

City of Lompoc BICYCLE TRANSPORTATION PLAN

November 2008



City of Lompoc
Bicycle Transportation Plan
November 2008

Prepared by:

Craig Dierling, P.E., Civil Engineering Associate III
Alex Ubaldo, E.I.T., Civil Engineering Associate I

City of Lompoc
Public Works Department, Engineering Division
100 Civic Center Plaza
Lompoc, CA 93438

Public Works Department Phone: (805) 875-8269
Public Works Department Fax: (805) 736-5688

Please use contact information provided above for questions or comments related to this plan.

Table of Contents

- I. Introduction 1
 - Lompoc History 1
 - Lompoc’s Bicycle Use 1
 - Land Use 3
 - Accident Data..... 4
 - Public Involvement in Bicycle Transportation Planning 4
 - Existing Bicycle Facilities 5
- II. Policies and Objectives6
- III. Recommended Bicycle Network8
 - Signage..... 8
 - Bicycle Detection Devices..... 8
- IV. End-of-Trip Facilities9
 - Short-Term Parking 10
- V. Bicycles and Transit 10
- VI. Coordination..... 11
 - SBCAG 11
 - Caltrans 12
 - Other Organizations 12
- VII. Education, Encouragement and Enforcement..... 12
 - City of Lompoc Police Department 13
 - Bicycle Shops..... 13
- VIII. Maintenance..... 14
- IX. Implementation..... 14
- X. Priority Projects 15
 - Class II Bike Lane Striping, Signage and Bicycle Detection Devices Project 16
 - Allan Hancock Bikeway Connector (Class I Bike Path) 16
 - Riverbend Bike Path Extension 16
 - Additional Considerations 17
- XI. Past Expenditures 17
 - Riverbend Park Bikeway 17
 - Santa Ynez River Bikeway Bridge 17
- Appendix A - Maps A
- Appendix B – City Resolution..... B
- Appendix C - References C

(Page Intentionally Left Blank)

I. Introduction

This City of Lompoc Bicycle Transportation Plan was developed in 2008 by the City of Lompoc through coordination with the Santa Barbara County Association of Governments (SBCAG); and the California Department of Transportation, Headquarters Division of Local Assistance, Bicycle Facilities Unit. This plan is intended to fulfill the requirements of California Streets and Highways Code Section 891.2, and to thereby enable the City of Lompoc to be eligible for California Bicycle Transportation Account (BTA) grant funding. The plan also serves as a guide for the public, summarizing the City's existing and proposed bicycle transportation facilities, and it includes maps in Appendix A showing bike routes, and other useful information. The City of Lompoc Bicycle Transportation Plan was prepared with the intent to be consistent with the latest adopted Circulation Element of the City of Lompoc General Plan, as well as with the April 2008 Draft Regional Bicycle Plan prepared by SBCAG.

- Lompoc History

The Lompoc Valley was originally settled by the Chumash Indians, and grew to be known primarily as an agricultural community before it was incorporated as a city in 1888. During World War II, an army-training base called Camp Cooke was established nearby, which was later renamed to Vandenberg Air Force Base (VAFB). This became the first base to house missile testing in the United States and has become well known for its space shuttle programs, both of which have contributed to the increase in Lompoc's population from the late 1960s to the mid 1980s. Today, with a little over 40,000 residents within the City, Lompoc is known as one of the nation's most prolific flower seed producing regions, which is why the area is called the Valley of Flowers.

- Lompoc's Bicycle Use

Lompoc offers a mild Mediterranean climate year-round and has generally flat terrain, which makes it a great setting to ride bicycles. The main section of the City covers an area a little larger than a two mile square, allowing trips within the City to be relatively short, providing the potential for many Lompoc citizens to take advantage of bicycling and walking for many of their in-town trips. In addition to trips within the City, many long distance cyclists pass through Lompoc.

- Bicycle Tours and Events

Lompoc is located along the famous Pacific Coast bike route, with California Highway 1 passing through the center of the City. Additionally, Lompoc sits on the western edge of the Santa Ynez Valley wine country, which has many scenic rural roads that are popular for bicycling. A number of large bicycle events pass through and around Lompoc each year, in addition to the daily and weekly bicycle trips by local riders.

The AIDS/Life Cycle bicycle ride is a seven-day fundraising event that raises nearly \$11 million each year to support the HIV/AIDS services of the San Francisco AIDS Foundation and the L.A. Gay and Lesbian Center. The ride is approximately 545 miles long, from San Francisco to Los Angeles, with nearly 2500 participating riders representing all 50 states. Each year, the riders pass through the City of Lompoc and stay overnight at the City's River Park Campground, located on the eastern edge of the City.

The Solvang's Finest Century Ride is a bicycle ride dedicated to raising money for the Challenged Athletes Foundation. The riders get to experience the Santa Ynez Valley as they bicycle through Solvang, Los Olivos, Ballard, Santa Ynez, Buellton, and the back roads of Lompoc, up and over Harris Grade, down to Los Alamos and eventually back to Solvang.

Many professionals on their cycling tours, including the Amgen Tour of California bicycle race, the second largest tour in the Country, have used State Route 246 as part of their time trial route during the past few years. Many other bicycle tours in the region often use State Highways 1 and 246, and often pass through the Lompoc Valley and the City of Lompoc. For these long distance cyclists, as well as for local bicycle use, it is important that the City have bicycle infrastructure that will conveniently provide connectivity within the City and to destinations outside of the City, to easily facilitate bicycle trips.

➤ **Bicycle Commuters**

Bicycle use for commuting to work in Lompoc is currently fairly low. According to year 2000 US census data, less than 5% of Lompoc area employees walk or ride their bikes to work. According to data presented in the April 2008 Draft Regional Bicycle Plan prepared by SBCAG, the bicycle commuter trend in the City of Lompoc decreased from 335 to 124 from 1990 to 2000, respectively. One factor contributing to low bicycle commuting numbers in Lompoc is that many people who live in the City work more than ten miles outside of the City, commuting to Santa Barbara, the Santa Ynez Valley, or the Santa Maria area.

The City of Lompoc is hopeful, however, that the implementation of this Bicycle Transportation Plan, with the aid of grant funding from sources such as the Bicycle Transportation Account, will provide for the necessary infrastructure as well as promotional, educational, and enforcement programs to encourage increased use of bicycles for transportation in the Lompoc area. As infrastructure is added to the City's bicycle route system, more residents will be enabled to use bicycles as a transportation mode. One example of this necessary infrastructure is the proposed Allan Hancock College bike path, which will enable bicycle commuting, separate from vehicle traffic, between the existing class 1 path across the Santa Ynez River Bridge, north of the City, and the Allan Hancock College Lompoc Campus.

By providing more convenient and safe bicycle infrastructure throughout the City, complemented by educational, encouragement, and enforcement efforts, the City

hopes within the next five years, to increase bicycle commuters by ten percent (10%) or more, above SBCAG's year 2000 data presented above. A ten percent increase results in a new total of approximately 136 bicycle commuters.

- Land Use

Lompoc's commercial sector is primarily concentrated along "H" Street, Ocean Avenue, and Central Avenue (see Appendix A for maps of general existing and proposed land use patterns). Schools and residential areas are evenly spaced throughout the City. Most major retail stores like Wal-Mart, Ross, and Mervyns are located on the northern part of the City, while The Home Depot is located on the southeast edge of the City. City Hall, the Police Department, and the Hospital are located near Ocean Avenue, on the south side of the City.

Lompoc's General Plan, which is discussed in more detail in Section II of this plan, encourages alternative transportation use, and calls for more compatible development that will help reduce vehicle trips and encourage more pedestrian and bicycle use. It encourages residential developments to provide convenient access for pedestrians and bicyclists to commercial areas. In addition to the general commercial business areas described above, the Lompoc Valley has a number of large employers, most of which are located within potential bicycle commuting distance from the City of Lompoc.

Major employers in the Lompoc Valley include:

- Vandenberg Air Force Base
- Lompoc Unified School District
- Lockheed Martin Corporation
- U.S. Department of Justice (Lompoc Federal Correctional Complex)
- City of Lompoc
- Lompoc Valley Medical Center
- Boeing
- World Minerals
- Retail Operators: Wal-Mart, Vons, Home Depot, etc.
- Entrepreneurs, especially boutique winemakers

Commuters select their travel mode primarily based on travel time and convenience. Since most of the major employers in Lompoc listed above are within distances of five miles from anywhere in the City, bicycle use to these employers could be a practical commuting mode.

The region's population has been growing slowly since the 1990 Census with an average positive growth of 0.8 percent per year. The relatively affordable housing compared to the rest of Santa Barbara County has in effect led the City to become a source of housing for many who work long distances. According to the *2004 Lompoc Valley Commuter Profile*, Lompoc residents travel an average of 26 minutes to work. These commuters travel to Santa Barbara, to the Santa Ynez Valley, to the Santa Maria Valley, and to Vandenberg Air Force Base. Because of the large

number of long distance commuters, there are a limited number of commuters able to use their bicycle as their primary mode of transportation, although, as discussed in Section V of this plan, each of the transit services from Lompoc offer a few spaces for bicycles to be carried on the bus.

- Accident Data

During the years from 2003 to 2007, there have been reported 87 bicycle accidents in the City of Lompoc, one of which resulted in a fatality. Most of the accidents are due to bicyclists riding on the wrong side of the road. Ninety-four percent of the collisions involved a bicyclist and a motor vehicle. See Table 1 below for a summary of collision locations.

Table 1 – Bicycle Collisions

Roadway	# Of Collisions	Roadway	# Of Collisions
HWY 1	14	CHESTNUT	2
NORTH	7	COLLEEN	2
A ST	6	I ST	2
COLLEGE	6	J ST	2
HWY 246	6	R ST	2
LAUREL	6	WALNUT	2
O ST	6	APPLE	1
CYPRESS	4	G ST	1
D ST	4	K ST	1
PINE	4	LOQUAT	1
BARTON	3	N ST	1
F ST	3	V ST	1

- Public Involvement in Bicycle Transportation Planning

City of Lompoc staff has coordinated with, and considered input from the public in the preparation of this Bicycle Transportation Plan, and intends to continue working with the public in the ongoing development of the plan. City staff met with the Lompoc Valley Bicycle Club on October 14, 2008, to present the draft plan, and gather the club's input; a summary of the club's comments given are included below. The City plans to continue coordination with this club as part of the public involvement effort in developing this plan. City staff has also scheduled a public hearing for the plan at the November 4, 2008, City Council meeting to allow additional public input prior to the City Council's action to approve the Lompoc Bicycle Transportation Plan.

Additionally, City of Lompoc staff has provided to the Lompoc Valley Bicycle Club a memo of brief responses to the public comments received by SBCAG during their public workshop held in the City of Lompoc in the spring of 2008, which gathered public input on bicycle transportation needs in the Lompoc area related to the development of the Regional Bicycle Plan prepared by SBCAG. Eight adults and two children attended the public workshop and made comments and

recommendations for new bike routes, maintenance of bikeway paths, and voiced education and safety concerns. While some of the public input has already been incorporated into the Lompoc Bicycle Transportation Plan, City staff plans to work closely with SBCAG and the public to address the remaining concerns. Additionally, the Lompoc Bicycle Transportation Plan will be integrated with the Regional Bicycle Plan to ensure consistency.

Summary of Comments Received from the Lompoc Valley Bicycle Club at the October 14, 2008, Meeting:

Comments and Concerns that were also voiced at the SBCAG public workshop include:

- *Purissima Road needs to be repaved, widened, and maintained.*
- *Bicycle education programs should be offered for those who bike and those who do not.*
- *“G” Street should have a designated bike path.*
- *The “Wye” intersection is a dangerous area for those who ride bikes.*
- *Improvements to the bridges on Highway 1 north of Lompoc and Highway 246 east of Lompoc were requested.*

New comments and concerns brought out in the meeting:

- *North “H” Street has a significant elevation difference from the edge of asphalt paving to the pcc gutter, which makes riding near the gutter dangerous for bicyclists.*
- *The LVBC would appreciate City staff’s efforts to coordinate with Caltrans toward improving infrastructure for bicyclists and in the consideration of bicyclists along Caltrans routes within and connecting to the City.*
- *Suggest adding signage to help detour bicyclists around “H” Street and Ocean Avenue so cyclists can be directed to less busy streets that are safer and better suited for bicycling.*
- *The City should contact and network with the Santa Barbara Bicycle Coalition.*

City staff plans to coordinate with Caltrans to address bicycle infrastructure along “H” Street and Ocean Avenue, as well as signage to detour cyclists around these busy streets. City staff also plans to coordinate with the Santa Barbara Bicycle Coalition and other local groups toward improving bicycle transportation in the Lompoc area.

- *Existing Bicycle Facilities*

The City of Lompoc currently has a substantial network of existing bikeway facilities, as shown on the Existing Bike Routes map in Appendix A. The three types of bikeways included in the City’s network, as listed in Chapter 1000 of the Caltrans Highway Design Manual, are Class I Bikeway (Off-Street Path), Class II Bikeway (On-Street Bike Lane), Class III Bikeway (Shared Use Bike Route).

The following facilities are currently designated as bike routes:

- “A” Street – Class II from Ocean Ave. to Olive Ave.
- Barton Avenue – Class II from “H” St. to “D” St.
- Cypress Avenue – Class II from Seventh St. to “O” St.
- “H” Street – Class I adjacent to west edge of Highway from the traffic signal at the Mission Plaza entrance to approximately ¼ mile north of the Santa Ynez River Bridge.
- Central Avenue – Class II from “A” St to Santa Lucia Canyon Rd.
- College Avenue – Class II from Seventh St. to “V” St.
- Laurel Avenue – Class III from Seventh St. to Twelfth St.
- North Avenue – Class II from “H” Street to Western Ave. & Class III from Seventh St. to Riverside Drive.
- “O” Street – Class II from Olive Ave. to Laurel Ave. & from Barton Ave. to Central Ave.
- Ocean Avenue – Class II from Twelfth St. to Seventh St.
- Olive Avenue – Class II from “O” St. to “V” St. & from “A” St. to 5th St.; Class III from “A” St to “O” St.
- “I” Street – Class II from Cypress Ave. to southern City Limit at Miguelito Canyon Road.
- Twelfth Street – Class III from Ocean Ave. to Laurel Ave.
- Seventh Street – Class II from Cypress Ave. to College Ave. & Class III from College Ave. to North Ave.
- “V” Street – Class I from Olive Ave. to Ocean Ave. and Class II from Ocean Ave. to Central Ave.
- Western Avenue – Class I from North Ave. to Central Ave.
- River Bend Park Bikeway – 2.25 mile Class I from College Ave. east of Riverside Drive to Riverbend Park, with a connection to Central Ave.

II. Policies and Objectives

The City of Lompoc Bicycle Transportation Plan has been developed to be consistent with the City of Lompoc General Plan, with particular focus on the Circulation Element. The Circulation Element within the General Plan includes the following goals and policies related to bicycle transportation:

1. Maximize the efficiency, quality, and safety of a multi-modal circulation system that provides for the movement of people, goods, and services to serve the internal circulation needs of the City, while also addressing through travel needs.

Policy 1.1 The City shall use the Roadway Designations map, Bikeway Routes map, and Truck Routes map in establishing the location and design of roadways, bikeways, and truck routes, respectively.

2. Minimize the public's exposure to circulation-related noise and safety hazards.**3. Maximize the viability and convenience of transportation modes that reduce automobile use.**

Policy 3.2 The City shall provide and maintain a safe and convenient circulation system that encourages bicycle travel.

Policy 3.6 The City shall facilitate the provisions of lockers and secure enclosed long-term parking areas for bicycles throughout the City and at multi-modal stations to extend the range of the bicycle commuter.

4. Protect and enhance the visual quality of Lompoc's circulation system.**5. Reduce automobile use and the associated emissions by maintaining a compact and well-designed urban form, which encourages alternative transportation modes.**

In addition to the Goals and Policies of the Circulation Element, the following Implementation Measures are included, which pertain to bicycle transportation:

8. The City shall amend the Zoning Ordinance to require the provision of adequate bicycle facilities in development projects.
9. The City shall integrate bicycle lanes or separate bikeways into street projects located along planned bicycle routes.
10. The City shall develop a pedestrian and bicycle trail system, which connects major park and wildlife areas within the Lompoc Valley.
11. The City shall encourage Federal, state, and regional agencies to widen the "H" Street/Highway 1 Bridge and Robinson Bridge on Highway 246 to assure safe bicycle and pedestrian use.
16. The City shall limit on-street parking where feasible on certain roadways, which are designated as bicycle routes in order to create new bicycle lanes and encourage bicycle travel.
18. The City shall ensure that safe and convenient pedestrian and bicycle access is provided to the Allan Hancock College site.
19. The City shall examine and, if necessary, amend the Development Impact Fee Resolutions to ensure that transportation improvement necessitated by projects generating additional peak-hour trips are provided and improvements to bicycle lanes are funded.
31. The City shall identify and evaluate potential local revenue sources and viable state and federal funding sources for financing roadway system, transit, pedestrian, and bicycle development projects.
34. The City shall develop and adopt a Bikeway Master Plan that is reviewed every five years and updated as necessary. This Master Plan shall evaluate

ways to encourage bicycle use and specify the locations of bicycle amenities, which facilitate bicycle use.

Through these goals, policies and specific measures, the City of Lompoc seeks to develop a network of safe, attractive and convenient bicycling and walking facilities that will encourage an increase in the community's use of these forms of transportation.

III. Recommended Bicycle Network

The City of Lompoc Bicycle Transportation Plan incorporates the proposed bicycle facilities set forth in the Circulation Element of the City General Plan (See Existing & Proposed Bike Routes map in Appendix A). The Lompoc plan seeks to provide the necessary bicycle routes and facilities within the City, as well as connections to routes and destinations outside of the City. One planned area of focus for future improvements is the filling in of many gaps that currently exist in the bike routes within the City, particularly in the north-south directions. Another planned area of focus is providing continuous bike routes that connect the City to destinations outside of the City, particularly connecting to the state and county routes on the north and east sides of the City.

- *Signage*

The City of Lompoc plans to consider the need for more bicycle transportation signage along bike routes to better direct cyclists and identify their destinations. These signs may be placed at certain locations where cyclists face a decision, in order to more easily direct them and avoid potential route confusion.

Currently, the California bike lane sign (R81(CA)) is the standard sign used for bike lanes within the City. These signs are placed at the beginning of each designated bike lane and along bike lanes at major changes in direction. Some of the bike lanes are served by BEGIN (R81A(CA)) and END (R81B(CA)) bike lane signs at the beginning and end of the bike lane.

The City plans to coordinate with Caltrans, Santa Barbara County and SBCAG to address signage for bike route connectivity from the City to outside destinations, and to consider consistency in route signage.

- *Bicycle Detection Devices*

Street intersections can be dangerous for bicyclists and contribute to bicycle/automobile conflicts. One way of improving signalized intersection crossings for bicyclists is providing dedicated crossing time that is activated when bicyclists are present by the installation of bicycle loop detectors or bicycle oriented signal call buttons. Bicycle loop detectors operate similarly to vehicle loop detectors, being located in the pavement in the location allocated to bicycle traffic, and detecting the disturbance (caused by the presence of a large metal object such as a car or metal

bicycle) in the electromagnetic field over the coil of wire placed in the pavement. Bicycle oriented signal call buttons operate similarly to pedestrian crosswalk buttons.

Currently, the City has bicycle loop detectors at only one (north leg of the Hwy 1/Hwy 246/Twelfth St. intersection) of the 24 signalized intersections within the City. The City is planning to apply for grant funding to implement such systems as are feasible at the 12 signalized intersections that serve designated bike routes, and is hopeful that these systems will enhance the safety and convenience of the Lompoc bicycling community.

IV. End-of-Trip Facilities

End-of-trip facilities are beneficial because they provide bicycle commuters a storage facility, a place to shower, and changing rooms at the end of their bike trip. End-of-trip facilities should be located near employment centers, government buildings, schools, and major transport terminals such as airports and bus stations.

Employers and Educational Institutions that have implemented end-of-trip facilities have reaped many benefits from doing so, including having a healthier and happier workforce or student body.

Currently, the City of Lompoc does not have shower facilities within the developed area of the City, which are available to the public for bicycle commuter use; however, the City hopes that such facilities can be made available with the aid of grant funding in the future.

The City does have a shower facility on the extreme eastern edge of Lompoc, which is available to the public, but is more targeted for those who bicycle recreationally along Highway 246 or Highway 1. The shower facility is located at the River Park campground on the eastern limit of the City along Highway 246. Cyclists desiring to use this facility should check in with the camp host upon arrival; for information on this facility, call (805) 875-8034. The location of this shower facility is ideal for recreational bicycle users cycling from the Solvang, Buellton or Santa Barbara areas, being near the southeast entrance to the City of Lompoc.

For shorter bicycle trips, the City of Lompoc has a number of short-term bicycle parking facilities available to the public, as listed below. See also Existing Bike Parking Facilities and Bus Routes map in Appendix A.

- Short-Term Parking

Parks:

- Beattie Park – Basketball Court – bike racks
- John-Mansville Park – West Ball Field – bike racks
- Ryon Park – Tennis Court & West Ball Field – bike racks

Local Business/Shopping Centers:

- Big Lots & Vons Shopping Center (“H” Street) – bike racks
- Vons Shopping Center (Ocean Ave.) – bike racks
- Bicycle Connection – bike racks
- In Shape City (gym) – bike lockers
- Pacific Health and Fitness – bike racks
- Jerezano’s Market – bike racks
- Staples Shopping Center – bike racks
- Ross & Albertson’s Shopping Center – bike racks
- Southside Coffee – bike racks
- Wal-Mart Shopping Center – bike racks

Public Facilities:

- Aquatic Center – East & North side of skate park fence – bike racks
- City Hall – Front door – bike lockers
- Hospital – Front – bike racks
- Library – Front & back – bike racks
- Post Office – bike racks
- Recreational Center – Front door – bike racks

Schools:

- Clarence Ruth Elementary School – bike racks
- El Camino Middle School – bike racks
- Fillmore Elementary School - bike racks
- Hapgood Elementary School – bike racks
- La Cañada Elementary School – bike racks
- La Honda Elementary School – bike racks
- Lompoc High School – bike racks
- Lompoc Valley Middle School – bike racks
- Miguelito Elementary School – bike racks

V. Bicycles and Transit

The City of Lompoc Bicycle Transportation Plan seeks to provide intermodal connectivity to allow bicyclists to transfer to other modes of transportation at appropriate locations within the City, such as bus transit stops.

Currently, several bus transit services operate from the City of Lompoc. The City of Lompoc Transit (COLT) provides transportation throughout the City and to the communities immediately north of the City. The current central bus stop for COLT is located in the Mission Plaza parking lot at the north end of the City. See Existing Bike Parking Facilities and Bus Routes map in Appendix A.

Other transit services operating from the City of Lompoc to provide transportation to nearby Cities include the Clean Air Express, the Breeze, and the Wine Country Express. The *Wine Country Express* departs from the Mission Plaza in Lompoc and travels to Buellton and Solvang. The *Breeze* provides service from the Mission Plaza to Vandenberg Air Force Base and Santa Maria. The Clean Air Express provides service from South "I" Street to the Santa Barbara area.

The Breeze transit service offers bike racks on the bus that can hold up to three bicycles per bus. The Wine Country Express and the COLT offer bike racks on the bus that can hold up to two bicycles per bus. The Clean Air Express has a storage area big enough to accommodate bicycles underneath the bus; however, the space is available to also accommodate luggage on a first come first serve basis.

The City plans to develop additional bicycle facilities that facilitate intermodal transportation and provide bicycle storage at the major transit stops.

VI. Coordination

The City has coordinated with various other agencies and entities in order to accomplish past bicycle transportation projects, to promote bicycle transportation in the region, and to develop this City of Lompoc Bicycle Transportation Plan. Additionally, the City plans to continue coordination with other organizations and with the public in order to accomplish future projects, further promote bicycle transportation, and continue developing and refining the City's Bicycle Transportation Plan. Below is a brief listing of a number of projects and coordination efforts by which the City has improved bicycle transportation in the Lompoc Valley.

- **SBCAG**

The City has worked closely with SBCAG through the planning, funding and implementation of many projects, which have enhanced bicycle transportation in the Lompoc Valley. Additionally, the City worked with SBCAG in the development of this plan, and intends to continue this coordination, as the plan is refined. The Lompoc Plan is intended to be consistent with and to complement the Regional Bicycle Plan, which SBCAG prepared, in order to provide a continuous regional bicycle network. Consistency between the plans will help link bicycle routes in the City of Lompoc with routes to other nearby cities and destinations. The City intends to work with SBCAG as well as other appropriate organizations to develop and prioritize projects that will improve bicycle transportation in Lompoc, and the City's connection to the regional bikeway network.

- Caltrans

The City has coordinated with the California Department of Transportation, Headquarters Division of Local Assistance, and Bicycle Facilities Unit staff in the preparation of this plan, and in the preparation of an application for California Bicycle Transportation Account (BTA) grant funding. Additionally, the City is currently coordinating on an on-going basis with the Caltrans District 5 Division of Local Assistance staff, which has worked with the City on many past and present projects, which improve bicycle transportation in the Lompoc area. Currently, the City is working with District 5 staff on the City's Allan Hancock Bikeway Connector project, which is proposed to connect the northern edge of the City with the Allan Hancock College Lompoc Campus with a Class 1 Bikeway. The City has also coordinated with Caltrans District 5 staff in the completion of previous bikeway projects, which include the 2.25 mile River Bend Park Bikeway (Class 1 Bikeway), and the Santa Ynez River Bikeway Bridge (Class 1 Bikeway attached to Highway 1 bridge north of Lompoc). Additional details of these projects are included in Sections X and XI of this plan.

In addition to coordination with Caltrans for City projects and grant applications, the City also plans to coordinate with Caltrans to improve bicycle transportation along the Caltrans routes that serve Lompoc.

- Other Organizations

The City of Lompoc plans to coordinate with various other organizations to improve bicycle transportation in Lompoc. The City Engineering staff plans to work with the City of Lompoc Police Department as well as with local bicycle groups and local bicycle shops to coordinate and increase awareness of bicycle safety and outreach programs. The City also plans to coordinate with local bicycle groups and with the public to identify and address the needs of the Lompoc bicycle transportation system. Additional discussion of Education, Encouragement and Enforcement efforts is located in Section VII of this plan.

VII. Education, Encouragement and Enforcement

The City of Lompoc has performed a number of education, encouragement and enforcement efforts, and plans to improve these efforts through coordination with many other local organizations. Below is a discussion of the primary recent and planned efforts of the City of Lompoc related to bicycle transportation education, encouragement and enforcement. Additionally, Chapter 5 of the Regional Bicycle Plan prepared by SBCAG includes a broad discussion of programs, many of which are currently active in the Santa Barbara area, and may become available to the Lompoc area through coordination with interested groups.

The City of Lompoc hosts annual bike to work days, in which City employees are encouraged to commute to work by bicycle. Free food and gift raffles such as a new

bike or helmet are given out to those who participate in the event. Through the encouragement and experience provided by this event, the City hopes to increase the number of regular bicycle commuters.

The City has recently been awarded a Federal Safe Routes to School grant to construct missing sidewalk along various school routes within the City, and as a complementing effort to this project, the City has agreed to perform educational and encouragement activities for school children walking or bicycling to school. The City plans to work with approximately eight elementary and junior high schools to provide informational flyers to the students on safe walking and bicycling practices. The City also plans to coordinate walk/bike to school day events at each of these schools, where the City would provide approximately four prizes per school for participating walkers as well as for participating bikers.

- City of Lompoc Police Department

The Lompoc Police Department has provided a number of efforts in order to promote bicycle education, encouragement and safety in the Lompoc area. The Police Department has held bike rodeos that teach and encourage children to ride their bikes safely. The Department has provided extra enforcement along school routes, particularly at the beginning of the school year, to enhance the safety of children walking and bicycling to and from school. The Police Department has also generated a brochure outlining the City rules and regulations pertaining to bicycle licensing, equipment requirements, and operation of bicycles within the City.

Bicycle transportation safety enforcement is provided by the Lompoc Police Department as part of its traffic enforcement program. The general traffic enforcement provided by the Police Department includes a minimum of 3 officers and a supervising officer patrolling during the day, and 5 officers and a supervising officer patrolling in the evening.

The City Engineering staff plans to work with the City Police Department as well as with other local groups such as bicycle shops and clubs to promote education and encouragement of bicycle use in the Lompoc area.

- Bicycle Shops

Lompoc currently houses the following three bicycle shops:

- Bicycle Connection: 223 W. Ocean Ave.
- Bicycle Unlimited: 660 N. "H" St.
- Lightning Bicycles Brummer: 1500-e E. Chestnut Ave.

The City plans to coordinate with these bicycle shops, as well as with local bicycle clubs, as discussed in Section I of this plan, in order to increase awareness of available information and programs, and to promote bicycle transportation education, encouragement, and safety.

VIII. Maintenance

As identified in the Regional Bicycle Plan prepared by SBCAG, bicycle facility maintenance is an important element of providing a functional bicycle transportation system. The City of Lompoc currently addresses the maintenance of bikeways through its Streets Maintenance program, and addresses maintenance of other City owned bicycle facilities, such as bicycle racks, public restrooms, etc., primarily through its Facilities Maintenance program.

These City programs receive some funding from various sources annually in order to perform their maintenance work, however, available funding for maintenance is often not sufficient to meet the maintenance needs. Potential additional maintenance funding may be received through competitive grants and other funding sources discussed in Section IX of this plan.

IX. Implementation

The City of Lompoc plans to continue the implementation of the bikeway system proposed in the City's latest adopted General Plan, and intends to coordinate with the public and with many other organizations in order to refine the City of Lompoc Bicycle Transportation Plan and to improve bicycle transportation in the Lompoc area. Based on the bicycle transportation needs expressed by the public during the public coordination efforts of the past year, and on the assessment by City staff of the Lompoc bicycle transportation system, additional bicycle transportation infrastructure has been identified as the primary need to improve bicycle transportation in the Lompoc area. Since infrastructure improvements are typically substantially costly, the City intends to pursue all appropriate available grant-funding opportunities in order to improve the City's bicycle transportation system. The City has not yet assessed the overall funding needs of the City's bicycle transportation system, but has worked to estimate the expected costs of the City's nearer term proposed priority projects. A discussion of these Priority Projects is included in Section X of this plan.

Below is a list of some primary potential funding sources for the City's bicycle transportation system improvements. Additional potential funding sources are discussed in Chapter 6 of the Regional Bicycle Plan prepared by SBCAG.

- **(Federal) SAFETEA-LU** – Includes funding for transportation infrastructure, safe routes to school, and other safety programs.
- **(Federal) Transportation Enhancement Activities (TEA)** – Can provide funds for bicycle facilities, and focuses on an improved interface between transportation facilities and their surrounding environment.
- **(State) Bicycle Transportation Account (BTA)** – The State of California provides funds annually to local agencies statewide that have approved Bicycle Transportation Plans, in order to provide bicycle transportation

improvements, which focus on improving the safety and convenience of bicycle commuters.

- **(State) Transportation Improvement Program** – State funding for capital improvement transportation projects, which can include bicycle facilities.
- **(State) Transportation Development Act** – State funding primarily for the development of transit projects, but can be used for bicycle transportation facilities under certain circumstances.
- **(Local) Transportation Sales Tax** – Measure D is a voter-approved one-half cent sales tax in Santa Barbara County, which has provided funding for various transportation improvements, including bicycle transportation facilities.
- **(Local) Development Impact Fees** – The City of Lompoc charges impact fees on new developments that have significant transportation needs.

The City of Lompoc hopes to obtain the necessary funding to implement the needed improvements to the Lompoc area bicycle transportation system. Through public input and coordination with other organizations, the City has developed a list of priority projects in order to implement the goals of this Bicycle Transportation Plan.

X. Priority Projects

Table 2 – Priority Projects

Project Name	Subtype	Project Description	Project Purpose	Action Year	Estimated Total Cost
Class II Bike Lane Striping, Signage, and Bicycle Detection Devices	Construction/Striping	Signing and striping of Class II bicycle lanes on various streets and implementation of bicycle detection devices at approximately 12 signalized intersections in the City of Lompoc.	Fill in gaps that currently exist in the City's bike routes. Improve Safety and Convenience for bicycle commuters, and other bicycle users, including at signalized intersections.	2009/2010	TBD
Allan Hancock Bikeway Connector	Construction	Construct a 1.1 mile Class I bike path that connects Allan Hancock College to the north edge of the City of Lompoc.	This route will provide the citizens of Lompoc a safe and scenic bike path from the City to Allan Hancock College instead of riding on the busy Highway 1.	2010	\$1,800,000
Riverbend Bike Path Extension	Construction	Extend Riverbend Class I bike path to the regional shopping area by the Lompoc Airport.	To provide bicyclists a direct link from the Riverbend Bike Path to major destinations on Highway 1 near the Lompoc Airport.	2021	\$1,200,000

- *Class II Bike Lane Striping, Signage and Bicycle Detection Devices Project*

One of the primary goals for future improvements to the City's bicycle transportation system is the filling in of many gaps that currently exist within the bikeway system, particularly in the north and south directions. Providing continuous, direct and convenient commuting routes for cyclists is consistent with the goals set forth in the City General Plan, and will enable the bikeway system to be more useful to the community. Providing this additional infrastructure will allow for an increase in the number of bicycle commuters within the City and will provide improved connectivity to the bike routes that currently exist.

In addition to filling in gaps in the Class II bikeway system, the City intends to provide additional signage, particularly at locations where bicyclists can be directed off of the busiest streets that do not have adequate space for safe bicycling, and on to streets that are less busy, which have more space available for bicyclists. Also, the City intends to add bicycle detection devices, as discussed in Section III of this plan, to approximately 12 of the signalized intersections within the City which are along bicycle routes. These detection devices are intended to allow bicyclists to more easily be recognized and served by the traffic signals, in order to improve safety and convenience at signalized intersections.

This project is the only project at this time for which the City will be able to submit documentation of environmental clearance, and thereby be eligible for BTA funding. The City therefore plans to submit a BTA grant funding application for this project for the 2009/2010 fiscal year, by the December 1, 2008, application deadline.

- *Allan Hancock Bikeway Connector (Class I Bike Path)*

The City of Lompoc is currently working on the preliminary engineering and environmental phase of designing a 1.1 mile long Class I bike path that connects Allan Hancock College with the existing Class 1 bike path on the north edge of the City. This route will provide the residents of Lompoc a much more safe and scenic bike path from the City to Allan Hancock College. Currently, bicyclists are forced to use the busy Highway 1, which has narrowed shoulders in portions of this route, high vehicle speeds (posted speed limit is 55 mph), and a very busy intersection that does not have a bike lane for northbound traffic or a cross walk.

The proposed Class I bike path will begin at the existing Class I path north of the Santa Ynez River Bridge, then travel west and north in an easement through a portion of the Lompoc Federal Correctional Complex's agricultural land, ending adjacent to Allan Hancock College, at the driveway to the City's Ken Adam Park. This path provides a route that is scenic and separated from vehicle traffic, and will enable increased safety when commuting from the City to Allan Hancock College.

- *Riverbend Bike Path Extension*

In April of 2008, the City completed the construction of the approximately 2.25 mile long Riverbend Park Bikeway, a Class 1 multipurpose trail which provides link for most of the north to south distance between the northeastern edge of the City and

the southeastern edge of the City, along the west bank of the Santa Ynez River. In order to more directly connect this new bikeway with commuters and other bicycle users traveling from Highway 1 and the commercial areas near the Lompoc Airport on the north side of the City, another segment of Class 1 bikeway is proposed. The Riverbend Bikeway Extension project is proposed to provide approximately 1 to 1.5 miles of Class 1 bikeway from Highway 1 near the Lompoc Airport, along the southern bank of the Santa Ynez River to tie in to the newly completed Riverbend Park Bikeway at Riverbend Park.

- *Additional Considerations*

The City plans to look for additional opportunities to improve bicycle transportation in the Lompoc area. Several types of projects under consideration are additional bikeways within the City which require work that is more substantial than changing striping; additional improvements which better connect the City to destinations outside of the City; additional end of trip facilities.

XI. Past Expenditures

- *Riverbend Park Bikeway*

The City of Lompoc recently completed the Riverbend Park Bikeway project, which constructed a paved Class I bike path on the east side of the City, along western bank of the Santa Ynez River. The Riverbend Park Bikeway is approximately 2.25 miles long, and spans from College Avenue at Riverside Drive to Riverbend Park, also having a leg that travels west to connect to Central Avenue at "A" Street.

The bike path has an 8-foot wide asphalt concrete paved section of two travel lanes, and 2-foot wide native earth shoulders on each side of the path. Residential neighborhoods border most of the west side of the bike path alignment, and the Santa Ynez River borders the east side of the path.

The approved July 1994 Regional Bikeway Study done by SBCAG identified this bike path as a necessary Class I link. This project served to implement the goals of state, regional, and local plans by promoting alternative travel modes and thus reducing auto trips, fuel consumption and air pollution. The project also enhances the Pacific Coast Bike Route (State Bike Plan) and was accepted as a component of the Santa Ynez River Plan by the Lompoc City Council.

The project was completed in the spring of 2008 with a final cost of approximately \$885,000.

- *Santa Ynez River Bikeway Bridge*

The City of Lompoc constructed approximately 2660 linear feet of Class 1 bikeway along the west side of State Highway 1 on the north edge of the City. This project included a cantilevered addition to the west side of the existing southbound Highway 1 Bridge over the Santa Ynez River, which was approximately 8 feet wide by 750

feet long. The Class I bikeway/pedestrian path extends approximately 1880 feet south of the river to the signalized intersection at the Mission Plaza Shopping Center entrance on North "H" Street (Highway 1). The path also extends approximately 860 feet north of the river to the starting point of the proposed Allan Hancock Bikeway Connector, which is proposed to connect to the Allan Hancock College, Lompoc Campus.

The project was completed in the spring of 2001 with a final construction cost of approximately \$1,000,000.

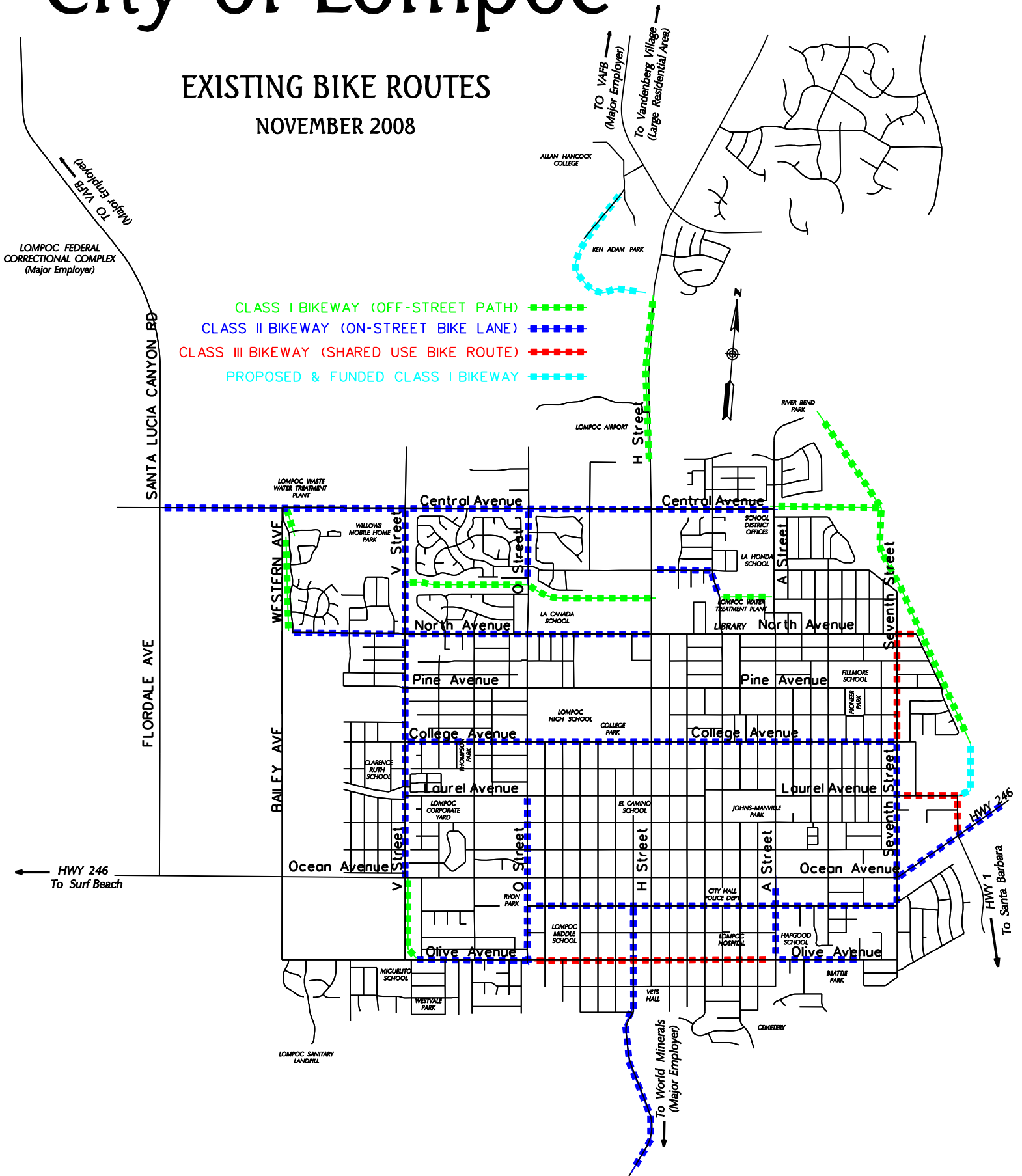
This project provided a significant safety improvement for bicyclists and pedestrians traveling to and from the north side of the City along Highway 1, by allowing them to travel along a separated Class 1 bikeway across the long reach of the Santa Ynez River Bridge. The project also helped facilitate a connection from the City of Lompoc to the Allan Hancock College, Lompoc Campus.

Appendix A - Maps

City of Lompoc

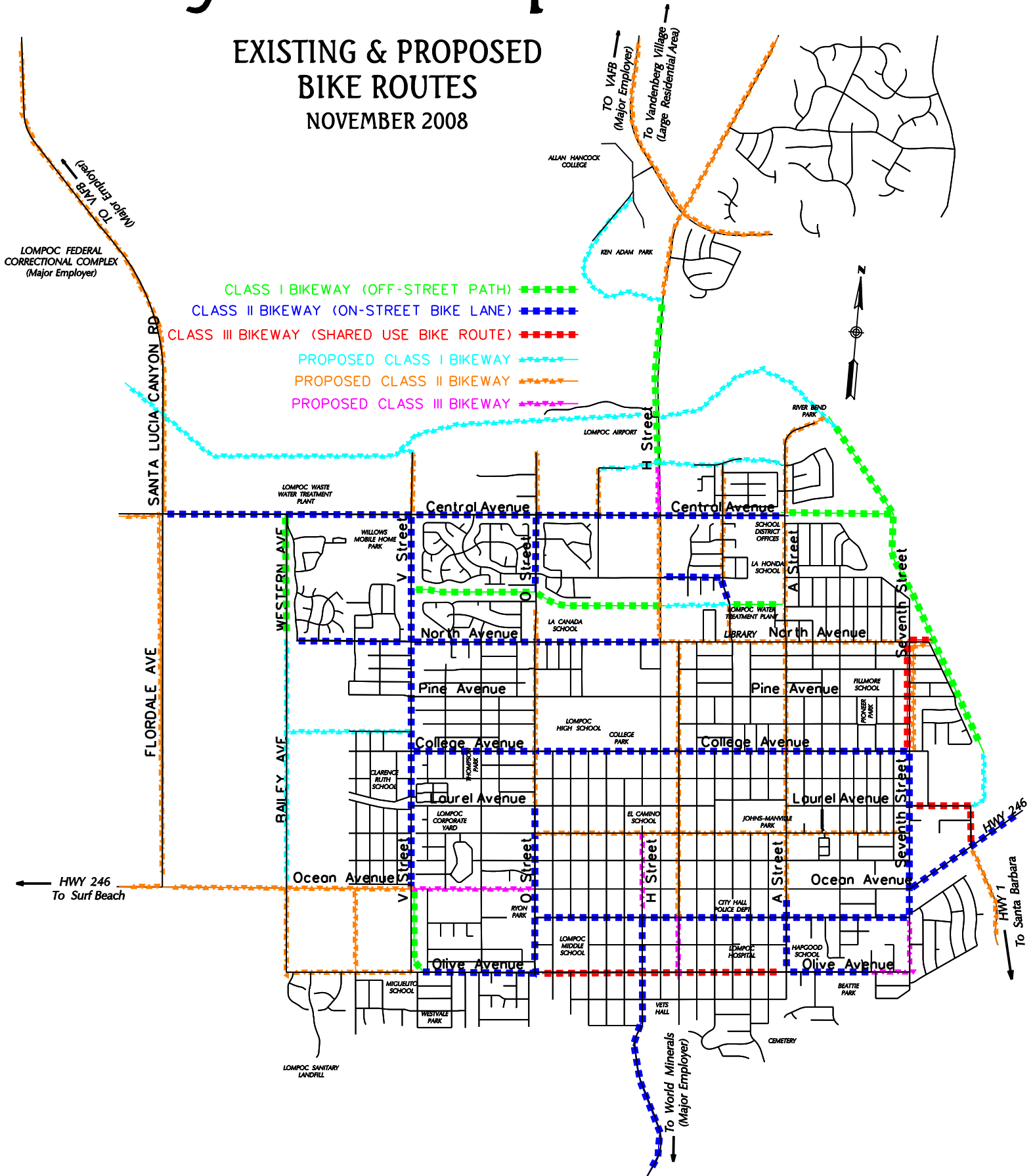
EXISTING BIKE ROUTES

NOVEMBER 2008



City of Lompoc

EXISTING & PROPOSED BIKE ROUTES NOVEMBER 2008



City of Lompoc

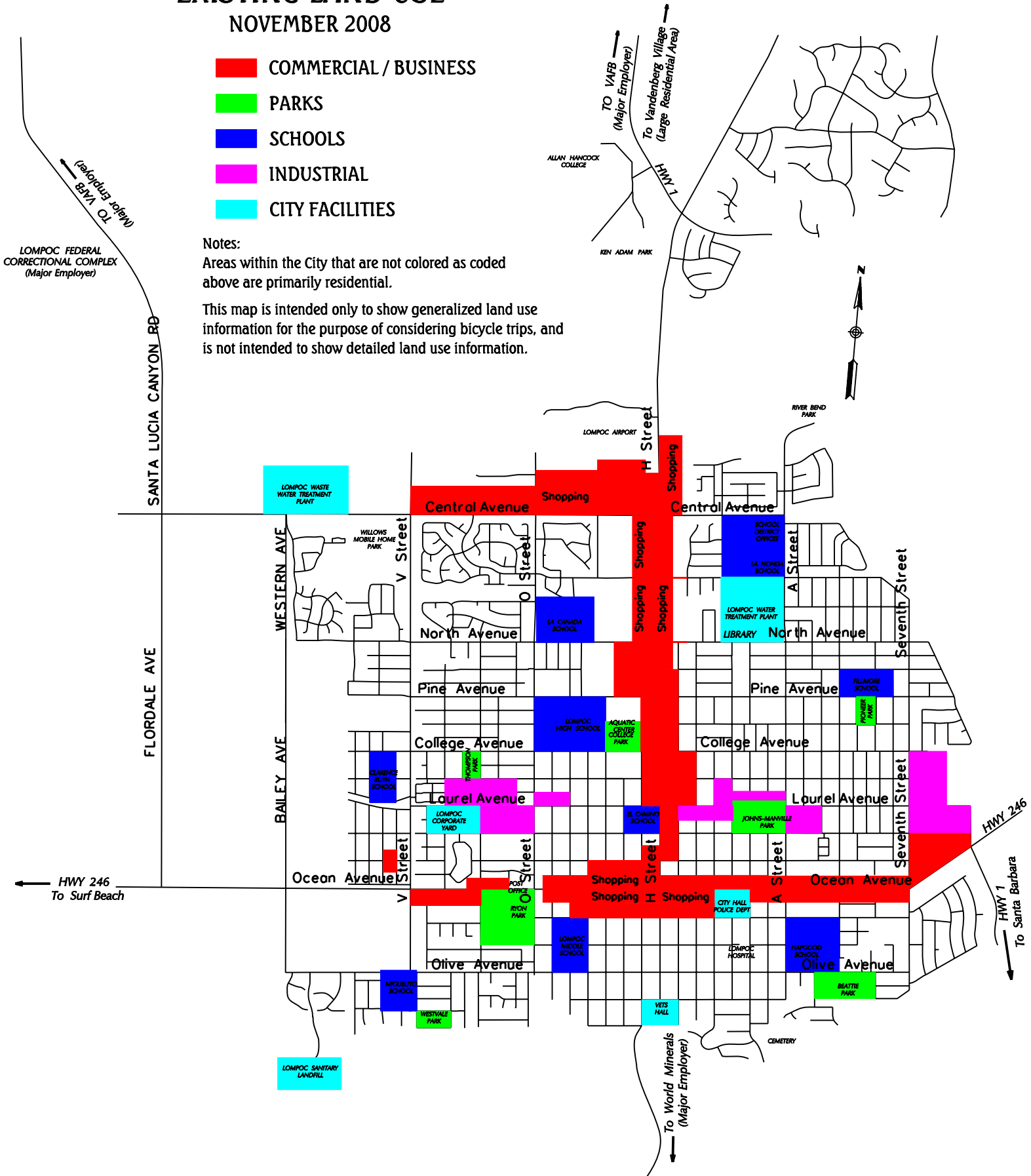
EXISTING LAND USE NOVEMBER 2008

- COMMERCIAL / BUSINESS
- PARKS
- SCHOOLS
- INDUSTRIAL
- CITY FACILITIES

Notes:

Areas within the City that are not colored as coded above are primarily residential.

This map is intended only to show generalized land use information for the purpose of considering bicycle trips, and is not intended to show detailed land use information.



LOMPOC FEDERAL CORRECTIONAL COMPLEX (Major Employer)

TO VAFB (Major Employer)
To Vandenberg Villages (Large Residential Area)

SANTA LUCIA CANYON RD

FLORDALE AVE

WESTERN AVE

BAILEY AVE

Ocean Avenue

Olive Avenue

Central Avenue

North Avenue

Pine Avenue

College Avenue

Laurel Avenue

Central Avenue

North Avenue

Pine Avenue

College Avenue

Laurel Avenue

Ocean Avenue

Olive Avenue

Seventh Street

Seventh Street

HWY 246

HWY 1

HWY 1

LOMPOC WASTE WATER TREATMENT PLANT

WILLOWS MOBILE HOME PARK

CLARENCE TUTTLE SCHOOL

LA CINDA SCHOOL

LOMPOC HIGH SCHOOL

LOMPOC CORPORATE YARD

MICUSITO SCHOOL

LA CINDA SCHOOL

LOMPOC HIGH SCHOOL

AL GAMING SCHOOL

LOMPOC MIDDLE SCHOOL

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

SHOPPING

LOMPOC SANITARY LANDFILL

VETS HALL

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

CITY HALL POLICE DEPT

City of Lompoc

PROPOSED LAND USE & BIKE ROUTES - NOVEMBER 2008

- COMMERCIAL / BUSINESS
- PARKS
- SCHOOLS
- INDUSTRIAL
- CITY FACILITIES

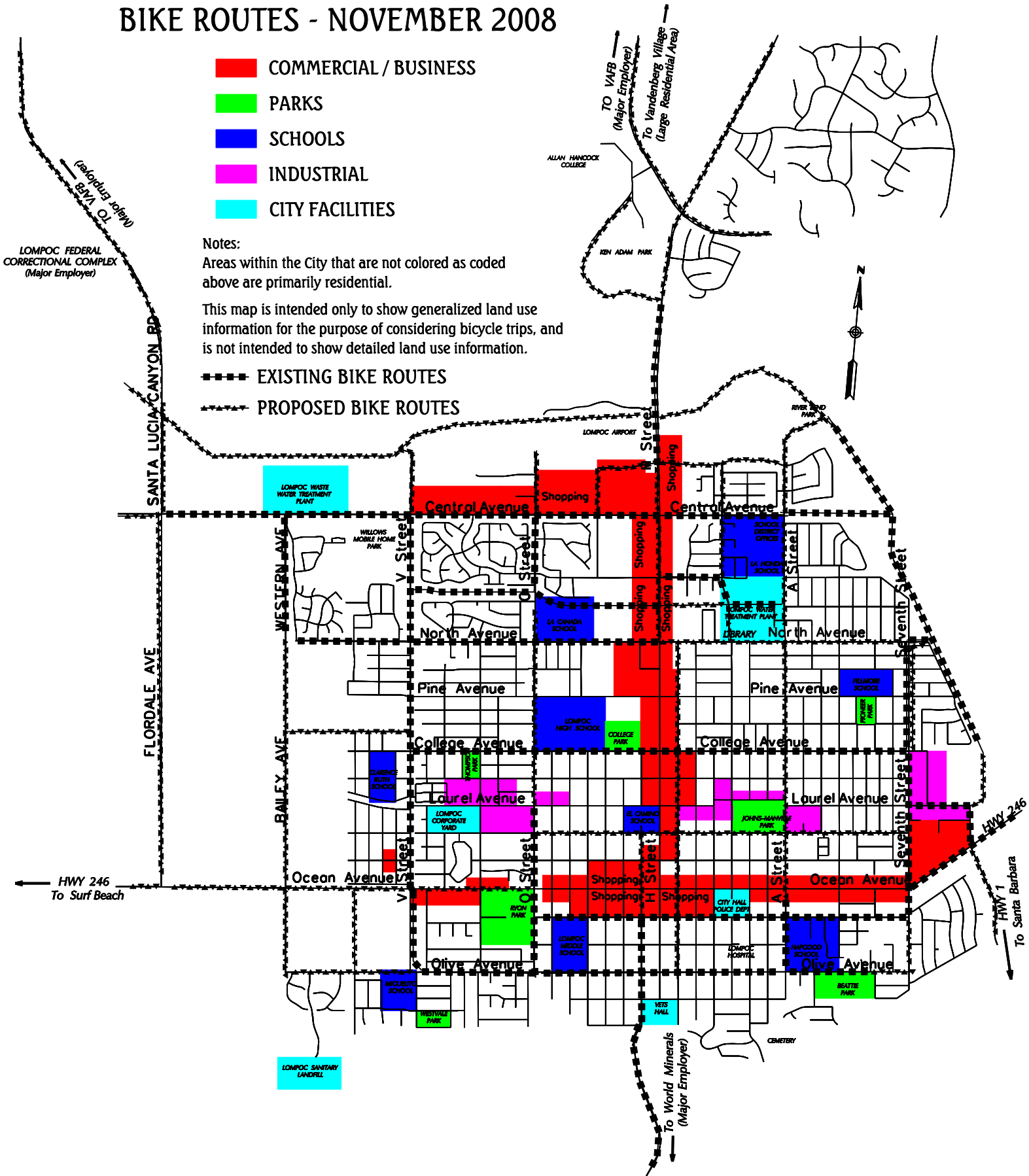
Notes:

Areas within the City that are not colored as coded above are primarily residential.

This map is intended only to show generalized land use information for the purpose of considering bicycle trips, and is not intended to show detailed land use information.

--- EXISTING BIKE ROUTES

--- PROPOSED BIKE ROUTES



City of Lompoc

EXISTING BIKE PARKING FACILITIES AND BUS ROUTES - NOVEMBER 2008

- COLT ROUTE 1 ■ ■ ■ ■ ■
- COLT ROUTE 2 ■ ■ ■ ■ ■
- COLT ROUTE 3 ■ ■ ■ ■ ■
- COLT ROUTE 4 ■ ■ ■ ■ ■
- COLT ROUTE 5 ■ ■ ■ ■ ■

ALL COLT ROUTES STOP AT MISSION PLAZA

THE BREEZE: MISSION PLAZA TO SANTA MARIA

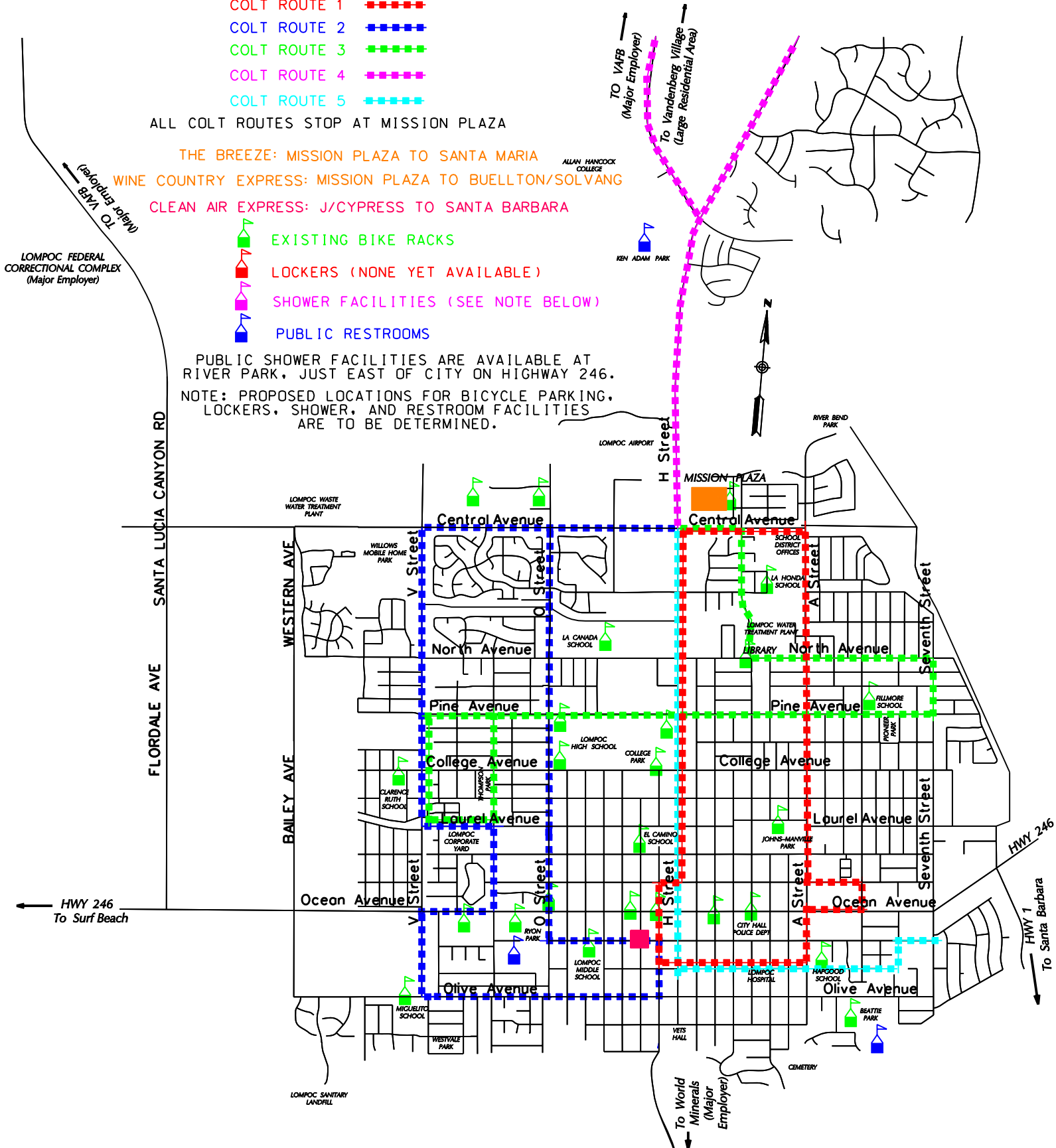
WINE COUNTRY EXPRESS: MISSION PLAZA TO BUELLTON/SOLVANG

CLEAN AIR EXPRESS: J/CYPRESS TO SANTA BARBARA

- EXISTING BIKE RACKS
- LOCKERS (NONE YET AVAILABLE)
- SHOWER FACILITIES (SEE NOTE BELOW)
- PUBLIC RESTROOMS

PUBLIC SHOWER FACILITIES ARE AVAILABLE AT RIVER PARK, JUST EAST OF CITY ON HIGHWAY 246.

NOTE: PROPOSED LOCATIONS FOR BICYCLE PARKING, LOCKERS, SHOWER, AND RESTROOM FACILITIES ARE TO BE DETERMINED.



Appendix B – City Resolution

RESOLUTION NO. 5499(08)

**A Resolution Of The Council Of The City Of Lompoc,
County Of Santa Barbara, State Of California,
Adopting The City Of Lompoc Bicycle Transportation Plan,
November 2008**

WHEREAS, the State of California requires local agencies to prepare and adopt a bicycle transportation plan that complies with Streets and Highways Code Section 891.2 and is approved by the agency's Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA), in order for the local agency to be eligible for state grant funding through the Bicycle Transportation Account (BTA) program; and

WHEREAS, the City of Lompoc has need of funding in order to improve bicycle transportation within and connecting to the City; and

WHEREAS, the City has worked in coordination with the City's MPO/RTPA, the Santa Barbara County Association of Governments (SBCAG), and has worked in coordination with the State of California Department of Transportation Bicycle Facilities Unit staff in order to prepare the subject City of Lompoc Bicycle Transportation Plan, November 2008, to allow the City to be eligible for BTA funding beginning with the current call for projects, for which applications are due December 1, 2008; and

WHEREAS, the City has prepared the City of Lompoc Bicycle Transportation Plan, November 2008, to be consistent with the latest adopted Goals, Policies, and Measures included within the Circulation Element of the City of Lompoc General Plan; and

WHEREAS, the City has made copies of the plan available to the public for review, has held a public hearing, and has considered public input in the preparation of the plan; and

WHEREAS, the City has worked in coordination with the City's MPO/RTPA, the Santa Barbara County Association of Governments (SBCAG), and has worked in coordination with the State of California Department of Transportation Bicycle Facilities Unit staff in order to prepare a BTA grant application for the current call for projects, to be submitted by the December 1, 2008, application deadline; and

WHEREAS, the City of Lompoc Bicycle Transportation Plan summarizes the City's existing and proposed bicycle transportation facilities for the public in addition to facilitating funding for improvements.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LOMPOC, CALIFORNIA, HEREBY RESOLVES THAT:

SECTION 1. The City of Lompoc does hereby adopt the City of Lompoc Bicycle Transportation Plan, November 2008.

SECTION 2. The submittal of the City of Lompoc Bicycle Transportation Plan, November 2008, to SBCAG for approval, is hereby authorized.

SECTION 3. The submittal of the City of Lompoc Bicycle Transportation Plan, November 2008, to the State of California, is hereby authorized.

SECTION 4. This Resolution is effective immediately upon its adoption.

The above Resolution was proposed by Councilmember _____, seconded by Councilmember _____, and duly passed and adopted by the Council of the City of Lompoc at its regular meeting on November 4, 2008, by the following electronic vote:

AYE: Councilmember(s):

NO: Councilmember(s):

ABSENT: Councilmember(s):

Dick DeWees, Mayor
City of Lompoc

ATTEST:

Donna N. Terrones, CMC, City Clerk
City of Lompoc

Appendix C - References

