

## **Amendments to the SBCAG Santa Ynez Valley Bicycle Master Plan for County Adoption**

### **Bicycle routes and planned projects fall into three categories, as they relate to the County:**

- 1) Projects entirely or mostly outside the County's right of way. These projects do not have County resources dedicated to them or control of the area of a planned project. For these projects, the County's role will be to support applications for funding, participate in project development teams as appropriate, and to participate in development of the portions within the County's right of way.
- 2) Projects that are in the County, but not within County right of way. These do not fall within County Public Works' purview and are considered recreational trails to be included in other plans that are not developed by Public Works.
- 3) Projects in the County road right of way. These projects will be prioritized and developed based on funding availability. Also, these projects will be considered for inclusion in the larger Countywide Active Transportation Plan, to be developed starting in FY20/21.

### **Priorities:**

**Safety** is the highest priority for County roads. Measured safety projects are prioritized over perceived safety projects. County Maintained roads in Santa Ynez Valley have fewer collisions than statewide averages, and generally do not have focused collision locations. Following the County's collision reduction program, areas with clusters or higher incidence of collisions are a priority for improvement projects. Although the Santa Ynez Valley does not have clusters of high collisions incidence, the County will continue to monitor its roads and implement improvements where practical and a demonstrated benefit can be achieved. In addition, the County has a Local Roads Safety Program (LRSP). This program looks at the entire network and programmatic changes that can improve measured safety. As opportunities arise to make safety improvements developed through the LRSP, these will be high priority projects.

**School Routes** are also a high priority for bicycle and pedestrian improvements. These areas will be reviewed on an ongoing basis and may rise as higher priorities than other projects in the plan as needs evolve.

**Recreational riding projects** are considered after safety and school route projects.

**Complete Streets:** Counties differ from cities by the high percentage of rural roads Counties maintain and the unique character of various communities within the County. As a result, rather than adopting countywide policies for complete streets the County addresses the desires of individual communities by incorporating elements in Community Plans as appropriate.

### **Improvements for Road Cyclists:**

The County currently has a deferred maintenance backlog of approximately \$350M. County policy states its first priority for maintenance funding is to address existing infrastructure. Maintenance projects are to preserve and rehabilitate existing roadways. Projects to widen roads are capital improvements that require planning, design, utility coordination (and often relocation), may require right of way acquisition, and have much higher construction costs than preservation work. Road rights of way are often already fully utilized for the road, drainage, signs, utilities, driveway aprons, and other encroachments: all presenting challenges for widening projects. As a result, and because there is no specific funding identified for these capital improvements, widening during maintenance work is generally impractical.

During development of maintenance work on roads, the County reviews each road for improvements that can be made for all modes. Treatments are selected that balance the needs of all users, and striping and signage is evaluated to look for opportunities to improve shoulder space, visibility, and safety.