several of these are installed along State Street in downtown Santa Barbara, although these crossings also have green signal phases for approaching motorists. These are also commonly referred to as High-Intensity Activated Crosswalk, or HAWK, beacons.

Flashing Beacon

Similar to a hybrid beacon, a flashing beacon requires pedestrian actuation and assists with unsignalized mid-block crossings. Upon actuation the beacon flashes yellow to warn approaching motorists that a pedestrian is in the crosswalk. In-road lighting and/or advanced warning signage can complement a flashing beacon.

This intersection in Goleta includes many pedestrian safety features, including a flashing beacon, curb bump outs, a pedestrian refuge, and a high-visibility crosswalk.

Pedestrian Refuge

A pedestrian refuge is a pedestrian-safety measure which enables pedestrians to make two-stage crossings and focus on traffic from one direction at a time. Pedestrian refuges may be located at signalized intersections, but are more frequently used at unsignalized, or mid-block crossings. Additional safety features, such as hybrid or flashing beacons, or others, can complement their use.

Lighting

Lighting for pedestrians involves two distinct categories. First, intersections, or other locations of pedestrian crossings need to be well lit to ensure pedestrians are visible to approaching motorists. Secondly, street lighting should be designed to ensure the pedestrian areas are lit for the pedestrian's benefit. This may also be accomplished with separate pedestrian-scale lighting fixtures.

Traffic Calming

Certain traffic calming techniques benefit pedestrians. They are meant to slow traffic and reduce neighborhood cut-through traffic. Techniques that most benefit pedestrians include the following:

- Raised Crosswalks – elevate the pedestrian and act as a speed hump
- Curb Extensions – reduce the pedestrian crossing distance, provide a better vantage point for pedestrians, and reduce vehicle speed
- Textured Pavements – create more visible crosswalks and may reduce vehicle speed
- Lane Narrowing – typically results in lower vehicular speeds
- Road Diets – remove travel lanes to provide additional space for the other modes, and lower vehicular speeds

Street Furniture

Street furniture—benches, pedestrian-scale lighting fixtures, etc., create a more pleasant pedestrian environment by providing a buffer between pedestrians and moving traffic.

Turn Restrictions

Prohibiting right turns on red (RTOR) is appropriate for locations with high numbers of pedestrian crossings. This assists pedestrians because motorists attempting to make a RTOR often focus on traffic from one direction and may not notice a pedestrian crossing right to left. Turns onto one-way streets frequently produce similar issues because motorists do not need to be aware of traffic from both directions.

Innovative Active Transportation Infrastructure in the SBCAG Region

There are several examples of innovative active transportation infrastructure in the SBCAG region.

Calle Real and Los Carneros Road Roundabout – Goleta

This roundabout, constructed in 2013, uses slip ramps on the approaching bicycle lanes to remove bicyclists from the roundabout and onto the sidewalks, which were constructed wide enough to accommodate both bicyclists and pedestrians. The result is bicyclists crossing the approaches on marked crosswalks. A slip ramp returns the bicyclists to the Class II bicycle lanes after departing the intersection area.

Color-Treated Bicycle Lanes – Buellton and Goleta

The Class II bicycle lanes in the school zone near Santa Marguerita Drive in Goleta have had a color treatment applied through the portions where a right-turn lane is present. Color treatments were also recently applied along Avenue of Flags in Buellton. In 2011 the Federal Highway Administration (FHWA) approved the use of green color treatments for bicycle lanes.

Color-treated bicycle lanes bring attention to areas where shared use exists

Bike Station – Santa Barbara

Bike Station is a publicly-funded and commercially-operated facility that provides end of trip amenities, such as bicycle parking, storage lockers, and showers on a subscription basis. There is currently one Bike Station in the City of Santa Barbara on Anacapa Street, in the Granada parking garage, and another will soon open at the MTD Transit Center on Chapala Street.

El Colegio Road – Isla Vista

The Class I bikeway along El Colegio Road was recently rebuilt and includes an innovative safety feature. At locations where driveways intersect the bikeway, the bikeway turns away from El Colegio Road to provide driveway space for motorists to stop for bicycle traffic while not interfering with traffic along El Colegio Road, thereby prioritizing bicycle travel.

The photo highlights the design of the El Colegio Road bikeway

[10]http://www.noozhawk.com/article/lompocs_creative_crosswalks_proposal_wins_santa_barbara_foundation_grant

Cypress Avenue and South H Street Intersection – Lompoc

The City of Lompoc recently received a grant from the Santa Barbara Foundation for a pilot project to enhance the crosswalks at the Cypress Avenue and South H Street intersection.[10] The project will involve making the intersection's crosswalks into pieces of community art, which will provide aesthetic benefit to the urban environment of the city and provide safety benefits to pedestrians through the enhanced visibility of the crosswalks.

Bike Corral – Santa Barbara

The City of Santa Barbara recently removed an on-street vehicle parking space along the 100 block of East Canon Perdido Street and installed parking amenities for 14 bicycles. This is the first instance in the City of re-appropriating vehicle space for bicycle parking. The bike corral was installed at the request of nearby business owners.

One former automobile parking space now accommodates parking for 14 bicycles along Canon Perdido Street in Santa Barbara

Santa Barbara Bike Master Plan

As part of the City's ongoing master planning process, various innovative bicycle treatments will be explored, including: colored bicycle lanes, buffered bicycle lanes, cycle tracks, bicycle boulevards, and enhanced way-finding.

Innovative Infrastructure and Model Practices

Bicycle Boxes

Bike boxes are a delineated space between a stop bar and a crosswalk. The space is to allow bicyclists to proceed ahead of vehicular traffic at signals, and is particularly useful for left turns by bicyclists and to avoid conflicts with right-turning vehicles. A color treatment is frequently applied to the 'box' to reinforce its purpose. The California MUTCD does not support bicycle boxes.

Bicycle Boulevards

A bicycle boulevard is a road, usually residential and low speed, which through engineering and traffic calming prioritizes bicycle travel over motor vehicles. They may include through travel and turn restrictions for motor vehicles, and often feature signage and stenciling to reinforce the bicycle boulevard designation.

Mini-Circles

A mini-circle, or neighborhood traffic circle, is a miniature version of a roundabout applied to low-volume, typically residential streets. They can often be installed within the existing right of way. They benefit bicyclists by slowing vehicular traffic and removing stop signs.

Bicycle Storage

Bicycle storage comes in many shapes and sizes. Common infrastructure includes bicycle lockers and racks, but advances are realized on a continuous basis. Lockers, which had long been reserved for a single lessor, now are available with programmable locking mechanisms to accommodate single use. Some cities, after switching to kiosk-style payment systems for street parking, add decorative brackets to the meter posts to accommodate bicycle storage. Finally, some cities, recognizing the benefit of accommodating bicyclists, are requiring bicycle parking at new developments as a matter of public policy.

Pedestrian Signal Timing

There are several options for using traffic signals to improve pedestrian safety.

Pedestrian Lead Intervals

A lead interval provides several seconds of pedestrian walk time before the corresponding traffic signal phase goes green. This allows the pedestrian to be in the intersection, and more visible, before vehicles begin attempting left or right turns. The intersection of Cabrillo Boulevard and Castillo Street in the City of Santa Barbara employs a pedestrian lead interval.

Pedestrian Scramble Phase

A pedestrian scramble phase completely removes pedestrian/vehicle conflicts from an intersection by providing pedestrians with their own signal phase. Often, pedestrian scramble phases can accommodate diagonal crossings. These are appropriate for locations with high numbers of both pedestrian crossings and turning vehicles. The intersection of McClelland Street and Cook Street in the City of Santa Maria employs a pedestrian scramble phase.

Pedestrian Flags

Pedestrian flags are florescent-colored flags that a pedestrian picks up on one side of a crossing and drops off on the other. They allow the pedestrians to be more visible while crossing, and may be appropriate at low-volume, mid-block crossings.

Caltrans Endorsement of NACTO Guidelines

Caltrans recently endorsed the National Association of City Transportation Officials' (NACTO) guides for urban street and urban bikeway design. The NACTO guidelines may be considered innovative as they typically go beyond currently used design guidelines. Caltrans endorsed the guidelines, yet did not adopt them. The Caltrans' Highway Design Manual and California MUTCD remain the official guides for the design of pedestrian and bicycle infrastructure, but the endorsement provides flexibility for design engineers. Local agencies may also adopt or endorse the NACTO guidelines.

Complete Streets Policies

Complete Streets policies typically require a holistic view of transportation as transportation network decisions are made. Oftentimes roadway improvements to benefit motor vehicles come at the detriment of bicycle and pedestrian travel. For example, widening an intersection by adding lanes lengthens pedestrian crossings and increases the amount of time that pedestrians are exposed to conflicts with vehicles. Many General Plans require a minimum level of service (LOS) be maintained, typically LOS C. When developing a Complete Streets policy, local decision makers must question whether LOS C is necessary, particularly as it usually only applies to four hours per week, Monday through Thursday during the PM peak hour, when doing so decreases bicycle and pedestrian mobility 24 hours a day, seven days a week. The State of California, through SB 743, has recognized that the LOS performance of individual intersections may not be the best metric for evaluating transportation impacts. The State also enacted a Complete Streets Policy (AB 1358), which is being implemented by Caltrans and many local jurisdictions. Complete Streets policies can be uniquely tailored for individual jurisdictions, but typically require the consideration of all modes in decision-making.

Neighborhood Connectivity Policies

Neighborhood connectivity policies are useful for ensuring that connections for all modes are available in new subdivisions. They typically discourage cul-de-sacs and often require bicycle/pedestrian easements through cul-de-sacs, if they cannot be avoided. A policy might also use dead-end streets to permit future development to connect to existing development. These are important due to the often circuitous routes that might be necessary to reach a destination that is a short distance away, thereby discouraging bicycling and walking.

Bicycle and Pedestrian Infrastructure and Policies Conclusion

A variety of infrastructure supports bicycle and pedestrian mobility. Much of the infrastructure is the result of the planning and implementation efforts of local governments. Local governments, through their land use authority, can adopt policies to ensure new land use development supports local and regional bicycle and pedestrian networks and goals. Beyond the bicycle and pedestrian networks, new land developments can be required to provide bicycle parking and other end-of-trip amenities such as shower facilities as appropriate. Though SBCAG has no land use authority, it supports local policies that require end-of-trip amenities, with an emphasis on bicycle parking, as the lack of such amenities is often an impediment to increased numbers of non-motorized commute options.

In the implementation of any improvement, it is important to consider the context of the surrounding area, as well as who the potential users are. For example, much of the North County sub-region consists of a rural landscape that draws significant numbers of bicyclists to enjoy the challenges and vistas, but also draws a sizable number of equestrians. Where appropriate, Class I bikeways should offer a side path for the equestrian community. The South Coast sub-region is more densely developed and Class I bikeways would benefit by including a side path for walkers and joggers, as well as equestrians. As much as bicyclists and pedestrians strive to be considered relative the motorized modes, equestrians should also be considered during the design and implementation of pedestrian and bicycle infrastructure.

Bicycling at the University of California, Santa Barbara (UCSB)

One cannot visit the UCSB campus without noticing the impact of bicycles on the campus environment. Nearly 60 percent of the entire student, faculty, and staff population bicycles on the campus at least semi-regularly. The university is divided into four campuses, which combined, surround three sides of the community of Isla Vista. The Main Campus is intensely developed with academic and supporting buildings. The Storke, West, and North campuses, along El Colegio Road, contain significant levels of student and faculty housing. In the mid-1960s a bicycle path was built along El Colegio Road to connect the then privately-owned Francisco Torres student housing complex with the Main Campus, and was the first Class I bikeway in Santa Barbara County. The original bicycle path segment was built to remove bicycle traffic from El Colegio Road, which at the time was a two-lane, dirt-shoulder road.

Bicycling at UCSB began as an organic response to the campus's largely flat terrain and the region's climate. The infrastructure in place to accommodate bicycling was not conceived as a means to induce bicycling, rather, it is a result of the demand. As demand created the need for bicycle infrastructure, campus planners looked to the Netherlands for guidance, as this was the era of massive highway construction projects and domination by the automobile in the U.S. Over time, the network of Class I bikeways grew to roughly seven miles. Bicycle parking has grown to roughly 18,600 bicycle racks, which is about twice the number of automobile spaces. To improve safety and bicycle mobility at bicycle path intersections, campus planners began installing bicycle roundabouts, which now are the preferred treatment. There is no other known example of a Class I bikeway roundabout in the United States; UCSB has seven.

With the network largely built, focus has changed to incremental improvements and responding to changes in the campus layout, as campus construction is a never-ending process. Campus planners work closely with the Associated Students Bike Committee to identify desired and needed improvements and to develop improvement plans. Some of the recent focus has been on upgrading older eight-foot wide bicycle paths to 13 feet, improving bicycle parking areas, and better accommodating skateboards. Improvements to the network are funded by the students through self-imposed fees. As the campus network connects the Obern Trail with Isla Vista and the City of Goleta, and is used by a significant number of non-university-related bicyclists, campus planners frequently coordinate with County and City of Goleta planners.

Bicycles define the UCSB campus environment. Due to the sheer volume of bicyclists, and the laws of physics, bicyclists enjoy the right-of-way across the campus. The coexistence of multiple modes on the campus is an impressive sight.


SCHOOL
XING

CHAPTER 4:

Regional Bicycle and Pedestrian Network

Overview

Bicycle and pedestrian networks provide connectivity and facilitate non-motorized commuting. They also provide the community with recreational opportunity. When attractively designed and providing the needed connectivity, network infrastructure can become a more appealing alternative to driving for a wider range of people. As discussed in the previous chapter, the regional bicycle and pedestrian networks consist of Class I, II, and III bicycle facilities, sidewalks, crosswalks, and bicycle and pedestrian bridges. A robust network currently exists within the region's population centers. Future efforts to improve the network will focus on safety, infill of missing links, and responding to demographic shifts and changes in development patterns.

The region benefits from pleasant weather year round and relatively flat terrain within its population centers. These attributes contribute to higher than the national average rates for bicycle and pedestrian mode share. An effort was made to quantify the total number of average daily bicycle and pedestrian trips in the plan area. Data from the American Community Survey (2006–2010) was used to identify the number of employed persons. Census 2010 was used to determine the region's student population. Journey-to-work values were obtained from the 2009–2013 American Community Survey. Tally and parent surveys collected between 2008 and 2013 for South Coast schools from the National Safe Routes to School program (SR2S) were used to determine mode shares for K-12 students. Finally, data from a 2014 UCSB commuter mode-split survey was used to develop factors for undergraduate and graduate students. Though an imperfect means of quantifying average daily bicycle and pedestrian trips, applying South Coast higher education trip rates region-wide is a good means considering available data sources. **Table 2** provides a summary of the region's average daily bicycle and pedestrian trips. Not included are trips for shopping, visiting, or any other non-work or school purpose, for which data is not available. One could also assume that most transit trips include a bicycle or pedestrian trip on one or both ends. These last-mile trips are also not included in the estimate.

Table 2: SBCAG Region Average Daily Bicycle and Pedestrian Trips Estimate (2010)

	Population	Bike Mode Share	Bike Trips	Walk Mode Share	Walk Trips	Source:
Employed Persons	201,240	4.4%	8,855	4.6%	9,257	Census 2010, ACS (06-10),(09-13)
K-8 Students	54,134	5.8%	3,140	27.6%	14,941	Census 2010, SR2S
9-12 Students	21,836	2.0%	437	16.5%	3,603	Census 2010, SR2S
Total K-12	75,970	4.7%	3,576	24.4%	18,544	
Undergraduate	40,877	55.0%	22,482	21.0%	8,584	Census 2010, UCSB
Graduate	5,440	42.0%	2,285	11.0%	598	Census 2010, UCSB
Total Higher Ed.	46,317	53.5%	24,767	19.8%	9,183	
Total Round Trips			**37,198**		**36,984**	

The value of promoting healthy lifestyles, reducing congestion, and achieving environmental benefits is reflected in the average daily trips estimates. Roughly 140,000 trips are made each day in the region by bicycle or walking. These trips represent that many fewer cars on the roads and they play a significant role in the overall transportation system of the region.

An analysis was performed to estimate the number of average daily bicycle and pedestrian trips in the year 2040. Ultimately, two estimates were prepared. A conservative estimate, **Table 3**, only considered the demographic growth forecasts and held mode share factors constant. The second estimate, **Table 4**, along with accounting for the demographic growth forecasts, also extrapolates 2000–2010 changes in mode share into the future, and considers them in the estimate. For both, the adopted Regional Growth Forecast, projects the region's population growing 23 percent and employment by 29 percent by 2040. Combined, these two growth factors contribute to a gain in bicycle and pedestrian trips of 24 percent to 2040. For the more liberal estimate, **Table 4**, changes in mode share as reported by the US Census for 2000, and 2006–2010 were extrapolated to 2040 to find 22.7 and 10.9 percent growth in the journey-to-work mode shares for bicycle and walking, respectively. The journey-to-school mode share factors were held constant due to a lack of data. One could assume that the growth in mode share over time accounts for the expansion of opportunities for bicycling and walking as a result of investment in the infrastructure needs outlined in this plan, as well as cultural shifts in regards to transportation choices.[11] As is the case with the estimate of current bicycle and pedestrian trips, **Table 2**, the estimates have limitations, such as that they only account for journey-to-work and journey-to-school trips. Many other trips purposes exist, which are unaccounted for.

Table 3: SBCAG Region Average Daily Bicycle and Pedestrian Trips Estimate (2040) - Low

	Population	Bike Mode Share	Bike Trips	Walk Mode Share	Walk Trips	Source:
Employed Persons	259,600	4.4%	11,422	4.6%	11,942	Census 2010, ACS (06-10),(09-13)
K-8 Students	66,585	5.8%	3,862	27.6%	18,377	RTP-SCS, SR2S
9-12 Students	26,858	2.0%	537	16.5%	4,432	RTP-SCS, SR2S
Total K-12	93,443	4.7%	4,399	24.4%	22,809	
Undergraduate	50,279	55.0%	27,653	21.0%	10,559	RTP-SCS, UCSB
Graduate	6,691	42.0%	2,810	11.0%	736	RTP-SCS, UCSB
Total Higher Ed.	56,970	53.5%	30,464	19.8%	11,295	
Total Round Trips			**46,285**		**46,045**	

[11] This estimate is intended to support the requirement of quantifying future bicycle and pedestrian trips for Active Transportation Program grant applications,

Table 4: SBCAG Region Average Daily Bicycle and Pedestrian Trips Estimate (2040) - High

	Population	Bike Mode Share	Bike Trips	Walk Mode Share	Walk Trips	Source:
Employed Persons	259,600	5.4%	14,018	5.1%	13,240	Census 2000 & 2010, ACS (06-10),(09-13)
K-8 Students	66,585	5.8%	3,862	27.6%	18,377	RTP-SCS, SR2S
9-12 Students	26,858	2.0%	537	16.5%	4,432	RTP-SCS, SR2S
Total K-12	93,443	4.7%	4,399	24.4%	22,809	
Undergraduate	50,279	55.0%	27,653	21.0%	10,559	RTP-SCS, UCSB
Graduate	6,691	42.0%	2,810	11.0%	736	RTP-SCS, UCSB
Total Higher Ed.	56,970	53.5%	30,464	19.8%	11,295	
Total Round Trips			**48,881**		**47,343**	

The Pacific Coast Bike Route traverses the SBCAG region

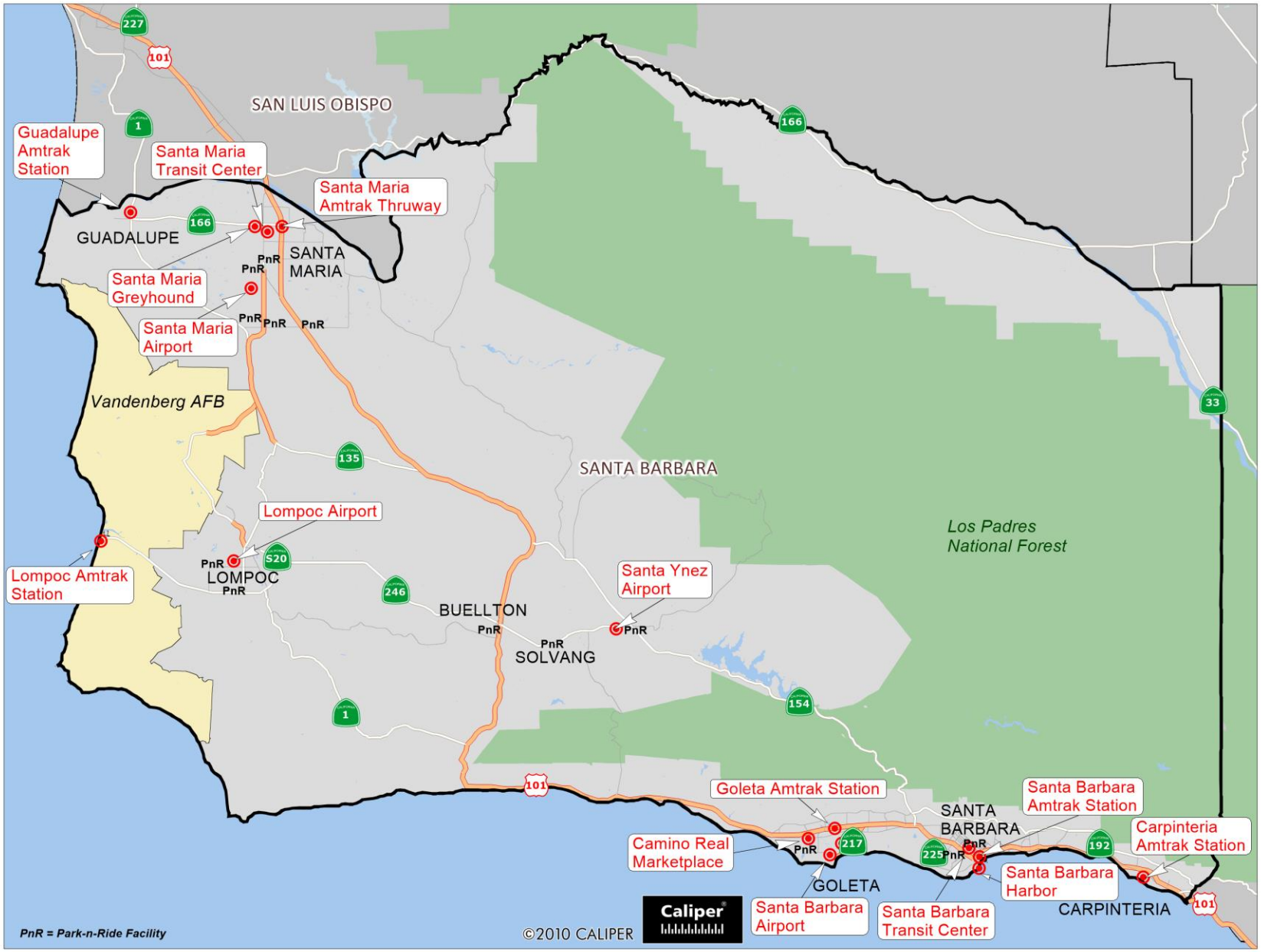
Existing Regional Bicycle Network

The SBCAG region benefits from a large bicycle and pedestrian network. One can travel fairly easily throughout the region's population centers by non-motorized means. In the South Coast sub-region, a series of bicycle routes have been named and signed. The scale of the region's bicycle network ranges from short routes leading to schools, to a segment of the Pacific Coast Bike Route, the entire length of which extends between San Diego and Vancouver. **Figures 4** through **11**, featured later in this chapter, show the region's existing network of Class I and Class II bicycle facilities. As the maps do not provide complete coverage of the SBCAG region, a county-wide map was prepared to supplement this plan. The county-wide map is available on SBCAG's website. Pedestrians also benefit from Class I facilities, although it is not practical to map the sidewalk network at the regional scale.

Connectivity with Other Modes

Bicycle and pedestrian connections with transit hubs are an important aspect of overall bicycle and pedestrian planning. **Figure 3** provides an overview of the major regional transit hubs. Each facility is described on the following pages.

Figure 3: Transit Hub Locations



Guadalupe Amtrak Station

The station is located along Cabrillo Highway in the center of the City. Bicycle and pedestrian connections are available with the surrounding neighborhoods, though the rail line creates a barrier for the east side neighborhood. New pedestrian crossings over the rail line are a priority of the City. There is no accommodation for bicycle parking.

Santa Maria Greyhound Station

This station is located along Cypress Street in the City. Pedestrian and bicycle connections are available, though there is no accommodation for bicycle parking.

Santa Maria Transit Center

The transit center is a modern facility located at the intersection of Boone Street and Miller Street. Pedestrian and bicycle connections with the surrounding neighborhoods are possible. Bicycle parking is available with several inverted U racks. Eight Santa Maria Area Transit (SMAT) bus routes serve the transit center.

Santa Maria Airport

The Santa Maria Airport offers commercial aviation services to several West Coast destinations. The airport is located in the southwest portion of the city and has a Class I facility which connects pedestrians and bicyclists from West Foster Road to the airport on Skyway Drive. Skyway Drive, the airport access road, also has bicycle lanes. The airport has bicycle storage comprised of decorative racks on each end of the terminal building.

Santa Maria Amtrak Station

Amtrak Thruway bus service serves the City of Santa Maria. The station is located along Cypress Street near the US 101 and Main Street highway interchange. There are no facilities associated with the station. Pedestrian connections are available, though the surrounding land uses are highway commercial. Bicycle connections are available, however, there are no bicycle storage amenities.

Lompoc Airport

The Lompoc Airport is located in the northern extent of the City of Lompoc. There are no commercial passenger aviation services offered. The location of the airport is not convenient for pedestrian connections. Bicycle connections are available along Cabrillo Highway where there is a Class I bikeway connection. Two partially enclosed bicycle racks were noted during a field visit.

Lompoc Amtrak Station

The Lompoc Amtrak Station is located roughly eight miles west of the city, along the coast. The location precludes pedestrian connections. The access road, Ocean Avenue, has bicycle lanes. There are no bicycle storage amenities located at the station.

Santa Ynez Airport

The Santa Ynez Airport is a public facility located along CA 246 east of the City of Solvang and south of the unincorporated community of Santa Ynez. There are no commercial passenger services. There are no pedestrian connections available. CA 246 has bicycle lanes for connections to Solvang and Santa Ynez. The airport does not have any bicycle storage amenities.

Santa Barbara Airport

The Santa Barbara Airport, located between the City of Goleta and the community of Isla Vista offers passenger and general aviation services. There are no pedestrian connections available. Bicycle lanes are available along Fairview Avenue and Sandspit Road for connections to the airport. The airport provides uncovered bicycle parking adjacent the terminal building.

Goleta Amtrak Station

The Goleta Amtrak Station is located along South La Patera Lane, between US 101 and Hollister Avenue, in the City of Goleta. The station is sited in an industrial area, to which pedestrian connections

are available. Hollister Avenue has striped bicycle lanes. The station has open air bicycle parking, as well as six bicycle lockers.

Camino Real Marketplace

The Camino Real Marketplace at the intersection of Hollister Avenue and Storke Road in Goleta is the terminus of seven Metropolitan Transit District (MTD) bus routes. The sidewalk network connects with the surrounding commercial district. Both Hollister Avenue and Storke Road have striped bicycle lanes. There are no bicycle parking amenities near the bus stop, though there are bicycle racks throughout the Marketplace.

Santa Barbara Transit Center

The transit center, located along Chapala Street in downtown Santa Barbara, is the main transit hub for MTD bus routes. Twelve routes serve the transit center. Pedestrian connections are available throughout the downtown area and bicycle connections are available to a wider area via bicycle-friendly roads. Open air bicycle parking is available along the transit center's northern perimeter.

Santa Barbara Harbor

Santa Barbara's harbor facility is located along Shoreline Drive south of the downtown area. Water taxi services, as well as ferry services to the Channel Islands, are available. The pedestrian network in the vicinity of the harbor is complete. Bicycle connections are available via bicycle-friendly streets and a Class I bikeway. Bicycle racks and storage lockers are available at multiple locations throughout the harbor facility.

Carpinteria Amtrak Station

Carpinteria's Amtrak Station is located in the city's downtown area. Pedestrian connections are available to much of the City via a largely complete pedestrian network. Bicycle-friendly roads provide connections for the city's residents to the station. There are no bicycle parking or storage amenities at the station.

Santa Barbara Amtrak Station

Santa Barbara's Amtrak Station is located along lower State Street, just south of US 101. A complete pedestrian network allows for connections throughout the area. Bicycle connections are facilitated by bicycle-friendly roads and a Class I bikeway along the waterfront. The station offers open-air bicycle storage.

Park-n-Ride Facilities

Throughout the region, there are several park-n-ride facilities, which can be subcategorized into carpool lots and lots that offer transit connections. **Table 5** provides an inventory of the region's park-n-ride facilities, as well as a qualitative assessment of their connectivity with the surrounding communities, and whether or not bicycle parking is available. SBCAG completed a Park and Ride Study in 2014, identifying priority areas for new and expanded park and ride lots.

Table 5: Park-n-Ride Facilities

	Community Connectivity		Bike Parking
	Ped.	Bike	
Carpool Lots			
Orcutt: Clark Avenue/SR 135 NE	Yes	Yes	No
Orcutt: Clark Avenue/SR 135 NW	No	Yes	Yes
Orcutt: Clark Avenue/US 101	No	Yes	No
Santa Ynez: SR 246/SR 154	No	No	No
Lots Offering Transit Connections			
Buellton: Avenue of Flags (South)	Yes	Yes	Yes
Lompoc: Chumash Shuttle	No	Yes	No
Lompoc: Clean Air Express Lot	Yes	Yes	No
Goleta: Chumash Shuttle	Yes	Yes	No
Santa Barbara: Carrillo Commuter Lot	Yes	Yes	No
Santa Barbara: Cota Commuter Lot	Yes	Yes	No
Santa Maria: Chumash Shuttle	No	Yes	Yes
Santa Maria: Clean Air Express Lot	No	Yes	Yes
Solvang: Park Way/SR 246	Yes	Yes	Yes

Bicycle-Transit Connections

The ability to transport bicycles on public transit vehicles is important to provide needed connectivity that is not possible by either bicycle or bus alone. In the SBCAG region, there are seven fixed-route transit providers:

- MTD – South Coast – all buses, except electric trolleys accommodate bicycles
- COLT – Lompoc Valley – most buses accommodate bicycles
- SYVT – Santa Ynez Valley – all buses accommodate bicycles
- SMAT – Santa Maria – all buses accommodate bicycles
- CAE – North County to South Coast – all buses accommodate bicycles
- Guadalupe Transit – Guadalupe and Santa Maria – all buses accommodate bicycles
- Cuyama Transit – New Cuyama to Santa Maria – no bicycle accommodation

AB 2707 (2014) amended the California Vehicle Code to increase the allowable length of certain types of vehicles. The law was aimed at enabling transit providers to increase the transit vehicle bicycle rack capacity from two to three bicycles.

In fiscal year 2013-14, MTD reported transporting in excess of 120,000 bicycles. It is currently investigating options for increasing bicycle storage capacity on its buses and this plan includes a project to upgrade the bicycle racks on its buses.

Private transit services, such as AMTRAK and Greyhound, also accommodate bicycles, though each has its own policies related to transporting bicycles.

Way-finding

Bicyclists and pedestrians benefit from way-finding signage. Way-finding is particularly useful for visitors, occasional users, and individuals new to the routes.

In 1998, a project called the Southern Santa Barbara County Regional Bikeway Signage Program was completed that installed 500 signs from Goleta to Carpinteria. The signs use a consistent nomenclature and design that is easy to see and follow. The signs note the route name, distance from popular destinations, and indicate direction changes. In the North County, the City of Solvang uses pedestrian way-finding in their downtown tourist district to direct people to common locations.

The California MUTCD provides guidance for the design and placement of bicycle-related signage.

There are two way-finding projects ongoing. The Santa Barbara Bicycle Coalition has inventoried signs in the South Coast sub-region. They have noted desired improvements through their planning efforts. The City of Santa Barbara has recently completed the first phase, inventorying, of a multi-year effort to improve way-finding for all modes.

Santa Barbara County bicycle maps with designated bicycle routes are available at local bicycle shops, visitors' centers, hotels, and the offices of SBCAG's Traffic Solutions. The maps assist with route navigation and planning.

Maintaining the Network

It is important for bicycle and pedestrian infrastructure to be regularly maintained to provide a safe multi-modal environment. Crumbling asphalt, potholes, debris, encroaching vegetation, and raised sidewalk panels, among other deficiencies, create safety concerns and are not supportive of multi-modal travel.

Although SBCAG is not directly responsible for any bicycle or pedestrian infrastructure, it is a goal of this plan (Goal 1, Policy 1.7) that infrastructure be maintained to ensure safe and continued use. The goal is supportive of Caltrans' Complete Streets Policy, which defines a Complete Street as:

> A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility.[12]

SBCAG supports the implementation of Complete Streets through the administration of Measure A grant funding under a variety of alternative transportation programs.

SBCAG recommends the region's member governments adopt local policies supportive of the CTC's Active Transportation Program guidelines. Specific maintenance topics include:

- Maintenance of smooth pavement;
- Freedom from encroaching vegetation;
- Maintenance of traffic control devices including striping and other pavement markings; and
- Lighting.

Improving the Bicycle and Pedestrian Network

A key component of this plan is the list of projects that are being proposed to improve the bicycle and pedestrian environments in the region. The planning team worked closely with member jurisdictions, and considered the input of advocacy groups and the public, to create the list, which is based on local planning efforts. In sum, improvements totaling in excess of 400 million dollars were identified.

This needed investment is in addition to projects that will be identified through more detailed local planning efforts, such as the ongoing bicycle and pedestrian planning efforts of the Cities of Goleta, Santa Barbara, and Carpinteria. These projects seek to increase the mobility of bicyclists and pedestrians and improve safety. The planning horizon for these projects is 2040, aligning with the RTP-SCS, though updates will occur in the interim to tailor the project lists to evolving priorities. Detailed project lists are contained in **Appendix A**. Implementation priorities were not identified in this plan, as most projects will be prioritized through the RTP-SCS planning process. Reporting will also occur through the RTP-SCS. **Figures 4–11** present an overview of the existing and proposed bicycle networks.

SBCAG recognizes that several of the region's jurisdictions are preparing active transportation plans in parallel with this one, and additional projects are likely to be proposed and included in the local plans. This plan is also intended to support projects that are included in local plans which are more recent than this plan, but not explicitly included here. This plan also applies to Safe Routes to School improvements which may have not been identified yet, such as improvements proposed to address pedestrian safety near the intersection of CA 246 and Refugio Road, adjacent to the Santa Ynez Valley Union High School.

Figures 4–11 show the existing and proposed network of Class I, II, and III bicycle facilities. Other planned trails that do not conform to the class structure, but accommodate bicycles and/or pedestrians, are shown as "Trail – Other." Finally, several projects were proposed during the public outreach phase and subsequently reviewed by the host jurisdiction(s). These projects, if supported, may be shown as study corridors due to their conceptual nature. Projects proposed

[12] Caltrans Deputy Directive DD-64-R2, Complete Streets – Integrating the Transportation System, October 2014

within the coastal zone are subject to local coastal plans and Coastal Act policies which may influence their scale and design

Improvements within Caltrans' Right-of-Way

Caltrans District 5 staff has stated that Caltrans will cooperate with local jurisdictions to explore options for local bike facilities within Caltrans right-of-way on a case-by-case basis. Regarding bike lanes, Caltrans generally favors standard width shoulders (usually 8 feet) for bicycle use in rural areas. In urban areas, where there is more competition for space, Caltrans is generally supportive of bike lanes. However, for bike lanes to be added to a state highway in an urban setting, several criteria need to be met:

- The project must be supported by the host jurisdiction;
- The host jurisdiction must be willing to repurpose space for the bike lanes, which may include the loss of parking, narrowing travel lanes, or another means; and
- Not cause adverse traffic or safety conditions.

Caltrans also strives to work cooperatively with jurisdictions for Class III bikeways within its right-of-way. For these, Caltrans may authorize encroachment permits for the host jurisdiction to install and maintain appropriate signage.

Figure 4: Goleta and Goleta Valley Bicycle Network

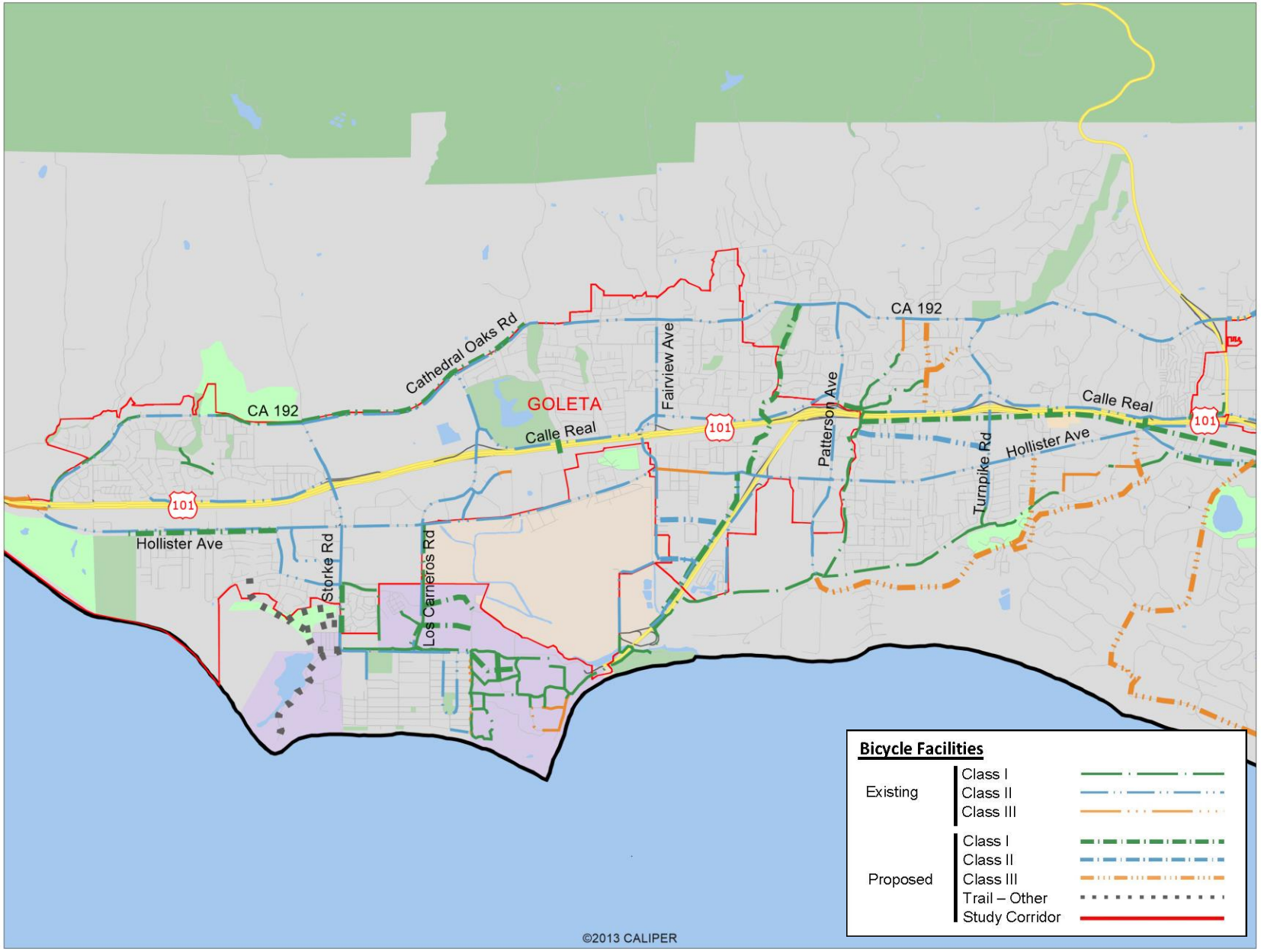


Figure 5: Santa Barbara and Montecito Bicycle Network

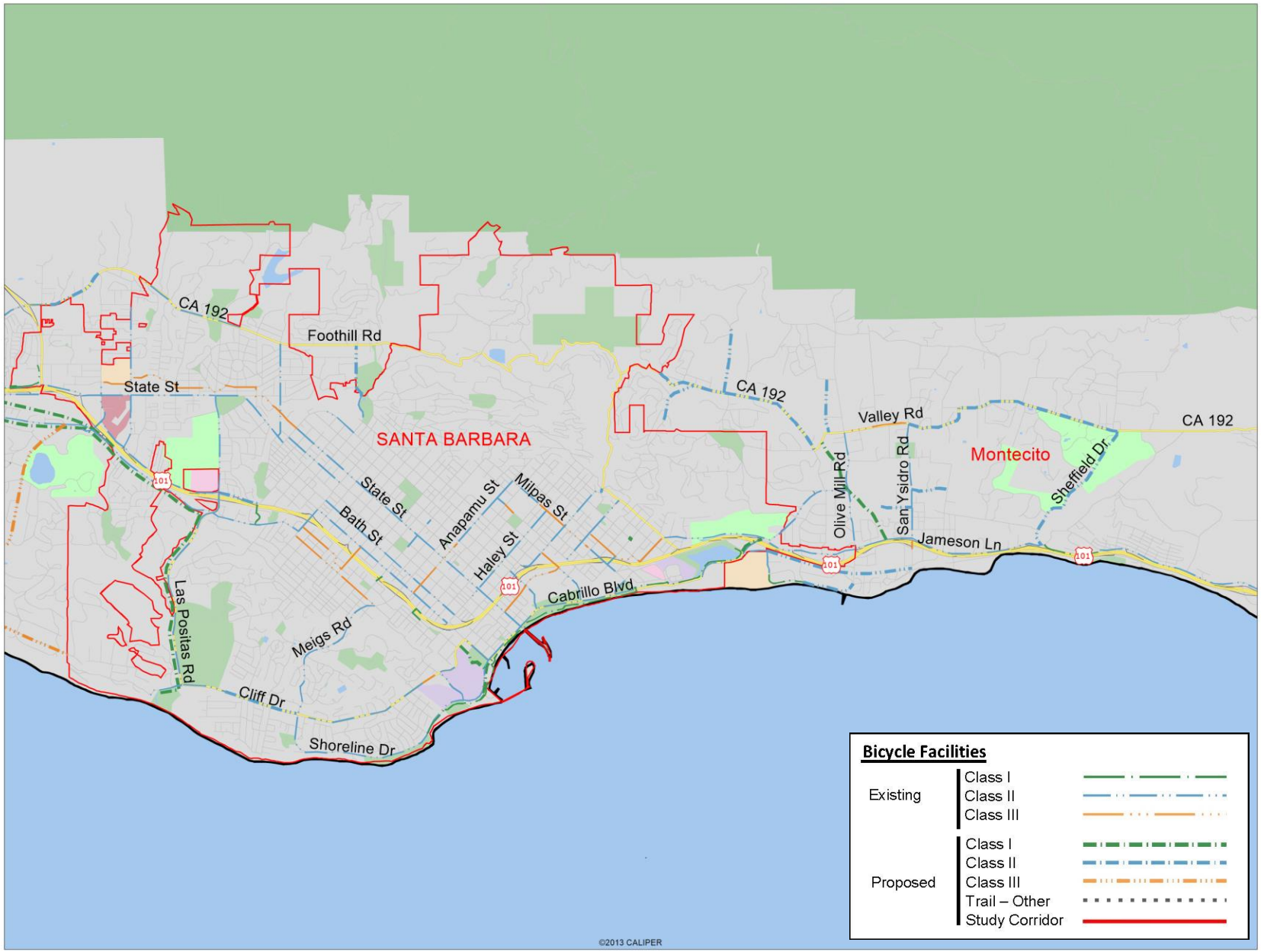


Figure 6: Carpinteria Bicycle Network

Figure 7: Santa Maria Bicycle Network

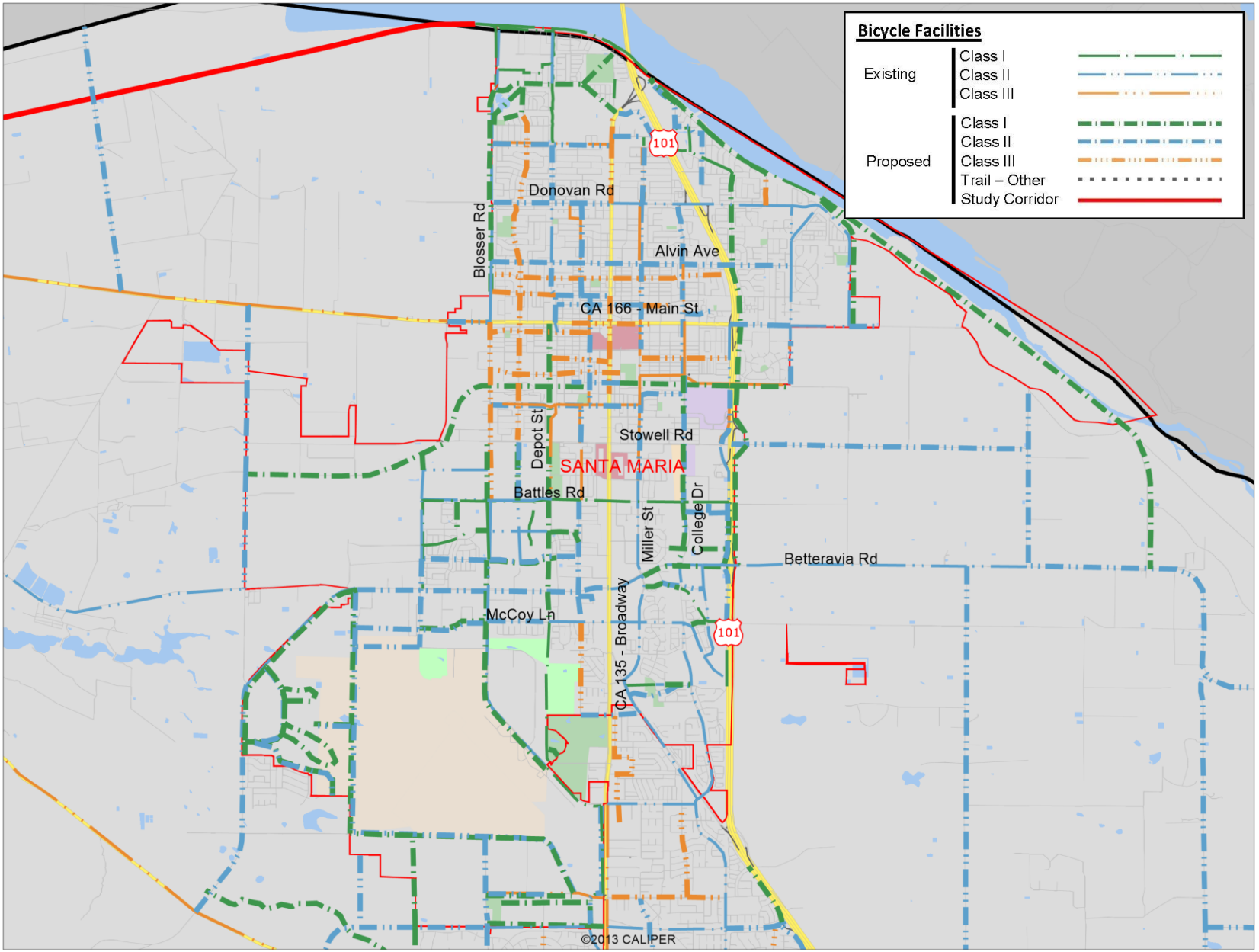


Figure 8: Guadalupe and Santa Maria Valley Bicycle Network

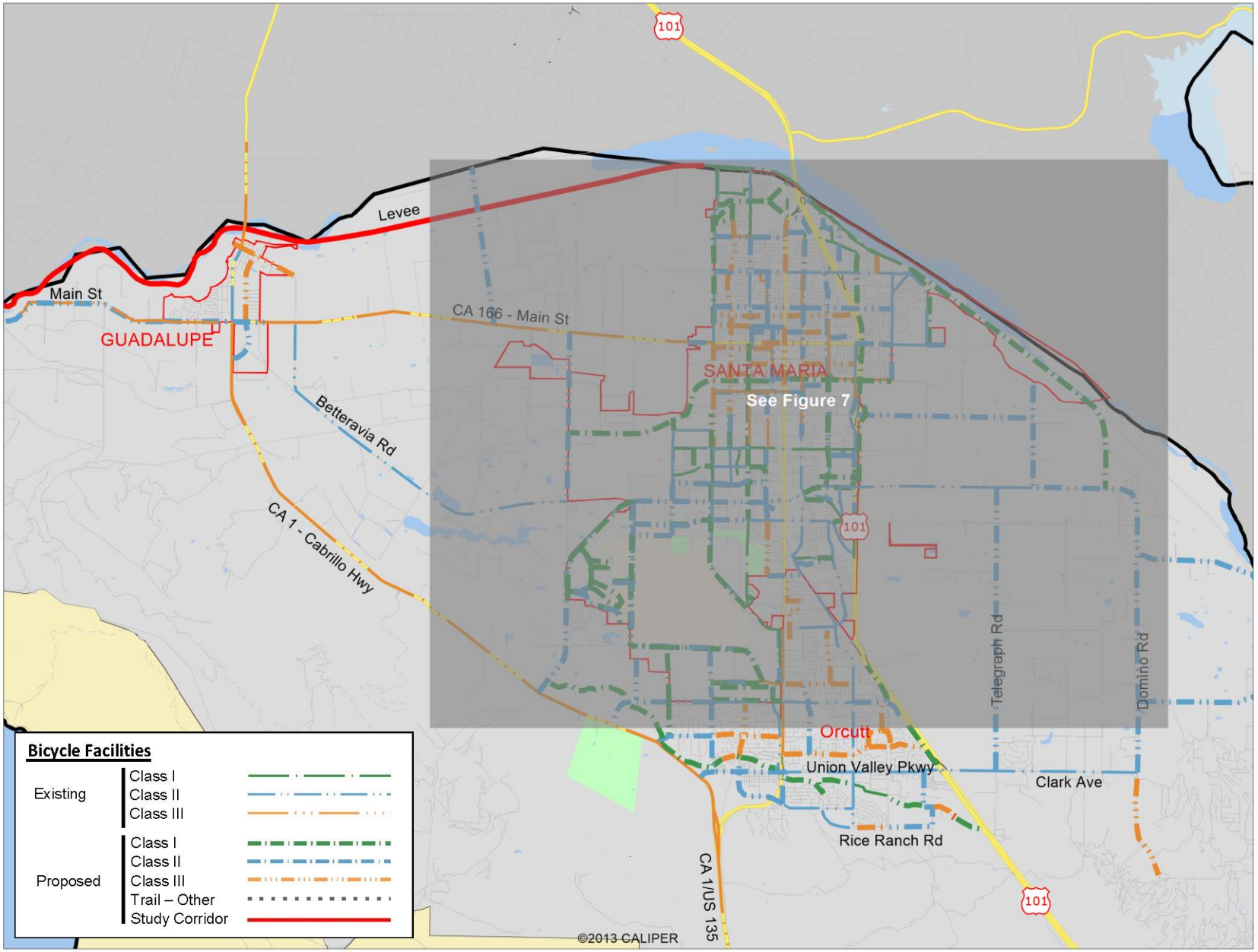


Figure 9: Lompoc Valley Bicycle Network

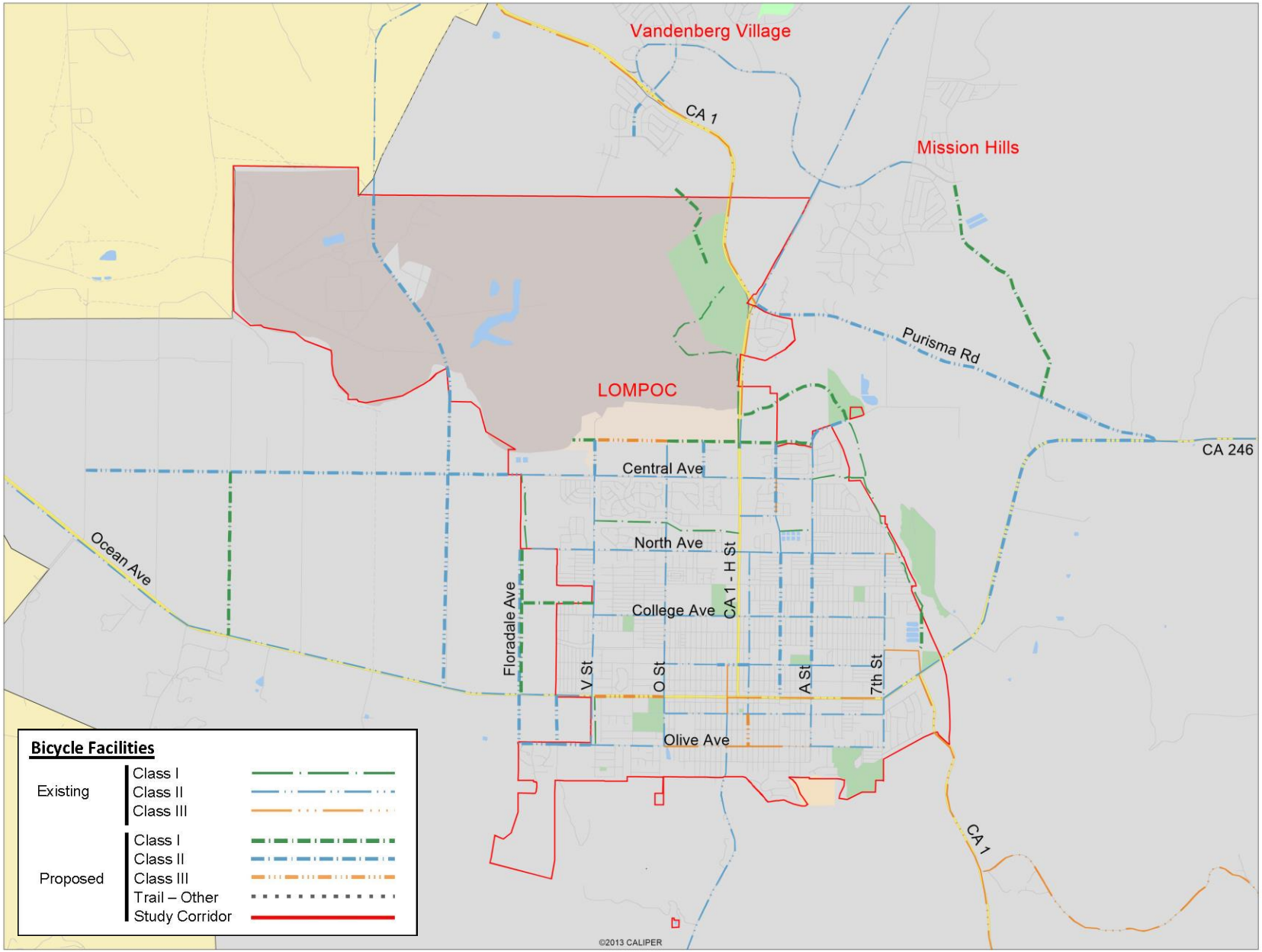


Figure 10: Buellton Bicycle Network

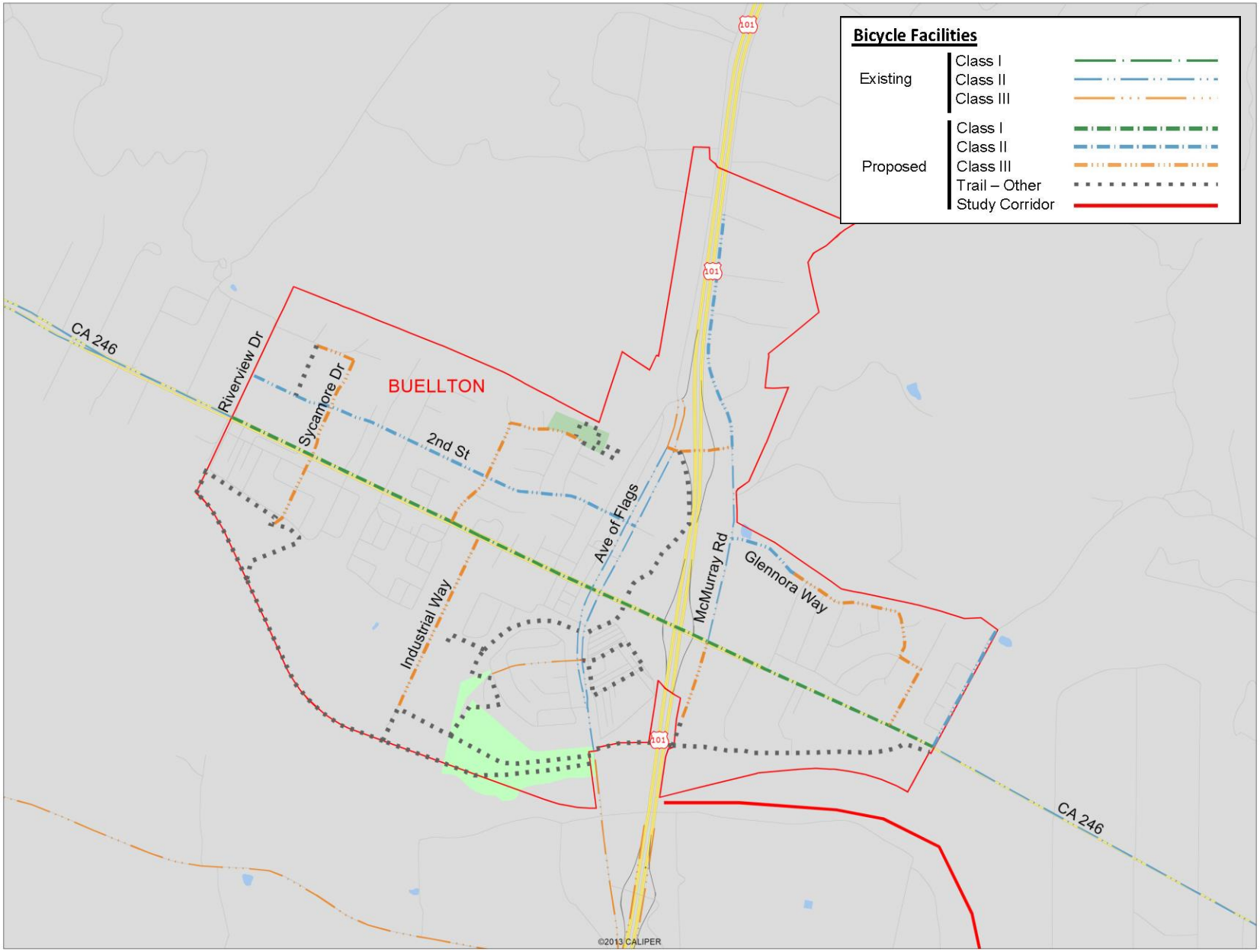
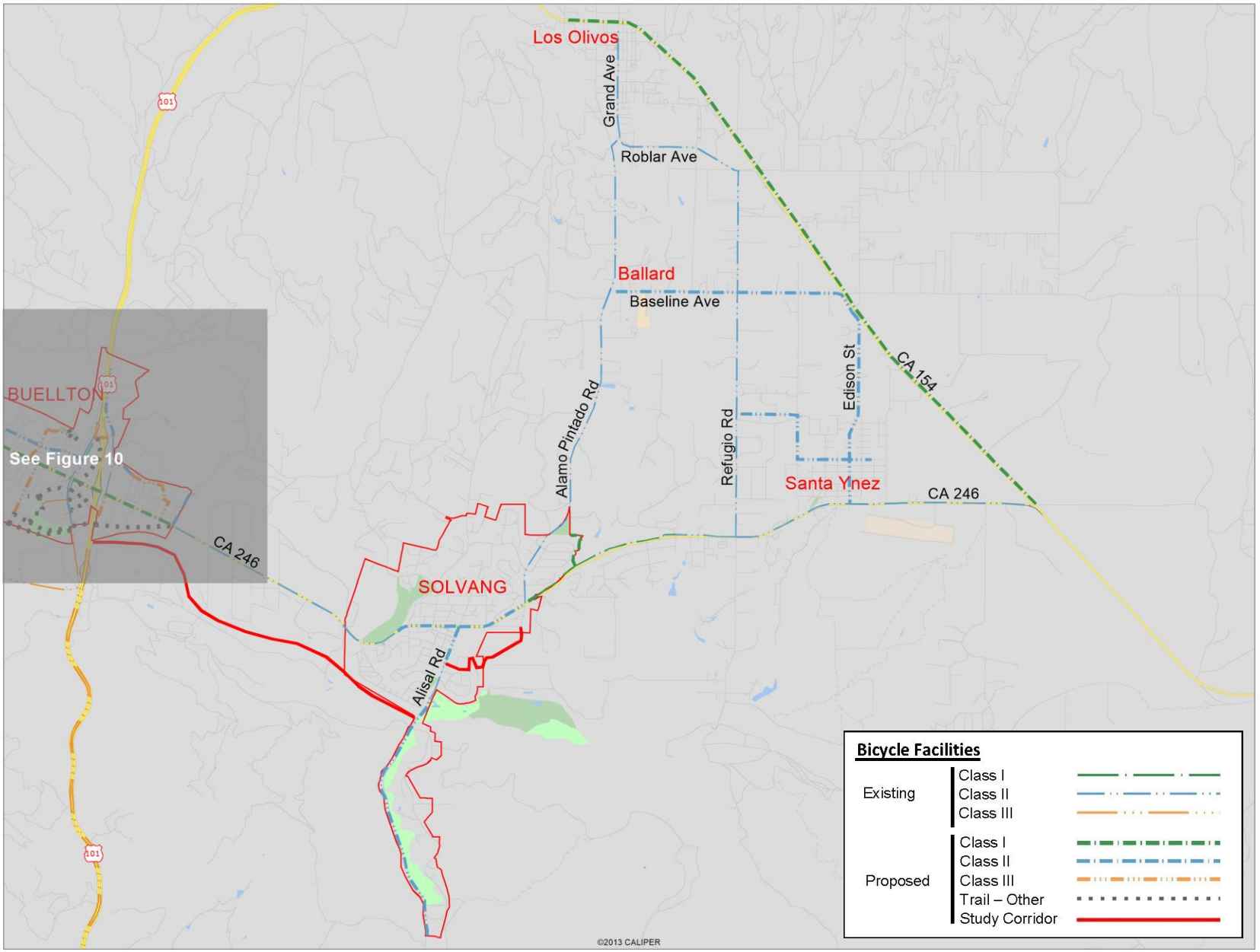


Figure 11: Solvang and Santa Ynez Valley Bicycle Network



Planning at the Edges

A key benefit of a regional plan is the ability to connect the dots to ensure each jurisdiction's efforts contribute to the larger regional vision. As no two cities in the region share a common border, the County plays a pivotal role in ensuring connectivity across political boundaries. In this respect, the region benefits from a proactive County Public Works Department and complementary regional transportation planning through SBCAG who is responsible for coordination among the jurisdictions. Some key concerns for regional connectivity include:

- Coordination of planning efforts between South Coast jurisdictions, including UCSB;
- Coordination between Santa Maria and the County, as a representative of Orcutt, to plan holistically for bicycle and pedestrian mobility;
- Connecting Guadalupe and Santa Maria with a safe bicycle alternative to riding along CA 166;
- Coordination between Lompoc and the County, as a representative for Vandenberg Village and Mission Hills, to ensure vital bicycle and pedestrian connections are planned;
- Coordination between Santa Ynez Valley cities and the County to plan holistically for bicycle mobility in the valley; and
- Cooperation between jurisdictions hosting, and agencies implementing, the Pacific Coast Bike Route and the California Coastal Trail.

The existing network, and the projects proposed to enhance it, support Goal 2: Increase Connectivity, of this plan.

Regional Bicycle and Pedestrian Network Conclusion

This chapter highlights many aspects of the bicycle and pedestrian environment. The region has high numbers of bicycle and pedestrian trips, which reflect positively on the past efforts to build the network.

Going forward, the region's jurisdictions have set out an ambitious improvement plan to define the future. Implementing this plan will greatly benefit travel throughout the region. In concluding this chapter, there are a few areas where the region can improve and that are worth highlighting.

Accommodating all Modes in Construction Areas

The first is better accommodating bicyclists and pedestrians through construction areas. Construction activities do not stop peoples' need to travel, and therefore accommodating all users is necessary. When a road shoulder is purposed as a bicycle lane it should no longer be used for the placement of construction signs.

Sharing the road on a busy arterial where road construction is underway is not for novice bicyclists

Responding to Pedestrians' Actions

The second highlighted area is responding to what pedestrians' established travel patterns tell planners and decision-makers. A well-worn path alongside a road is a clear indication that a sidewalk is needed. Likewise, pedestrians walking on the street indicate an unmet need for pedestrian access. The need for pedestrian access in particular areas is the result of the existing land use patterns and socio-economic conditions present in our communities.

Heavy foot traffic on many roads may indicate the need for sidewalks.

Maintaining Existing Infrastructure

One of the more common themes found during this plan's public outreach phase was the need to better maintain existing infrastructure, particularly as related to the bicycle mode. This is important to maintain the high numbers of bicyclists in the region, as well as to encourage others to commute by bicycle in the future. The region benefits for high numbers of bicycle commuters, not the least by a reduction in congestion on our roads, and portions of the region, such as the Santa Ynez Valley, benefit economically from bicyclists. The bicycle tourism sector in the Santa Ynez Valley provides jobs, fills hotel rooms and restaurants, and contributes to the local tax base. Roads need to be maintained to provide a comfortable riding surface and be swept regularly to keep them free of debris. Maintaining bicycle infrastructure costs money; not doing so loses money.

Encouraging the Next Generation

Another common theme discussed during the public outreach process was the need to provide family-friendly bicycle facilities. Portions of the region lack Class I facilities, or Class I facilities of meaningful length. To promote bicycling to the next generation of commuters, accommodating facilities are necessary for children to become competent and confident bicyclists.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CHAPTER 5:

Safety, Education, Encouragement, and Enforcement

Safety

The safety of bicyclists and pedestrians is an important aspect of active transportation planning. Collision data for a five-year period (2008–2012) was assembled to identify areas of concerns, and to assess collision patterns.[13] Over the analysis period, there were 1,180 bicycle-involved, and 773 pedestrian-involved collisions in the SBCAG region. These collisions include a combined total of 42 fatal collisions and 236 resulting in severe injury. **Tables 6** and **7** summarize the bicycle- and pedestrian-involved collisions.

Table 6: Bicycle-Involved Collision Summary (2008-2012)

	Total Collisions (all modes)	Total number of collisions invovling a bicyclist	Total number of fatal crollisions invovling a bicyclist	Total number of severe injury collisions involving a bicyclist	% of total collisions involving a bicyclist	% of all fatal collisions invovling a bicyclist	% of all severe injury collisions involving a bicyclist
Buellton	56	8	0	1	14.3	-	25.0
Carpinteria	183	24	0	0	13.1	-	-
Goleta	601	91	0	15	15.1	-	31.9
Guadalupe	33	4	0	1	12.1	-	50.0
Lompoc	543	69	1	11	12.7	20.0	28.2
Santa Barbara	2,858	530	2	58	18.5	9.1	34.5
Santa Maria	2,245	171	1	14	7.6	7.1	15.9
Solvang	74	5	0	0	6.8	-	-
Unincorporated	2,943	278	5	40	9.4	5.2	13.6
SBCAG Region	9,536	1,180	9	140	12.4	5.9	21.1

[13] The collision data used in this plan was compiled using the Transportation Injury and Mapping System, UC Regents, 2014, which utilizes data from the California Highway Patrol's SWITRS database.

Table 7: Pedestrian-Involved Collision Summary (2008-2012)

	Total Collisions (all modes)	Total number of collisions invovling a pedestrian	Total number of fatal crollisions invovling a pedestrian	Total number of severe injury collisions involving a pedestrian	% of total collisions involving a pedestrian	% of all fatal collisions invovling a pedestrian	% of all severe injury collisions involving a pedestrian
Buellton	56	3	0	1	5.4	-	25.0
Carpinteria	183	16	0	3	8.7	-	23.1
Goleta	601	37	3	3	6.2	33.3	6.4
Guadalupe	33	5	0	0	15.2	-	-
Lompoc	543	69	3	13	12.7	60.0	33.3
Santa Barbara	2,858	333	12*	40	11.7	54.5	23.8
Santa Maria	2,245	190	5	16	8.5	35.7	18.2
Solvang	74	10	1	3	13.5	33.3	50.0
Unincorporated	2,943	110	9	17	3.7	9.3	5.8
SBCAG Region	9,536	773	33	96	8.1	21.6	14.5

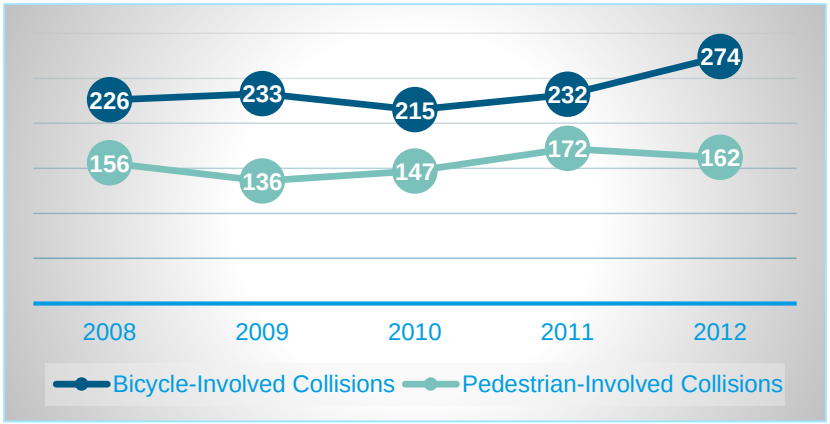
*42% of pedestrian fatalities in the City of Santa Barbara occurred along US 101

The data shows that bicycle collisions are more likely to result in severe injury than the average for all collisions and less likely to result in a fatality. This suggests that bicycle collisions are often low speed or same direction (less fatal), but expose the vulnerability of the bicyclists (more severe injuries). Pedestrian collisions also highlight vulnerability; they represent 8.1 percent of all collisions, but 21.6 percent of all fatal collisions and 14.5 percent of all collisions resulting in a severe injury in the region. The proportion of all fatal collisions that involved a pedestrian averaged more than 50 percent in the cities of Lompoc and Santa Barbara. The proportion of all fatal collisions involving a pedestrian region-wide is in-line with the 22 percent statewide average.[14] It is important to note that more than 50 percent of the pedestrian fatalities, 17 of 33, occurred on state highways, including nine along US 101, and individual jurisdictions may lack the ability to influence pedestrian safety on these facilities. Two of the nine bicyclist fatalities occurred on state highways; one each on US 101 and CA 1, both in the North County sub-region.

Figure 12 presents a five-year trend for bicycle and pedestrian collisions in the SBCAG region. Pedestrian collisions remained relatively stable through the analysis period, while bicycle collisions saw an uptick in 2012.

[14] California Driver Handbook – Laws and Rules of the Road, http://apps.dmv.ca.gov/pubs/hdbk/right_of_way.htm, accessed February 4, 2015.

Figure 12: SBCAG Region Bicycle and Pedestrian Collision History (2008-2012)



Pedestrian-involved collisions frequently occur as a pedestrian attempts to cross a street. There are many crossing treatments that can be applied to improve pedestrian safety and locations with demonstrated safety concerns should be considered for higher visibility options. Pedestrian-involved collisions also frequently occur when a pedestrian is crossing at a mid-block location away from an intersection. Where collision experience is demonstrated, these locations should be analyzed for the need of a formal mid-block crossing with related amenities. Though pedestrian-involved collisions may occur infrequently enough at individual locations to avoid creating patterns, there are intersections and corridors that should be further assessed. For instance, three facilities account for nearly 19 percent of all pedestrian-involved collisions in the region: De La Vina[15] (39) and State (60) Streets in the City of Santa Barbara and CA 135/Broadway (45) in the City of Santa Maria.

Another aspect of safety, applicable to many communities in the region and mentioned during the public process, is safety at rail crossings. The vulnerability of pedestrians and bicyclists is heightened at rail crossings. In addition to working to prevent collisions with trains, providing safe and convenient crossings is also important. Bicycle lanes and sidewalks should intersect rail lines at 90 degrees when possible, and gaps in the pavement should be minimized. Illegal crossings can also be reduced by minimizing the distance between legal crossings.

Chapter 2 presents the goals of this plan. Goal 4, Improve Safety and Public Health, focuses on active transportation safety. Goal 4, Policy 4.5 states, "Monitor collision patterns to recognize locations needing safety improvements with the aim of an aggressive long-term downward trend in the number and severity of bicycle and pedestrian collisions." Safety improvements are made through the four Es: engineering, education, enforcement, and encouragement. Implementing the recommendations of this plan should have a positive impact on the safety of the active transportation modes and contribute towards the goal. However, proactive steps by jurisdictions are also necessary.

[15] There is a Measure A-funded project scheduled for FY 15/16 to improve several pedestrian crossings along De La Vina Street.

Individual jurisdictions have their own methods for improving bicycle and pedestrian safety. For instance, the City of Solvang's efforts consist of addressing safety deficiencies through its 10-year Capital Improvement Plan (CIP). In the current CIP, all bicycle and pedestrian projects are safety-related. In addition, the City implements sidewalk safety inspections on a quarterly basis to identify and correct any tripping hazards.

The bicycle and pedestrian plans that have recently been completed by member governments Buellton, Carpinteria, and Guadalupe, all considered safety in developing improvement plans. The Coalition for Sustainable Transportation (COAST), through its Vision Zero initiative, raises the awareness of bicycle and pedestrian safety issues with local officials.

Education

There are a variety of education programs in the SBCAG region. They are administered by the member governments, school districts, and non-profit organizations.

Safe Routes to School

The Safe Routes to School (SR2S) program offers numerous education and encouragement activities and events to the region's elementary school students. Some of the activities and events include: walk and bicycle-to-school days, helmet distribution and fitting, grade-appropriate safety presentations, bicycle rodeos, and school hazard assessments, among others. COAST provides SR2S services along the South Coast and Lompoc Unified School District has a SR2S program covering its district.

Converting parent drop off/pick up trips to walk or bicycle saves twice the number of vehicle miles of travel due to each aspect being a round trip. Additionally, these trips typically occur during the more congested times of day.

Santa Barbara Bicycle Coalition (SBBIKE)

SBBIKE states its mission as being a countywide advocacy and resource organization that promotes bicycling for safe transportation and recreation. Additionally, it owns the Bici Centro DIY bicycle repair shop and education center. SBBIKE has numerous programs that promote safe bicycling, partner with Traffic Solutions for CycleMAYnia, and coordinate with COAST for several programs.

Traffic Solutions

A division of SBCAG, Traffic Solutions promotes and encourages alternatives to driving alone, with the goals of reducing traffic congestion, air pollution, and vehicle miles driven as well as improving the quality of life for employees, visitors, and residents of Santa Barbara County. Traffic Solutions manages several programs and events to promote bicycle and pedestrian access, such as CycleMAYnia and Open Streets events, produces the region's bicycle network map, and maintains the commuter benefits website—TS Online.

Coalition for Sustainable Transportation (COAST)

COAST is an advocacy, education, and outreach organization that seeks to improve transportation options by promoting rail, bus, bicycle and pedestrian access. COAST is the coordinator for the South Coast's SR2S programs and it partners with SBBIKE for the Vision Zero program.

Tailwinds Bicycle Club of Santa Maria

Tailwinds is a group of sociable cyclists that have rides for every fitness level. Their focus is on improving health, having fun, and promoting bicycle safety to local schools and bicycle related charities. Their yearly bicycle safety essay contest awards new bikes, helmets, and locks to elementary school students.

Encouragement

Encouragement programs make bicycling fun and help create a culture of bicycling for transportation at workplaces and at the community level. Together with education, encouragement improves skills and raises awareness about the benefits of bicycling for transportation and also helps bring the culture of bicycle use into the mainstream.

CycleMAYnia

CycleMAYnia bills itself as a month-long celebration reaching thousands of cyclists and community members throughout May. Led by Traffic Solutions, it is a collaboration of organizations, agencies, businesses, and community volunteers in Santa Barbara County. There are many bicycle-themed events associated with CycleMAYnia, which seek to encourage bicycling.

Cycle MAYnia is a month-long Education and Encouragement Effort

Bike Challenge

The Bike Challenge is a month-long encouragement effort held each June. The challenge is organized as a team competition between participant teams who earn 'points' when team members commute to work by bicycle. Teams earn donations for their selected non-profit organizations, which are scaled based on point totals.

Open Streets Initiatives

The region has hosted an Open Streets event in Santa Barbara the last two years. The Santa Barbara Open Streets is held in October, and involves the closure for vehicular traffic of two miles of East Cabrillo Street along the Santa Barbara waterfront as a way to encourage people to enjoy bicycling and walking in a car-free environment. Various groups in the City of Guadalupe, including the school district, are in the process of organizing an inaugural Ciclovía (temporary closure of streets to vehicular traffic) for late spring 2015.

Enforcement

Bicycle and pedestrian safety and encouragement programs are most effective when supported by law enforcement. All users of a road are subject to the California Vehicle Code. Bicyclists are bound by the same laws as the drivers of motor vehicles and pedestrians have responsibilities defined in the code. Many local governments also have ordinances related to bicyclists and pedestrians. To promote the safest multi-modal environment possible, the obedience to laws and ordinances by all road users is necessary. Law enforcement officers in the SBCAG region should enforce laws and ordinances for all modes of travel without bias.

The City of Santa Barbara was recently awarded a grant from the California Office of Traffic Safety to increase safety on the city's roads. Much of the efforts will focus on curtailing intoxicated and distracted driving, however, a portion of the funding will be used to provide bicycle and pedestrian safety educational presentations. The city's police department also conducts occasional focused operations to enforce unlawful bicycling behaviors and promote an overall safer environment on the road.

CHAPTER 6:

Funding

Past Expenditures and Future Needs

The 2040 Regional Transportation Plan-Sustainable Communities Strategy (RTP-SCS) identified numerous bicycle and/or pedestrian projects for programming. The fiscally-constrained element assumed 7.4 billion dollars of available funding over the life of the plan, to 2040, and allocates a total of 201 million dollars, or 2.7 percent of the total, to bicycle and/or pedestrian projects. The RTP-SCS considers federal, state, and local funding sources. SBCAG's previous Regional Transportation Plan, VISION2030 (2008), allocated 1.6 percent of the 5.1 billion dollars available over the life of the plan to bicycle and/or pedestrian projects.

Past Expenditures

Table 8 provides a list of recent (2010-2014) past expenditures for bicycle and pedestrian projects which were programmed through SBCAG. Note that while the funds were programmed between 2010 and 2014, some actual expenditures may occur post-2014.

Table 8: SBCAG Bicycle and Pedestrian Expenditures (2010–2014)

Funding Source	Location	Amount
FTIP FY 10 Obligations	Region	$ 2,411,762
2010 RTIP Obligations	Region	$ 2,505,000
Measure A Cycle 1, FY 10-13	South Coast	$ 991,462
SRTS Cycle 1, FY 10-13	South Coast	$ 992,276
Measure A Cycle 1, FY 10-15	North County	$ 397,288
FTIP FY 11 Obligations	Region	$ 52,241
FTIP FY 12 Obligations	Region	$ 1,455,973
FTIP FY 13 Obligations	Region	$ 356,388
Measure A Cycle 2, FY 13-16	South Coast	$ 1,100,067
SRTS Cycle 2, FY 13-16	South Coast	$ 1,100,067
ATP Cycle 1, FY 14	Region	$ 13,121,000
FTIP FY 14 Obligations	Region	$ 811,903
Total Obligations		**$ 25,295,427**

Future Needs

Implementing the projects identified in this plan will require financial resources beyond what is identified in the fiscally-constrained RTP-SCS. To achieve the regional vision, and fully implement this plan, an estimate in excess of 400 million dollars will be required to year 2040.[16] This is significantly more than the 201 million dollars allocated in the Regional Transportation Plan. Specific project cost estimates are provided in **Appendix A** for most projects.[17]

[16] Cost estimates for all proposed projects are not available, as some are unique or conceptual. As projects advance cost estimates can be developed.

[17] Cost estimates provided for the individual projects listed in Appendix A are preliminary and subject to further refinement during project development.

Federal Sources

Federal sources of funding are programs of the federal transportation law, MAP-21. The sources may change as new federal transportation legislation is enacted.

National Highway Performance Program (NHPP)

The NHPP focuses on expanding and maintaining the National Highway System. Bicycle and pedestrian projects are eligible through the program.

Surface Transportation Program (STP)

The STP is a broad funding program that primarily focuses on the federal-aid highway system, but also provides funding for bicycle and pedestrian projects, as well as transit.

Highway Safety Improvement Program (HSIP)

The HSIP program funds improvements that seek to reduce fatalities on roads of all types. Funding must support the state's Strategic Highway Safety Plan.

State Sources

State Highway Operations and Protection Program (SHOPP)

SHOPP funding focuses on the maintenance of existing state highways and bridges, though funds can be used for widening highway shoulders.

Active Transportation Program (ATP)

The ATP is the state's primary mechanism for funding bicycle and pedestrian improvements. This plan supports the ATP.

In 2014, the California Transportation Commission selected projects for funding through Cycle 1 (2014) of the ATP. Across the region, eight projects were awarded a total of $13,121,000 in ATP funding.

California Coastal Conservancy Grants

The Coastal Conservancy administers state grants for trail projects that improve access to and along the coast. Applications are accepted on a continuous basis.

Proposition 1B

Proposition 1B was approved California voters in 2006. In response to the Proposition the state sold $20 billion in bonds to use primarily for congestion relief. Several projects benefitting bicycle and pedestrian travel in the region received funding, such as the Santa Maria River Bridge and sidewalk infill along Patterson Avenue in Goleta.

Local Sources

Measure A

Measure A is a voter-approved, ½-cent sales tax applicable to goods purchased in Santa Barbara County. It was approved in 2008 and is applicable for years 2010-2040. The Measure provides 29 million dollars for bicycle and pedestrian improvements through direct investment or the Safe Routes to School programs over the life of its investment plan. Additional bicycle and pedestrian improvements may be included in projects not specifically identified for bicyclists and pedestrians. Each jurisdiction receiving Measure A funding must spend a defined portion of its Local Street and Transportation Improvement allocation on alternative transportation projects. Alternative transportation includes bicycle and pedestrian, as well as transit modes. The portions range from five percent for Buellton and Guadalupe to 15 percent for Lompoc, Santa Maria, and Solvang. The remainder of the county's jurisdictions have a 10 percent requirement. Many jurisdictions use the direct investment funding for sidewalk infill and curb ramp construction. An additional 16 million dollars of Measure A funding, $3 million North County / $13 million South Coast, are designated for Safe Routes to School programs.

Capital Improvement Plans

Municipal governments develop Capital Improvement Plans (CIP) to identify local implementation priorities. Though the CIPs may include projects that are funded by sources programmed by SBCAG, many rely on local funding or funding available from local tax sources. The CIP is typically carried out by municipal public works departments.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CHAPTER 7:

Plan Conclusion

Meeting Active Transportation Program Guidelines

The California Transportation Commission has identified 17 unique requirements of active transportation plans. The requirements cover all aspects of the planning process. This plan was organized around the Active Transportation Program Guidelines published March 20, 2014.

> An active transportation plan must include, but not be limited to, the following components [see **Table 9**] or explain why the component is not applicable.[18]

For various reasons, some guidelines are either not applicable, not relevant to all active transportation plans, or not appropriate at all planning scales.

Table 9: Active Transportation Program Guideline Summary

Required Components	Discussion	Page(s)
The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Estimates and forecasts were completed using available data sources and input from the advisory committee.	29–31
The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Collision data was assembled and analyzed at the jurisdictional-scale. The plan also includes a goal related to the reduction of such collisions.	15, 49–51
A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	This plan includes General Plan land use maps, as well as a map of the Sustainable Communities Strategy preferred scenario land uses. More detailed land use maps are not beneficial at the regional scale.	7, B-1–B-6
A map and description of existing and proposed bicycle transportation facilities.	Existing and proposed bicycle transportation facilities are mapped, as appropriate.	31, 38–45
A map and description of existing and proposed end-of-trip bicycle parking facilities.	End-of-trip bicycle parking facilities are discussed, however, through consultation with the advisory committee, it was agreed that mapping the facilities was not feasible at the regional scale.	21

[18] California Transportation Commission, Active Transportation Program Guidelines, Page 17, March 2014

A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	Several policies supporting Goal 1 of this plan address bicycle parking in private locations.	13, 26
A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Figure 3 provides the locations of all facilities supporting this requirement and each facility is assessed for its connections for bicyclists and pedestrians.	31–35
A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	This requirement was incorporated into Figure 3 together with the previous requirement.	31–35
A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	A description of the ongoing wayfinding signage improvement efforts is discussed.	35
A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	A plan goal addresses maintaining the network. A section discussing the benefits of maintaining the network is also included.	13, 35–36
A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.	Chapter 5 of this plan focuses solely on this requirement. Many local programs and efforts are discussed.	49–53
A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Community events were conducted with outreach in accordance with SBCAG policies.	9
A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Planning staff worked closely with member governments and Caltrans to ensure consistency. A wide range of individuals were invited to community meetings, including school district officials.	9–11, 36
A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	A thorough list of projects and programs is included in Appendix A. Prioritization will occur through the RTP process.	A-1–A-10
A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Past expenditures were calculated by program source for the five most recent years. Future needs were identified by summing the cost of all proposed projects.	55–56

A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	A description of plan implementation steps and reporting is included in this chapter.	61
A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	The adopting resolution passed by the SBCAG Board of Directions is on file with SBCAG and shown in Appendix D, and as confirmed by Caltrans, satisfies this requirement.	D-1

A final requirement of an active transportation plan is that it be compliant with the Complete Streets Act (AB 1358, 2008). This law applies to jurisdictions with responsibility for streets and highways. SBCAG is not directly responsible for streets or highways, however, nothing in this plan is contrary to the Complete Streets Act.

Plan Implementation and Reporting

The implementation of the projects supported by this plan will occur over time as funding becomes available. Some projects are listed as programmed and have confirmed funding sources. These projects will advance as scheduled and as noted in their respective funding documents, such as the federal or state Transportation Improvement Programs. Individual projects will be prioritized for funding through the Regional Transportation Plan – Sustainable Communities Strategy (RTP-SCS) update process. Reporting will also occur via the RTP-SCS, which is updated every four years. Additionally, the region's Active Transportation Plan will be updated at regular intervals, and each update will provide a good means of assessing the effectiveness of each previous plan.

This plan complies with the California Environmental Quality Act (CEQA). An Initial Study was prepared and released for public comment. Subsequently, a Mitigated Negative Declaration was developed to identify means to offset any impact to the environment caused by the implementation of this plan. A comprehensive list of mitigation measures is contained in **Appendix C**.

Public Input

Public input was sought through a series of public workshops, as well as at several events conducted for individual organizations. Between all of the public events more than 100 people were engaged in the planning process, and roughly 200 comment items were collected. Many of the comments regarded capital projects and are included in the plan if local support was also present. A number of the comments were vague in nature, or not tied to particular capital projects or specific locations. All comments were considered, and many influenced particular sections of this plan. The general comments are categorized into themes and presented below.

Safety

Numerous comments related to safety. Particular topics include: improved lighting, increased enforcement of traffic laws, better education for all modes, considering families and children in the design of infrastructure, coordination between public safety officials and engineers, expanded Safe Routes to School programs, permitting

bicyclist to use sidewalks at challenging locations, and improving the visibility of pedestrian crossings.

Infrastructure

Comment themes related to general infrastructure include: expanded use of color treated bicycle lanes, increased use of traffic calming, not considering a road's gutter as part of a bicycle lane, expanded use of traffic signal bicycle detection, increasing the number of bicycle lanes, encouraging bicycle parking at private locations, and improved maintenance and upkeep.

Miscellaneous Comment Themes

A variety of comments were unique, and include: using UCSB as a regional model, adding bicycle capacity to buses, improving South Coast to North County transit service, creating a forum for sharing best practices, improving bicycle and pedestrian connections with transit services, promoting bicycle tourism, creating a bicycle-based economy, acquiring easements in flood prone areas, increasing funding for North County jurisdictions, and making facilities more accessible to diverse populations.

Conclusion

This plan, in satisfying the Active Transportation Program guidelines, seeks to identify opportunities to improve bicycle and pedestrian safety and mobility in the region. Comprehensive lists of bicycle projects are included in **Appendix A**. For the pedestrian mode, individual projects are also listed in **Appendix A**, but many of the projects focus on maintenance or infill and are currently not tied to specific locations. Implementing the projects identified in this plan will vastly improve bicycle and pedestrian safety and mobility, rank the region among the nation's most accommodating, and be reflective of the bicycle and pedestrian mode shares the region currently demonstrates. The region faces two primary challenges to successful implementation: funding and a shifting paradigm.

Funding

Fully implementing this plan will come at considerable expense, far beyond what the region currently spends on bicycle and pedestrian infrastructure and programs. While the region benefits from its self-help status through Measure A, and will realize more implementation than it would otherwise, it is still not enough and all funding opportunities must be aggressively pursued.

Shifting Paradigm

The Complete Streets movement is an excellent example of how the transportation paradigm is shifting from being auto-centric to being focused on the mobility of people and goods. However, the policies and practices that keep the focus on automobiles are slow to change. For example, LOS standards only consider one mode of travel, often to the detriment of the others. The policy makers, planners, and engineers that shape our transportation system must adapt. No longer should the question be: how can we fit bicycle lanes in the right of way? Rather, it should be: how can we use the available right of way to balance the mobility needs of all users? The bicycle and pedestrian modes need to be part of the conversation from the beginning and not considered only as an afterthought. The status quo is the most difficult thing to change. Continued advocacy is essential.

Every bicycle or pedestrian trip:

- is one fewer vehicle congesting our roads and polluting our air;
- supports environmental and public health goals; and
- contributes to desirable and vibrant communities.

Appendix A

Appendix A: Project Lists by Jurisdiction

Project Lists

Table A-1: Regional Transportation Plan Bicycle and Pedestrian Projects (Page 1 of 2)

Index	Project/Program	RTP Status		Cost
RTP 1	North County LSTI - Buellton (Bike & Ped)	Funded, Measure A	$	328,236
RTP 2	South Coast LSTI - Carpinteria (Bike & Ped)	Funded, Measure A	$	1,497,668
RTP 3	South Coast LSTI - Goleta (Bike & Ped)	Funded, Measure A	$	2,821,682
RTP 4	North County LSTI - Guadalupe (Bike & Ped)	Funded, Measure A	$	413,403
RTP 5	North County LSTI - Lompoc (Bike & Ped)	Funded, Measure A	$	6,488,783
RTP 6	South Coast LSTI - Santa Barbara (Bike & Ped)	Funded, Measure A	$	6,841,919
RTP 7	North County LSTI - Santa Maria (Bike & Ped)	Funded, Measure A	$	13,608,680
RTP 8	North County LSTI - unincorporated County (Bike & Ped)	Funded, Measure A	$	6,928,272
RTP 9	South Coast LSTI - unincorporated County (Bike & Ped)	Funded, Measure A	$	6,766,434
RTP 10	North County Safe Routes to School, Bicycle and Pedestrian Program, North County	Funded, Measure A	$	3,984,990
RTP 11	South Coast Safe Routes to School Program , South Coast	Funded, Measure A	$	17,268,291
RTP 12	South Coast Regional Bicycle and Pedestrian Program , South Coast	Funded, Measure A	$	17,268,291
RTP 13	Safe Routes To School, Infrastructure Projects, Various locations	Programmed, Other	$	3,742,183
RTP 14	*San Jose Creek Class I Bikeway-Middle Segment, Goleta*	*Programmed, Other*	*$*	*300,000*
RTP 15	Goleta Sidewalk Infill Project, Goleta	Programmed, Other	$	280,000
RTP 16	*Cathedral Oaks Class I Bike Path, 1.63 miles, Goleta*	*Programmed, Other*	*$*	*1,290,000*
RTP 17	*Patterson Avenue Class II Bike Lanes, Goleta*	*Programmed, Other*	*$*	*129,000*
RTP 18	Hollister Avenue Class I Bikeway, Pacific Oaks to Ellwood, Goleta	Programmed, Other	$	606,000
RTP 19	La Patera US 101 Bike/Ped Overcrossing, Goleta	Programmed, Other	$	36,000,000
RTP 20	Bikeway infill project, Goleta	Programmed, Other	$	850,000
RTP 21	*San Jose Creek Class I Bikeway-North Segment, Goleta Valley*	*Programmed, Other*	*$*	*1,200,000*
RTP 22	Safe Routes To School, Infrastructure Projects, Various locations	Planned	$	27,710,047
RTP 23	Hwy 246 Pedestrian Safety Improvements, Buellton	Planned	$	418,438
RTP 24	*Bicycle Access Improvements, HWY 246 and Avenue of Flags, Santa Ynez Valley*	*Planned*	*$*	*118,028*
RTP 25	Holly Avenue Bicycle and Pedestrian Undercrossing (railroad), Carpinteria	Planned	$	2,322,500

Also listed in a member jurisdiction plan

Cost estimates are preliminary

Table A-2: Regional Transportation Plan Bicycle and Pedestrian Projects (Page 2 of 2)

Index	Project/Program	RTP Status		Cost
RTP 26	*Santa Claus Lane to Carpinteria Avenue Multiuse Trail, Carpinteria*	*Planned*	*$*	*1,288,750*
RTP 27	Third Street Multiuse Trail, Linden Avenue to Marsh Park, Carpinteria	Planned	$	760,000
RTP 28	Rincon Trail, Rincon Park to Carpinteria Avenue, Carpinteria	Planned	$	2,385,000
RTP 29	Covington Way Pedestrian Bridge Replacement, Goleta	Planned	$	436,512
RTP 30	*Santa Ynez River (south side) Class I Bikeway, Lompoc Valley*	*Planned*	*$*	*1,889,396*
RTP 31	Class 2 Bikeways, various locations, Lompoc Valley	Planned	$	1,807,114
RTP 32	Cabrillo Blvd Class II Bike Lanes and Pedestrian Path, Santa Barbara	Planned	$	262,366
RTP 33	Class II Bike lanes and pedestrian pathways - Montecito St, *Cliff Dr*., Las Positas, Santa Barbara	Planned	$	154,500
RTP 34	Class II Bike lanes and pedestrian pathways - Various, Santa Barbara	Planned	$	2,018,129
RTP 35	Arroyo Burro Multi-Purpose Pathway, Modoc to Cliff Drive, Santa Barbara	Planned	$	3,748,083
RTP 36	Bikeway Improvements, various locations, Santa Maria Valley	Planned	$	7,116,401
RTP 37	*SR-246 Class I Bikeway, HCA Park to West End , Santa Ynez Valley*	*Planned*	*$*	*748,307*
RTP 38	*South Alisal Road Class II Bike Lanes, Santa Ynez Valley*	*Planned*	*$*	*522,489*
RTP 39	*SR-246 Class II Bike Lanes, West End to Fifth Street , Santa Ynez Valley*	*Planned*	*$*	*8,665,831*
RTP 40	West Main Class II Bike Lanes, Guadalupe to Dunes Park. Santa Maria Valley	Planned	$	3,748,083
RTP 41	Santa Maria Levee Multi Use Trail, Santa Maria to Guadalupe, Santa Maria Valley	Planned	$	249,436
RTP 42	CA Coastal Trail Feasibility Study, Phase I, Gaviota to San Onofre, South Coast	Planned	$	5,238,150
RTP 43	Replace Anapamu St Hwy 101 Bike/Ped Overcrossing, Santa Barbara	Unfunded, Illustrative	$	15,000,000
RTP 44	Construct bike path rail undercrossing at Calle Ocho, Carpinteria	Unfunded, Illustrative	$	507,000
RTP 45	Construct bike path rail undercrossing at Carpinteria Bluffs, Carpinteria	Unfunded, Illustrative	$	2,835,000
RTP 46	*Santa Maria Levee Multi Use Trail, Santa Maria to Guadalupe, Santa Maria Valley*	*Unfunded, Illustrative*	*$*	*9,359,000*
RTP 47	*Class I Bike Path near Lompoc Airport, connecting existing bikeways, Lompoc Valley*	*Unfunded, Illustrative*	*$*	*1,200,000*
RTP 48	*Bike Path connecting Hwy 1 to Allan Hancock Bikeway, Lompoc Valley*	*Unfunded, Illustrative*	*$*	*1,700,000*
RTP 49	*Class I Bike Path near Railroad Corridor, South Coast/County*	*Unfunded, Illustrative*	*$*	*5,000,000*
	Total Cost of Improvements		**$**	**235,822,391**

Also listed in a member jurisdiction plan

Cost estimates are preliminary

Table A-3: City of Buellton Planned Bicycle and Pedestrian Projects

Index	Project/Program		Cost
Buel 1	Highway 246 Class I/II, West City Limit to East City Limit (1.9 mile)	$	2,407,300
Buel 2	Second Street Class II/III, Riverview Drive to Ave of Flags (1.0 mile)	$	60,390
Buel 3	Via Corona Class III, Oak Park Elementary School to Sycamore Drive (0.2 mile)	$	825
Buel 4	La Pita Place Class III, La Lata Drive to Dawn Drive (0.2 mile)	$	825
Buel 5	Damassa Road Class III, Ave of Flags to McMurray Road (0.15 mile)	$	619
Buel 6	Glennora Way Class III, East of Freear Drive to Odense Street (0.4 mile)	$	1,650
Buel 7	Glennora Way Class II, East of Freear Drive to McMurray Road (0.2 mile)	$	12,078
Buel 8	Odense Street Class III, Glennora Way to Thumbelina Drive (0.05 mile)	$	206
Buel 9	Thumbelina Drive Class III, Odense Street to Highway 246 (0.15 mile)	$	619
Buel 10	McMurray Road Class II, Damassa Road to los Padres Way (0.5 mile)	$	30,195
Buel 11	McMurray Road Class III, Highway 246 to south end of street (0.15 mile)	$	619
Buel 12	*Ave of Flags Class II, South City Limit to North City Limit*		*completed*
Buel 13	Shadow Mountain Drive Class III, Zaca Golf Course to Ave of Flags (0.2 mile)	$	825
Buel 14	Industrial Way Class III, Highway 246 to south end of street (0.4 mile)	$	1,650
Buel 15	La Lata Drive Class III, Highway 246 to La Pita Place (0.25 mile)	$	1,031
Buel 16	Sycamore Drive Class III, Via Corona to Riverview Park (0.45 mile)	$	1,856
Buel 17	Highway 246/Sycamore Road crossing improvements - flashing warning sign, marked crosswalk, in-ground lighting, pedestrian refuge	$	100,000
Buel 18	Highway 246/La Lata Drive crossing improvement - flashing warning sign	$	33,000
Buel 19	Avenue of Flags pedestrian improvements		TBD
Buel 20	Sidewalk improvements on Highway 246 between Avenue of Flags and Highway 101 (south side, 0.15 mile)	$	45,788
Buel 21	Sidewalk improvements on Highway 246 west of Thumbelina Drive (north side, 0.1 mile)	$	30,525
Buel 22	Infill sidwalks on Central Avenue and Industrial Way (0.25 mile)	$	76,313
Buel 23	Crossing improvements at Avenue of Flags/Shadow Mountain Drive	$	8,250
Buel 24	Crossing improvements at Via Corona/Sycamore and Via Corona/Tamarind	$	8,250
Buel 25	Crossing improvements at Highway 246/Ballard Canyon Road	$	8,250
Buel 26	Sidewalk improvements on Highway 246 east of Thumbelina Creek (south side, 0.36 mile)	$	109,890
	Total Cost of Improvements	**$**	**2,940,953**

Also listed in the Regional Transportation Plan
Cost estimates are preliminary

Table A-4: City of Carpinteria Planned Bicycle and Pedestrian Projects

Index	Project/Program		Cost
Carp 1	Santa Monica Creek Trail Class I, El Carro Lane to Foothill Road (SR-192)	$	342,090
Carp 2	Carpinteria Creek Trail Class I, Via Real to Cameo Street	$	190,050
Carp 3	Coast Bike Route Class I (infill), West City Limit to East City Limit	$	5,701,500
Carp 4	Via Real Class II, Santa Ynez Avenue to Reef Motel	$	22,344
Carp 5	Foothill Road (SR-192), Class II, City Limit to Linden Avenue	$	22,948
Carp 6	Carpinteria Avenue Class II, Bailard Avenue to East City Limit	$	80,923
Carp 7	Linden Avenue Class III, Sawyer Avenue to Carpinteria Avenue	$	413
Carp 8	Linden Avenue Class III, Sandyland Road to 6th Street	$	1,031
Carp 9	Seventh Street Class III, Linden Avenue to Carpinteria Avenue	$	1,939
Carp 10	El Carro Lane Class III, Santa Ynez Avenue to Sterling Avenue	$	1,774
Carp 11	Sterling Avenue Class III, El Carro Lane to Malibu Drive	$	206
Carp 12	El Carro Lane Class III, Linden Avenue to Casitas Pass Road	$	2,310
Carp 13	Sandyland Road Class III, Linden Avenue to Ash Avenue	$	1,031
Carp 14	Ogan Road Class III, Linden Avenue to Casitas Pass Road	$	2,104
Carp 15	Via Real/Cravens Lane Sidewalk Infill	$	100,000
Carp 16	Main School Sidewalk Infill along Walnut Ave. and 6th St.	$	160,000
Carp 17	Via Real Pedestrian Bridge over Santa Monica Creek	$	450,000
Carp 18	El Carro Ln Pedestrian Bridge over Santa Monica Creek	$	400,000
Carp 19	Ash Ave. Sidewalk Improvements between 3rd St. and 4th St.	$	200,000
Carp 20	Prepare an Active Transportation Plan		TBD
Carp 21	Linden Avenue Class II, Caripinteria Avenue to El Carro Lane		TBD
Carp 22	*Rincon Trail, Rincon Park to Carpinteria Avenue, Carpinteria*	*$*	*2,385,000*
Carp 23	*Santa Claus Lane to Carpinteria Avenue Multiuse Trail, Carpinteria*	*$*	*1,288,000*
Carp 24	Via Real Class I Connection, Carpinteria Creek to Casitas Pass Road		TBD
Carp 25	Construct rail undercrossings at Ash Avenue (or Holly Avenue), Calle Ocho, Dump Road, Carpinteria Bluffs Area 1, and Carpinteria Bluffs Area 3		TBD
	Total Cost of Improvements	**$**	**11,353,663**

Also listed in the Regional Transportation Plan
Cost estimates are preliminary

Table A-5: City of Goleta Planned Bicycle and Pedestrian Projects

Index	Project/Program		Cost
GoI 1	Development of the City of Goleta's Bicycle and Pedestrian Master Plan	$	203,000
GoI 2	*Class I Bike Path along San Jose Creek between Calle Real and Hollister Avenue (middle extent)*	*$*	*2,500,000*
GoI 3	Class I Bike Path along San Jose Creek between Hollister Avenue to the existing Obern Trail (southern extent)	$	8,000,000
GoI 4	*Class I Bike Path/Multi-Use Path adjacent Hollister Avenue between Pacific Oaks Drive and Ellwood Elementary Schoo*	*$*	*1,800,000*
GoI 5	Class II Bike Lanes along Ward Drive between Hollister Avenue and the existing Obern Trail	$	600,000
GoI 6	Class II bike lanes and sidewalks along the new roadway extensions of Ekwill Street and Fowler Road, new and improved intersection crossings at existing intersections, roundabouts that include improved bicycle and pedestrian configurations, and a multi-use facility adjacent to the Old San Jose Creek	$	2,100,000
GoI 7	Installation of solar powered LED lighting along a 1,750 foot portion of the Maria Ygnacio Bike Trail	$	25,000
GoI 8	*Class I Bike Path along Cathedral Oaks Road between Glen Annie and La Patera Lane*	*$*	*1,300,000*
GoI 9	Relocate crosswalk at the GVCC along Hollister Avenue to the east and install new High Intensity Activated Croasswalk (HAWK) system	$	500,000
GoI 10	Install new solar powered pedestrian activated Rectangular Rapid Flashing Beacons (RRFB's) at the intersection of Hollister Avenue and Orange Avenue. The project will include new striping, signage and lighting, and sidewalk improvements	$	120,000
GoI 11	Install new solar powered pedestrian activated Rectangular Rapid Flashing Beacons (RRFB's) at the intersection of Hollister Avenue and Chapel Street. The project will include new striping, signage and lighting.	$	200,000
GoI 12	Construct approximately 4,700 feet of new sidewalk and repair / reconstruct up to 500 feet of existing sidewalk in Old Town Goleta.	$	900,000
GoI 13	Create a Complete Streets Corridor Plan for Old Town Goleta to provide a comprehensive, implementation-oriented strategy for a complete streets corridor.	$	700,000
GoI 14	Construct a new bridge over San Jose Creek at Armitos Avenue, including new Class II bike lanes and sidewalks	$	3,300,000
GoI 15	Construct Class II bike lanes and sidewalk infill along South La Patera Road between Hollister Avenue and the Amtrak Station	$	500,000
GoI 16	Class I Bike Path between Hollister Avenue and Phelps Avenue to tie into UCSB's proposed Class I Bike Path through Ocean Meadows Open Space	$	500,000
GoI 17	Coastal trail and habitat restoration on the Ellwood Mesa in coordination with Santa Barbara Trails Council.		TBD
GoI 18	New multi-modal bridge over US 101 between Brandon Drive and Entrance Road.	$	15,000,000
GoI 19	Class I bike lane along Storke Road from Phelps Road to the City Limits	$	1,000,000
GoI 20	Sidewalk Infill on Fairview Avenue at Calle Real/US 101 - construct sidewalk improvements at Fiarview and Calle Real	$	500,000
GoI 21	Sidewalk Infill on Fairview Avenue at Stow Canyon Road	$	350,000
GoI 22	Crosswalk Improvments at South Patterson Avenue	$	300,000
GoI 23	Crosswalk Improvement Program - Improve various crosswalks within the City of Goleta	$	800,000
GoI 24	Construct a new Multi-modal crossing of US 101 and UPRR railroad tracks at La Patera Lane	$	20,000,000
	Total Cost of Improvements	**$**	**61,198,000**

Also listed in the Regional Transportation Plan
Cost estimates are preliminary

Table A-6: City of Guadalupe Planned Bicycle and Pedestrian Projects

Index	Project/Program	Cost
Guad 1	Conduct education and outreach programs	Funded by partners
Guad 2	Add advanced flashing pedestrian warning signs prior to the intersection of Guadalupe St./Hwy 1 and Olivera St. from both the northbound and southbound directions	Developer funded
Guad 3	Add railroad overcrossing withing the DJ Farms Specific Plan area as identified in the DJ Farms Specific Plan	Developer funded
Guad 4	Add Class II bike lanes and appropriate signage along the extension of Obispo St. through the DJ Farms Specific Plan area, consistent with the approved plan (0.68 miles)	Developer funded
Guad 5	Add lighting and/or landscaping along Guadalupe St./Hwy 1 between Eleventh St. and the Amtrak Station, along Eleventh St., and along Ninth St. between Obispo St. and Guadalupe St./Hwy 1	$ 1,000
Guad 6	Add a do-it-yourself bicycle repair station in the downtown	$ 1,650
Guad 7	Add painted crosswalks at the intersection of Sixth St. and Guadalupe St./Hwy 1	$ 2,475
Guad 8	Add directional way-finding signage to community and regional attractions	$ 2,475
Guad 9	Add short-term (Class II) bicycle parking at the bus stops on Guadalupe St./Hwy 1 at Olivera St., at O'Connell Park, and on Obispo St. between Holly St. and Fir St	$ 3,465
Guad 10	Add a Class III bike route and appropriate signage along Obispo St. between Eleventh St. and Main St./Hwy 166 (0.98 mile)	$ 4,043
Guad 11	Add a Class III bike route and appropriate signage along Eleventh St. within the city limits (0.98 mile)	$ 4,056
Guad 12	Add painted crosswalks at the intersection of Eleventh St. and Olivera St.	$ 4,950
Guad 13	Add painted crosswalks at the intersection of Hernandez Dr. and Pioneer St.	$ 4,950
Guad 14	Add long-term (Class I) bicycle parking at the Amtrak Station (4-lockers)	$ 7,920
Guad 15	Add sidewalk along Fifth St. just west of Tognazzini Ave. (0.03 mile)	$ 9,250
Guad 16	Add painted crosswalks at the intersections of Second St. and Guadalupe St./Hwy 1 and Tognazzini Ave.	$ 10,725
Guad 17	Add short-term (Class II) bicycle parking in the downtown, at identified bus stops , and at other key locations including the library and Amtrak Station	$ 13,860
Guad 18	Add painted crosswalks at the intersections of Ninth St. and Olivera St. and Obispo St.	$ 14,850
Guad 19	Add sidewalk along Pacheco St. just south of Ninth St. (0.05 mile)	$ 16,072
Guad 20	Add painted crosswalks at the intersections of Tenth St. and Guadalupe St./Hwy 1, Olivera St., and Obispo St.	$ 19,800
Guad 21	Add sidewalk along the west side of Peralta St. between Eleventh St. and Twelfth St. (0.08 mile)	$ 22,952
Guad 22	Add painted crosswalks at the intersections of Fifth St. and Tognazzini Ave., Compodonico Ave., and Guadalupe St./Hwy 1	$ 24,750
Guad 23	Add a flashing crosswalk sign at the intersection of Main St./Hwy 166 and Tognazzini Ave.	$ 25,000
Guad 24	Add sidewalk along Seventh St. (0.09 mile)	$ 26,247
Guad 25	Re-stripe existing Class II bike lanes and pavement markings along Guadalupe St./Hwy 1 (1 mile)	$ 27,225
Guad 26	Add painted crosswalks at the intersections of Third St. and Pioneer St., Tognazzini Ave., and Compodonico Ave.	$ 27,225
Guad 27	Add a walking path with emergency access in the Ninth St. wetland complex	$ 39,171
Guad 28	Add sidewalk along Rubio St. (0.13 mile)	$ 39,833
Guad 29	Add painted crosswalks at the intersections of Main St./Hwy 166 and Flower Ave., Obispo St., Guadalupe St./Hwy 1, Pioneer St., Julia Dr., Nelson Dr., Point Sal Dunes Wy., Pacific Dunes Wy., Santa Barbara St., and Calle Cesar E Chavez	$ 42,075
Guad 30	Add sidewalk along the northwest side of Olivera St. between Ninth St. and Gudalupe St./Hwy 1 (0.16 mile)	$ 48,794
Guad 31	Add Class II bike lanes and appropriate signage along both sides of Main St./Hwy 166 within the city limits (1.48 mile)	$ 89,624
Guad 32	Add sidewalk along the southeastern side of Eleventh St. between Gularte Ln. and Simas Rd. (0.32 mile)	$ 99,091
Guad 33	Add public restrooms at or near the Amtrak Station	$ 123,750
Guad 34	Add sidewalk along the east side of Guadalupe St./Hwy 1 between Olivera St. and Main St./Hwy 166 (0.53 mile)	$ 161,644
Guad 35	Add covered shelters with benches at the bus stops at Main St./Hwy 166 at Point Sal Dunes Wy., Fifth St. at Third St., Obispo St. between Holly St. and Fir St., Flower Ave. at Birtch St., and Amber St. at Obispo St.	$ 165,000
Guad 36	Add sidewalk along the south side of Main St./ Hwy 166 between Kermit McKenzie Junior High and the eastern city limits (0.76 mile)	$ 232,233
Guad 37	Add railroad overcrossing connecting Fourth St. to Guadalupe St./Hwy 1	$ 4,950,000
	Total Cost of Improvements	**$ 6,266,155**

Cost estimates are preliminary

Table A-7: City of Lompoc Planned Bicycle and Pedestrian Projects

Index	Project/Program		Cost
Lom 1	Class I/III along southside of the airport, between CA 1 and V Street	$	1,267,000
Lom 2	*Class I connection between CA 1 and McLaughlin Road*	*$*	*633,500*
Lom 3	Class I along Bailey Avenue between Ocean Avenue and North Avenue	$	1,267,000
Lom 4	Class I along Airport Avenue between Bailey Road and V Street	$	633,500
Lom 5	Class I connection between River Park Class I and Laurel Avenue	$	253,400
Lom 6	Class I north of Canfield Lane between CA 1 and A Street	$	633,500
Lom 7	Class II along McLaughlin Road between Canfield Lane and River Park Class I	$	56,767
Lom 8	Class II along A Street between North Avenue and Walnut Avenue	$	53,143
Lom 9	Class II along D Street between Ocean Avenue and North Avenue, and between Barton Avenue and Canfield Road	$	60,390
Lom 10	Class II along L Street between Central Avenue and Commerce Court	$	12,078
Lom 11	Class II along V Street between Central Avenue and airport	$	14,494
Lom 12	Class II along Santa Lucia Canyon Road/Floradale Avenue between Central Avenue and Victory Road	$	120,780
Lom 13	Class II along Olive Avenue between U Street and Bailey Avenue	$	39,857
Lom 14	Class II along Z Street between Ocean Avenue and Olive Avenue	$	18,117
Lom 15	Class II along Chestnut Avenue between J Street and G Street	$	13,286
Lom 16	Class III along G Street between Cypress Avenue and Olive Avenue	$	908
Lom 17	Class III along Ocean Avenue between V Street and O Street	$	2,021
Lom 18	Infill sidewalks along both sides of A Street between Chestnut and College Streets, roughly 0.25 miles in total	$	46,250
Lom 19	Install sidewalk along the west side of A Street between North and Pine Streets, roughly 0.2 miles	$	37,000
		Total Cost of Improvements	**$ 5,162,990**

also listed as a County project
Cost estimates are preliminary

Table A-8: City of Santa Barbara Planned Bicycle and Pedestrian Projects

Index	Project/Program		Cost
SB 1	Annual Bicycle Improvements	$	300,000
SB 2	Bike Master Plan Implementation	$	450,000
SB 3	Bike Share Program	$	300,000
SB 4	Boysel Class I Extension	$	900,000
SB 5	Las Positas to Modoc Class I Path	$	9,855,000
SB 6	Leadbetter Beachway Class I 0.2 Mile Connection	$	6,000,000
SB 7	Pershing Park Class I Phase II	$	515,000
SB 8	Cacique and Soledad Bike/Ped Bridges (2)	$	2,153,000
SB 9	Goleta Slough Bridge Lighting Improvements	$	65,000
SB 10	La Mesa Footbridge Improvements	$	250,000
SB 11	Montecito-Yanonali Street Bridge Replacement (add sidewalks)	$	2,845,000
SB 12	Convert portion of Anacapa Street to 2-way	$	150,000
SB 13	Carrillo Street, West of US 101, Corridor Pedestrian Improvements	$	1,000,000
SB 14	City Wayfinding Sign Program	$	600,000
SB 15	Pedestrian Improvements along Three Corridors	$	6,000,000
SB 16	Cliff Drive Class II Bike Lanes, and Pedestrian Improvements	$	1,900,000
SB 17	Micheltorena Bridge Pedestrian Improvements	$	1,000,000
SB 18	Upper State Street Corridor Pedestrian Improvements	$	15,000,000
SB 19	Alamar and State Intersection Pedestrian Improvements	$	1,150,000
SB 20	Pedestrian Intersection Improvements Cabrillo (Los Patos to Hot Springs)	$	20,400,000
SB 21	Pedestrian Intersection Improvements La Cumbre Rd/La Cumbre Ln	$	300,000
SB 22	Las Positas and Cliff Drive Roundabout, Bike/Ped Improvements	$	750,000
SB 23	Pedestrian Intersection Improvements, Santa Barbara and De la Guerra Streets	$	150,000
SB 24	Intersection Safety Improvement Program	$	300,000
SB 25	Sidewalk Maintenance Program	$	2,400,000
SB 26	Cabrillo Sidewalk Installation	$	685,000
SB 27	Calle Canon Sidewalk Link	$	350,000
SB 28	Crosswalk Improvements at Seven Crossings	$	600,000
SB 29	Eastside Neighborhood Transportation Plan Implementation	$	2,400,000
SB 30	Safe Routes to School Program and Projects	$	3,000,000
SB 31	Hollister Avenue Sidewalk infill	$	300,000
SB 32	La Cumbre Sidewalk Infill and Enhancements	$	714,000
SB 33	Las Positas, McCaw to State, Pedestrian Enhancements	$	800,000
SB 34	Lower Milpas Sidewalk Infill and Lighting	$	972,000
SB 35	Mission Canyon Corridor Pedestrian Enhancements	$	2,700,000
SB 36	Ortega Pedestrian Crossing, add stairs	$	450,000
SB 37	Salsipuedes and Olive Streets, Sidewalk Infill	$	450,000
SB 38	School Zone Improvements and Maintenance	$	600,000
SB 39	Shoreline Drive Traffic Calming in School Zone	$	1,500,000
SB 40	Sidewalk Access Ramps - ADA Compliance	$	2,880,000
SB 41	Sidewalk Infill Program	$	2,400,000
SB 42	Valerio Street Pedestrian Improvements	$	230,000
SB 43	Bike Master Plan Update	$	-
SB 44	Neighborhood Area Mobility Planning	$	300,000
SB 45	Mission Canyon Road Class II bike lanes between Laguna Street and Foothill Road		TBD
SB 46	Montecito Street bridge replacement at Salinas Street		TBD
SB 47	Calle Real Class II bike lanes between Junipero Street and Las Positas Road		TBD
SB 48	Class I bikeway between Andree Clark Bird Refuge and Hot Springs Road		TBD
	Total Cost of Improvements	**$**	**96,064,000**

Cost estimates are preliminary

Table A-9: City of Santa Maria Planned Bicycle and Pedestrian Projects (Page 1 of 3)

Index	Project/Program		Cost
SM 1	Railroad/Depot Class I Bike Path, Main Street to McCoy Lane, 2.57 miles	$	1,927,500
SM 2	Western Avenue Class I Bike Path, Vista del Rio to Grogan Park, 0.36 miles	$	270,000
SM 3	Channel Road Class I Bike Path, Preisker Park to N Preisker Ln, 0.38 miles	$	285,000
SM 4	Santa Maria Valley Rail Trail Class I Bike Path, East City Limit to Santa Maria River, 9.55 miles	$	7,162,500
SM 5	Railroad Avenue Path Connector Class I Bike Path, Sonya Lane Bike Lane to Thornburg Street, 0.27 miles	$	202,500
SM 6	Center Pointe Parkway Class I Bike Path, Miller Street to Fletcher Park Path, 0.14 miles	$	105,000
SM 7	Prarie Lane Class I Bike Path, Sonya Lane to Thornburg Street, 0.15 miles	$	112,500
SM 8	Bradley Ditch Bikeway Class I Bike Path, Main Street to between Magellan Drive and Creston Street, 3.36 miles	$	2,520,000
SM 9	Seaward Drive Extension North Class I Bike Path, Broadway on-ramp to Mariah Drive, 0.35 miles	$	262,500
SM 10	Skyway Drive Class I Bike Path, Carmen Lane to Hagerman Trail, 1.94 miles	$	1,455,000
SM 11	Union Valley Road Class I Bike Path, Blosser Road to US 101, 2.58 miles	$	1,935,000
SM 12	College Drive Class I Bike Path, Betteravia Road to Stowell Road, 1.03 miles	$	772,500
SM 13	College Drive Class I Bike Path, Jones Street to Allan Hancock College, 0.24 miles	$	180,000
SM 14	Santa Maria Cemetary Class I Bike Path, Inger Drive to Bradley Road, 0.52 miles	$	390,000
SM 15	Betteravia Road Class I Bike Path, Miller Street to US 101, 0.73 miles	$	547,500
SM 16	Foster Road Class I Bike Path, Orcutt Road to Blosser Road, 0.91 miles	$	682,500
SM 17	Frontage Road Class I Bike Path, Union Valley Road to Skyway Drive, 1.15 miles	$	862,500
SM 18	Mahoney Road Class I Bike Path, Betteravia Road to City Limit, 1.73 miles	$	1,297,500
SM 19	Loop Road Class I Bike Path, Black Road to Black Road, 1.43 miles	$	1,072,500
SM 20	Kirk Avenue Class I Bike Path, Loop Road to School Park, 1.16 miles	$	870,000
SM 21	Mahoney Ranch Class I Bike Path, Loop Road to Loop Road, 0.96 miles	$	720,000
SM 22	A Street Class I Bike Path, Loop Road to City Limit, 0.89 miles	$	667,500
SM 23	Bradley Road Class I Bike Path, Betteravia Road to Battles Road, 0.53 miles	$	397,500
SM 24	Enterprise Parkway Class I Bike Path, Foster Road to E Street, 2.13 miles	$	1,597,500
SM 25	E Street Class I Bike Path, Betteravia Road to Dutard Road, 2.07 miles	$	1,552,500
SM 26	A Street Extension Class I Bike Path, E Street to Mahoney Ranch, 0.28 miles	$	210,000
SM 27	A Street Class I Bike Path, Betteravia Road to Fairway Drive, 0.50 miles	$	375,000
SM 28	A Street Class I Bike Path, Battles Road to Santa Maria Valley Railroad, 0.30 miles	$	225,000
SM 29	Santa Maria Airport Trail Class I Bike Path, Dutard Road to Union Valley Road, 0.74 miles	$	555,000
SM 30	Carmen Lane Class I Bike Path, Depot Street to Blosser Road, 0.59 miles	$	442,500
SM 31	Pioneer Park Trail Class I Bike Path, Frontage Road to Pioneer Park, 0.62 miles	$	465,000
SM 32	Waller Park Trail Class I Bike Path, Skyway Drive to Santa Maria Valley Railroad, 0.56 miles	$	420,000
SM 33	Blosser Road Class I Bike Path, Stowell Road to Battles Road, 0.49 miles	$	367,500
SM 34	Blosser Road Class I Bike Path, Fesler Street to Eagleton Avenue, 1.87 miles	$	1,402,500
SM 35	Western Avenue Class I Bike Path, Battles Road to Stowell Road, 0.25 miles	$	187,500
SM 36	Westgate Park Path Class I Bike Path, Battles Road to Marsala Avenue, 0.17 miles	$	127,500
SM 37	Westgate Park Path Class I Bike Path, Blosser Road to Bethel Lane, 0.16 miles	$	120,000
SM 38	Blosser Road - W Canal Street Connector Class I Bike Path, Canal Street to Grogan Park, 0.46 miles	$	345,000
SM 39	Preisker Park Path Class I Bike Path, Canal Street to Preisker Lane, 0.39 miles	$	292,500

Table A-10: City of Santa Maria Planned Bicycle and Pedestrian Projects (Page 2 of 3)

SM 40	Main Street Levee Connector Class I Bike Path, Main Street to Santa Maria River Levee, 0.21 miles	$	157,500
SM 41	Panther Drive Class I Bike Path, Main Street to Suey Crossing Road, 1.13 miles	$	847,500
SM 42	Maramonte Park Path Class I Bike Path, College Drive to La Purisma Avenue, 0.22 miles	$	165,000
SM 43	McCoy Lane Class I Bike Path, Blosser Road to A Street, 0.60 miles	$	450,000
SM 44	McCoy Lane Class I Bike Path, del Sur to Bradley Road, 0.14 miles	$	105,000
SM 45	Sunrise Drive Class II Bike Lanes, College Drive to existing bike route at Maramonte Park, 0.38 miles	$	13,300
SM 46	Foster Road Class II Bike Lanes, California Boulevard to Blosser Road, 0.49 miles	$	17,150
SM 47	Betteravia Road Class II Bike Lanes, Mahoney Road to Broadway, 2.22 miles	$	77,700
SM 48	Railroad Avenue Class II Bike Lanes, Alvin Avenue to Main Street, 0.51 miles	$	17,850
SM 49	Railroad Avenue Class II Bike Lanes, Taylor Street to Donovan Road, 0.50 miles	$	17,500
SM 50	Mariah Drive Class II Bike Lanes, Carlotti Drive to US 101, 0.74 miles	$	25,900
SM 51	Main Street Class II Bike Lanes, Suey Road to Bradley/US 101 Ramp, 0.51 miles	$	17,850
SM 52	Suey Road Class II Bike Lanes, Jones Street to Cypress Way, 0.35 miles	$	12,250
SM 53	Taylor Street Class II Bike Lanes, Blosser Road to Broadway, 1.01 miles	$	35,350
SM 54	Donovan Road Class II Bike Lanes, Blosser Road to Broadway, 1.00 miles	$	35,000
SM 55	College Drive Class II Bike Lanes, Battles Road to Donovan Road, 2.53 miles	$	88,550
SM 56	McCoy Lane Class II Bike Lanes, Santa Maria Valley Railroad to A Street, 1.74 miles	$	60,900
SM 57	Carmen Lane Class II Bike Lanes, A Street to Thornburg Street, 1.34 miles	$	46,900
SM 58	Pine Street Class II Bike Lanes, Morrison Avenue to Fesler Street, 0.98 miles	$	34,300
SM 59	Alvin Street Class II Bike Lanes, Blosser Road to Suey Road, 2.54 miles	$	88,900
SM 60	Southside Parkway Class II Bike Lanes, Center Pointe Parkway to end of Southside Parkway, 0.49 miles	$	17,150
SM 61	Chapel Street Class II Bike Lanes, College Drive to Armstrong Park, 0.21 miles	$	7,350
SM 62	Mill Street Class II Bike Lanes, Depot Street to Miller Street, 0.71 miles	$	24,850
SM 63	Thornburg Street Class II Bike Lanes, Donovan Road to Fesler Street, 0.88 miles	$	30,800
SM 64	Miller Street Class II Bike Lanes, Enos Drive to Roble Street, 0.58 miles	$	20,300
SM 65	Miller Street Class II Bike Lanes, Cook Street to Roemer Road, 1.79 miles	$	62,650
SM 66	Bradley Road Class II Bike Lanes, Stowell Road to Jones Street, 0.54 miles	$	18,900
SM 67	Jones Street Class II Bike Lanes, Thornburg Street to McClelland Street, 0.34 miles	$	11,900
SM 68	Betteravia and Cooley Alley Class II Bike Lanes, Cooley Lane to Thornburg Street, 0.18 miles	$	6,300
SM 69	Church Street Class II Bike Lanes, Miller Street to College Drive, 0.38 miles	$	13,300
SM 70	Fesler Street Class II Bike Lanes, Broadway to Depot Street, 0.46 miles	$	16,100
SM 71	Blosser Road Class II Bike Lanes, Enterprise Parkway to Clark Avenue, 1.75 miles	$	61,250
SM 72	Bradley Road Class II Bike Lanes, Battles Road to McCoy Lane, 1.11 miles	$	38,850
SM 73	Street A' Class II Bike Lanes, College Drive to Bradley Road, 0.37 miles	$	12,950
SM 74	Shepard Drive Class II Bike Lanes, 'Street A' to Battles Road, 0.12 miles	$	4,200
SM 75	Enterprise Parkway Class II Bike Lanes, Foster Road to E Street, 2.15 miles	$	75,250
SM 76	Loop Road Class II Bike Lanes, Black Road to Black Road, 1.37 miles	$	47,950
SM 77	A Street Class II Bike Lanes, Loop Road to City Limit, 0.89 miles	$	31,150
SM 78	Main Street Class II Bike Lanes, Blosser Road to Hanson Way, 0.37 miles	$	12,950
SM 79	Mahoney Road Class II Bike Lanes, Betteravia Road to Black Road, 1.15 miles	$	40,250

Table A-11: City of Santa Maria Planned Bicycle and Pedestrian Projects (Page 3 of 3)

SM 80	Orcutt Road Class II Bike Lanes, Lakeview Drive/Skyway Drive to Clark Avenue, 1.25 miles	$	43,750
SM 81	E Street Class II Bike Lanes, Betteravia Road to Dutard Road, 2.07 miles	$	72,450
SM 82	A Street Extension Class II Bike Lanes, E Street to Mahoney Ranch, 0.28 miles	$	9,800
SM 83	A Street Class II Bike Lanes, Betteravia Road to Fairway Drive, 0.50 miles	$	17,500
SM 84	Frontage Road Class II Bike Lanes, Union Valley Road to Skyway Drive, 1.17 miles	$	40,950
SM 85	Carlotti Drive Class II Bike Lanes, Seaward Drive to Noble Way, 0.46 miles	$	16,100
SM 86	Western Avenue Extension Class II Bike Lanes, Battles Road to Stowell Road, 0.50 miles	$	17,500
SM 87	Preisker Lane Class II Bike Lanes, Broadway to Roemer Way, 0.43 miles	$	15,050
SM 88	Roemer Way Class II Bike Lanes, Preisker Lane to Miller Street, 0.07 miles	$	2,450
SM 89	Morrison Avenue Class II Bike Lanes, Blosser Road to Miller Street, 1.25 miles	$	43,750
SM 90	Main Street Class II Bike Lanes, Panther Drive to City Limit, 0.97 miles	$	33,950
SM 91	Waller Lane Class II Bike Lanes, Santa Maria Way to Lorencita Drive, 0.52 miles	$	18,200
SM 92	Thornburg Street Class II Bike Lanes, McCoy Lane to Battles Road, 1.03 miles	$	36,050
SM 93	Thorbugh Street Class II Bike Lanes, Stowell Road to Morrison Avenue, 0.32 miles	$	11,200
SM 94	Fairway Drive Class II Bike Lanes, A Street to E Street, 0.61 miles	$	21,350
SM 95	Roemer Way Class III Bike Route, Miller Street to Broadway, 0.25 miles	$	1,300
SM 96	Miller Street Class III Bike Route, Taylor Street to Donovan Road, 0.48 miles	$	2,400
SM 97	Canyon Drive Class III Bike Route, Donovan Road to Seaward Bike Path on Canyon Drive, 0.18 miles	$	900
SM 98	Blosser Road Class III Bike Route, Battles Road to Main Street, 1.25 miles	$	6,200
SM 99	El Camino Street Class III Bike Route, De Joy to Scott Drive, 1.91 miles	$	9,600
SM 100	Boone Street Class III Bike Route, Blosser Road to McClland Street, Simas Park, Transit Center, 1.15 miles	$	5,700
SM 101	Church Street Class III Bike Route, Blosser Road to Pine Street, 0.85 miles	$	4,300
SM 102	Western Avenue Class III Bike Route, Donovan Road to Stowell Road, 2.85 miles	$	14,200
SM 103	Mill Street Class III Bike Route, Miller Street to end of Mill Street, 0.24 miles	$	1,200
SM 104	Orange Street Class III Bike Route, Railroad Avenue to Bradley Road, 1.29 miles	$	6,500
SM 105	Broadway Class III Bike Route, Fesler Street to Park Avenue, 1.06 miles	$	5,300
SM 106	Main Street Sharrow Class III Bike Route, Curryer Road to School Street, 0.94 miles	$	4,700
SM 107	Priesker Lane Class III Bike Route, Cedar Road to Miller Street, 0.17 miles	$	800
SM 108	Broadway Class III Bike Route, Donovan Road to Preisker Lane, 0.78 miles	$	3,900
SM 109	Fesler Street Class III Bike Route, Railroad Avenue to Blosser Road, 0.52 miles	$	2,600
SM 110	Thornburg Street Class III Bike Route, Battles Road to Stowell Road, 0.48 miles	$	2,400
SM 111	Thornburg Street Class III Bike Route, Waller Lane to McCoy Lane, 0.78 miles	$	3,900
SM 112	Install lighting along Smith Drive, Mill Street, and Lemon Street		TBD
SM 113	Study the potential for road diets along Depot Street south of Stowell, Skyway Drive, and Miller Street north of Alvin		TBD
SM 114	Install a pedestrian flashing beacon along Enos Street near Adams Elementary School		TBD
SM 115	Add crosswalks along South Depot Street		TBD
SM 116	Outfit 22 Santa Maria Area Transit buses with 3-bike racks	$	55,000
SM 117	Battles and Blosser Rd. Pedestrian and Bicycle Improvement Project and N. Blosser Road Diet, W. Battles Rd. (from Broadway SR-135 to S. Blosser Rd. and Blosser Rd. from W. Battles Rd to Atlantic Ave.)	$	2,100,000
	Total Cost of Improvements	**$**	**38,882,250**

Cost estimates are preliminary

Table A-12: City of Solvang Planned Bicycle and Pedestrian Projects

Index	Project/Program		Cost
Sol 1	Sidewalk Infill and Repair Program, 10 years	$	585,000
Sol 2	Sidewalk Access Ramp Improvements, 10 years	$	120,000
Sol 3	Alamo Pintado Creek Bicycle Pedestrian Bridge	$	1,205,000
Sol 4	Mission Drive High Visibility Crosswalks Project	$	180,000
Sol 5	Fifth Street Sidewalk Project	$	420,000
Sol 6	East End Mission Drive Bike Lane/Should Widening Project	$	1,150,000
Sol 7	Class I bikeway between Sunny Fields Park and the existing Class I along CA 246, roughly 0.25 miles	$	316,750
Sol 8	Class II bike lanes along CA 246 through Solvang, roughly 2.1 miles, project does not consider highway widening	$	126,819
Sol 9	*Class II bike lane infill along Alisal Road between CA 246 and the Santa Ynez River, roughly 0.5 miles*	*$*	*30,195*
Sol 10	Class I bikeway between Elverhoy Way/Alisal Mesa Road and Alamo Pintado Road, roughly 0.5 miles within Solvang - Study		TBD
	Total Cost of Improvements	**$**	**4,133,764**

Also listed in the Regional Transportation Plan

Cost estimates are preliminary

Table A-13: Santa Barbara County Planned Bicycle and Pedestrian Projects (Page 1 of 2)

Index	Project/Program		Cost
	Montecito - Summerland - Carpinteria		
SBC 1	Channel Dr Class II, Butterfuly Ln to Olive Mill Rd at Hwy 101, Montecito, 0.85 mile	$	583,000
SBC 2	Cold Springs Rd Class II, Sycamore Canyon Rd to La Paz Rd, Montecito, 0.55 mile	$	378,000
SBC 3	*Santa Claus Ln Class II, Santa Clause Ln to Sand Pointe Rd, Carpinteria, 0.79 mile*	*$*	*542,000*
SBC 4	*Union Pacific RR Class II, Channel Dr to Eucalyptus Rd, Montecito, 1.25 mile*	*$*	*858,000*
SBC 5	Barker Pass Rd Class II, Sycamore Canyon Rd to Calle Hermoso, Montecito, 0.55 mile	$	378,000
SBC 6	Sycamore Canyon Rd Class II, Hot Springs Rd to Westmont Rd, Montecito, 1.93 mile	$	1,325,000
SBC 7	Parra Grande Rd Class II, East Valley Rd to Parra Grande, Montecito, 0.6 mile	$	412,000
SBC 8	Sheffield Dr Class II, East Valley Rd to N Jameson Ln, Montecito, 1.28 mile	$	879,000
SBC 9	East Valley Rd Class II, San Ysidro Rd to Sheffield Dr, Montecito, 1.92 mile	$	1,318,000
SBC 10	Sinaloa Dr Class II, San Ysidro Rd to Santa Rosa Rd, Montecito, 0.56 mile	$	384,000
SBC 11	Wyant Rd Class II, San Ysidro Rd, Montecito, 0.27 mile	$	185,000
SBC 12	San Ysidro Creek Class I, East Valley Rd to N Jameson Ln, Montecito, 1.4 mile	$	1,774,000
SBC 13	Carpinteria Creek Class I, Carpinteria Ave to Casitas Pass Rd, Carpinteria, 1.08 mile	$	1,369,000
SBC 14	Santa Monica Creek Class I, El Caro to Casitas Pass Rd, Carpinteria, 0.48 mile	$	608,000
SBC 15	*Santa Claus Ln Class I, Sand Pointe Rd to Carpinteria Ave, Carpinteria, 0.41 mile*	*$*	*520,000*
	Goleta Valley		
SBC 16	*San Jose Creek Class I, Cathedral Oaks Dr to City Line, Goleta, 0.34 mile*	*$*	*431,000*
SBC 17	*Patterson Ave (N) Class II, Cathedral Oaks Dr to Calle Real, Goleta, 0.71 mile*	*$*	*487,000*
SBC 18	*Patterson Ave (S) Class II, Ekwill St to Atacasdero Creek, Goleta, 0.32 mile*	*$*	*220,000*
SBC 19	Foothill Rd Class II, Hwy 154 to Crestwood Dr, Goleta, 0.81 mile	$	556,000
SBC 20	*Union Pacific RR Class I, Maria Ygnacio Class I to Modoc Rd, Goleta, 3.16 mile*	*$*	*4,004,000*
SBC 21	Sueno Rd Bicycle Blvd, Camino Corto to UCSB, Isla Vista, 0.51 mile		TBD
SBC 22	Sabado Tarde Rd Bicycle Blvd, Camino Corto to UCSB, Isla Vista, 0.73 mile		TBD
SBC 23	Study bicycle and pedestrian safety improvments at Embarcadaro del Norte and Pardall Road in Isla Vista		TBD
SBC 24	California Coastal Trail - advance the planning and implementation of the California Coastal Trail between Goleta and Gaviota State Park		TBD
SBC 25	Bicycle and Pedestrian Connections over/under US 101 in the vicinty of San Antonio Road and El Sueno Road, Eastern Goleta Valley		TBD
SBC 26	San Simeon Drive Class II "Bicycle Boulevard," San Marcos Road to Turnpike Road, Eastern Goleta Valley, 0.35 miles		TBD
SBC 27	Calle Real Class I Connection, Patterson Avenue to Marie Ignacio Trail, Eastern Goleta Valley, 0.15 miles		TBD
	Santa Ynez Valley		
SBC 28	Baseline Rd Class II, Lewis St to Hwy 154, Santa Ynez Valley, 1.71 mile	$	1,174,000
SBC 29	Pine St Class II, Santa Ynez Rd to Calzada Ave to Pine St, Santa Ynez Valley, 1.24 mile	$	851,000
SBC 30	Edison St Class II, Hwy 246 to Baseline Rd, Santa Ynez Valley, 1.79 mile	$	1,229,000
SBC 31	Highway 154 Class I, Foxen Canyon Rd to Armour Ranch Rd, Santa Ynez Valley, 7.74 mile	$	9,808,000
SBC 32	Santa Ynez River Class I, US 101 to Solvang - Study corridor		TBD
SBC 33	Complete Streets corridor improvements, pedestrian and bicycle, including; sidewalk infill, bicycle lanes, etc., along Bell and Centennial streets in Los Alamos		TBD
	Lompoc Valley		
SBC 34	Purisima Rd Class II, Harris Grade Rd to Hwy 246, Lompoc Valley, 1.29 mile	$	885,000
SBC 35	Hwy 246 Class II, Purisma Rd to Hwy 1, Lompoc Valley, 1.12 mile	$	769,000
SBC 36	Bailey Ave Class II, North Ave to Olive Ave, Lompoc Valley, 1.33 mile	$	913,000
SBC 37	Central Ave Class II, Union Sugar St to Bailey Ave, Lompoc Valley, 3.0 mile	$	2,059,000
SBC 38	Floradale Rd Class II, City Boundary to Ocean Ave, Lompoc Valley, 2.0 mile	$	1,373,000
SBC 39	Santa Lucia Canyon Rd Class II, City Boundary to Hwy 1, Lompoc Valley, 0.73 mile	$	501,000
SBC 40	De Wolfe Ave Class I, Central Ave to Ocean Ave, Lompoc Valley, 1.14 mile	$	1,445,000
SBC 41	Purisima Mission Class I, Purisima Rd to Via Lato, Lompoc Valley, 1.85 mile	$	2,344,000
SBC 42	*Santa Ynez River Class I, Floradale Rd to Hwy 1, Lompoc Valley, 2.1 mile*	*$*	*2,661,000*
SBC 43	River Park Class I Extension, McLaughlin Rd to Hwy 1, Lompoc Valley, 1.23 mile	$	1,559,000
SBC 44	*Burton Mesa Class I, Hancock College Class I to Celestial Wy, Lompoc Valley, 1.12 mile*	*$*	*1,419,000*
SBC 45	Constellation Wy Class II, Capella Dr to Jupiter Ave, Lompoc Valley, 0.44 mile	$	302,000
SBC 46	Ocean Park Rd Class I, Lasalle Canyon Rd to Ocean Beach Park, Lompoc Valley, 0.75 mile	$	950,000

Also listed in the Regional Transportation Plan

Table A-14: Santa Barbara County Planned Bicycle and Pedestrian Projects (Page 2 of 2)

Index	Project/Program		Cost
	Santa Maria - Orcutt		
SBC 47	Orcutt Creek Class I, Hwy 1 to Solomon Rd, Santa Maria/Orcutt, 6.79 mile	$	8,604,000
SBC 48	Orcutt Rd Class II, Clark Ave to Rice Ranch Rd, Santa Maria/Orcutt, 0.44 mile	$	302,000
SBC 49	Blosser Rd Class II, UVP to Clark Ave, Santa Maria/Orcutt, 0.46 mile	$	316,000
SBC 50	Clark Ave Class II, Hwy 135 to Hwy 1, Santa Maria/Orcutt, 1.1 mile	$	755,000
SBC 51	Telephone Rd Class II, Betteravia Rd to Clark Ave, Santa Maria/Orcutt, 4.1 mile	$	2,814,000
SBC 52	Union Valley Pkwy Class II, Bradley Rd to Harmony Ln, Santa Maria/Orcutt, 0.63 mile	$	432,000
SBC 53	Union Valley Pkwy Class II, Blosser Rd to Hwy 1, Santa Maria/Orcutt, 1.64 mile	$	1,126,000
SBC 54	Union Valley Pkwy Class II, Hummel Dr to Hwy 135, Santa Maria/Orcutt, 0.39 mile	$	268,000
SBC 55	Rice Ranch Rd/Broadway Class II, North Ave to Orcutt Rd, Santa Maria/Orcutt, 0.92 mile,	$	631,000
SBC 56	Stilwell Rd Class II, Stubblefield Rd to Clark Ave, Santa Maria/Orcutt, 1.15 mile	$	789,000
SBC 57	El Camino Real Class I, Clark Ave to Genoa Wy, Santa Maria/Orcutt, 0.8 mile	$	1,014,000
SBC 58	El Camino Real Class I, UVP to Berwyn Dr, Santa Maria/Orcutt, 0.6 mile	$	760,000
SBC 59	Harmony Ln Class II, Woodmere Rd to UVP, Santa Maria/Orcutt, 0.3 mile	$	206,000
SBC 60	Dominion Rd Class II, Clark Ave to Foxen Canyon Rd, Santa Maria/Orcutt, 4.14 mile	$	2,842,000
SBC 61	E St Class II (extension), UPV to City Line, Santa Maria/Orcutt, 0.39 mile	$	268,000
SBC 62	Solomon Rd Class II, Blosser Rd to Beverly Rd, Santa Maria/Orcutt, 0.41 mile	$	281,000
SBC 63	Kapalua Dr Class I, Solomon Rd to UPV, Santa Maria/Orcutt, 0.5 mile	$	634,000
SBC 64	Orcutt Garey Rd Class II, Dominon Rd/Foxen Canyon Rd, Santa Maria/Orcutt, 5.3 mile	$	3,638,000
SBC 65	Stowell Road Class II, Philbric Rd to Hwy 101, Santa Maria/Orcutt, 2.41 mile	$	1,654,000
SBC 66	Black Rd Class II (S), Mahoney Rd to Hwy 1, Santa Maria/Orcutt, 3.1 mile	$	2,128,000
SBC 67	Black Rd Class II (N), Betteravia Rd to Main St, Santa Maria/Orcutt, 2.38 mile	$	1,634,000
SBC 68	Hummel Dr Class II, Foster Rd to Patterson, Santa Maria/Orcutt, 1.03 mile	$	707,000
SBC 69	Multi-purpose levee trail, Santa Maria to Guadalupe, Study corridor		TBD
SBC 70	Multimodal improvements between Guadalupe and Guadalupe Dunes, Study corridor		TBD
SBC 71	Bonita School Road Class II, CA 166 to County Line, Santa Maria/Guadalupe, 2.25 miles		TBD
	County-wide		
SBC 72	Sidewalk maintenance, repair, and infill of essential missing links (2015–2040)	$	41,000,000
	Total Cost of Improvements	**$**	**120,256,000**

Also listed in the Regional Transportation Plan
Cost estimates are preliminary

Table A-15: Metropolitan Transit District Planned Bicycle and Pedestrian Projects

Index	Project/Program		Cost
MTD 1	Outfit 80 buses with three-bike racks	$	200,000
	Total Cost of Improvements	**$**	**200,000**

Cost estimates are preliminary

Table A-16: University of California, Santa Barbara Planned Bicycle and Pedestrian Projects

Index	Project/Program		Cost
UCSB 1	Ocean Meadows Class 1 path. Approx. 1.2 mile multi-user trail from northern site entrance to approximate split of northwestern and northeastern split of upper Devereux Slough, thence to two access points: one at Storke Road between northern and southern portions of Sierra Madre Housing, and the second at southeast corner of West Campus Family Housing/Storke Road/El Colegio intersection. This would include two bridges across the northeastern upper Devereux Slough (one 500' span, one 100' span).	$	2,500,000
UCSB 2	Intersection improvement for Stadium Road and El Colegio Road. Redesign intersection/create roundabout for pedestrian/bicycle/automobile traffic at intersection (approximately 200' diameter).	$	5,000,000
UCSB 3	Bicycle safety/Education programs. Conduct bicycle and/or ped. counts, walkability or bikeability assessments/audits, safety/education/orientation program implementation.	$	50,000
UCSB 4	Bicycle path reconstruction from El Colegio to Ocean Road. Demolish existing path and re-grade/re-construct approximately 1,600 linear feet/12' width of bicycle path	$	100,000
UCSB 5	New bicycle path link from Robertson Gymnasium to Parking Lot 29. Design/construct approximately 1,000 linear feet/12' width of bicycle path from existing bicycle path at Robertson Gym/artificial turf to existing bicycle path between Parking Lot 30 and ESSB. Includes a roundabout at northern intersection with existing path, one intersection/crossing improvement at Ocean Road and roundabout at southern intersection with existing path.	$	800,000
UCSB 6	New class IV cycle tracks along El Colegio Road and Ocean Road. Construct approx. 1,000 linear feet of path on El Colegio between Stadium Road and Ocean Road intersections; and construct approx. 1,000 linear feet of path on Ocean Road between intersection with El Colegio and MTD bus roundabout.	$	250,000
UCSB 7	New class 1 bike/ped path along north side Parking Lot 38. Construct approx. 2,000 linear feet new path between Stadium Road and Los Carneros Road; this would include a bridge at western crossing over drainage area/Los Carneros.	$	500,000
UCSB 8	Convert existing Devereux Slough Road to bicycle/pedestrian path. Repair approx. 1 mile of existing roadway.	$	400,000
UCSB 9	Bike parking East end Campus Green. Construct approx. 5,000 sf new lot and racks.	$	70,000
UCSB 10	Bike parking Harold Frank Hall. Construct approx. 1,000 sf new lot and racks.	$	50,000
UCSB 11	Bike parking/shelter at MTD bus loop. Construct approx. 3,000 sf new lot and shelter.	$	350,000
UCSB 12	Bike parking/shelter Campbell Hall. Re-construct approx. 10,000 sf high density lot with shelter.	$	500,000
UCSB 13	Bike parking SRB. Construct approx. 2,000 sf new lot and racks.	$	20,000
UCSB 14	Bike parking Life Science courtyard. Construct approx. 4,000 sf new lot and racks.	$	25,000
UCSB 15	Bike parking UCEN/Music. Re-construct approx. 7,000 sf lot and racks.	$	35,000
UCSB 16	Bike repair station San Joaquin. Construct staffed repair station for new and existing population at San Joaquin/Santa Catalina Housing.	$	90,000
UCSB 17	Mesa Road class 1 bike/ped path. Construct approx. 4,000 linear feet of class 1 bike/ped path within Mesa Road base prism, between intersection with Ocean Road and intersection with Los Carneros Road.	$	500,000
	Total Cost of Improvements	**$**	**11,240,000**

Cost estimates are preliminary

Appendix B

Appendix B: Land Use Maps

Figure B-1: Land Use Legend

Figure B-2: Buellton General Plan Land Use

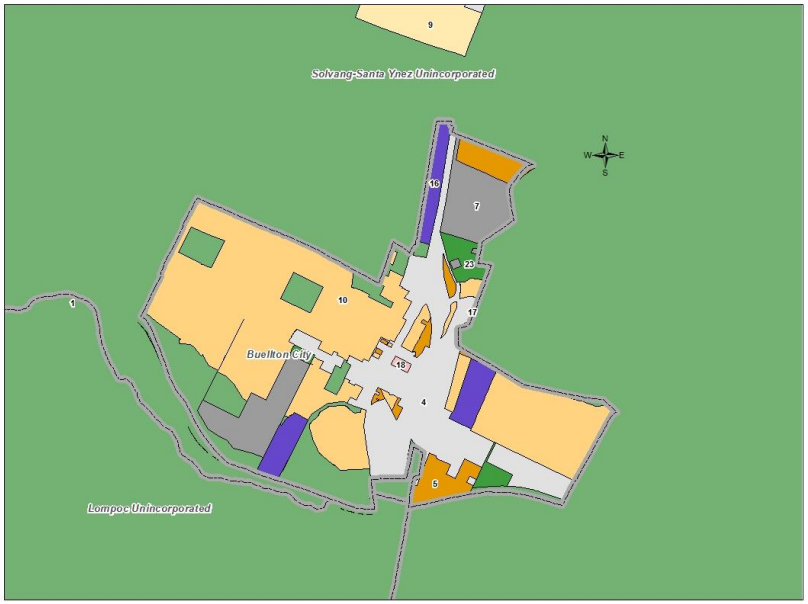


Figure B-3: Carpinteria General Plan Land Use

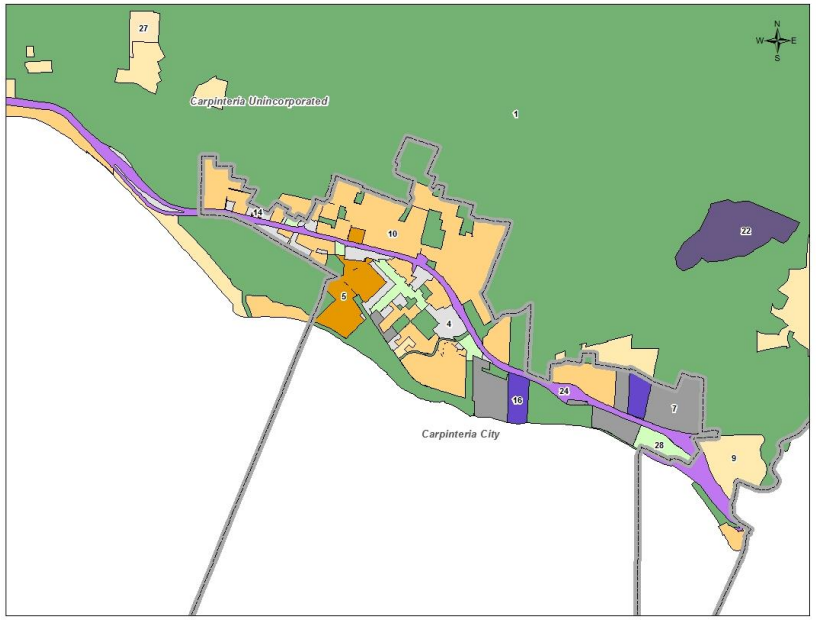


Figure B-4: Goleta General Plan Land Use

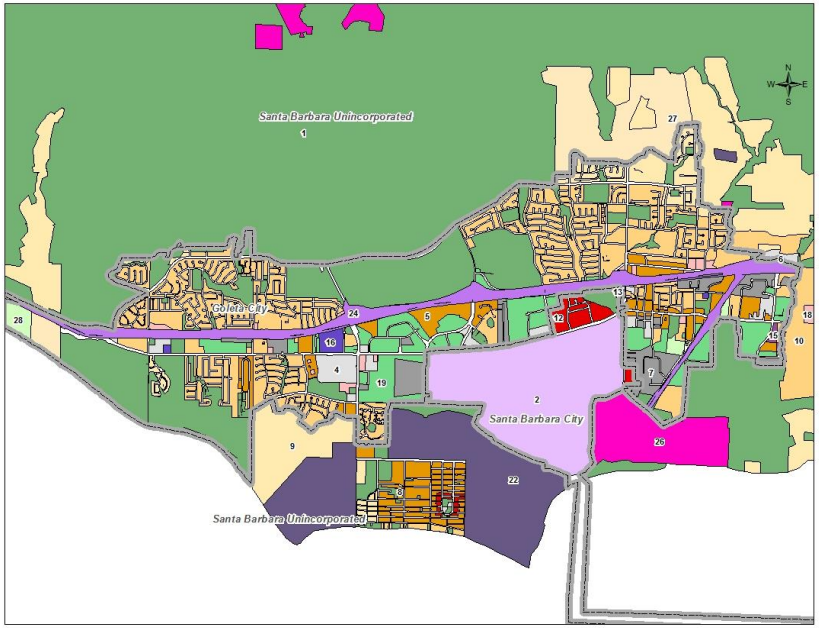


Figure B-5: Lompoc General Plan Land Use

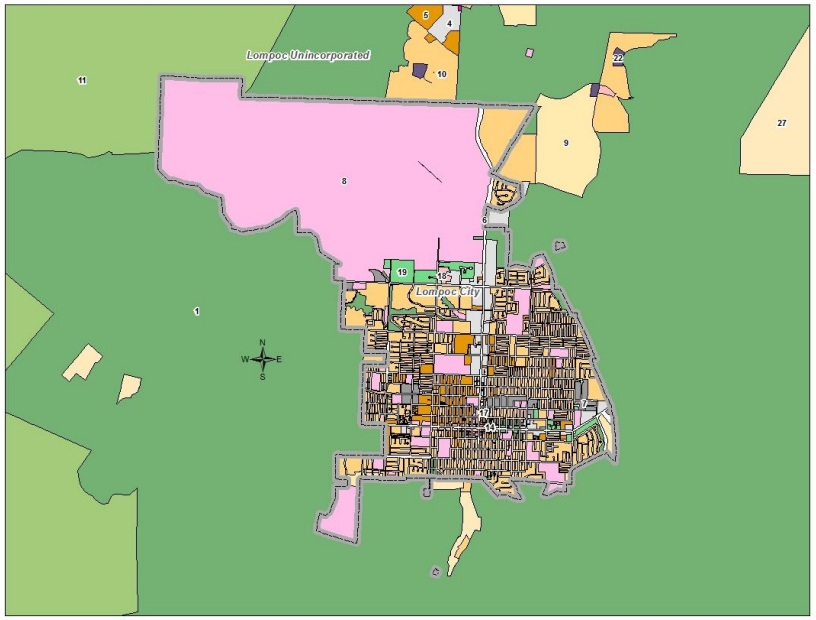


Figure B-6: Santa Barbara General Plan Land Use

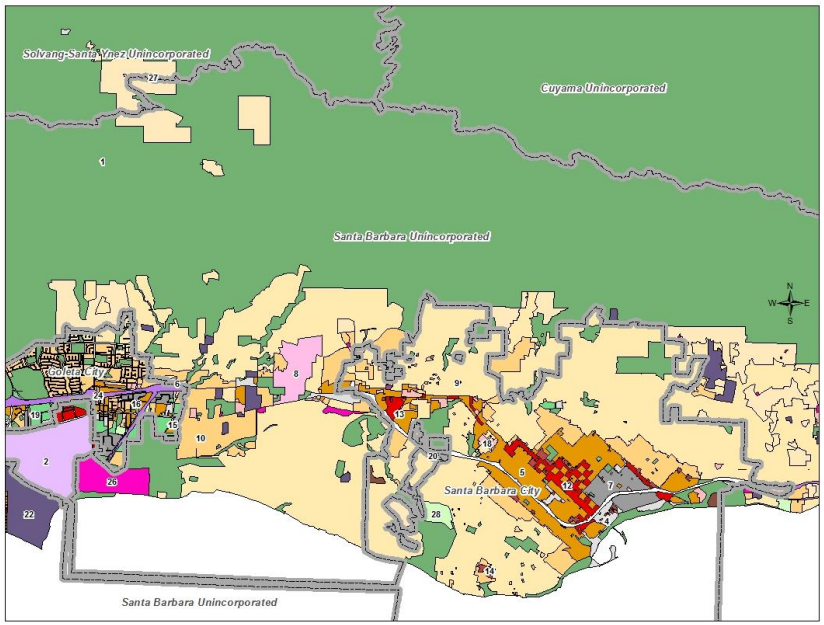


Figure B-7: Santa Maria General Plan Land Use

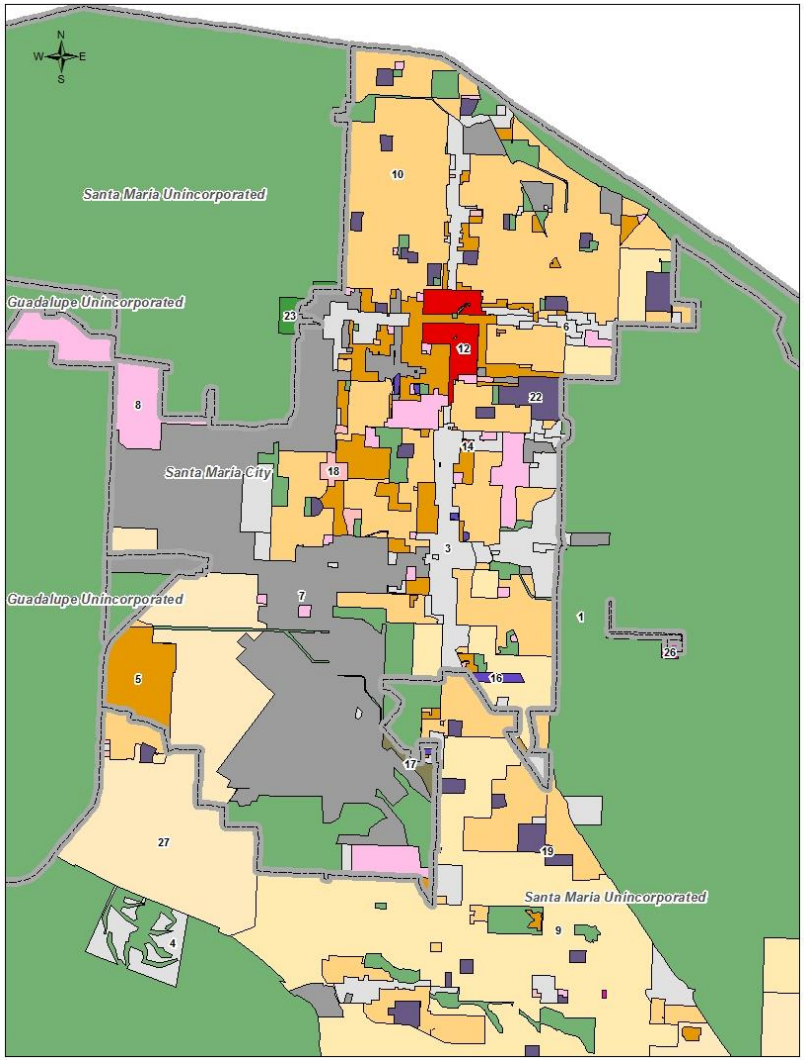


Figure B-8: Solvang General Plan Land Use

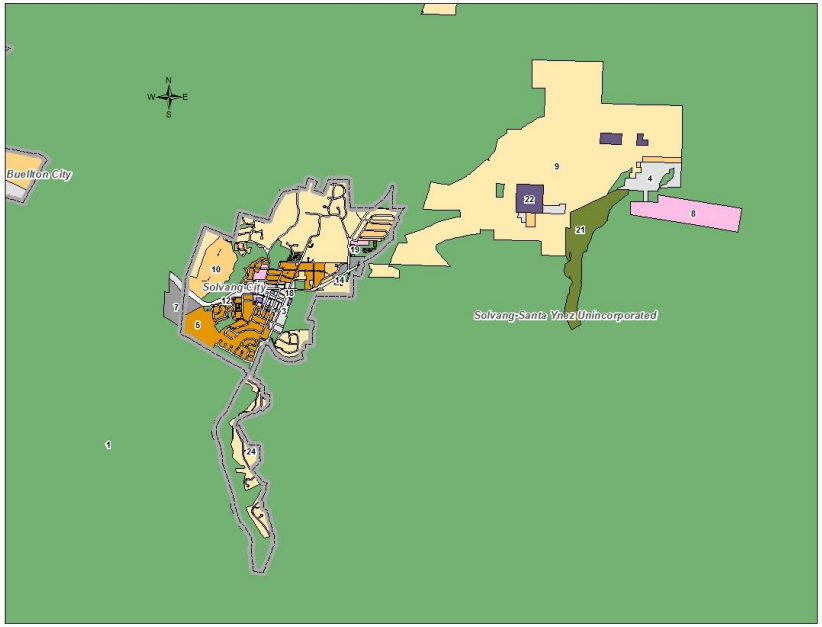


Figure B-9: Goleta SCS Preferred Land Use Scenario

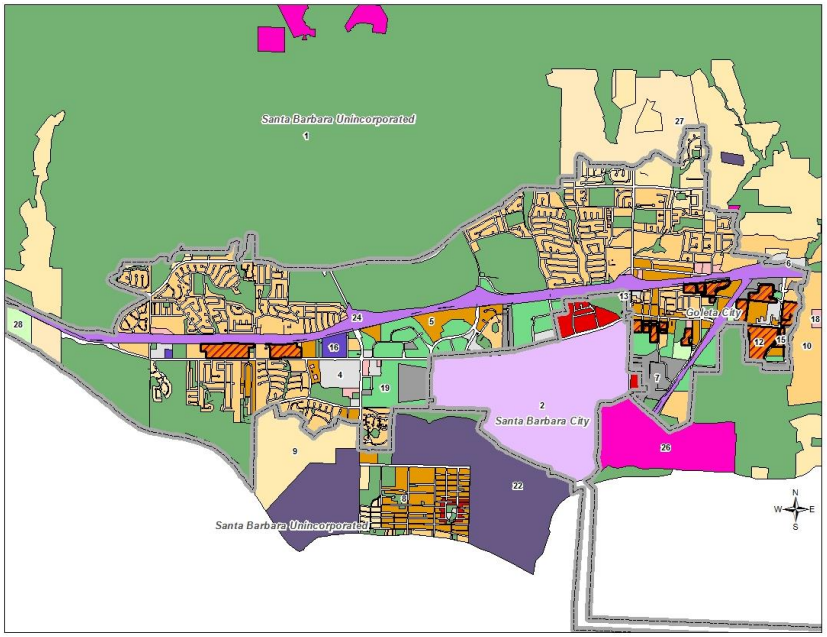


Figure B-10: Lompoc SCS Preferred Land Use Scenario

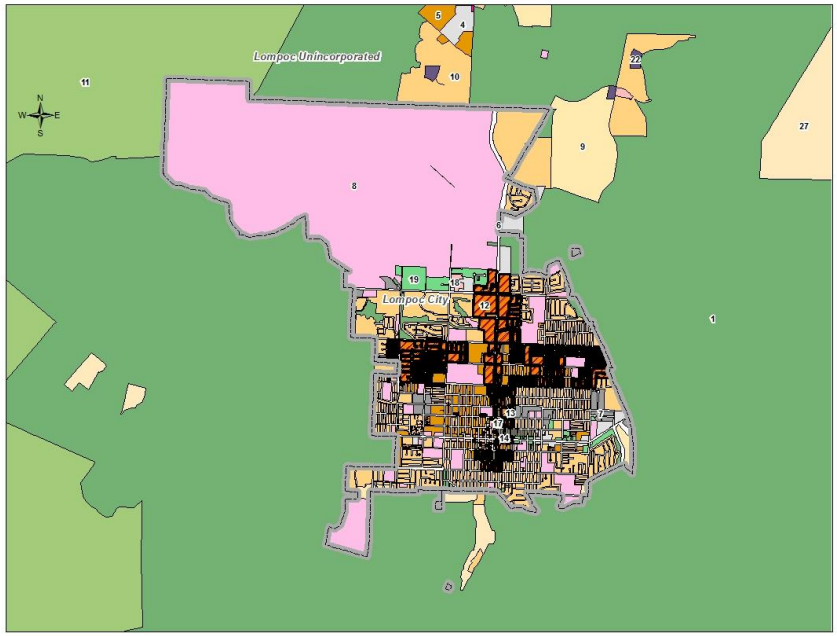


Figure B-11: Santa Barbara SCS Preferred Land Use Scenario

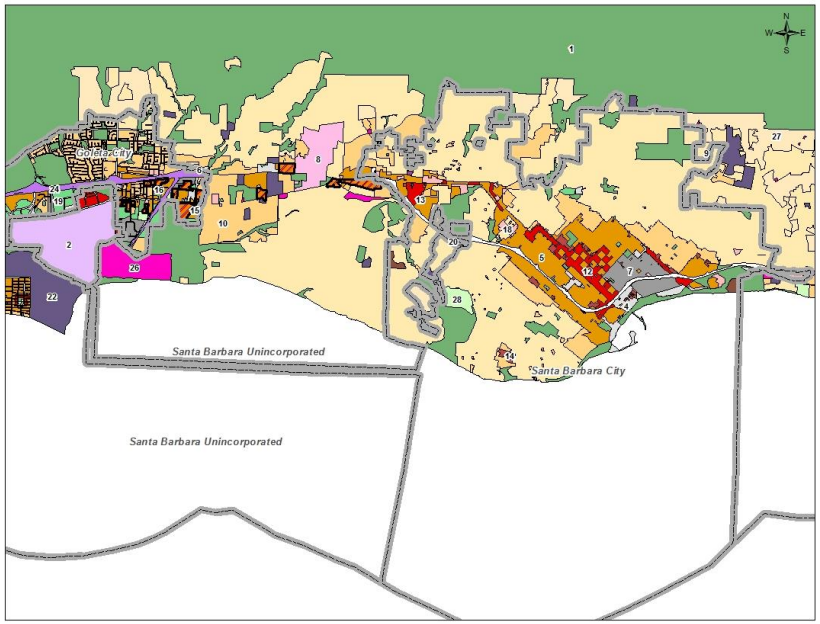
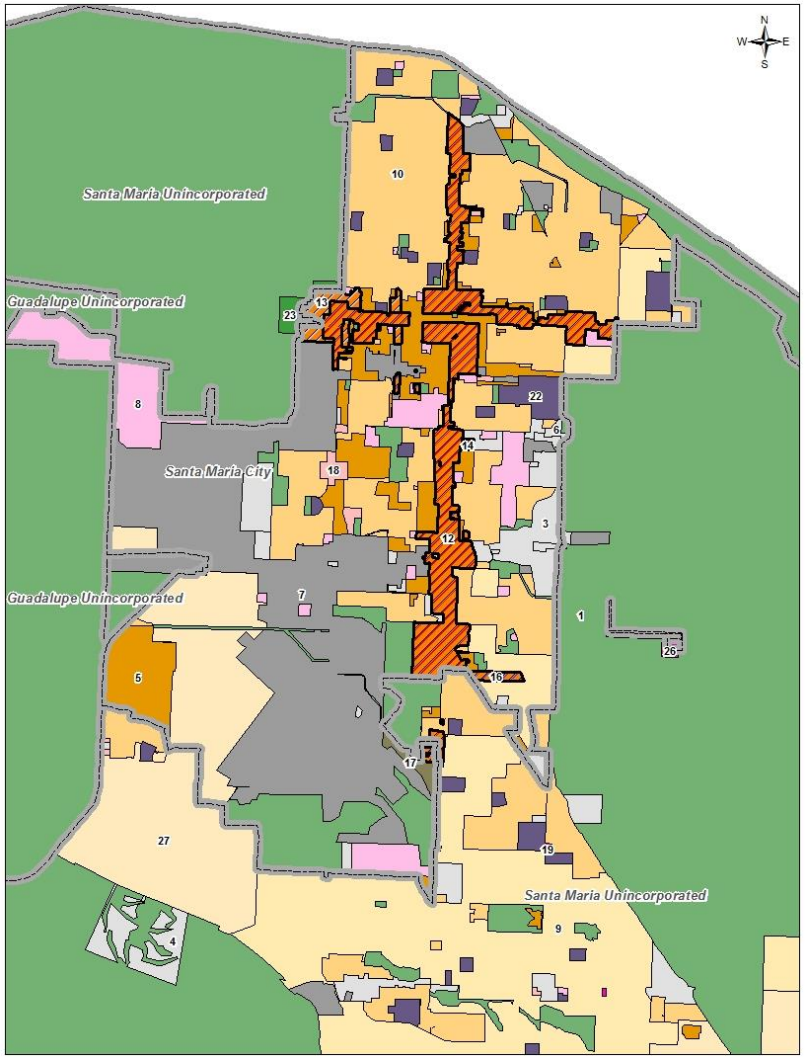


Figure B-12: Santa Maria SCS Preferred Land Use Scenario



Appendix C

Appendix C: Mitigation Measures

Mitigation Measures

Table C-1: Mitigation Measures

Impact Area	***Potential Impacts Less than Significant with Mitigation*** **Will the proposal result in:**	***Mitigation Measure***
1. Aesthetics	Change to the visual character of an area? Visually incompatible structures?	Aesthetics-1: The project sponsor shall obtain local design review approval for project design. All project elements (e.g., design, scale, character, colors, materials and landscaping) shall be compatible with vicinity development. The project sponsor shall submit architectural drawings of the project for local design review prior to issuance of building permits. Grading plans, if required, shall be submitted concurrent with or prior to plan filing.
	Glare or night lighting which may affect adjoining areas?	Aesthetics-2: Project sponsor shall ensure that lighting of Class I bicycle paths and multi-use paths adjacent to open space areas shall be limited to that required for safety. Lighting shall be directed away from open space areas and onto the bicycle path itself. Individual network segments directly within open space areas shall be designed without night lighting to prevent any impact from light or glare on adjacent biological resources.
2. Agricultural Resources	Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs? An effect upon any unique or other farmland of State or Local Importance?	Agricultural Resources-1: When new bicycle or pedestrian infrastructure or network improvements are planned, the project sponsor shall assure that project-specific environmental reviews consider alternative alignments that reduce or avoid impacts to agricultural lands. Agricultural Resources-2: Rural roadway alignments shall follow property lines to the extent feasible, to minimize impacts to the agricultural production value of any specific property. Farmers shall be compensated for the loss of agricultural production at the margins of lost property, based on the amount of land deeded as road right-of-way, as a function of the total amount of production on the property. Agricultural Resources-3: Project sponsors should consider corridor realignment, buffer zones, setbacks, and fencing to reduce conflict between agricultural lands and neighboring uses.

Impact Area	***Potential Impacts Less than Significant with Mitigation*** **Will the proposal result in:**	*Mitigation Measure*
3. Air Quality	Extensive dust generation?	Air Quality-1: The project sponsor shall ensure that SBCAPCD Rule 329 and standard dust control measures are implemented. The measures shall be noted on all construction plans and the project sponsor shall perform periodic site inspections.
4. Biological Resources	A loss or disturbance to a unique, rare or threatened plant community? A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants? A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals?	Bio Resources-1: Biological Resources Screening and Assessment. On a project-by-project basis, a preliminary biological resource screening shall be performed to determine whether the project has any potential to impact biological resources. (see p. 32 for additional information) Bio Resources-2: Jurisdictional Delineation. If projects implemented under the Regional Bicycle and Pedestrian Plan occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the California Department of Fish and Game, US Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and/or California Coastal Commission (CCC), a qualified biologist shall complete a jurisdictional delineation. The jurisdictional delineation shall determine the extent of the jurisdiction for each of these agencies and shall be conducted in accordance with the requirement set forth by each agency. (see p. 32–33 for additional information) Bio Resources-3: Wetland and Riparian Habitat Restored. Impacts to jurisdictional wetland and riparian habitat shall be mitigated at a minimum ratio of 2:1 (acres of habitat restored to acres impacted), and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist and shall be implemented for no less than five years after construction of the segment, or until the SBCAG/local jurisdiction and/or the permitting authority (e.g., CDFG or USACE) has determined that restoration has been successful.
	A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)? An impact on non-native vegetation whether naturalized or horticultural if of habitat value?	Bio Resources-4: Landscaping Plan. If landscaping is proposed for a specific project, a qualified biologist/landscape architect shall prepare a landscape plan for that project. This plan shall indicate the locations and species of plants to be installed. Drought tolerant, locally native plant species shall be used. Noxious, invasive, and/or non-native plant species that are recognized on the Federal Noxious Weed List, California

Impact Area	***Potential Impacts Less than Significant with Mitigation*** **Will the proposal result in:**	***Mitigation Measure***
	The loss of healthy native specimen trees?	Noxious Weeds List, and/or California Invasive Plant Council Lists 1, 2, and 4 shall not be permitted. Species selected for planting shall be similar to those species found in adjacent native habitats. Bio Resources-5: Invasive Weed Prevention and Management Program. Prior to start of construction for each project, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist to prevent invasion of native habitat by non-native plant species. (see p. 34 for additional information) Bio Resources-6: When new bicycle or pedestrian infrastructure or network improvements are planned, the project sponsor shall assure that project-specific environmental reviews consider alternative alignments, follow property lines, and/or consider corridor realignment, buffer zones, setbacks and fencing to avoid loss of healthy native specimen trees, native vegetation and/or other vegetated areas of special habitat value.

Impact Area	***Potential Impacts Less than Significant with Mitigation*** **Will the proposal result in:**	***Mitigation Measure***
	Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat? A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)? A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)? Introduction of barriers to movement of any resident or migratory fish or wildlife species? Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?	Bio Resources-7: Fence and Lighting Design. All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Fencing should allow wildlife movement through riparian or other natural habitat when feasible. Where fencing is required for public safety concerns, the fence shall be designed to permit wildlife movement by incorporating design features. (see p. xx for additional information). Bio Resources-8: Construction Best Management Practices. Construction Best Management Practices (BMPs) shall be incorporated into all grading and construction plans. (For more information see p. 36)
5. Cultural Resources	Disruption, alteration, destruction, or adverse effect on a recorded prehistoric or historic archaeological site? Disruption or removal of human remains? Increased potential for trespassing, vandalizing, or sabotaging archaeological resources? Ground disturbances in an area with potential cultural resource sensitivity based on the location of known historic or prehistoric sites? Disruption of or adverse effects upon a prehistoric or historic archaeological site or	Cultural Resources-1: In the event archaeological remains are encountered during grading, work shall be stopped immediately or redirected until a qualified archaeologist and Native American representative are retained by the project sponsor to evaluate the significance of the find. (For more information see p. 39)

Impact Area	***Potential Impacts Less than Significant with Mitigation*** **Will the proposal result in:**	***Mitigation Measure***
	property of historic or cultural significance to a community or ethnic group? Increased potential for trespassing, vandalizing, or sabotaging ethnic, sacred, or ceremonial places? The potential to conflict with or restrict existing religious, sacred, or educational use of the area?	
7. Fire Protection	Introduction of development into an existing high fire hazard area? Project caused high fire hazard?	Fire Protection-1: The project sponsor shall consider alternative alignments to avoid high fire hazard areas if feasible or signage to indicate to users that the area is within a high fire hazard area. Fire Protection-2: The project sponsor shall work with the local jurisdiction prior to initiating construction and ensure measures shall be taken to mitigate the potential for brush or grass fires from use of heavy equipment, welding, vehicles with catalytic converters, etc. (For additional information see p.42)
8. Geologic Processes	The destruction, covering or modification of any unique geologic, paleontologic or physical features?	See Mitigation measure Cultural Resources-1
	Any increase in wind or water erosion of soils, either on or off the site? Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?	Geo-1: Erosion and Sediment Control Plans can be implemented on a project-level basis, as needed, by the local jurisdictions within which these projects are being implemented. Grading and erosion and sediment control plans shall be designed to minimize erosion during construction and shall be implemented for the duration of the grading period and until re-graded areas have been stabilized by structures, long-term erosion control measures or permanent landscaping. The project sponsor shall submit the Erosion Sediment Control Plan using Best Management Practices designed to stabilize the site, protect natural watercourses/creeks, prevent erosion, and convey storm water runoff to existing drainage systems keeping contaminants and sediments onsite.
12. Noise	Short-term exposure of people to noise levels exceeding County thresholds?	Noise-1: The project sponsor shall ensure that, where residences or other noise sensitive uses are located, appropriate measures shall be implemented to ensure consistency with local noise ordinance requirements relating to

Impact Area	***Potential Impacts Less than Significant with Mitigation*** **Will the proposal result in:**	***Mitigation Measure***
		construction. Specific techniques may include, but are not limited to, restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise. Noise-2: Project sponsors shall ensure that equipment and trucks used for project construction utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds). Noise-3: Project sponsors shall ensure that impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. (For more information see p. 64) Noise-4: Locate stationary noise sources as far from sensitive receptors as possible. Stationary noise sources that must be located near existing receptors will be adequately muffled.
15. Transportation/ Circulation	Generation of substantial additional vehicular movement (daily, peak-hour, etc.) in relation to existing traffic load and capacity of the street system? Effects on existing parking facilities, or demand for new parking? Alteration to waterborne, rail or air traffic? Increase in traffic hazards to motor vehicles, bicyclists or pedestrians (including short-term construction and long-term operational)? Inadequate sight distance, ingress/egress, general road capacity, and emergency access?	Transportation-1: A traffic study shall be prepared by the project sponsor during design of a proposed network improvement to adequately assess and mitigate the potential impacts associated with the project. The traffic study shall include assessment of existing Levels of Service (LOS), shall evaluate the feasibility of accommodating the proposed alternative transportation facility or route within the existing roadway so that it does not impact safety or traffic service levels, and assess the effect the project may have on vehicle parking demand. Adequate design features shall be recommended and incorporated into the project to allow for a safe facility and adequate traffic service levels. Loss of on-street parking should be quantified and disclosed in the traffic study.
16. Water Resources/ Flooding	Change in the amount of surface water in any water body? Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an	Water-1: The project sponsor shall ensure that, where economically feasible and available, reclaimed and/or desalinated water is used for dust suppression during construction activities. This measure shall be noted on construction plans and shall be spot checked by the local jurisdiction.

Impact Area	***Potential Impacts Less than Significant with Mitigation*** **Will the proposal result in:**	***Mitigation Measure***
	aquifer by cuts or excavations or recharge interference? Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment of any groundwater basin? Substantial reduction in the amount of water otherwise available for public water supplies?	Water-2: The project sponsor shall ensure that low water use landscaping (i.e., drought tolerant plants and drip irrigation) is installed. When feasible, native plant species shall be used. Water-3: The project sponsor shall ensure that, if feasible, landscaping associated with proposed improvements is maintained using reclaimed and/or desalinated water. Water-4: The project sponsor shall ensure that porous pavement materials or other drainage features are utilized, where feasible, to allow for groundwater percolation. Rural bicycle trails shall be left unpaved, where appropriate.
	Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff? Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution? The substantial degradation of groundwater quality including saltwater intrusion? Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?	Water-5: The project sponsor shall ensure that fertilizer/pesticide application plans for any new right-of-way landscaping are prepared to minimize deep percolation of contaminants. The plans shall specify the use of products that are safe for use in and around aquatic environments. Water-6: Where new bicycle or pedestrian corridors are planned that would use impervious surfaces, the project sponsor shall ensure that the improvement directs runoff into an appropriate treatment device or feature that would allow for the removal of urban pollutants, fertilizers, pesticides, and other chemicals. Such devices or features can include (but are not limited to) grassed drainage swales, retention buffer strips, and bioretention filters. Water-7: For any project that would disturb at least one acre, a Stormwater Pollution Prevention Plan (SWPPP) shall be developed prior to the initiation of grading and implemented for all construction activity on the project site. The SWPPP shall include specific BMPs to control the discharge of material from the site and into the creeks and local storm drains. BMP methods may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets and soil stabilizers.
	Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion?	Water-8: If a Regional Bicycle and Pedestrian Plan project is located in an area with high flooding potential due to a storm event or dam inundation or sea level rise due to climate change, the project sponsor shall ensure that the structure is elevated at least one foot above the 100-year flood zone elevation and that

Impact Area	***Potential Impacts Less than Significant with Mitigation*** **Will the proposal result in:**	***Mitigation Measure***
		bank stabilization and erosion control measures are implemented along creek crossings.

Appendix D

Appendix D: Adopting Resolution

Adopting Resolution

A RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

ADOPTION OF THE SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS' REGIONAL ACTIVE TRANSPORTATION PLAN	)	RESOLUTION NO. 15-17

WHEREAS the Santa Barbara County Association of Governments has prepared an active transportation plan for the Santa Barbara County region that meets the requirements of the State of California's Active Transportation Program; and

WHEREAS the Regional Active Transportation Plan states goals and policies intended to enhance bicycle and pedestrian mobility and safety in the region and advance SBCAG's adopted Regional Transportation Plan–Sustainable Communities Strategy; and

WHEREAS the Regional Active Transportation Plan identifies projected future bicycle and pedestrian infrastructure needs of the region and lists local bicycle and pedestrian projects and related capital improvements that will help address those needs; and

WHEREAS the Regional Active Transportation Plan is based on and consistent with local planning efforts and was developed with the input of local agency Public Works Department staff and a technical advisory committee composed of local agency representatives and other stakeholders; and

WHEREAS a public outreach process was conducted to inform the public and seek input, and included a public workshop in Santa Maria on March 17, 2015, a public workshop in Santa Barbara on March 25, 2015, as well as discussions with members of the public and other interested groups and individuals; and

WHEREAS an Initial Study/Mitigated Negative Declaration was prepared by the Santa Barbara County Association of Governments for the Regional Active Transportation Plan in accordance with California Environmental Quality Act (CEQA) requirements; and

WHEREAS the State's Active Transportation Program Guidelines state that "[i]n future funding cycles, the [California Transportation] Commission expects to make consistency with an approved active transportation plan a requirement for large projects"; and

WHEREAS the Regional Active Transportation Plan will help to establish base eligibility for local projects competing for State Active Transportation Program funding, as well as funding from other sources, and make these projects more competitive; and

WHEREAS, for all active transportation plans prepared by a regional transportation planning agency or metropolitan planning organization, such as the Santa Barbara County Association of Governments, the State's Active Transportation Program Guidelines require a resolution indicating the support of the cities or county in which the proposed facilities would be located;

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NOW, THEREFORE, BE IT RESOLVED that the SBCAG Board of Directors:

Accepts the Mitigated Negative Declaration as adequate to meet the requirements of CEQA;

and

Adopts the Regional Active Transportation Plan per the intent of the California Transportation Commission's Active Transportation Program Guidelines requirements, dated March 20, 2014, Subsection Q.

PASSED AND ADOPTED on this 20th day of August, 2015, by the following vote:

AYES: DIRECTORS CARBAJAL, WOLF, FARR, ADAM, LAVAGNINO, BENNETT, LIZALDE LINGL, CLARK, WHITE, PATINO, ANDRISEK AND CHAIR RICHARDSON

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Jim Kemp
Executive Director

Jim Richardson, Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM:

William M. Dillon
Senior Deputy, County Counsel

The Santa Barbara County Association of Governments (SBCAG) is an association of city and county governments in Santa Barbara County. Many of the issues that face local governments and the people they serve such as traffic, housing, air quality, and growth extend beyond jurisdictional boundaries. SBCAG's primary purpose is to assist local governments in solving common problems and addressing public policy issues that are regional or multi-jurisdictional. SBCAG exists to provide a forum for regional collaboration and cooperation between agencies.

SBCAG was established in 1966 as a voluntary council of governments under a joint powers agreement executed by Santa Barbara County and each of the general purpose city governments in the county. SBCAG is an independent public agency governed by a 13-member board of directors consisting of all five county supervisors and one city council member from each of the eight cities within the County. The agency employs a staff of 20 and has an annual budget of about $20 million. The Overall Work Program contains a listing of projects and programs SBCAG is working on during the current fiscal year.

The Regional Active Transportation Plan was funded primarily by the Federal Highway Administration through its Metropolitan Planning Funds program, along with a required local match supplied by Measure A.

Contact

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