

Active Transportation Plan

Board of Supervisors (May 2, 2023)



Public Works
Transportation

Outline

- Context
- Overview
 - Approach
 - Vision Statement
 - Goals
 - Engagement
 - Prioritization
 - Project Ideas
 - Implementation
- Recommended Actions



Context

- **County's first ATP**
 - 2007 Bike Master Plan
 - 2015 SBCAG Regional ATP
 - Community Plans
 - Streetscape Plans
- **Funded by Caltrans Sustainable Transportation Planning Grant**

Maintained Road Mileage (Centerline)			
	Rural	Urban	Total
Cities			
Buellton		19.73	19.73
Carpinteria*		29.72	29.72
Goleta*	0.37	181.93	182.3
Guadalupe*	1.13	13.04	14.17
Lompoc*	0.15	98.82	98.97
Santa Barbara*	3.33	237.03	240.36
Santa Maria*	0.93	236.32	237.25
Solvang*	1.95	23	24.95
<i>Subtotal</i>	<i>7.86</i>	<i>839.59</i>	<i>847.45</i>
Other			
County of Santa Barbara	552.11	321.18	873.29
Caltrans	169.42	130.09	299.51
Bureau of Indian Affairs	1.4		1.4
State Parks	31.98		31.98
University of California		0.46	0.46
Total	762.77	1291.32	2054.09
* = Jurisdictions with their own voter approved local sales tax measures			

Approach

In an effort to achieve regional equity, focus outreach efforts, and to recognize the diversity and uniqueness of each unincorporated community, the ATP divides the county into six subareas

CUYAMA VALLEY

LOMPOC VALLEY

SANTA MARIA VALLEY

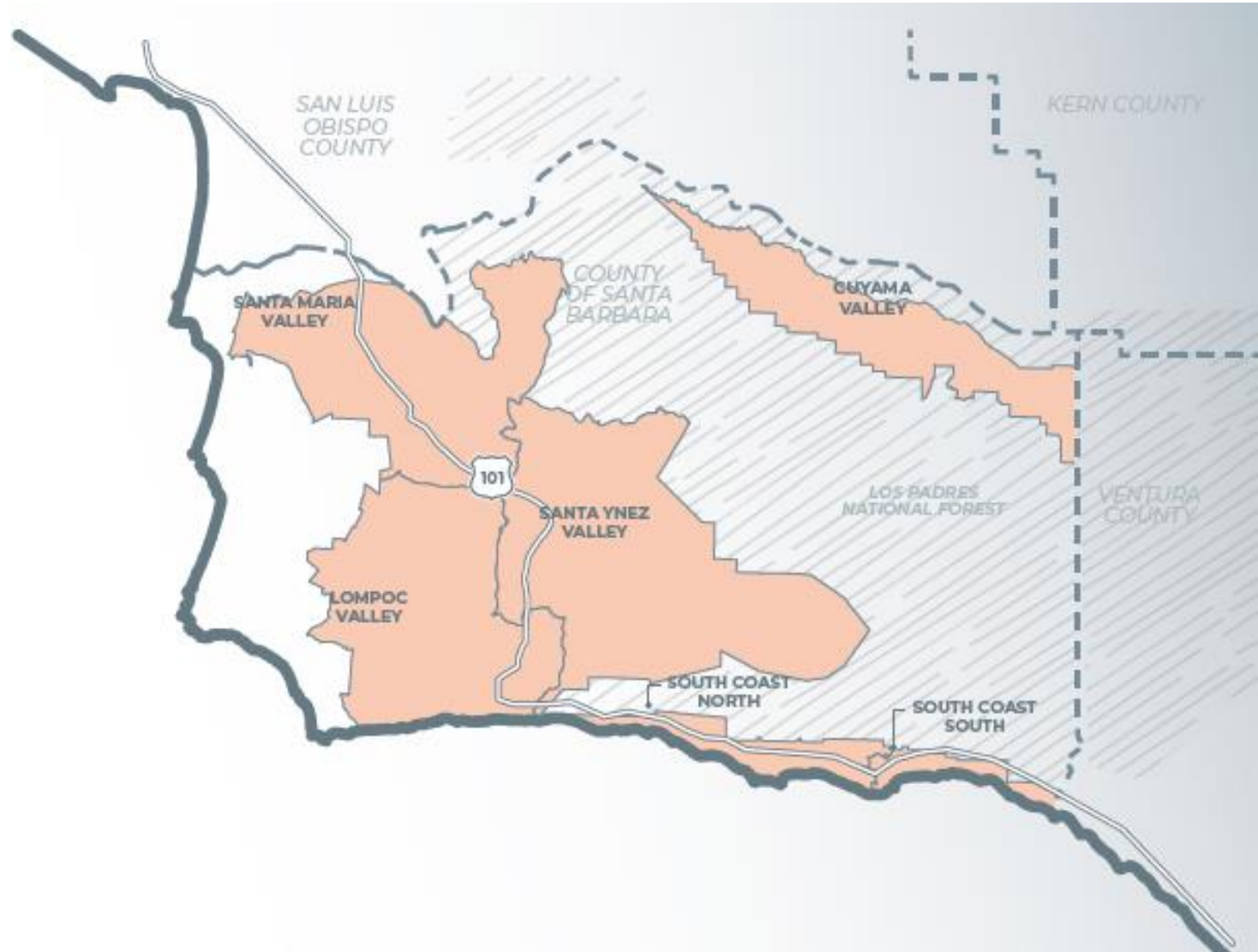
SANTA YNEZ VALLEY

SOUTH COAST (2)*

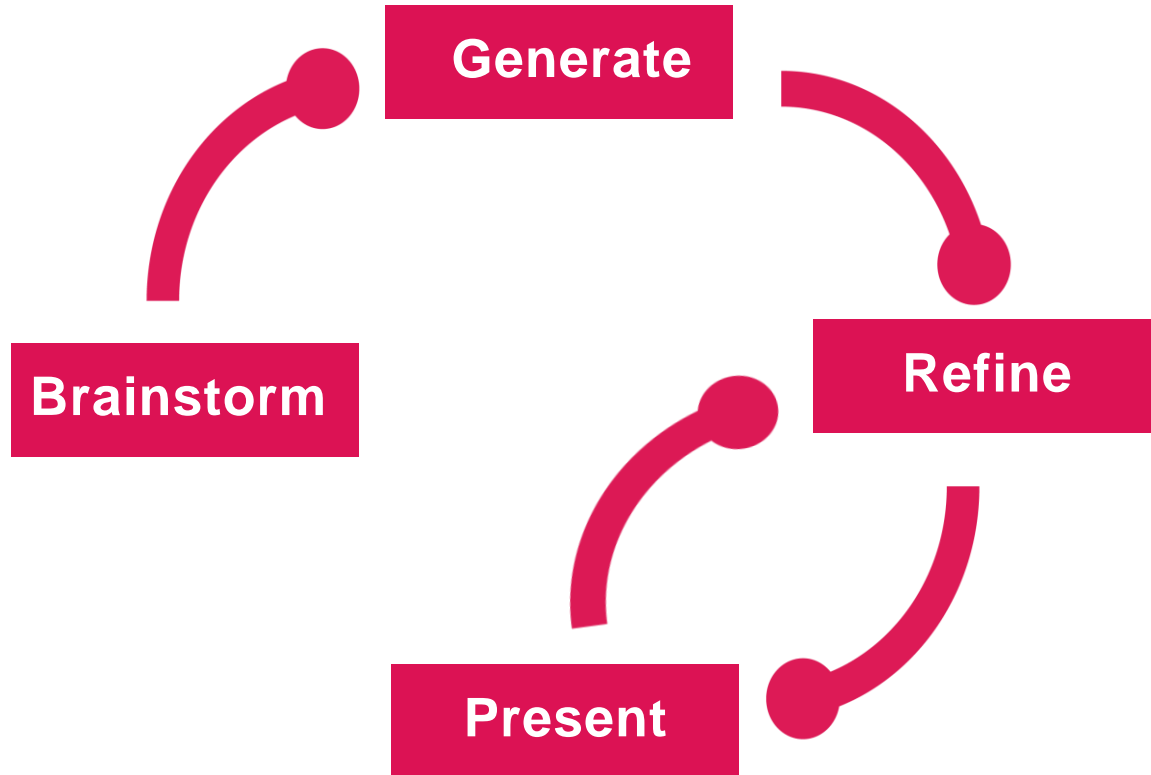
***INCLUDES**

South Coast North: Gaviota, Isla Vista, Eastern Goleta Valley, Hope Ranch

South Coast South: Mission Canyon, Montecito, Summerland, Toro Canyon



Approach



Active Transportation Plan

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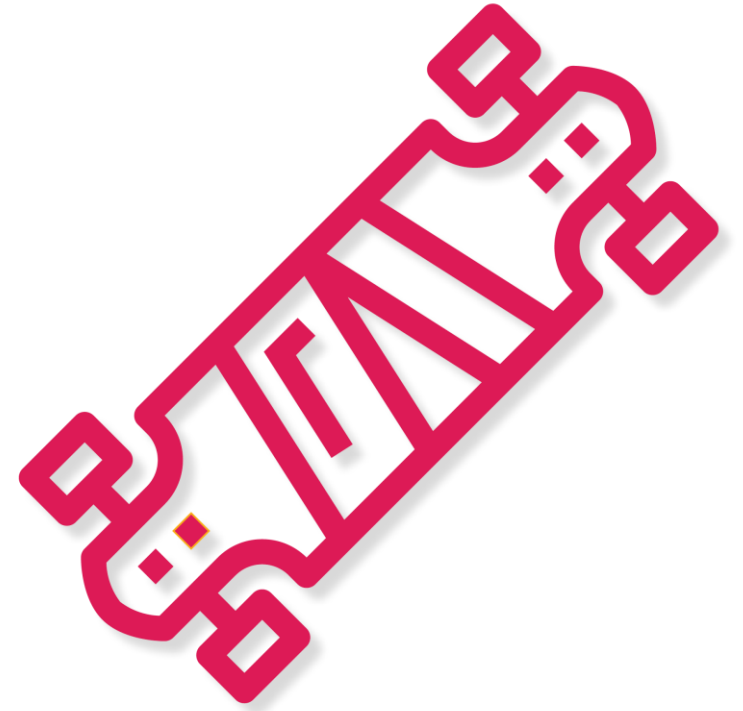
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ATP available online

Vision Statement

The County's transportation system should inspire people of all ages and abilities to walk, bike, or roll for everyday transportation by providing comfortable, connected, and accessible networks and support programs and policies that encourages alternatives to single-occupancy vehicle trips.



Goals

The four goals to guide active transportation planning in unincorporated Santa Barbara County, are:

Goal 1

Safety



Enhance the multi-modal transportation network for all unincorporated areas in Santa Barbara County, with an emphasis on increasing safety around schools and key destination for people walking, biking, or rolling.

Action 1-1 Continue to implement the strategies in the **Local Road Safety Plan** and commit to a **safe systems approach** to achieve a goal of zero fatalities and serious injuries.

Action 1-2 Continue to support **Safe Routes to Schools** and **adult education programs** aimed at encouraging walking and biking.

Action 1-3 Update the **County's Engineering Design Guidelines** to incorporate "Complete Streets" strategies and current safety design standards and best practices related to bike and pedestrian infrastructure.

Action 1-4 Create a system for monitoring **bicyclist- and pedestrian-related safety metrics** such as collisions and near misses and implement **countermeasures and design solutions** where applicable.

Action 1-5 Prioritize **active transportation improvements** around schools, parks, transit corridors, and other key destinations.

Goal 2

Engagement



Hear directly from the community to understand local travel patterns and challenges, and how travel options can be improved for people of all ages and abilities.

Action 2-1 Create a **dedicated website focused on planned and programmed active transportation projects** to continue to strengthen communication and coordination between County departments, local agencies, and the community.

Action 2-2 Collaborate with **key stakeholders to leverage available funding** to improve connections to key destinations and enhance connectivity in the region.

Action 2-3 Work with **community stakeholders to implement active transportation projects** previously identified in local community plans and adopted planning documents, with an emphasis on pedestrian pathways in public right-of-way.

Goal 3

Impactful Investment



Identify and prioritize active transportation investments, including infrastructure and programs, that improve access, equity, and mobility while reducing collisions and emissions.

Action 3-1 Pursue **grant opportunities** to fund and implement projects with the greatest potential to connect communities to key destinations.

Action 3-2 Continue to support **local advocacy efforts aimed at encouraging active transportation**, particularly among students and older adults.

Action 3-3 Prioritize **projects that directly benefit communities** that have historically seen less infrastructure investment.

Action 3-4 Continue to support **shared micromobility** by working with regional partners to expand service throughout Santa Barbara County.

Action 3-5 Improve **street crossings and close gaps in the transportation network** through development review and capital improvement projects.

Goal 4

Multi-Modal Connectivity



Promote and encourage people to choose walking, bicycling, or rolling through the creation of a comfortable, connected, and accessible active transportation network that connects both rural and urban areas throughout the region and encourages alternatives to single occupancy vehicle trips.

Action 4-1 Encourage students to walk and bike to school by providing **safer and more accessible routes to schools**.

Action 4-2 Begin collecting **walking and bicycling counts** at standard locations throughout the County.

Action 4-3 Collaborate with **SBCAG, Caltrans, and neighboring agencies** on planning, design, funding, and implementation of **significant regional projects and corridors** that span multiple jurisdictions.

Action 4-4 Strive to increase the number of **secure, convenient and attractive bicycle parking facilities** at key destinations and transit stops.

Action 4-5 Coordinate with local transit operators to **upgrade resources, such as shelters and seating**, at existing and future transit stops.

Engagement

- **Community Advisory Group**
 - 5 meetings
- **Phase I (2021): Existing Conditions & User Needs**
 - Launch Website
 - 6 Virtual Brainstorms
 - 1st Online Survey Map
 - Postcard Pop-Ups
- **Phase II (2022): Project Ideas**
 - 6 In-person Events
 - Informational Placards
 - 2nd Online Survey



ADDITIONAL ENGAGEMENT PHOTOS



Cuyama High School students provide input to project ideas in Cuyama Valley



The project team explains the ATP background, project ideas, and how to share feedback



Project idea information was posted at select project locations throughout the County to share information and solicit input from local residents and facility users



The project team and local residents review and discuss project ideas in the Santa Ynez Valley on Sagunto Street

Engagement Findings

ENGAGEMENT SUMMARY

Cuyama Valley

What We Heard

Key Themes

- While the community desires walking improvements, they are also **concerned with several non-transportation related issues** such as broadband access, aggressive dogs, groundwater issues, and other local projects underway.
- Need for **safer connections to schools and recreation**.
- **Pedestrian supportive amenities** such as street trees, lighting, and bus stop shelters are also desired.
- **Highway safety concerns**.

Virtual Community Meeting Feedback - Phase 1

Meeting Date

June 23rd, 2021

Comments Received

20



- **Important Destination 15%**
- **Needs Biking Improvement 10%**
- **Needs Walking Improvement 35%**
- **Other 40%**
includes: lack of broadband access, groundwater issues, local projects underway

Pop-up Workshop - Phase 2

Workshop Date & Location

Wednesday, May 11th, at 2 PM
Cuyama High School

45



Estimated # of participants

77



of holi ball responses

15



Survey responses



Engagement Findings

ENGAGEMENT SUMMARY

Lompoc Valley

What We Heard



Key Themes

- Community is most interested in **bicycle facility improvements**, especially concentrated near Vandenberg Village off Highway 1, and near Mission Hills along Purisima Road.
- Vehicle speed and distracted drivers are **key safety concerns** in this subarea.
- Residents want a **neighborhood connector or multi-use path** connecting all communities to key destinations.

Phase 1 Virtual Community Meeting Feedback

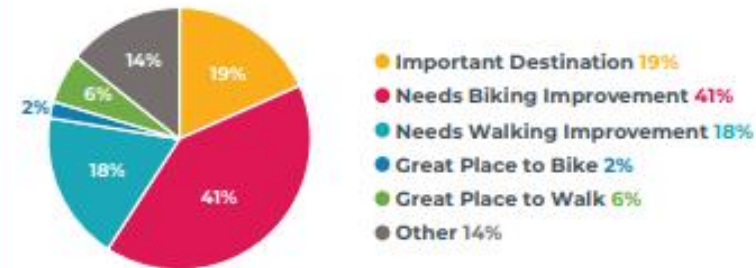


Meeting Date

June 17th, 2021

Comments Received

50



Phase 2 Pop-up Workshop



Workshop Date & Location

Sunday, June 12th, at 10 AM
Lompoc Farmer's Market at the
Vandenberg Village Community

65



Estimated # of
participants

121



of holi ball
responses

120



Survey
responses







Engagement Findings

Key Themes

- 
Safe Neighborhood Connections
- 
Vertical-separated Facilities
- 
More Pedestrian Pathways
- 
Highway Safety Concerns

Other Important Topics

- 
Street Trees
(emphasis on maintenance)
- 
Pedestrian-scale Lighting
- 
Vehicle Speed
- 
Distracted Drivers

Priority Corridors

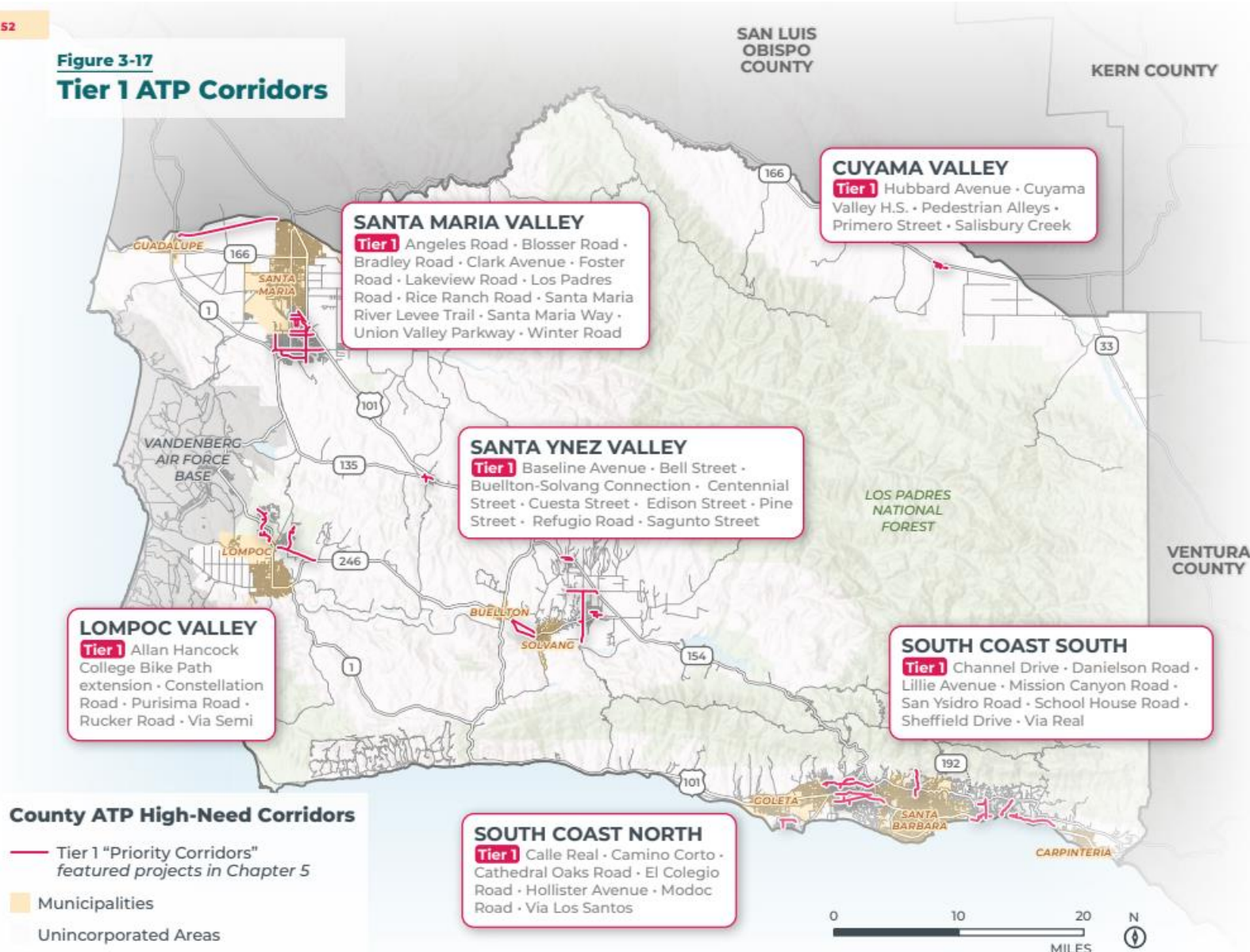
- **Demand**
 - Proximity to key destinations (e.g. schools, parks, services)
 - Vehicle access
 - Disadvantaged communities
 - Existing infrastructure/connectivity
- **Safety**
 - Collision history
- **Community Input**
 - Engagement (e.g., CAG, surveys)
 - Institutional knowledge



Priority Corridors

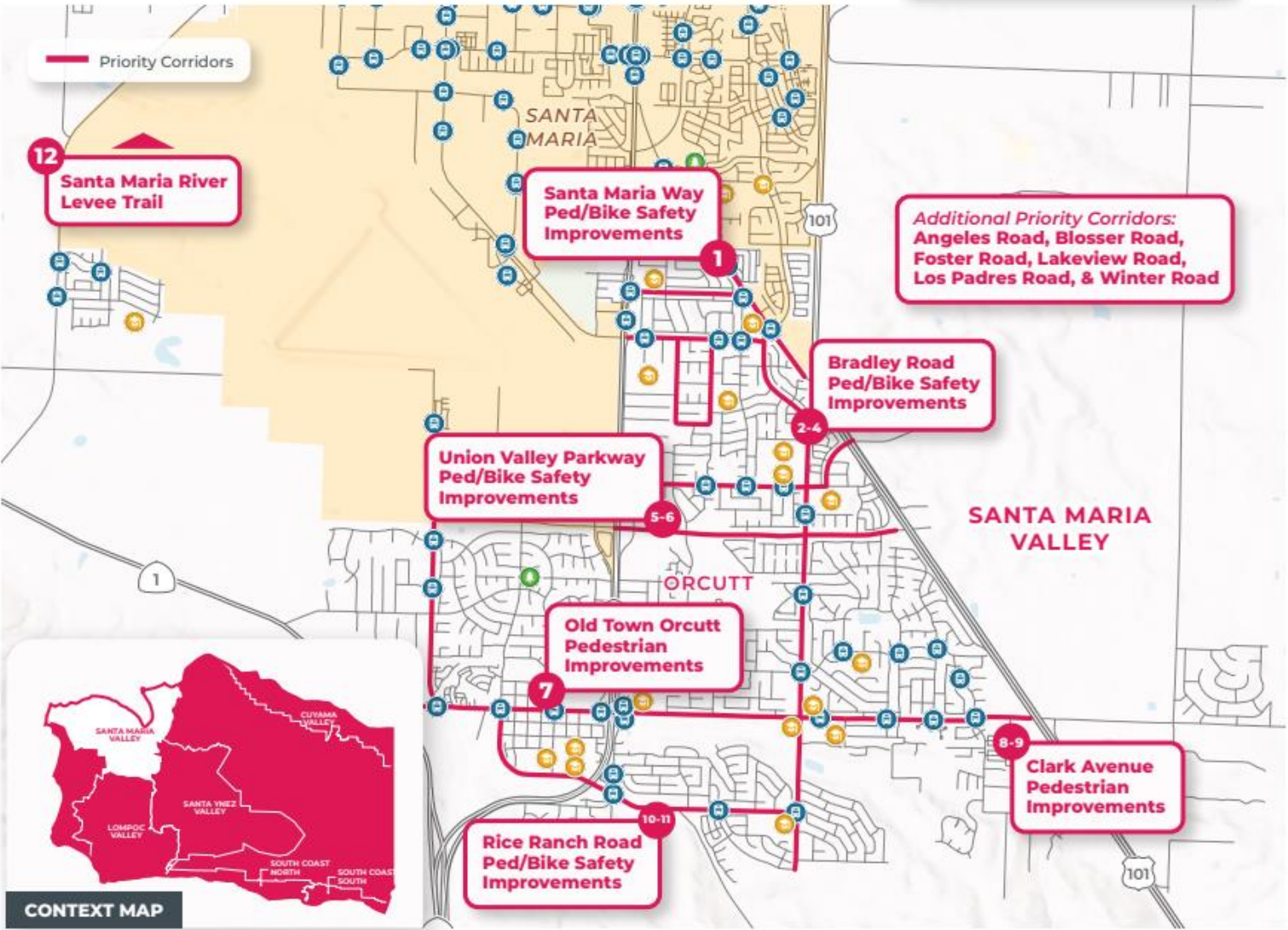
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Figure 3-17
Tier 1 ATP Corridors



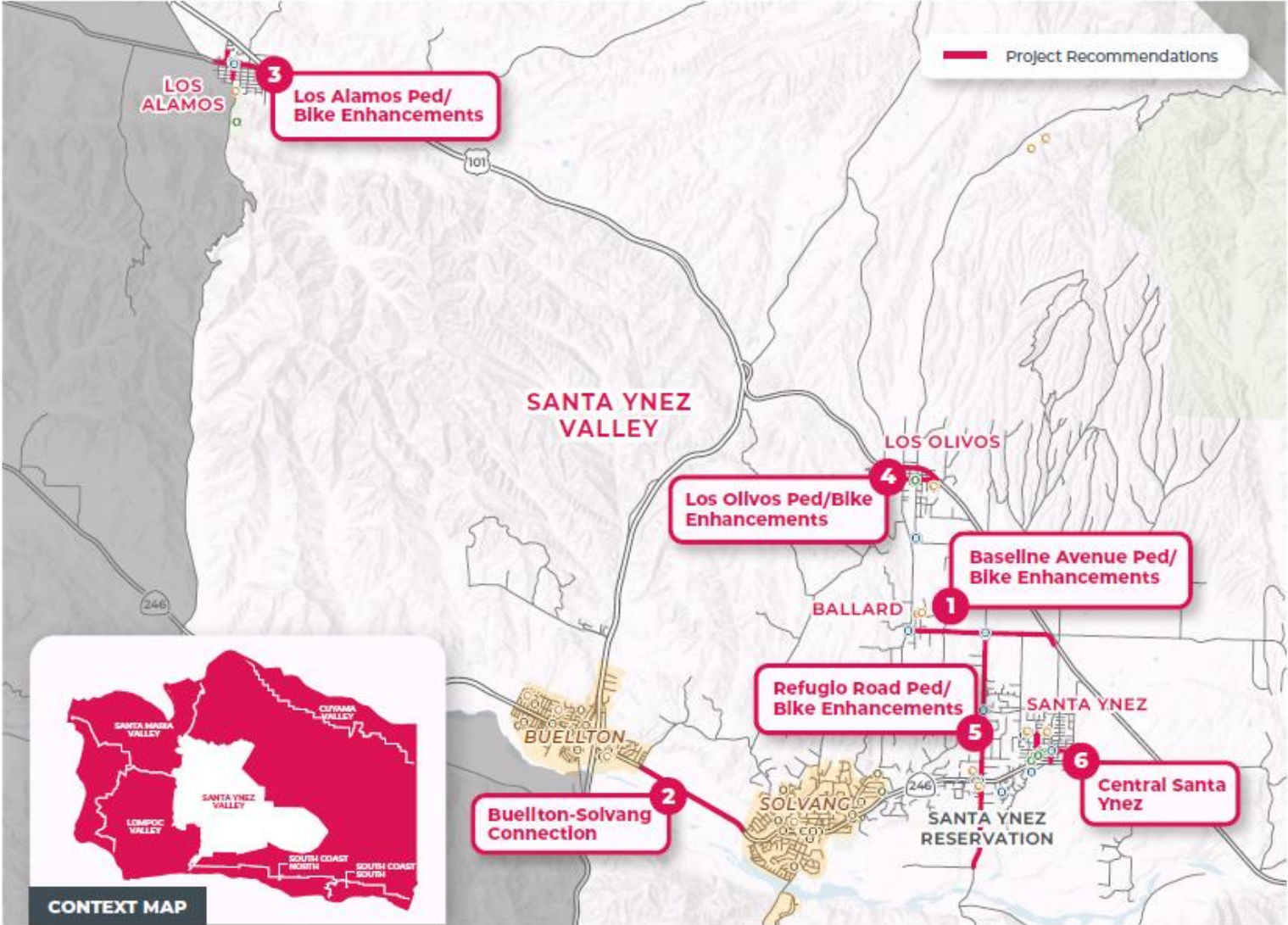
Recommended Projects

Santa Maria Valley



Recommended Projects

Santa Ynez Valley



Recommended Projects

SOUTH COAST SOUTH

Summerland

COMMUNITY FEEDBACK >

- In Summerland, survey respondents emphasized the importance of **access to the local Post Office as well as commercial destinations on Lillie Avenue.**
- Emphasis on **continuity of bike facilities along coastal bike corridor.**
- Comments highlighted the **lack of sidewalks on side streets and the often inconvenient spacing between marked crosswalks on Lillie Avenue.**

Observation

Visibility is poor where the Ortega Hill Bike Path meets N Jameson Ln.

Observation

Limited sidewalks near Summerland Elementary School.

Constraint

Encroachment of vegetation and landscaping into the public right-of-way complicate opportunities for active transportation facilities along roadway shoulders.

Opportunity

Community destinations such as the Post Office would benefit from improved access by foot & bike.



Recommended Projects

SOUTH COAST SOUTH PROJECT 7

Sheffield Drive- N Jameson Lane Bike Path Gap Closure

FUNDING OPPORTUNITIES

- Access to Parks
- Access to Recreation
- Access to Schools
- Access to Transit
- Located in DAC
- Key Barrier/Gap Closure
- Collision History

Recommendations

🚲 Bike Path and Night Lighting

Close gap between eastern end of N Jameson Lane bike lanes and western end of Ortega Hill Bike Path

🚶 Crossing Enhancements

Install crosswalks & AWSC at N Jameson Lane / US-101 ramp access

🛣️ Shoulder Widening

Add widening where indicated on N Jameson Lane and Sheffield Drive to create Class III bike route to E Valley Blvd

PROJECT AREA FEATURES



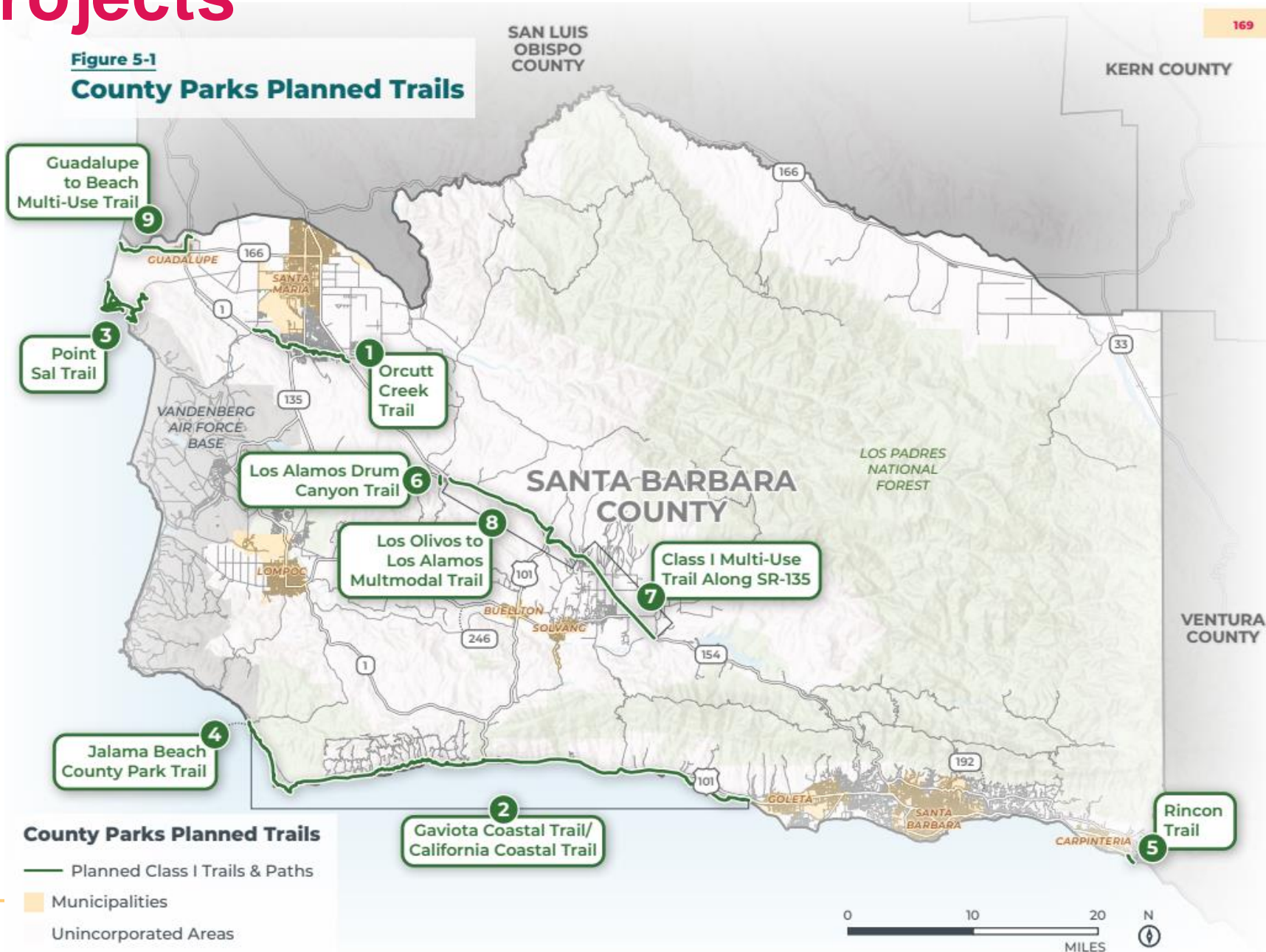
Bicyclists and vehicles converge on this Intersection with limited visibility around a tight turn.



Intersection would benefit from conflict zone striping.



Trail Projects



Non-Infrastructure

Education, Encouragement, Evaluation

The County supports several bicycle, pedestrian, and transportation-related programs created by the Santa Barbara County Association of Governments (SBCAG), MOVE Santa Barbara County, formerly the Santa Barbara Bicycle Coalition + the Coalition for Sustainable Transportation (SBBIKE + COAST), UCSB, and others.

EDUCATION, ENCOURAGEMENT, EVALUATION PROGRAMS



SBCAG runs several county-wide programs that offer commuters services through its dedicated transportation division, Traffic Solutions. Traffic Solutions mission is "to reduce traffic congestion, vehicle miles driven, and polluting emissions by offering programs and services that encourage sustainable transportation. We focus on transit use, bicycling, carpooling, vanpooling, telecommuting, compressed workweeks, and flexible schedules."



Traffic Solutions' objectives include transportation demand management (TDM), providing information about transportation choices through public outreach and education, and helping the county develop programs, and promoting cooperative relationships with local business.



SmartRide.org provides resources on commuting options that include carpool, vanpool, telecommute, transit, and active transportation. People can create a personalized trip planner that tracks their commutes, learn about local events and incentives, check real-time traffic status, and create an event rideshare page through a personalized dashboard.



The EZBike Project provides local residents and commuters the opportunity to try out various models of electric bikes at no cost. The EZBike Project provides residents and employers in Santa Barbara County with ebike safety tips and a wide selection of models including cargo bikes, cruisers, city bikes and folding bikes as a measure to reduce traffic and air pollution. Residents must either live or work in Santa Barbara County and make reservations through the EZBike Reservation Portal.



CycleMAYnia is a month-long celebration of all forms of biking during National Bike Month. CycleMAYnia usually features online and in-person rides and outdoor activities aimed at sharing and celebrating the joys of riding a bike.



Cycle Cal Coast's mission is to make Santa Barbara and Ventura counties the premier national and international bicycle destinations, attracting tourists, and improving the quality of life for residents. Cycle Cal Coast represents a unique coalition of businesses, tourism, advocacy, and government organizations to improve bicycling in the region communicate opportunities for bicycle-centered adventures. The website features some of the most scenic recreational cycling routes in the area.

Cost Estimates

Table 6-1. FHWA Typical Estimates

CONSTRUCTION ALLOWANCES	
Mobilization	10%
Traffic Control	5%
Stormwater Pollution Prevention Plans (SWPPP)	5%
Utilities	15%
Drainage	20%
PROGRAM/PROJECT SOFT COSTS	
Preliminary Engineering	10%
Environmental Clearance	10%
Final Design/PS&E	15%
Construction Management	15%

South Coast South

PROJECT	✓ RECOMMENDED FUNDING PROGRAM PURSUIT											PROJECT COST		
	MEASURE A	ATP	LPP	CLEANCA	HSIP	PROTECT	RAISE	RC:H2B	RSTG	SCCP	SS4A		STBG	STIP
Mission Canyon Road Ped/Bike Safety Improvements	✓				✓							✓		\$3,526,000
San Ysidro Road Ped/Bike Safety Improvements (North)	✓					✓					✓	✓		\$1,050,000
San Ysidro Road Ped/Bike Safety Improvements (South)	✓					✓					✓	✓		\$275,000
Channel Drive Bike Boulevard	✓									✓				\$447,000
Danielson Road/S Jameson Lane Bike Boulevard										✓		✓		\$1,199,000
Summerland Pedestrian Access Improvements	✓		✓		✓					✓				\$375,000
N Jameson Lane-Sheffield Drive Bike Path Gap Closure	✓				✓	✓				✓			✓	\$1,486,000
Via Real Crossing Safety Improvements ● Status: Partially Funded			✓							✓			✓	\$182,000
Summerland-Toro Canyon Pedestrian Path ● Status: Partially Funded	✓		✓							✓			✓	\$831,000
											SUBTOTAL	\$9,371,000		
											CONTINGENCY (25%)	\$2,342,800		
											TOTAL	\$11,713,800		

Notes: The cost estimates exclude the following items:
 - Roadway pavement rehab or slurry seal
 - Americans with Disabilities Act (ADA) improvements other than shown herein
 - Right-of-Way (ROW) acquisition or Temporary Construction Easements (TCEs)
 - Project/Program Soft Costs for administration, preliminary engineering, environmental clearance, PS&E and construction management
 - General project costs such as Mobilization, Traffic Control, SWPPP, etc
 At time of programming or preparation of funding applications, unit costs may require adjustment due to escalation and market volatility.

Implementation

- Competitive Grants
- Development Permits
- Maintenance Work
- CIP
- Advocacy
- Review and Amend



Recommended Actions

- **Approve and adopt** a Resolution to adopt the County Active Transportation Plan
- **Find that this action is exempt** from the provisions of the California Environmental Quality Act (CEQA) pursuant to Public Resources Code § 21080.20, which statutorily exempts active transportation plans, and CEQA Guidelines § 15262 (Feasibility and Planning Studies), and direct staff to file a Notice of Exemption on that basis