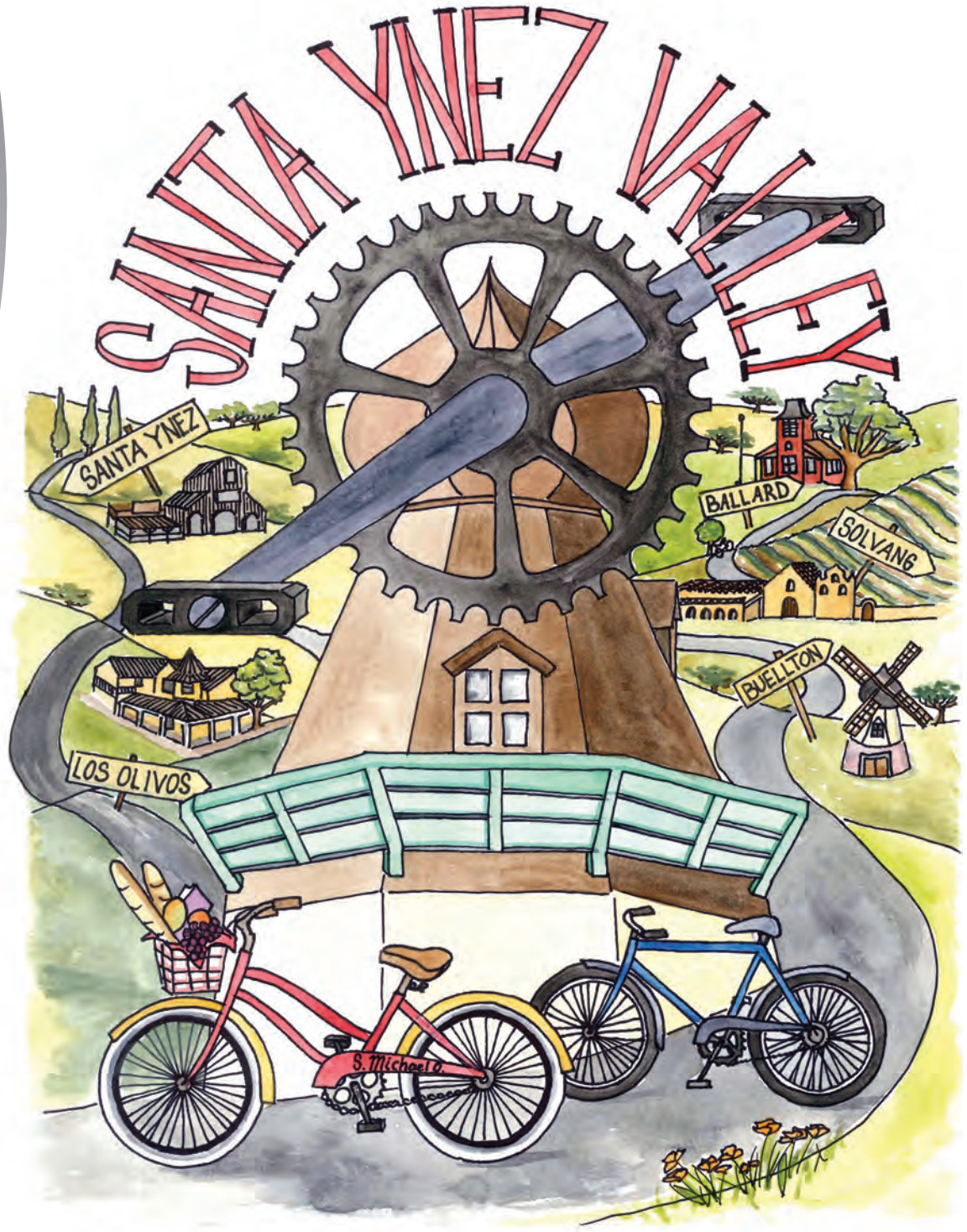
SANTA YNEZ VALLEY
BICYCLE
MASTER PLAN

Improving Mobility for All Modes

SBCAG
santa barbara county association of governments



SBCAG Board of Directors

COUNTY SUPERVISORS	MEMBER	SUPERVISORIAL DISTRICT
	DAS WILLIAMS	FIRST DISTRICT
	GREGG HART	SECOND DISTRICT
	JOAN HARTMANN	THIRD DISTRICT
	PETER ADAM	FOURTH DISTRICT
	STEVE LAVAGNINO	FIFTH DISTRICT

CITIES	MEMBER	ALTERNATE
BUELLTON	HOLLY SIERRA, Mayor	ED ANDRISEK, Councilmember
CARPINTERIA	AL CLARK, Councilmember	WADE NOMURA, Councilmember
GOLETA	PAULA PEROTTE, Mayor	STUART KASDIN, Councilmember
GUADALUPE	ARISTON JULIAN, Mayor	GINA RUBALCABA, Mayor Pro Tem
LOMPOC	JAMES MOSBY, Councilmember	JENELLE OSBORNE, Mayor
SANTA BARBARA	CATHY MURILLO, Mayor	NONE
SANTA MARIA	ALICE PATINO, Mayor	ETTA WATERFIELD, Councilmember
SOLVANG	RYAN TOUSSAINT, Mayor	KAREN WAITE, Councilmember

Adopting Jurisdictions

CITY OF BUELLTON	CITY OF SOLVANG	COUNTY OF SANTA BARBARA
HOLLY SIERRA, Mayor	RYAN TOUSSAINT, Mayor	DAS WILLIAMS, 1st District Supervisor
ED ANDRISEK, Vice Mayor	ROBERT CLARKE, Mayor Pro Tem	GREGG HART, 2nd District Supervisor
DAVID KING, Councilmember	CHRIS DJERNAES, Councilmember	JOAN HARTMANN, 3rd District Supervisor
ART MERCADO, Councilmember	KAREN WAITE, Councilmember	PETER ADAM, 4th District Supervisor
JOHN SANCHEZ, Councilmember	DANIEL JOHNSON, Councilmember	STEVE LAVAGNINO, 5th District Supervisor

SBCAG Project Staff

	MARJIE KIRN	EXECUTIVE DIRECTOR
	MICHAEL BECKER	DIRECTOR OF PLANNING
	JARED CARVALHO	TRANSPORTATION PLANNER
	DANIEL GIRARD	DESIGN & MARKETING COORDINATOR

Cover artwork courtesy of Sabine Ovesen

Table of Contents

Figures

Tables

Appendices

Executive Summary

Purpose

The purpose of this plan is to create a cohesive vision for recreational and utilitarian bicycle travel in the Santa Ynez Valley. The Santa Ynez Valley is governed by four jurisdictions: The County of Santa Barbara, the City of Buellton, the City of Solvang, and the Chumash Nation. In addition, the California Department of Transportation (Caltrans) is the owner/operator of State Routes 154 and 246, as well as US 101 in the study area. Each of these jurisdictions has their own goals and vision for bicycling, yet a cohesive vision is lacking. Travel by bicycle frequently involves crossing a political boundary and without a consistent vision, a disjointed and uncoordinated bicycle network can be expected. This plan is intended to fill the sub-regional gap in bicycle planning.

The Valley's population centers lack connectivity for bicyclists. A resident of Buellton with employment in Solvang, or any number of other examples, is not afforded a connected bicycle network to enable convenient bicycle commuting. Recreational bicycling opportunities for all but the most experienced cyclists are limited in the Santa Ynez Valley.

The Valley's youth attend a variety of elementary and middle schools before being combined into a single high school. This plan assesses school catchment areas to seek improvements that may contribute to more kids riding bicycles to school, safely and conveniently.

Bicyclists travel from near and far to explore the Santa Ynez Valley. They dine in the Valley's restaurants and stay in its hotels, contributing to the local economy. This plan seeks to understand this segment's needs and plan supportively.

From accommodating a kindergartener wanting to ride a bicycle to school to meeting the needs of a visiting professional cyclist, the amenities, infrastructure, and supporting programs are explored in this plan. This plan spans from micro to macro in identifying solutions. This plan provides a vision for bicycle improvements in the Valley.

The Santa Ynez Valley is a picturesque gem along the Central Coast of California and draws vast numbers of tourists, including for the intent purpose of bicycling.

Process

The planning process began in July 2018 and each of the Valley's jurisdictions considered the final plan for adoption during the summer of 2019. During its development phase, the plan went to the public first in October 2018 and a second time in March 2019.

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.

For the development of this plan, four groups of people were essentially used to guide its development and shape its outcome.

Technical Advisory Committee (TAC)

The TAC worked closely with the SBCAG planning team to provide initial input and review work as it was completed. The TAC had four official meetings throughout the development of the plan.

Stakeholders

The stakeholders represent a broad array of special interests in the Santa Ynez Valley, such as schools, public health, and the business community, among others. The planning team and the TAC sought engagement with stakeholders through interviews and surveys, and by seeking stakeholder input on aspects of draft versions of the plan.

Santa Ynez Valley Residents

The residents of the Santa Ynez Valley are key in the development of the plan. The residents are the users and potential users of the bicycle network and have first-hand knowledge of issues and needs. In the development of this plan there were three opportunities for public engagement:

- A series of public workshops early in the plan's development (October 2018)
- A second series of public workshops midway through the plan's development (March 2019)
- Public meetings of the Valley's governing bodies when presented the draft plan (Summer 2019)

Elected Officials

Ultimately the governing bodies of the jurisdictions included in the study area need to adopt the plan. The elected officials may feel confident in adopting the plan if the TAC, stakeholders, and the public were all active participants in the plan's development.

This plan has been prepared in a manner to allow for adoption by the cities of Buellton and Solvang, and the County of Santa Barbara.

Community members listen to a presentation during a Public Workshop held in Buellton in March 2019. Following the presentation, attendees had the opportunity to participate in a project prioritization exercise.

Prioritized Project List

The final product of this plan is a project list pertaining to each jurisdiction that has been prioritized by the public. Identifying priority projects informs jurisdictions of the projects most wanted by the community. The potential projects are categorized into four tiers. Tier 1 (large) and Tier 2 (medium) projects were prioritized by members of the public during Public Workshop Series 2. Tier 3 (small) projects were minor improvements to potentially be coupled with ongoing maintenance. The fourth tier is comprised of projects that increase connectivity to schools. Members of the Public were not tasked with prioritizing the school projects as increasing connectivity to all schools is a priority of this plan. The table below displays the Tier 1 and Tier 2 projects that were prioritized by the public during the development of this plan.

Table 1: Tier 1 and Tier 2 Priority Projects

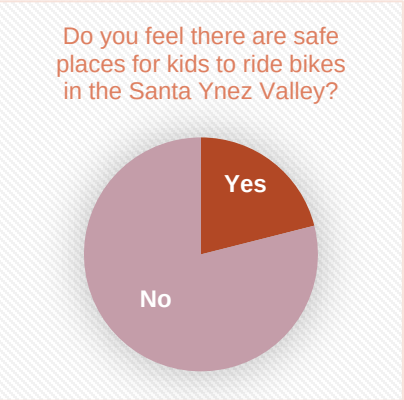
Project Description	Category	Priority	Class	Previously Planned	Cost Estimate
City of Buellton Projects					
Bicycle Pump Track in River View Park	Tier 2	Yes	n/a	New	$50,000
City of Solvang Projects					
Bicycle Pump Track in Hans Christian Andersen Park	Tier 2	Yes	n/a	New	$100,000
Sunny Fields SPUR Bike path	Tier 1	Yes	I	Yes	$2,000,000
Santa Barbara County Projects					
Calzada Avenue bike lanes	Tier 2	Yes	II/III	New	$1,500,000
Grand Avenue in Los Olivos bike lanes or signage	Tier 2	Yes	II/III	New	$15,000-$200,000
Multijurisdictional Projects					
Santa Ynez River Trail – Buellton to Solvang	Tier 1	Yes	I	Yes	tbd
Multimodal Trail from Los Olivos to Los Alamos	Tier I	Yes	I	New	$10,000,000
Existing Class I extension to Alamo Pintado Road	Tier 1	Yes	I	Yes	$500,000
Existing Class I extension to Refugio Road	Tier 2	Yes	I	New	$100,000

CHAPTER 1:

Introduction

The Santa Ynez Valley is popular among confident cyclists but lacks infrastructure and amenities for less experienced cyclists. Recognizing this shortcoming, and with a trend towards active transportation, the Valley's jurisdictions have been pressured to do something to improve bicycling in the Valley. This plan is a step in that direction and defines improvements that should be focused on.

As part of the public process for this planning effort an informal survey of 21 Valley residents[1] was conducted to ask a few basic questions. The results were telling and do a good job of explaining the existing condition.



City of Solvang staff approached SBCAG about the need for a Valley-wide bicycle plan to identify needs and define responsibilities. SBCAG gathered support from the other Valley jurisdictions and undertook this project as part of its fiscal year 2018/19 Overall Work Program. The project was funded by Caltrans' Sustainable Communities formula planning funds.

[1] Twenty-one responses is not statistically significant in representing the Santa Ynez Valley population.

Purpose and Need

The purpose of this plan is to create a cohesive vision for recreational and utilitarian bicycle travel in the Santa Ynez Valley. The Santa Ynez Valley is governed by four jurisdictions: The County of Santa Barbara, the City of Buellton, the City of Solvang, and the Chumash Nation. Additionally, the California Department of Transportation (Caltrans) is the owner and operator of three state highways in the study area: SR 154, SR 246, and US 101. Each of these jurisdictions has their own goals and vision for bicycling, yet a Valley-wide vision is lacking. Travel by bicycle frequently involves crossing a political boundary and without a cohesive vision, a disjointed and uncoordinated bicycle network can be expected. This plan is intended to fill the sub-regional gap in bicycle planning.

The Santa Ynez Valley encompasses the incorporated cities of Buellton and Solvang, and several unincorporated towns, including: Ballard, Los Olivos, and Santa Ynez, among others. In addition, the Santa Ynez Band of Chumash Indians Reservation and casino resort are located in the Santa Ynez Valley. The Valley's population centers lack connectivity for bicyclists. Serving sub-regional bicycle traffic, only two roads have Class II bicycle lanes and there is a single Class I bicycle path in the Valley. There are several local roads with bicycle amenities, primarily in Buellton, but these amenities do not support connectivity within the sub-region. Therefore, a resident of Buellton with employment in Solvang, or any number of other examples, is not afforded a connected bicycle network to enable safe and convenient bicycle commuting.

The Valley's youth attend a variety of elementary schools and middle schools before being combined into a single public high school. Some students, if residing in the vicinity of their school, can safely commute to school by bicycle. The low density and rural development patterns found in much of the Valley mean that a sizable percentage of the Valley's youth do not have a route to bicycle to school. This plan assesses school catchment areas to seek improvements that may contribute to more kids riding bicycles to school, safely and conveniently.

The Santa Ynez Valley is a picturesque gem along the Central Coast of California and draws vast numbers of tourists, including for the intent purpose of bicycling. Bicyclists travel from near and far to explore the Santa Ynez Valley. They dine in the Valley's restaurants and stay in its hotels, contributing to the local economy. This plan seeks to understand this segment's needs and plan supportively.

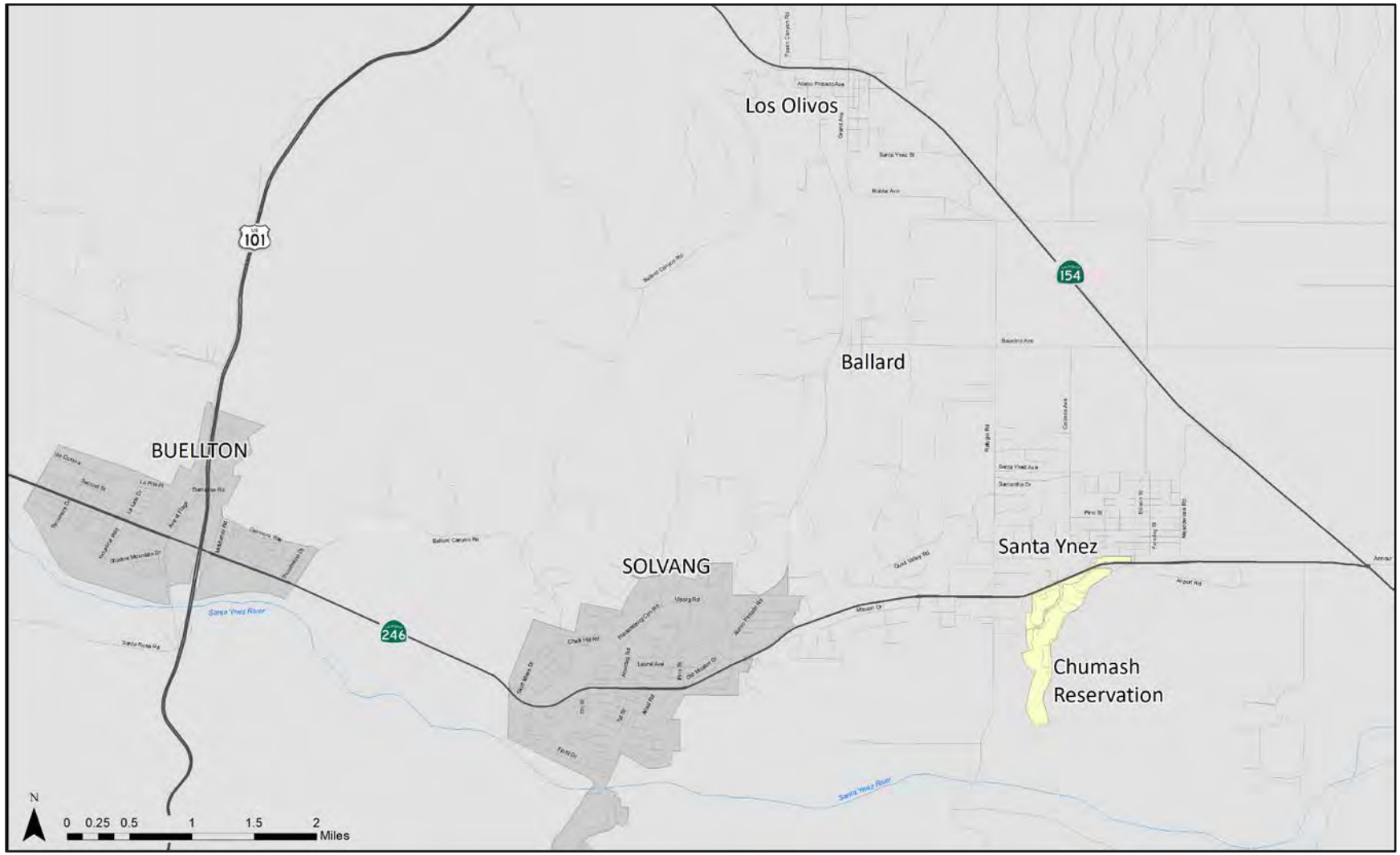
From accommodating a kindergartener wanting to ride a bicycle to school to meeting the needs of a visiting professional cyclist, the amenities, infrastructure, and supporting programs are explored in this plan. This plan spans from micro to macro in identifying solutions.

The implementation of this plan will require resources, both financial and staff capacity. Current resources are obligated to maintain existing infrastructure. As a result, this plan should be viewed as an aspirational plan which is typical of bicycle and pedestrian plans. Implementation of any project will require resources beyond what is currently available.

Sub-regional Overview

The Santa Ynez Valley lies at the base of several converging mountain ranges including the San Rafael and Santa Ynez Mountains and the Purisima and Santa Rita Hills. The Valley includes the incorporated cities of Buellton and Solvang, the small unincorporated communities of Ballard, Los Olivos, and Santa Ynez, and the Santa Ynez Band of Chumash Indians Reservation. Figure 1 provides a graphical representation of the study area.

Figure 1: Study Area Overview



Land Use

The cities of Solvang and Buellton are the primary population centers of the Santa Ynez Valley. The entire Valley is populated by an estimated 21,923 people with Buellton at 5,300 and Solvang at 5,800, together representing about half of the Valley's population. Within these two cities there is a mix of housing types, including single-family, small apartment complexes, townhomes, and mobile homes, yet single-family homes dominate. There is also little undeveloped land within the cities suitable for large-scale residential development. Housing growth in the cities will likely be confined to infill development.

Commercial development in Buellton is focused along SR 246, McMurray Road, North Avenue of Flags, and Industrial Way. In Solvang, a tourist-based downtown stretches in a grid network from SR 246 south for roughly three blocks, and an additional commercial node is located near the intersection of SR 246 and Alamo Pintado Road.

The unincorporated portions of the Santa Ynez Valley have population clusters in Santa Ynez, Ballard, and Los Olivos, with much of the population residing on large-lot residences and ranchettes. Outside of the population clusters large ranches and vineyards dominate the landscape. Commercial activity in the unincorporated area is around the intersection of SR 246 and Refugio Road, in Santa Ynez, Ballard, and in Los Olivos. There are also wine tasting rooms scattered throughout the Valley.

The Santa Ynez Band of Chumash Indians maintains its Reservation along SR 246 south of the village of Santa Ynez. The Reservation includes residences for tribal members, a medical clinic, a tribal administrative office, and a popular casino resort. The resort is the largest employer in the Valley and among the largest in all of Santa Barbara County. The tribe is in the process of building a cultural center along SR 246 and has also acquired a large parcel adjacent SR 154 to be used for tribal housing in the future (Camp 4).

Rural character and natural beauty define much of the Santa Ynez Valley.

Transportation Network

The Santa Ynez Valley is shaped as a triangle with three state highways defining the shape – US 101, SR 246, and SR 154. In addition to the state highways, a series of local roads and rural highways provide access. The only traffic signals in the Valley are along SR 246 in the southern portion of the Valley. With the bulk of the Valley's population located in its southern extent, perhaps SR 246 is the most important road for the Valley's residents. In the southern portion, only SR 246 provides east-west connectivity. Further north both Baseline Avenue and Roblar Avenue provide east-west connectivity. North-south travel is better accommodated and served by a variety of County-owned roads, SR 154, and US 101. With the exception of US 101 and SR 246 within Buellton, all of the Valley's roads are two-lane facilities.

Transit

Santa Ynez Valley Transit (SYVT) is the primary provider of transit service for the Valley. The service provides two routes — one serving

the SR 246 corridor between Buellton and Santa Ynez, and one operating along a triangular route serving Solvang, Santa Ynez, and Los Olivos.

Several inter-city transit providers also connect the Valley with other parts of the County. The Wine Country Express provides weekday service between Lompoc, Buellton, and Solvang. The Breeze offers weekday commuter service between Santa Maria and the Valley, with stops in both Buellton and Solvang. The Clean Air Express provides weekday commuter service between Buellton and Solvang and the South Coast of Santa Barbara County.

Amtrak Thruway bus service exists in the Santa Ynez Valley with stops along Mission Drive in downtown Solvang and SR 246 in eastern Buellton.

Elements of a Bicycle Master Plan

Early in the development of this plan the long-term goals and planning policies were determined. These goals and policies shape the remainder of the plan.

This plan is not unlike any other bicycle master plan; it discusses the existing condition, current constraints and issues, and presents a vision for the future.

Where this plan differs is that it is built on several other plans used as a starting point. SBCAG adopted the Regional Active Transportation Plan in 2015 and the City of Buellton adopted a bicycle and pedestrian master plan in 2012. The County of Santa Barbara completed a bicycle master plan in 2012, though it was never adopted. Finally, the City of Solvang approved a bicycle transportation plan in 2008. As an early step in the planning process each of these plans were reviewed to inventory unimplemented recommendations still applicable today. These plans are also useful in determining the level of effort that has been undertaken to improve the bicycle network in the Santa Ynez Valley.

Existing Condition

The existing condition defines the starting point for developing a plan. The existing condition is inventoried and assessed. In addition, the existing bicycle network is analyzed to determine connectivity with destinations and among modes of transportation. Safety is also an important element of the existing condition. Recent crash data is obtained, collated, and analyzed to locate potential areas of safety concern. Finally, existing bicycle programs and policies in the study area are analyzed.

The existing Class I bikeway along SR 246 in the Santa Ynez Valley.

Constraints and Issues

Throughout the planning process the constraints found within the existing condition are assessed. When possible, potential solutions are considered by the planning team and the public. Additionally, a thorough analysis of safety and local policy issues is conducted with possible solutions again considered.

Vision for the Future

The first two elements of the plan contribute to the vision. The vision presents the bicycle programs, policies, amenities, and infrastructure that are needed to create an ideal environment for the Santa Ynez Valley's bicycling population.

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.

For the development of this plan, four groups of people were essentially used to guide its development and shape its outcome.

Technical Advisory Committee (TAC)

The TAC worked closely with the SBCAG planning team to provide initial input and review work as it was completed. TAC members included:

- Sam Cohen, Attorney, Santa Ynez Band of Chumash Indians
- Meighan Dietenhofer[2], District Representative, Santa Barbara County 3rd Supervisorial District
- Matt Dobberteen, Alternative Transportation Manager, Santa Barbara County
- Andrew Economon, Executive Director of Hospitality, Santa Ynez Band of Chumash Indians
- Bridget Elliott, Associate Engineer, City of Solvang
- Corey Evans, Advocate and Bike Shop Owner, Dr. J's Bike Shop and Santa Ynez Valley Cycling Club
- Ed France, Executive Director, Santa Barbara Bicycle Coalition
- Mike Hecker, Advocate and Bicycling Coach, Santa Ynez Valley Spoke
- Rose Hess, Public Works Director, City of Buellton
- Kristi Hundt, Advocate, Santa Ynez Valley Spoke
- Matt van der Linden, Public Works Director, City of Solvang
- Hana Mengsteab, Transportation Planner, Caltrans District 5
- Audrey Ogden, Transportation Planner, Caltrans District 5
- Sabine Ovesen, concerned resident
- Melissa Streder, Transportation Planner, Caltrans District 5
- Kent Yankee, Deputy City Engineer, City of Buellton

The TAC met with the planning team on a regular basis.

Stakeholders

The stakeholders represent a broad array of special interests in the Santa Ynez Valley, such as schools, public health, and the business community, among others. The planning team and the TAC sought engagement with stakeholders through interviews and surveys, and by seeking stakeholder input on aspects of draft versions of the plan.

Santa Ynez Valley Residents

The residents of the Santa Ynez Valley are key in the development of the plan. The residents are the users and potential users of the bicycle network and have first-hand knowledge of issues and needs. In the

[2] Meighan Dietenhofer replaced Elizabeth Farnum, who retired from her District Representative position, approximately half-way through the plan's development.

development of this plan there were three opportunities for public engagement:

- A series of public workshops early in the plan's development (October 2018)
- A second series of public workshops midway through the plan's development (March 2019)
- Public meetings of the Valley's governing bodies when presented the draft plan (Summer, 2019)

Elected Officials

Ultimately the governing bodies of the jurisdictions included in the study area need to adopt the plan. The elected officials may feel confident in adopting the plan if the TAC, stakeholders, and the public were all active participants in the plan's development.

Planning Process Summary

The planning team worked to achieve milestones. Following is a summary of the steps undertaken to complete this plan.

- July/August 2018 – Start Project, Preliminary Work
- August (mid/late) 2018 – TAC Meeting #1
- September 2018 – Stakeholder Engagement
- October (mid), 2018 – Public Workshop #1
- October 2018 – Complete Analyses
- October (late) 2018 – TAC Meeting #2
- November 2018 – January 2019 – Prepare Draft Plan
- December 2018 – TAC Meeting #3
- February 2019 – Public Workshop #2
- February 2019 – Stakeholder Engagement #2
- February 2019 – Incorporate Public and Stakeholder Suggested Revisions
- February (late) 2019 – TAC Meeting #4
- March/April 2019 – Complete Draft Plan
- May/June 2019 – Circulate Draft for Review
- Summer 2019 – Present Draft Final

Overview of the Plan

This plan considers the past while highlighting the future potential for bicycling in the Santa Ynez Valley. The format of the plan is similar to the steps discussed in the previous sections. In particular, the plan is organized into eight chapters.

Chapter 1: Introduction (this chapter)

Chapter 1 provides an overview of the study area and planning process.

Chapter 2: Goals and Policies

Chapter 2 presents the goals and policies for bicycle infrastructure, amenities, and programs in the Santa Ynez Valley, and provides the basis for the plan's proposed improvements.

Chapter 3: Overview of Bicycle Infrastructure, Amenities, and Programs

Chapter 3 is not specific to the Santa Ynez Valley. It provides an overview of the state of practice for accommodating bicycling and promoting bicycling to new riders. This chapter essentially provides a menu of improvements that can be considered when considering improvements for bicyclists.

Chapter 4: Existing Condition

Chapter 4 presents the bicycle infrastructure, amenities, and programs currently in place in the Santa Ynez Valley. It defines the base for which improvements can be made.

Chapter 5: Safety
Chapter 5, like Chapter 4, presents an existing condition, safety, but goes further by exploring possible mitigation strategies for locations with safety concerns.

Chapter 6: Charting a Course to the Future
Chapter 6 brings together chapters 1 – 5 and presents the recommendations for improving bicycling in the Santa Ynez Valley. Specific projects that work toward the overall vision are presented.

Chapter 7: Implementation
Chapter 7 builds on Chapter 6 by discussing how improvements can be funded and completed by each of the Valley's jurisdictions. This chapter is particularly important in this plan since the study area spans multiple jurisdictions and coordination on implementing recommendations may be required.

Chapter 8: Conclusion
Chapter 8 simply summarizes the plan.

A Multi-modal Plan

This plan is a Bicycle Master Plan with the main objective of improving accommodations for bicyclists in the Santa Ynez Valley. Where possible, this plan considers equestrians and pedestrians. During the development of this plan, members of the public provided input expressing the interests of equestrians and pedestrians with the planning team.

As a result, several of the priority projects in this plan call for multimodal trails to support all modes of transportation – including equestrian and pedestrian mobility.

CHAPTER 2:

Goals and Policies

The process leading to this plan's development relied on existing plans, as discussed in Chapter 1, and built on that with stakeholder and public input. The planning team reviewed each of the existing plans to look for common themes in goals and policies, ultimately presenting draft goals and policies and seeking input. Goal 5, Economic Development, was an addition based on input received. Representatives of each of the Santa Ynez Valley's jurisdictions were agreeable with these goals and policies, and therefore, there is one set of goals and policies applicable to the whole Santa Ynez Valley.

This plan was developed with five overall goals, which are the guiding principles and long-range vision for the Santa Ynez Valley's bicycle network. The goals include: 1) Safety, 2) Infrastructure, 3) Connectivity, 4) Equity, and 5) Economic Development. Policies implement each goal and support the recommendations of this plan. The goals and policies are largely consistent with those in previous plans of the study area, as well as the Regional Transportation Plan.

Goal 1: Safety

Establish a secure bicycle network that addresses key areas of concern including highways, intersections, and routes to school.

Policy 1.1
Monitor and investigate bicycle-involved collisions to determine contributing factors and potential mitigation strategies.

Policy 1.2
Work with the public to gather input in identifying areas of safety concern.

Policy 1.3
Promote enforcement of traffic laws to reduce collisions.

Policy 1.4
Provide education and training programs for bicyclists and motorists regarding laws and safety.

Policy 1.5
Employ the latest signage, pavement markings, barriers, and design features to promote a safe bicycling environment.

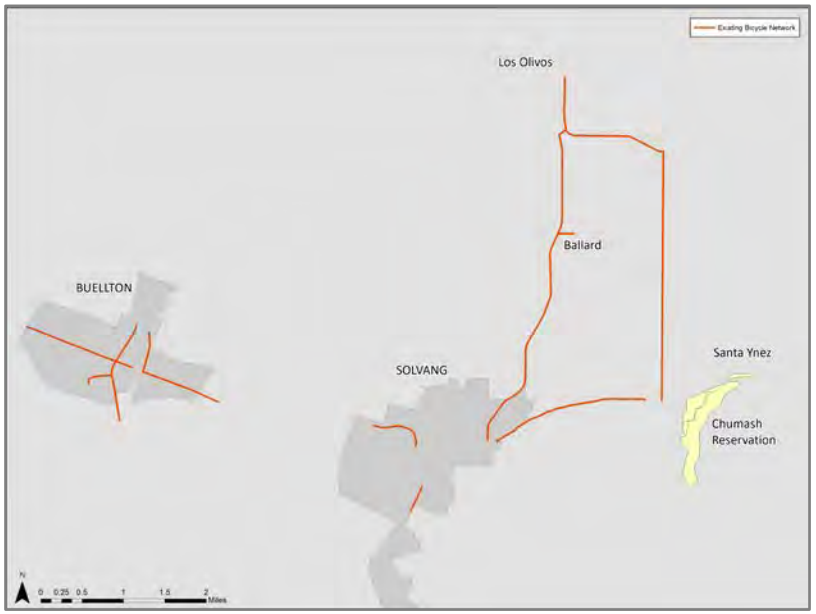
Goal 2: Infrastructure

The installation, improvement, and maintenance of bicycle infrastructure throughout the Santa Ynez Valley region.

Policy 2.1
Provide infrastructure throughout the region to encourage bicycling.

Policy 2.2
Design new developments and major road improvements with consideration for bicycle access to encourage non-motorized transportation.

Policy 2.3
Strive to be the leader in accommodating bicycles in Santa Barbara County and the Central Coast region.



The image above shows the skeleton of the existing improved bicycle network in the Santa Ynez Valley.

Goal 3: Connectivity

A well-planned and coordinated network to connect users with their origins and destinations including schools, residential areas, community centers, transit stops, park-and-ride, other jurisdictions, etc.

Policy 3.1

Establish a well-connected network that links traveler origins and destinations, with any missing links to be identified and planned for.

Policy 3.2

Successful coordination among various jurisdictions, agencies, and stakeholders to create a well-connected and comprehensive bicycle network.

Policy 3.3

Implement bicycle wayfinding signage and local bicycle network maps to assist in navigation by bicyclists.

Goal 4: Equity

Equitable access for users of all ages, ability, income levels, location, and use.

Policy 4.1

Implement Complete Streets program that recognizes the needs of all road users[3].

Policy 4.2

Bicycle facilities should be accessible by all demographic groups.

Policy 4.3

Consider local input to identify and address any existing barriers to access.

Policy 4.4

Recognize the impact of establishing a bicycle network as it contributes toward community engagement, social interaction, and community pride.

[3] This policy does not apply to the County of Santa Barbara.

Goal 5: Economic Development

Recognize the economic importance of bicycling in the region as it relates to tourism and stimulates the local economy.

Policy 5.1

Use the bicycle network as an opportunity to revitalize areas of interest.

Policy 5.2

Recognize the value of bicycling as related to economic activity, commuting, healthy living, and generally as an alternative to travel by motorized means.

The Ojai Valley Trail provides a roughly 15 miles long connection between Ventura and Ojai and is a draw for both locals and tourists.

CHAPTER 3:

Overview of Bicycle Infrastructure, Amenities, and Programs

The mobility of bicyclists is largely dependent on a variety of bicycle infrastructure, amenities, and programs. It is important to note that bicyclists are considered vulnerable road users, and this is recognized by bicyclists. Regardless of fault, bicyclists typically bear the brunt of injuries caused by bicycle vs. vehicle crashes. Therefore, in addition to providing bike infrastructure, the bicycle network needs to be perceived as safe. For instance, statistically it may be safe for bicyclists to ride on the shoulder of a road with a 55 miles per hour speed limit, but it is not perceived as safe by most. Likewise, there's a gap between a kid riding a bicycle in a driveway or cul-de-sac compared to riding across the Valley. Programs are necessary to ensure a basic level of bicycle education is understood by bicycle riders, while also educating future drivers on the rules related to sharing the road.

Bicycle Infrastructure

The State of California has created a standardized classification system for the majority of bicycle infrastructure. There are four basic categories.

Class I Bikeways

A Class I Bikeway, or simply Class I, is a multi-purpose trail that is completely separated from motor vehicle traffic. 12 feet is the preferred width for two-way traffic, but Class I paths can be as narrow as eight feet. The Caltrans Highway Design Manual (2015) notes "The most common applications are along rivers, ocean fronts, canals, utility right of way, abandoned railroad right of way, within school 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."

The Santa Ynez Valley currently has one Class I Bikeway. Along the north side of Hwy 246 between the Alamo Pintado Creek Bridge and the Santa Ynez Union High School, extending roughly 1.5 miles in length.

Potential users of a Class I Bikeway in the Santa Ynez Valley include pedestrians (walkers and joggers), bicyclists, and equestrians. New facilities should accommodate all users.

Several comments received during the development of this plan mentioned that bicyclists should not be permitted to ride on a variety of roads in the Valley due to perceived unsafe conditions. California Vehicle Code only permits the exclusion of bicyclists on limited-access freeways and highways where an alternative is available. These comments highlight the need to better educate both motorists and bicyclists on the rules of the road.

The Ojai Valley Trail extends roughly 15 miles between Ventura and Ojai and accommodates all users. Note the split rail fence that separates pedestrians and bicyclists from equestrian traffic.

Class II Bikeways

A Class II Bikeway, or bike lane, is an on-street lane dedicated to one-way bicycle travel adjacent to motorized travel lanes. As noted in the California Manual on Uniform Traffic Control Devices (CA MUTCD) the recommended width for a bike lane on roads with a speed limit of 40 MPH or greater is 6 feet and should be no narrower than 4 feet[4]. Bike lanes are most appropriate along streets where there is significant bicycle demand and insufficient room for side-by-side travel of motorists and bicyclists. Class II Bikeways delineate the right-of-way assigned to bicyclists and allow for predictable travel patterns for both motorized and bicycle travel.

Several examples of Class 2 Bikeways exist in the Santa Ynez Valley. Along the Dan Henry Bike Route, Alamo Pintado Road and Grand Avenue have Class II bike lanes. The route acts as a main North/South route in the Valley, connecting the City of Solvang with Los Olivos.

In downtown Buellton, Avenue of Flags is a Class II Bikeway. Colored pavement within a bicycle lane increases visibility to motorized vehicles and highlights the priority given to cyclists. In Buellton, green pavement is used along potential areas of conflict, such as intersections and driveways, to reinforce cyclist right-of-way.

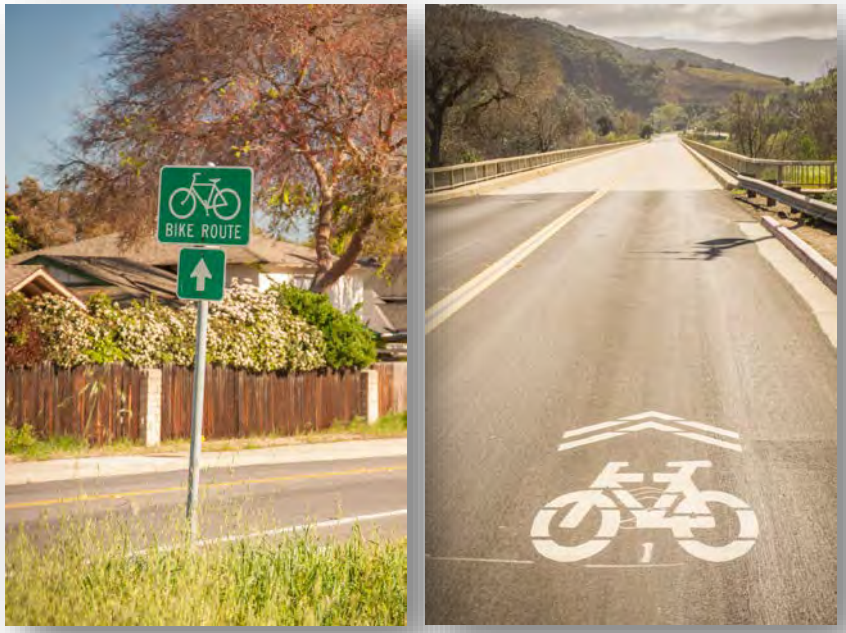
Avenue of Flags in Buellton is a Class II Bikeway. Green paint highlights the bike lane in areas of conflict.

[4] The California Manual on Uniform Traffic Control Devices (MUTCD) available at: https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/camutcd2014_rev4_hires.pdf

Class III Bikeways

Class III Bikeways, commonly referred to as Bike Routes, are on-street shared facilities. Class III Bikeways serve to provide continuity to other bicycle facilities or designate a preferred route through high demand corridors. Bike routes are typically demarcated by signage and/or sharrows to signal to motorists that cyclists may share the road.

Shadow Mountain Drive in Buellton represents one of the only Class III Bikeways in the region. The route serves a residential community and provides connection to the Class II facility on Avenue of Flags.



Class III Bikeways can include signage or sharrows. While they do not offer built improvements, Class III Bikeways create awareness and visibility for cyclists and can guide users to preferred routes.

Bicycle boulevards are enhanced Class III Bikeways. Bicycle boulevards employ traffic calming enhancements to favor bicycle movement. For motor vehicles, traffic calming techniques may seek to prevent through connectivity to effectively reduce motor vehicle traffic while still providing access to abutting land uses. The City of Santa Barbara will soon implement a bicycle boulevard project in the City's West Side neighborhood.

Class IV Bikeways

Class IV Bikeways, also known as Cycle Tracks, are exclusive bicycle infrastructure that are separated and protected from motorist traffic. Class IV bikeways can be separated from motor traffic lanes in various way including grade separation, posts, barriers, or on-street parking. In contrast to bike lanes, Class IV Bikeways are located on the curb-side of parking. There are no existing Class IV bikeways in the Santa Ynez Valley.

Class IV Bikeways offer a protected right-of-way, separate from street traffic. Image Source: Sacramento Area Council of Governments. (https://www.sacog.org/post/class-iv-bikeways)

Amenities

In addition to building infrastructure, providing sufficient bicycle amenities removes barriers and improves the experience for cyclists. Such amenities include secure bicycle parking, bike racks, shaded rest stops, public bicycle repair stations, or lockers and showers at work sites. Bicycle parking and bike rack locations should be provided in common places of interest including; schools, transit stops, business centers, public parks, and shopping centers. Shaded bicycle rest stops along popular routes would provide safe areas for cyclists to take a break along longer routes. Adding several bicycle aid and repair stations throughout the bike network would allow cyclists to fix a flat tire or perform repairs when needed. Ventura County has installed bicycle repair stations at each of its fire stations.

Amenities range from basic, such as bike racks, to much higher levels. Some bicycle-centric cities in Europe have rain sensors on traffic signals that give priority to bicyclists when it is raining. Others have elevated foot rests for cyclists waiting at red lights. There is no limit to amenities that support bicycle riding, but some are necessary, such as places to lock bikes.

Green Paint

Green surface treatments are a recent addition to bicycle infrastructure. The City of Buellton added green pavement treatments along Avenue of Flags in recent years. The green treatment is meant to draw attention to areas of potential conflict, such as at driveways, intersections, and where bike lanes cross vehicle lanes. They add an additional layer of improved safety.

Sharrows

Sharrows, or shared-lane markings are also a recent addition to bicycle infrastructure. Sharrows are typically added to roads where there is not sufficient space for Class II bike lanes. Frequently, sharrows are seen along Class III bike routes. Sharrows exist in Buellton on Shadow Mountain Drive and at the ends of Avenue of Flags where the road narrows and the bike lanes cannot continue.

Programs

Safe Routes to School

Safe Routes to School is both a federal and state program supporting bicycling and walking to school. Thirty years ago, 60 percent of children living within a 2-mile radius of a school walked or biked to school. Today, that figure is down to less than 15 percent. The Safe Routes to School program aims to increase the number of children that walk or bike to school by addressing the barriers that prevent them from doing so and providing education and encouragement programs directed at children and community members.

As part of the Safe Routes to School program, the Coalition for Sustainable Transportation (COAST) encourages ‘bicycle trains’ as a means to get children to ride to school together. The initiative was encouraged for Bike to School Day, and several schools have made Bike Trains permanent.

Bicycle Education in Schools

Bicycle education is offered in schools across Santa Barbara County, but is absent in the Valley’s schools. Programs typically coincide with physical education classes and may last several weeks per year. The programs are typically designed to be more progressive based on grade-level. Kindergarteners may learn basic safety while sixth graders may actually have bicycle riding education involve rides off of school campuses and into real world conditions.

There is a desire to bring bicycle education to the Valley’s schools. A frequent criticism leveled by non-cyclists is that cyclists typically disregard any “rules of the road.” Bicycle education in schools is an opportunity to teach those “rules of the road” at an early age.

CHAPTER 4:

Existing Condition

Overview

An excellent cycling destination, the Santa Ynez Valley offers few roads where cyclists have the exclusive right-of-way. As a result, bicyclists and motor vehicles often share the roadways in the Valley. Sharing the roadways can cause friction with motorists, creating safety concerns and barriers to cycling. The existing network offers limited connectivity with itself and does not connect users with many of the Valley's places of interest such as schools, parks, and shopping centers.

Existing Bicycle Network

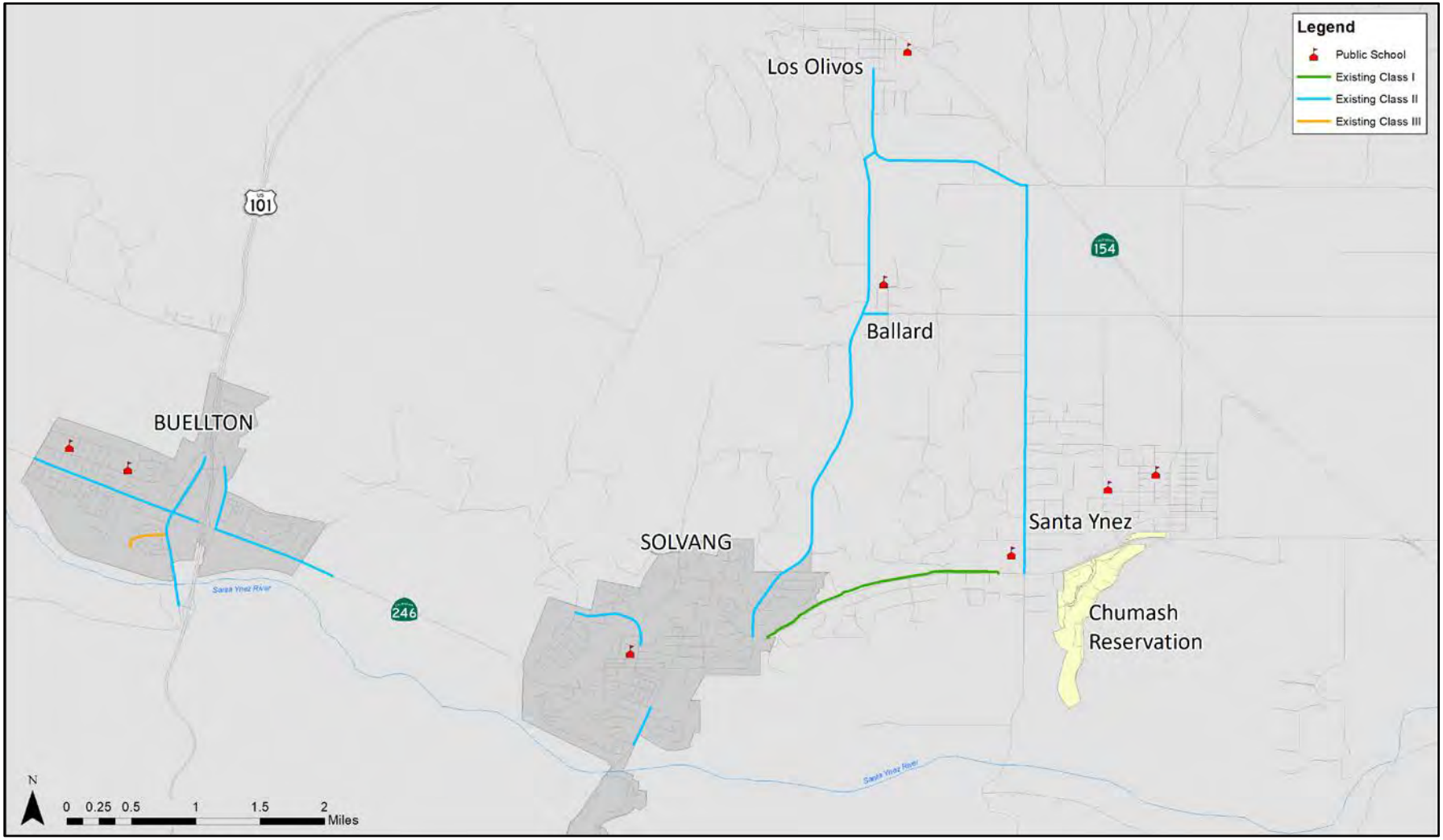
There is little existing bicycle infrastructure in the Santa Ynez Valley. The Dan Henry bike route connects Solvang to Los Olivos via Alamo Pintado Road and Grand Avenue. Similarly, existing bike lanes on North Refugio Road and Roblar Avenue provide a connection from Santa Ynez to Los Olivos. The only dedicated Class I Bikeway in the area runs from the eastern border of Solvang to just short of the region's only public high school. With no connecting bikeways, transitioning on and off the bike path can be difficult. In Buellton, Class II bike lanes exist on most of SR 246 within the city limits and on Avenue of Flags. The establishment of the bike lanes came after lengthy coordination with Caltrans, and reconfiguration of the road lanes to create space for bikes. In late 2018, the City of Solvang installed a Class II Bikeway on Chalk Hill Road. The bike lanes are the first new bicycle infrastructure built in Solvang in many years and serve as a connector from residential areas to Solvang Elementary School.

There is no bicycle infrastructure connecting the two cities of the Valley- Buellton and Solvang. To get from one jurisdiction to the other, cyclists have no option but to take a lengthy detour along Ballard Canyon Road or ride along the shoulders of the 55 miles per hour traffic of SR 246. Despite being just two miles apart, a lack of infrastructure prevents this trip from being a feasible option for bike riders of all abilities.

Figure 2 provides a map of the existing bicycle network.

SR 246 outside of Buellton typically has highway shoulders, but they are not Class II bike lanes. Additionally, cyclists are often asked to share the road with traffic travelling in excess of 55 miles per hour.

Figure 2: Existing Bicycle Network



The Santa Ynez Valley currently has one Class I Bikeway that runs along the north side of Hwy 246 between the Alamo Pintado Creek Bridge and the Santa Ynez Union High School, extending roughly 1.5 miles in length. The existing facility is underused due to its lack of a connection to Alamo Pintado Road to the west and Refugio Road to the east. For eastbound bicycle traffic, one must ride against traffic on Hwy 246 to reach the bikeway and then cross Hwy 246 at a midblock location to exit the bikeway.

Connectivity with Other Modes

Transit

The local transit service provider, Santa Ynez Valley Transit (SYVT), offers service along two routes. SYVT buses are equipped with bicycle racks, allowing for multimodal travel among bicyclists.

Regional transit operators including the Wine Country Express, the Breeze, and the Clean Air Express also serve the Valley. All of these services offer bike racks or bike storage in the bays beneath the vehicles.

Wayfinding

Wayfinding plays an important role in guiding bicyclists to efficient and more pleasurable routes. Given the popularity of cycling in the Valley among tourists, way-finding signage would be particularly helpful for those unfamiliar with the area.

Maintenance

Keeping bike lanes debris-free contributes to improved bicycle safety and comfortability. Additionally, poor pavement conditions are felt more by bicyclists than automobile drivers. At a minimum, bicycle lanes should be periodically swept to remove accumulated debris, vegetation should be trimmed back to the edge of the pavement, and the use by bicyclists should be considered in determining pavement treatments.

The Dan Henry Bike Route is the only formalized route with signage in the Santa Ynez Valley.

Often, cycling improvements include pavement markings and signage. These are two important things to consider for long-term maintenance: pavement markings occasionally need refreshing and signs need to be replaced periodically.

As part of the planning process a survey of local road cyclists was conducted to qualitatively assess the most important roads for the road cycling community and to assess the pavement quality of those roads. The results are further discussed in Chapter 6, but those results should inform future maintenance decisions.

CHAPTER 5:

Safety

Overview

Safety is a high priority of the Santa Ynez Valley Bicycle Master Plan. Bicyclists of all levels of experience should have appropriate infrastructure on which to ride. As highlighted in the Introduction of this plan, 62 percent of public survey respondents described the Valley as a safe place to ride a bike. Furthermore, just 21 percent answered that there are safe places for children to ride. Goal 1 of the plan focuses on safety:

> Goal 1: Safety
>
> *Establish a secure bicycle network that addresses key areas of concern including highways, intersections, and routes to school.*

A crash assessment was performed, and local input was gathered to identify areas of safety concern within the Santa Ynez Valley. The assessment studied bicycle collisions during 2012-2016, the most recent five-year period for which the dataset was complete. During this period, 21 bicycle collisions occurred in the Valley with no fatalities. The crash assessment looks into the locations, severity, and causes of these collisions.

While the crash assessment considers locations where collisions have occurred, that represents just one aspect of safety. It is important to consider all locations, including those where collisions have not occurred but still make cyclists feel unsafe. These sentiments, or perceived safety, represent an important safety issue. This plan aims to address both perceived safety and measurable safety.

Safety: Perceived vs. Measurable

Safety exists in two different forms, measurable and perceived. Measurable safety refers to instances of crashes, which can be quantified, while perceived safety stems from qualitative feelings that are not easy to measure. In order to make the Santa Ynez Valley safer it is important to consider both forms of safety.

Measurable safety is supported by statistical data. Locations of safety concern can be identified in a crash assessment and actions can be taken to address those areas. Industry best practices are to improve areas of safety concern in measurable, studied and standard ways.

Perceived safety is the level of comfort and the perception of risk associated with a certain activity. These sentiments are not evident in a crash assessment. Despite whether the sentiments are justified or not, they do play a key role. Perceptions of unsafe conditions can act as a deterrent, influencing a bicyclist's choice in routes or the decision to ride at all. Perceived safety can create a barrier to riding for new or inexperienced cyclists.

With low measurable rates of bicycle collisions in the Valley, perceived safety likely plays a large role in deterring bicyclists altogether. During the development of this plan, members of the public had the opportunity to share their safety concerns with the planning team.

Crash Assessment

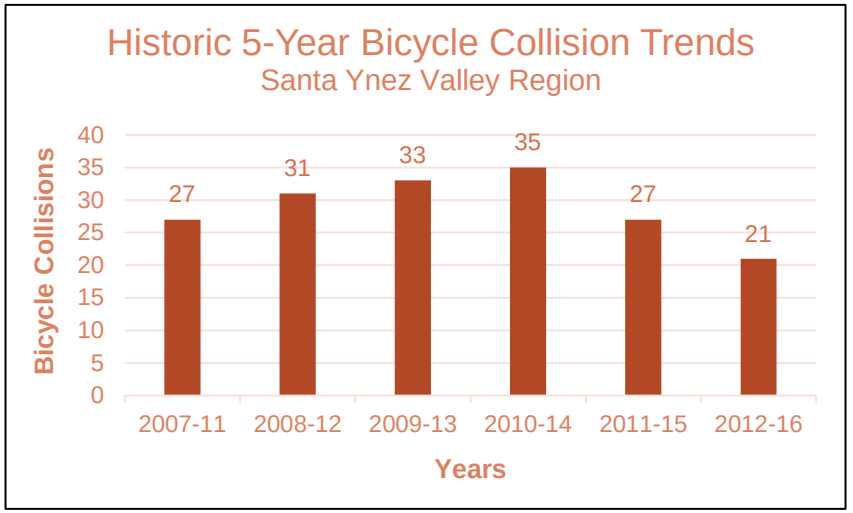
During the five-year period of 2012-2016, 21 bicycle collisions were officially documented in the Santa Ynez Valley[5]. Four of the collisions occurred within the City of Buellton, seven within the City of Solvang, and ten in the remaining unincorporated Santa Barbara County region, which includes the towns of Santa Ynez, Ballard, and Los Olivos. Collisions generally occurred throughout the Valley, with a higher concentration in the urban areas. Eleven of the collisions occurred on State Routes and seven of the collisions occurred within 500 feet of a school.

The sub region recorded zero bicycle fatalities and two severe injuries during the 2012-2016 period. Of the 21 collisions, just one occurred within the existing bicycle network. The remaining ninety-five percent of the collisions occurred on roads lacking a bike lane or signage. Figure 4 illustrates the locations of the collisions in relation to the existing network.

The three leading causes of the collisions were unsafe speed, improper turning, and automobile right of way[6]. These reasons accounted for 67 percent of the reported incidents. Twelve of the 21 incidents involved a collision with a motor vehicle. Of these twelve incidents, the motor vehicle was at fault in seven cases, while the bicyclist was at fault in five.

Figure 3 illustrates the trend of bicycle collisions in the Santa Ynez Valley region between 2007 and 2016. The results are aggregate collisions in five-year increments over the ten-year period. Bicycle collisions in the Santa Ynez Valley are infrequent. The trend remained relatively stable over time. In 2015, the Valley recorded only a single bicycle collision. This contributes to the decrease in bicycle collisions that can be observed in recent years.

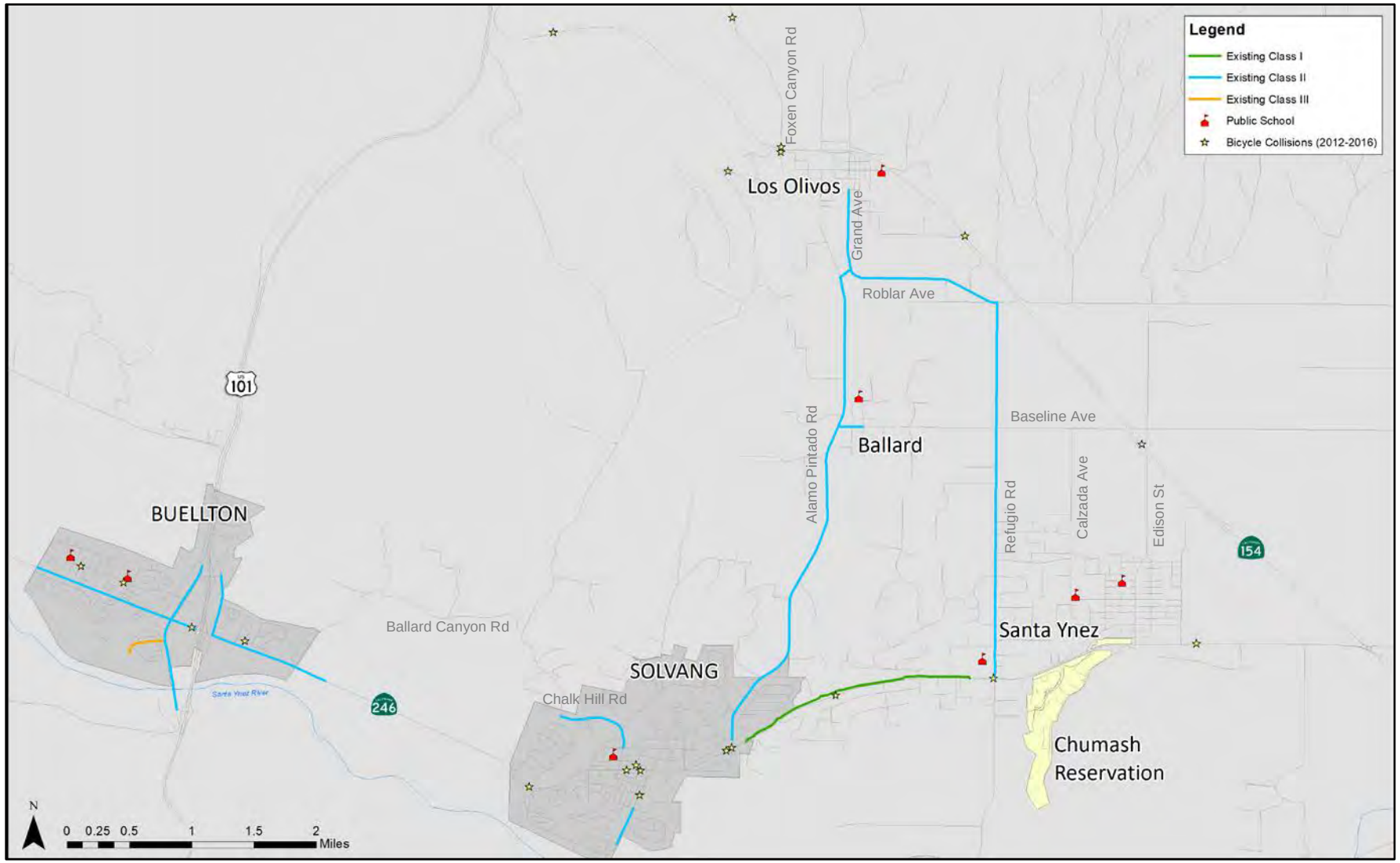
Figure 3: Bicycle Collision Trends (5-year rolling)



[5] Collision data comes from UC Berkeley's Transportation Injury Mapping System (TIMS). [https://tims.berkeley.edu/] and uses the Statewide Integrated Traffic Records System (SWITRS) that is collected and maintained by the California Highway Patrol (CHP).

[6] The cause of collision is for the party at fault, not necessarily the bicyclist. It may have been for the bicyclist or another party such as a motor vehicle, other cyclist, or pedestrian.

Figure 4: Bicycle-Involved Collisions (2012–2016)



Making the Valley Safer

During public workshops held in Buellton and Solvang in October 2018, a map session provided local residents the opportunity to draw and comment on areas throughout the Valley. Community members gave substantial input on a variety of issues, including highlighting areas of safety concern. The potential projects listed in this plan are, in part, a response to the safety issues and suggestions brought forward by local residents.

Community members participate in a poster-drawing session in Buellton during a public workshop held in October 2018.

Among the safety concerns is a lack of a safer crossing of SR 246 at Sycamore Drive in Buellton. Families who live just a few blocks from the local schools have little choice but to drive in order to cross the highway. Establishing a safer crossing and creating the opportunity for children to walk or bike to school is a priority project. Throughout the Valley, there are few dedicated places for kids to ride bikes. One proposed solution is bicycle pump tracks in River View Park in Buellton and Hans Christian Andersen Park in Solvang. The idea was highly supported by community members at the public workshop.

The existing Class I bicycle path has reports of safety concerns at each of its ends. In the east, the path stops short of the Dan Henry bike route on Alamo Pintado Road. In this stretch, cyclists are forced to ride against traffic along a tight shoulder of SR 246 as it crosses Alamo Pintado Creek. Riding against traffic is against the California Vehicle Code. To the west, the bike path stops short of Refugio Road creating a situation where eastbound bicycle traffic is stranded on the wrong side of the road.

Bicycle pump tracks provide a car-free environment for children to learn and enjoy riding bikes.

Two of the plan's potential projects are extensions of the existing bike path in both directions. If implemented, the bike path would extend to Alamo Pintado Road in the west and the Refugio Road in the east.

During Public Workshop Series 2, held in March 2019, community members played an important role in prioritizing the projects they would like to see implemented in the Valley. The list of top-priority projects is discussed in Chapter 6.

Throughout the development of this plan, numerous comments were made regarding safety along Baseline Road, stretching between Ballard and SR 154. One of the few east-west roads in the area, Baseline provides connection to existing bike lanes on Alamo Pintado Road. A lack of shoulders combined with rolling blind hills makes it an uncomfortable segment for bicyclists, pedestrians, and equestrians. Although the crash assessment does not highlight Baseline Road as an area of significance, feedback from community members shows perceived safety concerns. Widening the road to create bike lanes or a multiuse path was identified as a potential project. During the public process, the project did not receive sufficient votes to be prioritized. It remains an aspirational project; however, minor improvements could be completed in the near-term to mitigate the safety concern. The mitigation might include additional signage and pavement markings.

Rolling hills and a lack of paved shoulders make Baseline Road an uncomfortable segment for pedestrians, bicyclists, and equestrians. Portions of Baseline Avenue do have an unpaved trail along its southern side.

Conclusion

The plan aims to establish the Santa Ynez Valley as a place where riders of all ages and abilities feel comfortable when riding. To do so, this plan identifies a list of potential projects that will address both perceived and existing safety concerns. A key component of this plan includes connecting residences with schools to increase ridership among children. Furthermore, establishing and maintaining an efficient and comfortable bicycle network will remove barriers to cycling and allow more residents and tourists to enjoy riding bicycles in the Valley.

Along Alamo Pintado Road, approximately 0.2 miles south of Santa Barbara Avenue, the road narrows and the bike lanes cease. During this segment, cyclists enter a narrow lane with motorized traffic. This short interruption in an otherwise long segment of bike lanes may be enough to deter some from using the route.

CHAPTER 6:

Charting a Course to the Future

A primary value of a transportation plan is the identification of the improvements that will define a better future. This plan is no different. The project team worked to gain an understanding of the existing condition, previously planned improvements, and deficiencies as identified by stakeholders and the public. With this information in hand, the project team worked to develop solutions to correct deficiencies – these solutions are the resulting projects included in this plan.

Purpose

The improvements, or projects, discussed in this chapter seek to rectify issues or improve mobility for bicyclists. The discussed improvements convey to decision-makers what the priorities are for the bicycling community – those cycling today and future generations of cyclists.

This plan is intended to have a 10-year lifespan; that is, it should be updated by 2029. Understanding that every improvement cannot be the highest priority, and every priority cannot be implemented in 10 years, projects were prioritized through public input to highlight those that should receive the energies of the Valley's jurisdictions. The sum of all projects was categorized into several subcategories and then prioritized, as applicable.

Plans vary regarding whether they prioritize projects or not. Through the development of this plan, it was determined that a focused list of projects was a better option. It enables the implementing jurisdictions to know which projects to focus on. Projects that were not of high enough priority to be a focus of the list of improvements are still worthy projects. They are listed as aspirational projects. Should the priority projects be implemented within the life of this plan, the jurisdictions can draw from the aspirational projects list.

Tier 1

Tier 1 projects were described as transformational and expensive. A total of eight projects were included in Tier 1 and the public was tasked with assisting to identify the top three.

Tier 2

Tier 2 projects were described as medium-sized projects. Nine projects were included in Tier 2 and the public was tasked with prioritizing the top five.

Tier 3

Tier 3 projects were described as minor potential projects. None of these projects involve major construction activities and the public were not tasked with prioritizing them. The Tier 3 projects are intended to be included within the scope of work of ongoing road maintenance work, as determined appropriate by the applicable jurisdiction.

School-Related Projects

School-related projects are those that improve the connection between where children live and where their schools are located. The public was not tasked with prioritizing school-related projects as all of them are important. With one exception, all of the school-related projects are minor.

Project Prioritization

During the second series of public workshops the public was tasked with prioritizing Tier 1 and Tier 2 projects. The planning team developed posters with a map and description of each potential project. Members of the public were given three Tier 1 stickers and five Tier 2 stickers. They were instructed to place them according to their personal priorities, and they could spread them across multiple projects or place all three or five stickers on a single project that they

feel strongly about. Following the two workshops the planning team summed the stickers placed on each project and used those values to define priority.

Tier 1 Projects

The Tier 1 projects are listed in priority order. The top three projects define the highest priority for the next ten years.

Five of the eight Tier 1 projects represent segments of what one day could be a robust network of Class 1 bikeways. Along Hwy 246 three of the Tier 1 projects would add to the existing Class 1 facility and provide a completely separated trail for bicyclists, pedestrians, and equestrians between western Buellton and Edison Street in Santa Ynez. Two other Tier 1 projects would provide the same between the Hwy 154/246 roundabout and Los Olivos and continuing on to Los Alamos. Each of the individual segments has its own utility, but each is also part of a larger system of Class 1 bikeways.

Members of the public prioritized Tier 1 and Tier 2 projects during public workshops conducted on March 12th and 13th, 2019.

Santa Ynez River Trail

The Santa Ynez River Trail is the highest priority Tier 1 project resulting from this plan.

The Santa Ynez River Trail, or Trail, will provide a bicycle, pedestrian, and equestrian connection between Buellton and Solvang. It falls into the Class 1 Bikeway designation of Caltrans. The Trail will be completely separated from Hwy 246, but the exact alignment is yet to be determined.

Figure 5: Conceptual Santa Ynez River Trail Alignment

SBCAG has partnered with the three involved jurisdictions, Buellton, Solvang, and the County of Santa Barbara, to complete a planning project in fiscal year 2019/20. The project will explore various potential alignments to gain an understanding of possible environmental and land ownership issues. Though a preferred alternative will not be selected, the project will enable decision-makers to make an informed decision regarding the trail's alignment.

Project Value

Excluding significant detour, Hwy 246 is the only connection between Buellton and Solvang, which are the two primary population centers in the Santa Ynez Valley. Within Buellton, Class 2 bike lanes are present along Hwy 246 west of US 101. To the east of US 101, a Class 2 bike lane is only present on Hwy 246 for bicycle traffic travelling west. There are no bike lanes along Hwy 246 in the central part of Buellton –

the US 101 interchange area. These two segments of Class 2 bike lanes represent all bike lanes on state highways within the Santa Ynez Valley, and in all of Santa Barbara County. In the unincorporated county between Buellton and Solvang, Hwy 246 has wide shoulders, but it also has a posted 55 miles per hour speed limit, thereby limiting its utility to bicycle travel to upper echelon of experienced bicyclists.

The Santa Ynez River Trail will provide a connection between the two cities for commuters, a family-friendly recreation amenity, and a draw for tourists. Figure 5 provides a sample visualization of what that trail may look like. The figure is for illustrative purposes only, as an actual alignment has yet to be determined.

With much of the commercial development in the Valley being located along Hwy 246 in Buellton and Solvang, this trail will provide access to a variety of destinations – guests of Flying Flags RV resort could ride bikes to Solvang, residents of Buellton or Solvang could ride bikes to the forthcoming bowling alley, or any number of other destinations located along the Hwy 246 corridor. In addition, the trail itself will become a destination for individuals and families, both local and visiting.

Project Implementation

This is a multi-jurisdiction project. A project team should be formed. A memorandum of understanding should be explored to formalize the process.

As was previously mentioned, SBCAG is undertaking a planning-level study for this project in FY 19/20. Following completion, the partnering jurisdictions develop a project cost estimate and seek funding through the Caltrans' Active Transportation Program.

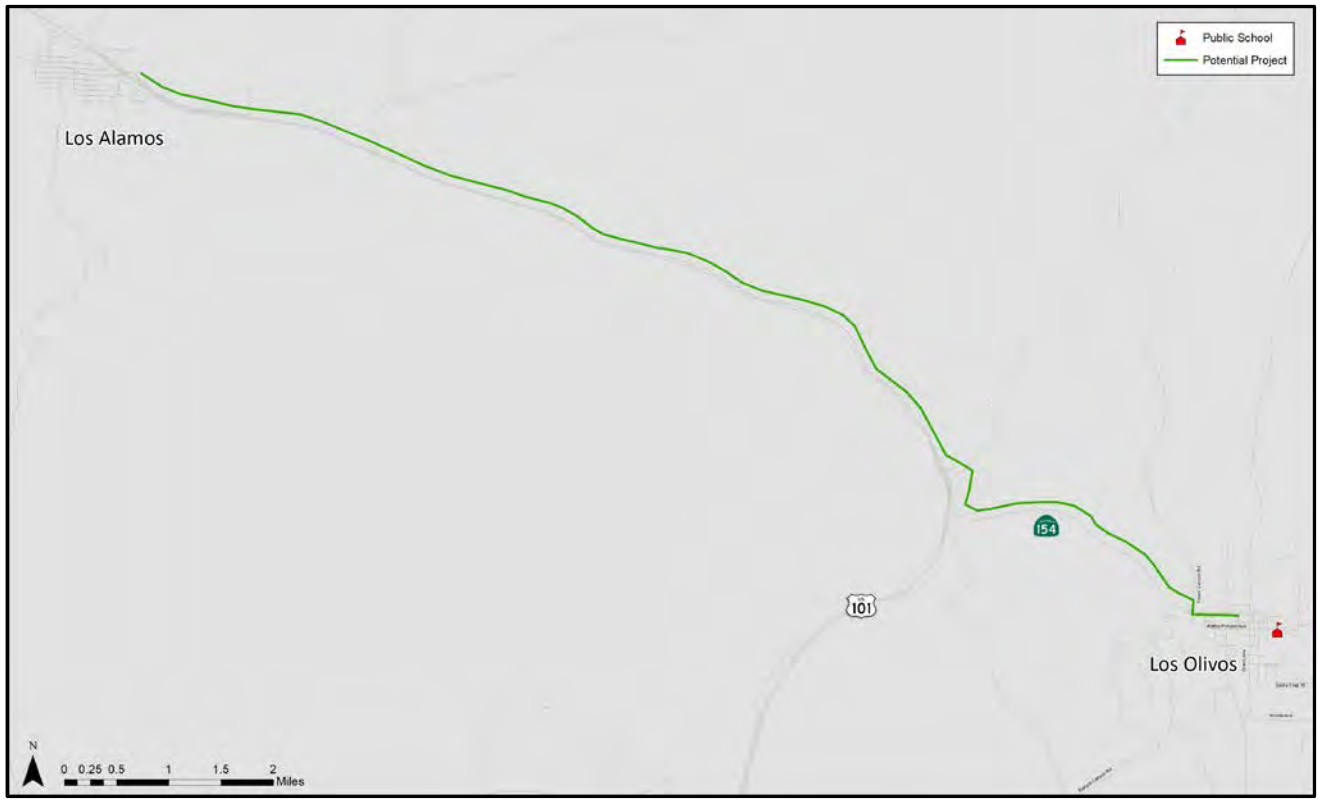
Los Olivos – Los Alamos Trail

Between 1887 and 1936 the Pacific Coast Railway connected Los Olivos and Los Alamos with a narrow-gauge railroad. This segment was the southern portion of a larger railroad, extending between Port Hanford in Avila Beach and Los Olivos. The southern terminus of the railroad was located near Mattie's Tavern in Los Olivos on the aptly named Railway Avenue. Caltrans may replace a bridge for non-motorized traffic along the railway right-of-way that could one day become a piece of this project. In Los Alamos several remnants of the railroad still exist, including the Depot Mall which houses an antique store and rock supply company.

This project ranked as the second highest priority among the Tier 1 projects, though it is the only one that is new, being that it was never included in another plan. Therefore, much work is required to advance this project. Figure 6 provides a conceptual alignment of the proposed Los Olivos – Los Alamos Trail.

The intent of this project is to create a bicycle, pedestrian, and equestrian path between Los Olivos and Los Alamos along the alignment of the Pacific Coast Railway. Figure 6 illustrates the general alignment of the trail.

Figure 6: Conceptual Los Olivos to Los Alamos Multimodal Trail



Project Value

This project will provide a roughly 10-mile long multi-purpose trail between Los Olivos and Los Alamos. It is expected to serve primarily as a family-friendly recreational amenity, while also supporting the Valley's tourism industry. Additionally, there is currently not a bicycle connection between Los Olivos and Los Alamos. Current options include a significant detour along Foxen Canyon Road and Alisos Canyon Road, neither of which have any bicycle amenities, or bicycling along the shoulder of US 101.

Project Implementation

The current status of this project is a concept which leaves much work to do. The first step will be to conduct a feasibility study that could occur in the near term, depending on the availability of funding. Advancement of this project may benefit from many of the other rails to trails successfully implemented across California and the US. Specifically, the Rails to Trails Conservancy, a national non-profit organization, may prove to be a resource for advancing this project.

Sunny Fields Spur

The Sunny Fields Spur project is the third highest priority among the eight Tier 1 projects. The Spur project involves a trail connection between Sunny Fields Park and the existing Class 1 trail along Hwy 246. As with any new trail in the Valley, the Spur project will provide a connection for bicyclists, pedestrians, and equestrians.

Sunny Fields Park is located in the City of Solvang along Alamo Pintado Road. The existing Class 1 path along Hwy 246 currently does not provide a direct connection to Alamo Pintado Road, thereby limiting its value to bicyclists. To enter the path while travelling eastbound, a bicyclist must ride against traffic on Hwy 246, which itself is a violation of California Vehicle Code. Creating a new connection via the Spur project will enable a bypass of this situation.

Figure 7: Conceptual Sunny Fields Park Spur Trail

Project Value

The Sunny Fields Spur project provides two primary benefits to the community. As was previously mentioned, the Spur project provides a bypass of a potentially unsafe condition for entering the existing Class 1 path along Hwy 246. The current configuration of the existing path likely limits its use.

1) The Spur project connects a park with a bike riding amenity.

2) When built, the Spur will join with the existing path to provide approximately two miles of completely separate from motor vehicles bike path. Families could visit the park and enjoy a bike ride without the need to navigate alongside motor vehicle traffic.

Project Implementation

This project spans three jurisdictions: The City of Solvang, the County of Santa Barbara, and Caltrans.

In 2018, the City of Solvang hired a planning firm to study various alternative alignments for the Spur project. Ultimately, one was selected, and the City submitted a grant application for Caltrans' Active Transportation program. Unfortunately, the project was not funded, but it scored well and barely missed the funding cutoff. The grant application should be updated for the 2020 cycle of the Active Transportation Program and resubmitted.

Aspirational Tier 1 Projects

To focus energies this plan prioritizes the top three Tier 1 projects. The remaining projects are classified as aspirational, being that they represent improvements to bicycling, but were not ranked among the top three. Figure 8 shows the aspirational tier 1 projects, tier 2 projects and the tier 3 projects all on one map.

Hwy 246 Multimodal Trail – Refugio Road to Edison Street (1)

There are not good options for connections between Santa Ynez and the high school. This project is a path separate from, though likely adjacent to, Hwy 246. It will enable Santa Ynez residents to connect to the high school and points west with a safer option for multimodal travel. This is one segment of what could be a valley-wide east-west multimodal trail. See project # 1 on Figure 8.

Note that this project is also listed as a connection-to-schools project.

Baseline Avenue Bicycle Path/Lanes (2)

Baseline Avenue is one of the few east-west connections in the Valley. Between Ballard and Hwy 154 the road follows rolling hills and has no shoulders. This combination creates an uncomfortable condition for bicyclists, pedestrians, and equestrians. This project will result in either widened shoulders to allow for bike lanes or a separated multimodal path, depending on further study. See project # 2 on Figure 8.

Alisal Road to Alamo Pintado Road Multimodal Trail (3)

This project is one segment in what could be a valley-wide east-west multimodal trail. It would provide a connection for bicyclists, pedestrians, and equestrians between Alisal Road and Alamo Pintado Road at Hwy 246. The eastern end would provide a connection to the existing multimodal trail that follows Hwy 246 to the high school. There is utility in this as a stand-alone project, but it is integral to a larger trail system. See project # 3 on Figure 8.

Hwy 154 Multimodal Trail – Hwy 246 to Los Olivos (4)

This potential project dates back to the Santa Ynez Valley Community Plan, and consists of a multimodal trail for bicyclists, pedestrians, and equestrians alongside Hwy 154. The trail would allow for non-motorized travel separate from auto traffic and provide a recreational asset for the Valley's residents. The current condition has bicyclists on the shoulder of the 55 miles per hour Hwy 154, thereby excluding all but the most experienced bicyclists. See project # 4 on Figure 8.

Edison Street Bike Lanes (5)

Edison Street serves as a primary road for Santa Ynez residents and also as a shortcut for regional traffic. The road currently does not have paved shoulders or bike lanes yet remains a popular bicycle route. This project proposes to add paved shoulders to Edison Street for the purpose of adding bike lanes. There are several schools proximate to Edison Street that may benefit from the addition of bike lanes. See project # 5 on Figure 8.

Tier 2 Projects

The public was tasked in identifying the top five Tier 2, or medium-size projects. Those ranking outside of the top five are listed as aspirational projects. The top five projects are listed and described in priority order.

There are a total of nine projects included in Tier 2. Of those nine, two correct deficiencies with the existing Class 1 bikeway along Hwy 246 and each of these ranked in the top five.

Extend the existing Class 1 Trail to Refugio Road (6)

The highest ranked Tier 2 project corrects a deficiency with the existing Hwy 246 Class 1 bike path by extending it approximately 0.15 miles to the east and connecting it to Refugio Road. The path currently ends at the high school driveway opposite El Rancho Market. The current configuration works for those travelling to or from the high school, but it makes eastbound connection to Refugio Road difficult. See project # 6 on Figure 8.

Pump Tracks in Buellton and Solvang Parks (7)

This project came due to a lack of places for kids to ride bikes in the Valley. Community members strongly supported this project, which would see pump tracks established in River View Park in Buellton and Hans Christian Andersen Park in Solvang. Bicycle pump tracks are typically unpaved, and include banks and turns, which are most often “pumped” rather than jumped. See project # 7 on Figure 8.

Connect the existing Class 1 Trail to Alamo Pintado Road (8)

Similar to the aforementioned trail extension, this project would see further extension in the other end. Currently, the path disappears just prior to the Alamo Pintado Creek. Path users in both directions must travel along the shoulder of SR 246 as it crosses the bridge. This project would see the trail extended to connect with Alamo Pintado Road. See project # 8 on Figure 8.

Bike Lanes on Calzada Avenue (9)

Calzada Avenue provides an important connection to two schools, but in its current state lacks bike lanes and paved shoulders. This project proposes to add both, improving the multimodal environment for school students while also benefitting others. See project # 9 on Figure 8.

Bike Lanes or Formal Bike Route on Grand Avenue in Los Olivos (10)

The existing Dan Henry Bike Route runs from the City of Solvang to where it terminates at the southern limit of Los Olivos. This project would either extend the existing bicycle lanes or formalize Grand Avenue as a Class III Bikeway with signage. This project would also benefit Los Olivos School students. See project # 10 on Figure 8.

Aspirational Tier 2 Projects

The remaining Tier 2 projects are classified as aspirational, meaning they were not in the top five projects prioritized by the public. The projects are included in Figure 8.

SR 246 Infill in Eastern Buellton (11)

This project is meant to fill a gap in the bike network. The west side of Buellton has bike lanes in both directions along Hwy 246. On the east

side, only the westbound direction has a bike lane. This project would complete the eastbound bike lane[7]. See project # 11 on Figure 8.

Bicycle signage and gate in Hans Christian Andersen Park (12)

A partially unpaved, partially paved road traverses Hans Christian Andersen Park. This project would formalize that road as a bicycle route. A gate on the Hwy 246 end would need to be replaced with one that would allow bikes through. Signs will also be needed. See project # 12 on Figure 8.

Pine Street and Old Mission Drive Connector (13)

This connection would formalize an already informal bicycle connection. Bicyclists frequently use Old Mission Drive to avoid Hwy 246 in this area. This project would include widening the existing sidewalk to safely enable a multimodal connection. See project # 13 on Figure 8.

Jonata Park Road Path (14)

Jonata Park Road is popular with bicyclists, walkers, joggers, and equestrians. This project would create an unpaved path alongside Jonata Park Road to remove the walkers, joggers, and equestrians from the roadway. See project # 14 on Figure 8.

Other Improvements

In addition to the built infrastructure projects, the local jurisdictions take further action to promote the use and continued support of bicycles in the Valley.

Tier 3 Projects

Tier 3 projects are minor projects that do not require major construction efforts. These lower-cost projects intend to designate minor routes and increase comfortability for bicyclists. Members of the public were not tasked with prioritizing these projects.

Formalize SR 246 as Class II Bikeway (15)

Establishing the SR 246 shoulders as bike lanes with signage would formally provide a route through the Valley for bicyclists. In current conditions, bicyclists ride among 55 mile per hour vehicular traffic. Formalizing the shoulders as bike lanes may provide a minor improvement on current conditions, and signage may make motorists more mindful of cyclists. See project # 15 on Figure 8.

Fjord Drive Bike Lanes (16)

Fjord Drive connects to Alisal Road that has limited sections of bike lanes. Also, in the long-term the City of Solvang may connect Fjord Drive to Hwy 246. This project simply says that, bike lanes should be added to Fjord Drive to connect to Alisal Road. A possible future connection at the west end would provide for a by-pass for bicyclists of the Hwy 246 hill leading into Solvang. See project # 16 on Figure 8.

Signage and Sharrows for US 101 Crossings in Buellton (17)

State Route 246 and Damassa Road offer crossings of US 101 which are difficult for non-motorized users. At these points, however, the road narrows creating safety concerns for bicyclists. Adding signage and potentially pavement markings (sharrows) would improve the condition for cyclists. See project # 17 on Figure 8.

Signage/ Sharrows on Oak Street and 5th Street (18)

Designating 5th Street and Oak as Class II Bikeways would offer a more direct route for cyclists to connect from Mission Drive to South Alisal Road. North of Mission Drive, 5th Street offers connectivity to Elm and Laurel Avenue. See project # 18 on Figure 8.

[7] This project was ranked 6th in the project prioritization process, just failing to join the list of prioritized projects. The project did receive substantial votes from community members and should be considered for prioritization by the City of Buellton.

Signage on Fredensborg Canyon Road (19)

Fredensborg Canyon Road extends from Chalk Hill Road, serving the northern residential areas of Solvang. The road is narrow in several places, including around bends. Adding signage would increase awareness of bicyclists. See project # 19 on Figure 8.

Signage/ Sharrows on Viborg Road (20)

Stemming from Fredensborg Canyon Road, Viborg is a residential road that connects with the Santa Ynez Valley Cottage Hospital. See project # 20 on Figure 8.

Connect interrupted Bike Lane on Alamo Pintado Road (21)

Alamo Pintado Road hosts the Dan Henry Bikeway, stretching between Hwy 246 and the southern end of Los Olivos. Approximately 0.2 miles south of Santa Barbara Avenue the road narrows and the bike lanes cease. This project corrects the short disruption in an otherwise long and connected bikeway. Note that this project may require removal of a mature oak tree or the acquisition of right of way which may elevate it to a higher category. See project # 21 on Figure 8.

Samantha Drive Bicycle Route (22)

Samantha Drive is the most convenient alternative to Hwy 246 for students connecting between Santa Ynez and the high school. This project formalizes Samantha Drive as a bicycle route. This may encompass signs and/or pavement markings. See project # 22 on Figure 8.

Glennora Way, Thumbelina Drive, and Odense Street Sharrows and Signage (23)

These three roads serve residential areas of Eastern Buellton. Establishing bike routes with signage and sharrows would connect the neighborhood to the larger bike network. These three minor projects are combined and displayed as #23 on Figure 8.

McMurray Road Class II or III (24)

McMurray Road runs parallel to US 101 in Buellton. Class II bike lanes exist on McMurray Road north of SR 246. This project would either extend the bike lanes or add signage and sharrows on the southern portion of McMurray Road. See project #24 on Figure 8.

Industrial Way Bicycle Route (25)

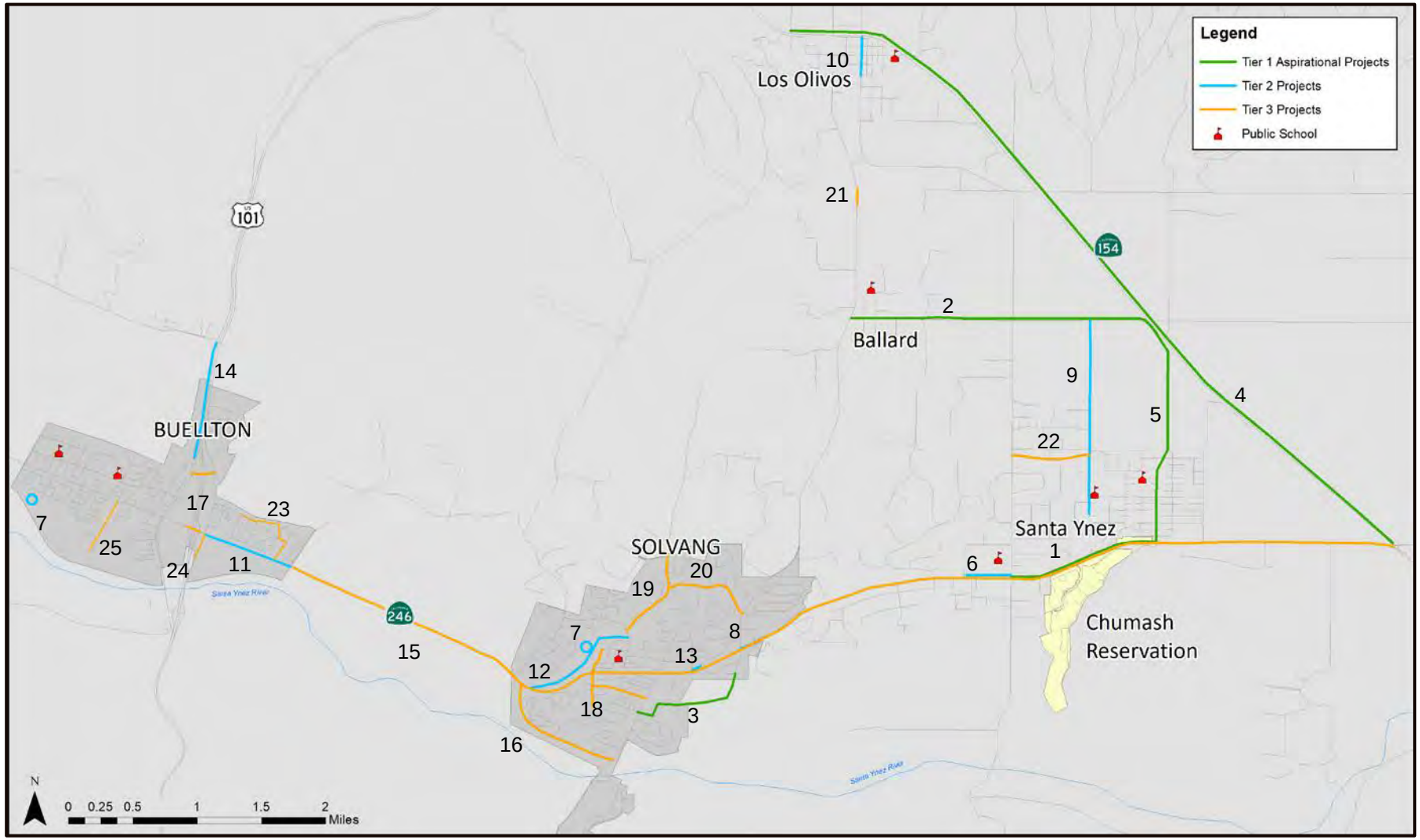
Industrial Way in Buellton is where numerous commercial and retail businesses are located. Providing signage and sharrows would connect workplaces with the larger bicycle network, allowing employees a more comfortable work commute. See project #25 on Figure 8.

Other Projects

Chalk Hill Road bike lanes were identified as desired improvements during the workshop stage of this Master Plan and were implemented by the City of Solvang prior to the draft Master Plan being published.

It is important to note that minor improvements need not be limited to those included in this plan. New issues arise and require corrective action in advance of an update to this plan.

Figure 8: Tier 1 Aspirational, Tier 2, and Tier 3 Projects



School-Related Projects

One of the primary focuses of this plan was to identify improvements that will more conveniently enable kids to ride bikes to and from school. The project team surveyed the neighborhoods around schools to identify potential improvements. Many of the identified improvements were already contained in existing plans, though remain unimplemented.

As connecting kids to their schools is important, the public was not tasked with prioritizing projects. The SR 246 Multi-modal Trail – Refugio to Edison aspiration project discussed in the Tier 1 section is the sole large-scale school-related project. It is cross-listed as both a school-related and a general Tier 1 project. All other school-related projects are minor in nature and are listed under each jurisdiction in the following chapter.

In addition to the infrastructure-type projects, a three-tiered approach to nurturing the next generations of bicyclists is proposed.

- Ensure kids have appropriate routes to and from school.
- Provide kids with a place to ride bikes for when they are not in school.
- Provide bicycle-related education in schools.

Providing bike education in schools is a parallel effort to this plan.

Safety-Related Projects

Chapter 5 highlights that the bulk of safety concern in the Valley is perceived, which is important in the sense that perceived safety issues can be a deterrent whether justified or not. During the course of developing this plan, two issues rose to the level of resulting in specific projects.

Baseline Avenue – Sight-Distance Mitigation

Baseline Avenue between Alamo Pintado Road and SR 154 consists of two travel lanes without shoulders and a topography of rolling hills. The hills create a series of blind spots and the lack of shoulder space requires cyclists to use the travel lanes. This plan contains an aspirational project to improve Baseline Avenue for all users.

Quail Valley Road Intersection

Quail Valley Road intersects with the existing Class I path from the north through a sweeping curve in the roadway. There is currently no advance warning for motor vehicle traffic approaching the Class I crossing and the sight distance is limited due to the curve.

Cuesta Street - Signage

Cuesta Street provides a North-South connection near Santa Ynez Elementary School and the Santa Ynez Valley Charter School. Adding bicycle signage along Cuesta between Sagunto Street and Willow Street will increase the visibility of cyclists and improve the bicycle connectivity with those schools.

Alamo Pintado Avenue - Signage

Alamo Pintado Avenue passes through downtown Los Olivos, connecting to Ballard Canyon Road in the West, a popular cycling route, and Los Olivos Elementary School in the East. Adding bicycle signage on Alamo Pintado Avenue from Gaviota Street to SR 154 would formalize the route through downtown Los Olivos.

Other Improvements

A variety of other items could improve bicycling in the Valley.

The majority of the projects discussed to this point focus on school students, families, commuters, and some recreational cyclists.

Bicycle-Focused Events

Events focused on bicycling should be considered. Such events might include the following.

- Bike to school days
- Kids riding bikes in local parades
- Mayor's bike rides (Two-wheel Town Hall Meetings)
- Bike Rodeos at schools or parks

Complete Streets Policies

Jurisdictions across the country have been adopting complete streets' policies over approximately the last decade. A complete streets' policy is a policy that requires an assessment of the needs of all road users prior to undertaking any project. For instance, a project may be scheduled to resurface a portion of roadway. Prior to awarding a contract for that job, a jurisdiction with a complete streets' policy will determine if there are existing unimplemented projects, or if there are other improvements, such as changes to striping plans, the addition of signage, etc., that improve the road for all users. The policies define complete streets and project-specific checklists are used to implement the policy. An example policy and checklist are contained in Appendix A. This recommendation applies to the cities of Buellton and Solvang.

Improvements for Road Cyclists

Among road cyclists, the #1 issue expressed during the development of this plan is the poor pavement condition of the Valley's roads. The project team developed a survey to qualitatively assess what roads are important for road cyclists, and what is the current perceived pavement quality on those roads. The following table presents the results of the survey.

Table 2: Roads Important to Road Cyclists

Road (listed in order of importance)	Pavement Score (1 = poor, 3 = good)
Happy Canyon Road	1.5
Figueroa Mountain Road	1.3
Foxen Canyon Road	1.9
Zaca Station Road	2.0
Alisos Canyon Road	2.4
Roblar Avenue	2.0
Edison Street	2.2
Baseline Avenue	2.3
Ballard Canyon Road	1.3
Drum Canyon Road	1.1
Alisal Road	1.6
Alamo Pintado Road	2.5
Santa Rosa Road	1.2
Refugio Road	2.2
San Marcos Pass Road - SR 154	2.8
Mission Drive - SR 246	2.8
Calzada Avenue	2.3

The results of the survey should contribute to the selection of roads that receive pavement treatments. To be more supportive of road cycling, Caltrans and the County of Santa Barbara should work together with the Valley's cycling advocates. When roads undergo periodic maintenance projects, the implementing agency may consider minor improvements, such as changes to striping, minor shoulder improvement, or new signage that assist in improving conditions for road cyclists over time.

Public Service Announcements

Drivers often complain of cyclists' behavior and cyclists of drivers' behavior. Cyclists, most often, learn as they go while drivers are subject to a driving examination when initially obtaining a license. Public Service Announcements directed in both directions may prove useful in promoting the rights and responsibilities of all road users.

CHAPTER 7:

Implementation

The final product of this plan will be a prioritized list of bicycle projects to be considered by each of the Valley's jurisdictions. This chapter takes the perspective of each jurisdiction, highlighting those projects unique to each and defining roles in the multi-jurisdictional projects. Projects located on or along state highways would require involvement with Caltrans. Projects involving Caltrans, or more than one jurisdiction, are listed in the multijurisdictional section of the project tables. This section will focus on the prioritized major projects, the minor (Tier 3) projects, and school-related projects. This section includes projects included in past plans.

City of Buellton

Local Projects

The City of Buellton has several major projects that have been prioritized during the process of this plan. Allocating space for a bicycle pump track in River View Park is a medium-sized project within Buellton. Designating public space and facilitating the development of the bicycle track is the role of the City of Buellton.

Other local projects include creating several highway crossings and establishing routes to local schools in Buellton. The SR 246 crossing at Sycamore Drive has been identified in the Santa Ynez Valley Traffic Safety and Circulation Study[8]. The US 101 overpass crossings on Damassa Road and SR 246 are narrow for cyclists. Adding signage and sharrows increases cyclist visibility and makes crossings feel more comfortable. Multiple projects are planned within residential neighborhoods of Buellton. These projects mostly add signage and sharrow markings to the road to designate routes to cyclists, including routes to schools.

While the Santa Ynez River Trail project involves multiple jurisdictions, and the exact alignment is unknown, a key segment will likely be entirely within the Buellton city limits. This portion could be designed so that it is functional as a stand-alone segment and as part of a larger trail.

Multijurisdictional Projects

The most popular project of this plan is a multimodal trail along the Santa Ynez River to connect Buellton, Solvang and further into the Valley. This project requires coordination between Buellton, Solvang, and the County. SBCAG, as the regional planning agency, will undertake a project to consider alternative alignments for a multimodal river trail.[9]

The Jonata Park Road Path project would involve the City of Buellton and the County. The path would extend to the northern city limit before continuing into the unincorporated Santa Barbara County region and terminating at Bobcat Springs Road. The path may initially be dirt to provide a timely solution before formally building a paved path.

Table 3 displays the local, multijurisdictional, and aspirational projects for the City of Buellton.

[8] The Santa Ynez Valley Traffic Safety and Circulation study will include the SR 246 crossing at Sycamore Drive in its analysis. Upon completion, a recommendation for a re-design of the crossing will be determined. The study is managed by SBCAG.

[9] In fiscal year 2019-2020, SBCAG will oversee a Santa Ynez River Trail Alignment Study to identify feasible configurations of the trail.

Table 3: Buellton Projects and Responsibilities

Project Description	Category	Priority	Class	Previously Planned	Cost Estimate
Local Projects					
Bicycle Pump Track in River View Park	Tier 2	Yes	n/a	New	$50,000
Second Street signage/sharrows	School		III	Yes	$10,000
Via Corona signage/sharrows	School		III	Yes	$5,000
La Pita Place signage/sharrows	School		III	Yes	$5,000
Glennora Way bike lanes or bike route	Tier 3		II/III	Yes	$5,000
Odense Street signage/sharrows	Tier 3		III	Yes	$5,000
Thumbelina Drive signage/sharrows	Tier 3		III	Yes	$5,000
McMurray Road signage/sharrows	Tier 3		II/III	Yes	$10,000
Industrial Way signage/sharrows	Tier 3		III	Yes	$5,000
La Lata Drive signage/sharrows	School		III	Yes	$5,000
Sycamore Drive signage/sharrows	School		III	Yes	$10,000
Multijurisdictional Projects					
Santa Ynez River Trail - Buellton to Solvang	Tier 1	Yes	I	Yes	tbd
SR 246 bike lanes infill (east-bound)	Tier 3		II	Yes	$250,000
SR 246 crossing at Sycamore Drive	School		n/a	Yes	$600,000
Damassa Rd (US 101 crossing) Ave of Flags to McMurray signage/ sharrows	Tier 3		III	Yes	$30,000
SR 246 (US 101 crossing) signage/ sharrows	Tier 3		III	Yes	$30,000
Aspirational Projects					
Jonata Park Road Path	Tier 2		I	New	$250,000

City of Solvang

Local Projects

Within the City of Solvang, numerous projects have been proposed to improve bicycle mobility within the City and to provide connections to the existing bike network. The projects intend to allow for more comfortable bicycle trips to local places of interest including schools, parks, and shops along Mission Drive. A list of the projects relevant to the City of Solvang are included in Table 4.

Designating space for a pump cycle track in Hans Christian Andersen Park will allow for community members to establish an environment for children and families to ride bikes. Furthermore, adding signage and redesigning the south entrance gate to the park will attract users and allow for its use as a connector. Similarly, the Sunny Fields SPUR bike path will allow that park to be connected to the existing trail and allow for a through connection to the Dan Henry Bike Route on Alamo Pintado Road.

Building a multimodal trail from Alisal Road to Alamo Pintado Road would be one segment of a larger, Valley-wide trail network[10]. While the project is part of a greater plan, it would provide utility as a stand-alone project. The path would offer a direct connection to Alamo Pintado Road, allowing bicyclists to avoid difficult intersections of downtown Solvang. This project was not made a top-priority by the public and is listed as an aspirational project.

Multiple minor projects are listed throughout Solvang. These local roads have been identified due to their proximity to places of interest or main connectors though residential areas. These projects have mostly been identified as Class III Bikeways, or bike routes, with signage and sharrows to be used as appropriate.

Multijurisdictional Projects

The City of Solvang has three multijurisdictional projects in this plan. The Santa Ynez River Trail extends from Buellton to Solvang and includes the two cities and the County. It remains to be determined where exactly this trail would connect within Solvang. A second multijurisdictional project is to formalize the shoulders of SR 246 as bike lanes. This project would begin at the eastern Buellton city limits and continue to SR 154, involving the County and Solvang. Along SR 246/ Mission Drive in downtown Solvang, adding bike lanes is currently underway. The majority of the project would be formalizing the highway's shoulders as bike lanes outside of the downtown area. Finally, a third project would require coordination with Caltrans in the extension of the existing Class I path to reach Alamo Pintado Road.

[10] Depending on the alignment, this project may extend into Santa Barbara County's jurisdiction.

Table 4: Solvang Projects and Responsibilities

Project Description	Category	Priority	Class	Previously Planned	Cost Estimate
Local Projects					
Sunny Fields SPUR Bike path	Tier 1	Yes	I	Yes	$2,000,000
Bicycle Pump Tracks in Hans Christian Andersen Park	Tier 2	Yes	n/a	New	$100,000
Add bike lanes to Fjord Drive	Tier 3		II		$30,000
Oak Street signage/sharrows	Tier 3		III		$15,000
Fifth Street signage/sharrows	Tier 3/School		III		$20,000
Viborg Road signage/sharrows	Tier 3		III		$15,000
Fredensborg Canyon Road signage/sharrows	Tier 3		III		$10,000
Atterdag Road bike lanes or signage/sharrows	Tier 3/School		II/III		$5,000
Elm Street signage/sharrows	Tier 3/School		III		$5,000
Laurel Ave signage/sharrows	Tier 3/School		III		$15,000
Multijurisdictional Projects					
Santa Ynez River Trail - Buellton to Solvang	Tier 1	Yes	I	Yes	tbd
Formalize SR 246 shoulders as bike lanes - Ballard Cyn to SR 154	Tier 3		II		$100,000
Existing Class I extension to Alamo Pintado Road	Tier 1	Yes	I	Yes	$500,000
Aspirational Projects					
Alisal Rd to Alamo Pintado Rd Multimodal Trail	Tier 1		I	Yes	$1,500,000
Add signage, and new gate through Hans Christian Andersen Park	Tier 3		II/III	New	$25,000
Pine St and Old Mission Drive connector	Tier 2		I	New	$25,000

County of Santa Barbara

County Projects

In the Santa Ynez Valley, the unincorporated Santa Barbara County includes the communities of Santa Ynez, Ballard, and Los Olivos. Multiple projects have been planned in these areas, including the Santa Ynez River Trail and bike lanes on Edison Street. The Edison Street bike lanes would connect to another major project, bike lanes on Baseline Avenue. Together these projects would greatly increase connectivity in the region and allow multiple options for multimodal travel.

Medium sized projects within the County's jurisdiction include establishing bike lanes on Calzada Avenue in Santa Ynez and Grand Avenue in Los Olivos.

Other projects include various route designation and signage along popular areas with slower or limited motorized traffic. All relevant projects are included in Table 5.

Multijurisdictional Projects

Multijurisdictional projects involving the County include the Santa Ynez River Trail and the Jonata Park Road path.

Table 5: Santa Barbara County Projects and Responsibilities

Project Description	Category	Priority	Class	Previously Planned	Cost Estimate
Local Projects					
Pine St - Calzada - Santa Ynez Rd bike lanes	Tier 3/School		II	Yes	$300,000
Edison Street bike lanes	Tier 3		II	Yes	$1,000,000
Calzada Avenue bike lanes	Tier 2	Yes	II/III	New	$1,500,000
Grand Avenue in Los Olivos bike lanes or signage	Tier 2	Yes	II/III	New	$15,000 - $200,000
Samantha Drive signage	Tier 3/School		III	New	$10,000
Connect interrupted bike lanes on Alamo Pintado Rd approx. 1 mile south of Los Olivos	Tier 3		II	New	$100,000
Cuesta signage from Sagunto to Willow	Tier 3/School		III	New	$5,000
Alamo Pintado Avenue signage between Gaviota St and SR 154	Tier 3/School		III	New	$5,000
Quail Valley Road intersection improvements	Safety		n/a	New	$10,000
Multijurisdictional Projects					
Santa Ynez River Trail - Buellton to Solvang	Tier 1	Yes	I	Yes	tbd
Aspirational Projects					
Baseline Avenue bike lanes	Tier 1		II	Yes	$1,000,000
Jonata Park Road Path	Tier 2		I	New	$250,000

Regional Projects

State Highways

While this chapter highlights the political jurisdiction(s) in which each project falls it must be mentioned that the region's state highways fall under the right-of-way of the California Department of Transportation (Caltrans). Projects that involve US 101, SR 246, and SR 154 would all require coordination with Caltrans, or be undertaken solely by Caltrans. SBCAG may act as the coordinating agency for projects involving multiple jurisdictions, though the role could be served by any impacted jurisdiction.

Projects located directly on the state highway, its shoulder, or on a separate path adjacent to the roadway, are considered within the Caltrans right-of-way. A separate path, such as the multimodal trail alongside SR 246, accommodates for travel demand along the route of the state highway.

SR 246

State Route 246 acts as a main street as it traverses Buellton, Solvang and the community of Santa Ynez. Multiple key projects in this plan take place along this state route.

The Santa Ynez River Trail is anticipated to run parallel to the river, between the cities of Buellton and Solvang. As previously mentioned, the exact alignment of the trail is yet to be determined. There is a possibility the multimodal trail may be alongside SR 246 for segments of the route. Coordination with Caltrans would be required for this project.

Three significant projects in this plan occur along the state highway between Solvang and Santa Ynez. Two projects are extensions of the existing Class I path to connect to nearby infrastructure, and the third is expanding the multimodal trail to Edison Street in Santa Ynez.

In the City of Buellton, coordination with Caltrans is required to complete infill of the bike lanes on SR 246 in the eastern side of the city.

A Tier 3 project formalizing SR 246 shoulders as bike lanes from Ballard Canyon to SR 154 would be entirely within the Caltrans jurisdiction. If implemented, this project would require occasional maintenance on behalf of Caltrans to keep the bike lanes free of debris.

SR 154

This plan identifies one project along SR 154: a multimodal trail from Foxen Canyon Road near Los Olivos to Armour Ranch Road.

US 101

The US 101 runs through the city of Buellton, dividing the city in two. State Route 246 and Damassa Road provide bridge crossings over the US 101. These crossings are narrow and cause safety concern for bicyclists. These projects call for signage and/or sharrows to increase visibility and awareness for non-motorized users. Addressing these issues is the responsibility of Caltrans.

Additionally, the multimodal trail from Los Olivos to Los Alamos falls mostly along the route of the US 101. This project is currently a conceptual project and would first require a feasibility study to determine potential trail alignments. This project would require coordination with Caltrans.

The following table lists the projects falling within the jurisdiction of Caltrans.

Table 6: Regional Projects

Project Description	Category	Priority	Class	Previously Planned	Cost Estimate
Hwy 246 Projects					
Santa Ynez River Trail - Buellton to Solvang	Tier 1	Yes	I	Yes	tbd
Connect Bike Trail with Alamo Pintado Road	Tier 2	Yes	I	Yes	$500,000
Existing Class I extension to Refugio Road	Tier 2	Yes	I	New	$100,000
SR 246 Multimodal Trail - Refugio Road to Edison Street	Tier 1		I	Yes	$3,500,000
Formalize SR 246 shoulders as bike lanes - Ballard Canyon to SR 154	Tier 3		II	New	$100,000
SR 246 bike lanes infill (east-bound)	Tier 3		II	Yes	$250,000
SR 246 crossing at Sycamore Drive	School	Yes	n/a	Yes	$600,000
Hwy 101 Projects					
Multimodal Trail from Los Olivos to Los Alamos	Tier I	Yes	I	New	$10,000,000
Damassa Rd (US 101 crossing) Ave of Flags to McMurray	Tier 3		III	Yes	$30,000
SR 246 (101 crossing) signage/ sharrows	Tier 3		III	Yes	$30,000
Hwy 154 Projects					
SR 154 path from Foxen Canyon to Armour Ranch Road	Tier 1		I	Yes	$10,000,000

The implementation of this plan will require resources, both financial and staff capacity. Current resources are obligated to maintain existing infrastructure. As a result, this plan should be viewed as an aspirational plan which is typical of bicycle and pedestrian plans. Implementation of any project will require resources beyond what is currently available.

Funding Sources

Once a project is planned, it must then be funded. Several funding sources exist to help jurisdictions raise the necessary funds for project implementation.

Active Transportation Program

The Active Transportation Program (ATP) is a state source of funds for bicycle and pedestrian projects. The ATP was signed into legislation in 2013 with the aim of increasing the proportion of trips done by foot or bicycle. The program consolidates multiple programs including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and the State Safe Routes to School (SR2S) program. The ATP is funded by approximately $129 million annually from various state and federal sources. Of these funds, 40% is distributed to urban areas with populations greater than 200,000. The remaining portion is awarded to projects on a competitive statewide basis, with 10% reserved for small urban and rural regions.

Measure A

Measure A is a ½ cent sales tax measure for transportation that was approved by 79% of Santa Barbara County voters in 2008. During its 30-year lifespan, Measure A will provide over $1 Billion in transportation funding for the Santa Barbara region. Of these funds, an estimated $341 Million will be allocated towards Local Street and Transportation Improvement (LSTI) projects in the North County on an annual basis[11].

Each jurisdiction must spend a minimum of their LSTI allocation on alternative transportation projects. Each jurisdiction's alternative transportation minimum percentage, along with the estimated dollar amount for Fiscal Year 19-20, are as follows:

City of Buellton 5% ($18,000)
City of Solvang 15% ($57,450)
County of Santa Barbara 10% ($50,000)[12]

Eligible LSTI projects that fall under the category of alternative transportation include the maintenance and construction of bicycle facilities, and Safe Routes to School improvements, as well as transit projects or support. Measure A's LSTI funds are an existing funding source available to implement projects highlighted in this plan.

Staff Capacity

Municipal staffs are frequently expected to perform more tasks than time allows, with what may be deemed lower priority work taking a backseat to more pressing needs. Projects that are still in the planning phase typically fall into the category of not being pressing needs. Local leadership can assist in advancing projects by ensuring sufficient resources are provided.

.

[11] North County includes the jurisdictions of Buellton, Guadalupe, Lompoc, Santa Maria, Solvang and the Unincorporated North County area. Funds are allocated to each jurisdiction based on population formula.

[12] The actual value is higher, though it is for the entirety of the unincorporated North County. The value given is what is available in the Santa Ynez Valley.

CHAPTER 8:

Conclusion

For the first time the Santa Ynez Valley was considered one geographic region for the purpose of preparing a bicycle master plan. Political boundaries are not a concern of bicyclists; they are concerned with connectivity and safety. This plan identifies improvements large and small for transitioning the Valley to a place for people of all ages and abilities to ride a bike.

Throughout the planning process the needs of three separate types of bicyclists were considered, and improvements have been identified to make the Valley a better place to bicycle for each.

Children

Kids learn to ride a bike—it's a rite of passage—but without safe places to ride a bike they eventually stop riding. This plan identifies safety improvements for connecting kids to schools and also proposes bicycle pump tracks to provide a safe place for kids to ride away from motor vehicle traffic.

Commuters / Casual Recreational Bicyclists

This group can be described as those that prefer to not stray too far from a bike path or a bike lane. Perceived safety is a big concern for this group. The plan identifies numerous improvements to address bike network connectivity and perceived safety.

Road Cyclists

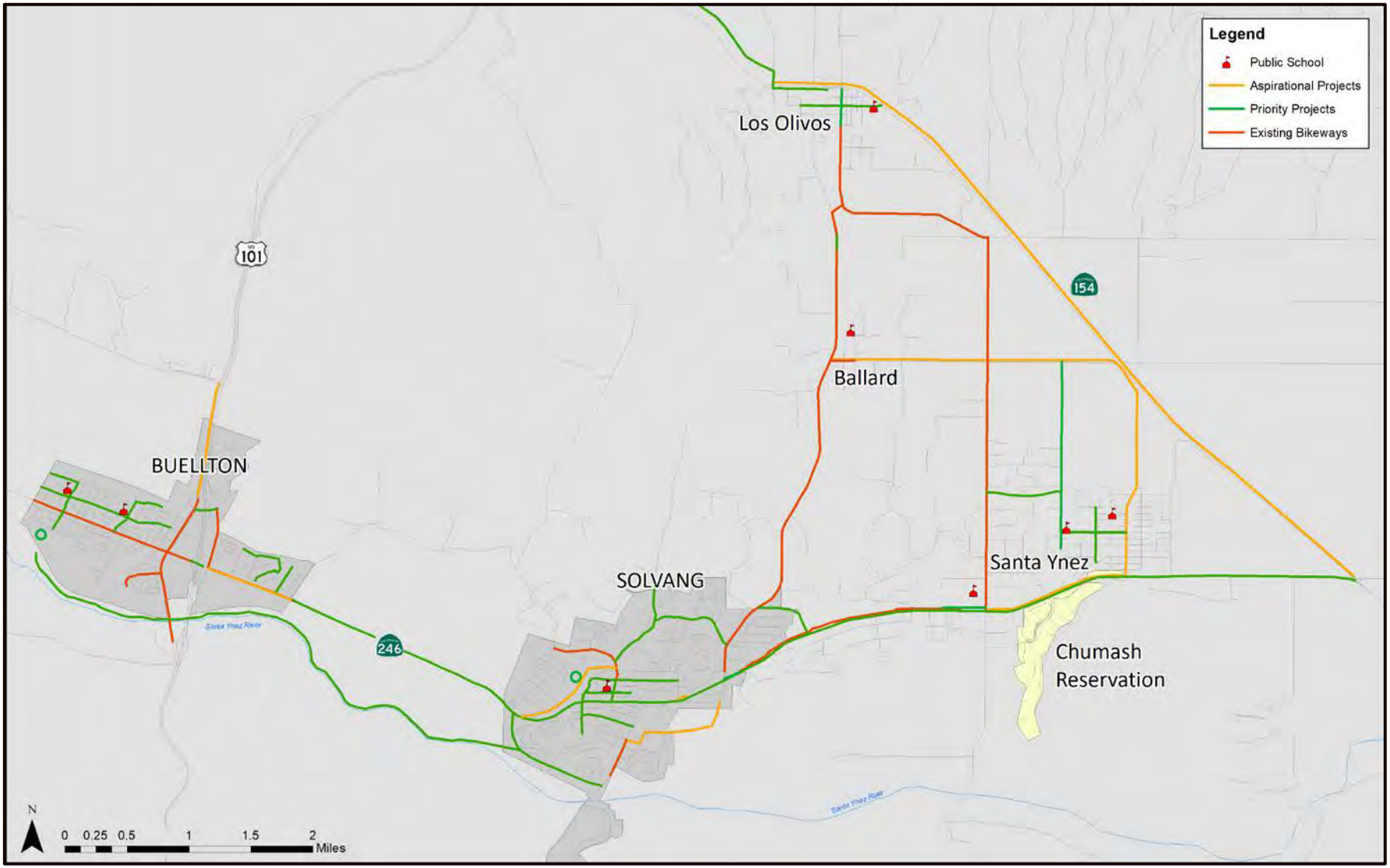
Road cyclists can be found on nearly every road in the Valley and they typically appreciate the difference between actual and perceived safety. They largely seek decent pavement conditions and safety. This plan identifies roads of importance to cyclists and asks that the needs of cyclists are included in maintenance decisions.

The process undertaken to develop this plan brought together a broad cross-section of individuals and interests. The proposed projects represent the priorities identified through the process. Developing a plan, while not necessarily a simple task in itself, is the easy part when compared to implementing the projects. The responsibility now shifts from the planning team to the jurisdictions involved. The public must continue to play a major role by staying engaged and encouraging their local elected leaders to work on implementing the plan.

Some plans provide a long list of projects leaving those responsible at a loss for where to begin. This plan seeks to solve that problem by prioritizing the recommended projects and defining responsibility. It is now the responsibility of the Valley's jurisdictions to implement the plan. Through this process we have learned that improving conditions for bicyclists is a priority, and we know that progress is incremental and slow, but it is even slower if we are not working on it.

Public involvement with the development of this plan was excellent. Planners frequently struggle to engage people in planning processes. This planning process did not experience that struggle; people were excited to participate. The public identified many issues to address and then prioritized which issues they would like to see addressed first. A larger list of potential projects was considered than what made the priority thresholds. In sum, if all projects were implemented the Valley would become connected for bicyclists and the perception of unsafe conditions would be mitigated. Figure 9 provides a representation of the full build out. While no one expects the full buildout to occur during the life of this plan, the priority projects and minor improvements included provide for a step in the right direction – a big step towards a connected Valley for bicycling.

Figure 9: Aspirational Bicycle Network



Appendix A

Appendix A: Sample Complete Streets Policy

New Jersey Department of Transportation Complete Streets Policy

DEPARTMENT OF TRANSPORTATION
POLICY

Policy No. 703 Supersedes: 703 dated 8/7/89
Page 1 of 3

SUBJECT: Complete Streets Policy	Effective Date: 12/03/2009	Commissioner Approval: Sponsor Approval: Robert Miller Contact Telephone #: 530-3855

I. PURPOSE

To create and implement a Complete Streets Policy in New Jersey through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities within public rights of way that are federally or state funded, including projects processed or administered through the Department's Capital Program.

II. DEFINITIONS

A Complete Street is defined as means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

III. BACKGROUND

The benefits of Complete Streets are many and varied:

- Complete Streets improve safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free.
- Provide connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities.
- Promote healthy lifestyles.
- Create more livable communities.
- Reduce traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions.
- Complete Streets make fiscal sense by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

IV. POLICY

The New Jersey Department of Transportation shall implement a Complete Streets policy though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. This includes all projects funded through the Department's Capital Program. The Department strongly encourages the adoption of similar policies by regional and local jurisdictions who apply for funding through Local Aid programs.

DEPARTMENT OF TRANSPORTATION
POLICY

Policy No. 703
Page 2 of 3

SUBJECT: NJDOT Complete Streets Policy	Effective Date: 12/03/2009

1. Create a comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.

2. Provide safe and accessible accommodations for existing and future pedestrian, bicycle and transit facilities.

3. Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalks curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable.

4. Additionally, in rural areas, paved shoulders or a multi-use path shall be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders provide safety and operational advantages for all road users. Shoulder rumble strips are not recommended when used by bicyclists, unless there is a minimum clear path of four feet in which a bicycle may safely operate. If there is evidence of heavy pedestrian usage then sidewalks shall be considered in the project.

5. Establish a procedure to evaluate resurfacing projects for complete streets inclusion according to length of project, local support, environmental constraints, right-of-way limitations, funding resources and bicycle and/or pedestrian compatibility.

6. Transportation facilities are long-term investments that shall anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

7. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.

8. Design bicycle and pedestrian facilities to the best currently available standards and practices including the New Jersey Roadway Design Manual, the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.

9. Research, develop and support new technologies in improving safety and mobility.

10. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects as outlined in NJDOT Policy #705 – Accommodating Pedestrian and Bicycle Traffic During Construction.

11. Improvements should also consider connections for Safe Routes to Schools, Safe Routes to Transit, Transit Villages, trail crossings and areas or population groups with limited transportation options.

12. Establish an incentive within the Local Aid Program for municipalities and counties to develop and implement a Complete Streets policy.

13. Improvements must comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community.

14. Implement training for Engineers and Planners on Bicycle/Pedestrian/Transit policies and integration of non-motorized travel options into transportation systems.

15. Establish Performance Measures to gauge success.

V. EXEMPTIONS

Exemptions to the Complete Streets policy must be presented for final decision to the Capital Program Screening Committee in writing by the appropriate Assistant Commissioner and documented with supporting data that indicates the reason for the decision and are limited to the following:

1) Non-motorized users are prohibited on the roadway.
2) Scarcity of population, travel and attractors, both existing and future, indicate an absence of need for such accommodations.
3) Detrimental environmental or social impacts outweigh the need for these accommodations.
4) Cost of accommodations is excessively disproportionate to cost of project, more than twenty percent (20%) of total cost.
5) The safety or timing of a project is compromised by the inclusion of Complete Streets.

An exemption other than those listed above must be documented with supporting data and must be approved by the Capital Program Committee along with written approval by the Commissioner of Transportation.

VI. AUTHORITY

N.J.S.A. Title 27

New Jersey Department of Transportation Complete Streets Checklist

Background

The New Jersey Department of Transportation's Complete Streets Policy promotes a "comprehensive, integrated, connected multi-modal network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers." The policy calls for the establishment of a checklist to address pedestrian, bicyclist and transit accommodations "with the presumption that they shall be included in each project unless supporting documentation against inclusion is provided and found to be justifiable."

Complete Streets Checklist

The following checklist is an accompaniment to NJDOT's Complete Streets Policy and has been developed to assist Project Managers and designers develop proposed alternatives in adherence to the policy. Being in compliance with the policy means that Project Managers and designers plan for, design, and construct all transportation projects to provide appropriate accommodation for bicyclists, pedestrians, and transit users on New Jersey's roadways, in addition to those provided for motorists. It includes people of all ages and abilities. The checklist applies to all NJDOT projects that undergo the Capital Project Delivery (CPD) Process and is intended for use on projects during the earliest stages of the Concept Development or Preliminary Engineering Phase so that any pedestrian or bicycle considerations are included in the project budget. The Project Manager is responsible for completing the checklist and must work with the Designer to ensure that the checklist has been completed prior to advancement of a project to Final Design.

Using the Complete Streets Checklist

The Complete Streets Checklist is a tool to be used by Project Managers and designers throughout Concept Development and Preliminary Engineering to ensure that all developed alternatives reflect compliance with the Policy. When completing the checklist, a brief description is required for each "**Item to be Addressed**" as a means to document that the item has been considered and can include supporting documentation.

NJDOT Complete Streets Checklist

CONCEPT DEVELOPMENT CHECKLIST

Instructions:
For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
Existing Bicycle, Pedestrian and Transit Accommodations	Are there accommodations for bicyclists, pedestrians (including ADA compliance) and transit users included on or crossing the current facility? **Examples include (but are not limited to):** Sidewalks, public seating, bike racks, and transit shelters	☐	☐	☐	
Existing Bicycle and Pedestrian Operations	Has the existing bicycle and pedestrian suitability or level of service on the current transportation facility been identified?	☐	☐	☐	
	Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections and lighting been identified?	☐	☐	☐	
	Do bicyclists/pedestrians regularly use the transportation facility for commuting or recreation?	☐	☐	☐	
	Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility?	☐	☐	☐	
	Is there a higher than normal incidence of bicyclist/pedestrian crashes within the study area?	☐	☐	☐	
	Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime crossing been collected/provided?	☐	☐	☐	

NJDOT Complete Streets Checklist

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
Existing Transit Operations	Are there existing transit facilities within the study area, including bus and train stops/stations?	☐	☐	☐	
	Is the transportation facility on a transit route?	☐	☐	☐	
	Is the transportation facility within two miles of "park and ride" or "kiss and go" lots?	☐	☐	☐	
	Are there existing or proposed bicycle racks, shelters, or parking available at these lots or transit stations? Are there bike racks on buses that travel along the facility?	☐	☐	☐	
Existing Motor Vehicle Operations	Are there existing concerns within the study area, regarding motor vehicle safety, traffic volumes/congestion or access?	☐	☐	☐	
Existing Truck/Freight Operations	Are there existing concerns within the study area, regarding truck/freight safety, volumes, or access?	☐	☐	☐	
Existing Access and Mobility	Are there any existing access or mobility considerations, including ADA compliance?	☐	☐	☐	
	Are there any schools, hospitals, senior care facilities, educational buildings, community centers, residences or businesses of persons with disabilities within or proximate to the study area?	☐	☐	☐	
Land Usage	Have you identified the predominant land uses and densities within the study area, including any historic districts or special zoning districts?	☐	☐	☐	
	Is the transportation facility in a high-density land use area that has pedestrian/bicycle/motor vehicle and transit traffic?	☐	☐	☐	

NJDOT Complete Streets Checklist

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
Major Sites	Have you identified the major sites, destinations, and trip generators within or proximate to the study area, including prominent landmarks, employment centers, recreation, commercial, cultural and civic institutions, and public spaces?	☐	☐	☐	
Existing Streetscape	Are there existing street trees, planters, buffer strips, or other environmental enhancements such as drainage swales within the study area?	☐	☐	☐	
Existing Plans	Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area? **Examples include (but are not limited to):** • SRTS Travel Plans • Municipal or County Master or Redevelopment Plan • Local, County and Statewide Bicycle and Pedestrian Plans • Sidewalk Inventories • MPO Transportation Plan • NJDOT Designated Transit Village	☐	☐	☐	

PROJECT MANAGER SIGN-OFF

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The Preliminary Preferred Alternative (PPA) accommodates bicyclists and pedestrians as set forth in the New Jersey Department of Transportation's Complete Streets Policy.	☐	☐	

PRELIMINARY ENGINEERING CHECKLIST

Instructions:

For each box checked, please provide a brief description for how the item is addressed, not addressed or not applicable and include documentation to support your answer.

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
Bicyclist, Pedestrian, and Transit Accommodations	Does the proposed project design include accommodations for bicyclists? **Examples include (but are not limited to):** **Bicycle facilities**: bicycle path; bicycle lane; bicycle route; bicycle boulevard; wide outside lanes or improved shoulders; bicycle actuation at signals (loop detectors and stencil or other means); signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities; bicycle safe inlet grates **Bicycle amenities**: Call boxes (for trail or bridge projects); drinking fountains (also for trail projects); secure long term bicycle parking (e.g., for commuters and residents); and secure short term bicycle parking.	☐	☐	☐	
	Does the proposed project design address accommodations for pedestrians? **Examples include (but are not limited to):** **Pedestrian facilities**: Sidewalks (preferably on both sides of the street); mid-block crosswalks; striped crosswalks; geometric modifications to reduce crossing distances such as curb extensions (bulb-outs); pedestrian-actuated traffic signals such as High Intensity Activated Crosswalk Beacons, Rapid Rectangular Flashing Beacons; dedicated pedestrian phase; pedestrian signal heads and pushbuttons;	☐	☐	☐	

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
	pedestrian signs for crossing and wayfinding, lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; in-road warning lights; pedestrian safety fencing; pedestrian detection system; pedestrian overpass/underpass; and median safety islands for roadways with (two or more traffic lanes in each direction). **Pedestrian amenities:** Shade trees; public seating; drinking fountains				
	Have you coordinated with the corresponding transit authority to accommodate transit users in the project design? **Transit facilities**: Transit shelters, bus turnouts **Transit amenities:** public seating, signage, maps, schedules, trash and recycling receptacles	☐	☐	☐	
Bicyclist and Pedestrian Operations	Does the proposed design consider the desired future bicyclist and walking conditions within the project area including safety, volumes, comfort and convenience of movement, important walking and/or bicycling connections, and the quality of the walking environment and/or availability of bicycle parking?	☐	☐	☐	
Transit Operations	Does the proposed design address the desired/anticipated future transit conditions within the project area, including bus routes and operations and transit station access support transit usage and users?	☐	☐	☐	

NJDOT Complete Streets Checklist

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
Motor Vehicle Operations	Does the proposed design address the desired future motor vehicle conditions within the project area, including volumes, access, important motor vehicle connections, appropriateness of motor vehicle traffic to the particular street (e.g., local versus through traffic) and the reduction of the negative impacts of motor vehicle traffic?	☐	☐	☐	
Truck/Freight Operations	Does the proposed design address the desired future truck conditions within the project area, including truck routes, volumes, access, mobility and the reduction of the negative impacts of truck traffic?	☐	☐	☐	
Access and Mobility	Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance? **Examples include (but are not limited to):** Curb ramps, including detectable warning surface; accessible signal actuation; adequate sidewalk or paved path (length & width or linear feet); acceptable slope and cross-slope (particularly for driveway ramps over sidewalks, over crossings and trails); and adequate green signal crossing time	☐	☐	☐	
Land Usage	Is the proposed design compatible with the predominant land uses and densities within the project area, including any historic districts or special zoning districts?	☐	☐	☐	
Major Sites	Can the proposed design support the major sites, destinations, and trip generators within or proximate to the project area, including prominent landmarks, *commercial*, cultural and civic institutions, and public spaces?	☐	☐	☐	

NJDOT Complete Streets Checklist

Item to be Addressed	Checklist Consideration	YES	NO	N/A	Required Description
Streetscape	Does the proposed design include landscaping, street trees, planters, buffer strips, or other environmental enhancements such as drainage swales?	☐	☐	☐	
Design Standards or Guidelines	Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities? **Examples include (but are not limited to):** American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide;* New Jersey Department of Transportation (NJDOT) - *Bicycle Compatible Roadways & Bikeways Planning and Design Guidelines, Pedestrian Planning and Design Guidelines.*	☐	☐	☐	

PROJECT MANAGER SIGN-OFF

Statement of Compliance	YES	NO	If NO, Please Describe Why (refer to Exemptions Clause)
The Approved Project Plan (APP) accommodates bicyclists and pedestrians as set forth in the New Jersey Department of Transportation's Complete Streets Policy.	☐	☐	

Appendix B

Appendix B: Public Process

Public Workshops

Workshop Flyers

A similar flyer was developed and distributed in advance of the second round of Public Workshops held on March 12th and 13th in Solvang and Buellton, respectively.

Public Workshop Series 1

SANTA YNEZ VALLEY BICYCLE MASTER PLAN

Public Workshop

October 23 – Solvang • October 24 – Buellton

Please sign in:

NAME	Email (if you would like notice of future meetings)
KENT YANKEE	
Sally Sierra	
STUART GILDRED	
Simon Sweeney	
Frankie Mecano	
Gary Douville	
Sam Masson	

Page 1 of 2

SANTA YNEZ VALLEY BICYCLE MASTER PLAN

Public Workshop

October 23 – Solvang • October 24 – Buellton

Please sign in:

NAME	Email (if you would like notice of future meetings)
TRACY Beaven	
Ed France	
Joyce Millikan	
Greg Millikan	
Christy Nordgren	
Kirk Nordgren	

Page 2 of 2

SANTA YNEZ VALLEY BICYCLE MASTER PLAN

Public Workshop

October 23 – Solvang • October 24 – Buellton

Please sign in:

NAME	Email (if you would like notice of future meetings)
Harvey Sparkes	[redacted]
James Snodgrass	
Corey Evans	
Terri Parsons	
Eileen Loe	
Sam Sweetland	
Matt Nathan	
Mark Friedlander	
Matt Vanderlinden	

Page 1 of 3

SANTA YNEZ VALLEY BICYCLE MASTER PLAN

Public Workshop

October 23 – Solvang • October 24 – Buellton

Please sign in:

NAME	Email (if you would like notice of future meetings)
Steven Berg	[redacted]
[illegible]	
Sabine Ovesen	
David Ovesen	
Joan Hartmann	
Sam Cohen	
Alberto Delgado	
Sitting/ S[illegible]	
Bruce Wagner	

Page 2 of 3

SANTA YNEZ VALLEY BICYCLE MASTER PLAN

Public Workshop

October 23 – Solvang • October 24 – Buellton

Please sign in:

NAME	Email (if you would like notice of future meetings)
Michael Hecker	[redacted]
Margaret (Margo) Coleman	
Chip Wullbrandt	

Page 3 of 3

Public Workshop Series 2

SANTA YNEZ VALLEY BICYCLE MASTER PLAN

Public Workshop

March 12 – Solvang • March 13 – Buellton

Please sign in:

NAME	Email (if you would like notice of future meetings)
Sam Cohen	[redacted]
Abraham Cohen	
Kirk Nordgren	
RANDY ARNTSON	
Terri Persons	
Bonnie Hall	
Jarian Hall	
STEVEN FRITZ	
KENT YANKEE	

Page 1 of 4

SANTA YNEZ VALLEY BICYCLE MASTER PLAN

Public Workshop

March 12 – Solvang • March 13 – Buellton

Please sign in:

NAME	Email (if you would like notice of future meetings)
ANDREW ECONOMON	[redacted]
IRMA TUCKER	
JIM SOBEL	
Holly Sierra	
SAM MASSON	
Mike Hecker	
Judith Dale	
Faith Dieter	
Christy Nordgren	

Page 2 of 4

Jeff Thomson	[redacted]
Gina Tesdahl	
Aileen Loe	

Page 3 of 4

Chantal Cloutier	[redacted]
Dominic Keen	[redacted]
	[redacted]
	[redacted]
	[redacted]
	[redacted]
	[redacted]

Page 4 of 4

SANTA YNEZ VALLEY BICYCLE MASTER PLAN

Public Workshop

March 12 – Solvang • March 13 – Buellton

Please sign in:

NAME	Email (if you would like notice of future meetings)
Mike Becker	[redacted]
Gary Smart	[redacted]
Michael Hecker	[redacted]
Sarah Kristner	[redacted]
Sabine Ovesen	[redacted]
David Ovesen	[redacted]
Steven Roog	[redacted]
Darryl Schel	[redacted]
Meighan Dietenhofer	[redacted]

Page 1 of 3

SANTA YNEZ VALLEY BICYCLE MASTER PLAN

Public Workshop

March 12 – Solvang • March 13 – Buellton

Please sign in:

NAME	Email (if you would like notice of future meetings)
Jared Carvalho	[redacted]
Jane Faulkner	[redacted]
Kai Theil	[redacted]
Daniel Schneider	[redacted]
James Sanchez	[redacted]
Michael Larmer	[redacted]
Aaron Waite	[redacted]
Roger Wolin	[redacted]
Marianne Wolin	[redacted]

Page 2 of 3

STUART GILDRED	[redacted]
Bridget Elliott	
[illegible]	
MATT VANDERLINDEN	

Page 3 of 3

Public Survey Results

RESULTS

Santa Ynez Valley Bicycle Master Plan: Public Survey

Based on 21 respondents, answers are as follows:

1) I live in...

Buellton	5	24%
Solvang	9	43%
Los Olivos	2	10%
Santa Ynez	2	10%
Other Santa Ynez Valley	1	5%
Not in the Santa Ynez Valley	2	10%

2) I currently, in the Santa Ynez Valley,...

Ride a bike frequently	13	62%
Ride a bike sometimes	7	33%
Don't ride a bike	1	5%

3) If you ride a bike, do you ride for...

Recreation / exercise	4	19%
Utilitarian purposes (commuting, going somewhere)	0	0%
A bit of both	16	76%
N/A	1	5%

4) If you don't ride a bike in the Santa Ynez Valley, why not?

Too dangerous	1	5%
Too hilly	0	0%
No bike lanes/routes to where I want to go	1	5%
Not interested in riding a bike	1	5%
Other_____	0	0%
N/A	18	86%

5) Do you think it is safe to ride a bike in the Santa Ynez Valley?

Yes	10	48%
No	6	29%
Neither/ no answer	5	24%

6) Do you feel the Santa Ynez Valley does a good job accommodating bicyclists?

Yes	5	24%
No	12	57%
Neither/no answer	4	19%

7) Do you feel there are safe places for kids to ride bikes in the Santa Ynez Valley?

Yes	4	19%
No	15	71%
No answer	2	10%

8) Should it be a goal to improve the accommodation for bicyclists in the Santa Ynez Valley?

Yes	18	86%
No	1	5%
No answer/ other	2	10%

9) Do you feel bicyclists contribute positively to the local area?

Yes	17	81%
No	1	5%
No answer/other	3	14%

10) If you would like to receive notice of future opportunities to contribute to this process, please provide your email address.

_____

11) Please use the space below to describe any specific projects you would like to see implemented or tell us anything else we should know. You are also welcome to grab a business card and contact the project team directly to discuss issues that are important to you.

Individual responses:

This survey was completed by members of the public who attended Public Workshop Series 1, held in Buellton and Solvang in October 2018.

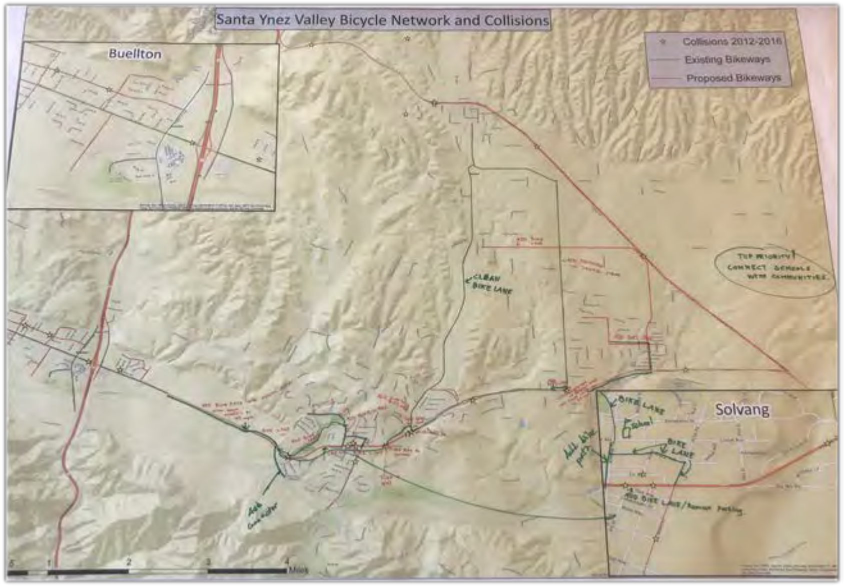
Steering Committee Survey Results

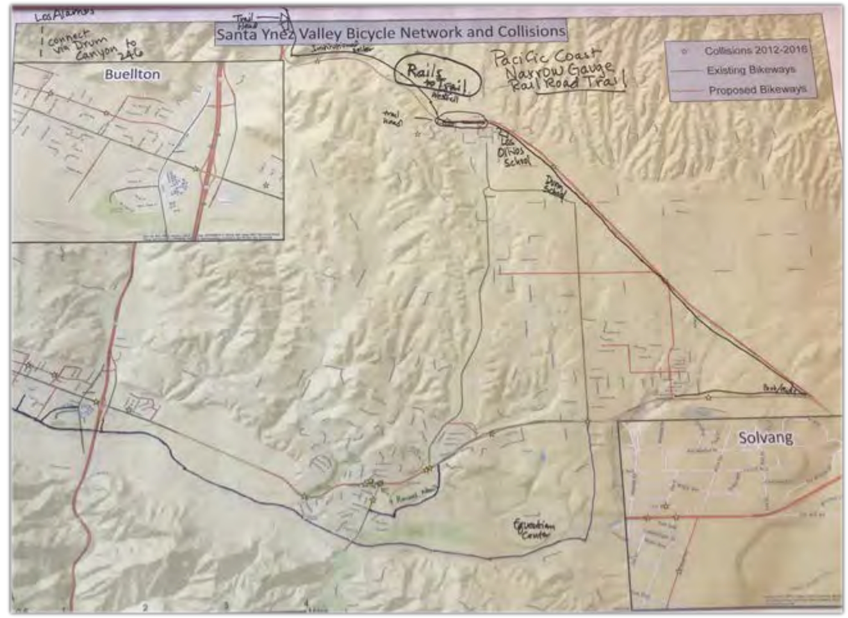
This plan was guided by a steering committee, consisting of fourteen members representing local stakeholder groups. The respondents represent the Santa Ynez Valley Chamber of Commerce, local businesses, YMCA, Santa Ynez Band of Chumash Indians, bicycle tourism and training companies, and local school districts.

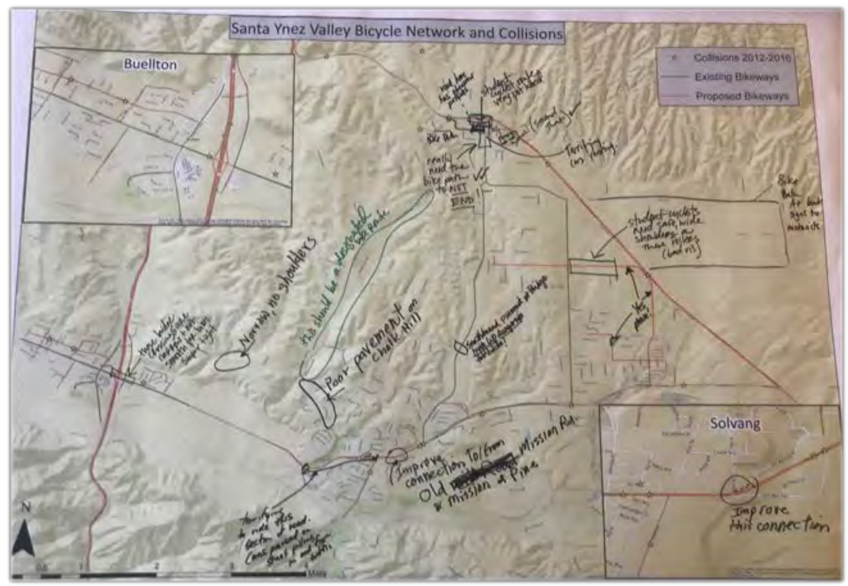
Of the fourteen respondents, five felt the Santa Ynez Valley was a safe place to ride a bicycle. All fourteen participants responded that bicyclists contribute positively to the area, and that it should be a goal to accommodate for bicyclists in the Valley.

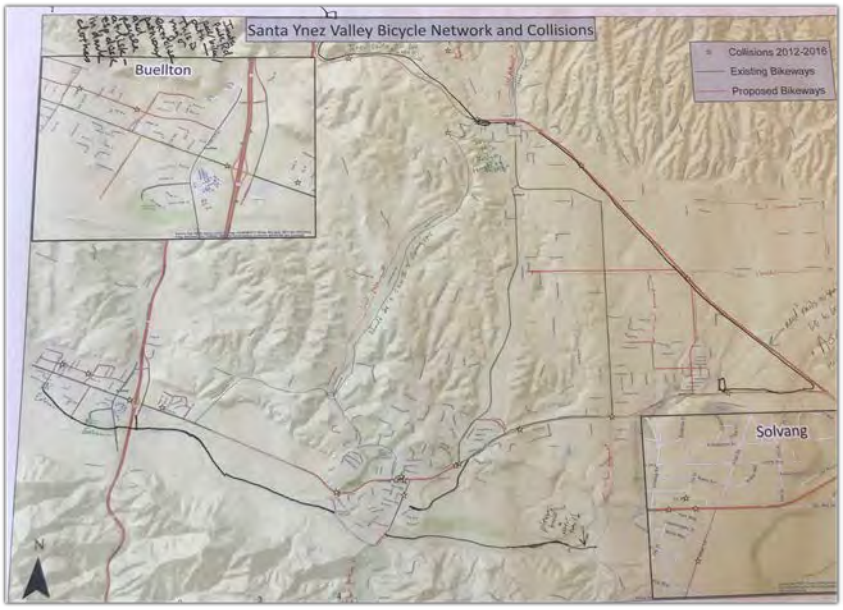
The survey provided an opportunity for stakeholders to provide open-ended feedback or input on the plan. Stakeholders were given the opportunity to provide ideas for projects and discuss any issues directly with the planning staff. The comments received were incorporated into the development of this plan.

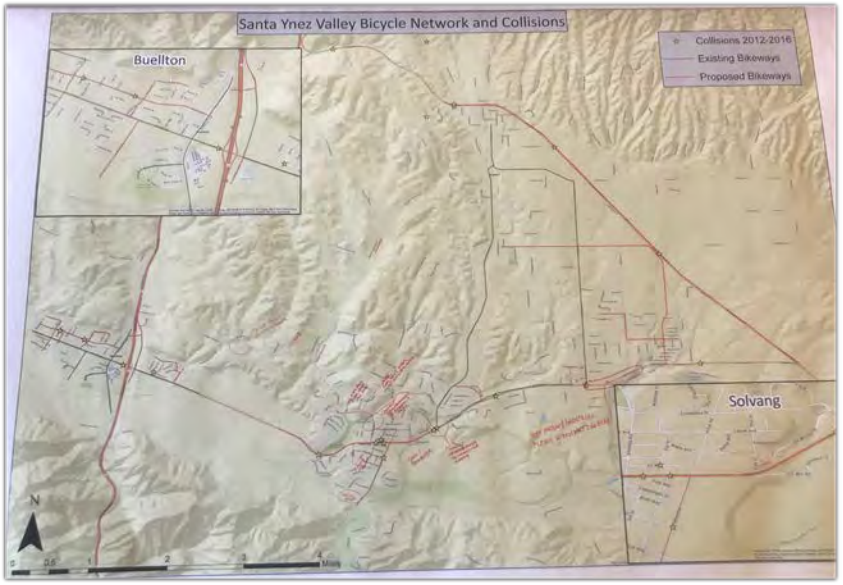
Map-drawing Exercise



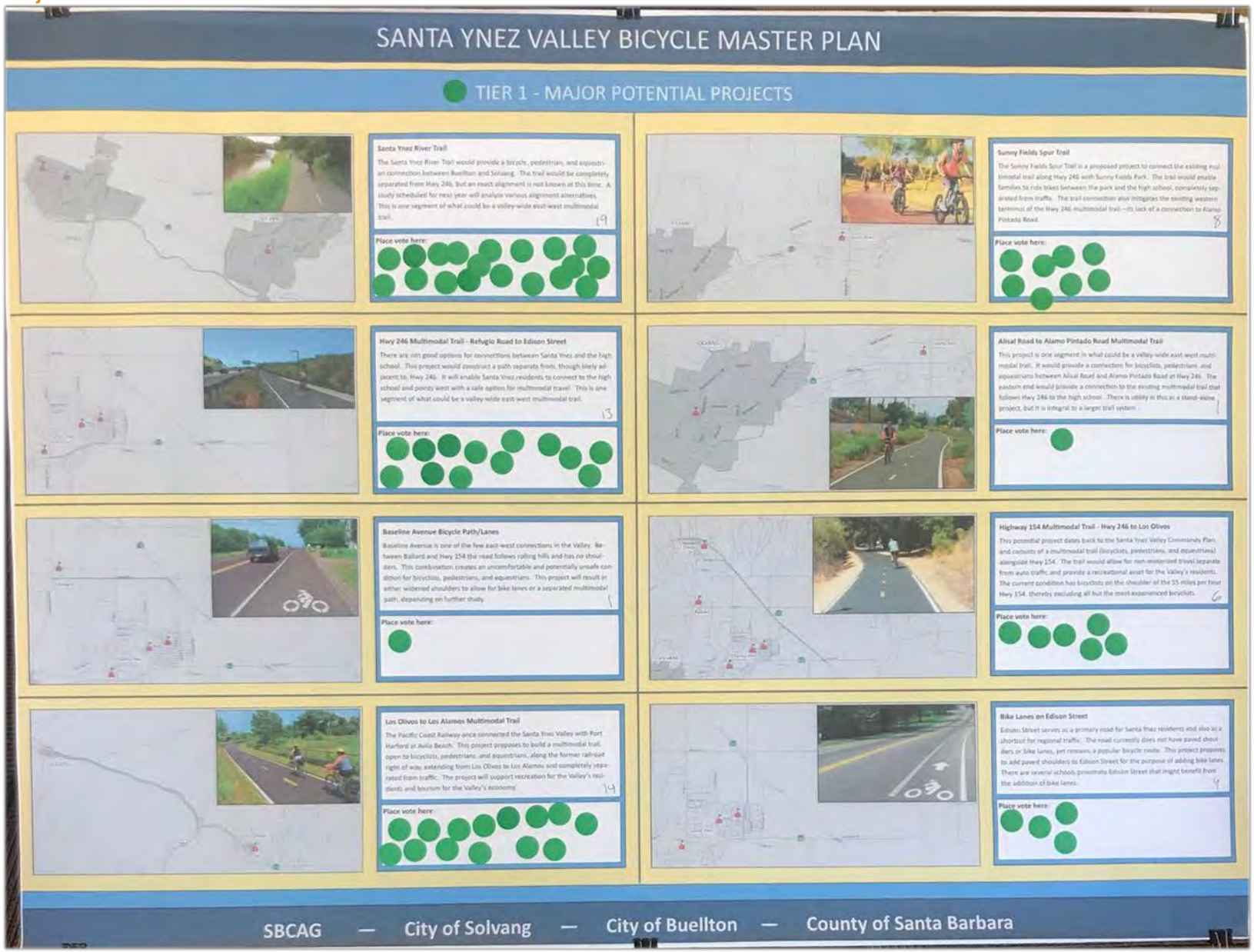


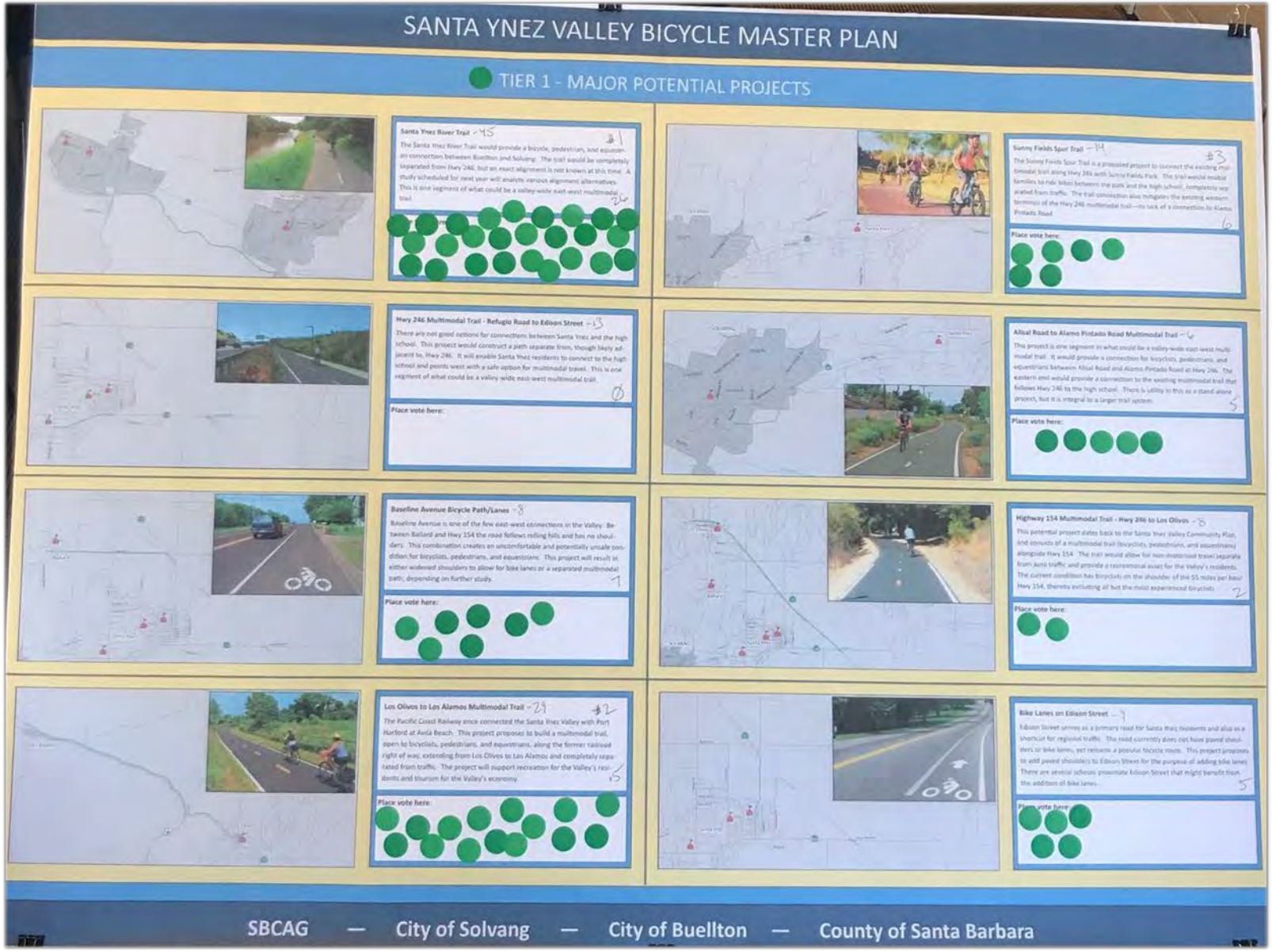


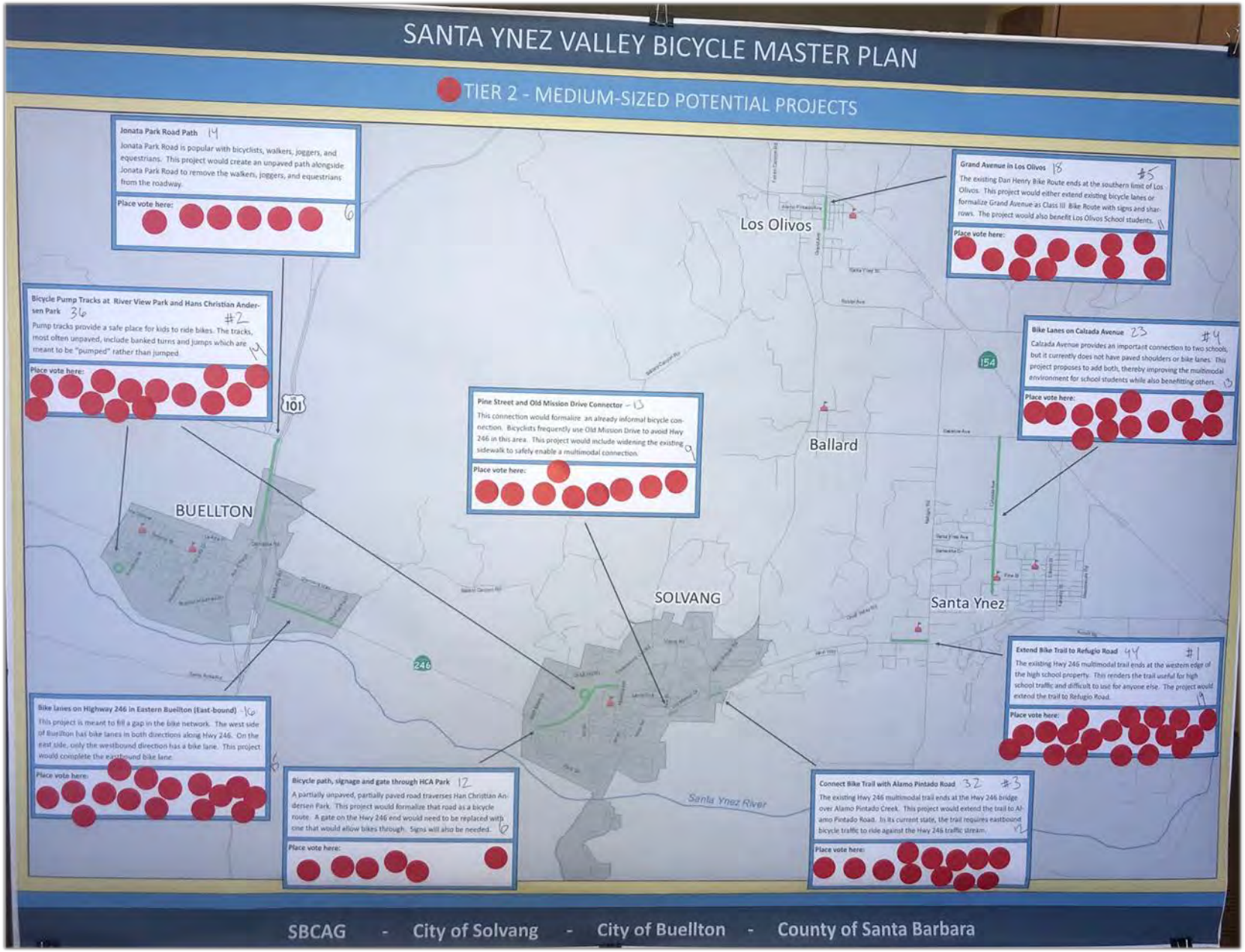

Santa Ynez Valley Bicycle Network and Collisions
Buellton
Solvang
Collisions 2012-2016
Existing Bikeways
Proposed Bikeways
N

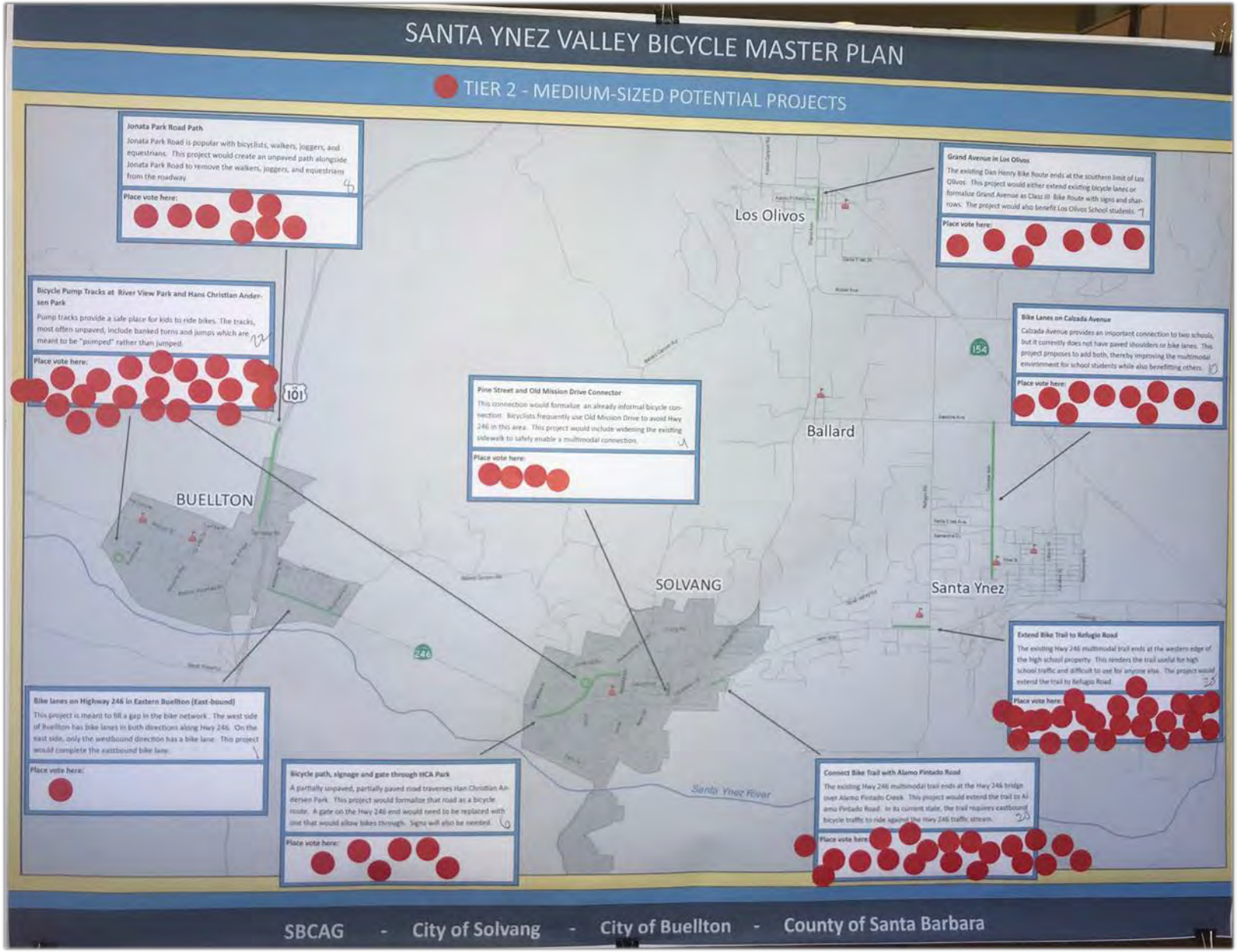

Santa Ynez Valley Bicycle Network and Collisions
Buellton
Solvang
Collisions 2012-2016
Existing Bikeways
Proposed Bikeways
N

Project Prioritization Posters




SANTA YNEZ VALLEY BICYCLE MASTER PLAN
TIER 1 - MAJOR POTENTIAL PROJECTS
Santa Ynez River Trail - 45
#1
The Santa Ynez River Trail would provide a bicycle, pedestrian, and equestrian connection between Buellton and Solvang. The trail would be completely separated from Hwy 246, but an exact alignment is not known at this time. A study scheduled for next year will analyze various alignment alternatives. This is one segment of what could be a valley-wide east-west multimodal trail.
24
Sunny Fields Spur Trail - 14
#3
The Sunny Fields Spur Trail is a proposed project to connect the existing multimodal trail along Hwy 246 with Sunny Fields Park. The trail would enable families to ride bikes between the park and the high school, completely separated from traffic. The trail connection also mitigates the existing western terminus of the Hwy 246 multimodal trail—its lack of a connection to Alamo Pintado Road.
6
Place vote here:
Hwy 246 Multimodal Trail - Refugio Road to Edison Street - 13
There are not good options for connections between Santa Ynez and the high school. This project would construct a path separate from, though likely adjacent to, Hwy 246. It will enable Santa Ynez residents to connect to the high school and points west with a safe option for multimodal travel. This is one segment of what could be a valley-wide east-west multimodal trail.
0
Place vote here:
Alisal Road to Alamo Pintado Road Multimodal Trail - 6
This project is one segment in what could be a valley-wide east-west multimodal trail. It would provide a connection for bicyclists, pedestrians, and equestrians between Alisal Road and Alamo Pintado Road at Hwy 246. The eastern end would provide a connection to the existing multimodal trail that follows Hwy 246 to the high school. There is utility in this as a stand-alone project, but it is integral to a larger trail system.
5
Place vote here:
Baseline Avenue Bicycle Path/Lanes - 8
Baseline Avenue is one of the few east-west connections in the Valley. Between Ballard and Hwy 154 the road follows rolling hills and has no shoulders. This combination creates an uncomfortable and potentially unsafe condition for bicyclists, pedestrians, and equestrians. This project will result in either widened shoulders to allow for bike lanes or a separated multimodal path, depending on further study.
7
Place vote here:
Highway 154 Multimodal Trail - Hwy 246 to Los Olivos - 8
This potential project dates back to the Santa Ynez Valley Community Plan and consists of a multimodal trail (bicyclists, pedestrians, and equestrians) alongside Hwy 154. The trail would allow for non-motorized travel separate from auto traffic and provide a recreational asset for the Valley's residents. The current condition has bicyclists on the shoulder of the 55 miles per hour Hwy 154, thereby excluding all but the most experienced bicyclists.
2
Place vote here:
Los Olivos to Los Alamos Multimodal Trail - 29
#2
The Pacific Coast Railway once connected the Santa Ynez Valley with Port Harford at Avila Beach. This project proposes to build a multimodal trail, open to bicyclists, pedestrians, and equestrians, along the former railroad right of way, extending from Los Olivos to Los Alamos and completely separated from traffic. The project will support recreation for the Valley's residents and tourism for the Valley's economy.
15
Place vote here:
Bike Lanes on Edison Street - 7
Edison Street serves as a primary road for Santa Ynez residents and also as a shortcut for regional traffic. The road currently does not have paved shoulders or bike lanes, yet remains a popular bicycle route. This project proposes to add paved shoulders to Edison Street for the purpose of adding bike lanes. There are several schools proximate Edison Street that might benefit from the addition of bike lanes.
5
Place vote here:
SBCAG — City of Solvang — City of Buellton — County of Santa Barbara


SANTA YNEZ VALLEY BICYCLE MASTER PLAN
TIER 2 - MEDIUM-SIZED POTENTIAL PROJECTS
Jonata Park Road Path 14
Jonata Park Road is popular with bicyclists, walkers, joggers, and equestrians. This project would create an unpaved path alongside Jonata Park Road to remove the walkers, joggers, and equestrians from the roadway.
Place vote here:
Grand Avenue in Los Olivos 18 #5
The existing Dan Henry Bike Route ends at the southern limit of Los Olivos. This project would either extend existing bicycle lanes or formalize Grand Avenue as Class III Bike Route with signs and sharrows. The project would also benefit Los Olivos School students.
Place vote here:
Bicycle Pump Tracks at River View Park and Hans Christian Andersen Park 36 #2
Pump tracks provide a safe place for kids to ride bikes. The tracks, most often unpaved, include banked turns and jumps which are meant to be "pumped" rather than jumped.
Place vote here:
Pine Street and Old Mission Drive Connector 13
This connection would formalize an already informal bicycle connection. Bicyclists frequently use Old Mission Drive to avoid Hwy 246 in this area. This project would include widening the existing sidewalk to safely enable a multimodal connection.
Place vote here:
Bike Lanes on Calzada Avenue 23 #4
Calzada Avenue provides an important connection to two schools, but it currently does not have paved shoulders or bike lanes. This project proposes to add both, thereby improving the multimodal environment for school students while also benefiting others.
Place vote here:
Los Olivos
Ballard
BUELLTON
SOLVANG
Santa Ynez
Santa Ynez River
101
154
246
Extend Bike Trail to Refugio Road 44 #1
The existing Hwy 246 multimodal trail ends at the western edge of the high school property. This renders the trail useful for high school traffic and difficult to use for anyone else. The project would extend the trail to Refugio Road.
Place vote here:
Bike lanes on Highway 246 in Eastern Buellton (East-bound) 16
This project is meant to fill a gap in the bike network. The west side of Buellton has bike lanes in both directions along Hwy 246. On the east side, only the westbound direction has a bike lane. This project would complete the eastbound bike lane.
Place vote here:
Bicycle path, signage and gate through HCA Park 12
A partially unpaved, partially paved road traverses Han Christian Andersen Park. This project would formalize that road as a bicycle route. A gate on the Hwy 246 end would need to be replaced with one that would allow bikes through. Signs will also be needed.
Place vote here:
Connect Bike Trail with Alamo Pintado Road 32 #3
The existing Hwy 246 multimodal trail ends at the Hwy 246 bridge over Alamo Pintado Creek. This project would extend the trail to Alamo Pintado Road. In its current state, the trail requires eastbound bicycle traffic to ride against the Hwy 246 traffic stream.
Place vote here:
SBCAG - City of Solvang - City of Buellton - County of Santa Barbara


SANTA YNEZ VALLEY BICYCLE MASTER PLAN
TIER 2 - MEDIUM-SIZED POTENTIAL PROJECTS
Jonata Park Road Path
Jonata Park Road is popular with bicyclists, walkers, joggers, and equestrians. This project would create an unpaved path alongside Jonata Park Road to remove the walkers, joggers, and equestrians from the roadway.
Place vote here:
Bicycle Pump Tracks at River View Park and Hans Christian Andersen Park
Pump tracks provide a safe place for kids to ride bikes. The tracks, most often unpaved, include banked turns and jumps which are meant to be "pumped" rather than jumped.
Place vote here:
Pine Street and Old Mission Drive Connector
This connection would formalize an already informal bicycle connection. Bicyclists frequently use Old Mission Drive to avoid Hwy 246 in this area. This project would include widening the existing sidewalk to safely enable a multimodal connection.
Place vote here:
Grand Avenue in Los Olivos
The existing Dan Henry Bike Route ends at the southern limit of Los Olivos. This project would either extend existing bicycle lanes or formalize Grand Avenue as Class III Bike Route with signs and sharrows. The project would also benefit Los Olivos School students.
Place vote here:
Bike Lanes on Calzada Avenue
Calzada Avenue provides an important connection to two schools, but it currently does not have paved shoulders or bike lanes. This project proposes to add both, thereby improving the multimodal environment for school students while also benefitting others.
Place vote here:
Extend Bike Trail to Refugio Road
The existing Hwy 246 multimodal trail ends at the western edge of the high school property. This renders the trail useful for high school traffic and difficult to use for anyone else. The project would extend the trail to Refugio Road.
Place vote here:
Bike lanes on Highway 246 in Eastern Buellton (East-bound)
This project is meant to fill a gap in the bike network. The west side of Buellton has bike lanes in both directions along Hwy 246. On the east side, only the westbound direction has a bike lane. This project would complete the eastbound bike lane.
Place vote here:
Bicycle path, signage and gate through HCA Park
A partially unpaved, partially paved road traverses Hans Christian Andersen Park. This project would formalize that road as a bicycle route. A gate on the Hwy 246 end would need to be replaced with one that would allow bikes through. Signs will also be needed.
Place vote here:
Connect Bike Trail with Alamo Pintado Road
The existing Hwy 246 multimodal trail ends at the Hwy 246 bridge over Alamo Pintado Creek. This project would extend the trail to Alamo Pintado Road. In its current state, the trail requires eastbound bicycle traffic to ride against the Hwy 246 traffic stream.
Place vote here:
Los Olivos
Ballard
BUELLTON
SOLVANG
Santa Ynez
Santa Ynez River
101
154
246
SBCAG - City of Solvang - City of Buellton - County of Santa Barbara

Project Prioritization Results Table

Santa Ynez Valley Bicycle Master Plan

Public Workshop Project Prioritization Results

Tier 1

Project Description	Solvang	Buellton	Total	Rank
Santa Ynez River Trail	19	26	**45**	**1**
Hwy 246 Multimodal Trail – Refugio Rd to Edison St	13	0	**13**	**4**
Baseline Avenue Bicycle Path/Lanes	1	7	**8**	**6**
Los Olivos to Los Alamos Multimodal Trail	14	15	**29**	**2**
Sunny Fields SPUR Trail	8	6	**14**	**3**
Alisal Rd to Alamo Pintado Rd Multimodal Trail	1	5	**6**	**8**
Hwy 154 Multimodal Trail – Hwy 246 to Los Olivos	6	2	**8**	**6**
Bike Lanes on Edison Street	4	5	**9**	**5**
Total	66	66	**132**	**-**

Tier 2

Project Description	Solvang	Buellton	Total	Rank
Jonata Park Road Path	8	6	**14**	**7**
Pump Tracks in Buellton and Solvang parks	22	14	**36**	**2**
HWY 246 in East Buellton bike lanes (East-bound)	1	15	**16**	**6**
Bike path, signage through HCA Park in Solvang	6	6	**12**	**8**
Pine St and Old Mission Drive Connector	4	9	**13**	**9**
Connect Bike Trail with Alamo Pintado Road	20	12	**32**	**3**
Extend Bike Trail to Refugio Road	25	19	**44**	**1**
Bike Lanes on Calzada Ave	10	13	**23**	**4**
Grand Avenue in Los Olivos	7	11	**18**	**5**
Total	103	105	**208**	**-**

Emails Received

From: Thomas Speidel
To: Jared Carvalho
Subject: RE: Santa Ynez Valley Bicycle Master Plan - Draft
Date: Thursday, May 16, 2019 10:26:17 AM

Jared,

The YMCA Health/Swim/Sports committee which involved seven board/staff/committee members – reviewed the masterplan last night.

Discussion focused:

- Appreciation for the work going into the bike masterplan and helping to improve the valley bike/walking transportation
- The Y supports all aspects of improving biking/walking to and from the Y and ultimately the greater community – which your plan addresses
- The Y would support a bike bath in any way possible along the easement of the property – on the 246/Refugio Rd.
    - Even if it involved making changes to our current dirt pathway
- The Y is not thrilled with the slotted parking idea – being studied by the SY Aquatics Foundation – seems like that would be counterproductive to improving the bike ability along Refugio
- The Y will support any positive changes to the 246/Refugio intersection and a crossing between the SY High School/YMCA
- The Y recommends extending the bike path from the gas station to the corner of refugio/246

If you have any questions or if you need to discuss further – please let me know. Thanks for the time and energy you put into working on this project.

Thomas Speidel
Executive Director
STUART C. GILDRED FAMILY YMCA
a branch of the Channel Islands YMCA

A 900 North Refugio Rd., Santa Ynez, CA 93460
P 805.686.2037 **W** ciymca.org

The Y: We're for youth development, healthy living and social responsibility.

From: Pat Henry
Sent: Friday, April 26, 2019 3:31 PM
To: Michael D. Becker <MBecker@sbcag.org>
Subject: SYV Bicycle Master Plan

Wow.
Bike tourism is a waste of time. Bicyclists don't buy hardly a thing....water, maybe and gas for their car when they leave town.
The roads were built for cars, paid for by money (taxes, fees, etc.) for autos, trucks, etc. and NOT BY BICYCLISTS! Stop kowtowing to special interests. Their reckless disregard for the laws of the road are infuriating to say the least. There are MORE THAN ENOUGH bike lanes and TOO MANY IRRESPONSIBLE BICYCLISTS! I want no more!

Use the monies collected for their intended purpose: to fix the roads for CARS, not bikes. Charge bicycle owners $500 a year license fee for their bikes to pay for a bike lane. That's what I thought....not much interest for that idea. Instead you steal the tax dollars for your pet projects instead. There is already more than enough bike lanes in the county. STOP this charade.
Thank you.
Patrick Henry
Solvang resident

From: Jessica Schley [redacted]
Sent: Sunday, June 30, 2019 10:12 PM
To: chip wullbrandt <[redacted]>; Faith Deeter <[redacted]>; Michael D. Becker <[redacted]>; Hartmann, Joan <[redacted]>
Subject: Fwd: Message from KM_C368

Hi Mike Becker and Joan,

Chip, Faith and I worked throughout the weekend to provide feedback and notes on the SYV Bicycle Master Plan. We went through two drafts, eventually consolidating our notes and feedback into one, scanned and attached here.

We are concerned that pedestrians and equestrians did not participate enough in the development of this plan, and we are dually concerned that this is because it has been referred to as the Bicycle Master Plan throughout, which could have confused non-cyclists into thinking their participation was not wanted or needed.

That said, we recognize the hard work and time that has gone into it, and we do not desire to inhibit the progress of this plan. Rather, we want to work together with the planners as quickly as possible, to further supplement the multi-modal sections of the plan (and in some areas, work to correct certain issues) to more appropriately include pedestrians and equestrians, where applicable (not all areas are applicable).

There are some areas in the plan where some group's needs have superseded others. In some cases this is unavoidable. But wherever possible, we want to provide protections to certain equestrian and pedestrian paths, so that one group of stakeholders are not pushed out by another. We are all at risk of losing our modes of transport to vehicles, so we recognize the need to work together. Horses and hikers are indeed an important portion of our valley's history, as well as its future economic sustainability.

Please let us know your soonest availability to meet in person to discuss a few of our key points laid out in the attached.

We are so grateful for your time and efforts, and we look forward to continuing this partnership.

Chip, Faith and Jess (and the horse people of the valley)

Wed 3/13/2019 3:39 PM

Andi Culbertson <[redacted]m>

Bicycle trail issues

To Michael D. Becker

You replied to this message on 4/2/2019 10:57 AM.

Hello - my husband and I reside just outside Ballard off Baseline. We have some comments on general issues concerning bike trails. We realize that many people like to visit this beautiful valley but a great many seem to feel there is an entitlement to use the roads in way that are unsafe.

1. Bicycles should not be allowed on every road in the valley - There are roads in the valley that are very narrow and accommodate horse trailers, farm vehicles and the like. Baseline between Ballard and Refugio, for example, is very narrow, has steep drop offs to drainage ditches, and has poor sight distance due to rolling topography. Baseline also has a sold double centerline prohibiting passing.

However, bicyclists use this road and often ride three abreast. This causes dangerous passing maneuvers and at one time, I was almost in a head-on pulling my horse trailer. Many cyclists are not from this area and do not understand the hazards.
It is our belief that one of the reasons this happens is that there in a striped on street bike lane in the little town of Ballard from Alamo Pintado to Lewis. Baseline then climbs a hill eastbound and bicyclists are not warned there is no bike path/lane and poor sight distance. There should be prominent signage to protect motorists and bicyclists alike of this hazard.

2. Bicyclists should ride single file and if there is a bike lane, ride in the bike lane - It is impossible to maintain 3 feet separation on our narrow roads when cyclists insist on driving in the travel lane or on the vey edge of the striped bike lane. Some of the more rude cyclists insist on traveling two and three abreast and using the travel lane, irrespective of the fact that motorists are trying to use the travel lane. "Share the Road" doesn't mean "Occupy the Road".

3. Trash - Cyclists seem to disregard our littering laws in a very large way, particularly along Mora and Roblar. Numerous Glucerna and other energy drinks litter the side of the road. I can assure you that these are not from equestrians like myself.

4. The County needs to repair roads - I have seen cyclists actually fall negotiating the pavement separations that occur regularly in our valley, especially outside e Los Olivos and along Alamo Pintado. This is dangerous to both cyclist and motorist.

Overall, our valley attracts people looking for the "Country Experience". That is fine, except that we need signage and discipline over cyclists to insure that this occurs safely. Motorists pay taxes to support the roads. Cyclists do not. It is very important to maintain both functions so that out of the area cyclists do not monopolize roads we are taxed and pay for.

Andi Culbertson

SANTA YNEZ VALLEY BICYCLE MASTER PLAN

Improving Mobility for All Modes

SBCAG
santa barbara county association of governments

260 North San Antonio Road, Suite B
Santa Barbara, CA 93110
T.805.961.8900 F.805.961.8901

www.sbcag.org