



# City of Guadalupe Bicycle & Pedestrian Master Plan

Final Report  
February 25, 2014



*Prepared for:*  
City of Guadalupe  
918 Obispo Street  
Guadalupe, CA 93434



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*Prepared for:*

City of Guadalupe  
918 Obispo Street  
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*Submitted by:*



**Rincon Consultants, Inc.**  
*Environmental Scientists Planners Engineers*

*Funded by:*

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- Appendix B: Community Involvement
- Appendix C: California Streets and Highways Code Checklist



# CHAPTER 1

## INTRODUCTION

# 1.0 Introduction

The City of Guadalupe (“City” or “Guadalupe”) recognizes that bicycling and walking are essential to enhancing the quality of life for residents and visitors. Bicycling and walking are low-cost, low-impact modes of transportation that promote active lifestyles, reduce traffic congestion, and improve air quality. In addition, bicycling and walking make for fun and vibrant places to live, work, visit, and recreate. To be effective in a community, however, they need to be supported by infrastructure and programs that encourage and safely and conveniently accommodate these forms of movement by a diverse population.

The Guadalupe Bicycle and Pedestrian Master Plan (BPMP) is a long-range plan focused on improving the safety and convenience of bicycling and walking in the City of Guadalupe. The BPMP will guide the planning and development of bicycle and pedestrian infrastructure and programs in the city in order to enhance bicycling and walking for transportation and recreation.

## 1.1 Purpose of Plan

### **Guide Development of Bicycle and Pedestrian Infrastructure and Programs**

This BPMP provides goals and policies designed to improve the conditions and opportunities for walking and bicycling within Guadalupe. It also includes recommendations for expanding the city’s bicycle and pedestrian network. In addition to proposing improvements to bicycle and pedestrian infrastructure and support facilities, the BPMP also provides direction for the development of education programs to facilitate increased public awareness and community support.

### **Maximize Funding Sources for Implementation**

The State Department of Transportation (Caltrans) has set forth guidelines for bicycle plans that seek final approval and funding from the State (California Streets and Highways Code, Section 891.2). Accordingly, a second purpose of this plan is to satisfy these requirements, which will enable the City of Guadalupe to apply for state funds through the Active Transportation Program (ATP).<sup>1</sup> Table

<sup>1</sup> The ATP consolidates existing federal and state transportation programs including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and Safe Routes to School (SR2S), into a single program.

### **Benefits of Bicycling and Walking**

**Economic Revitalization:** Can reduce transportation costs and travel time while increasing property values and job growth in communities. In addition, patrons who walk and bike to local stores have been found to spend more money than patrons who drive.

**Quality of Place:** Increased bicycling and walking are indicative of vibrant and livable communities.

**Improved Public Health:** Bicycling and walking are active modes of transportation that increases physical exercise.

**Better Air Quality:** When Guadalupe residents or visitors choose to walk or bicycle, the number of cars on the road is reduced, which reduces greenhouse gas emissions, other air pollutants, and noise.

**Increased Transportation Choices:** Bicycle and pedestrian infrastructure provides transportation choices to those who cannot or do not drive (e.g., persons with disabilities or limited income, youth, and seniors).

**Improved Safety:** Design and accommodation for bicyclists and pedestrians reduces the incidence of accidents.

1-1 lists the provisions required by Section 891.2 of the California Streets and Highways Code, and references where these provisions are addressed in this BPMP. Additional funding sources are discussed in detail in Section 5.4 of this plan.

**Table 1-1: Location in Plan Where Requirements of California Streets and Highways Code Are Addressed**

California Streets and Highways Code (Section 891.2 Provision)	Location in BPMP
A. Estimated number of existing and future bicycle commuters	3.2 Existing Conditions
B. Map and description of existing and proposed land use and settlement patterns	1.3 Setting
C. Map and description of existing and proposed bikeways	3.2 Existing Conditions; 3.3 Proposed Bicycle Infrastructure and Programs
D. Map and description of existing and proposed bicycle parking	3.2 Existing Conditions; 3.3 Proposed Bicycle Infrastructure and Programs
E. Existing and proposed bicycle transport/parking facilities	3.2 Existing Conditions; 3.3 Proposed Bicycle Infrastructure and Programs
F. Map and description of existing and proposed clothes changing/storing facilities	3.2 Existing Conditions; 3.3 Proposed Bicycle Infrastructure and Programs
G. Bicycle safety and education programs	3.2.6 Existing Bicycle Safety Programs and Collision Analysis
H. Description of community involvement in plan development	1.5 Community Involvement; 3.3/4.3 Needs Assessment, Appendix B
I. Coordination and consistency with other local and regional plans	1.4 Relationship to Other Plans; Appendix A
J. Project listing including priority of projects	5.1 Project Prioritization
K. Identification of prior expenditures and future needs for bicycle safety	5.2 Estimated Project Costs; 5.3 Past Expenditures

## 1.2 Plan Organization

The BPMP is organized into the following chapters:

- **Chapter 1: Introduction** – Describes the purpose of the BPMP, the project setting, consistency with relevant legislation and plans, and public involvement in the development of the BPMP.
- **Chapter 2: Goals and Policies** – Presents the goals and policies of the BPMP.
- **Chapter 3: Bicycle Network** – Describes the existing and proposed bicycle infrastructure and programs within the city.
- **Chapter 4: Pedestrian Network** – Describes the existing and proposed pedestrian infrastructure and programs within the city.
- **Chapter 5: Implementation Plan** – Provides a list of prioritized projects and a summary of potential funding sources.

## 1.3 Setting

### 1.3.1 Project Setting

The City of Guadalupe is located in northern Santa Barbara County, approximately four miles inland from the Pacific Ocean, immediately south of the Santa Maria River (see Figure 1-1).

Guadalupe covers approximately 1.3 square miles and is situated in the heart of the Santa Maria Valley, an agricultural region of statewide importance. The City of Santa Barbara is located approximately 70 miles to the south and the City of San Luis Obispo is located 25 miles to the north. Neighboring communities include the cities of Santa Maria, 10 miles to the east, and Pismo Beach, 15 miles to the north. Guadalupe is home to approximately 7,080 residents (U.S. Census Bureau, 2010).

Guadalupe experiences a mild climate, with temperatures typically in the 50 to 60 degree range. The terrain is generally flat with an average elevation of 85 feet above sea level.

Two state highways provide access to the community, including Main Street/Highway 166, which travels east/west, and Guadalupe Street/Highway 1, which bisects the city in a north/south direction. Highway 1 State Route 1 serves as the Pacific Coast Bicycle Route, which is an interregional route for bicycle travel extending from the California/Mexican border to the California/Oregon state line. The Union Pacific Railroad, which runs parallel to Guadalupe Street/Highway 1 and bisects the city in a north/south direction, also provides access to the community.

### 1.3.2 Land Use

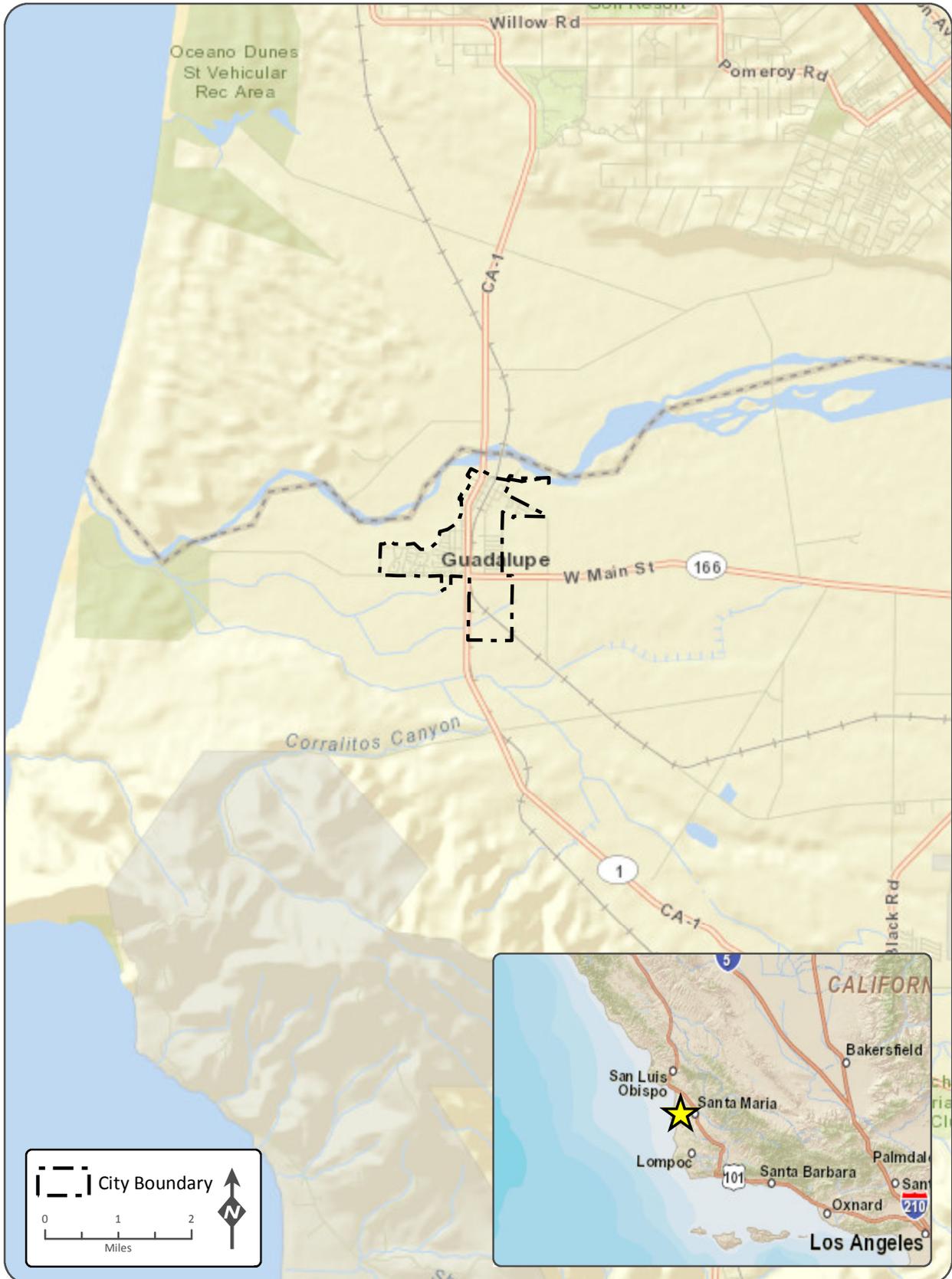
Guadalupe's physical layout is compact, with agricultural preserves and the Santa Maria River currently limiting urban expansion. Guadalupe Street/Highway 1 and the Union Pacific Railroad provide a distinct physical separation of the city. Figure 1-2 shows the general land use patterns within the city, which are described below. Please note that Figure 1-2 is not representative of General Plan designated land uses or zoning, rather it shows general land uses to demonstrate origins and destinations within the city.

Guadalupe is largely an agricultural service center (destination for the processing and shipping of many of the Santa Maria Valley's crops) for farms in the fertile Santa Maria Valley, and largely provides homes for persons employed in the production, processing and shipping of agricultural products. Due to the compact and largely built out nature of the city, land use and settlement patterns are not likely to change significantly in the near future.

**Residential** land uses comprise an estimated 262 acres of the community and the largest land use. Residential land uses include single-family (low-density) and multi-family homes (medium- and high-density), the majority (87 percent) of which is low-density. The majority of single-family homes are located in two areas of Guadalupe: 1) west of Guadalupe Street/Highway 1 and south of Seventh Street, and 2) east of Obispo Street and south of Fourth Street. In the northern portion of the city, there is a mix of low-, medium-, and high-density residential land uses. As estimated by the Santa Barbara County Assessor's office, approximately four percent of residential parcels are vacant.

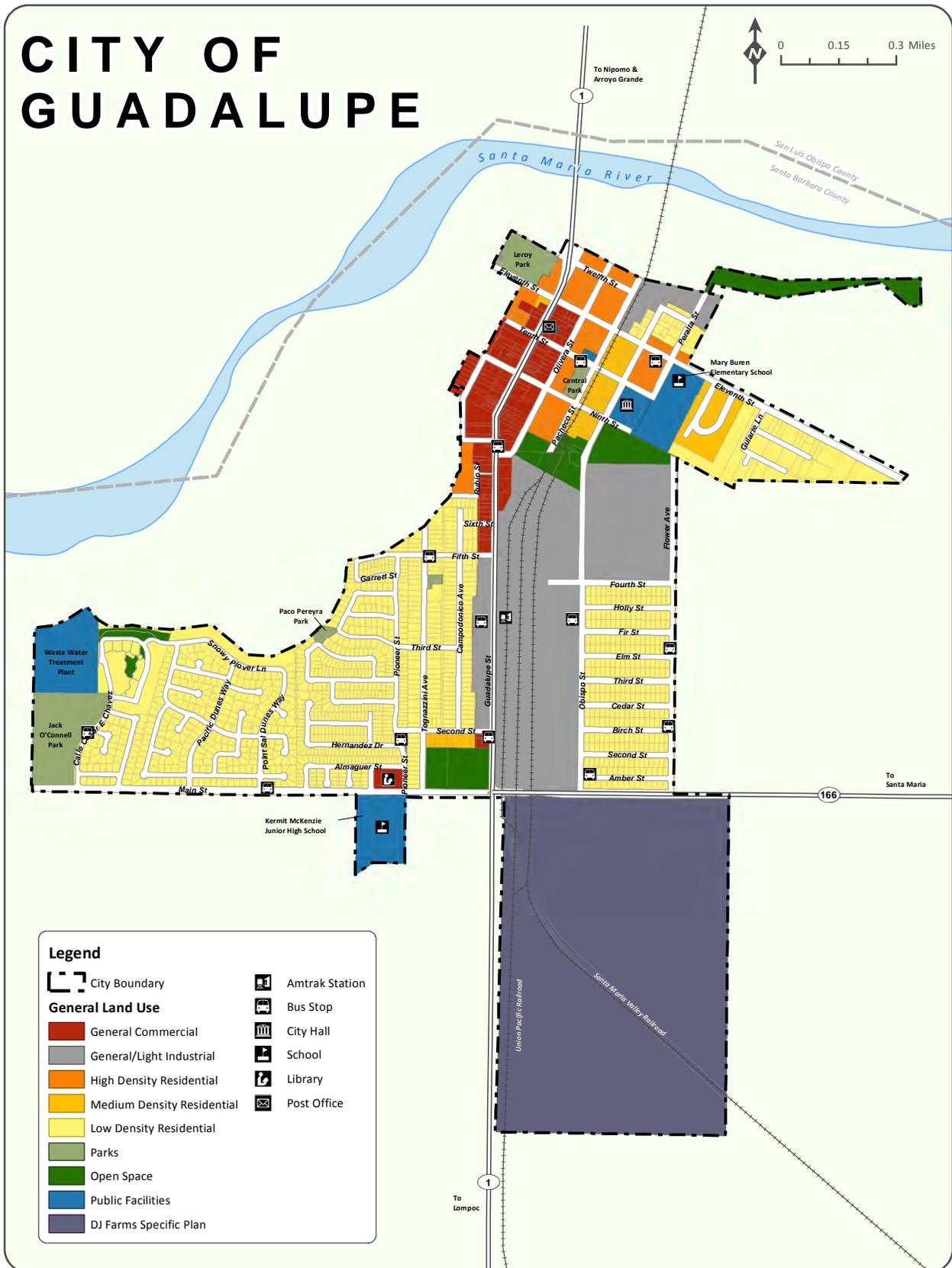
**Industrial** land uses are primarily located adjacent to the railroad tracks between West Main Street and the easterly extension of Seventh Street. A second industrial area is located adjacent to the railroad just north of Eleventh Street. Industrial uses are linked to the agriculture industry of the Santa Maria Valley, with several packing houses providing the city's largest source of

Figure 1-1 Regional Location



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Figure 1-2 General Land Use Map



employment. There are approximately 123 acres of industrial land within the city. As estimated by the Santa Barbara County Assessor's office, less than five percent of industrial parcels are vacant.

**Commercial** land uses are largely concentrated in the northern portion of Guadalupe along Guadalupe Street/Highway 1, in the city's downtown. Commercial land uses include restaurants, several small markets, office space, personal services, and retail. There are approximately 30 acres of commercial uses in Guadalupe. As estimated by the Santa Barbara County Assessor's office, approximately eight percent of commercial parcels are vacant.

**Open Space and parks** comprise approximately 45 acres of land within the city. Existing open space, including the Santa Maria River Floodplain and the Ninth Street wetland complex, provides Guadalupe with resource preservation and management. Parks occupy approximately 21 acres of land and are scattered throughout the city. Leroy Park is located in the northwestern portion of the city, near the city's central business district, while Jack O'Connell Park is located in the southwestern portion of the city, next to the wastewater treatment plant.

**Public Facilities** within Guadalupe include City Hall, schools, the library, the post office, and the wastewater treatment plant. Kermit McKenzie Middle School and the City Library are located in the southern portion of the city near the intersection of Guadalupe Street/Highway 1 and Main Street/Highway 166. Mary Buren Elementary School is located in the north-eastern portion of Guadalupe near Central Park and City Hall.

The **DJ Farms Specific Plan** area encompasses 209 acres of land in the southern portion of Guadalupe. The plan accommodates development of approximately 802 single-family lots in varying sizes on approximately 144 acres and about 19 acres of commercial land uses. The plan also reserves land for a new school site, a public park for active recreation, and an agricultural buffer around the perimeter of the plan area.

## 1.4 Relationship to Other Plans

A key element of the BPMP is its coordination and consistency with other local, regional, and state plans and policy documents related to bicycling and walking. The documents listed below were reviewed to inform the development of a coordinated and consistent plan. Appendix A contains a description of each of these documents and their consistency with the BPMP.

The BPMP is consistent with and intended to complement and support the identified plans and policy documents in order to optimize and encourage walking and bicycling opportunities. The BPMP includes goals and policies that are consistent with the goals of these documents; identifies projects that are coordinated with and connect to the regional and state bicycle and pedestrian systems; requires consistency with applicable planning and design standards; and includes reference to applicable funding resources and programs to facilitate implementation of the BPMP. Further, the BPMP will strengthen City policies to achieve the goals, and give the City a head start in meeting the requirements of the Complete Streets Act, effective January 2011, which requires General Plan Circulation Elements to plan for a balanced, multi-modal

transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the jurisdiction.

### **Local**

- City of Guadalupe General Plan (2002)
- City of Guadalupe Zoning Code

### **Regional**

- Santa Barbara County Association of Governments (SBCAG) 2040 Regional Transportation Plan/Sustainable Communities Strategy (2013)
- SBCAG Santa Barbara County Bicycle Map (2013)
- SBCAG Draft Regional Bicycle Plan (2008)
- SBCAG Regional Transportation Improvement Program (2012)
- County of Santa Barbara Comprehensive Plan, Circulation Element (2010)

### **State**

- California Streets and Highway Code (Section 891.2)
- Caltrans Highway Design Manual (2012)
- California Manual on Uniform Traffic Control Devices (2010)
- Assembly Bill 1358: California Complete Streets Act (2008)
- Deputy Directive 64 – Revision 1 – Complete Streets: Integrating the Transportation System (2008)
- Smart Mobility Framework (2010)
- California Transportation Plan (2007)
- Caltrans Transportation Concept Reports
- Caltrans District System Management Plans and Project Lists

## **1.5 Community Involvement**

Development of the BPMP largely drew on the public outreach conducted and input provided by the community. Two workshops were held to solicit input from members of the public. The first workshop was designed to inform the community about the purpose and objectives of the BPMP, identify bicycle and pedestrian needs and challenges, and generate ideas for future projects and programs. The purpose of the second workshop was to gather input on the proposed bicycle and pedestrian network improvements. In addition to the workshops, a community survey was posted on the City's website for approximately six months and distributed to the attendees of the first workshop in English and Spanish. To obtain input from specific stakeholder groups, such as cyclist groups, direct stakeholder interviews were also conducted. Details regarding the public input received and the results of the survey are located in Appendix B and summarized in Chapters 3.0 and 4.0.

# CHAPTER 2

## GOALS AND POLICIES

## 2.0 Goals and Policies

This chapter sets forth the policy framework for the Guadalupe BPMP. Goals and policies provide the context, direction, and support for specific recommendations identified by the BPMP. The goals serve as the foundation of the BPMP, while policies provide more detailed statements to guide achievement of the goals.

- **Goal 1 – Bicycle and Pedestrian Network:** Create and maintain a well-connected bicycle and pedestrian network that provides access between residential, commercial, recreation, education, and employment centers within Guadalupe and to neighboring jurisdictions for residents of all ages and abilities.

### **Policies:**

- 1.1. Form a comprehensive network of bikeways and walkways within Guadalupe that allows continuity with the regional routes provided by and planned for in adjoining jurisdictions.
- 1.2. Include bikeway and sidewalk maintenance in ongoing roadway maintenance programs.
- 1.3. Ensure that as roadway improvement projects are undertaken, provisions for bicycles and pedestrians are included as appropriate, consistent with the adopted Regional Transportation Plan, Congestion Management Program, Caltrans Transportation Concept Reports, and Clean Air Plan requirements.
- 1.4. Prepare and submit grant applications, as necessary, to the various funding agencies for bicycle and pedestrian projects to implement this plan.
- 1.5. Through the development review process, require developers to implement or provide funding for the completion of bicycle and pedestrian infrastructure contiguous to or near the development.
- 1.6. Through the development review process, ensure that the street right-of-way is designed to accommodate and connect appropriate modes of transportation.
- 1.7. Coordinate with County, regional and state agencies to ensure a continuous and connected bicycle network.
- 1.8. Provide bikeways, bicycle parking, and pedestrian walkways to support connections with public transit, including Amtrak and the Guadalupe Flyer.
- 1.9. Study the feasibility of developing a second railroad overpass within Guadalupe for bicycles and pedestrians.
- 1.10. Encourage SBCAG to continue the Santa Maria Levee Trail west of Guadalupe to the coast to provide bicycle and pedestrian access to the dunes.
- 1.11. Preserve interregional bicycle travel on Highway 1 which serves as the Pacific Coast Bicycle Route.
- 1.12. Continue to consult with Caltrans and SBCAG on transportation planning, operations, and funding to develop the City's bicycle and pedestrian network as it relates to Highways 1 and 166 capacity and access.

- 1.13. Implementation of proposed improvements on Caltrans right of way shall obtain approval from Caltrans in the form of an encroachment permit.
- 1.14. All efforts should be made to adhere to applicable design standards, policies, and procedures set forth in the Highway Design Manual and guidance provided in the California Manual on Uniform Traffic Control Devices.

■ **Goal 2 – Bicyclist and Pedestrian Safety:** Improve bicyclist and pedestrian safety.

**Policies:**

- 2.1. Implement physical improvements identified in this plan to make bicycle and pedestrian travel safer along major bicycling and walking routes, prioritizing routes to and from schools.
- 2.2. Install signage, where appropriate, to increase awareness of pedestrians and bicyclists.
- 2.3. Install lighting along major bicycle and pedestrian routes.
- 2.4. Upgrade and maintain pedestrian crossings at intersections and mid-block locations by providing safe, well-marked crosswalks with audio/visual warnings, where appropriate.
- 2.5. Provide regular maintenance and repairs for integral portions of the bicycle and pedestrian networks through routine sweeping and inspections for damage, wear and tear.
- 2.6. Continue to identify and implement strategies that manage traffic speed, where appropriate, in order to improve safety for pedestrians, bicyclists, and motorists.
- 2.7. Work with the Police Department to increase enforcement of traffic laws and to conduct targeted enforcement at locations known for noncompliance with traffic laws and at high conflict or high pedestrian- or bicycle-related collision areas.

■ **Goal 3 – Bicycle Parking and Support Facilities:** Provide convenient and secure short-term and long-term bicycle parking and support facilities, including bicycle lockers and changing stations.

**Policies:**

- 3.1. Provide safe, secure, and convenient short-term bicycle parking for both utilitarian and recreation bicyclists at key destinations within the city to facilitate bicycling and walking to schools, parks, bus stops, and the downtown.
- 3.2. Work with SBCAG and transit agencies to develop secure long-term bicycle parking and storage facilities at or near the train station.
- 3.3. Identify and prioritize locations to install bicycle parking where it is not provided or sufficient to meet demand, or where replacement is needed.
- 3.4. Codify the bicycle parking requirements set forth in the California Green Buildings Standards Code in the City's Zoning Code.

- 3.5. Recommend the installation of showers and personal lockers for new development projects that will house employees who might bike commute (when size and scope of project merits).
- 3.6. Seek to attract a bicycle store, community bicycle shop, bicycle station, and/or other gathering/retail/shop space for bicyclists.

- **Goal 4 – Education and Encouragement:** Provide multi-lingual education and outreach that focuses on safety and informs community members of the public health benefits associated with bicycling and walking.

**Policies:**

- 4.1. Collaborate with other public agencies or organizations to provide bicycle and pedestrian education programs. Programs should educate pedestrians, bicyclists and motorists of their rights and responsibilities for sharing the road and address potential conflicts between motor vehicles, bicyclists and pedestrians as well as potential conflicts between pedestrians and bicyclists.
- 4.2. Collaborate with public agencies or organizations within the region to hold an annual event to encourage bicycling and walking.
- 4.3. Support events that celebrate and encourage bicycling and walking, such as Bike/Walk Week or Bike or Walk to Work Day.
- 4.4. Develop materials to facilitate bicycling and walking in Guadalupe, such as a walking/biking map, walking tours/bike tours of the city, and promote these materials on the City's website, at schools and public facilities, and at special events.
- 4.5. Install public amenities, such as benches, street trees and landscaping, pedestrian-scale lighting, drinking fountains, transit shelters, way-finding signage, and other appropriate amenities that enhance the city's identity and encourage bicycling and walking.

# CHAPTER 3

## BICYCLE NETWORK

# 3.0 Bicycle Network

## 3.1 Bicycle Facilities

Bicycle facilities include bikeways, bicycle parking, signage, and support facilities. These elements are described below. This discussion includes what is currently in use in Guadalupe and other options that may be utilized during implementation of the BPMP.

### 3.1.1 Bikeway Classifications

The California Streets and Highway Code Section 890.4 defines a "bikeway" as a facility that is provided primarily for bicycle travel. Bikeway planning and design in California typically relies on the guidelines and design standards established by Caltrans as documented in the Highway Design Manual (2009) and Part 9 of the MUTCD. These documents follow standards developed by the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA), and identify specific design standards for various conditions and bikeway-to-roadway relationships. The Highway Design Manual identifies three general types of bikeways, which are described below and shown in Figure 3-1.

- **Class I Bikeway (Bike Path)** - a Class I bike path, also known as a multi-use path, provides completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
- **Class II Bikeway (Bike Lane)** - a Class II bike lane provides a striped lane for one-way bicycle travel on a street or highway. The minimum width of a bike lane is approximately five feet in width. The striping is supported by pavement markings and signage. Bike lanes generally range from five to six feet in width.
- **Class III Bikeway (Bike Route)** - a Class III bike route provides for shared use with motor vehicle traffic and is identified only by signing. The shared roadway bicycle marking or sharrow may be used to assist bicyclists with positioning on a shared roadway (specifically outside the 'door zone') and to alert other road users of the location a bicyclist may occupy within the traveled way.

Figure 3-1: Bicycle Facility Types

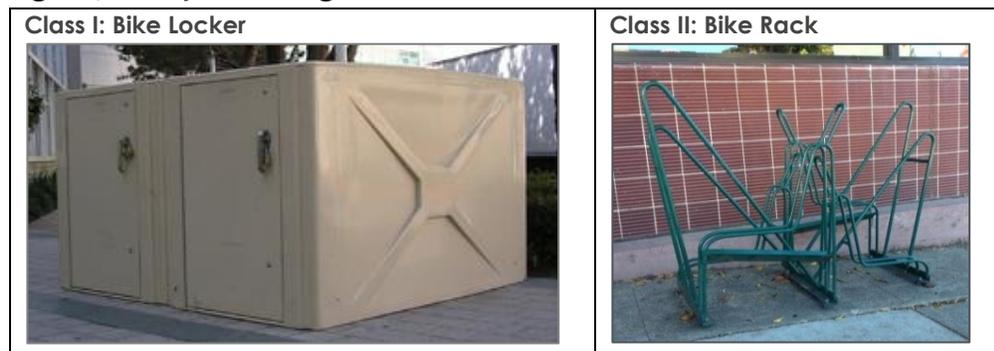


### 3.1.2 Bicycle Parking

Secure bicycle parking is an important component of the bicycle network. The type of bicycle parking provided at a destination should reflect the type of parking demand expected at the location, i.e. whether facilities are needed for short-term or long-term parking. Types of bicycle parking are described below and shown in Figure 3-2.

- **Bike Lockers – Long Term (Class I Parking)** - Long-term (Class I) bicycle parking facilities, such as bicycle lockers, is parking that protects the entire bicycle and its components from theft, vandalism and the weather. Class I parking is designed to be used for a few hours use up to a full day and is usually found at employment or transit centers.
- **Bike Racks – Short-Term (Class II Parking)** - Short-term (Class II) bicycle parking facilities include bicycle racks to which the frame and at least one wheel can be secured with a user-provided lock. This type of parking is appropriate for short-term parking such as at shopping areas, parks, and other places where the typical parking duration is about two hours. Bike racks should be placed in a highly visible location, especially to pedestrians, and in close proximity to the intended destination. In addition, bicycle racks (and the bicycles parked to the racks) should be located outside the typical pedestrian travel path and not conflict with parked cars or passengers entering/exiting parked vehicles.

**Figure 3-2: Bicycle Parking**



### 3.1.3 Bikeway Signage

Signage is an important support element for bicycle facilities to provide guidance to bicyclists and to alert motorists to the potential for bicyclists on the roadway. The MUTCD sets forth standards for Class I and Class II bikeway signage. Examples of bikeway signage are provided in Figure 3-3.

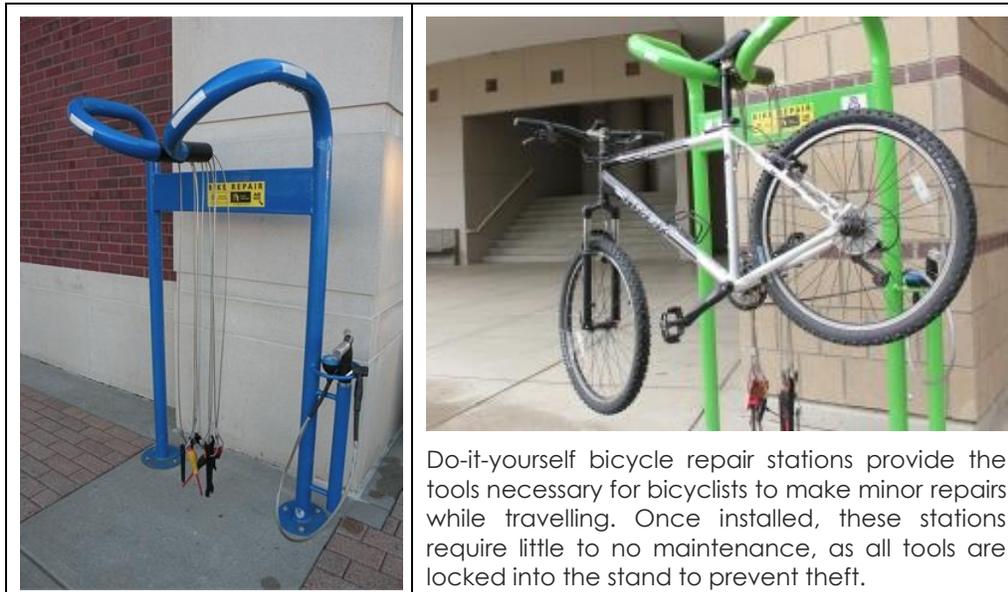
**Figure 3-3: Bikeway Signage**



### 3.1.4 Bicycle Support Facilities

For the purposes of this BPMP, bicycle support facilities refer to end-of-trip facilities or services designed to accommodate or promote the use of bicycles. Showers, lockers, and changing rooms are a critical need for commuting bicyclists. Such facilities are most often provided by building owners or tenants for use by those who work in the building. In addition, bicycle repair stations and public restrooms are important amenities on long rides. Do-it-yourself bicycle repair stations (see Figure 3-4) provide a bike stand, the tools necessary to perform basic repairs and adjustments, and an air pump.

**Figure 3-4: Do-it-Yourself Bicycle Repair Station**



Do-it-yourself bicycle repair stations provide the tools necessary for bicyclists to make minor repairs while travelling. Once installed, these stations require little to no maintenance, as all tools are locked into the stand to prevent theft.

## 3.2 Existing Conditions

According to the U.S. Census Bureau's Means of Transportation to Work data, less than one percent of Guadalupe residents (17 residents) use a bicycle as their primary means of transportation to work. This commuter population represents only a percentage of the total cyclists within the city. Bicycle trips made for school, shopping, and recreation purposes often represent a large percentage of total bicycle trips but are not captured within the U.S. Census based surveys.

The future bicycle commuter population will depend on a number of factors such as the availability of well-connected facilities (bikeway and bicycle parking), population density, and type of future land development. SBCAG's 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS) estimates that implementation of the preferred SCS scenario will increase the percentage of bicycle mode share in the SBCAG planning area (including the City of Guadalupe) for all trips to 1.06% in 2020 and 2040. Based on Guadalupe's projected population of 7,080 residents in 2020 and 9,660 residents in 2040 from the SBCAG 2040 Regional

Growth Forecast, this equates to approximately 133 bicycle commuters in 2020 and 155 bicycle commuters in 2040.

### 3.2.1 Existing Bikeways

Guadalupe's existing bicycle network provides a total of three miles of bikeways, including one mile of Class II bike lanes and two miles of Class III bike routes. The one mile of Class II bike lanes is located along Guadalupe Street/Highway 1, north of Main Street/Highway 166 to the city limits (see Figure 3-5). South of Main Street/Highway 166, this Class II bike lane along Guadalupe Street/Highway 1 turns into a Class III bike route. This bikeway along Guadalupe Street/Highway 1 is part of the California Pacific Coast Bicycle Route, running the entire length of the State of California.

Main Street/Highway 166 is an east-west corridor that is designated as a Class III bike route within the city limits. There are no existing pave markings associated with this route and no signage within the City limits. There are currently no other designated bikeways within the city.

Based on the public input received during the planning process, community members and stakeholders indicated a need for a dedicated bike lane along Main Street/Highway 166, an additional bikeway along Obispo Street, and re-striping and better maintenance of the existing bike land along Guadalupe Street/Highway 1 within the city.

### 3.2.2 Existing Bicycle Parking

Short term bicycle parking, in the form of bike racks, is available in several locations throughout the city. Currently there are no long term bicycle parking facilities (i.e., bike lockers) in Guadalupe. Figure 3-5 shows the location of existing bike racks within the city, which are listed below:

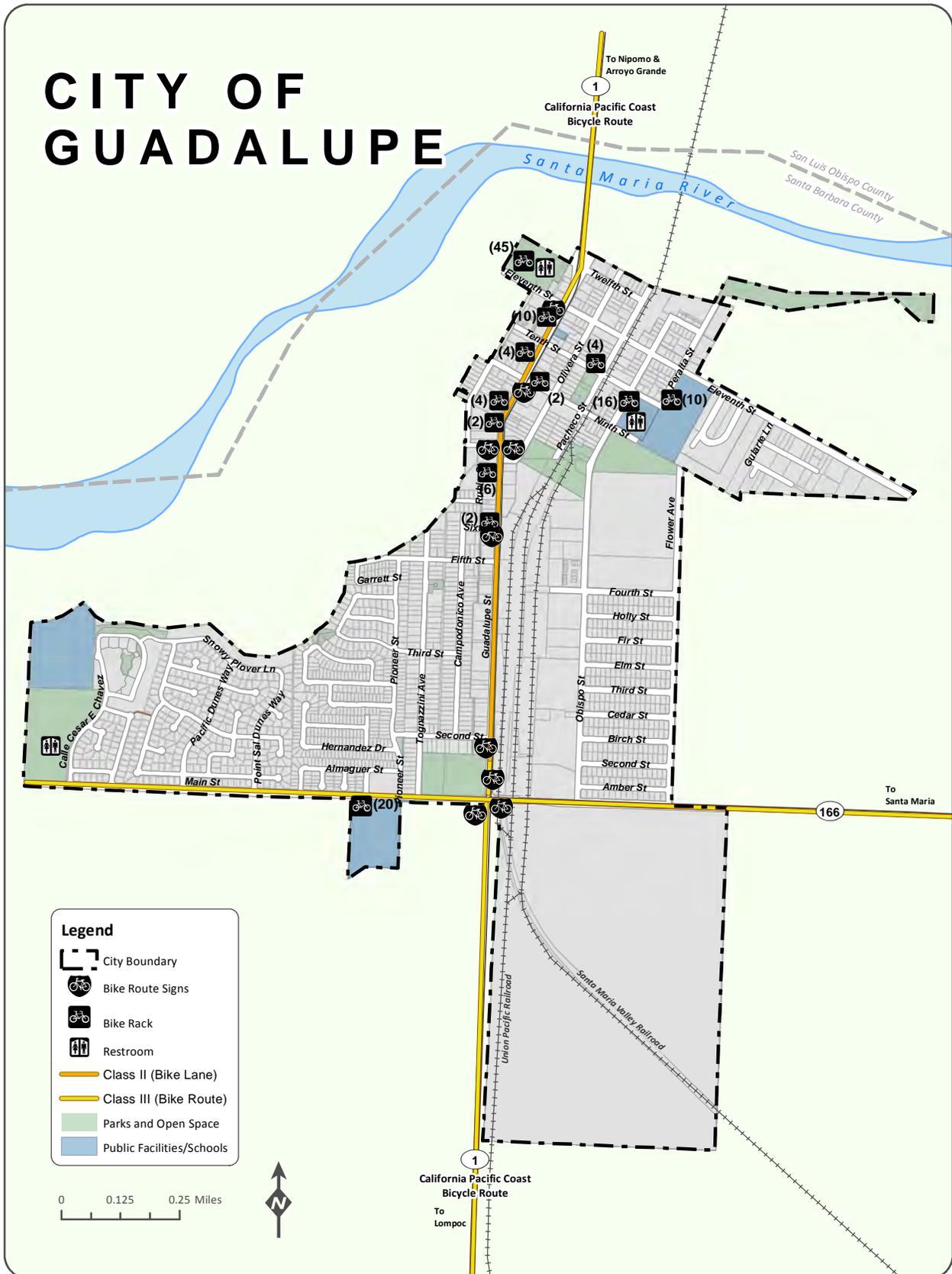
- City Hall
- Mary Buren Elementary School
- Kermit McKenzie Junior High
- Leroy Park/Boys and Girls Club
- Guadalupe Street/Highway 1 downtown corridor
- Bus stop at Tenth and Pacheco Street

Public input received at public workshops and through the community survey indicated that there is lack of bicycle parking within the downtown and at major origins and destinations, such as the library, schools, American Legion Hall, and transit stops.

### 3.2.3 Existing Signage

Appropriate signage is located along Guadalupe's existing Class II bike lane and the Class III bike routes along Guadalupe Street/Highway 1 and Main Street/Highway 166 east of Guadalupe Street/Highway 1. However, there is no signage along the existing Class III bike route

Figure 3-5 Existing Bicycle Network



along Main Street/Highway 166 west of Guadalupe Street/Highway 1. No other directional or way-finding signage currently exists.

Public input received during the planning process indicated a need for better street markings to improve bicyclist safety and signage along Main Street/Highway 166. In addition, the community and other stakeholders identified a need for directional or way-finding signage throughout the city, as well as a map of the bicycle network and facilities.

### 3.2.4 Existing Bicycle Support Facilities

Bicycle support facilities in Guadalupe include public restrooms at Leroy Park, Jack O'Connell Park, and City Hall. These facilities also have drinking fountains, working sinks, and sufficient space to change clothes. According to the public input received during the planning process, there was a strong desire for a public restroom at or adjacent to the Amtrak station.

### 3.2.5 Multi-Modal Connections

Multi-modal refers to the use of two or more modes of transportation in a single trip (i.e., bicycling or walking and riding the bus or train). Improving the bicycle-transit link is an important part of making bicycling a part of daily life in Guadalupe.

A multi-modal connection consists of two key elements: providing bicycle parking at bus stops and the train station, and providing bike racks on trains and buses. Other components include improving bikeways and sidewalks that link with transit facilities and stops to encourage multi-modal travel.

Currently the Guadalupe Flyer buses have racks to accommodate up to two bicycles and Amtrak's Pacific Surfliner train has space for three roll-on bicycles per car. Amtrak's Coast Starlight does not accommodate roll-on bicycles, but accepts folding bicycles as carry-on items. Two bicycle racks are located at the bus stop at Tenth and Pacheco Street; however, this is currently the only bus stop in the city where bicycle parking is available. Currently, no bicycle parking is provided at the remaining bus stops or the train station, for which the community expressed a need. The community also expressed the need for a bench and shelter at each bus stop.

### 3.2.6 Existing Bicycle Safety Programs and Collision Analysis

In an effort to ensure bicycle safety, the Guadalupe Police Department issues citations for 'No Helmet' violations. Bicycle law is detailed in the California Vehicle Code Division 11. These laws are enforced by the Guadalupe Police Department and the California Highway Patrol along Highway 1 and Highway 166.

Currently, the Guadalupe Police Department offers free "Bicycle Safety" and "Safe Walker – Safe Rider" education presentations upon request of any Guadalupe Unified School District teacher. They also provide each student with a coloring book from the "National Child Safety

Council" on the subject. On occasion, the Guadalupe Police Department has been able to provide helmets.

SBCAG's Traffic Solutions division can help arrange a one or two hour bike safety training workshop at any workplace. The two hour class is led by League Cycling Instructors for a fee, but assistance is available if needed to cover the cost. The California Bicycle Coalition also offers adult cyclists an online resource to learn to ride more safely and confidently. Bike Safe California explains the essential skills of safe bicycling, based on the "layers of safety" concept taught by most League of American Bicyclists-certified bike safety instructors.

According to the Guadalupe Police Department (data from 2005 through May 2012) and Statewide Integrated Traffic Records System (SWITRS) (data from 2007 through 2011), between 2005 and May 2012, there have been eight bicycle involved car accidents. Figure 3-6 shows the bicycle collision locations. Based on the number of bicycle involved accidents from 2005 to 2012, as well as public input received at community workshops, there is a need to increase bicycle safety and public awareness. At the community workshops, residents expressed safety concerns regarding unaccommodating motorists sharing the roads with bicyclists. As indicated by the community survey, increasing safety would facilitate bicycle trips to work, and other destinations within the city, as well as for recreational purposes.

### **3.3 Needs Assessment**

Guadalupe has many qualities favorable to bicycle riding, including a temperate climate, flat terrain, and nearby scenic and recreational resources accessible from Guadalupe Street/Highway 1 and Main Street/Highway 166. Based on the assessment of existing conditions and the public input received throughout the planning process, a needs assessment was conducted to identify improvements and programs that can be made to increase the popularity and safety of bicycle activity in Guadalupe.

#### **3.3.1 Bikeways**

The current bicycle network within Guadalupe is minimal with several areas requiring improvement. As described by the community survey, 59 percent of respondents are concerned about conflicts with motorists and 58 percent of respondents indicated that designated and continuous bicycle lanes would encourage them to bike within the city. The existing Class II bike lane along Guadalupe Street/Highway 1 is faded and should be re-striped and maintained to provide greater visual awareness to motorists along the highway. In addition, bikeways should be added along major travel corridors within the city and should maintain consistency with the state and regional bikeway network in order to provide better connectivity to surrounding areas. During the planning process, community members and other stakeholders also expressed a need for a railroad overcrossing at Fourth Street to improve connectivity and emergency access between the east and west portions of the city.

Figure 3-6 Bicycle Related Collision Map



### 3.3.2 Bicycle Parking

Public input at the first public workshop indicated that there is lack of bicycle parking downtown and at important key destinations, such as the library, American legion, and transit stops. As indicated by the community survey, 29 percent of respondents noted lack of short-term parking as a problem for bicyclists and 33 percent indicated that more bicycle racks and lockers would encourage them to bike more. Please note, since the first workshop and community survey, 17 short-term bicycle racks have been installed in the downtown. Additional bicycle parking should be installed at key destinations throughout the city and in the downtown. Emphasis should be placed on making bicycle parking visible for both safety and encouragement.

### 3.3.3 Bicycle Signage

With the exception of along Guadalupe's existing Class II bike lane, no other directional or destination signage is present within the city. Results of the community survey indicated that 29 percent of respondents noted poor signage as a problem for bicyclists and 58 percent indicated that better signage for bikeways would encourage them to bike within the city. Additional signage should be installed (particularly safety and directional way-finding signage) along major travel corridors and proposed bikeways.

### 3.3.4 Bicycle Support Facilities

Bicycle support facilities in Guadalupe are limited to public restrooms, which are available at Leroy Park, Jack O'Connell Park, and City Hall. These facilities also have drinking fountains, working sinks, and sufficient space to change clothes. Based on public input received at the first community workshop, the community expressed a need for a public restroom at the Amtrak station. Several stakeholders interviewed during the planning process also emphasized a need for a bicycle fix-it station to provide the tools necessary for minor bicycle repairs, as there are currently no bicycle repair shops in the city.

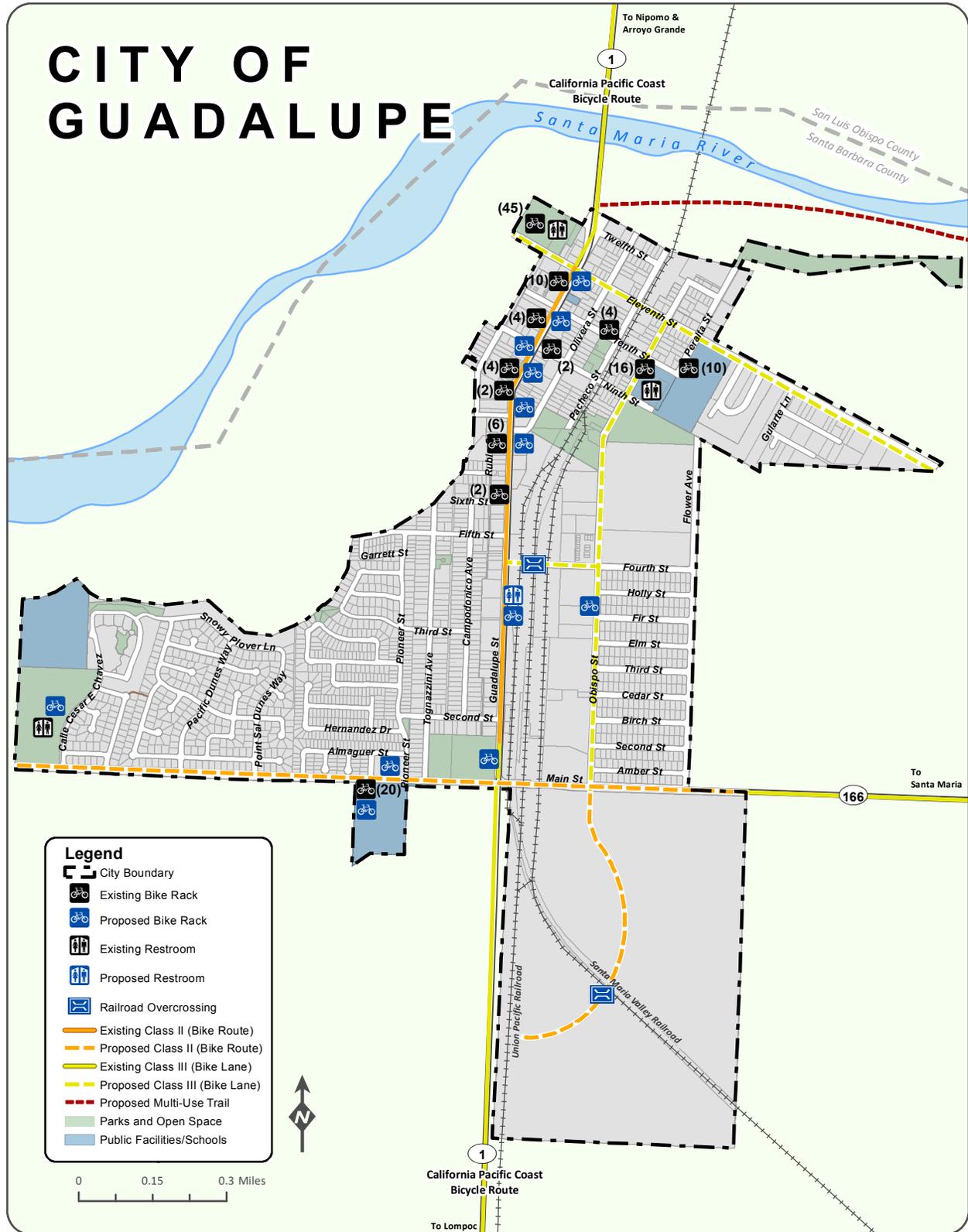
### 3.3.5 Multi-Modal Connections

Currently, there is only one bus stop in the city (at Tenth and Pacheco Street) where bicycle parking is available. There is no bicycle parking provided at the majority of bus stops or the train station, for which the community expressed a need. Several stakeholders interviewed during the planning process also emphasized a need for bus stops to include a bench and shelter.

### 3.3.6 Education and Outreach Programs

Community members expressed that many people do not follow applicable bicycle safety laws. To address this issue, community members indicated a need for bicycle education and outreach programs through workshops and volunteer programs at local schools.

Figure 3-7 Proposed Bicycle Network



## 3.4 Proposed Bicycle Improvements and Programs

This section identifies bicycle improvements and programs to meet the needs of the community based on an evaluation of existing infrastructure, commute patterns, accident data, and public input. The improvements identified in this section and shown on Figure 3-7 are designed to attract and encourage residents of Guadalupe to utilize the bicycle network as a safe and convenient mode of transportation within the city. Please note that the Santa Maria Levee Trail is not proposed as part of this plan, as it is outside of the jurisdiction of the City and is being implemented regionally. The proposed multi-use trail is shown on Figure 3-7 since it is an important regional connector for Guadalupe.

### 3.4.1 Bicycle Network Improvements

The recommended bikeway network is a backbone of primary routes within the city; it is not meant to accommodate every bicycle trip in the city. Secure bicycle parking and appropriate signage are also important components of the bicycle network which provide support and enhance safety for all users. Once completed, this network would provide safer and more direct routes for the majority of cyclists within Guadalupe and traveling to neighboring communities. It considers the range of age and skill level (adults, novice and children) of those that chose to travel by bicycle. Proposed locations for bicycle infrastructure improvements are listed below and shown on Figure 3-7.

#	Proposed Improvements
<b>Bikeway Improvements</b>	
B.1	Re-stripe existing Class II bike lanes and pavement markings along Guadalupe Street/Highway 1
B.2	Add Class II bike lanes and appropriate signage along both sides of Main Street/Highway 166 within the city limits
B.3	Add Class II bike lanes and appropriate signage along the extension of Obispo Street through the DJ Farms Specific Plan area, consistent with the approved specific plan
B.4	Add a Class III bike route and appropriate signage along Obispo Street between Eleventh Street and Main Street/Highway 166
B.5	Add a Class III bike route and appropriate signage along the entire length of Eleventh Street within the city limits
B.6	Add a railroad overcrossing connecting Fourth Street to Guadalupe Street/Highway 1
B.7	Add a railroad overcrossing within the DJ Farms Specific Plan area as identified in the approved DJ Farms Specific Plan
<b>Bicycle Parking</b>	
B.8	Add short-term (Class II) bicycle parking in the downtown, at identified bus stops(see B.13), and at other key locations including the library and Amtrak station
B.9	Add long-term (Class I) bicycle parking at the Amtrak station
<b>Signage</b>	
B.10	Add directional way-finding signage to community and regional attractions
<b>Bicycle Support Facilities</b>	
B.11	Add a do-it-yourself bicycle repair station in the downtown
B.12	Add public restrooms at or near the Amtrak station

### 3.4.2 Multi-Modal Connections

Use of multi-modal connections within the city, including the bus stops and Amtrak station, could be greatly improved by providing safe and convenient access to transit stops, secure bicycle parking, and adequate shelter. The following recommendations are designed to encourage bicycling to and from transit stops within the city.

#	Proposed Improvements
Multi-modal Connections	
B.13	Add bicycle parking at the bus stops on Guadalupe Street/Highway 1 at Olivera Street, at O'Connell Park, and on Obispo Street between Holly Street and Fir Street
B.14	Add covered shelters with benches at the bus stops at Main Street/Highway 166 at Point Sal Dunes Way, Fifth Street at Third Street, Obispo Street between Holly Street and Fir Street, Flower Avenue at Birch Street, and Amber Street at Obispo Street

### 3.4.3 Education and Outreach Programs

Education and outreach is a key component to the BPMP, as the BPMP will only be effective if the bicycle network is safe and utilized by the community. Input from stakeholder groups and the public has identified the need for better awareness regarding bicycling in the city. To address these issues, education and outreach programs that focus on safety and/or encourage bicycling should be implemented. Proposed education and outreach programs are listed below.

#	Proposed Programs
Education and Outreach Programs	
B.15	Publish the city bicycle map on the City's website and post on a sign at the entrance to the city
B.16	Partner with Traffic Solutions, a county-wide program by SBCAG that promotes alternative transportation through various incentive programs
B.17	Partner with local organizations to educate students about potential bicycling paths to school
B.18	Hold a community event (such as bike to school day) at least once a year to encourage alternative transportation; focus on safety



# CHAPTER 4

## PEDESTRIAN NETWORK

## 4.0 Pedestrian Network

The most utilized and sought after pedestrian environments are places where people have the opportunity to feel safe and comfortable, enjoy their surroundings, and observe or interact with other members of their community. To achieve this status, pedestrian facilities need to be designed to meet or exceed the minimal requirements, and include amenities that encourage and promote walking. In addition, it is essential that the pedestrian network accommodate a wide variety of user types, needs, and abilities.

This chapter provides an introduction to the various components that make up a pedestrian network and describes the existing pedestrian facilities and programs in Guadalupe. It also identifies the proposed improvements to the pedestrian network and programs.

Throughout this document the term “pedestrian” will be used to include all persons who utilize the sidewalks and crosswalks regardless of their level of mobility. The goal of pedestrian oriented design is to meet the needs of all users, regardless of their age, their destination, or if they walk or use a wheelchair.

### 4.1 Pedestrian Facilities

Pedestrian facilities include sidewalks, paths or walkways, crosswalks, signage, and streetscape enhancements, such as pedestrian-scale lighting and street trees, which are described in this section.

#### 4.1.1 Sidewalks and Paths

An effective pedestrian network provides safe, accessible, uninterrupted and convenient walkways between the origins and destinations within a city. Walkways can include both sidewalks and paths, which are defined below and shown in Figure 4-1.

- **Sidewalks** – the paved portion of a road or highway set apart by curbs, barriers, markings or other delineation for pedestrian travel. The minimum width of a sidewalk is approximately five feet and four of the five feet may not be obstructed by signs, poles, benches, or other streetscape amenities.
- **Paths** – a paved route or trail for pedestrians separate from the road network. A pedestrian path typically provides the shortest distance between two places.

It is required that all curbs and ramps meet ADA standards. Curb ramps allow people with mobility impairments to gain access to the sidewalks and to pass through median islands in streets. Without curb ramps, these individuals would be forced to travel in streets and roadways, where they are in potential conflict with vehicles and/or are prevented from reaching their destination. Curb ramps are required at every intersection where a pedestrian way crosses a curb.

**Figure 4-1: Sidewalk and Path Types**



### 4.1.2 Crosswalks

Crosswalks are designed to provide safe pathways for pedestrians attempting to cross vehicular traffic. The safety of a crosswalk can be enhanced using many different techniques including: stop pavement marking, signal protection, button-activated in-pavement lights, use of textured or different colored paving materials, proper markings (e.g., paint color, line widths, etc.), raised median islands or refuge islands, or crossing guards. The Caltrans Highway Design Manual provides design standards, policies, and procedures for use on the California state highway system, including Highway 1 and Highway 166 within Guadalupe.

Typically crosswalks are located at an intersection. Mid-block crosswalks may be established between intersections in accordance with the California Vehicle Code, but are generally unexpected by the motorist and should be discouraged unless, in the opinion of the engineer, there is strong justification in favor of such installation. Figure 4-2 provides some examples of crosswalks.

**Figure 4-2: Crosswalks**



### 4.1.3 Signage

Functional and well-designed pedestrian signage and way-finding is important for maintaining a safe pedestrian network. Signs may be installed to provide advance warning of pedestrian presence. The effectiveness of signs can be enhanced with the use of flashing beacons. For example, flashing yellow beacons may be installed to supplement standard school signing and markings for the purpose of providing advance warning during specified times of operation when justified. Section 2 of the MUTCD sets forth standards for pedestrian signage.

**Figure 4-3: Pedestrian Signage**



### 4.1.4 Streetscape Enhancement

Streetscape enhancements are pedestrian improvements beyond the minimum standard that help to create an enhanced pedestrian experience and contribute to the overall livability of the city. Streetscape enhancements generally include pedestrian-scaled lighting, street trees and landscaping, street furniture, colored or decorative paving, and decorative crosswalks. In addition, traffic calming measures are often employed to reduce crossing distances and traffic speeds and increase visibility of pedestrians crossing the street.

**Figure 4-4: Streetscape Enhancements**



## 4.2 Existing Conditions

According to the U.S. Census Bureau's Means of Transportation to Work data for 2007-2011, approximately four percent of Guadalupe residents (or 130 residents) walk to work. This commuter population represents only a percentage of the total walking trips within the city, as walking trips made for school, shopping, and recreation purposes often represent a large percentage of total walking trips but are not captured within the U.S. Census based surveys.

SBCAG's 2040 Regional Transportation Plan & Sustainable Communities Strategy estimates that implementation of the preferred scenario will increase the percentage of walking mode share in the SBCAG planning area (including the City of Guadalupe) for all trips to 3.85% in 2020, and 3.94% in 2040. Based on Guadalupe's projected population of 7,080 residents in 2020 and 9,660 residents in 2040 from the SBCAG 2040 Regional Growth Forecast, this equates to approximately 273 residents walking to work in 2020 and 391 residents walking to work in 2040.

### 4.2.1 Sidewalks and Paths

Guadalupe's existing pedestrian network is comprised of sidewalks and a pedestrian bridge over the railroad at the intersection of Pacheco and Ninth Street. Currently there are no separate pedestrian paths within the city.

Most streets within the city have concrete sidewalks along both sides of the street. However, there are several areas where there are gaps in the sidewalk network. Some streets such as Eleventh Street, Flower Avenue, Obispo Street, and Main Street do not necessitate sidewalks along the portions that border agricultural or industrial parcels. However, other sidewalk gaps within the city may create barriers to travel and hazards for pedestrians. At the location of these gaps, pedestrians have been observed walking in the street or making circuitous detours to avoid doing so. In addition, throughout the city, many sidewalks, crosswalks, and curb ramps need to be upgraded to meet current ADA standards. ADA standards have evolved since many of the original accessibility improvements were implemented, and the City is working to make these upgrades to meet current standards. In many cases meeting ADA standards is a complex task because of the limited spatial resources.

In addition, the Union Pacific Railroad and Santa Maria Valley Railroad divides the city, west from east, which is a barrier to pedestrian, bicycle and emergency vehicle access in the city. Currently, there is an approximately one mile segment between Main Street/Highway 166 and Ninth Street, where there is no pedestrian, bicycle, or vehicle access between the east and west portions of the city.

Based on public input during the planning process, many community members indicated that they do not walk within the city due to poorly maintained sidewalks and a lack of connectivity between neighborhoods. Many community members also expressed that a lack of nighttime lighting (streetlights) along sidewalks discourages them from walking in the city at night. Figure 4-5 shows the location of existing sidewalks within the city.



## 4.2.2 Crosswalks

There are several crosswalks within the city which improve pedestrian safety (see Figure 4-5). The intersections in the vicinity of Mary Buren Elementary School and Kermit McKenzie Junior High School are painted with yellow crosswalks in accordance with MUTCD Section 7C.02. Two of these crosswalks are equipped with button-activated in-pavement lights and flashing crosswalk signage. Crossing guards are also present at the end of school hours at multiple locations.

In addition, there are several crosswalks in the downtown along Guadalupe Street/Highway 1 at the intersections of Eleventh Street, Ninth Street, and Olivera Street. The crosswalk at Olivera Street is equipped with button-activated in-pavement lights and flashing crosswalk signage.

Based on public input received during the planning process, the community expressed the need for additional and/or more visible crosswalks, primarily along Guadalupe Street/Highway 1. In addition, a number of the existing crosswalks should be improved by restriping the crosswalks as high visibility ladder crosswalks or adding pedestrian actuated signals to increase their visibility. If the street is wide enough, improvements should also consider implementing curb extensions or pedestrian refuge islands at crosswalks to reduce the crossing distance and increase pedestrian safety.

## 4.2.3 Signage

There are three crosswalks within Guadalupe that have buttons to activate flashing signals on the road to alert cars of pedestrian presence. A flashing "stop ahead" sign is also located at the northern entrance to the city to alert motorists of the stop sign and cross walk at Eleventh Street. In addition, "School Crossing" signs are located on both sides of Main Street near Kermit McKenzie Junior High School and are also present on several streets near Mary Buren Elementary School. Painted messages on the road also alert motorists to slow down near both schools. According to public input received at the community workshops, community members indicated the need for more pedestrian signage and way-finding signage through the city.

## 4.2.4 Streetscape Enhancements

Landscaping, including trees and planters, exist within the city along Guadalupe Street/Highway 1, Main Street, and in some residential neighborhoods. Bulbouts are present at multiple locations along Guadalupe Street/Highway 1 and a single bench resides at the intersection with Tenth Street. Garbage cans are present on the sidewalk on both sides of Guadalupe Street/Highway 1, but lack adjacent recycle bins. Transit stop shelters exist at most of the Guadalupe Flyer stops and a small building at the Amtrak station protects commuters and travelers from inclement weather conditions. According to public input received during the planning process, community members and other stakeholders expressed that street lighting, landscaping and street furniture would encourage them to walk more.

## 4.2.5 Existing Safety Programs and Collision Analysis

In an effort to ensure pedestrian safety, the Guadalupe Police Department issues citations for 'Failure to Yield to Pedestrian' violations. Pedestrian law is detailed in the California Vehicle Code Division 11. These laws are enforced by the Guadalupe Police Department and the California Highway Patrol along State Highway 1 and State Highway 166. Currently, the Guadalupe Police Department offers free "Safe Walker – Safe Rider" education presentations upon request of any Guadalupe Unified School District teacher. They also provide each student with a coloring book from the "National Child Safety Council" on the subject.

According to the Guadalupe Police Department (data from 2005 through May 2012) and Statewide Integrated Traffic Records System (SWITRS) (data from 2007 through 2011), between 2005 and May 2012, there have been nine pedestrian involved car accidents. Figure 4-6 shows the pedestrian collision locations. Based on the number of pedestrian involved accidents from 2005 to 2012, as well as public input received at community workshops, there is a need to increase pedestrian safety and public awareness. In addition, community members expressed concerns about pedestrian safety around the downtown and indicated a need for expanded safety education and outreach.

## 4.3 Needs Assessment

Guadalupe has many qualities favorable to walking, including a temperate climate, flat terrain, and nearby scenic and recreational resources accessible from Guadalupe Street/Highway 1 and Main Street/Highway 166. Based on the assessment of existing conditions and the public input received throughout the planning process, a needs assessment was conducted to identify improvements and programs that can be made to increase the popularity and safety of walking in Guadalupe.

### 4.3.1 Sidewalks and Paths

As mentioned in the existing conditions section above, the majority of streets have concrete sidewalks on both sides of the street. However, some streets only have a sidewalk on one side or have gaps in the sidewalk. This naturally deters people from walking around town. As described by the community survey, 53 percent of respondents noted that poorly maintained sidewalks are a problem when walking in Guadalupe and 50 percent indicated that infill of sidewalk gaps would encourage them to walk in the city. In addition, input received from community members at the first community meeting, as well as from stakeholders interviewed during the planning process expressed a desire for a walking path in the Ninth Street Wetland complex for recreational use. Stakeholders also expressed a need for a railroad overcrossing at Fourth Street to improve connectivity and emergency access between the east and west portions of the city.

### 4.3.2 Crosswalks

While there are some existing crosswalks that provide adequate pedestrian safety, a number of existing crosswalks within the city should be re-painted or -designed for better visibility. Safety could also be enhanced through the installation of flashing warning signals, or in-street flashing

Figure 4-6 Pedestrian Related Collision Map



lights. As indicated by the community survey, 21 percent of respondents expressed concerns regarding difficulty crossing streets, and 56 percent indicated that improvements to crosswalks would encourage them to walk within the city. In addition, community members at the first public workshop expressed the need for additional crosswalks, primarily along Guadalupe Street/Highway 1.

### 4.3.3 Signage

Based on public input received during the planning process, the community expressed the need for additional pedestrian signage to improve safety throughout the city. As described by the community survey, 47 percent of respondents expressed concerns regarding motorists not stopping for pedestrians, and 69 percent of respondents indicated that better pedestrian signage would encourage them to walk within the city. Flashing crosswalk signs and advanced flashing pedestrian warning signs should be installed at crossing locations across heavily trafficked roadways to enhance visibility and improve safety of pedestrians.

### 4.3.4 Streetscape Enhancements

Based on the public input received during the planning process, many Guadalupe community members identified that the lack of nighttime lighting (streetlights) discourages them from walking. According to the community survey, 37 percent of respondents indicated that insufficient lighting deters them from walking in Guadalupe. In addition to other factors, 75 percent of Guadalupe residents expressed that increased landscaping and street furniture would encourage them to walk more.

### 4.3.5 Education and Outreach Programs

Community members expressed that many people do not follow applicable laws for crossing streets. To address this issue, community members indicated a need for bicycle education and outreach programs through workshops and volunteer programs at local schools. In addition, several stakeholders also expressed a need for incentive programs and community events (e.g. walking tours) to encourage walking within the city.

## 4.4 Proposed Pedestrian Network Improvements and Programs

This section identifies proposed facility improvements and programs to enhance the pedestrian environment in Guadalupe and to meet the needs of the community (see Figure 4-7). They are designed to attract and encourage residents of Guadalupe to utilize the pedestrian network as a safe and convenient mode of transportation within the city. Improvements and programs were identified based on an evaluation of existing infrastructure, commute patterns, accident data, and public input. Typically they are located in discrete locations that warrant special considerations for pedestrians because they pose potential challenges to pedestrians or are located near significant pedestrian destinations and thus deserve special safety precautions.

Figure 4-7 Proposed Pedestrian Network



Please note that the Santa Maria Levee Trail is not proposed as part of this plan, as it is outside of the jurisdiction of the City and is being implemented regionally. The trail is shown on Figure 4-7 since it is an important regional connector for bicyclists and pedestrians Guadalupe.

#### 4.4.1 Pedestrian Network Improvements

Figure 4-7 and the list below identify the recommended improvements to the pedestrian network based on the results of the existing conditions assessment and community needs analysis. Installing sidewalks at the following locations will close gaps in the pedestrian network and facilitate pedestrian access to destinations throughout the city. In addition, enhancing visibility of pedestrians by improving existing crossings or adding new crosswalks at stop or signal controlled intersections may improve safety of residents walking within the city.

#	Proposed Improvements
<b>Sidewalks and Paths</b>	
P.1	Add sidewalk along the east side of Guadalupe Street/Highway 1 between Olivera Street and Main Street/Highway 166
P.2	Add sidewalk along the northwest side of Olivera Street between Ninth Street and Guadalupe Street/Highway 1
P.3	Add sidewalk along the southeastern side of Eleventh Street between Gularte Lane and Simas Road
P.4	Add sidewalk along the south side of Main Street/Highway 166 between Kermit McKenzie Jr. High and the eastern city limits
P.5	Add sidewalk along Fifth Street just west of Tognazzini Avenue
P.6	Add sidewalk along Seventh Street
P.7	Add sidewalk along Rubio Street
P.8	Add sidewalk along Pacheco Street just south of Ninth Street
P.9	Add sidewalk along the west side Peralta Street between Eleventh and Twelfth Street
P.10	Add a walking path with emergency access in the Ninth Street wetland complex
<b>Crosswalks (at Controlled Intersections Only)</b>	
P.11	Add painted crosswalks at the intersections of Main Street/Highway 166 and Flower Avenue (if a signal control is installed), Obispo Street, Guadalupe Street/Highway 1, Pioneer Street, Julia Drive, Nelson Drive, Point Sal Dunes Way, Pacific Dunes Way, Santa Barbara Street, and Calle Cesar E Chavez
P.12	Add painted crosswalks at the intersections of Second Street and Guadalupe Street/Highway 1 and Tognazzini Avenue
P.13	Add painted crosswalks at the intersections of Third Street and Pioneer Street, Tognazzini Avenue, and Campodonico Avenue
P.14	Add painted crosswalks at the intersections of Fifth Street and Tognazzini Avenue, Campodonico Avenue, and Guadalupe Street/Highway 1
P.15	Add painted crosswalks at the intersection of Sixth Street and Guadalupe Street/Highway 1
P.16	Add painted crosswalks at the intersections of Ninth Street and Olivera Street and Obispo Street
P.17	Add painted crosswalks at the intersections of Tenth Street and Guadalupe Street/Highway 1, Olivera Street, and Obispo Street
P.18	Add painted crosswalks at the intersection of Eleventh Street and Olivera Street
P.19	Add painted crosswalks at the intersection of Hernandez Drive and Pioneer Street

Signage	
P.20	Add a flashing crosswalk sign at the intersection of Main Street/Highway 166 and Tognazzini Avenue
P.21	Add advanced flashing pedestrian warning signs prior to the intersection of Guadalupe Street/Highway 1 and Olivera Street from both northbound and southbound directions
Streetscape Improvements	
P.22	Add lighting and/or landscaping along Guadalupe Street/Highway 1 between Eleventh Street and the Amtrak station, along Eleventh Street, and along Ninth Street between Obispo Street and Guadalupe Street/Highway 1
Pedestrian Support Facilities	
P.23	Install public restrooms at or near the Amtrak station

#### 4.4.2 Multi-Modal Connections

Multi-modal connections within the city, between pedestrians and transit (including bus and train), could be greatly improved by providing safe and convenient pedestrian access to transit stops and adequate shelter at transit stops. The following recommendations are designed to encourage walking to transit stops within the city.

#	Proposed Improvements
Multi-modal Connections	
P.24	Install covered shelters with benches at the bus stops at Main Street/Highway 166 at Point Sal Dunes Way, Fifth Street at Third Street, Obispo Street between Holly Street and Fir Street, Flower Avenue at Birch Street, and Amber Street at Obispo Street

#### 4.4.3 Education and Outreach Programs

Education and outreach is a key component to the BPMP, as the BPMP will only be effective if the pedestrian network is safe and utilized by the community. Public input gathered during the planning process indicates a need for better pedestrian awareness in the city. To address these issues, the following education, outreach, and enforcement programs that focus on safety and/or encourage walking were identified.

#	Proposed Programs
Education and Outreach Programs	
P.25	Publish the pedestrian network map on the City's website
P.26	Partner with Traffic Solutions, a county-wide program by SBCAG that promotes alternative transportation through various incentive programs
P.27	Partner with local organizations to educate students about potential walking paths to school
P.28	Hold a community event (such as walking tours, and/or street fairs) at least once a year to encourage walking; focus on safety



# CHAPTER 5

## IMPLEMENTATION PLAN

## 5.0 Implementation Plan

Implementation of the proposed bicycle and pedestrian improvements and programs described in Sections 3.0 and 4.0 will require funding from local, state, and federal sources and coordination with multiple agencies. To facilitate implementation efforts, this section presents the project prioritization methodologies, summary of past expenditures, and conceptual cost estimates. At the conclusion of this section, funding and implementation strategies are described.

Implementation of the proposed recommendations depends on a variety of factors, such as funding availability and project phasing. In addition, Caltrans approval in the form of an encroachment permit would be required for proposed improvements on Caltrans right of way. Any improvements on City right of way utilizing state or federal funds through the Caltrans Local Assistance Office will require adherence to design standards of the Highway Design Manual.

### 5.1 Project Prioritization

The proposed bicycle and pedestrian improvements, when fully implemented, will provide a comprehensive system for the City of Guadalupe. Recognizing that there are limited financial resources that can be devoted to these projects, it is necessary to establish a system for ranking or prioritizing the improvements that can provide the most effective use of available funds. The criteria used for setting priorities include cost, safety, connectivity, accessibility, and encouragement. These criteria are described below along with the resulting list of projects sorted by priority.

1. **Cost:** Cost to implement improvement or program.
2. **Safety:** Projects which address a safety concern such as high number of collisions or busy arterial streets.
3. **Connectivity:** Projects which improve connectivity for bicyclists and pedestrians by eliminating an existing barrier, bridging a gap in an existing network, connecting to an existing or proposed facility, or providing a connection through the city.
4. **Accessibility:** Projects which provide access to local activity centers such as the downtown, schools, employment centers, transit stops and recreational facilities.
5. **Encouragement:** Projects which improve the pedestrian and bicyclist environment and therefore encourage walking and/or bicycling as a mode of transportation throughout the city.

### 5.2 Estimated Project Costs

Estimated costs for the construction and maintenance of the recommended bicycle and pedestrian network projects are discussed below. Table 5-1 provides a unit cost summary for the construction of bikeway and pedestrian infrastructure in Guadalupe based upon estimates

provided by the City Engineer. Total cost estimates incorporate an additional 45 percent for incidentals and 25 percent for contingency. More detailed estimates should be developed following the preliminary engineering stage as individual projects advance towards implementation.

**Table 5-1: Unit Cost Summary**

Project Type	Construction Cost Only	Total Cost (including incidentals and contingency)
<b>Bicycle Network</b>		
Class II bike lane (striping, stenciling, and signage; 2-way)	\$36,600/mile	\$60,390/mile
Class III bike route (signs only, 2-way)	\$2,500/mile	\$4,125/mile
Restripe Class II bike lane (2-way)	\$16,000/mile	\$26,400
Bicycle racks	\$700 each	\$1,155 each
Bicycle lockers	\$1,200/bike	\$1,980/bike
Do-it-yourself bicycle repair station	\$1,000/station	\$1,650/station
<b>Pedestrian Network</b>		
ADA compliant sidewalk (5 feet wide) <sup>1</sup>	\$185,000/mile	\$305,250/mile
Painted crosswalk	\$1,500/each; \$5,000/4-leg	\$2,475/each; \$8,250/4-leg
Flashing crosswalk	\$20,000/each	\$33,000/each
Advanced flashing pedestrian warning signs	\$16,000/each	\$26,400/each
<b>Other</b>		
Directional way-finding signage	\$300 each	\$495 each
Street lights	\$4,000/light	\$6,600/light
Railroad overcrossing	\$3,000,000 each	\$4,950,000 each
Covered transit stop shelters	\$20,000 each	\$33,000 each
Restrooms	\$75,000/modular	\$123,750/modular
Street trees	\$60-\$100/tree	\$99-\$165/tree
Landscaping (plant material and edge treatment)	\$21-50/square foot	\$35-83/square foot

<sup>1</sup> Does not include cost of curb and gutter (estimated additional \$127,000/mile).

Based on the unit cost totals in Table 5-1, costs were estimated for the implementation of the individual bicycle and pedestrian network projects identified in Chapters 3.0 and 4.0. Table 5-2 provides a list of BPMP projects in order of priority, including a summary of total cost by project.



**Table 5-2: Project/Program Prioritization**

#	Proposed Projects/Programs	Cost	Safety	Accessibility	Connectivity	Encouragement
B.15-.18/ P.25-.28	Conduct education and outreach programs	Funded <sup>1</sup>	X			X
P.21	Add advanced flashing pedestrian warning signs prior to the intersection of Guadalupe St./Hwy 1 and Olivera St. from both northbound and southbound directions	Funded <sup>2</sup>	X			
B.7	Add railroad overcrossing within the DJ Farms Specific Plan area as identified in the approved DJ Farms Specific Plan	Funded <sup>3</sup>	X	X	X	
B.3	Add Class II bike lanes and appropriate signage along the extension of Obispo St. through the DJ Farms Specific Plan area, consistent with the approved plan (0.68 miles)	Funded <sup>3</sup>	X	X	X	
P.22	Add lighting and/or landscaping along Guadalupe St./Hwy 1 between Eleventh St. and the Amtrak station, along Eleventh St., and along Ninth St. between Obispo St. and Guadalupe St./Hwy 1	\$1,000+*	X			X
B.11	Add a do-it-yourself bicycle repair station in the downtown	\$1,650	X			X
P.15	Add painted crosswalks at the intersection of Sixth St. and Guadalupe St./Hwy 1	\$2,475	X			
B.10	Add directional way-finding signage to community and regional attractions	\$2,475*				X
B.13	Add short-term (Class II) bicycle parking at the bus stops on Guadalupe St./Hwy 1 at Olivera St., at O'Connell Park, and on Obispo St. between Holly St. and Fir St.	\$3,465*	X			X
B.4	Add a Class III bike route and appropriate signage along Obispo St. between Eleventh St. and Main St./Hwy 166 (0.98 mile)	\$4,043	X	X	X	
B.5	Add a Class III bike route and appropriate signage along Eleventh St. within the city limits (0.98 mile)	\$4,056	X	X	X	
P.18	Add painted crosswalks at the intersection of Eleventh St. and Olivera St.	\$4,950	X			
P.19	Add painted crosswalks at the intersection of Hernandez Dr. and Pioneer St.	\$4,950	X			
B.9	Add long-term (Class I) bicycle parking at the Amtrak Station (4-lockers)	\$7,920*	X			X
P.5	Add sidewalk along Fifth St. just west of Tognazzini Ave. (0.03 mile)	\$9,250	X	X		
P.12	Add painted crosswalks at the intersections of Second St. and Guadalupe St./Hwy 1 and Tognazzini Ave.	\$10,725	X			
B.8	Add short-term (Class II) bicycle parking in the downtown, at identified bus stops (see B.13), and at other key locations including the library and Amtrak station	\$13,860*	X	X		X
P.16	Add painted crosswalks at the intersections of Ninth St. and Olivera St. and Obispo St.	\$14,850	X			
P.8	Add sidewalk along Pacheco St. just south of Ninth St. (0.05 mile)	\$16,072	X	X		
P.17	Add painted crosswalks at the intersections of Tenth St. and Guadalupe St./Hwy 1, Olivera St., and Obispo St.	\$19,800	X			

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P.9	Add sidewalk along the west side of Peralta St. between Eleventh St. and Twelfth St. (0.08 mile)	\$22,952	X	X		
P.14	Add painted crosswalks at the intersections of Fifth St. and Tognazzini Ave., Campodonico Ave., and Guadalupe St./Hwy 1	\$24,750	X			
P.20	Add a flashing crosswalk sign at the intersection of Main St./Hwy 166 and Tognazzini Ave.	\$25,000	X			
P.6	Add sidewalk along Seventh St. (0.09 mile)	\$26,247	X	X		
B.1	Re-stripe existing Class II bike lanes and pavement markings along Guadalupe St./Hwy 1 (1 mile)	\$26,460	X			X
P.13	Add painted crosswalks at the intersections of Third St. and Pioneer St., Tognazzini Ave., and Campodonico Ave.	\$27,225	X			
P.10	Add a walking path with emergency access in the Ninth St. wetland complex	\$39,171				X
P.7	Add sidewalk along Rubio St. (0.13 mile)	\$39,833	X	X		
P.11	Add painted crosswalks at the intersections of Main St./Hwy 166 and Flower Ave., Obispo St., Guadalupe St./Hwy 1, Pioneer St., Julia Dr., Nelson Dr., Point Sal Dunes Wy., Pacific Dunes Wy., Santa Barbara St., and Calle Cesar E Chavez	\$42,075	X			
P.2	Add sidewalk along the northwest side of Olivera St. between Ninth St. and Guadalupe St./Hwy 1 (0.16 mile)	\$48,794	X	X	X	
B.2	Add Class II bike lanes and appropriate signage along both sides of Main St./Hwy 166 within the city limits (1.48 mile)	\$89,624	X	X		
P.3	Add sidewalk along the southeastern side of Eleventh St. between Gularte Ln. and Simas Rd. (0.32 mile)	\$99,091	X	X		
B.12/P.23	Add public restrooms at or near the Amtrak Station	\$123,750				X
P.1	Add sidewalk along the east side of Guadalupe St./Hwy 1 between Olivera St. and Main St./Hwy 166 (0.53 mile)	\$161,644	X	X	X	
B.14/P.24	Add covered shelters with benches at the bus stops at Main St./Hwy 166 at Point Sal Dunes Wy., Fifth St. at Third St., Obispo St. between Holly St. and Fir St., Flower Ave. at Birch St., and Amber St. at Obispo St.	\$165,000				X
P.4	Add sidewalk along the south side of Main St./Hwy 166 between Kermit McKenzie Junior High and the eastern city limits (0.76 mile)	\$232,233	X	X	X	
B.6	Add railroad overcrossing connecting Fourth St. to Guadalupe St./Hwy 1	\$4,950,000	X	X	X	

<sup>1</sup> Costs associated with education and outreach are assumed to be paid for through partnerships with other organizations.

<sup>2</sup> Funded through the North County Safe Routes to School, Bicycle and Pedestrian Program.

<sup>3</sup> Funded through the DJ Farms Specific Plan.

\* Costs associated with bicycle parking, streetscape enhancements, and way-finding signage may vary because the specific number of bicycle racks, bicycle lockers, signs, and streetscape enhancements are unknown.



## 5.3 Past Expenditures

The City does not have record of past expenditures on pedestrian and bicycle transportation improvements. Expenditures of this nature should be documented in the future in order to track the City's progress of implementation of the bicycle and pedestrian network improvements recommended herein.

## 5.4 Funding and Resources

There are a variety of federal, state, regional, and local funding sources that can be used to construct the proposed bicycle and pedestrian infrastructure improvements. The following is a list of possible, but not exhaustive, outside funding sources that can be used for implementation.

### 5.4.1 Federal Funding Sources

#### **The Moving Ahead for Progress in the 21st Century Act (MAP-21)**

The primary federal source of surface transportation funding—including bicycle and pedestrian facilities—is MAP-21, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act. The \$105 billion bill was signed into law in July 2012.

Funding for bicycle and pedestrian transportation is included in a program called Transportation Alternatives. This program is funded at a level equal to two percent of the total of all MAP-21 authorized Federal-aid Highway and Highway research funds. Half of this funding is administered through metropolitan planning organizations and half is administered through states. Eligible activities in the program include:

- On- and off-road pedestrian and bicycle facilities
- Recreational trail projects
- Safe routes to schools projects

More information is available at: <http://www.fhwa.dot.gov/MAP21>.

#### **Regional Transportation Improvement Program**

The Regional Transportation Improvement Program (RTIP), a derivative of the State Transportation Improvement Program (STIP), applies funds from federal gas taxes toward projects that are needed to improve regional transportation. Such projects may include bicycle facilities, safety projects and grade separation, among many others. SBCAG prepares the RTIP, consisting of projects to be funded through STIP. SBCAG helps prioritize projects for the RTIP. Funded projects must be identified in the Regional Transportation Plan.

#### **Recreational Trails Program**

The Recreational Trails Program provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

Examples of trail uses include those for hiking, bicycling, in-line skating, and equestrian use. In California, the funds are administered by the California Department of Parks and Recreation. Projects must be ADA compliant. Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails; including unpaved trails;
- Acquisition of easements or property for trails;
- State administrative costs related to this program (limited to seven percent of a State's funds); and
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

The MAP-21 Act reauthorized the program through Federal fiscal years 2013 and 2014 as a set-aside from the new Alternative Transportation Program. More information is available at: [www.fhwa.dot.gov/environmnet/rectrails/index.htm](http://www.fhwa.dot.gov/environmnet/rectrails/index.htm).

### **Land and Water Conservation Fund**

The Land and Water Conservation Fund is a federally funded program that provides funds and matching grants for planning and acquiring outdoor recreation areas and facilities, including trails. The Fund is administered by the National Park Service and the California Department of Parks and Recreation and has been reauthorized until 2015.

Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation facilities are eligible to apply. Applicants must match the federal award by contributing at least 50 percent of a project's funding using local resources and private donations. Property acquired or developed under the program must be retained in perpetuity for public recreational use. More information is available at: <http://www.nps.gov/lwcf>.

### **Rivers, Trails and Conservation Assistance Program**

The Rivers, Trails and Conservation Assistance Program is a National Park Service program which provides technical assistance via direct staff involvement, to establish and restore greenways, rivers, trails, watersheds and open space. The program provides only for planning assistance — there is no implementation funding available. Projects are prioritized for assistance based upon criteria which include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. More information is available at: <http://www.nps.gov/ncrc/programs/rtca/index.htm>.

### **Congestion Mitigation and Air Quality Improvement Program**

Established with a five-year authorization level of \$6 billion, the Congestion Mitigation and Air Quality Improvement Program was conceived to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

Jointly administered by Federal Highway Administration and the Federal Transit Administration, the program was reauthorized most recently under the MAP-21 Act. More information is available at: [www.fhwa.dot.gov/environment/air\\_quality/cmaq](http://www.fhwa.dot.gov/environment/air_quality/cmaq).

### **Highway Safety Improvement Program**

Through the Highway Safety Improvement Program, Caltrans provides federal funding for work on any public road or publicly owned bicycle/pedestrian pathway or trail that corrects or improves the safety for its users. The program is intended to reduce traffic fatalities and serious injuries on all public roads. Local jurisdictions, such as counties and cities, may apply to Caltrans for funding ranging from \$100,000 to \$900,000 per project. Federal reimbursements cover up to 90% of total project costs. Eligible projects include improvements for pedestrian or bicyclist safety. More information is available at: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>.

### **Transportation Enhancement Activities**

This program offers funding to expand transportation choices and enhance the transportation experience. Projects eligible for funding may provide facilities, safety, or education for pedestrians and bicyclists. Under the MAP-21 Act, this program will be replaced by the Transportation Alternatives Program after Fiscal Year 2014.

## **5.4.2 State Funding Sources**

The State of California uses both federal sources and its own budget to fund the following bicycle projects and programs.

### **Active Transportation Program**

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of Active Transportation and Special Programs and encourages increased use of active modes of transportation by funding projects which achieve the following goals:

- Increase the proportion of the trips accomplished by biking and walking;
- Increase safety and mobility for non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals;
- Enhance public health;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The ATP is funded by approximately \$129 million of various state and federal funds from appropriations in the annual Budget Act. Funds for the program are appropriated to the Department of Transportation, for allocation by the California Transportation Commission. Funds appropriated for the ATP are distributed as follows:

- 40% to metropolitan planning organizations in urban areas with populations greater than 200,000, in proportion to their relative share of population
- 10% to small urban and rural regions with populations of 200,000 or less
- 50% to projects awarded on competitive statewide basis

### **Regional Surface Transportation Program**

The Regional Surface Transportation Program (RSTP) was established by California State Statute using Surface Transportation Program Funds that are identified in the U.S. Code. The RSTP is a block grant program which provides funding for a variety of transportation improvements including bicycle and pedestrian projects. Approximately \$320 million are apportioned annually, but approximately 76% of RSTP funds must be spent within the 11 urbanized areas in California with populations of 200,000 or more. The remaining funds are available statewide.

### **Community Based Transportation Planning Demonstration Grant Program**

This program, administered by Caltrans, provides funding for projects that exemplify livable community concepts including bicycle improvement projects. Eligible applicants include local governments, Metropolitan Planning Organizations and Regional Transportation Planning Agencies. A 20 percent local match is required and projects must demonstrate a transportation component or objective. More information is available at: [www.dot.ca.gov/hq/tpp/grants.html](http://www.dot.ca.gov/hq/tpp/grants.html).

### **Wildlife Conservation Board Public Access Program**

The Wildlife Conservation Board Public Access Program provides funding for the acquisition of lands or improvements that preserve wildlife habitat or provide recreational access for hunting, fishing or other wildlife-oriented activities. Applications are accepted quarterly. Projects eligible for funding include interpretive trails, river access, and trailhead parking areas. The State of California must have a proprietary interest in the project. Local agencies are generally responsible for the planning and engineering phases of each project. More information is available at: <http://www.wcb.ca.gov>.

### **Environmental Justice Grant Program**

This Caltrans-administered program promotes community involvement in planning to improve mobility, access, and safety in concert with economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities. Grants are available to Metropolitan Planning Organizations, transit districts, cities, counties and tribal governments. The State Highway Account provides \$3 million annually in funding, with up to \$250,000 available per grant. More information is available at: <http://www.dot.ca.gov/hq/tpp/grants.html>.

## **Environmental Enhancement and Mitigation Program**

The Environmental Enhancement and Mitigation Program offers a total of \$10 million each year to local, state, and federal government agencies and to nonprofit organizations for projects to mitigate the environmental impacts of new or modified public transportation facilities. Eligible projects include highway landscaping and urban forestry projects, roadside recreation projects, and projects to acquire or enhance resource lands. Environmental Enhancement and Mitigation Program grant funding only supports mitigation beyond that originally required of a project.

### 5.4.3 Local Funding Sources

#### **Measure A**

Measure A is a half cent local sales tax for transportation projects approved by Santa Barbara County voters in 2008. The Measure A Program, administered by SBCAG in its role as the Local Transportation Authority, is anticipated to generate more than \$1 billion over the next 30 years. Funding largely goes to local agencies including the City of Guadalupe, which may choose how to spend their share of funds; however, a portion of Measure A Local funds is required to be spent on alternative transportation projects such as bicycle and pedestrian network improvements.

#### **Transportation Development Act Article 3**

SBCAG receives state block grants under Article 3 of the Transportation Development Act and distributes the funds annually to local jurisdictions for transit, bicycle and pedestrian projects. Eligible bicycle projects include construction and engineering for capital projects; maintenance of bikeways; bicycle safety education programs (up to 5 percent of funds); and development of comprehensive bicycle facilities plans. A city or county is allowed to apply for funding for bicycle plans not more than once every five years. Two percent of the total Transportation Development Act apportionment to SBCAG is available to fund facilities for the exclusive use of bicycles and pedestrians.

### 5.4.4 Non-Traditional Funding Sources

#### **Impact Fees**

One potential local source of funding is developer impact fees, typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may attempt to reduce the number of trips (and hence impacts and cost) by paying for on- and off-site bicycle improvements designed to encourage residents, employees and visitors to the new development to bike rather than drive. Establishing a clear nexus or connection between the impact fee and the project's impacts is critical.

#### **Mello-Roos Community Facilities Act**

The Mello-Roos Community Facilities Act was passed by the Legislature in 1982 in response to reduced funding opportunities brought about by the passage of Proposition 13. The Mello-Roos Act allows any county, city, special district, school district or joint powers of authority to establish

a community facility districts for the purpose of selling tax-exempt bonds to fund public improvements within that district. Community facilities districts must be approved by a two-thirds margin of qualified voters in the district. Property owners within the district are responsible for paying back the bonds. Multi-use trail facilities are eligible for funding under community facilities district bonds.

### **Partnerships with Other Jurisdictions and Community Organizations**

Volunteer and partnership programs may substantially reduce the cost of implementing some of the planned projects and programs. Various jurisdictions and organizations within the county, such as the Santa Barbara Bicycle Coalition, Traffic Solutions, could serve as potential partners in implementing programs.



# CHAPTER 6

REFERENCES AND PREPARERS

# 6.0 References and Preparers

## 6.1 References

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## **6.2 List of Preparers**

This BPMP was prepared by Rincon Consultants, Inc. under contract to the City of Guadalupe. Persons involved in research, analysis, report preparation, project management, and quality control include:

Richard Daulton, Principal-in-Charge  
Shauna Callery, Senior Project Manager  
Robert Fitzroy, Project Manager  
Christina McAdams, Associate



# APPENDIX A

## PLAN AND POLICY CONSISTENCY

# Appendix A: Plan and Policy Consistency

A key element of the BPMP is its coordination and consistency with other local, regional, and state plans and incentive programs in order to optimize and encourage walking and bicycling opportunities. A review of the City's General Plan and Zoning Code was conducted to ensure consistency with the BPMP. In addition, the City coordinated with and reviewed relevant plans and policy documents from the California Department of Transportation (Caltrans), Santa Barbara County Association of Governments (SBCAG), County of Santa Barbara (the adjacent and outlying jurisdiction), to ensure that policies and recommendations identified in the BPMP are consistent and coordinated. This appendix summarizes the relevant plans and policy documents by agency.

## City of Guadalupe

### General Plan (2002)

The BPMP is intended to complement the City of Guadalupe General Plan. The following General Plan goals and policies relate to bicycle and pedestrian activity, and were therefore considered during preparation of the BPMP.

- **Circulation Element Goal 1:** To develop circulation routes to promote efficient transportation, reduce hazards and pollution, and conserve energy.
- **Circulation Element Goal 2:** To provide a street system which will adequately serve homes, businesses, industry, recreation, and other uses as they develop according to the Land Use Element.
  - **Circulation Element Policy 7:** Bicycle transportation facilities should be provided wherever feasible.
  - **Circulation Element Policy 8:** Where possible, bicycle routes should be developed to lead to schools, shopping centers and recreational facilities.

General Plan amendments associated with the BPMP will strengthen City policies to achieve the goals and give the City a head start in meeting the requirements of the Complete Streets Act, effective January 2011, which requires General Plan Circulation Elements to plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the jurisdiction.

### Zoning Code

The Zoning Code is intended to provide for the growth of the city in an orderly manner, in conformance with the General Plan, and to promote the public health, safety, peace, comfort and general welfare of the city by establishing regulations pertaining to uses of land.

The Guadalupe Zoning Code does not address bicycle facilities; however, there is one code section that pertains to sidewalks:

- **Section 18.52.030 Curbs, gutters and sidewalk.** Curbs, gutters and sidewalks, may be placed along every lot on which new construction, alteration, enlarging or rebuilding is done for which a building permit is required. (Ord. 920312 52, 1992; Ord. 189 Art. 4 51, 1980)

## State of California

Caltrans manages the state's highway system and is actively involved with public transportation systems within California. Santa Barbara County is within Caltrans District 5. State highways that pass through the Guadalupe city limits include Highway 1 and Highway 166. Alterations to any of the roadways within Caltrans' jurisdiction require Caltrans approval, and are coordinated between Caltrans and SBCAG.

Caltrans' Bicycle Facilities Unit is responsible for implementing the Caltrans Bicycle Program. The unit's primary objective is to improve safety and convenience for bicyclists. It also provides policy, funding, planning, and technical expertise in bicycle transportation in consultation with federal, state, and local transportation agencies, Caltrans headquarters, and District staff, legislative staff, and the public. The following Caltrans documents were reviewed to ensure that policies and recommendations identified in the BPMP are consistent and coordinated.

### California Streets and Highway Code (including Section 891.2)

Caltrans has set forth guidelines for bicycle plans that seek final approval and funding from the State (California Streets and Highways Code, Section 891.2). Accordingly, this BPMP was created to include all of the items below in order to be eligible for state funds through the Active Transportation Program (ATP).

- a. Estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.
- b. Map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.
- c. Map and description of existing and proposed bikeways.
- d. Map and description of existing and proposed end-of-trip parking facilities.
- e. Map and description of existing and proposed bicycle and transport facilities for connections with and use of other transportation modes
- f. Map and description of existing and proposed facilities for changing and storing clothes and equipment, such as locker, restroom, and shower facilities near bicycle parking facilities
- g. A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code

pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists. A description of the extent of citizen and community involvement in plan development, including letters of support.

- h. A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.
- i. A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.
- j. A description of the projects proposed in the plan and a listing of their priorities for implementation.
- k. A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

The ATP consolidates existing federal and state transportation programs including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and Safe Routes to School (SR2S), into a single program. The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of the trips accomplished by biking and walking;
- Increase safety and mobility for nonmotorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals;
- Enhance public health;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

### **Highway Design Manual (2012)**

The Caltrans Highway Design Manual provides design standards, policies, and procedures for use on the California State highway system, including Highway 1 and Highway 166 within Guadalupe. Policies and procedures for bicycle and pedestrian facilities are addressed throughout the manual. The BPMP references adherence to applicable design standards, policies, and procedures set forth in this manual. Specifically, any improvements on City right of way utilizing state or federal funds through the Caltrans Local Assistance Office will require adherence to design standards of the Highway Design Manual.

### **California Manual on Uniform Traffic Control Devices (California MUTCD)**

The California MUTCD provides uniform standards and specifications for all official traffic control devices in California, in accordance with Section 21400 of the California Vehicle Code. The BPMP references adherence to applicable design standards, policies, and procedures set forth in this document.

### **Assembly Bill 1358: California Complete Streets Act (2008)**

The Complete Streets Act requires the legislative body of any city or county, upon any substantive revision of a general plan or circulation element, to modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan. "All users" includes pedestrians, bicyclists, transit riders, motorists, children, movers of commercial goods, persons with disabilities, and elderly persons. The goals and policies that will be included in the BPMP will help the City plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the jurisdiction.

Other Caltrans documents encourage municipalities to incorporate non-motorized modes of transportation into their transportation planning, and provide resources for municipalities in the bicycle and pedestrian transportation planning process. These include:

- **Deputy Directive 64 – Revision 1 – Complete Streets: Integrating the Transportation System (October 2008)** addresses the need to equitably plan for all modes of transportation and provides guidance for transportation facilities under state jurisdiction.
- **Smart Mobility Framework (February 2010)** serves as a planning guide that is intended to further integration of smart growth concepts into transportation in California.
- **California Transportation Plan (October 2007)** is a statewide, long-range transportation plan for meeting California's future mobility needs. It defines goals, policies, and strategies to achieve a collective vision for California's future transportation system.
- **Caltrans Transportation Concept Reports (TCR)** Each Caltrans route, including Highway 1 and Highway 166 within Guadalupe, has a TCR and each lays out the planned concept for a specific route.
- **Caltrans District System Management Plans and Project Lists** present an analysis of existing and future traffic conditions and propose traffic management strategies and transportation improvements to maintain and enhance mobility. Management plans and project lists address State Highways, local roadways, transit, and other transportation modes.

As mentioned above, the BPMP will strengthen City policies to achieve the goals, and give the City a head start in meeting the requirements of the Complete Streets Act plan for a balanced, multi-modal transportation network that meets the needs of all roadway users. In addition, the BPMP is generally consistent with the California Transportation Plan, TCR, and District System Management Plans and Project Lists, and draws on ideas from the smart mobility framework.

## **Santa Barbara County Association of Governments**

SBCAG is Santa Barbara County's state-designated Regional Transportation Planning Agency representing unincorporated Santa Barbara County and the eight incorporated cities of Santa Barbara, Carpinteria, Goleta, Santa Maria, Lompoc, Buellton, Solvang, and Guadalupe. The

mission of SBCAG is to proactively fund and plan a transportation system that enhances mobility, safety, access, environmental quality, and economic activities by investing in regional transportation projects for Santa Barbara County residents, businesses and visitors. It is through SBCAG coordination that the municipalities within Santa Barbara County coordinate connections between their local multi-modal transportation systems and the regional system.

SBCAG regularly provides state and federal funding to its member agencies, including the City of Guadalupe, to develop and construct locally-sponsored bicycle and pedestrian projects that enhance the regional transportation network. The following SBCAG documents were reviewed to ensure that the BPMP is consistent with regards to goals, policies, programs, and projects, and that the proposed BPMP is coordinated with the regional bicycle and pedestrian network.

### **Santa Barbara County Bicycle Map (2013)**

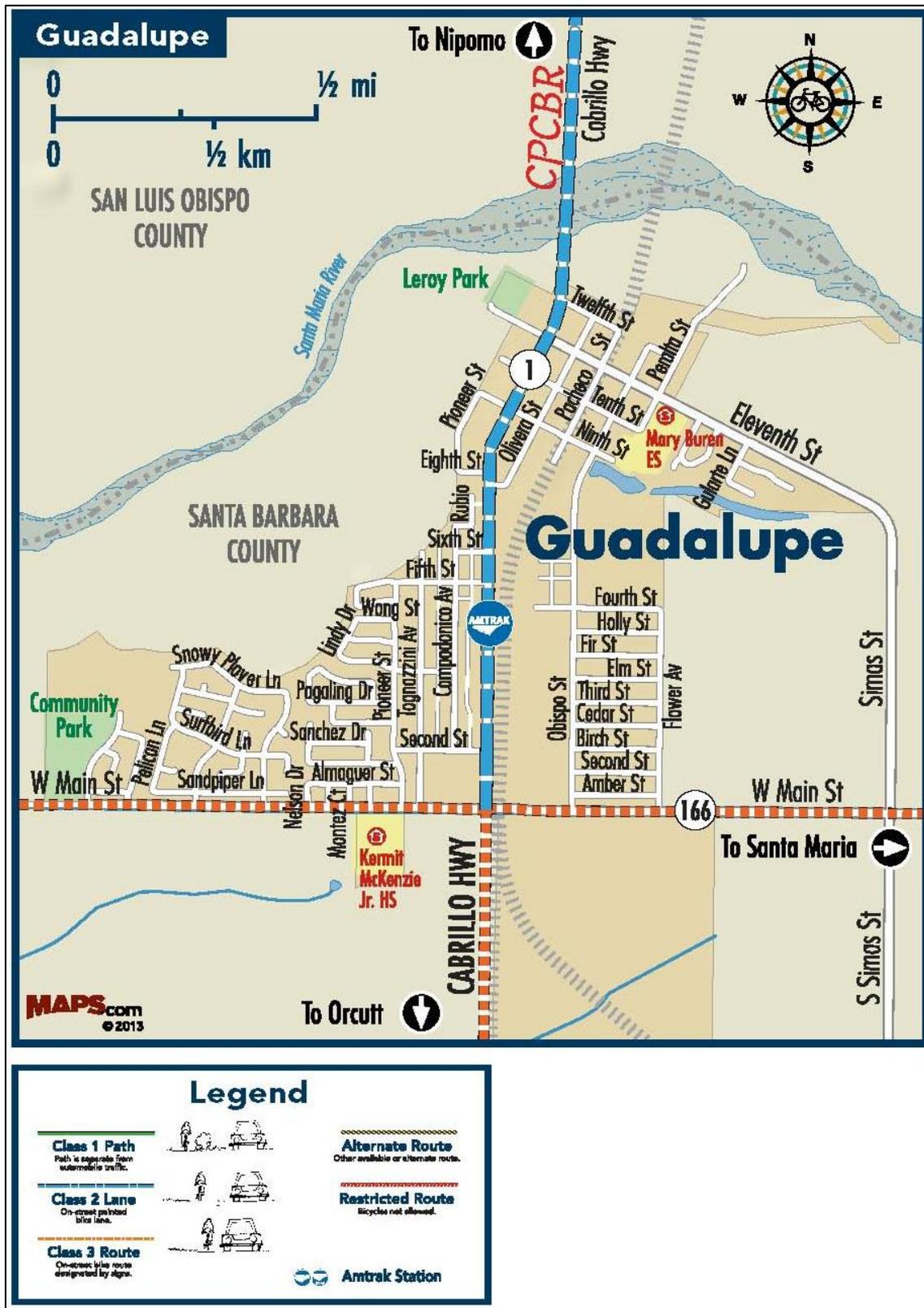
The Santa Barbara County Bicycle Map, prepared by SBCAG's Traffic Solutions division, depicts the existing regional bicycle network and Amtrak Stations throughout Santa Barbara County, including Guadalupe. The Guadalupe portion of the map shown in Figure A-1 identifies Class III bike routes along Highway 166 and Highway 1 south of Highway 166. It also shows a Class II route along Highway 1 north of Highway 166.

### **Draft Regional Bicycle Plan (2008)**

The SBCAG Draft Regional Bicycle Plan sets forth a general policy framework for bicycle facility development throughout Santa Barbara County, lists proposed bikeways and bicycle facility projects, and coordinates local and regional bicycle plans. It also identifies goals and a number of actions that both SBCAG and local jurisdictions can take to achieve the goals. These goals and recommended local jurisdiction actions are listed below.

- **Goal 1:** Create and maintain a regional network of bikeways that provides access between residential, commercial, education and employment centers across Santa Barbara County, for residents of all ages.
  - 1.15 Develop as a first priority bikeways which form a comprehensive network within each jurisdiction and which also allow continuity with the regional routes provided by and planned for in adjoining jurisdictions.
  - 1.16 Work with adjacent jurisdictions to establish joint user agreements to combine bikeways with railroad, utility easements, and drainage facilities, when feasible.
  - 1.17 Adopt a capital improvement program for bicycle facilities similar to that adopted for streets and roads.
  - 1.18 Include bikeway maintenance in ongoing roadway maintenance programs.
  - 1.19 Ensure that as roadway improvement projects are undertaken, provisions for bicycles are included as appropriate, consistent with the adopted Regional Transportation Plan (RTP), Congestion Management Program (CMP), and Clean Air Plan requirements.
  - 1.20. Prepare and submit grant applications to the various funding agencies for bicycle projects to implement the jurisdiction's Bikeway Element and bikeway capital improvement program.

Figure A-1: Guadalupe Section of Santa Barbara County Bicycle Map (2013)



- 1.21. Require developers to contribute funding or right of way easements for the completion of bicycle facilities contiguous to or near the development.
- 1.22 Work with SBCAG and adjacent jurisdictions to implement a regional bike signage program. Signs should use a consistent nomenclature and design that is easy to see and follow.
- **Goal 2:** Provide seamless bicycling connections with transit, passenger rail, airports, carpooling and vanpools.
  - 2.6 Work with SBCAG and transit agencies in the region to develop secure bicycle parking and storage facilities at or near transit, railroad and airport terminals or points of high rider-ship origin.
  - 2.7 Work with Caltrans and SBCAG to ensure the provision of secure bicycle storage facilities at identified park-and-ride lot locations.
  - 2.8 Work with Caltrans and the local jurisdictions to encourage the provision of secure bicycle storage facilities at the passenger rail stations for Carpinteria, Goleta, Guadalupe, Lompoc Surf and Santa Barbara.
- **Goal 3:** Implement a uniform set of policies and standards region-wide to encourage design consistency across jurisdictions when developing bicycle facilities.
  - 3.3 Incorporate the recommended policies and standards in this Plan when updating Bikeway Elements, to ensure regional consistency.
  - 3.4 (a.) (Participating local jurisdictions) Councils or Boards shall adopt relevant chapter of the Regional Bike Plan so it can serve as jurisdiction' current Bicycle Master Plan.
  - 3.4 (b.) (non-participating jurisdictions) Prepare Bicycle Element or Plan updates and submit to SBCAG for review, comment and approval.
  - 3.5. In reviewing land use development proposals, ensure that any planned bikeway projects comply with the jurisdiction's adopted policies and standards.
- **Goal 4:** Enhance education and public awareness of bicycling, including the development of Safe Routes to School program, so bicycling becomes a viable, affordable, safe, fun, healthy and environmentally friendly mode of transportation for all ages.
  - 4.7. Partner with the Safe Routes to School Coalition to integrate bicycle education into the curriculum of public and private schools, county-wide.
  - 4.8 Support the Santa Barbara Bicycle Coalition's CycleSmart program, which offers cycling classes to a broad range of ages and riding abilities.
  - 4.9. Partner with groups such as the Air Pollution Control District and the Community Environmental Council to educate the public about auto-related air pollution emissions and opportunities to decrease energy consumption and improve resource conservation with increased bicycle use.
  - 4.10. May help fund a multi-lingual print and broadcast campaign that teaches consistent messages to adult motorists and bicyclists as well as to children: be alert, obey traffic laws, be patient, and be predictable.



### 2040 Regional Transportation Plan/Sustainable Communities Strategy

The 2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) provides a long-range transportation vision for the Santa Barbara County Region through the year 2040. It contains an integrated set of goals, policies, strategies, and investments to maintain, manage, and improve the transportation system in the Santa Barbara region. A main focus of the RTP/SCS is to reduce motor vehicle trips in the region by providing additional mobility choices through modes such as walking and bicycling. Included in the RTP/SCS is a discussion of regional bikeway corridors that could convert intercommunity trips from motor vehicles to bicycles. The following specific policies stated in the RTP/SCS pertain to bicycle and pedestrian travel:

- **Policy 2.3 Alternative Transportation Modes:** Transportation planning and projects shall:
  - Encourage alternatives to single-occupancy vehicle trips and the use alternative transportation modes to reduce vehicle miles traveled and increase bike, walk and transit mode share.
  - Provide for a variety of transportation modes and ensure connectivity within and between transportation modes both within and outside the Santa Barbara region. Alternative mode planning and projects shall be compatible with neighboring regions' transportation systems.
  - Plan and provide for ancillary support facilities for alternative transportation, such as bicycle parking. Promote inter-regional commuter transit and rail service.
  - Work to complete the California Coastal Trail through provision and implementation of trail segments and connections in coordination with the California State Coastal Conservancy, California Department of Parks and Recreation, California Coastal Commission, Caltrans, and other agencies.
- **Policy 3.1 Access:** The planning, construction, and operation of transportation facilities and of the system as a whole shall:
  - Encourage safe and convenient travel for all transportation system users, including the disabled, pedestrians, bicyclists, transit riders, and other vehicles.
  - Ensure that the transportation needs of all groups, in particular disadvantaged, low income, and minority groups, are adequately served and that all groups have equal access to transportation facilities and services.
  - Give special attention to the needs of elderly and disabled individuals for improved transportation accessibility and removal of physical barriers, including provisions required under the 1990 Americans with Disabilities Act (ADA).
- **Policy 4.1 Safe Roads and Highways:** The planning, construction, and operation of transportation facilities and of the system as a whole shall:
  - Ensure design of highways and roads safe and convenient for travel by all users including the disabled, pedestrians, bicyclists, transit buses, and vehicles.
- **Policy 4.2 Public Health:** The RTP-SCS shall promote integrated transportation and land use planning that encourages:
  - Active transportation (transit, biking and walking).
  - Development of "complete streets" serving all transportation modes, including active transportation.

- **Policy 7.1:** Promote the development of the regional bikeway system through the Regional Bikeway Plan, with emphasis on linking gaps in the bikeway system to provide for regional connectivity. Encourage local agency adherence to the policies and standards in the Regional Bikeway Plan in completing future bikeways.
- **Policy 7.2:** Encourage local jurisdictions to adopt a capital improvement program—and commit to program funding—for bikeways and/or bicycle facility amenities including weather-protected and secure bicycle parking. Encourage local jurisdictions to develop commuter bikeways and provide for Class I and Class II bike lanes as part of roadway improvement projects where feasible.
- **Policy 7.3:** Encourage local jurisdictions to improve the safety of bikeways, including projects to mitigate identified bicycle and vehicle movement conflict areas. Encourage the implementation of signal-actuating mechanisms for bicycles at all major signalized intersections.
- **Policy 7.4:** Pedestrian and bicycle access ways that provide for intermodal network connectivity should be implemented, where possible, in areas where U.S. 101 bisects communities.
- **Policy 7.5:** Commuter bikeways identified in the Regional Bikeway Plan and local agency circulation plans will be given priority for the use of bikeway funds, consistent with the Measure A Strategic Plan.
- **Policy 11.1:** Pedestrian facilities should include design elements to ensure safety, security, and accessibility, including compliance with the ADA, and design of such facilities should include features that make walking an attractive mode, such as landscaping, street trees, and planting strips separating sidewalks from roadways, wherever feasible.
- **Policy 11.2:** Pedestrian facilities shall be developed to provide access to centers of community activity and transit stops.
- **Policy 11.3:** Pedestrian access shall be considered in the design of transportation facilities, especially if these facilities act as a barrier to pedestrian movement.

### **Regional Transportation Improvement Program (RTIP)**

The RTIP is the region's short range transportation programming document that contains transportation improvement projects including public mass transit, highway, local roads, as well as bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding. In order to secure federal funding for bicycle or pedestrian transportation projects in Guadalupe, these projects must be included in the SBCAG RTIP. SBCAG is responsible for incorporating transit operations, projects, and studies into the RTIP. The RTIP identifies programmed and planned projects. The 2012 RTIP identifies the following programmed and planned projects affecting Guadalupe:

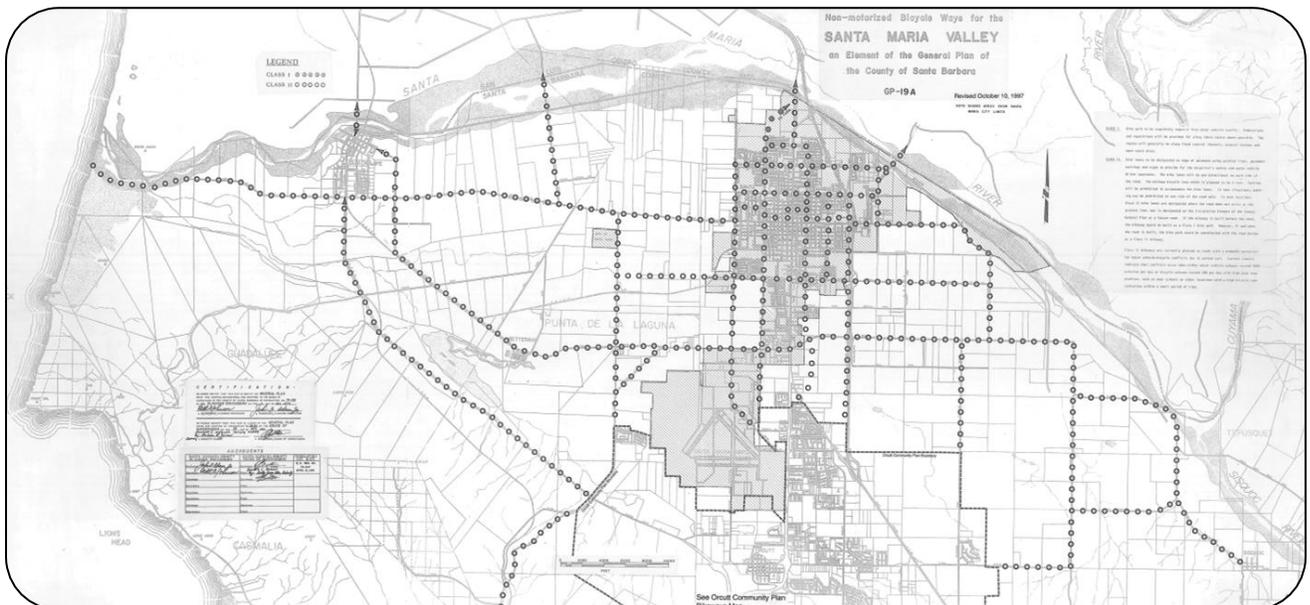
- **Guadalupe Circulation Improvements (programmed):** The project will help improve local streets and highways, consistent with the City of Guadalupe's Circulation Element, including widening roads, installing traffic signals, improving bicycle and pedestrian safety, and improving intersections.

- **Bike Lanes and Pedestrian Pathways (planned):** The project entails constructing a multi-use bike and pedestrian trail along the Santa Maria River from Guadalupe Street to the coast (approximately 4.5 miles).
- **Santa Maria Levee Multi-Use Trail:** The project would involve the construction of a class I multi-purpose bikeway along the Santa Maria levee from Guadalupe to Santa Maria. It is intended to improve connectivity between Guadalupe and Santa Maria and is part of the Regional Bikeway System.
- **West Main Street Class II Bike Lanes (planned):** The project entails constructing class II bike lanes along West Main Street to the Guadalupe Dunes County Park. Its purpose is to improve connectivity to the Guadalupe Dunes Bikeway between Guadalupe and Santa Maria.

## County of Santa Barbara

The County of Santa Barbara surrounds the City of Guadalupe on all sides. Any routes proposed within the city limits would connect to County facilities. As shown in Figure A-3 below, from the County of Santa Barbara Comprehensive Plan, Circulation Element, Class III facilities are located along Highway 1 (both north and south of the city limits) and Highway 166 (both east and west of the city limits) in County areas. The route along Highway 1 is also part of the California Pacific Coast Bike Route. Bikeways shown on the map below connect with bikeways identified in the BPMP.

Figure A-3: Non-Motorized Bikeways for Santa Maria Valley



# APPENDIX B

## COMMUNITY INVOLVEMENT

# Appendix B – Community Involvement

Two community workshops were held to solicit input from members of the public regarding the BPMP. In addition, a survey was distributed to the attendees of the workshops and was made available on-line on the City's website.

## Public Workshop #1

The first workshop was held on June 28, 2012 at the American Legion Hall. Seventeen people were in attendance. Following an introductory presentation outlining the BPMP, the workshop was opened to the public for discussion and input. During the workshop, the community expressed their concerns, needs and desires regarding pedestrian and bicycle infrastructure. Key concerns, needs and desires are summarized below.

- Bike racks are needed in downtown area.
- The plan should consider peoples varying ages.
- People parking bikes on sidewalks is a problem.
- Point Sal Dunes residents need safer access to downtown area and to the future Levee Trail.
- There is a chronic "jay walking" problem in Guadalupe.
- Citations/enforcement is needed.
- Public notifications/outreach programs are needed, particularly at the schools.
- Safe biking and walking outreach is needed for the public.
- A crosswalk is needed near the movie theater.
- Jogging pathway should be improved from Tognazini Street to O'Connell Park
- Class II bike lane needed to the beach from Guadalupe.
- Signage – directional "wayfinding" signage for bikers is needed.
- Website promotion for maps "Adventureguide" books.
- Coordination with national maps/bike guides to promote Guadalupe is needed.
- Should add a path on the west side of Pioneer Street between 9th and 8th Street; dirt and dust is a problem.
- Bike racks are needed at the City parking lot.
- Lockers may not be needed unless there are camping or hotel for bikers, and at the train station.
- Public restrooms at train station are needed.
- Massatani Store is a good bike rack location.
- Back of the Veteran Memorial parking lot good for bike rack location.

- Change from landscaped bulbouts to concrete/racks for bike parking for visibility; install bike racks at Dunes Center, Cultural Center, and library.
- The city needs a bike hotel/campgrounds.
- Guadalupe Lake near school should be promoted for pedestrian/bike use.

## Community Survey

In addition to the community workshops, a survey was distributed to attendees of the June 28, 2012 workshop, and the survey was made available to the public via the City's website. The majority of survey participants (87 percent) were residents of Guadalupe, while other participants included business owners and employees in Guadalupe. Key results of the survey are summarized below. Note some of the survey results exceed 100 percent because more than one response may have been provided.

- What type of trips do you make by bicycle in Guadalupe: 64 percent for recreation, 36 percent for shopping, and 9 percent for commuting to work or school
- What type of trips do you make walking in Guadalupe: 78 percent for recreation, 52 percent, and 9 percent for commuting to work or school
- What is the number of days you ride your bike per month in Guadalupe: 65 percent never, 13 one day, 9 percent 2 to 5 days
- What is the number of days you walk per month in Guadalupe: 26 percent more than 20, 26 percent 6 to 10 days, 17 percent 11 to 20 days, 17 percent one day
- What are problems for you when bike in Guadalupe: 59 percent motorist do not look out for bicyclists, 41 percent lack of designated bike lane, 29 percent poor signage, 29 percent lack of short term bicycle parking, 12 percent high speed traffic
- What are problems for you when you walk in Guadalupe: 53 percent poorly maintained sidewalks, 47 percent motorist do not stop for pedestrians, 42 percent concerns about crime, 37 insufficient lighting, 21 percent streets are difficult to cross
- What would encourage you to bike in Guadalupe: 58 percent dedicated and continuous bicycle lanes, 58 percent better signage for bike lanes, 33 percent more bicycle racks and lockers, 17 percent maps showing safest routes
- What would encourage you to walk in Guadalupe: 75 percent landscaping and street furniture, 69 percent pedestrian signage, 56 improvements to crosswalks, 50 percent infill of sidewalk gaps

## Public Workshop #2

The second workshop was held on November 17, 2013 at the City of Guadalupe Council Chambers. Approximately eight people were in attendance. Following an introductory presentation outlining the potential bicycle and pedestrian network improvements, the workshop was opened to the public for discussion and input. The discussion concluded that the potential bicycle and pedestrian network improvements identified in the presentation and handouts were consistent with the needs and demands of the Guadalupe community. In

addition, a survey was distributed to the attendees of the workshops to rank several criteria for BPMP project prioritization. Results of the approximately eight surveys received ranked the criteria in the following order from most important to least important:

- **Safety:** Address a safety concern such as high number of collisions or busy arterial streets.
- **Connectivity:** Improve connectivity for bicyclists and pedestrians by eliminating an existing barrier, bridging a gap in an existing network, connecting to an existing or proposed facility, or providing a connection through the City.
- **Accessibility:** Provide access to local activity centers such as the Downtown, schools, transit stops and recreational facilities.
- **Encouragement:** Improve the pedestrian and bicyclist environment and therefore encourage walking and/or bicycling as a mode of transportation throughout the City.

# APPENDIX C

## CALIFORNIA STREETS AND HIGHWAYS CODE CHECKLIST

# Appendix C: California Streets and Highways Code Checklist

The Active Transportation Program (ATP) provides state funds for city and county projects that improve the safety and convenience of active modes of transportation. To be eligible for ATP funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.2 items (a)-(k). The following table identifies the required elements and page references in the Guadalupe Bicycle and Pedestrian Master Plan which addresses the required items.

California Streets and Highways Code Section 891.2 Provision	Pages in BPMP
A. The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan	Page 3-3
B. A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers	Page 1-2 – 1-6
C. A map and description of existing and proposed bikeways	Page 3-4 – 3-5; Page 3-10 – 3-11
D. A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Page 3-4 – 3-6; Page 3-10 – 3-11
E. A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Page 3-4 – 3-6; Page 3-10– 3-11
F. A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Page 3-4 – 3-6; Page 3-10 – 3-11
G. A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	Page 3-6 – 3-7; Page 3-12
H. A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.	Page 1-7; Page 3-7 – 3-9; Page 4-7 – 4-9; Appendix B
I. A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	Page 1-6 – 1-7; Appendix A
J. A description of the projects proposed in the plan and a listing of their priorities for implementation.	Page 3-11 – 3-12; Page 4-11 – 4-12; Page 5-2 – 5-3
K. A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Page 5-1 – 5-5