

The City of Buellton

Bicycle and Pedestrian Master Plan Final – January 2012



CITY OF BUELLTON
BICYCLE AND PEDESTRIAN MASTER PLAN

JANUARY 2012

FINAL

City Council:

Holly Sierra, Mayor
David King, Mayor Pro-Tem
Ed Andrisek
Judith Dale
Leo Elovitz

Planning Commission:

Foster Reif, Chairman
Jason Fussel, Vice Chair
Craig Adams
Art Mercado
Gerald Witcher

Parks and Recreation Commission:

Mark Cavanaugh, Chairman
Tom Armor, Vice Chair
David Bishop
Larry Bishop
Marie Chavis

Prepared by:

Rose Hess, PE
MNS Engineers, Inc.

PREFACE:

Maps shown in this document are for planning and grant purposes only.

Maps shall not be construed as existing unless otherwise noted.

These maps are NOT intended to imply approval for access by any Property Owner unless designated with an easement to the City.

TABLE OF CONTENTS

1. Introduction
2. Background
 - a. Geographic description
 - b. City policies
 - c. Regional plans that affect/include Buellton
3. Community Involvement and Planning Process
 - a. The Process
 - b. Goals and Objectives
 - c. Meetings
 - d. Stakeholder issues
4. Bicycle Network
 - a. Existing Facilities
 - b. Proposed
 - c. Prioritization
5. Pedestrian Network
 - a. Existing Facilities
 - b. Proposed
 - c. Prioritization
6. Safe routes to school
7. Implementation Plan
 - a. Policies
 - b. Education and Outreach
 - c. Funding and Resources

APPENDIX:

A – 2009 American Community Survey (Buellton Excerpt)

B – Focus/Stakeholder’s Group (Stakeholder’s List)

C – Blank Walk-About/Ride-Along Workbook

D – Walk-About/Ride-Along Workbook Summary

E – Safe Routes to School Plan

F – Capital Improvement Project List

G – Visioning Goal #2 Presentation

H – BTA Compliance Checklist

I – Resolutions of Approval

1. INTRODUCTION

The City of Buellton has undertaken the development of a comprehensive Bicycle and Pedestrian Master Plan, which will guide and influence bikeway and pedestrian policies and programs to make bicycling and walking in the City of Buellton more safe, convenient and enjoyable.

For a City that is 1.6 square miles in size, bicycling and walking should be viable transportation options that connect work, shopping, residential and recreation uses. The plan will help to ensure proper connectivity between activity centers and community facilities, as well as identify the potential for joint projects for inter-jurisdictional connections where needed.

The planning and implementation of comprehensive bicycle and pedestrian facilities is one of the few processes that are not mandated, yet its completion is crucial in creating a sustainable community. There is growing interest in these “alternative” means of transportation. They are quiet, non-polluting, energy efficient, healthy and fun. In addition, these low cost mobility options are an effective and efficient means of reducing traffic congestion, thereby improving the City’s circulation system.

The City has an extensive pedestrian system, by means of concrete sidewalks, but there are still several important gaps that need to be filled to complete the system. Bicycle facilities, however, are greatly lacking within the City. As a community filled with cycling enthusiasts, they must share the road and rely on skill and hope for good driver habits for safety.

The Bicycle and Pedestrian Master Plan will maximize bicycle and pedestrian accessibility by creating an interconnected system where people can bicycle or walk safely and conveniently to all destinations. By expanding existing facilities, improving bicycle and pedestrian travel between neighborhoods, within the City and to adjacent jurisdictions, people will desire and are encouraged to walk to work and children will have safe routes to bike or walk to school.

Prepared in consistency with the City’s Circulation Element of the General Plan and with the April 2008 Draft Regional Bicycle Plan prepared by SBCAG, the Buellton Bicycle and Pedestrian Master Plan will define facilities that are safe, efficient and feasible. Implementation strategies and programs to advocate these forms of mobility are created. Perhaps the most important implementation strategy is the preparation of this plan to fulfill



the requirements of the California Streets and Highways Code Section 891.2, enabling the City of Buellton to be eligible for California Bicycle Transportation Account (BTA) grant funding.

Ultimately, the Master Plan will create a system that is accessible to all and serves the needs of both commuters and recreation users while enjoying the natural beauty of our Valley.

2. BACKGROUND

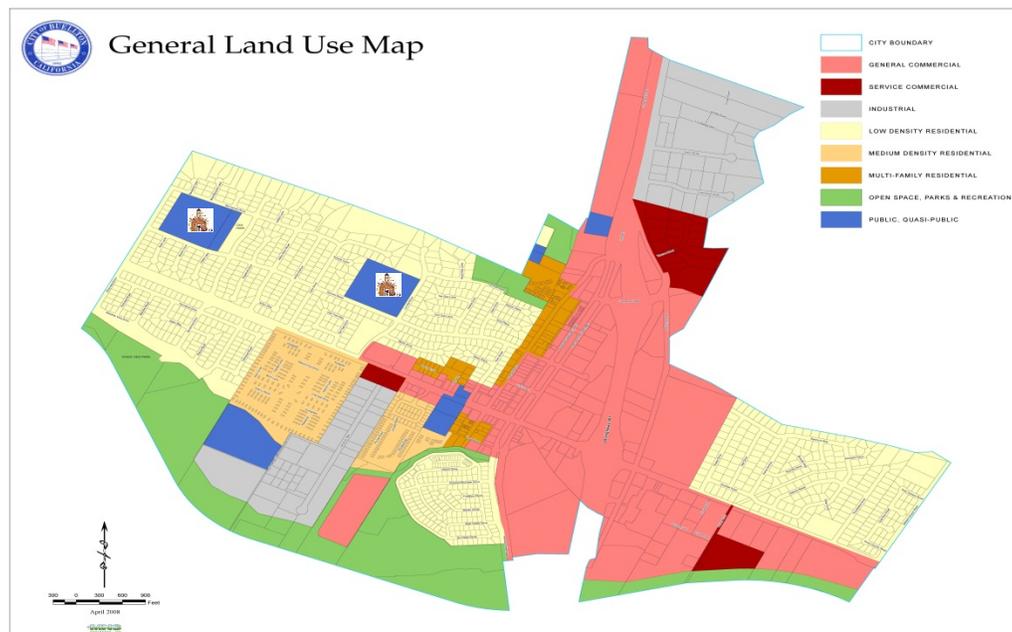
The City of Buellton enjoys a mild climate, with temperatures consistently in the 70-80 degree range. The terrain is generally flat east to west and mildly slopes from north to south where the southern city limit follows along the north bank of the Santa Ynez River. The city spans an area of 1.6 square miles and has a population of 4,828 (as reported in the 2010 United States Census).

The City is divided by Highway 101 and Highway 246, essentially creating 4 quadrants in the community. Highway 101 is a separate freeway, but its width still creates a divide with only Highway 246 and Damassa Road as the routes to cross it. Both streets have a narrow bridge deck, which is not conducive to walking or cycling. Highway 246 is a 4-lane highway that creates a division due to its great width and higher speeds. Although it is accessible with our local roads, its characteristics pose a major challenge for bicycle and pedestrian use.

Land Use

Buellton is primarily a bedroom community, with residential areas encompassing most of the west half and the north east quadrant of the City (refer to Figure 2-1). The settlement patterns show the main residential neighborhoods (yellow) surrounding the two schools (Oak Valley Elementary and Jonata Middle School) located on the west side of the city. There are two older residential neighborhoods (also shown in yellow), one located on the east side of the city, and another at the south end of the city.

**Figure 2-1
Existing Land Use**





General Land Use Map

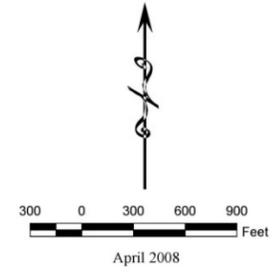
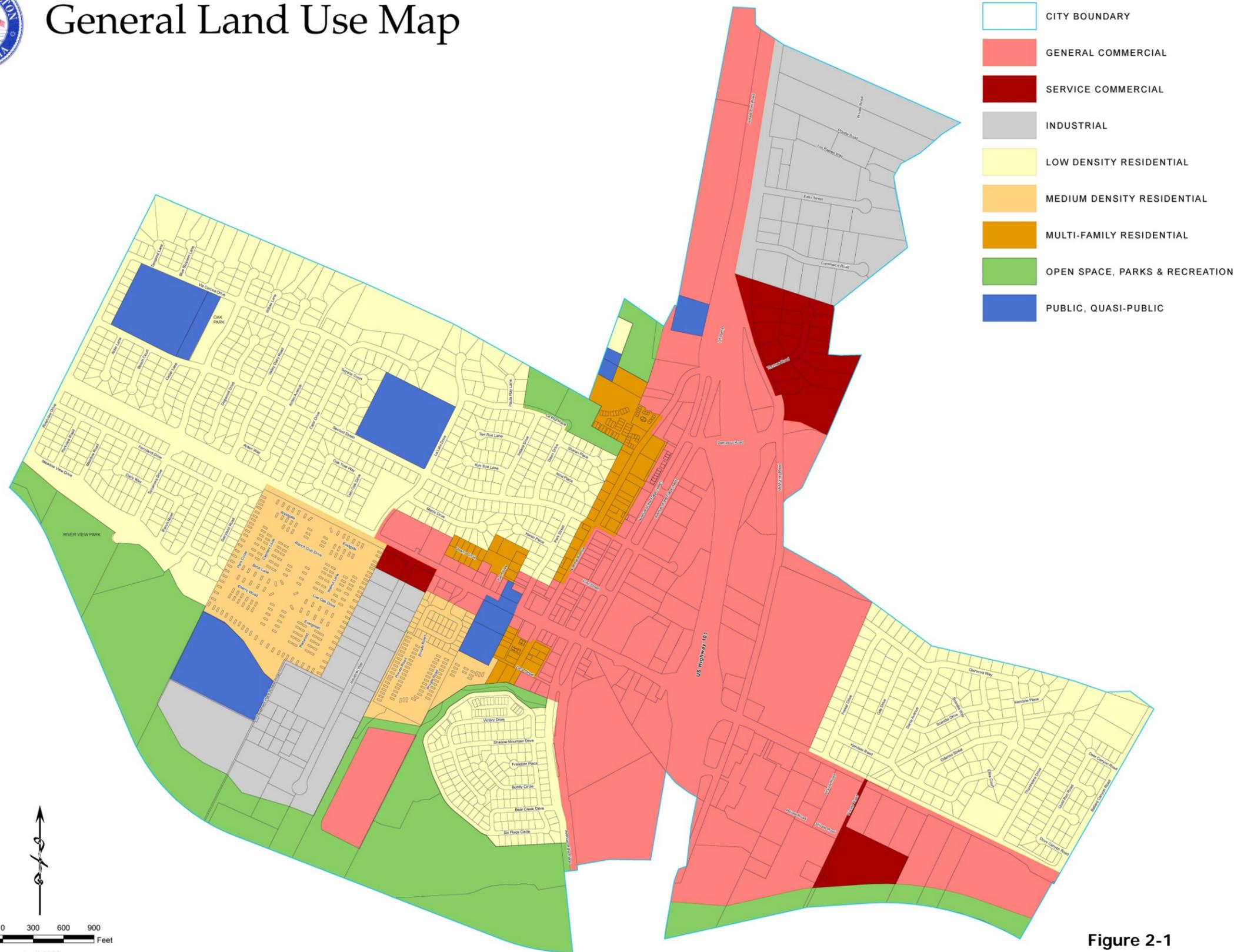


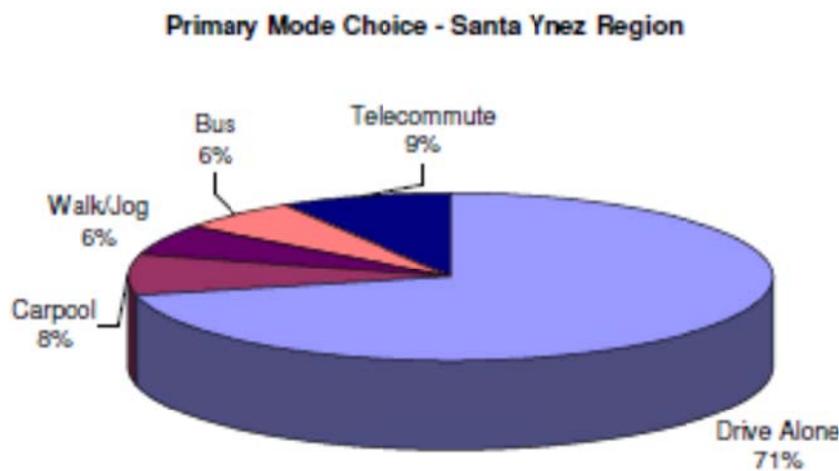
Figure 2-1 Existing Land Use

The commercial area (shown in pink), which is also the main employment center, is primarily located through the center of the city along Avenue of Flags and south-easterly along Highway 246. This commercial area consists mainly of a shopping center, fast service and sit-down restaurants, motels and a hotel. There are two industrial zones, which is the next largest employment center. One area is located at the north tip of the city and the other is located on Industrial Way. The industrial zones consist primarily of manufacturing, service centers, wineries, other businesses and storage facilities.

According to the US Census Bureau, the mean commuting time in Santa Barbara County is 19.4 minutes (data taken collected from 2005-2009). Extrapolating the average driving speed, commuting from Buellton can be assumed to reach to Santa Ynez and Goleta areas. While cycling is less feasible as a mode of transportation to the Goleta areas for the general population, it is more feasible for the local Santa Ynez Valley area.

In 2002, SBCAG conducted a Commuter Profile Survey to prepare a 1990-2000 City Bicycle Commuter Trend. For the City of Buellton, the survey showed a decrease in commuter trend: from 16 Bicycle Commuters in 1990 to 3 in 2000. The trend continues to decrease since 2002. The 2007 SBCAG Commuter Profile Report summarizing the primary mode of transportation choice for the Santa Ynez Region did not even indicate a bicycle mode selected (refer to Figure 2-2). It is important to note, however, that walking is identified as 6% of the primary mode choice in our region.

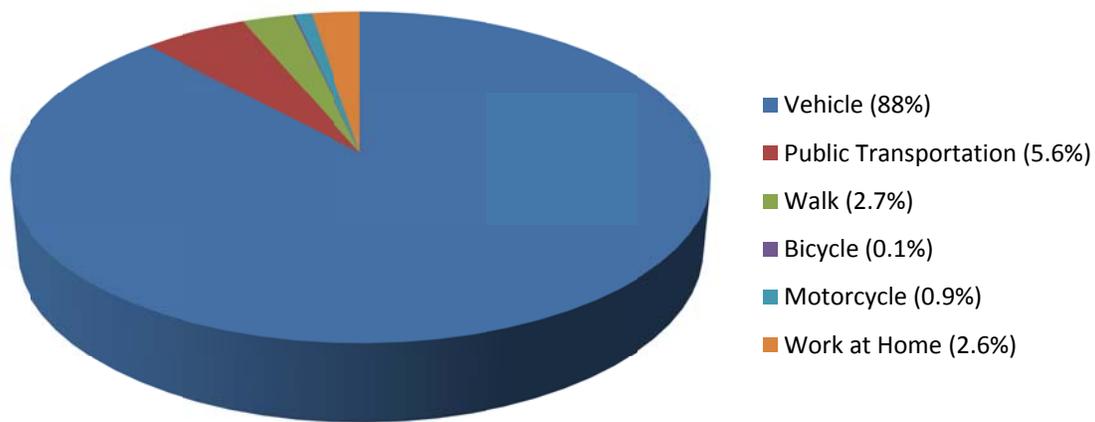
Figure 2-2



In review of the American Community Survey conducted in 2009, less than 3% of workers (age 16 and over of the 2,368 surveyed) that live in the City of Buellton, walk or bicycle to work (refer to Figure 2-3). Those that cited Bicycle as the means of transportation to work was only 0.1%, which is approximately 2 people. (See Appendix A for entire Buellton excerpt summary).

Figure 2-3

Means of Transportation to Work



The City's goal is that the implementation of this Plan will provide the necessary infrastructure to encourage the use of bicycles as an alternative choice of transportation and at least double the amount of bicycle commuters.

General Plan

The City's Circulation Element of the 2025 General Plan does specifically address both Bicycle Circulation and Pedestrian Circulation. The Circulation Element acknowledges the benefits of cycling and walking, noting that "bicycle circulation should be encouraged as a non-polluting transportation mode for local trips, exercise and recreation" and that "existing residential neighborhoods in the City are all within relatively short walking distance of shopping and schools". Similarly, the Circulation Element also acknowledges the major constraint of Highway 101 and Highway 246, which "divides....and limits access...and creates an unpleasant and potentially dangerous experience."

This Master Plan is consistent with the Goals identified in the Circulation Element:

1. *Establish a safe, balanced, and efficient circulation and pedestrian system that serves all segments of the community, preserves the City's small City character and quality of life, and plans for anticipated growth.*
2. *To encourage the use of alternate forms of transportation other than the automobile.*
3. *To foster revitalization of the Avenue of Flags.*

The Master Plan also complies with the following Policies of the Circulation Element:

General Policies

C-1 The City should support county-wide and local programs to reduce the number of vehicle trips associated with employment, school attendance and shopping.

C-2 Facilities that promote the use of alternative modes of transportation, including bicycle lanes and connections, pedestrian and hiking trails, park-and-ride lots and facilities for public transit shall be incorporated where feasible into new development, and shall be encouraged in existing development.

C-4 (iii) Development of a pedestrian walkway along Zaca Creek.

Bicycle Circulation Policies

C-17 The City shall support safe and effective connectivity between adjacent neighborhoods for all new development and shall pursue such connectivity for existing neighborhoods, where necessary and appropriate (e.g.,

provision of a bicycle/pedestrian connection between the Thumbelina neighborhood and Ballard Canyon Road).

C-18 The City shall revise and implement the Buellton Bikeway Master Plan, and promote the goals of establishing a continuous bicycle/walking network around the City connecting with other nearby communities where possible, improving bicycle safety, convenience and awareness, increasing commuter and recreational opportunity with emphasis on environmental enhancement, and providing for thorough implementation of the Bikeway as described in the Bikeways Master Plan.

C-19 Existing and planned bikeways are described in the Buellton Bikeways Master Plan. The Bikeway network should be developed when:

- a) street sections are repaved, restriped, or changes are made to its cross-sectional design,
 - b) street sections are being changed as part of a development project,
 - c) new development or expansions of existing development are on or adjacent to property where planned bikeway improvements are located, or
 - d) the construction of bike lanes or paths is called for by the City's Capital Improvement Plan.
- C-20 In the process of considering development proposals the City shall use the full amount of discretion authorized in the municipal code and CEQA for setting conditions of approval to require new development to provide bicycle storage and parking facilities on-site as well as reserve an offer of dedication of right-of-way necessary for bikeway improvements.
- C-21 The City should encourage that bike racks are installed on regional transit vehicles.
- C-22 New ridesharing facilities in the City shall include bike lockers and/or racks.

Pedestrian Circulation Policies

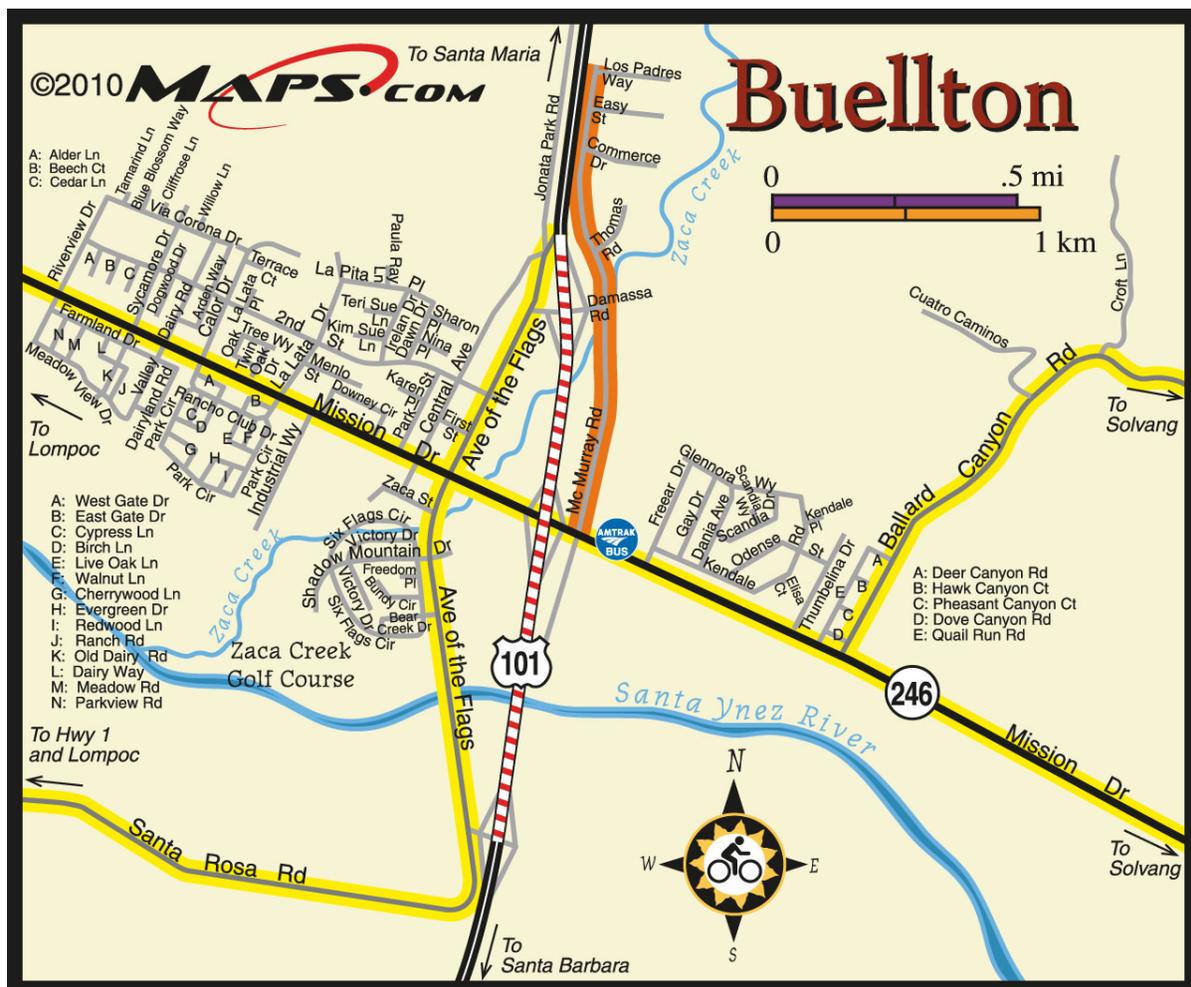
- C-23 The City should complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers such as shopping areas, schools, and recreation.
- C-24 New development should provide sidewalks and pedestrian paths consistent with applicable State, federal and local plans, programs and standards.
- C-25 Pedestrian crossings at heavily traveled intersections should be made as safe as possible. Crossing controls should be installed when traffic levels or pedestrian demand warrants, or as a result of demand modeling.
- C-26 A pedestrian/bicycle crossing of the 101 freeway should be considered as a supplement to Highway 246 as determined by the Buellton Planning Commission and City Council. Possible locations are the easterly extension of Second Street to McMurray Road, and/or widening and enhancing the Damassa Road or Highway 246 overpasses to safely accommodate bicycles and pedestrians.
- C-27 Establish and maintain safe paths to school for pedestrian and bicycle traffic.

Relationship to Other Plans

A crucial element of this Plan is the coordination with other, Regional, County, State and Federal policies and plans. The City has coordinated with the County of Santa Barbara (the adjacent and outlying jurisdiction) as well as SBCAG (Regional) and Caltrans (State) to ensure that policies and recommendations for routes are consistent and connect.

The County of Santa Barbara surrounds the City of Buellton on all sides. Any routes proposed within the city limits should connect to County facilities. Although there are no existing marked Bike Routes in these County areas, preferred routes have been identified. "Santa Barbara County Bike Map", produced through Traffic Solutions identifies "alternative" bicycle routes through Buellton and the immediate outlying areas of the County (refer to Figure 2-4). The routes shown are part of the Pacific Coast Bike Route.

Figure 2-4
Traffic Solutions Map Excerpt

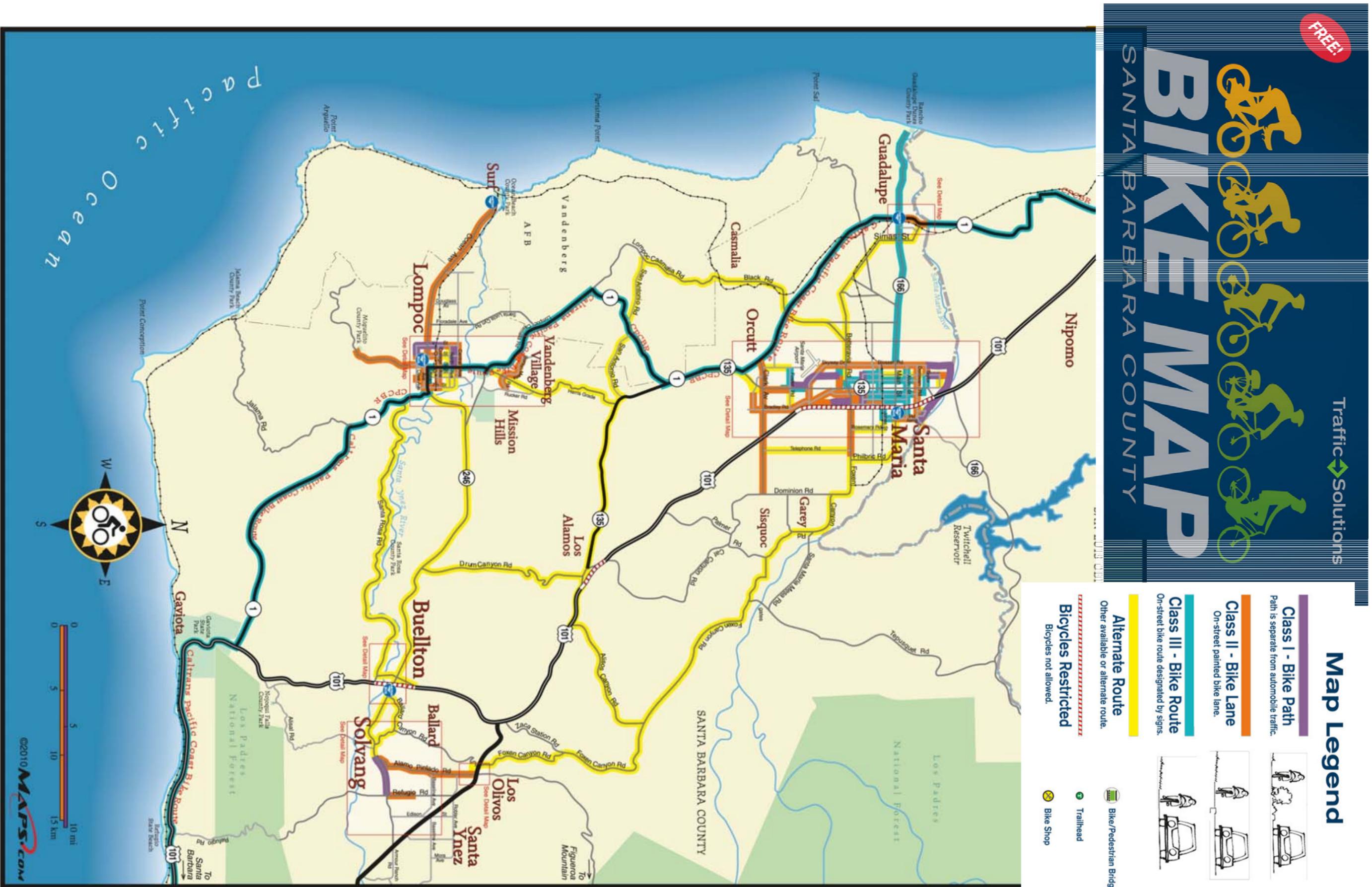


Buellton’s Plan also ties in with the 2008 Draft SBCAG Regional Bicycle Plan. The SBCAG Regional Bicycle Plan evaluates the County’s Regional bikeway network to assure that all communities are part of the larger network. Figure 2-5 shows the North County Bike Map.

Figure 2-5
SBCAG Regional Bicycle Plan – North County

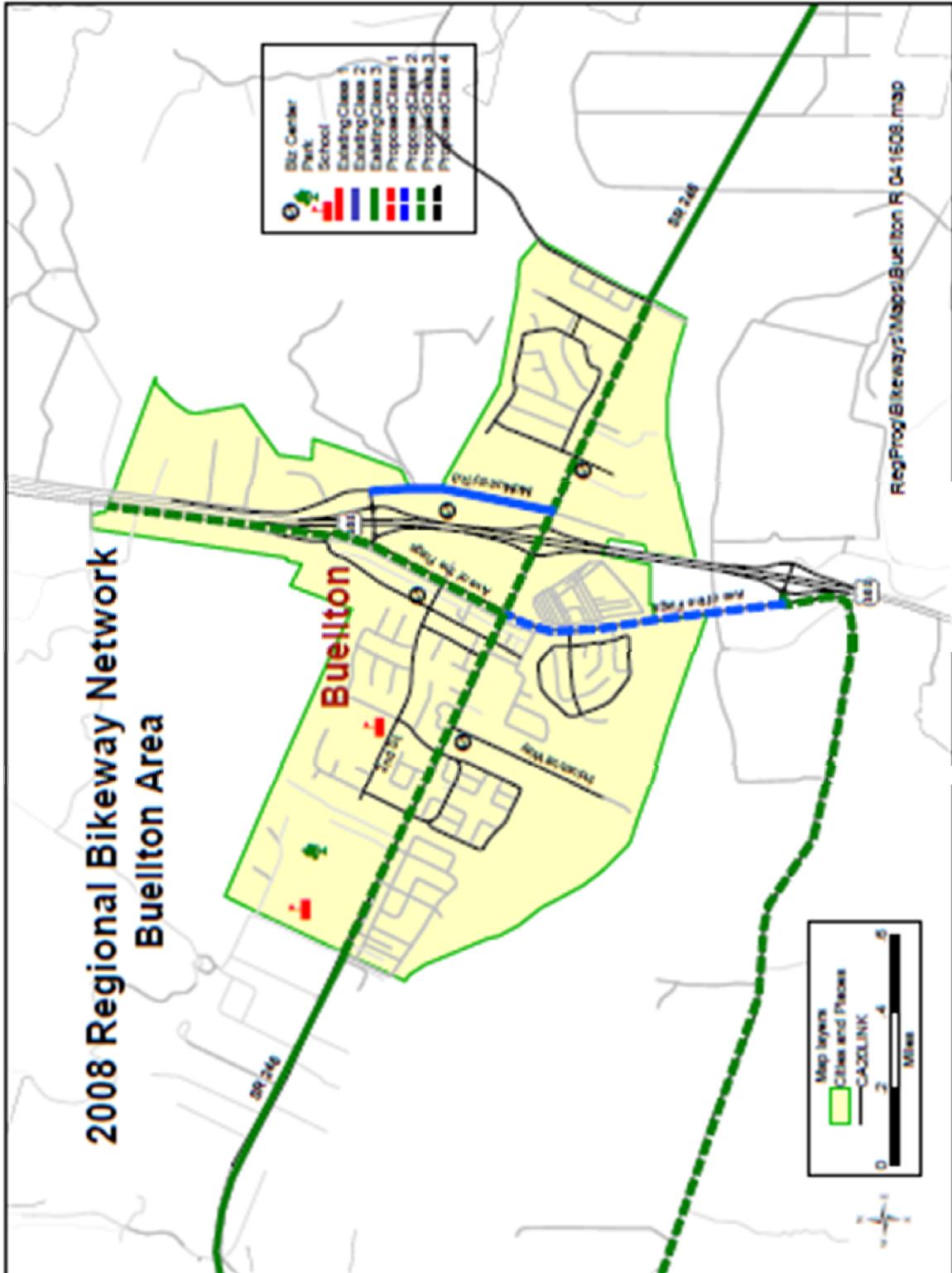


Figure 2-5
SBCAG Regional Bicycle Plan – North County



The SBCAG Regional Plan also includes a general review of the Buellton area shown here in Figure 2-6:

Figure 2-6



Since the City is bisected by two State Highways, it is particularly crucial to coordinate with Policies of Caltrans. The goals and objectives of the Buellton Bicycle and Pedestrian Master Plan align with the State Policies.

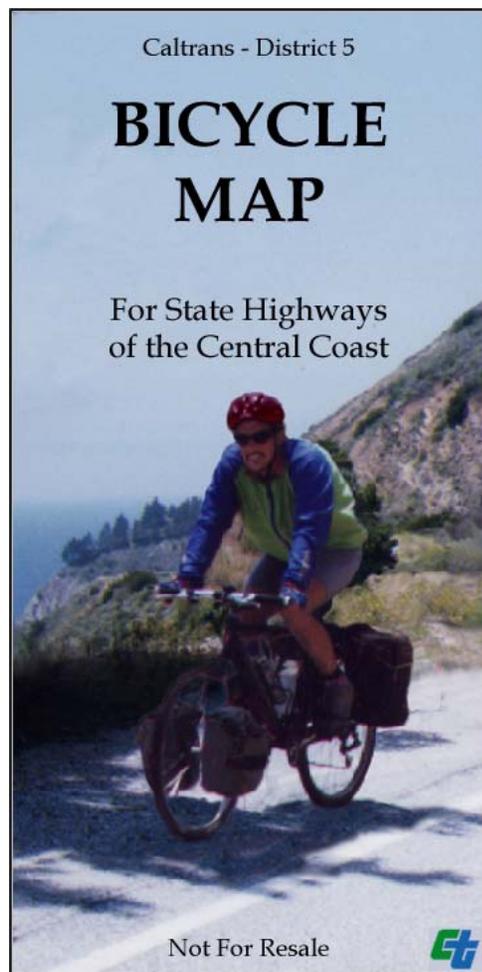
While Caltrans does not have a “Bicycle Master Plan”, it does publish a Bicycle Map, specifically the “Caltrans – District 5 Bicycle Map For State Highways of the Central Coast”. Highway 246 is identified as a Bicycle Route.

In addition to this publication, Caltrans does have several policy documents which support cycling and walking as transportation modes. In 2002, the California Blueprint for Bicycling and Walking was prepared. This “Blueprint” had 3 main goals – to increase bicycling and walking trips by 50%, to decrease bicycle and pedestrian fatality rates by 50% and to increase funding for bicycle and pedestrian programs. While the report needs to be updated, the goals of the Blueprint are still active.

In fact, in 2008 Deputy Directive Number DD-64-R1 was issued for Complete Streets – Integrating the Transportation System. This directive addresses safety and mobility for bicyclists and pedestrians and transit and recognizes them as integral elements of the transportation system. These mobility features are to be encouraged and promoted. The Complete Streets Implementation Action Plan was finalized in February of 2010. In addition, AB-1358 requires all local agencies to incorporate Complete Streets to their Circulation Element upon its required update. The City’s Circulation Element is scheduled for an update in 2013.

Also, the Master Plan complies with the California Bicycle Transportation Act. Compliance requirements and checklist are provided in Appendix H.

The Buellton Bicycle and Pedestrian Master Plan is also consistent with the United States Department of Transportation (USDOT) Policy on Integrating Bicycling and Walking into Transportation Infrastructure.



3. COMMUNITY INVOLVEMENT AND PLANNING PROCESS

The Planning Process

The City of Buellton started the discussion for bicycle and pedestrian routes during the "Visioning" Workshops in 2010. Three evening community workshops (March, April and June 2010) and two youth workshops (March and May 2010) were held in which residents and business owners brainstormed the needs of the community. Topics included Redevelopment, Sustainability, Downtown Corridor, Culture and Transportation. The City's Visioning Project has been an on-going process. A Draft Visioning Plan has been prepared and various Committees have been formed to identify specific programs and priorities. As the Visioning Process concludes, a Work Group focusing on Goal 2 of Visioning (Expand Opportunities for Healthy and Active Living) prepared and prioritized the Goal 2 Objectives. The main priority is to increase connectivity for pedestrians and cyclists. The second priority is to increase recreational opportunities for all ages. The complete presentation can be found in Appendix G.

This Bicycle and Pedestrian Master Plan commenced as an appropriate segue from the Transportation discussions held during each of the Visioning Workshops. Since this Master Plan is wholly funded by the State of California's Community Based Transportation Planning Grant, community involvement continues through the Plan's preparation.

Prior to the Workshop commencement, the City invited interested citizens to participate in the planning process. Based on responses, a stakeholder group list was created. This list consisted of residents, business owners, interest groups and local agency representatives, many of which originally participated during the Visioning Workshops. See Appendix B for a complete list. All members of this stakeholder list were regularly emailed meeting notices with links to the Agenda and a summary of the discussion item for that meeting. In order to solicit as much community input as possible, the meetings were held concurrently with the regular Parks and Recreation Commission monthly meetings, held on the fourth Monday of the month. In addition, the meetings were not closed to only members of the stakeholder list; any member of the public was allowed to participate.

Participants of these meetings/workshops were identified as "The Focus/Stakeholder's Group". Different from the traditional sense of a Focus/Stakeholder's Group in which specific people are identified and requested to join to represent a focused sample, "The Focus/Stakeholder's Group" for the Bicycle and Pedestrian Master Plan are defined as: *"those people from our community that have particular interest, either as a resident or business owner or special interest group in the development of the bikeways and*

pedestrian improvements in the City of Buellton". These participants will provide insight as a user of these facilities, as advocates for these activities, and as potential affected property owners/businesses.

Workshops

Seven public workshops/meetings were held by the Bicycle and Pedestrian Master Plan Focus/Stakeholder's Group, including one site visit, which was presented as a Walk-About/Ride-Along event. A brief discussion of these workshops/meetings is provided here:

January 20, 2011, and January 24, 2011, Workshops:

These first two workshops were held during the Planning Commission and Parks & Recreation Commission Meetings, respectively, and were identical in Agenda and context of discussion to provide an overview. The introductions were also highly appropriate as it provided the background and framework for our planning process; and they were also the only meetings of significant public participation.

In addition to the background, the Focus/Stakeholder's Group was given their mission:

The Focus/Stakeholder's Group will evaluate and provide prioritized recommendations for bicycle and pedestrian facilities in the City of Buellton.

To do so, the Focus/Stakeholder's Group will discuss the individual needs of the various user types and evaluate and reconcile those needs with community resources.

The Focus/Stakeholder's Group will be provided with a large Toolbox and will also have opportunities to make "real space" evaluation through field work.

The group engaged in lively discussions as they were tasked to identify: 1. Destination points in and near the City; and 2. Proposed routes for both Recreation and Commuter purposes. Both meetings included debates on the conflicting needs of a trail for hiking/biking along the Santa Ynez River, the rights of the Santa Ynez River ranchers/property owners and environmental conservation. (This discussion will be explored in more detail later in this report.)

The lists created from the January 20, 2011 and January 24, 2011 meetings are provided in the following pages, Figures 3-1 and 3-2 respectively.

Figure 3.1 January 20, 2011 List

Bikeways and Trails Master Plan Workshop
January 20, 2011 – Planning Commission Meeting

Commuter Destinations (Not prioritized)

- #1 Commercial/Industrial
- #2 Village Site Commercial
- #3 Albertsons Center
- #4 Shopping
- #5 Park & Ride
- #6 Industrial Way
- #7 Jonata School
- #8 Oak Valley School
- #9 Avenue of Flags
- #10 Post Office/Library
- #11 City Hall

Commuter Routes (Prioritized)

- #1 Highway 246
- #2 Second Street
- #3 Avenue of Flags
- #4 McMurray Road
- #5 Sycamore Drive
- #6 LaLata to Industrial Way
- #7 Damassa Road
- #8 Drainage route in Thumbelina (least important)

Recreation Destinations (Not prioritized)

- #1 River Trail
- #2 Parks in the Village Site
- #3 Proposed tennis court on Industrial Way
- #4 Recreation Center
- #5 Zaca Creek Trail – Base Plan #1 (Dissenting opinion)
- #6 Santa Rosa Trail
- #7 Dog Park
- #8 Ballard Canyon

Figure 3.2 January 24, 2011 List

Bikeways and Trails Master Plan Workshop
January 24, 2011 – Parks and Recreation Commission Meeting

Commuter Destinations

(Not prioritized)

- #1 Buellton Town center
- #2 Schools
- #3 Industrial Way
- #4 McMurray Road
- #5 Post Office
- #6 Park and Ride
- #7 Avenue of Flags
- #8 City Hall
- #9 Library
- #10 Old Nielsen's Center

Commuter Routes

(Not Prioritized)

- #1 Highway 246
- #2 Second Street
- #3 Avenue of Flags Corridor
- #4 Thumbelina Connector

Recreation Destinations

(Not prioritized)

- #1 River View Park
- #2 Oak Park
- #3 Dog Park
- #4 Recreation Center
- #5 Schools
- #6 Theater
- #7 Restaurants:
 - McMurray Road
 - Avenue of Flags
 - Town Center
- #8 The River
- #9 SYV Inn and Racquet Club (Industrial Way)
- #10 Rancho de Maria Park
- #11 Flying Flags Campground

Recreation Routes

(Not prioritized)

- #1 River View/Zaca Creek/Second Street Trail
- #2 North Bank Continuation
- #3 Thumbelina Connector

February 28, 2011, Workshop

This workshop's goal was to review the draft Route Maps that were drawn and marked from the January workshops. The draft routes were combined and recreated on a GIS layer that also showed parcel lines and public easements (refer to Figure 3-3). The discussion included the continued debate regarding a trail along the Santa Ynez River. Owners of property along the Santa Ynez River, outside of the City limits, stated that they did not want any trails on their property and would not give easements for trails on their property. One property owner, whose property does lie within the City limits, also stated he would not give easement for trails through his property. To document the history of this process, discussion and acknowledgement of the Community's interests, those lines remain on the maps.

Figure 3-3
Draft Route Map/Mark-ups



City of Buellton DRAFT Bikeway Master Plan

Figure 3-3
Draft Route Map/Mark-ups



March 28, 2011, Workshop

At the request of the Focus/Stakeholder's Group members during the February workshop, this workshop was dedicated go over the "TOOLBOX" items available to the group. The "TOOLBOX" are the various guidelines and manuals that are used to design bicycle and pedestrian facilities were reviewed as well as the specific criteria needed for various types of facilities and sample features to enhance and provide safety.

April 25, 2011, Meeting

This meeting reviewed the Goals and Objectives of the Master Plan, as no comments on the Goals and Objectives have yet been received from any of the stakeholders/participants. Also, as part of this Master Plan, a Safe Routes to School (SRTS) Plan is being prepared for the Buellton Union School District. A progress update to the SRTS Plan was also provided to the group, including a presentation of a student saturation map.

July 16, 2011, Field Trip

The City invited the stakeholders group to a WALK-ABOUT/RIDE-ALONG Site Visit, held on Saturday, July 16th. Several places were identified during the February Workshop as areas that would be important to review in the field to see what the actual conditions were before making specific facility recommendations. Twelve stops were made during the approximately 6 hour event:

1. Jonata Middle School
2. Oak Valley Elementary
3. Highway 246/Sycamore Drive
4. South Industrial Way
5. South Avenue of Flags
6. Zaca Creek Golf Course
7. Second Street/Zaca Creek
8. Damassa Road/Highway 101
9. McMurray Road
10. Highway 246/McMurray Road
11. Thumbelina Creek
12. Highway 246/Ballard Canyon

Fifteen members of the community participated in this event, half of which walked and the others biked. A workbook (see Appendix C) was created specifically for this event and included a TOOLBOX INFORMATION section which provided the general design

requirements and typical traffic calming and safety devices that are used to enhance bicycle and pedestrian travel and safety and a USER INFORMATION section where participants can document their issues, concerns and recommendations. (See Appendix xx for a sample workbook.) The Community was also welcome to participate and visit the sites using the workbook at their leisure. Announcements were made during Council Meetings, Commission meetings and on the City's website along with the workbooks. After a one month period, a total of 10 completed workbooks were received.

August 22, 2011, Workshop

A detailed summary of the workbooks received from the Walk-About/Ride-Along was provided to the Group, see Appendix D. Staff led a discussion to group the findings into key points. The following items were identified by each Site Visit Stop:

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Jonata Middle School <ol style="list-style-type: none"> a. More Bike Racks b. Striping c. Walk bike on Campus signs 2. Oak Valley Elementary <ol style="list-style-type: none"> a. More Bike Racks b. Sharrows 3. Highway 246/Sycamore <ol style="list-style-type: none"> a. Create Bike Lane/Icons b. Highway 246 Crossing c. Modify w/Bulb-outs, Roundabout, Medians 4. South Industrial Way <ol style="list-style-type: none"> a. Sharrows b. Develop legal river trail w/i city limits 5. South Ave of Flags <ol style="list-style-type: none"> a. Bike Lanes b. Bike Rack c. Signage on Bike Lockers identifying for rent d. Crosswalk at Rancho de Maria to Flying Flags | <ol style="list-style-type: none"> 6. Zaca Creek Golf Course <ol style="list-style-type: none"> a. Golf Course Trail loop 7. Second Street/Zaca Creek <ol style="list-style-type: none"> a. Creek Trail b. Sharrows c. Skate Park 8. Damassa/Highway 101 <ol style="list-style-type: none"> a. Sharrows b. Crosswalk 9. McMurray Road <ol style="list-style-type: none"> a. Trail connecting Thumbelina b. Truck Parking Hazard 10. Highway 246/McMurray <ol style="list-style-type: none"> a. Work with shopping center owners and future developers to create a safe rest area. 11. Thumbelina Creek <ol style="list-style-type: none"> a. Sidewalks 12. Highway 246/Ballard Canyon <ol style="list-style-type: none"> a. Create Bike Lane/Icons b. Crosswalk |
|--|---|

September 26, 2011, Workshop

A presentation was made by Kent Epperson, Director of SBCAG Traffic Solutions. Mr. Epperson discussed the various programs that are offered through Traffic Solutions as a resource to our community. He also presented some of the strategies used by communities in south Santa Barbara County that have made those areas more successful for walking and bicycling. Using the information as a catalyst, the group brainstormed the following programs to incorporate in the Master Plan:

- What is the number of residents who live and work in the City? (information gathering)
- Bike Rodeo (Bicycle Safety)
- Middle School Education Assembly (How to “drive” your bike)
- Bicycle Skills Classes (Adults & Kids)
- Identify businesses and locations and seek funding sources for bike racks (mini grants)
- Bicycle maintenance class or day
- Bicycle donation program or exchange for bikes, parts, safety equipment
- Provide Flying Flags campground with bicycle/pedestrian information
- Cycling events – community oriented
- Educate public and businesses on funding sources
- “Share the Road” information and signage
- Bike to School Day – a group ride to and from school with adult escorts
- Bike to Work Day – “CycleMAYnia”
- Continue “Trips 4 Kids” sponsored by Buellton Recreation
- Identify hazards and safe routes to schools
- Youth skills – ride along – scavenger hunt
- Youth road ride
- Trikke event
- Alternate modes of transportation (skateboards, scooters, rollerblades, etc.)
- Working with businesses to support bicycle, skate, etc. events and activities, ie: “Skate the Lot”

Despite the large list of stakeholders, attendance at these various workshops was relatively low. To encourage additional input during these Park and Recreation Commission meetings, participation was open to the public.

Stakeholder Issues

During the various workshops, there was much debate and discussion regarding property owner rights, the environment and sensitive habitat and safety/vandalism with regards to proposed locations of routes and the proposed general trail along the Santa Ynez River.

Property Owner Rights

This was perhaps the most misunderstood topic during this Master Planning Process. Members of the community proposed trail routes that were in preferred locations, several of which were located across privately owned parcels. There were property owners who felt identification of routes over their property would be misleading and could encourage trespassing, creating an attractive nuisance, and induce people to think they can explore a pathway that doesn't exist, resulting in property damage and endanger humans and livestock. It was repeatedly stated that the main goal of the Master Plan was to evaluate the entire network for bicycles and pedestrians, which include trails, in a comprehensive manner to evaluate the most suitable and appropriate route locations.

Priorities were discussed that proposals and implementation would first be made on public property, public easements, public common areas and lastly undeveloped private parcels. Any proposals would need to be approved by the property owners along with appropriate easement documents. As a planning document, there must be a basis to begin discussions with the property owners.

The City will not proceed with design for a proposed trail segment without approval and consent of 100% of the affected property owners within the proposed segment. Approval and consent of the property owners will be documented through a grant of easement.

Santa Ynez River Trail Issues

The main issue of debate centers around the environmental habitat of the Santa Ynez River. Supporters for a trail along the Santa Ynez River would like to be able to enjoy the natural setting that surrounds the City of Buellton. Their proposal would include a passive trail (non-paved) and would specifically prohibit access of motorized vehicles/bicycles. Opponents of the trail have reported historical abuses such as vandalism with trash, damage due to off-road vehicles and trespassers onto their property and causing a negative impact to their personal property and the sensitive habitat.

Several ranchers who own land along the Santa Ynez River attended meetings and provided written comments asserting their concerns. They were unanimously opposed to any trail on their properties. The trails proposed in the Master Plan, however, are within the City limits and do not encroach on their properties.

During the August 22, 2011 meeting, it was discussed that the ideal trail is from River View Park to Avenue of Flags. Some of the implementation features were proposed to address environmental and trespassing concerns of property owners outside of Buellton are:

- Fencing to prohibit vehicular access to the river and beyond the city limits;
- Creating a passive trail system, that remains a “blazed” dirt path;
- Incorporating educational signs about the environment;
- Incorporating trash cans at trail heads;
- Implementing a “Friends of the SYR Trail System” to have citizen monitoring of the trail;

The City recognizes the need to be proactive in the preservation of environmental resources. The City already has water quality and watershed protection initiatives in place. Any proposed trail design, particularly along the Santa Ynez River, would be required to comply.

Recommendations resulting from these discussions are provided in Chapter 7, Implementation Plan and will be approved at the final discretion of the City Council.

4. Bicycle Network

There are three general classifications of Bikeway Facilities: Class I (dedicated and separated bike path), Class II (bike lane), and Class III (bike route). First and foremost, it is important to recognize that all roads are considered to be shared facilities. Cyclists do not require a bikeway designation to use roads; however they must follow and obey all traffic rules. The designation of classified facilities is meant to identify “preferred” routes where additional features and noticing to motor vehicles are made to create awareness for bicycles.

The following are specific criteria pertaining to the various classifications:

Class I – Bike Path

*Serves corridors, not served by streets, offers opportunities not provided by the road system.

*Recreation, direct high-speed commute routes

*Exclusive ROW (can be shared w/Pedestrians if designed as such)

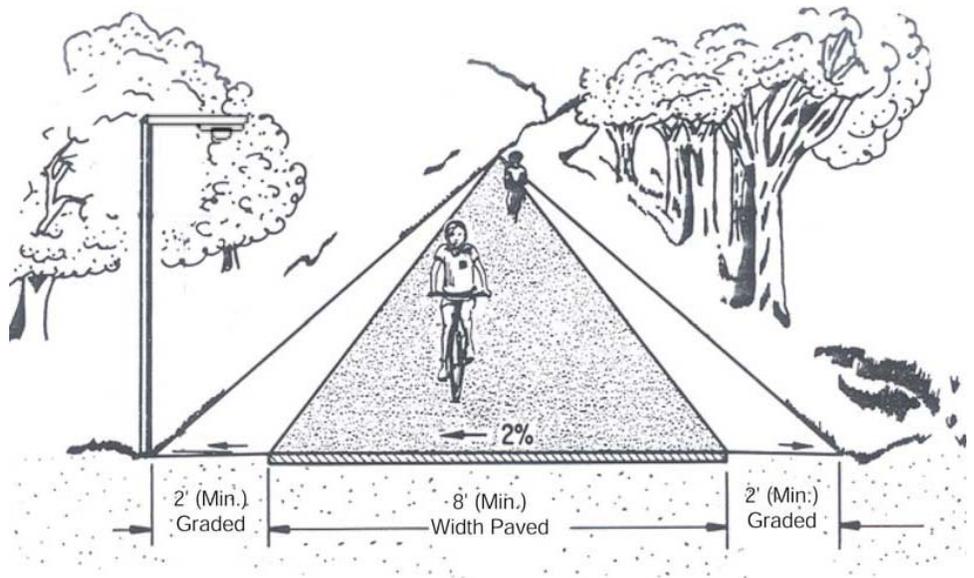
*Sidewalks are NOT Class I

*Motorized bicycles (ie mopeds) and motor vehicles are prohibited by state law

*Speeds ~ 25 mph

*Widths: Minimum Paved for 2-way – 8 feet

Minimum Paved for 1-way – 5 feet

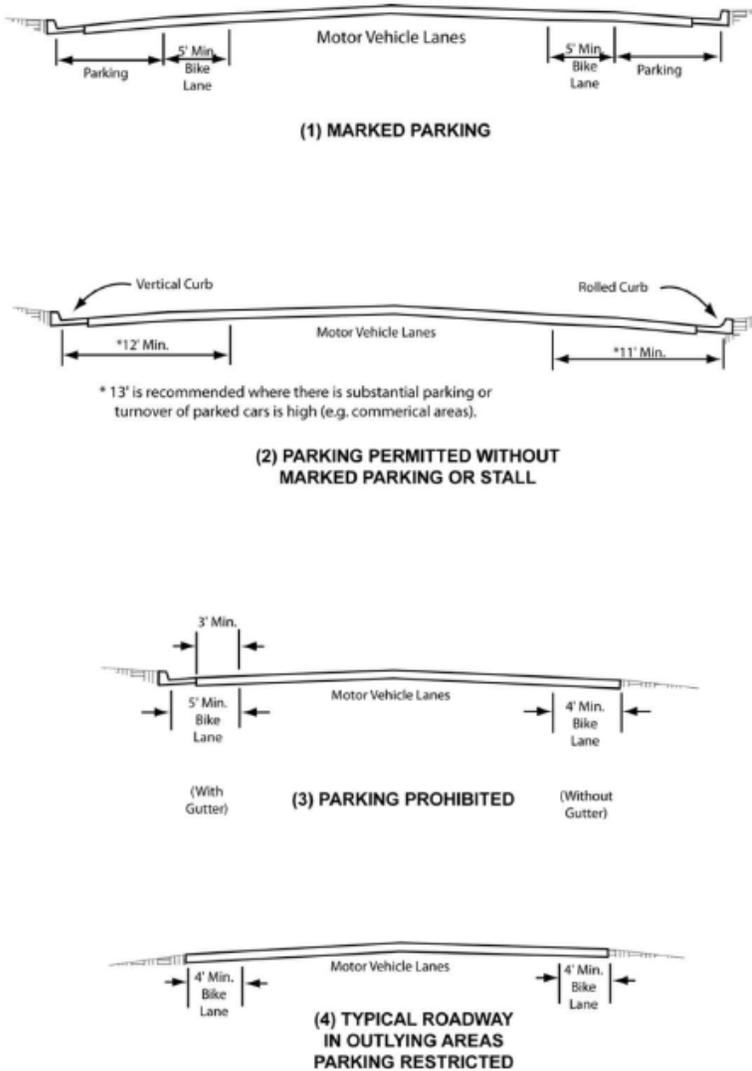


Note: For sign clearances, see MUTCD, Figure 9B-1.

Class II – Bike Lane

- *Established along streets with significant bicycle demand
- *Lanes signed and striped one-way facilities with Width generally 5 feet
- *Located between parking area and traffic lanes

**Figure 1003.2A
Typical Bike Lane Cross Sections
(On 2-lane or Multilane Highways)**



Class III – Bike Route

*Shared roadway

*Identification designates preferred routes

*No minimum widths in guidelines

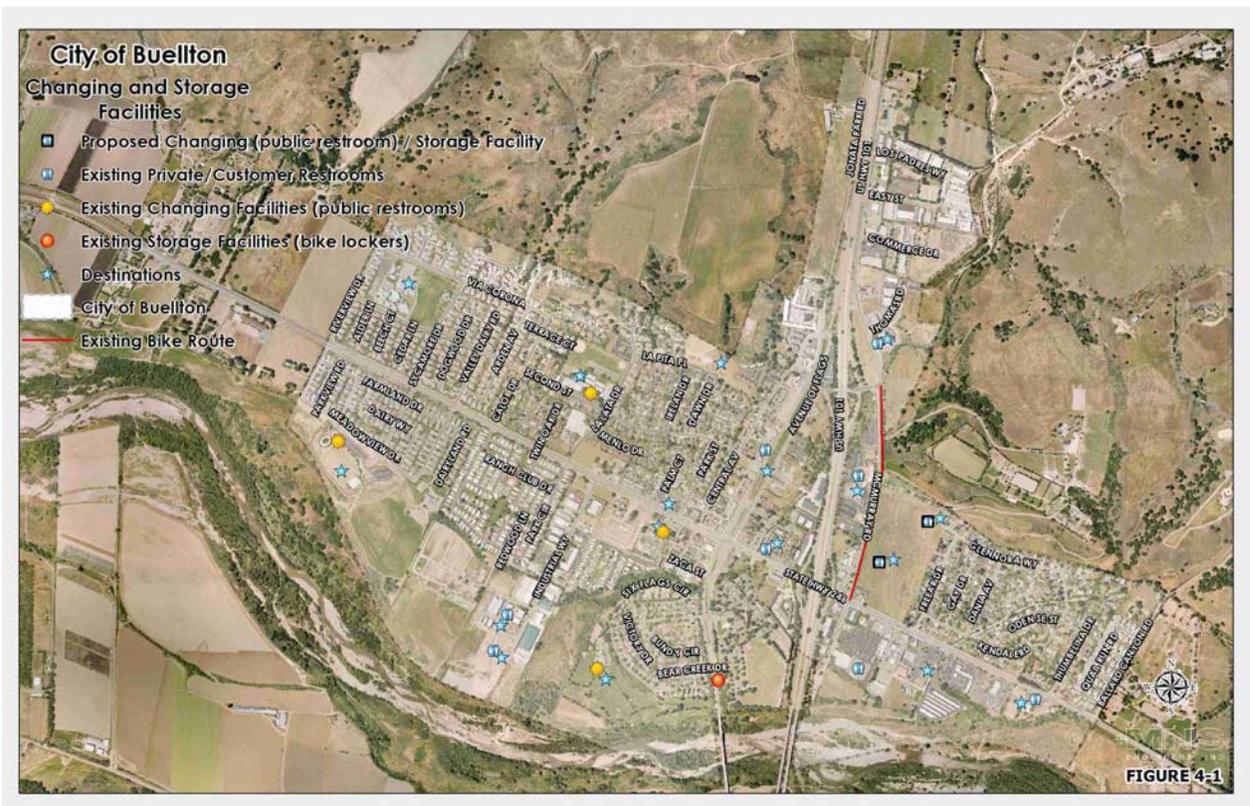
*Bicyclists are permitted on all highways (except where specifically prohibited), designation of the route should be based on advantages the route provides to the user.

Existing Facilities

While it is shown in Chapter 2 that several Regional Bicycle Routes are shown through Buellton, there is actually only one existing bicycle route – a Class II on McMurray Road between Highway 246 and Damassa Road.

There are several other bicycle facilities throughout the city as shown on Figure 4-1. These include Changing (public restrooms) and Storage facilities (bike lockers) in which bicyclists can refresh, store their items and can get water (drinking fountain). Proposed additional facilities are also identified.

**Figure 4-1
Existing Changing/Storage Facilities**





In addition, an inventory of existing bicycle racks throughout the City was completed. These locations are mapped in Figure 4-2 along with the community identified Destinations within the City. Those Destination points that do not have any bicycle racks are noted as proposed locations for new racks to encourage the use of bicycle as transportation to/from these Destination points.

**Figure 4-2
Bicycle Parking Facilities**



The numbers shown in the orange circles indicate the number of bicycles the racks can accommodate.

Proposed Network

While the community recognizes that bicycles are allowed on any road, it was critical to identify key roads in the city which should have specific bicycle classifications. To provide a basis for identifying preferred routes, the Focus/Stakeholder's Group was tasked to first identify significant points of destination. As shown in the Exhibits in Chapter 3, the Focus/Stakeholder's Group reviewed destination and facilities segregated by Recreation and Commuter purposes. However, as discussions moved forward, it was agreed that with a community of our size, all facilities can serve as multi-purpose and simultaneously address the needs for recreation and commuter.



The following are the identified Destinations in the City of Buellton which routes should connect:

- Schools: Oak Valley Elementary and Jonata Middle School
- Public Centers: City Hall, Post Office, Library, Chamber/Visitor's Center,
- Services: Banks, Utilities, Salons
- Shopping Centers: Buellton Town Center, Nielsen's Center (all commercial in that zone)
- Eateries: All fast food and sit down restaurants and wineries/breweries and their tasting centers
- Entertainment: Movie Theater, art gallery
- Employment Centers
- Recreation: River View Park, Oak Park, PAWS Park, Santa Ynez River, Zaca Creek, Recreation Center, Senior Center, Regional Routes, Zaca Creek Golf Course, Campgrounds
- Multi-Modal Connections: Park & Ride, Transit Stops

These Destinations are shown as the blue-starred Destinations on the various maps.

Another consideration for bicycle routes is the ability to connect to alternate modes of transportation, namely transit service. The City of Buellton is served by three transit systems: 1) Santa Ynez Valley Transit (SYVT), 2) Wine Country Express (WCE), and 3) Clean Air Express (CAE). Figure 4-3 identifies the various transit stop locations:

**Figure 4-3
Transit Services**



The Clean Air Express provides services from Santa Maria to Santa Barbara and offers storage area to accommodate bicycles underneath the bus. The Wine Country Express (WCE) provides services from Lompoc to Solvang and is fitted with bike racks on the bus. The Santa Ynez Valley Transit (SYVT) provides service from Buellton to the Santa Ynez Valley and also has bike racks on the bus.

City of Buellton

Transit Services Map

-  Wine Country Express
-  Clean Air Express
-  Santa Ynez Valley Transit
-  Amtrak Station
-  Park & Ride
-  Existing Bike Racks
-  Existing Bike Lockers
-  Proposed Bike Racks
-  Destinations
-  City of Buellton



FIGURE 4-3

The City also has a Park and Ride Lot located on south end of Avenue of Flags. The lot also serves as a transit stop for the CAE and SYVT and has several bike lockers available for rental through the City. A second Park and Ride Lot is proposed at the north end of Avenue of Flags and is anticipated to be complete by 2013. The new Park and Ride lot will be designed to accommodate transit as well as provide bicycle parking facilities.

Through the various workshops held, the consensus for the preferred bicycle routes and feasible classification are presented in Figure 4-4:

**Figure 4-4
Bicycle Routes**



The proposed routes and classifications are the minimum classifications proposed. For the purposes of this Master Plan, the main objective was to identify the routes and evaluate the feasibility based on existing space. Upon implementation, installation of



facilities would require a more specific evaluation to determine if a higher classification can be achieved.

To summarize, the following streets and limits are proposed as designated bicycle routes:

**Table 4-1
Proposed Bicycle Routes, Streets, Classification**

Street	Limits	Minimum Classification
Highway 246	West City limit to East City limit	Class I*/II (*where possible)
Second Street	Riverview Drive to Ave of Flags	Class II/III
Via Corona	Oak Valley Elementary School to Sycamore Drive	Class III
La Pita Place	La Lata Drive to Dawn Drive	Class III
Damassa Road	Ave of Flags to McMurray Road	Class III
Glennora Way	East of Freear Drive to Odense Street	Class III
Glennora Way	East of Freear Drive to McMurray Road	Class II
Odense Street	Glennora Way to Thumbelina Drive	Class III
Thumbelina Drive	Odense Street to Highway 246	Class III
McMurray Road	Damassa Road to Los Padres Way	Class II
McMurray Road	Highway 246 to south end of street	Class III
Ave of Flags	South City limit to North City limit	Class II
Shadow Mountain Drive	Zaca Golf Course to Ave of Flags	Class III
Industrial Way	Highway 246 to south end of street	Class III
La Lata Drive	Highway 246 to La Pita Place	Class III
Sycamore Drive	Via Corona to Riverview Park	Class III

Trails

Trails were reviewed for any “off-street” areas and with these guidelines for multi-purpose Trails:

- *For hikers, joggers, equestrians, bicyclists, etc.
- *Regulatory signage to restrict motor vehicles.
- *Width is average of 8 feet or greater to accommodate bi-directional traffic (may be less if “blazed trail”).
- *May need additional separation between cyclists, pedestrians and equestrians depending on usage.

There are no official “Trails” in the City of Buellton (though the City does have dedicated Trail Easements south of Industrial Way and a portion along the Santa Ynez River and along the north side of Sycamore Ranch). There are several “blazed” paths that exist along the north bank of the Santa Ynez River. These unsanctioned paths are frequented by the community, so much so that the California Department of Fish and Game has posted a sign prohibiting fishing at one of the unsanctioned trail entrances located at south Avenue of Flags. Members of the community have actively spoken about the area’s value and the enjoyment of such a natural resource right in their back yard.

In addition, there is an existing dedicated Trails Easement along the north City limits, above the Sycamore Ranch Homes, with access from the north end of Valley Dairy Road. There has not been any discussion of trails through this area as it was not identified as a proposed trail route during any of the community workshops. There is no information available to the frequency of use of this easement.



It was unanimously agreed in the Focus/Stakeholder's Group that any trails proposed that may serve bicycles would strictly prohibit any motorized vehicles or motorized bicycles.

Trails were discussed as a potential to be multi-use/multi-modal. Routes that have been identified as "off-street" are shown as trails, particularly because the surface is recommended to be natural (decomposed granite/shale, compacted dirt or other pervious surface). These proposed trails are shown in both the Bicycle Routes and Pedestrian Routes due to the recommendation to be multi-use/multi-modal.

One of the challenging issues with the trails as discussed in Chapter 3, is that they are located outside of the street right-of-way and within various parcels. The proposal of trail locations were made with the same prioritization recommended for implementation:

- 1st – Publicly Owned Lands
- 2nd – Dedicated Public Easements
- 3rd – Public Common Areas
- 4th – Private Parcels

Trails proposed within the 3rd and 4th priorities are not extraneous, but were those trails that the community felt would appropriately complete the network. Trails over private property which were unsupported by the property owners from the start of the project have been documented, but shown to record the history of the community efforts and desires. It is important to remember that any routes proposed on this Master Plan are provided for planning purposes so that the ENTIRE network may be reviewed comprehensively. All property owners have been notified of the process as well as the proposed route maps to solicit their individual comments.

To the extent possible, these trails have primarily been identified on public lands such as surrounding River view Park, Oak Park, Paws Park and Zaca Creek Golf Course. There is also existing Public Trails Easement from south Industrial Way to the south City limits and immediately east and west along the north side of the Santa Ynez River. Trails have been identified there.

The following priority of proposed trails is within community common areas. As a reminder, any implementation of proposed trails within community common areas (such as the Rancho de Maria Home Owner's Association) would have to be approved by the

common area owners. In this case, the proposed trail is along the common area north of Six Flags Circle, adjacent to Zaca Creek and through Shadow Mountain Drive.

Finally, there are trails proposed over privately owned parcels north of the Santa Ynez River, east of Rancho de Maria neighborhood and the Zaca Creek Golf Course towards Industrial Way as well as between River View Park and Industrial Way. Trails are also proposed over privately owned parcels along Zaca Creek between Highway 246 and Damassa Road. Any implementation of proposed trails within privately owned parcels would have to be approved by the property owner. Approval by any owner would be given through the grant of a Trail Easement to the City.

Through the first two workshops, the community has also identified the need for trails connecting further east, towards Santa Ynez along the Santa Ynez River. Not only has this proposal been contested by a local property owner within the City of Buellton, but also by the ranchers along the River. These areas are outside the City of Buellton city limits and are under the jurisdiction of the County of Santa Barbara. Should the County proceed, the City of Buellton may establish a connection where appropriate and within the City of Buellton limits.

Prioritization

The following criteria are recommended for prioritizing the development of bicycle facilities and improvements:

- Projects that establish new commuter/recreational routes linking school, residential, employment, recreational and commercial destinations.
- Projects that complete a regional network.

The following criteria are recommended for prioritizing the development of trail facilities and improvements:

- Publicly Owned Lands
- Dedicated Public Easements
- Public Common Areas
- Private Parcels

The prioritization of projects must also take into consideration the availability of project funding from outside sources (usually local, State and Federal grants) and the criteria and timelines established by those agencies. As such, if a source of grant funding

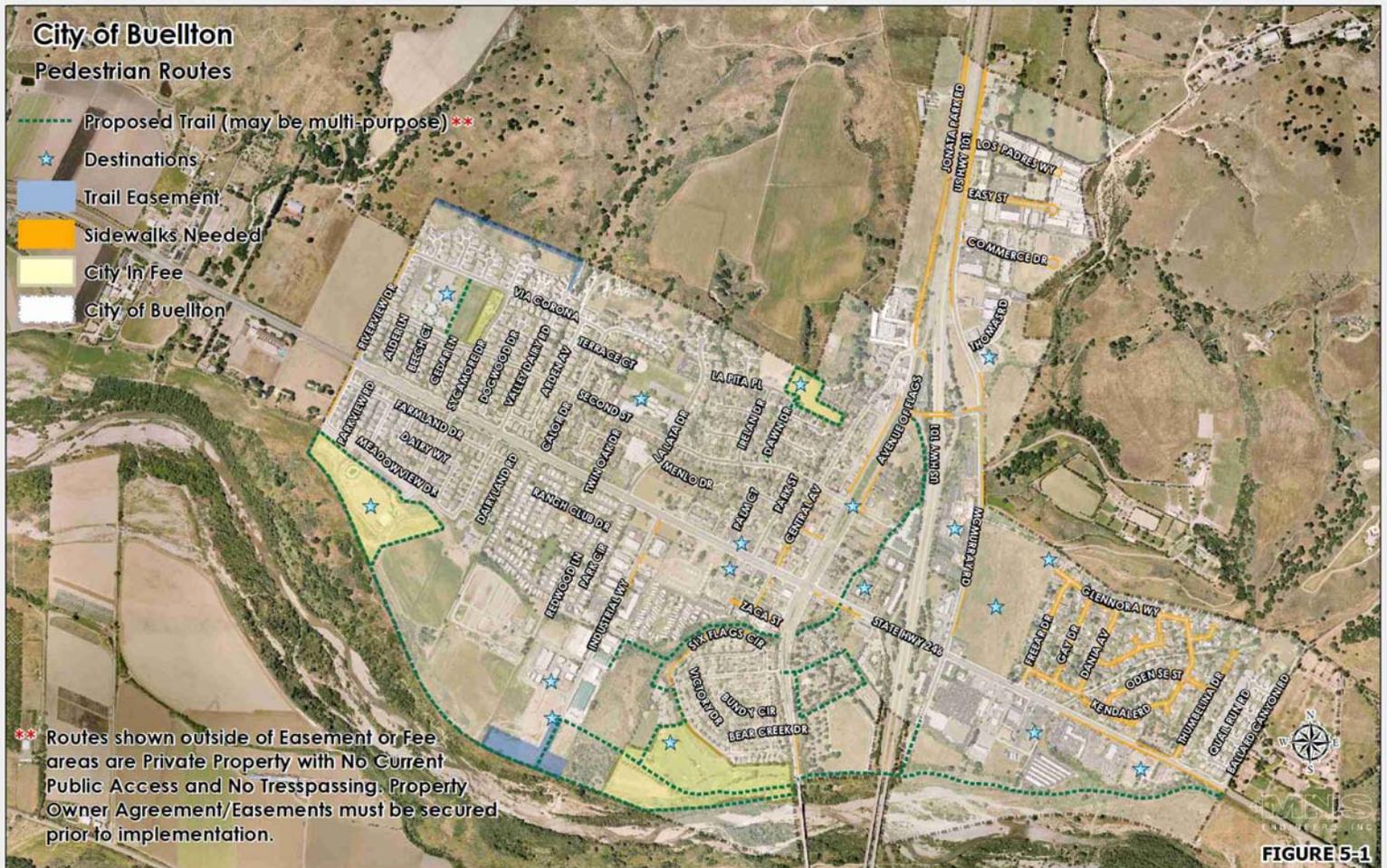
becomes available for a specific and applicable portion from the proposed bicycle facilities, implementation will be requested.

5. Pedestrian Network

The Pedestrian facilities are generally all sidewalks located within the City. To comply with the American Disability Act (ADA) requirements, a minimum width of 5-feet is required for any new sidewalk installation, either as a infill project to complete gaps in the network or for any new development projects that are required to complete their frontage improvements.

Most streets within the City have concrete sidewalks along both sides. The City has completed a Gap Analysis of the sidewalk system to provide an inventory for the pedestrian network as shown in Figure 5-1.

**Figure 5-1
Pedestrian Routes**



City of Buellton Pedestrian Routes

- - - Proposed Trail (may be multi-purpose) **
- ★ Destinations
- Trail Easement
- Sidewalks Needed
- City In Fee
- City of Buellton

** Routes shown outside of Easement or Fee areas are Private Property with No Current Public Access and No Trespassing. Property Owner Agreement/Easements must be secured prior to implementation.

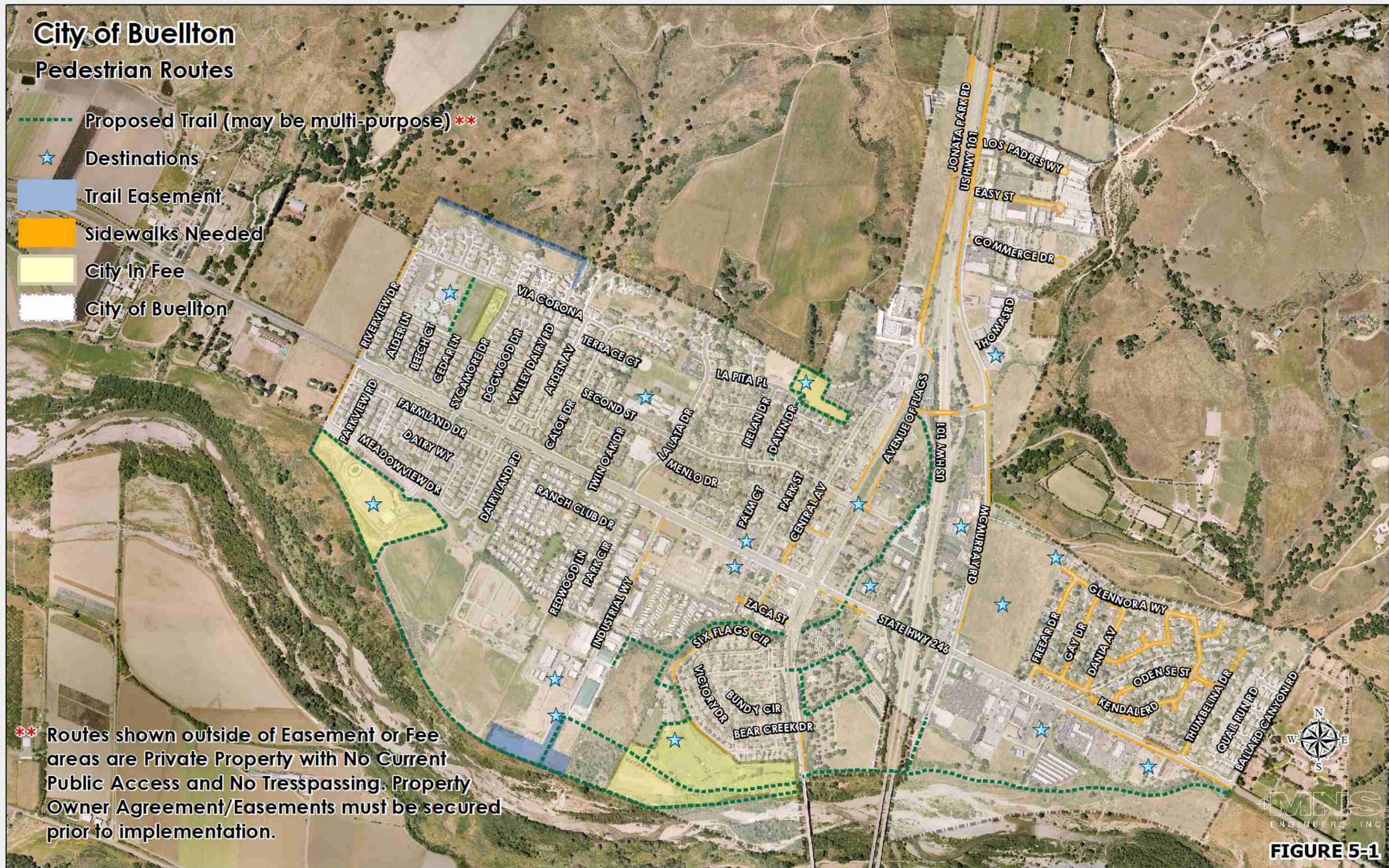


FIGURE 5-1

The gaps in sidewalks are sporadic throughout the City. However, there is one residential neighborhood which has no sidewalk at all, the Thumbelina neighborhood located at the northeast end of the city. The public right-of-way does extend beyond the street curb that would enable the installation of sidewalks. However, most of the properties have landscaped and improved their yards up to the back of curb. Installation of improvements would require the support of entire blocks within the neighborhood as sidewalk installation should be continuous. The City Council will need to determine whether or not to proceed with a process to consider the installation of any sidewalk, phased or otherwise within this neighborhood.

Gaps along local residential streets occur along Central Avenue (just north and south of Highway 246) and along Zaca Creek. Challenges in these areas are similar to the Thumbelina neighborhood, where some properties have improvements or landscaping up to the street. However, here sidewalks are already placed along the majority of the street. These locations would be considered in-fill and can be completed during the regular City-wide concrete improvements that are done bi-annually and concurrent with the street maintenance projects. The City already has adequate right-of-way to install the sidewalks along Central Avenue.

In addition to these in-fill gaps, on the local residential streets, there are “gaps” due to single loaded streets – where there are buildings/access fronting only on one side of the street. These occur on Riverview Drive and Six Flags Circle. Because there is no origination point for pedestrians on the unloaded side, sidewalk installation at those locations are placed as a low priority.

Industrially zoned areas have also been identified with sidewalk gaps. Industrial Way, which has frequent pedestrian use, has sidewalks intermittently. These locations would be considered in-fill and would be eligible for completion during the regular City-wide concrete improvements that are done bi-annually and concurrent with the street maintenance projects. Easy Street and Commerce Drive are both lacking in sidewalk, but since there are no existing sidewalks, it would be more appropriate to identify a separate project dedicated to their installation in this area. Los Padres Way is a private street which also lacks sidewalks. The property owners here are encouraged to install sidewalks.

There are two main streets that are shown as missing sidewalks – Jonata Park Road and McMurray Road (between northerly of Highway 246). These missing sections are along the frontage of undeveloped parcels, both of which have had plans for development. The McMurray Road missing sections will be installed upon development of those properties and have already been identified in their plans.

Avenue of Flags has several gaps in sidewalk, particularly north of Second Street. Projects proposed for development will install sidewalk improvements and will be required to be consistent with the current Urban Design Plan for the Avenue of Flags. The entire corridor of Avenue of Flags was proposed for a complete street design that would create a “downtown” with specific enhancements for pedestrian and bicycle facilities.

There are also gaps identified in areas within Caltrans’ jurisdiction. The gap on the south side of Highway 246 between Avenue of Flags and Highway 101 was originally part of the City of Buellton’s Highway 246 Streetscape Project. The Streetscape Project was initially submitted to Caltrans for an encroachment permit in March of 2007 with the project limits of Highway 246 between Park Street and Ave of Flags. At the request of the Planning Commission resulting from public comments, the project limits were increased to include Highway 246 between Ave of Flags to Highway 101 SB ramps, increase median landscaping and provide paver crosswalks at Ave of Flags. The Project was resubmitted to Caltrans with a Design Exception to address the requirement for additional right-of-way. The Design Exception explained that the north and south adjacent properties do not have available land to provide the right-of-way requested and the additional right-of-way requested would not align with the existing ramp location. After several correspondences and a meeting including the City Manager and Caltrans staff, the requirement for additional right-of-way would not be lifted. In order to keep the Streetscape Project moving forward, the section between Ave of Flags to Highway 101 SB was removed. However, because this section of Highway 246 is a high pedestrian travel area and may be difficult for persons with disabilities and senior citizens to traverse without impediment, the City has committed to installing a sidewalk to fill that gap using CDBG funds. It is anticipated that the City will move forward through the State’s right-of-way encroachment permit process during the 2011-2012 Fiscal Year.

In addition, there is no sidewalk along the east end of the City along the south side of Highway 246 between Thumbelina Creek to the east city limits. Businesses along that section have built up to the State’s right-of-way. Acquisition of additional right-of-way would likely be required to install sidewalks in that location. There is a gap between existing sidewalks located on the north side of Highway 246, just west of Thumbelina Drive. During the original widening of Highway 246 in this area in 2001, sidewalk improvements were included in the project scope. However, at the time there was local opposition to the improvements along this frontage as it would require the removal of the row of Eucalyptus trees. Environmental challenges including “turkey vulture habitat” and resistance from local residents citing historic and personal significance tied to the adjacent property, prevented the removal of the trees. As the only gap on that portion of the pedestrian network, it is important that sidewalks be installed to provide continuity.

Damassa Road is also a Caltrans facility which has a gap in sidewalk. The short road is essentially a bridge across Highway 101. Recently, Caltrans has completed ADA improvements on the south side of the bridge, constructing handicap ramps and completing the gaps in sidewalk. The north side of the bridge does not have sidewalk. Currently, there are no plans for Caltrans to add a sidewalk on the north side of the bridge.

Trails

As recommended in this Master Plan, the trail system will be multi-purpose and multi-modal. As such, the proposed trails have also been shown on the Pedestrian Route Map. Please refer to Chapter 4 for the full discussion.

Prioritization

The following criteria are recommended for prioritizing the development of pedestrian facilities and improvements by the City:

- Projects that resolve immediate safety hazards.
- Projects that are in-fill along local roads and can readily be completed in conjunction with road maintenance projects (and either have no encroachment issues or have unanimous support from affected property owner).
- Grouped Projects on local roads where there are no current sidewalks.
- Projects that require State approval.
- Projects that should be completed with a development plan.

The following criteria are recommended for prioritizing the development of trail facilities and improvements:

- Publicly Owned Lands
- Dedicated Public Easements
- Public Common Areas
- Private Parcels

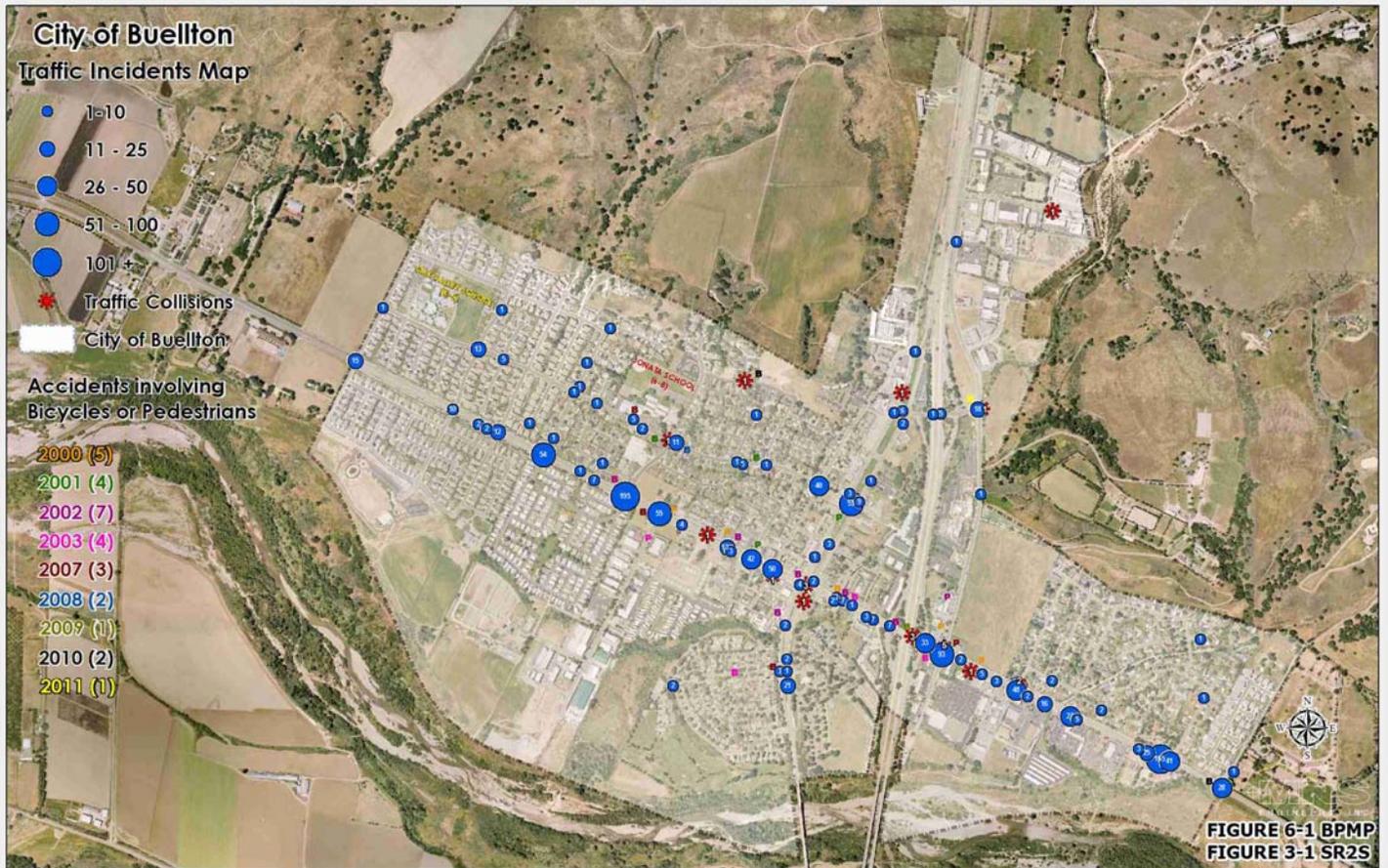
The prioritization of projects must also take into consideration the availability of project funding from outside sources (usually local, State and Federal grants) and the criteria and timelines established by those agencies. As such, if a source of grant funding becomes available for a specific and applicable portion from the proposed bicycle facilities, implementation will be requested.

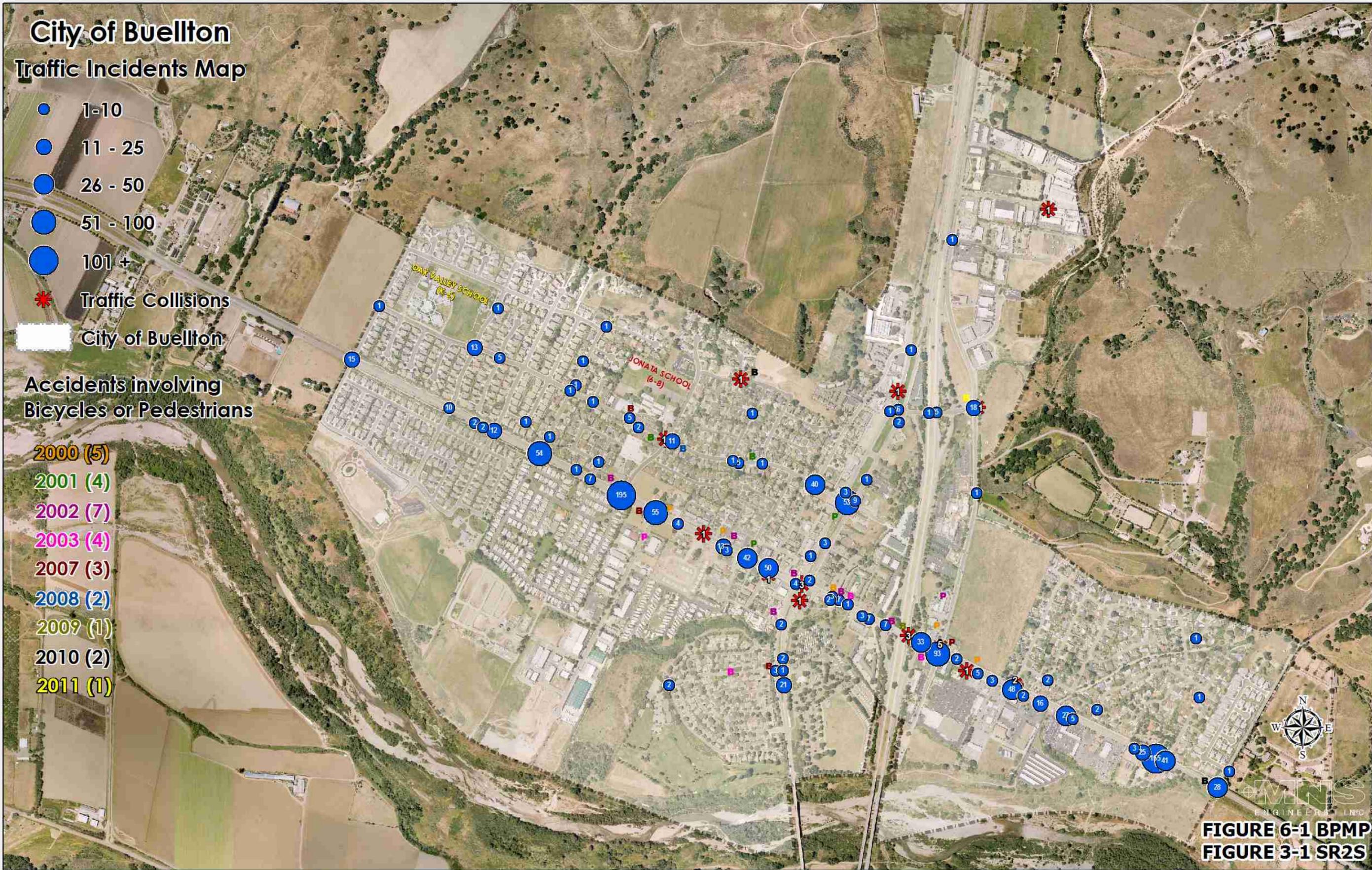
6. SAFETY and SAFE ROUTES TO SCHOOL

The biggest hurdle the City faces to encouraging walking or cycling as a mode of transportation is the safety (real or perceived) element. As discussed in Chapter 2, the City is divided by two State Highways. While there are existing bridges to cross Highway 101 (Highway 246 and Damassa Road), those bridges are generally narrow and cannot accommodate a separate bicycle lane on the existing bridge deck. The ADT on Highway 246 in the vicinity of the bridge is 17,663 and on Damassa Road is 3,100. Although the speed limit on both streets is 35 mph, traffic along Highway 246, particularly on the east and west ends, is typically moving at a higher rate. Traffic slows down in the vicinity of the bridges.

Narrow road widths, high volume of traffic and higher vehicle speeds, when combined can create an environment, which is not conducive for walking or cycling. Since 2000, there have been 29 traffic accidents directly involving a bicycle or pedestrian Citywide.

**Figure 6-1
Traffic Incidents Map**





**FIGURE 6-1 BPMP
FIGURE 3-1 SR2S**

As evident in Figure 6-1, the traffic collisions are concentrated on major thoroughfares (Highway 246, Second Street, Shadow Mountain Drive, Damassa Road and Avenue of Flags), with the majority of the crashes being located along the Highway 246 Caltrans facilities.

Based on the feedback from the Walk-About/Ride-Alongs, there were supporting information on the relative safety along or crossing Highway 246, lack of consistent signs and markings for pedestrians and cyclists. In general, improvements for crossing Highway 101 for cyclists and pedestrians are a key element for the stakeholders. Also, improvements in making crossing Highway 246 safer are an important component to address to improve circulation within the City.

Safe Route to Schools Program

The City of Buellton has prepared a draft Safe Routes to School (SR2S) plan as part of the Bicycle and Pedestrian Master Plan process. The Draft SR2S is provided in Appendix E. As part of that SR2S plan, there is a discussion of the policing efforts, sidewalk adequacy and cycling opportunities.

Schools

The Buellton Union School District (BUSD) is a K-8 district served by two schools – Oak Valley Elementary (K-5) and Jonata Middle School (6-8), both of which have earned the designation as a California Distinguished School. The school district has an enrollment of approximately 700 students – 500 at Oak Valley Elementary and 200 at Jonata Middle School. The District found that 97% of the students live within 2 miles of a school.

Oak Valley Elementary School (OVES), located at 595 Second Street, Buellton, serves approximately 500 students from Kindergarten to 5th Grade. Jonata Middle School (JMS), located at 301 Second Street, Buellton, serves approximately 200 students from 6th to 8th Grade.

BUSD serves the residents of the City of Buellton and the immediate surrounding areas in unincorporated Santa Barbara County.

Most of the students are brought to and from both schools in personal/family vehicles. Only a small percentage of students walk or bike to school. As typical in most school areas, the streets immediate to the school are congested during the morning drop off and afternoon pick-up times. To address transportation issues to school, BUSD

encourages alternative transportation and currently provides free bus service for students living within the District limits that live in neighborhoods that are not immediately adjacent to the schools. In addition, the Oak Valley Elementary has split dismissal times.

Enforcement Observations

The Sheriff's Department is routinely requested to patrol the school areas. Complaints regarding vehicle speeding and traffic congestion around the schools during drop-off/pick-up times are common.

The intersection of Via Corona Drive and Tamarind Lane was previously reviewed for the installation of a crosswalk, which traffic counts and accident history (lack of) did not warrant the installation.

The Sheriff's department has also noted that there have been a few traffic collisions along Second Street. Figure 6-2 is an excerpt of Figure 6-1, which shows the location of traffic citations and collisions issued since 2006 (last 5 years):

**Figure 6-2
Traffic Incidents Excerpt**



See Page 38a for a larger map.

The following Sheriff's observations have been made during review and patrols of the school areas:

- Driver confusion and U-turn conflicts on Second Street.

- Pedestrians crossing mid-block and between parked cars (though visibility is greater, not everyone uses the crosswalks. Crossing mid-block in this area is legal.
- Drivers do not watch for crossing pedestrians (Highway 246 in particular)

Sidewalks

The City of Buellton has reviewed the walk-ability and ride-ability of the local neighborhoods. Most of the public roads have concrete sidewalks for pedestrian access. There is one residential neighborhood in the northwest area of the City and a few various industrial/commercial areas which do not have any sidewalk. A map of “gaps” of sidewalks is provided in Pages 33 and 33a, and described more fully in Chapter 5; however there are no “gaps” in sidewalk in the vicinity of either schools.

In the immediate area of both OVES and JMS, sidewalks of 5 feet in width are typical as are handicap access ramps at road intersections.

Roads

There are currently no marked or designated local bike routes in the City, with the exception of McMurray Road between Highway 246 and Damassa Road. All Caltrans roads are open to bicycle access except where specifically prohibited. In the City of Buellton, US 101 is prohibited to bicycles from Santa Rosa Road to Avenue of Flags in both the north and southbound directions.

In the immediate area of both OVES and JMS, road width of 36 feet is typical.

Crosswalks

While a majority of the student population is north of Highway 246, a considerable amount of students (approximately 25%) reside south of Highway 246. Highway 246 is a 4 lane State Highway, spanning approximately 80 feet of roadway. There is a yellow crosswalk across Highway 246 at La Lata Drive and a white crosswalk at Highway 246 and Industrial Way. There is one School Crossing sign on Highway 246 at Industrial, two (north and south side of Highway 246) at La Lata Drive, and two facing eastbound Highway 246, east of Riverview Drive and another east of Calor Drive.

Surveys in the 2011 SR2S indicate that there is a significant number of students that live south of Highway 246 and east of Highway 101. These surveys also indicate that the overwhelming majority of students do not walk or bicycle to school due to the

relatively high speeds along Highway 246 and the narrow bridge decks over Highway 101 for separate bicycle lanes.

Most of the concerns marked regarding walking or biking to school include: distance, speed of traffic along route, amount of traffic along route, safety of intersections and crossings, crossing guards, violence or crime. When asked if they would let their child walk/bike to/from school if the problems were changed or improved, approximately 51% of respondents said yes/or their child already walks/bikes and 49% of respondents said no/or were still unsure.

The SR2S Plan should be adopted by the Buellton Union School District. The District will be able use the SR2S as a planning resource tool and a grants enabling document.

7. IMPLEMENTATION PLAN

As identified in this master plan, there are improvements that can be implemented to improve the safety and to encourage more pedestrian and cyclist activity within the City of Buellton. In addition to the physical improvements (see Capital Improvements Projects List in Appendix F), there are other non-tangible components that can be implemented alongside of the physical ones.

To summarize and reiterate priorities discussed in previous chapters, there are various types of priorities used to determine what the projects shall be and which/when these projects shall be implemented. As a starting point, for both determining what the projects shall be and implementation, we will evaluate the project based on Property Ownership:

1. Publicly Owned
2. Public Easement
3. Community Common Space – will need approval from property owner and easement
4. Private Property – will need approval from property owner and easement

Note that the City cannot construct improvements on private property (as is the case with #3 and 4), therefore the only way to proceed with those types of projects would be to obtain a public easement or require the owner to improve upon development.

For implementation priorities, there are 2 methods of evaluation: 1) Project Type and Project Location. The following are the considerations for each method.

Project type:

1. Safety Improvements
2. Completion of Gaps between existing improvements
3. New improvements

Location:

1. Highway 246 (due to the significant concentration of pedestrian and bicycle crashes.)
2. Second Street (due to being the second highest concentration of crashes)
3. Avenue of Flags (because it is the primary n/s thoroughfare and there is major emphasis on a downtown revitalization – so any projects should be implemented AFTER that is completed)
4. McMurray Road (because it is the secondary n/s thoroughfare)
5. Sycamore Drive (only listed last because key areas of needed improvement are at Sycamore Drive at Highway 246 and Sycamore Drive at Second Street, which are the first priorities based on location)

There are various types of priorities and since these types of projects are typically fund/grant driven in the city, the availability of funds for that type of project/priority would dictate when it shall be implemented. Improvements for appurtenant items such as signage or bike racks, etc. are relatively low cost and can generally be implemented quickly and easily without prioritization.

Policies

As described in Chapter 1, the City already has established policies for bicycle and pedestrian improvements incorporated into the General Plan. After review of the needs expressed by the Community during this planning process, the policies are still viable and consistent. However, there have been additional State Policies that have been adopted such as AB1358 which requires the local jurisdictions to incorporate Complete Streets to their general plan circulation elements. In addition, new programs resulting from this planning process should also be incorporated to the general plan circulation element.

Action Item 1: Incorporate the complete streets policy into the Circulation Element of the General Plan.

Action Item 2: Adopt and regularly update the Bicycle and Pedestrian Master Plan and Safe Routes to School programs.

Action Item 3: Review the above listed priorities during the regular updates of the Bicycle and Pedestrian Master Plan.

Education and Outreach Program

The Bicycle and Pedestrian Master Plan is only effective as the facilities are used. The community must be encouraged to walk and bicycle not just for recreation, but also for commuting.

There are various existing tools that can be utilized to develop a more robust Education and Outreach Program for bicycle and pedestrian use and safety. Programs such as Traffic Solutions (a county-wide program) are currently underutilized by the City. Traffic Solutions is a Santa Barbara County Association of Government (SBCAG) Program which advocates alternative modes of transportation and promotes sustainability and healthy living. During the September 26, 2011 Workshop, the Traffic Solutions provided the Focus/Stakeholder's Group with examples from south county that have been successful in advocating walking and biking.

The Sheriff's Department has continually partnered with the City and the Buellton Union School District to advocate pedestrian and bicycle safety. Continued partnership with the Sheriff's Department is an important component of the Master Plan.

Recommended Programs

During the September 26, 2011 Workshop, the Focus/Stakeholder's Group collaborated on various education and outreach programs that could be implemented.

- Bike Rodeo (Bicycle Safety)
- Middle School Education Assembly (How to "drive" your bike)
- Bicycle Skills Classes (Adults & Kids)
- Identify businesses and locations and seek funding sources for bike racks (mini grants)
- Bicycle maintenance class or day
- Bicycle donation program or exchange for bikes, parts, safety equipment
- Provide Flying Flags campground with bicycle/pedestrian information

- Cycling events – community oriented
- Educate public and businesses on funding sources
- “Share the Road” information and signage
- Bike to School Day – a group ride to and from school with adult escorts
- Bike to Work Day – “CycleMAYnia”
- Continue “Trips 4 Kids” sponsored by Buellton Recreation
- Identify hazards and safe routes to schools
- Youth skills – ride along – scavenger hunt
- Youth road ride
- Trikke event
- Alternate modes of transportation (skateboards, scooters, rollerblades, etc._
- Working with businesses to support bicycle, skate, etc. events and activities, ie: “Skate the Lot”

Action Item 4: Implement the various programs identified above, starting with a Coordinated Business and Community Survey to establish baseline data for Buellton Commuter profiles.

Action Item 5: Develop Themes. With specific routes identified, theming of various routes can help develop a program that would aid in the multi-purpose use of the bicycle and pedestrian network. Themes may be meaningful to the community include:

*watershed theme

*historical theme

*wildlife and habitats theme

*aerobic-fitness theme

*wine and tourism theme

Action Item 6: Continue communication with schools and community on the improvements and benefits of walking and biking in the City of Buellton and the surrounding areas and support the Safe Routes to School Program benefitting the Buellton Union School District.

Funding and Resources

Since 2000, the City has expended approximately \$500,000 in bicycle and pedestrian improvements which includes construction of new and maintenance of existing sidewalks and handicap ramps, installation of bicycle racks and lockers, restrooms (at public facilities such as Riverview Park and the Recreation Center), and the Class II

striping maintenance on McMurray Road. The City has a regularly scheduled, bi-annual city-wide striping maintenance program as well as a bi-annual city-wide concrete maintenance program which includes sidewalk repair and handicap ramp upgrades (performed on opposite years). As these programs are completed concurrently with the City's annual street maintenance, infill and repair/replacement work for sidewalks is always included. When possible, enhancement to pedestrian facilities are also included.

Due to the economic nature and the conservation of City General Funds, a more aggressive Capital Improvement Projects for the construction of Bicycle and Trail facilities can best be accommodated through the application for Grant Funding.

Potential Funding Resources

The following is a representative (and not exhaustive) list of possible outside funding sources that can be utilized for implementation:

Possible Funding Sources - Federal

- Land and Water Conservation Fund (LWCF) Program,
- Recreational Trails Program (RTP),
- Regional Surface Transportation Program (RSTP),
- Rivers, Trails and Conservation Assistance (RTCA) Program,
- Transportation Enhancement Activities (TEA) Program, or
- Hazard Elimination Safety (HES) Program.

Possible Funding Sources - State

- Bicycle Transportation Account (BTA)
- California Conservation Corps (CCC)
- Community Based Transportation Planning Demonstration Grant Program,
- Environmental Enhancement and Mitigation Program (EEMP),
- Habitat Conservation Fund (HCF) Grant Program,
- Office of Traffic Safety (OTS) Program,
- Petroleum Violation Escrow Account (PVEA),
- Safe Routes to School Program (SR2S),
- State Transportation Improvement Program (STIP),
- Proposition 84 Watershed Improvement Grants
- Statewide Parks Program
- Recreational Trails Program

Possible Funding Sources – Local and Regional

- Local Measure A Sales Tax
- Measure A Bicycle, Pedestrian, and Safe Routes to School Funds
- Developer Impact Fees
- Local Air District Projects Funded by Vehicle Registration Fee
- Local Sales Tax for Transportation,

- Registration and Licensing of Bicycles,
- Transportation Development Act (TDA) – Article 3
- Foundation and Corporate Funding Sources
- Bikes Belong Coalition, Ltd.
- Recreational Equipment, Inc. (REI) Corporate Contribution Program
- The Robert Wood Johnson Foundation (RWJF)
- Other grant opportunities from SBCAG, TE etc.

Action Item 7: Periodically review and update the capital improvements listed in Appendix F and the various priorities identified above to identify potential funding resources and apply for funding.

Action Item 8: Utilize general funds, local street and road funds, Measure A funds to leverage Grant Opportunities to maximize implementation resources and aggressively pursue Grant Opportunities.

Action Item 9: Work with Caltrans on identifying potential improvements for bicycle/pedestrian crossings of Highway 101.

Action Item 10: Work with Caltrans on developing an overall streetscape program for Highway 246 within the City Limits focused on reducing the amount of pavement dedicated to motor vehicles and increasing the pedestrian friendliness of the route and attractiveness for cyclists. Additional focus would be on minimizing and improving pedestrian crossing of the Highway.

Action Item 11: Consistent with the General Plan, Circulation Element, Pedestrian Policy C-26, continue to evaluate and explore potential areas to add a pedestrian/bicycle crossing of the 101 freeway, including but not limited to, the easterly extension of Second Street to McMurray Road, and/or widening and enhancing the Damassa Road or Highway 246 overpasses to safely accommodate bicycles and pedestrians.