City of LOMPOC

PEDESTRIAN AND BICYCLE MASTER PLAN

City of Lompoc
Pedestrian and Bicycle Master Plan
Draft May 07, 2020

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I. Introduction

Plan Area

The City of Lompoc is located on California's Central Coast in Santa Barbara County and is situated in the Santa Ynez River Valley, approximately 9 miles east of the Pacific Ocean and 55 miles northwest of the City of Santa Barbara. The area within the City limits is approximately 12 square miles. The Santa Ynez River meanders along the eastern and northern edges of Lompoc before reaching the Pacific Ocean at Surf Beach. Lompoc enjoys a mild, Mediterranean climate and abundant surrounding open space.

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, a U.S. Army training base called Camp Cooke was established nearby, which was later renamed 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 programs, which have contributed to the increase in Lompoc's population from the late 1960s to today. Lompoc earned the nicknames "Flower Seed Capital of the World" and "Valley of Flowers" during the 1900s, and although production has since decreased, flower fields still garnish the area. Today, with a little over 40,000 residents, City, Lompoc is known for agriculture, wineries, art, the La Purisima Mission, the VAFB space program and its small-town feel.

Lompoc is located along the Pacific Coast Highway, California Hwy 1, and is also the westernmost terminus of California State Hwy 246. Just 8 miles west of that point, traveling along Ocean Avenue, one arrives at Surf Station, where tourists may travel on Amtrak's Pacific Surfliner north or south along the westernmost rail link in the United States. California Hwy 101 can be accessed, either by traveling 17 miles east to Buellton on Hwy 246, or by traveling 19 miles south along Hwy 1 to the Hwy1/Hwy101 Junction. One other way to access Hwy 101 is to travel 23 miles north on Hwy 1 to Santa Maria, where the 101 can be accessed by taking California State Route 135, and then Union Valley Pkwy.

Public transportation is available in the City of Lompoc and to the surrounding communities through the City of Lompoc Transit (COLT). The City also owns and operates a general aviation airport which is located on the north side of the City along the Santa Ynez River.

Scope

The Goals of this Pedestrian and Bicycle Master Plan are to assess current conditions, identify the community's pedestrian and bicycle transportation needs, and scope and prioritize future pedestrian and bicycle transportation improvements. The plan seeks to provide safe and accessible pedestrian and bicycle facilities for all citizens, with an emphasis on the student population.

The Pedestrian component of this Plan identifies and prioritizes future projects to create a pedestrian network that encourages and facilitates walking. The Plan helps improve pedestrian safety and access to popular destinations including schools, shopping centers, employment centers, public facilities, and parks by assessing needed improvements such as sidewalk gap closures and street crossing improvements at locations with heavy pedestrian traffic. This plan prioritizes safety improvements along heavily travelled

school routes with high pedestrian & vehicle volumes, higher than average accidents, and higher vehicle speeds.

The Bicycle component serves as an update to the previous 2008 Lompoc Bicycle Transportation Plan. It assesses the projects that have been implemented since then, and proposes and prioritizes new and updated projects that focus first on safety, but also address convenience for high-demand routes.

This Plan incorporates significant input from community stakeholders and the general public addressing community walking and biking needs. Goals and Policies are addressed to improve the conditions and opportunities for walking and biking within the City. This Plan serves as a useful information tool for the public, and can be utilized to assist with local encouragement and education efforts.

In addition to meeting the goals stated above, this plan's scope included forming a Stakeholder Team that consists of City Staff, including Public Works, Community Development, and Police; Lompoc Schools and the Lompoc Unified School District; Allan Hancock College (Lompoc Campus); SBCAG staff; the Healthy Lompoc Coalition, and the Lompoc Valley Community Healthcare Organization; Explore Lompoc; the Santa Barbara County Public Works Department; SBBike; members of other partnering organizations; and community members in support of walking and biking. It also included developing a system for planned project prioritization. Throughout the development of the plan, the City endeavored to reach public users of the transportation system to gather priorities, feedback, and relevant data through a multifaceted approach.

This City of Lompoc Pedestrian and Bicycle Master Plan was developed from 2019 to 2020 by the City of Lompoc, Department of Public Works, Engineering Division, in coordination with plan stakeholders and interested residents. This plan is intended to fulfill the requirements of California Streets and Highways Code Section 891.2 and California Transportation Commission, 2019 Active Transportation Program Guidelines. These two documents align on most of their components. Where they differ is the State Streets and Highways Code Section 891.2 is only concerned with Bicycle Transportation Plans. See Appendix D for further comparisons, and for locations within this plan where each specific clause is met. This plan also serves as a guide for the public, summarizing the City's existing and proposed pedestrian and bicycle transportation facilities

Relationships to Local and Regional Plans

The City of Lompoc Pedestrian and Bicycle Master Plan was prepared to be consistent with the latest adopted Circulation Element of the City of Lompoc's 2030 General Plan, as well as SBCAG's "Fast Forward 2040" Regional Transportation Plan, SBCAG's "Regional Active Transportation Plan", August 20, 2015, Caltrans' "Toward an Active California, State Bicycle & Pedestrian Plan," May 2017, and other applicable transportation planning documents.

<u>City of Lompoc 2030 General Plan – Circulation Element</u>

The City of Lompoc Pedestrian and Bicycle Master Plan is consistent with the City of Lompoc General Plan, and with particular focus on the Circulation Element. The Circulation Element within the General Plan includes the following goals related to pedestrian and 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.

2. Minimize the public's exposure to circulation-related noise and safety hazards.

3. Maximize the use and convenience of alternative transportation modes to reduce reliance on automobile use and reduce the associated vehicular traffic-related emissions.

4. Protect and enhance the visual quality of Lompoc's circulation system.

Through meeting these goals, the City of Lompoc seeks to develop a network of safe, attractive and convenient walking and bicycling facilities that will encourage the community to use these forms of transportation.

SBCAG "Fast Forward 2040" Regional Transportation Plan

In August of 2017 SBCAG produced Fast Forward 2040 as an update to their Regional Transportation Plan (RTP) and Sustainable Communities Strategy adopted in 2013. This iteration of SBCAG's RTP analyzes existing land use and travel patterns, factors in growth, and presents a way forward that meets the region's goals in addition to meeting the State's greenhouse gas reduction targets. The RTP's goals promote increasing mobility and system reliability, while ensuring environmental, social equity, public health and safety, and economic objectives are also met. The initiatives set forth in SBCAG's RTP parallel the intent of this Pedestrian and Bicycle Master Plan.

SBCAG "Regional Active Transportation Plan," 2015

In August of 2015 SBCAG adopted its Regional Active Transportation Plan, A Plan to Enhance Bicycle and Pedestrian Infrastructure in Santa Barbara County. The goals of SBCAG's ATP include enhancing mobility, increasing connectivity, promoting equity among all users, and improving safety and public health. Although the goals are not specifically the same, Lompoc's Pedestrian and Bicycle Master Plan, will effectively meet the goals of the regional ATP. Both plans are designed to meet the California Transportation Commissions ATP Guidelines. In meeting these guidelines, Lompoc's Pedestrian and Bicycle Master Plan is consistent with SBCAG's Regional Active Transportation Plan.

City of Lompoc 2008 Bicycle Transportation Plan

In November of 2008 the City of Lompoc completed the City of Lompoc Bicycle Transportation Plan. This plan was coordinated with the Santa Barbara County Association of Governments (SBCAG) and Caltrans, Headquarters Division of Local Assistance, Bicycle Facilities Unit. Its main intent was to enable the City to be eligible for California Bicycle Transportation Account (BTA) funding by fulfilling the requirements of

California Streets and Highways Code Section 891.2. The 2008 Plan has also served as a guide for the public, summarizing the City's existing and proposed bicycle transportation facilities.

Other Studies Supporting Active Transportation in Lompoc

In the past decade there have been several studies and reports that paint a picture of the current state of walking and biking in Lompoc. One such report, published in 2010, is called Lompoc School Walkability Assessments. That report was prepared by California Walks and Santa Barbara Walks for Healthy Lompoc. The report assessed the walkability around four Lompoc public schools. In general the recommendations included elimination of all gaps in sidewalks, construction of curb ramps where none exist, increased visibility of crosswalks and school zone signage, construction of additional bicycle infrastructure, improved safety measures at crossings and signals on Ocean Ave and H Street, and improved park connectivity. Specific recommendations within that report are further reiterated later within the recommendations section of this plan.

In May 2010, the Technology Transfer Program of the Institute of Transportation Studies (ITS) at the University of California, Berkeley published its final report for its Traffic Safety Evaluation completed in Lompoc. The recommendations of that evaluation are technical in nature, including changes in signal timings, sign sizes, intersection configurations, etc. Although these recommendations help to provide safety, they are more geared toward providing restrictions to vehicular travel, as opposed to providing more freedom for bicyclists and pedestrians.

A recent report, published in June 2017 and titled *Recommendations to Improve Pedestrian & Bicycle Safety in Lompoc*, co-facilitated by California Walks in conjunction with UC Berkeley's Safe Transportation Research and Education Center (SafeTREC), documents the outcomes of a community-driven pedestrian and bicycle safety action-planning workshop along two key City pedestrian routes. The purpose of this workshop was to improve pedestrian safety, bicycle safety, walkability, and bikeability in Lompoc. The recommendations of that report are also revisited later within the Recommendations section of this plan.

Environmental Review

Master Plan Environmental Review

This Pedestrian and Transportation Bicycle Master Plan has been reviewed pursuant to CEQA as a Concept and Feasibility Planning Document, and has been determined to be Statutorily Exempt pursuant to CEQA, 15262 Feasibility and Planning Studies. This Master Plan is a concept plan only and identifies potential pedestrian and bicycle improvements within the City of Lompoc and its environs, which are not to be approved, adopted, or funded as a part of the acceptance of this plan. This plan will not have a legally binding effect on future actions by the Planning Commission or City Council, but identifies potential desirable pedestrian and bicycle improvements that would benefit Lompoc's residents and increase multi-modal transportation opportunities.

Future Project Environmental Review

Each individual pedestrian or bicycle oriented project will be required to undergo environmental review pursuant to CEQA, and NEPA as applicable, and individual project approval by the City Council, as applicable, at the time of project development and implementation.

All projects undertaken south of the Centerline of Olive Avenue will be reviewed pursuant to the City's Municipal Code and Cultural Resources Overlay, and will at a minimum, be conditioned to have a qualified archaeological monitor present to observe all ground-disturbing work.

All projects shall comply with the City's Storm Water Management Ordinance and applicable portions of the related Post-Construction Requirements for Storm Water Infiltration.

Benefits of Walking and Biking

As alternatives to traveling by vehicle, walking and biking (aka active transportation) can be a benefit in so many ways. Walking and bicycling are excellent ways to maintain physical health. Both raise the heart rate and increase the amount of calories burned, and are two of the most common forms of casual exercise. Active transportation is also beneficial because every mile traveled walking produces about 1/20 of the carbon dioxide that driving does. Biking produces about half that. So the carbon footprint due to choosing active transportation is minimal and the environment impact is significantly decreased as well. There are also economic benefits, although these are less apparent on a larger scale. The economic benefits are more apparent on a personal level. Considering that gasoline is not needed for walking and biking, the petroleum industry will not be where economic savings are celebrated. Those benefits are celebrated by the pedestrian and the bicyclist.

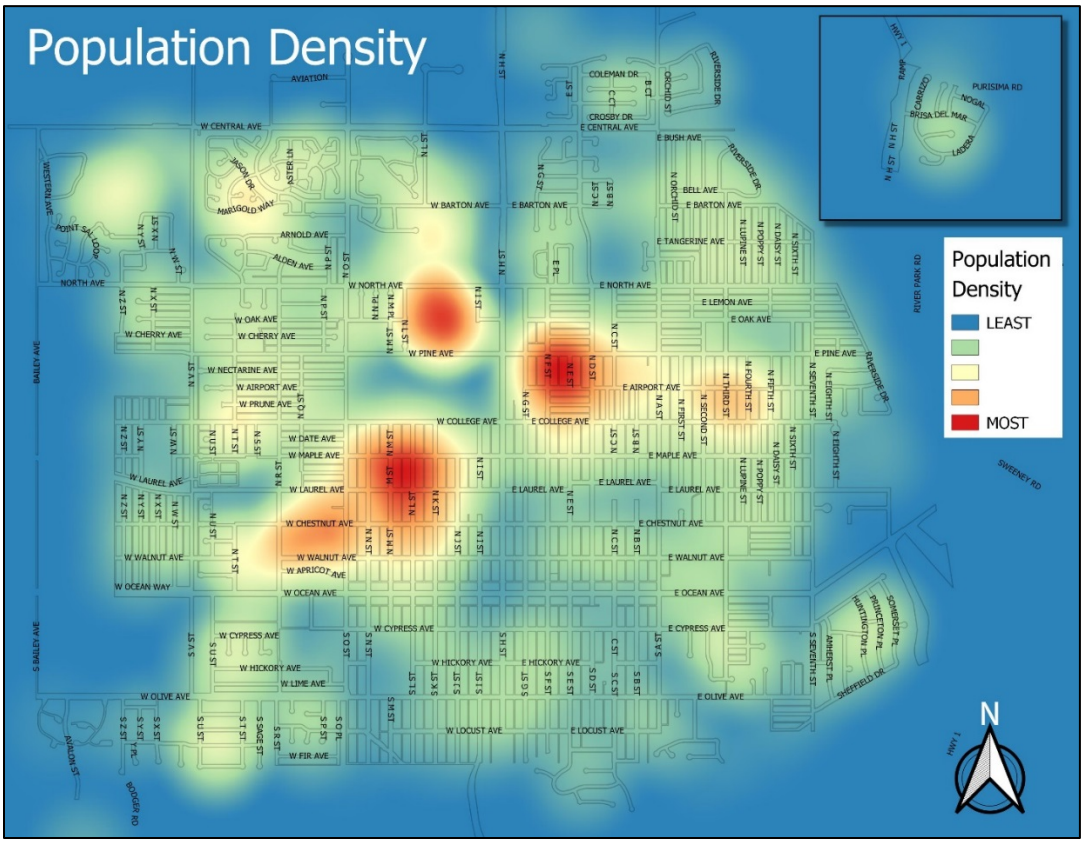


Figure 1 - City of Lompoc, Population Density (U.S. Census Bureau)

Solutions to Societal Challenges

Lompoc has a disproportionate low income population, with 21% living below the poverty line according to the U.S. Census Bureau. Figure 1 above, produced by the City's GIS Division, is a heat map with the highest population density shown in red while changing gradually in color to blue for low population density. It can be implied that high population density equates to lower income families and individuals with a higher probability of not owning an automobile, and a greater dependency on alternative transportation modes such as walking and biking. Improvements for sidewalks, curb ramps, bikeways, and crosswalks in these areas are prioritized in the recommendations section of this Plan.

Right Path

In moving toward a safer, more convenient transportation system for all users, the City is progressing in the right direction. The City of Lompoc provides functional facilities for pedestrians and bicyclists, and is moving forward to complete those areas where these facilities are incomplete. One of the objectives of this Plan is to create a planning framework that will assist in completing and maintaining these facilities indefinitely.

It is City policy that all new developments are required to ensure active transportation is addressed, so the problem of missing infrastructure will not increase as the City grows. This Master Plan has the potential to guide the process that will give the City a safer and more convenient transportation system in the years to come.

II. Existing Conditions

Existing Land Use

Lompoc's commercial sector is primarily concentrated along "H" Street, Ocean Avenue, and Central Avenue (see Appendix E below showing general existing land use patterns). Schools and residential areas are evenly spaced throughout the City. Most major retail stores like Wal-Mart, Ross, and Albertsons 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, the Hospital and U.S. Post Office are located near Ocean Avenue, on the south side of the City.

Lompoc's General 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
- Imerys Minerals
- Retail Operators: Wal-Mart, Albertsons, Vons, Home Depot, etc.
- Entrepreneurs, especially boutique winemakers and more recently, cannabis industry businesses.

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 2010 Census with an average positive growth of 0.5 percent per year. The relatively affordable housing compared to the rest of Santa Barbara County has led the City to become a source of housing for many who commute long distances. According to the U.S. Census Bureau, Lompoc residents travel an average of 24.6 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 below in the Public Transit System section of this chapter, each of the transit services from Lompoc offer a few spaces for bicycles to be carried on the bus.

Demographics

According to data available from the U.S. Census Bureau, the city population is estimated to be 43,542 with 31.7% being white, 56.7% Hispanic or Latino, 7.4% mixed race, 5.1% Black or African American, 3.3% Asian, 1.9% Native American & Native Alaskan, and 0.3% Native Hawaiian & Other Pacific Islander. Approximately 8% of the residents are below the age of five (5), 27.6% are below the age of 18, and 10.6% are over the age of 65. It is also estimated that 46.7% of residents are female. The national median household income for the years 2013-2017 is $49,074. Lompoc's average per capita income for 2017 was $21,316, putting 20.8% of Lompoc households below the poverty line. One other set of statistics that helps define the average income level here in Lompoc is that 81% of students within the City are eligible for the Free or Reduced Price Meal program, and 71% are eligible for free meals.

Roadway Network

The City's roadway network is populated by around 100 miles of roads and about 30 miles of alleys. Of those 100 miles of roads, there are approximately 11 miles of arterials, 21 miles of collectors, and 68 miles of residential or local roads. The grid layout shown in Figure 2 below allows for through travel on the majority of Lompoc's roads. Although this provides a greater number of possible routes and greater convenience, it does not lend itself to safer routes for pedestrians due to the higher traffic and greater

speeds on those routes where through traffic is possible. Current practice for residential neighborhood design is to reduce the number of through streets by creating multiple cul-de-sacs when possible. This can be seen in several of the subdivisions that border the outer edges of the City. Current policy dictates this type of design, as it allows for slower and reduced traffic in new residential neighborhoods and therefore fewer collisions with residents using active transportation modes of travel.

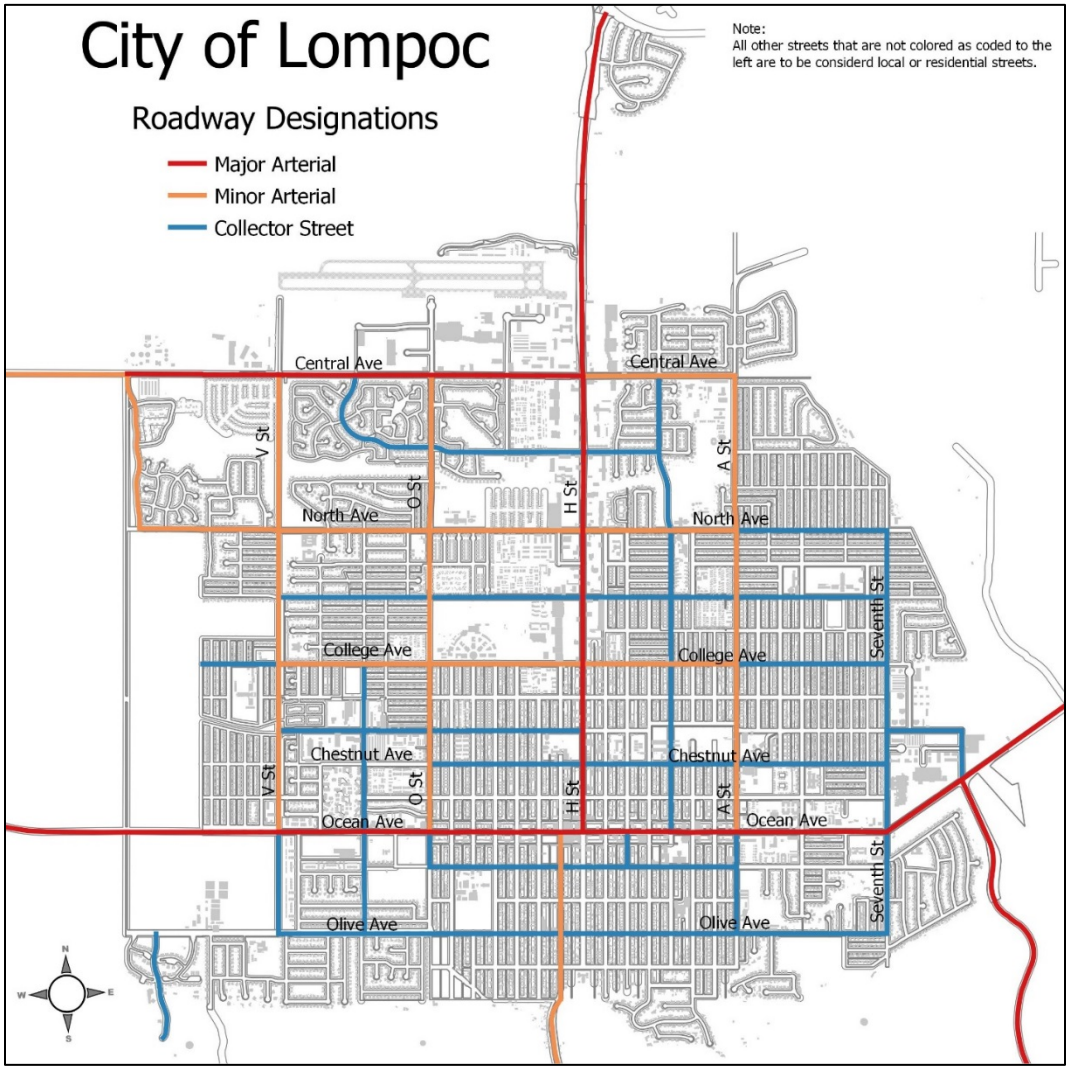


Figure 2 - City of Lompoc, Roadway Designations

Pedestrian Network

Including Caltrans right of way, there are about 155.1 miles of sidewalks within the City limits, and 14.2 miles of missing sidewalks. That puts Lompoc around 92% complete for sidewalks on both sides of the road. There are 277 crosswalks in Lompoc, seven (7) of which have bulb-outs, with three (3) of those having flashing beacons. Those crosswalks having bulb-outs, or bulb-outs with flashing beacons are located adjacent to local schools. Lompoc High School has a crosswalk with bulb-outs and flashing beacons for the College Avenue crossing at M Street. La Canada Elementary has a crosswalk with bulb-outs and flashing beacons as well for the North Avenue crossing at L Street. La Honda has the remaining

crosswalk with bulb-outs and flashing beacons. That one provides an improved-visibility crossing on A Street at Barton Avenue. The crosswalks with bulb-outs only are located at Clarence Ruth Elementary, Fillmore Elementary, Arthur Hapgood Elementary, and Lompoc Valley Middle School and all provide a crossing near the front entrance to each school. The City's Transit Transfer Center is located on the north side of Cypress Avenue between I Street and J Street.

Pedestrian facilities providing access to the Transit Transfer Center include brick paver sidewalks, curb ramps, and crosswalks. Maps showing all existing pedestrian infrastructure can be found in Appendix E.

Bicycle Network

Figure 3 - City of Lompoc Bikeway Network

As illustrated in Figure 3 above, Lompoc already has a robust bicycle network. There are 5.58 miles of paved off-street paths (Class 1 Bikeways), 20.42 miles of on-street bike lanes (Class 2 Bikeways), and 2.1 miles of shared use bike routes (Class 3 Bikeways). Excluding the state highways along Ocean Avenue and H Street, our class 2 bikeways are generally located along our arterials and collectors. It is along these routes that the City's transit system can be found as well. So, nearly all of the City's transit hubs, major and minor, are served by its bicycle transportation facilities.

With the exception of Clarence Ruth and Miguelito Elementary Schools, all major public schools have a Class 2 bikeway along the front of the complex/facility. For Clarence Ruth and Miguelito, a Class 2 bikeway comes within a block of those schools.

Public Transit System

Within the greater Lompoc area, City of Lompoc Transit (COLT) directly provides public transit service to the City of Lompoc, Vandenberg Village, Mesa Oaks, and Mission Hills. The City also contracts with Road Runner Management Services to operate both fixed-route and ADA complementary paratransit services.

In addition to the local bus service, and in coordination with other public bodies, COLT, provides a regional express route called the Wine Country Express. The Wine Country Express provides a link to Buellton and Solvang to the northeast. The Santa Barbara County Association of Governments (SBCAG) operates the Clean Air Express service, which provides a connection between Lompoc and Santa Barbara to the southeast. A connection to Santa Maria to the north is provided by Santa Maria's Breeze Bus line. That route offers stops at both Vandenberg Village and Vandenberg AFB.

Figure 4 - Transit Transfer Center, City of Lompoc

COLT operates a fleet of 13 buses for fixed-routes service. All vehicles are equipped with wheelchair lifts and bicycle racks that hold up to 2 bicycles. Bus stops on the local routes are strategically located so they can be reached within a 5 minute walk from anywhere in the City.

Transportation Mode Share

Based upon data from the Safe Routes To School (SRTS) Teacher Tally, the U.S. Census Bureau, and the Community Survey undertaken for this plan, the tables and charts below report values for mode share in absolute numbers and as a percentage of all trips. Accuracy of the Community Survey decreases dramatically once the percentages are applied to the total general population as can be seen when comparing the work commute mode share for biking with the community survey values. Generally, those residents that are not interested in biking and walking chose not to complete the survey and therefore data for that demographic is not available. The Teacher Tally however was performed on a captive audience, so can be taken as more accurate. The census data would be more accurate as well due to The U.S. Census Bureau's method of going door to door and surveying as much of the population as possible.

California Longitudinal Pupil Achievement Data System (CALPADS) reports a total of 5,915 students total for the 2017/2018 school year. To and from school, this would be 11,860 trips total for Lompoc school age children from Kindergarten to 12th grade. The table and graph below show the City's mode share for kindergarten through 12th grade to-and-from school commute.

SRTS Data	Walking	Biking	Bus	Vehicle	Assumptions/Sources
Kindergarten - 12th Grade					
To School (%)	27%	4%	2.2%	67%	SRTS Teacher Tally data
(trips)	1,597	237	130	3,963	Based on 17'/18' enrollment
From School (%)	34%	3%	3.3%	60%	SRTS Teacher Tally
(trips)	2,011	177	195	3,549	Based on 17'/18' enrollment
Composite Mode Share (%)	**30%**	**3%**	**3%**	**63%**	
Total (trips)	**3,608**	**414**	**325**	**7,512**	**11,860**

Table 1 - City of Lompoc, SRTS K – 12th Mode Share

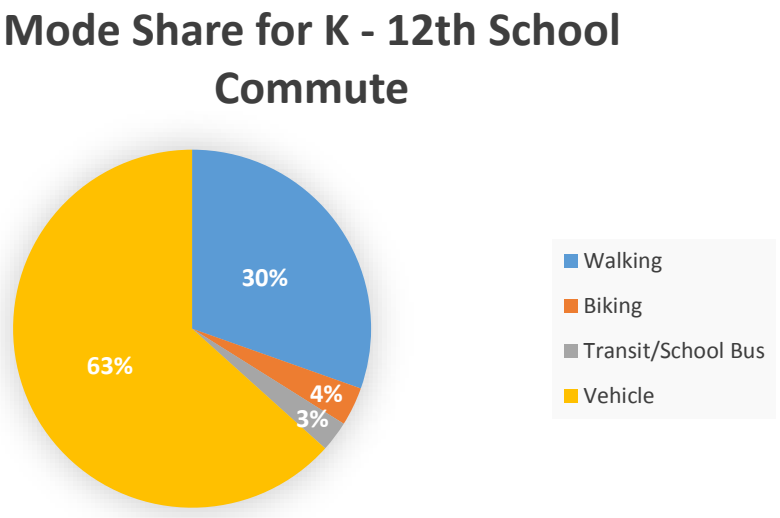


Figure 5 - City of Lompoc, SRTS K – 12th Mode Share

The following table and chart show percentages available from the U.S. Census Bureau regarding Lompoc's 2017 worker commute. Values for number of trips were obtained by applying those percentages toward the portion of the residents employed, and then doubled for the to-work and from-work trip.

Mode Share Work Commute	Percent	Total (trips)
Public Transit	5%	2,493
Worked At Home	3%	1,754
Drove Alone	69%	35,837
Motorcycle	0%	21
Bicycle	1%	542
Carpooled	17%	9,067
Other	1%	294
Taxi	0%	15
Walked	4%	1,966
Total		**51,989**

Table 2 - City of Lompoc, U.S. Census Work Commute Mode Share

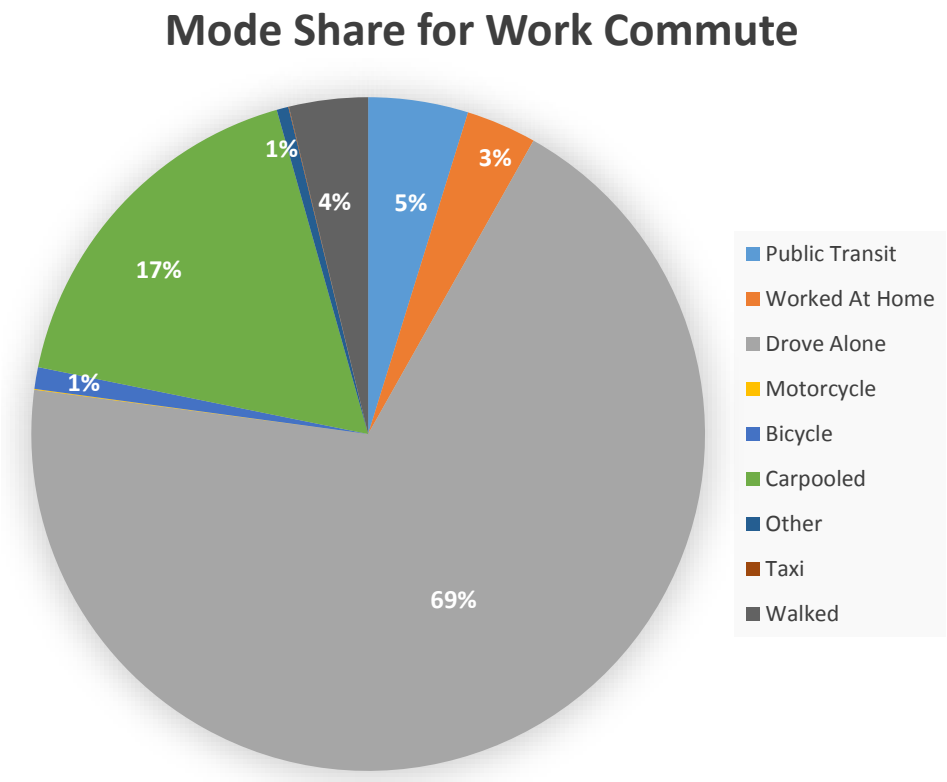


Figure 6 - City of Lompoc, U.S. Census Work Commute Mode Share

As described briefly above, the Community Survey ended up with potentially biased data leaning toward walking and biking modes heavily due to demographic of those residents willing to complete a survey with a focus on walking and biking. For comparison those values are shown in the table below.

Community Survey Data	Walking	Biking
To and From Work (%)	9%	6%
(trips)	4,246	2,848
To Get to Transit (%)	3%	1%
(trips)	1,902	885
Shopping, Errands, Dining (%)	15%	6%
(trips)	11,649	4,248
Leisure, Exercise (%)	36%	13%
(trips)	15,855	11,062
Walk Dog or Pet (%)	31%	0%
(trips)	11,772	0
Worship or Events (%)	5%	2%
(trips)	4,055	2,037
Visit Family or Friends (%)	12%	5%
(trips)	10,381	4,333
Total Trips	**63,469**	**25,827**

Table 3 - City of Lompoc PBMP Community Survey Mode Share

Just to highlight the variation described above, take a look at the values for those biking to work for the U.S. Census data.

Increases in the walking and biking values above are expected with each walking and biking infrastructure project completed.

Pedestrian and Bicycle Collisions

Pedestrian and Bicycle collision data is collected by California Highway Patrol and maintained and made available within the Statewide Integrated Traffic Records System (SWITRS). As shown on the collision map below, for the past 10 years, pedestrian and bicycle collisions are occurring on the higher volume streets such as arterials with greater frequency than other locations. Along State Highways 1, and 246, we are having the greatest issues with collisions.

Over this time period, there have been 125 vehicle/pedestrian collisions and 159 vehicle/bicycle collisions, totaling to 284 active transportation collisions of 2,727 total within the City. So, 10.4% of all collisions in Lompoc over the last 10 years have been collisions involving a vehicle and either a pedestrian or a bicyclist. Of these 284 collisions, 6 were fatal. One of these fatalities was a bicyclist, with the other 5 being fatal vehicular collisions with pedestrians. Two of these pedestrians were in wheelchairs. Of the 284 collisions, 56 produced a severe injury. Of the 125 pedestrian collisions, 44 were found to be the fault of the pedestrian. Of the 159 bicycle collisions, 54 occurred with the bicyclist traveling on the wrong side of the road.

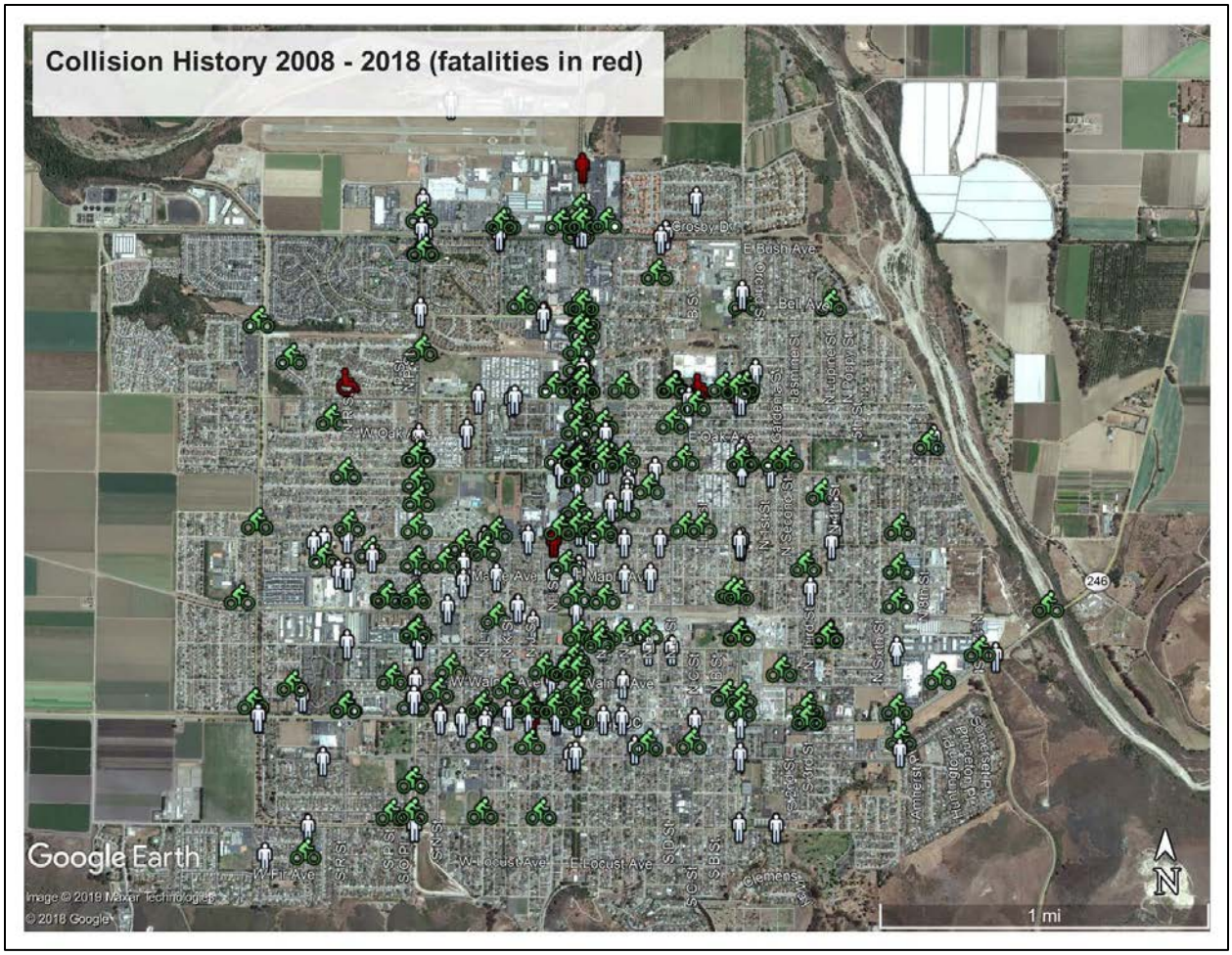


Figure 7 – 10-Year Pedestrian and Bicycle Collision History

The Office of Traffic Safety maintains another set of data that describes collisions in a way that ranks cities by the number of collisions per capita amongst cities of similar population size. A ranking of 1 indicates that the number of collisions per capita is the highest among similarly sized California cities. Below is a heat table showing Lompoc's rankings for the years 2009 to 2016. It should be noted that the predominant red color across the board is an indication that Lompoc ranks above average regarding pedestrian and bicycle crashes when compared to other cities of similar population.

Type of Collision	2009	2010	2011	2012	2013	2014	2015	2016
	OTS Ranking (of 98)	OTS Ranking (of 93)	OTS Ranking (of 94)	OTS Ranking (of 92)	OTS Ranking (of 92)	OTS Ranking (of 89)	OTS Ranking (of 93)	OTS Ranking (of 94)
Pedestrians	24	23	15	7	18	44	32	9
Pedestrians < 15	77	22	61	8	9	89	14	3
Pedestrians 65+	49	71	15	20	37	49	23	10
Bicyclists	14	7	22	8	22	5	36	10
Bicyclists < 15	12	5	8	56	46	3	31	4

Table 4 - 2009 – 2016 Office of Traffic Safety, Ped & Bike Collision Ranking Heat Table

The below graph shows collisions by year.

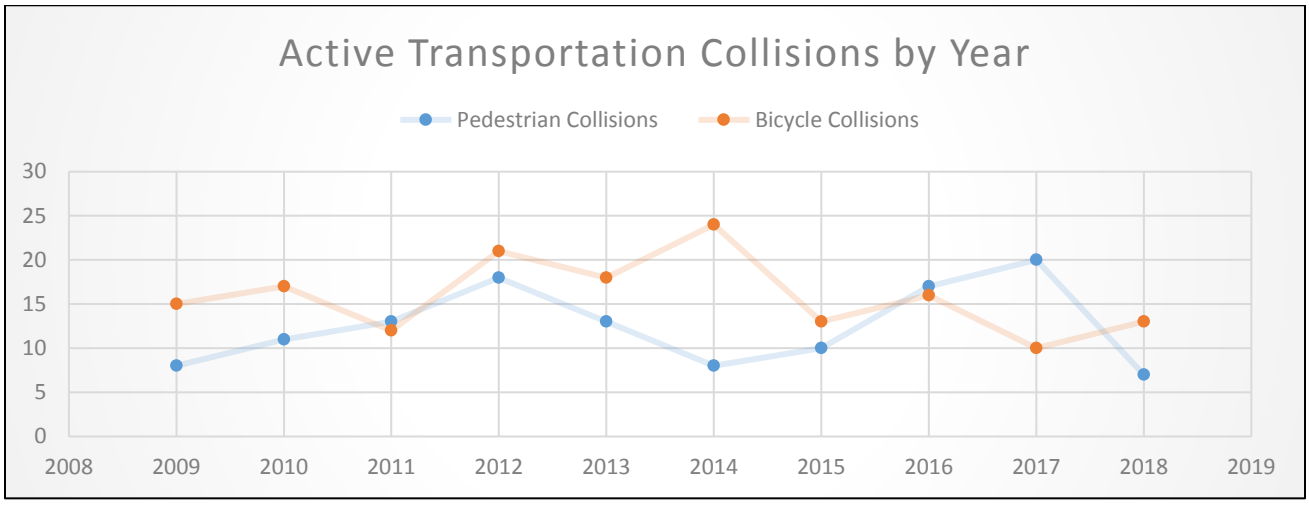


Figure 8 - AT Collisions, By Year & Type, SWITRS, California Highway Patrol

Existing & Proposed Biking Amenities

Besides the transportation facilities that bicyclists travel along, many other facilities are necessary to provide the bicyclist with a more complete bicycle transportation system. End-of-trip facilities for the bicycle and the bicyclist, on-the-go repair facilities, and bicycle transportation for multimodal travel provide an increase in convenience that helps make riding a bike the preferred choice.

End-of-trip facilities are beneficial because they provide bicycle commuters a storage facility, a place to shower, a place and tools to repair their bike, and changing rooms at the end of their bike trip. End-of-trip facilities are usually 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, available to the public for bicycle commuter use; however, such facilities may 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) 875-8035. 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 Biking Amenities map in Appendix E.

Parks:

- John-Mansville Park – West Ball Field – bike racks

Local Businesses:

- 99¢ Store – bike racks
- Agatha's Grooming – bike racks
- Albertsons – bike racks
- American Combative Kenpo – bike racks
- Big 5 Sporting Goods – bike racks
- Chiles Y Botanas Fam. Meza – bike racks
- Chumash Casino Private Parking (near Pali Winery) – bike racks (for employees only)
- Circle K (7th & Ocean) – bike racks
- College Shopping Center – bike racks
- Conserv Fuel Station – bike racks
- CVS Pharmacy – bike racks
- DenMat Holdings – bike racks
- Foods Co – bike racks
- In Shape City – bike racks
- Marshalls – bike racks
- Mi Amore – bike racks
- Michaels – bike racks
- O'Rielly's Autoparts Store – bike racks
- Perry's Autoparts Store – bike racks
- Pilates Pacifica – bike racks
- Pizza Hut – bike racks
- Planet Fitness – bike racks
- Plaza De Oro – bike racks
- Ross – bike racks
- Round Table Pizza/Subway – bike racks
- Southside Coffee – bike racks
- Starbucks (Ocean Ave) – bike racks
- Subway (One on Central, and one on East Ocean) – bike racks
- Surf Connection – bike racks
- USA Mini Mart – bike racks
- Vons – bike racks
- Wal-Mart – bike racks

Public Facilities:

- Anderson Recreational Center – Front door – bike racks
- Aquatic Center –North side of skate park fence – bike racks

- Lompoc Valley Chamber of Commerce – bike racks
- City Hall – Front door – bike lockers
- DeWees Community Center – bike racks
- Hospital – Front – bike racks
- Library – Front & back – bike racks
- Lompoc Airport – bike locker
- Post Office – bike racks (for employees only)
- Transit Transfer Center w/ Park-n-Ride lot (Cypress Ave, between I St and J St) – bike lockers
- Youth Mens Christian Association (YMCA) – bike racks

All public school complexes in the City of Lompoc provide bike racks for the student's use.

Bicycle Fix Stations with tools and a bike pump are available near the front door of the Police Department, the front door of the Library, and just outside the northeast corner of the Skate Park located immediately south of the Lompoc Aquatic Center in College Park.

The City has created policies to ensure future growth in the City does not leave behind efforts to create a more bicycle friendly environment. Lompoc Municipal Code 17.308.050 requires new developments to provide a minimum of two (2) bicycle parking spaces or 5% of the required off-street parking spaces, whichever is greater, for all uses other than single-family residential. The space must include a permanent stationary parking device which is adequate to secure bicycles, having a space of at least 3' x 6', and be located as approved by City staff during building plan review.

Proposed Biking Amenities include providing bicycle parking at all public parks with the exception of John-Mansville Park, strategically placed bike racks at the Transit Transfer Center, and refurbishment of tools at the bike fix stations (see recommendations chapter for further detail).

III. Community Engagement

Stakeholder Participation

Early in the Plan's creation, potential stakeholders were contacted and offered the opportunity to play a larger role in helping the City create this Plan. Stakeholders were selected from and include members of local organizations in support of walking and biking, governmental entities at the local regional and state levels, other City divisions, local schools and the school district, and members of the public who would like to help by doing more than just submitting a survey.

Stakeholders were invited to the Stakeholder Kickoff Meeting in May of 2019. At the meeting, the Plan goals and objectives were discussed in addition to opening the floor to comments and suggestions for walking and biking improvements. The City provided maps and stakeholders were encouraged to draw in improvements that they felt are needed. These same maps were used at subsequent public events where residents were offered the same opportunity.

Towards the end of the Plan's creation, stakeholders were again engaged and provided the opportunity to review and comment on the draft Pedestrian and Bicycle Master Plan.

Public Outreach & Participation

A community survey was created and distributed to four public locations, as well as placed online for greater dissemination, and ease of completion and submittal. A Spanish version of this survey was also created and also placed online. In addition, the Lompoc Unified School District added the URL for both versions to their website.

The local news station, KCOY did a story on July 9th and again on August 26th. Additionally, The Lompoc Record published an article, further spreading the word about the City's effort. Later in the summer a Spanish version of the survey was created so that the School District could legally disseminate the survey. The second televised story was prompted due to the creation and distribution of the Spanish version of the survey

Several posts asking residents to complete the survey were placed on The City of Lompoc's Facebook page. These posts increased the number of survey responses each time they were posted.

Figure 9 - Plan Promotion at the Flower Festival

There were several events where the City hosted information booths to promote the Plan and understand the interests and concerns of the community regarding walking and biking. We were present at the Flower Festival, and two Old Town Market Events. Interested members of the public were spoken with and asked if they would like to complete our survey. Maps of our pedestrian and bicycle networks were available on booth tables so the public could graphically show improvements they believed would make walking and biking safer and more convenient. For the final Old Town Market event on August 16th, 2019, the City of Lompoc partnered with Caltrans District 5 to promote the Active Transportation Program and encourage walking and biking in the community. The following poster was displayed at our events and has scannable QR codes that linked to both the Surveymonkey® plan survey and the plan webpage further described below.

Figure 10 - Plan Promotion at Old Town Market w/ Caltrans

Figure 11 - Community Event Pedestrian and Bicycle Master Plan Poster

The Pedestrian & Bicycle Master Plan webpage was added to the City's website informing interested residents and providing links to the Community Survey, maps of the City's pedestrian and bicycle infrastructure, the City's General Plan Circulation Element, and the brochure for this pedestrian and bicycle plan.

Survey and Map Results

A survey of 20 questions was created and input into Survey Monkey. Hardcopies were also circulated for those respondents that preferred a non-electronic format. Between the two the City received 468 completed surveys which is over 1% of the city population.

Question 1 gives an indication of whether the respondent is a resident of Lompoc.

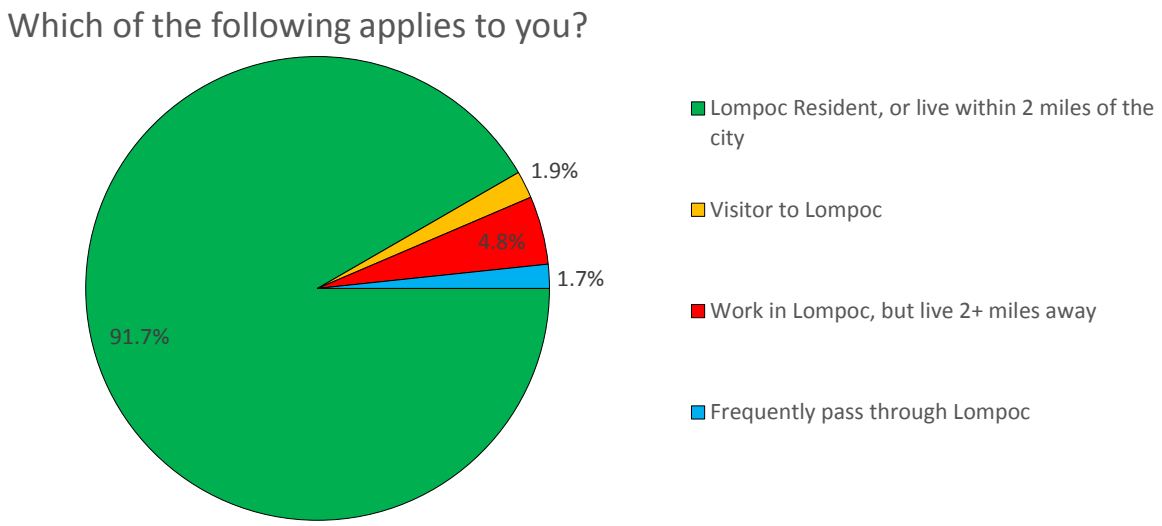


Figure 12 - PBMP Survey, Question 1, Residency

Question 2's focus was on age. The data gives some perspective on the age range that this survey appealed to most.

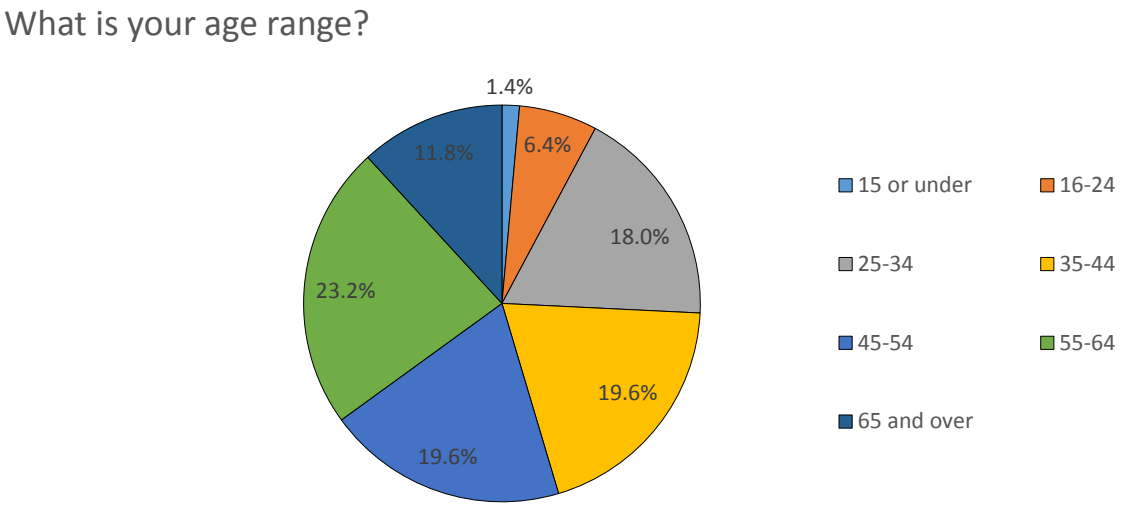


Figure 13 - PBMP Survey, Question 2, Age Range

Question 3 asked respondents how they currently travel within the City. From the responses it can be concluded that Lompoc is a multimodal community, with around half of those who drive also walking as a general mode of travel. With 37% of respondents biking, at least the sample set is on par with other cities that are looked upon with pride by those who are proponents of Active Transportation.

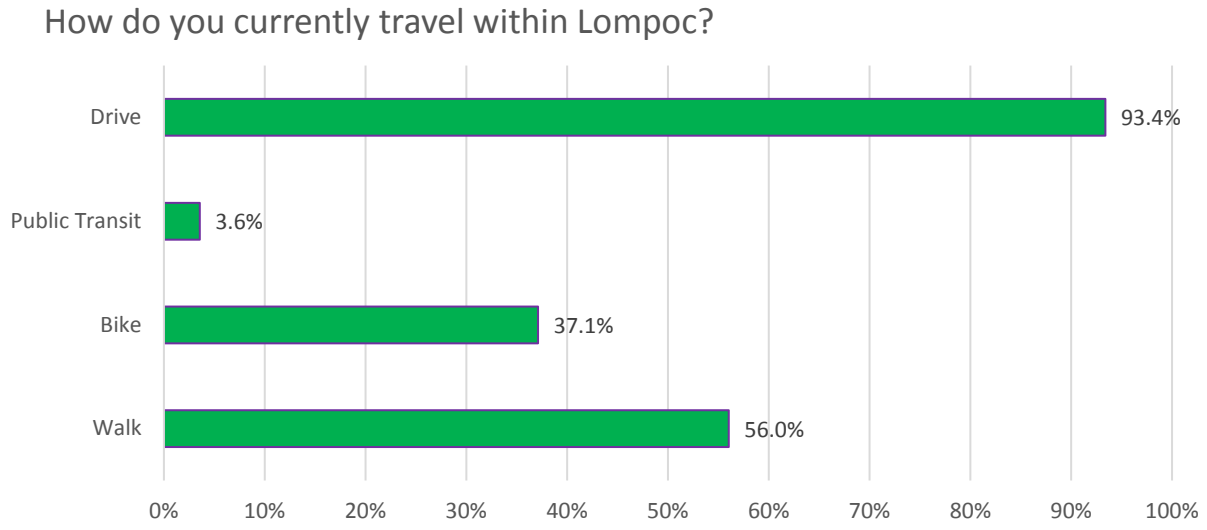


Figure 14 - PBMP Survey, Question 3, Travel Modes

Question 4 was a multipart question regarding how often survey respondents walk to get to eight (8) different general destinations. Leisure, exercise, and pet walks appear to be the most predominant motivation to walk daily, weekly, or monthly. The data for question 4 is summarized in the table below.

On average, how frequently do you WALK in Lompoc for the following reasons?						
	DAILY	**AT LEAST ONCE A WEEK**	**AT LEAST ONCE A MONTH**	**MAYBE ONCE A YEAR**	**NEVER**	**TOTAL**
Go to school	12.7%	5.5%	3.0%	2.5%	76.2%	
	46	20	11	9	276	362
Go to work	8.4%	6.2%	4.9%	7.3%	73.2%	
	31	23	18	27	271	370
To get to transit	2.0%	2.6%	4.0%	4.9%	86.5%	
	7	9	14	17	301	348
Shopping, errands, dining	11.0%	25.4%	23.9%	10.5%	29.6%	
	43	99	93	41	116	390
Leisure, exercise	30.6%	36.3%	17.4%	4.4%	11.3%	
	125	148	71	18	46	408
Walk dog or pet	28.9%	15.7%	4.9%	2.6%	47.9%	
	112	61	19	10	186	388
Worship or events	2.2%	14.0%	14.3%	12.6%	57.0%	
	8	52	53	47	212	372
Visit family or friends	7.6%	25.5%	20.2%	8.6%	38.1%	
	30	101	80	34	151	396

Table 5 - PBMP Survey, Question 4, Walking Frequency

Question 5 asks about respondents typical walk distance.

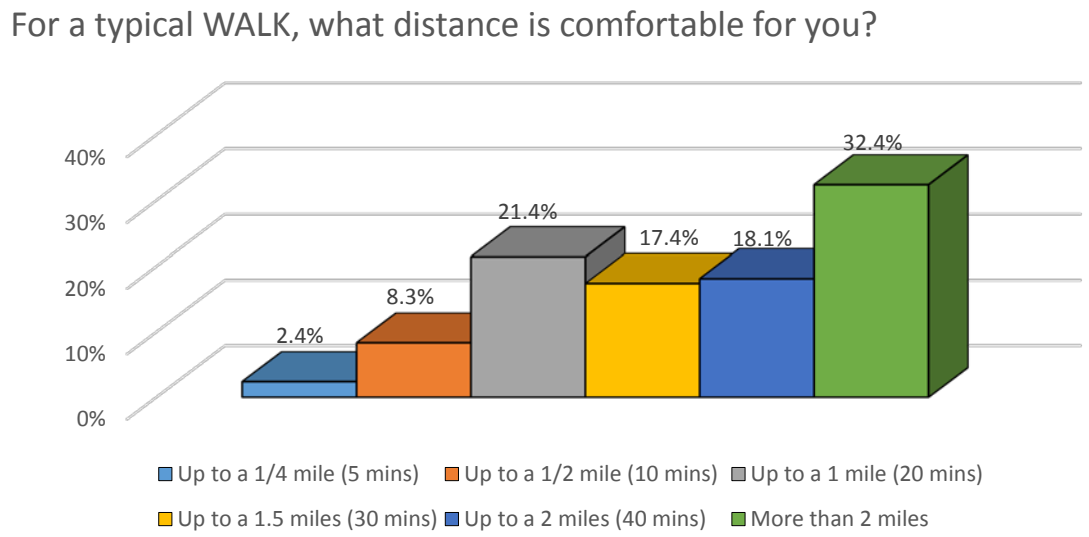


Figure 15 - PBMP Survey, Question 5, Walking Distance Comfort

Question 6 presents several reasons why someone would not walk more frequently in Lompoc and provides the opportunity to rate the reason as major, minor, or not a reason.

How would you rate the following reasons you do not WALK in Lompoc more frequently?				
	MAJOR REASON	**MINOR REASON**	**NOT A REASON**	**TOTAL**
Traffic is too fast and/or heavy	26.6%	28.6%	44.8%	
	107	115	180	402
Sidewalks, paths, or crossings missing or in poor condition	39.8%	32.9%	27.3%	
	163	135	112	410
Weather	10.6%	32.2%	57.3%	
	42	128	228	398
Darkness	30.5%	32.5%	37.0%	
	121	129	147	397
Concerned about personal security or safety	52.5%	30.0%	17.5%	
	213	122	71	406
Need to transport other people and/or things	32.3%	24.5%	43.3%	
	129	98	173	400

Table 6 - PBMP Survey, Question 6, Reasons Respondents Do Not Walk

As can be seen in the data above, survey respondents are mostly concerned with personal security and safety.

Question 7 is another multi-tier question providing data on how often survey respondents bike to get to certain general destinations.

On average, how frequently do you BICYCLE in Lompoc for the following reasons?	DAILY	AT LEAST ONCE A WEEK	AT LEAST ONCE A MONTH	MAYBE ONCE A YEAR	NEVER	TOTAL
Go to school	3.3%	4.3%	2.8%	3.1%	86.5%	
	13	17	11	12	339	392
Go to work	5.3%	5.6%	5.8%	6.3%	76.9%	
	21	22	23	25	303	394
To get to transit	1.0%	0.5%	2.1%	1.0%	95.4%	
	4	2	8	4	370	388
Shopping, errands, dining	3.8%	10.8%	9.3%	8.0%	68.1%	
	15	43	37	32	271	398
Leisure, exercise	8.9%	21.0%	22.9%	9.2%	38.1%	
	37	87	95	38	158	415
Worship or events	1.5%	4.3%	5.1%	6.4%	82.6%	
	6	17	20	25	323	391
Visit family or friends	3.0%	10.9%	11.9%	8.5%	65.7%	
	12	44	48	34	264	402

Table 7 - PBMP Survey, Question 7, Biking Frequency

Question 8 asks how far the respondent's typical bike ride is when biking for transportation.

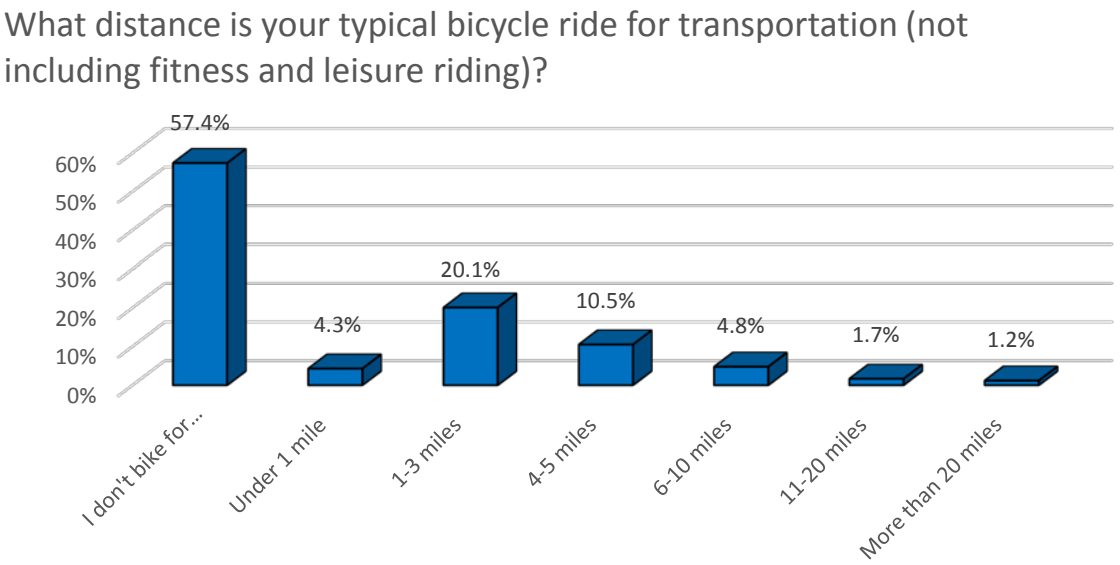


Figure 16 - PBMP Survey, Question 8, Biking Distance - Commute

Question 9 asks how far the respondent's typical bike ride is when biking for fun and/or fitness. The data for the survey responses is an indicator for the abundance of avid bicyclists who participated in the survey.

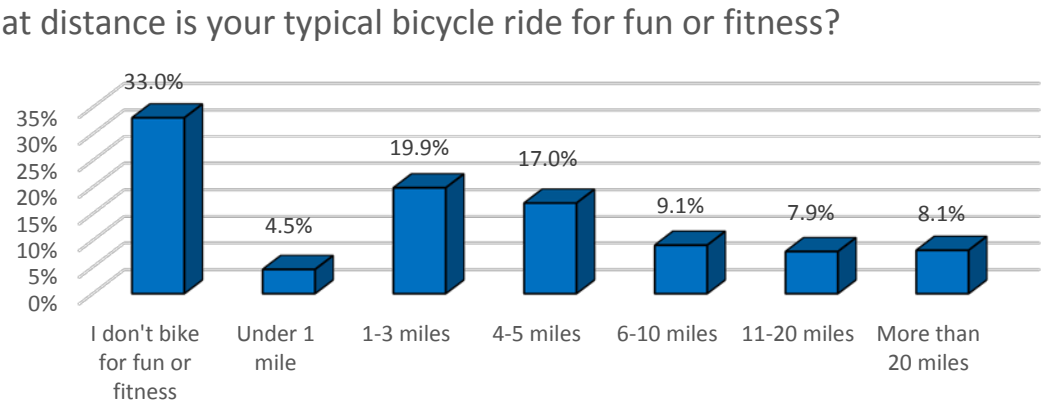


Figure 17 - PBMP Survey, Question 9, Biking Distance - Fun or Fitness

Question 10 presents several reasons why someone would not bike more frequently in Lompoc and provides the opportunity to rate the reason as major, minor, or not a reason.

How would you rate the following reasons you do not BICYCLE in Lompoc more frequently?	MAJOR REASON	MINOR REASON	NOT A REASON	TOTAL
Traffic is too fast and/or heavy	41.8%	25.4%	32.8%	
	163	99	128	390
Lack of and/or poor condition of bike facilities	49.0%	22.7%	28.3%	
	194	90	112	396
Weather	10.3%	31.0%	58.7%	
	40	120	227	387
Darkness	23.8%	30.5%	45.7%	
	91	117	175	383
Lack of adequate or secure bicycle parking (e.i., bike lane, paths, wide shoulders)	43.7%	25.4%	31.0%	
	172	100	122	394
Lack of worksite amenities (e.g., showers, lockers, etc.)	13.8%	13.5%	72.7%	
	53	52	280	385
Concerned about personal security or safety	44.8%	26.2%	29.0%	
	176	103	114	393
Need to transport other people and/or things	24.0%	21.9%	54.2%	
	92	84	208	384
I do not have a bike	15.5%	4.7%	79.7%	
	59	18	303	380

Table 8 - PBMP Survey, Question 10, Reasons Respondents Do Not Bike

Question 11 gives an indication of how confident the respondent is with biking in general.

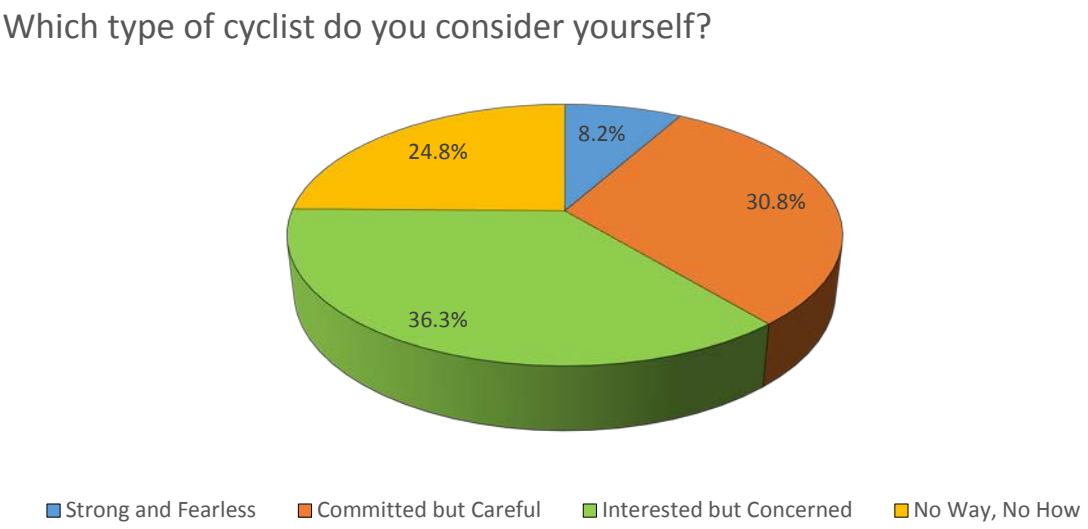


Figure 18 - PBMP Survey, Question 11, Cyclist Type

Question 12 is a multitier question asking how likely it would be for the respondent to walk or bike for several reasons, given conditions were safe and convenient.

If it were safe and convenient, how likely would you frequently (at least once a week) WALK or BIKE for the following reasons?						
	VERY LIKELY	**SOMEWHAT LIKELY**	**NEUTRAL**	**SOMEWHAT UNLIKELY**	**VERY UNLIKELY**	**TOTAL**
Go to school	21.6%	7.0%	18.0%	3.6%	49.7%	
	83	27	69	14	191	384
Go to work	28.8%	14.3%	13.0%	5.0%	38.8%	
	115	57	52	20	155	399
To get to transit	14.9%	7.2%	18.5%	3.1%	56.3%	
	58	28	72	12	219	389
Shopping, errands, dining	32.8%	24.8%	14.4%	8.7%	19.4%	
	132	100	58	35	78	403
Leisure, exercise	68.3%	17.7%	6.9%	2.1%	5.0%	
	286	74	29	9	21	419
Worship or events	24.7%	13.3%	16.6%	5.4%	40.1%	
	97	52	65	21	157	392
Visit family or friends	40.0%	20.6%	13.5%	5.6%	20.3%	
	163	84	55	23	83	408

Table 9 - PBMP Survey, Question 12, Reasons Respondents Walk & Bike

Question 13 gives an indication of where respondents feel improvements would best serve pedestrians.

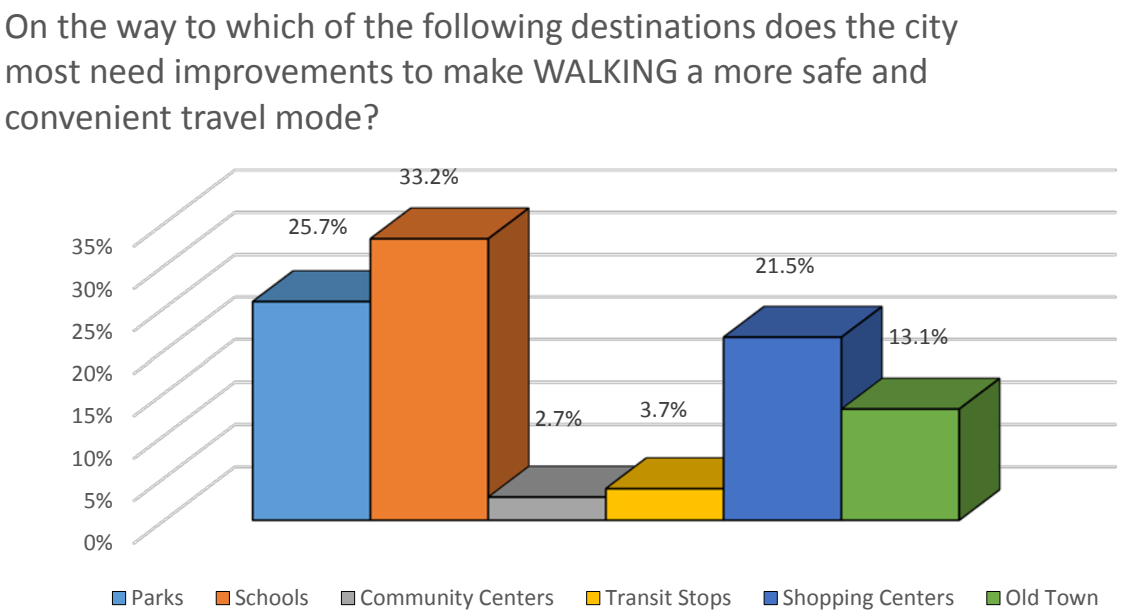


Figure 19 - PBMP Survey, Question 13, Where Pedestrian Improvements Are Needed

Question 14 gives an indication of where respondents feel improvements would best serve bicyclists.

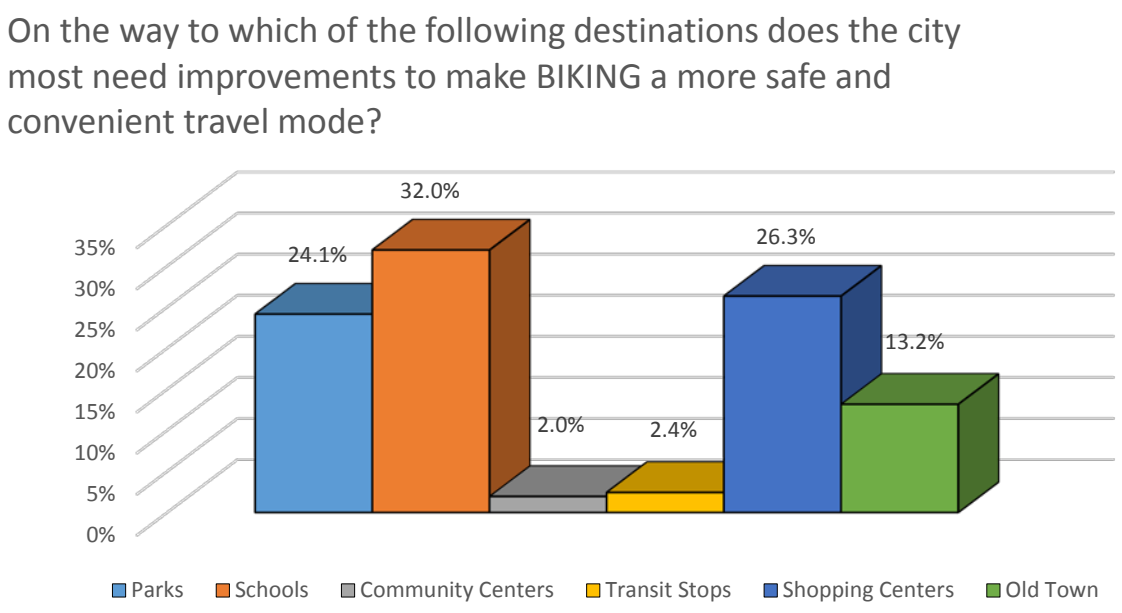


Figure 20 - PBMP Survey, Question 13, Where Biking Improvements Are Needed

For both walking and biking, the survey sample identified schools as the most important destinations around which to improve the active transportation infrastructure.

Questions 15 through 20 are open ended, and produced around 570 valid requests for improvements. Question 15 is a broad scope question asking respondents where the city most needs walking and/or biking improvements and what they might be. Question 16 asked where missing sidewalks were most needed to be constructed. Question 17 asked where pedestrian crossings were most needed to be constructed. Question 18 asked where bike paths or bike lanes most needed to be constructed. Question 19 asked where other bicycle improvements such as parking were most needed and what were they. Question 20 asked if there were any other needs the respondent would like to discuss or if they would like to participate as a stakeholder. Many of the recommended project components listed in the next section were reinforced by the answers to questions 15 through 19, if not totally generated by the response. Of the respondents, 21 desired to be stakeholders and were included in the draft review process.

One other survey that the City feels is important given the intent to provide the safest transportation network with respect to students walking and biking to and from school, is the Safe Routes to School Teacher Tally. This survey measures the number of students walking, biking, driving or being driven, or other modes of travel to and from school. 6 of the 8 conventional schools in the city participated in the teacher tally survey. This data is in the graph below.

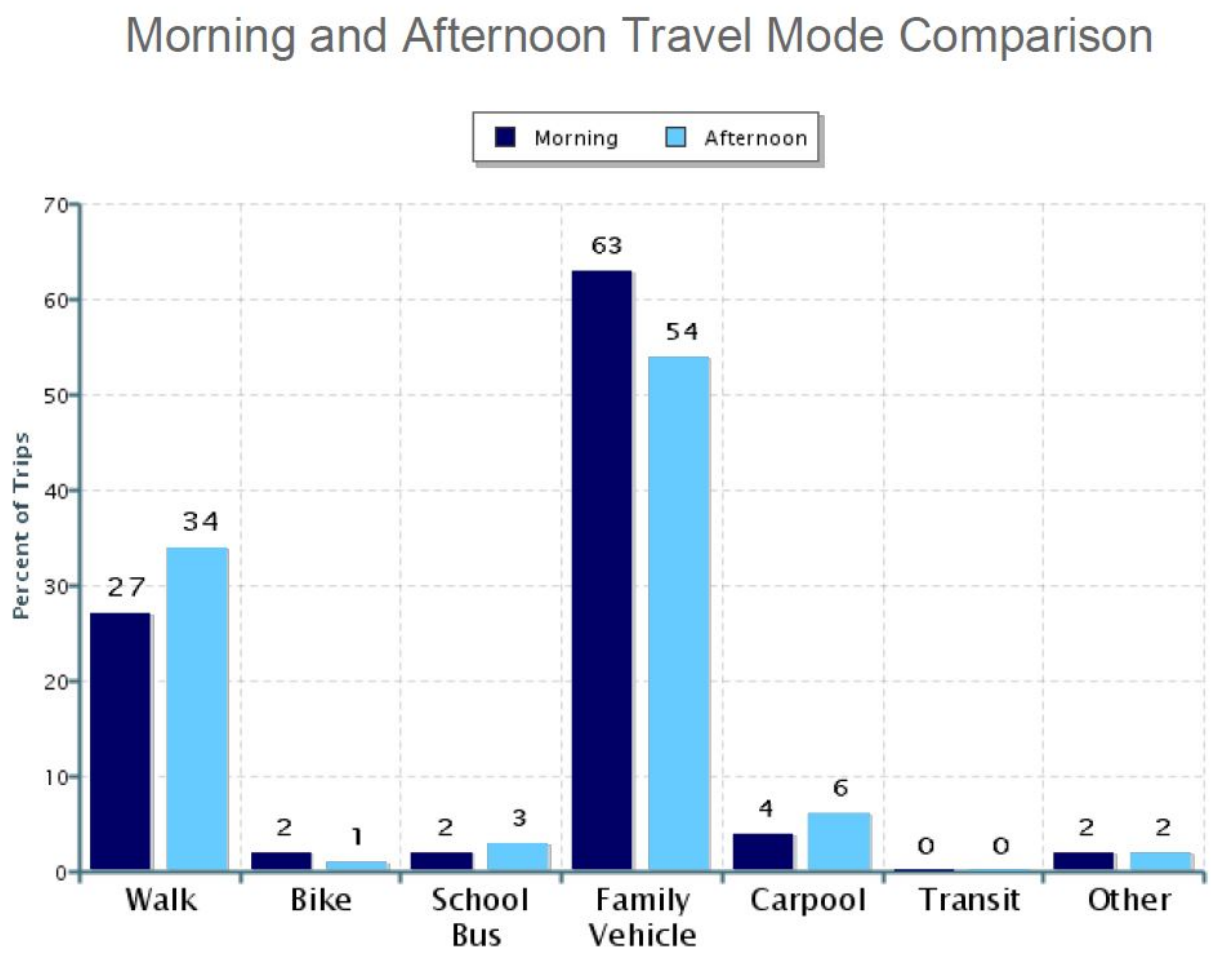


Figure 21 - Safe Routes to School, Teacher Tally, Students Walking and Biking To & From School

At the local events where we solicited survey responses and map markings, we had several residents mark in improvements, although most were more interested in completing the survey. The few suggestions provided in the maps can be seen in the scans below and are summarized in the following commentary.

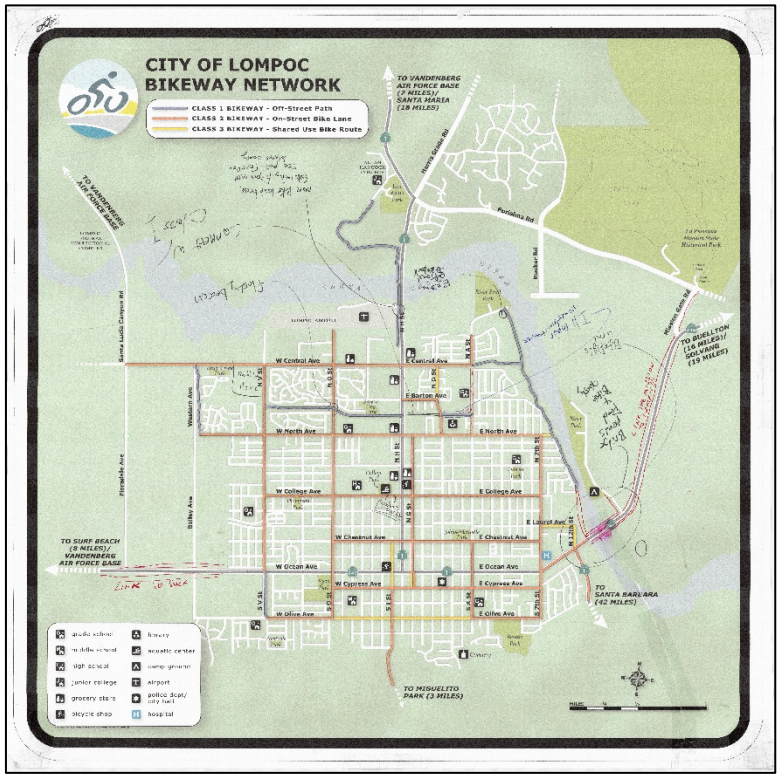


Figure 22- Existing Bike Network with Markups

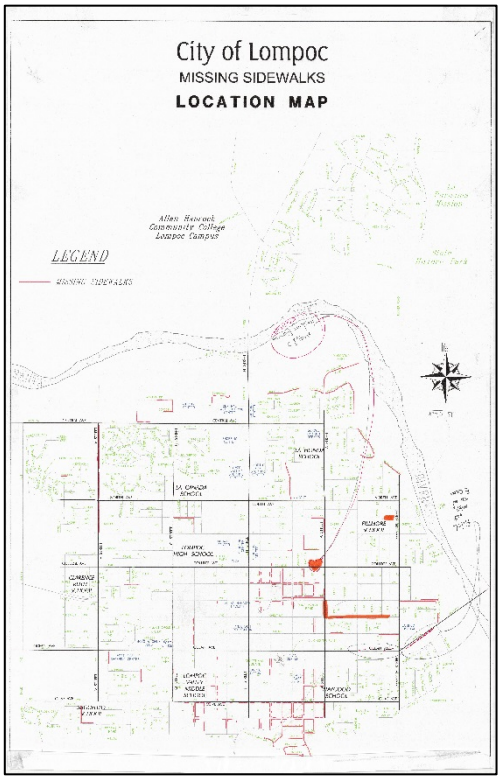


Figure 23 - Missing Sidewalks Map w/ Markups

Drawn in biking improvements include bike lanes leaving town to connect to La Purisima Mission and Surf Beach, although the terminal points for these are not within the City. Connectivity to surrounding points of interest is paramount to a complete bicycle network. Lompoc will have to work closely with community partners to ensure these links eventually get created. Another drawn in improvement, also beyond the City's jurisdiction, is a pedestrian & bicycle bridge along-side, or separate from the Hwy 246 bridge at the southeast corner of the City. Within the City limits, drawn in improvements include, a Class I Bike Path between D & H adjacent to the East/West Channel, a Flashing Beacon cross walk at I St and College Ave, and infill of missing sidewalks on East Ocean Ave. Of these proposed improvements, only those in alignment with the 2030 General Plan, Circulation Element can be found within the next chapter and again in within the comprehensive list in the appendix.

IV. Recommendations

Potential & Practical Recommendations

From simple installation of sidewalk on both sides of the street to full implementation of the Complete Streets concept, the spectrum of potential improvements is grand. "Complete streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to

enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation."*-John Ritter, USA Today, July '07.* Given that much of the City of Lompoc was planned and designed long before the concept was realized, bringing the entire City's existing transportation system into alignment with this policy and design would be a long and expensive process which the City does not anticipate completing during the next ten years, primarily due to funding limitations.

The question is: what are those most urgently needed improvements that best serve the Lompoc community? This plan prioritizes the improvements through which the City can incrementally complete safe and convenient walking and bicycling routes to schools, shopping centers, employment, and many other important destinations. That way the most needed infrastructure can be provided first and eventually, Complete Streets may be a reality for the whole city. Generally, full realization of Complete Streets is when there are sidewalks on both sides of the road, ADA compliant curb ramps and adequate pedestrian crossing facilities at intersections, and bike lanes of some type to accommodate those modes that use bicycles, mopeds, and electric scooters. Many areas within the City have this functionality already.

Plan Recommended Projects

All of the currently missing pedestrian and bicycle improvements which are located within the City and are included within or consistent with the City's current adopted General Plan, that either City staff identified or were requested by stakeholders or survey respondents have been assessed and compiled, and can be found listed and mapped in Appendix A. The projects or project components can be taken as individual projects, or assembled into any number of combinations to make medium or larger sized projects when appropriate. The project component list includes all proposed bicycle path and lane projects shown in Figure C-3 of the Circulation Element of the 2030 General Plan that have yet to be completed. Sections of missing sidewalk have been listed as well and are proposed as sidewalk infill projects which will include any adjacent missing or ADA non-compliant curb ramps. The Community Survey also produced valid walking and biking improvements that are included in the project component list as well.

School Zone Active Transportation Improvements

Given that Lompoc Schools are fairly equally spaced, any improvement within the City will serve at least one of the schools. The graphic on the next page is available on the Lompoc Unified School District website showing LUSD's school service areas for each school.

The areas created by the divisions shown will each be discussed in the context of the elementary school that is served by the existing and proposed active transportation infrastructure. Here it is intended that each SRTS project pull in components that serve a given elementary school and thus the school name can be part of the project title. Since Lompoc Valley Middle School and Lompoc High School are serving 5 of the 6 areas, important projects for those two locations will be discussed separately. For project components that are part of two or more areas, it will be concurrently listed with the idea that a project serving either school may select that component.

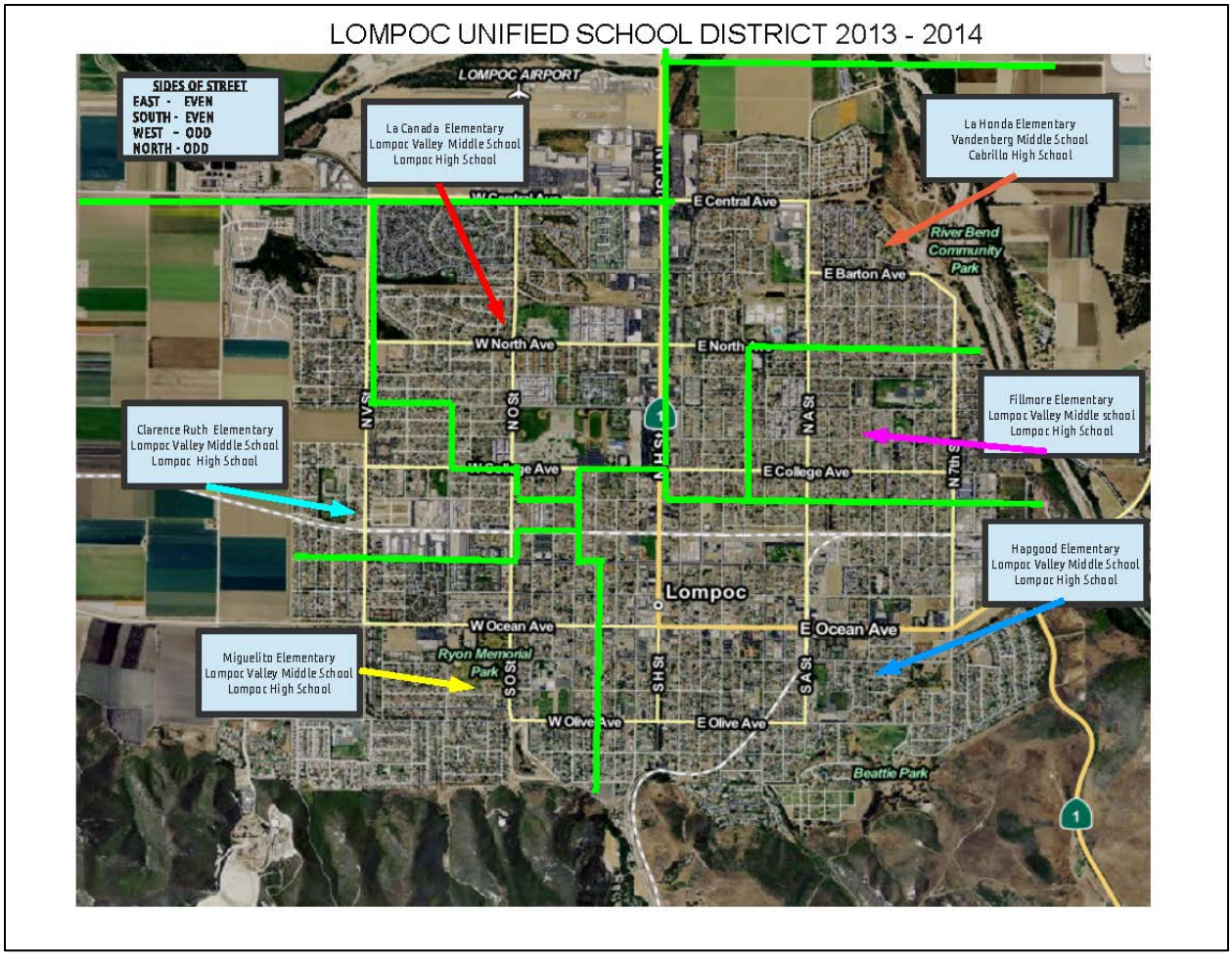


Figure 24 - LUSD School Service Areas

Arthur Hapgood Elementary School Area Project Components

The Arthur Hapgood Elementary School enrollment area contains the largest list of component projects, primarily because that area contains the most missing sidewalks of any of the school service areas. Proposed within that area are 3 crossing improvements, 28 sidewalk infill segments, 1 Class I Bicycle Path extension, 4 Class II bike lane striping projects, 1 Class III bikeway, and 2 Bicycle amenity type projects. One amenity proposed provides additional bike storage at COLT's Transit Transfer Center, and the other provides a refurbishment/upgrade of the bike fix station at City Hall. Given the listing below is so long, several projects could be combined from the Arthur Hapgood area recommended improvements, and any size project could be created based upon available funding and current priorities.

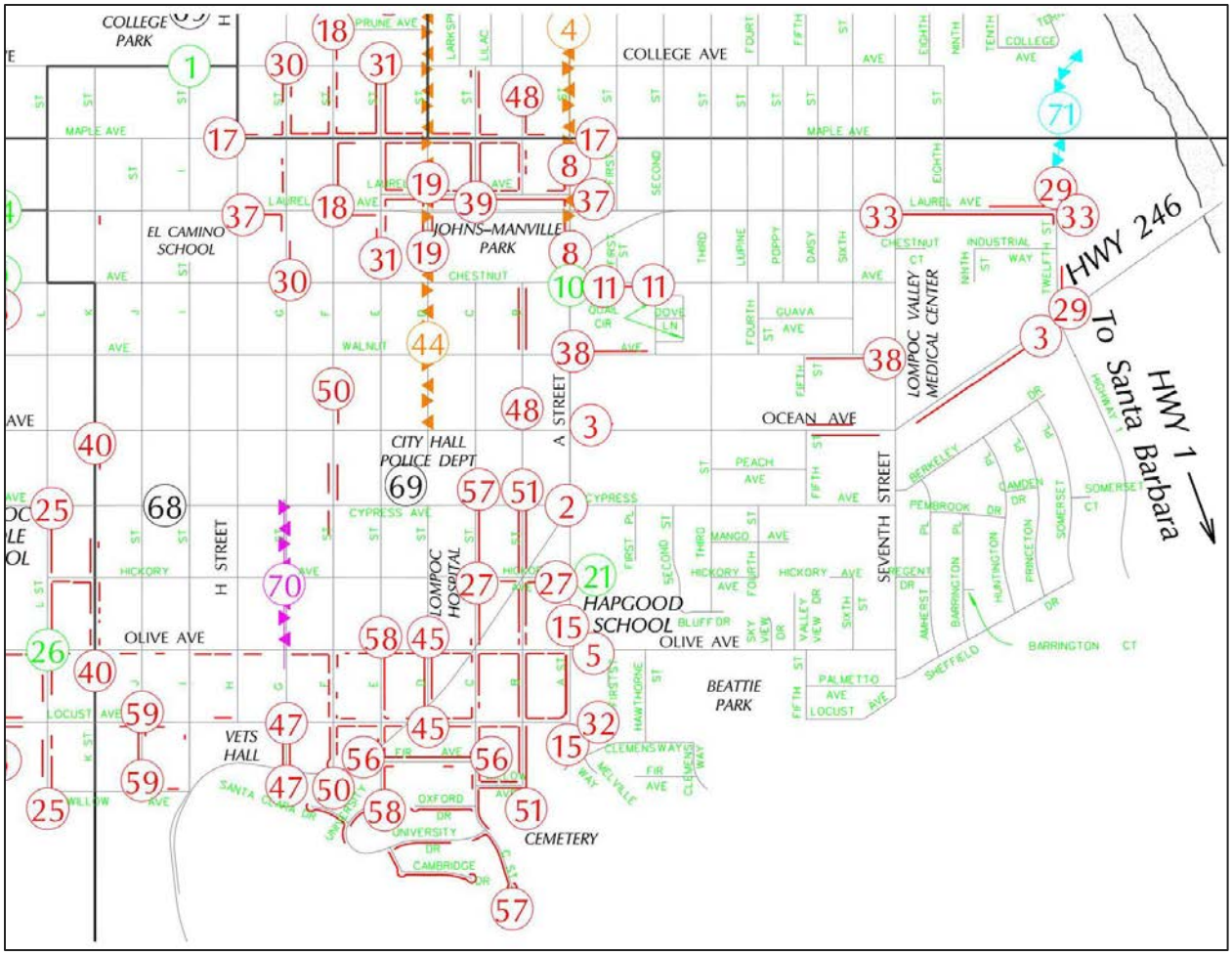


Figure 23 - Arthur Hapgood Elementary School Area Projects

Rank	Project or Project Component Name	Location	X-Street/Span
1	Install Flashing Beacon with Bulbouts at I Street, Crossing College	I St	College Ave
2	Cypress & A Sidewalk Infill and Pedestrian RR Crossing	Cypress Ave	A St
3	Ocean Ave Sidewalk Infill, A to Sweeney Rd	Ocean Ave	A - Sweeney
4	A Street Class II Bike Lane	A Street	Chestnut - North
5	Olive Ave Sidewalk Infill, A St to N St	Olive Ave	A - N
8	A Street Sidewalk Infill, Chestnut to Maple	A Street	Chestnut - Maple
10	Install Flashing Beacon Crosswalk at Chestnut Ave, Crossing A St	Chestnut Ave	A St
11	Chestnut Ave Sidewalk Infill, First to Second	Chestnut Ave	First - Second
15	A Street Sidewalk Infill, Locust to Olive	A Street	Locust - Olive
17	Maple Avenue Sidewalk Infill, A St to H St	Maple Avenue	A - H
18	F Street Sidewalk Infill, Laurel to Prune	F Street	Laurel - Prune

Table 10 - Arthur Hapgood Area Active Transportation Projects

Rank	Project or Project Component Name	Location	X-Street/Span
19	D Street Sidewalk Infill, Chestnut to Laurel	D Street	Chestnut - Laurel
21	Install Flashing Beacon at A St & Hickory Ave	Hickory Ave	A St
27	Hickory Ave Sidewalk Infill, A to C	Hickory Ave	A - C
29	Twelfth St Sidewalk Infill, Ocean to Laurel	Twelfth St	Ocean - Laurel
30	G Street Sidewalk Infill, Chestnut to College	G Street	Chestnut - College
31	E Street Sidewalk Infill, Chestnut to College	E Street	Chestnut - College
32	Locust Ave Sidewalk Infill, A St to M St	Locust Ave	A - M
33	Laurel Avenue Sidewalk Infill, 7th to 12th	Laurel Avenue	Seventh - Twelfth
37	Laurel Avenue Sidewalk Infill, A St to H St	Laurel Avenue	A - H
38	Walnut Avenue Sidewalk Infill, A to Seventh	Walnut Avenue	A - Seventh
39	C Street Sidewalk Infill, Laurel to Pine	C Street	Laurel - Pine
40	K Street Sidewalk Infill, Olive to Ocean	K Street	Olive - Ocean
44	D Street Class II Bike Lane	D Street	Ocean - North
45	D Street Sidewalk Infill, Locust to Olive	D Street	Locust - Olive
47	G Street Sidewalk Infill, South End to Locust	G Street	South End - Locust
48	B Street Sidewalk Infill, Ocean to College	B Street	Ocean - College
50	F Street Sidewalk Infill, South End to Ocean	F Street	South End - Ocean
51	B Street Sidewalk Infill, Willow to Cypress	B Street	Willow - Cypress
56	Fir Avenue Sidewalk Infill, C to E	Fir Avenue	C - E
57	C Street Sidewalk Infill, South End to Cypress	C Street	South End - Cypress
58	E Street Sidewalk Infill, University to Olive	E Street	University - Olive
59	J Street Sidewalk Infill, Willow to Locust	J Street	Willow - Locust
68	Bike Lockers at TTC and Other Locations	Transit Transfer Center	Various
69	Bike Fix Station Project	Public Places	Various
70	G Street South End Class III Bikeway Extension	G Street	Olive - Cypress
71	Riverbend Bike Path Extension South	Riverbend Bike Path	South End - Laurel&Twelfth

Table 11 - Arthur Hapgood Area Active Transportation Projects (cont)

Clarence Ruth Elementary School Area Project Components

With this area, several of the needed improvements could be included in one project and also incorporate several other components from other LUSD defined areas, based upon available funding and current priorities. The middle school and high school components would be a good addition for a medium to larger sized project and would complete most of the northwestern portion of the City. It should be noted that there is a short section of missing sidewalk on the west side of V St at the Laurel Avenue rail road junction that could be included on any project within the area. The missing sidewalk would be infilled and an adequate ADA pedestrian RR crossing would be installed.

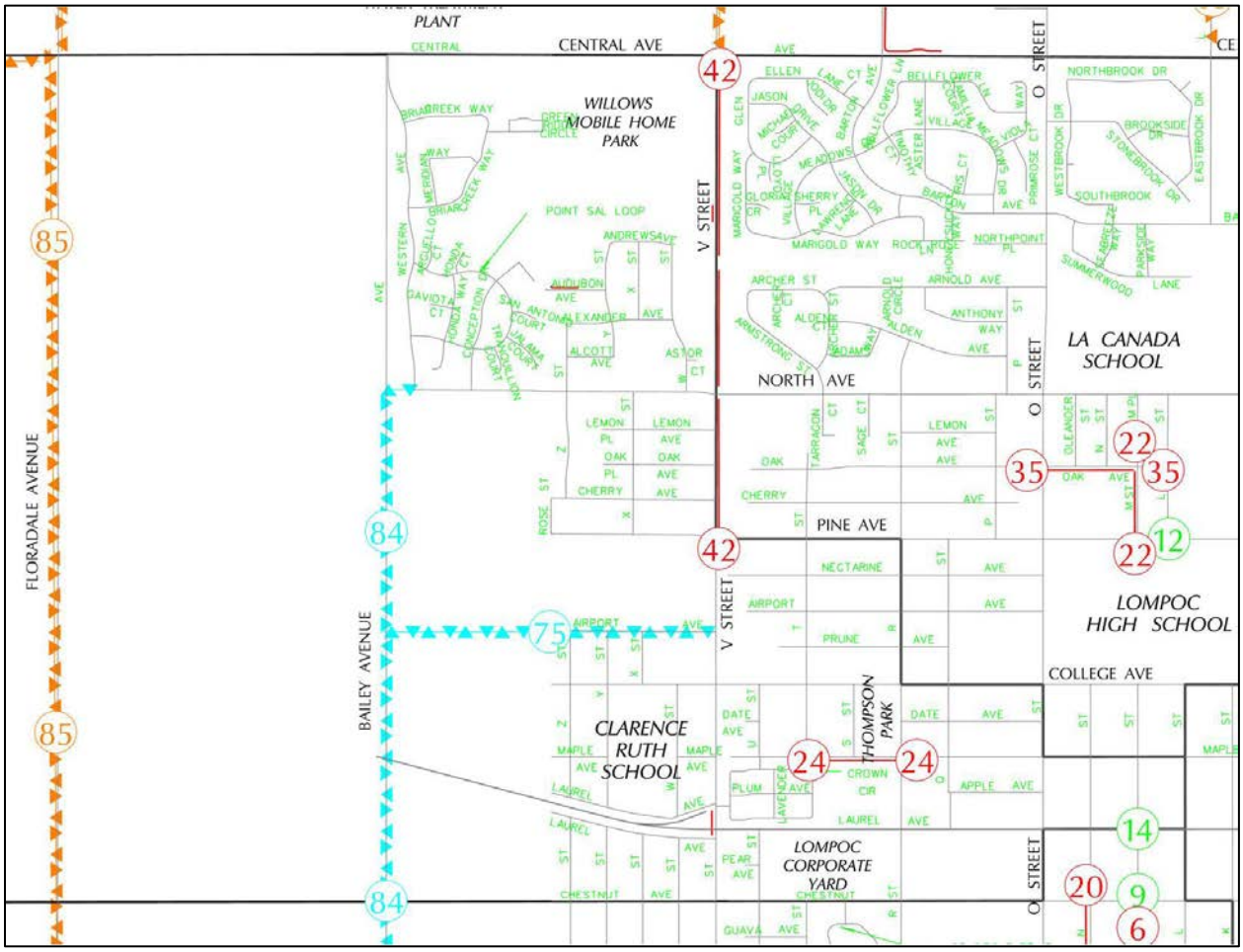


Figure 26 - Clarence Ruth Elementary School Area Projects

Rank	Project or Project Component Name	Location	X-Street/Span
14	Install Crosswalk with Flashing Beacon and Bulbouts at M or L St, Crossing Laurel Ave	M Street	Laurel Ave
24	Maple Avenue Sidewalk Infill, R St to T St	Maple Avenue	R - T
42	V Street Sidewalk Infill, Pine to Central	V Street	Pine - Central
75	West Airport Avenue Bike Path	West Airport Ave	V - Bailey
84	Bailey Avenue Bike Path	Bailey Avenue	Ocean - North
85	Floradale Class II Bike Lane	Floradale Ave	Ocean – N City Limits

Table 12 - Clarence Ruth Elementary School Area Projects

La Cañada Elementary School Area Project Components

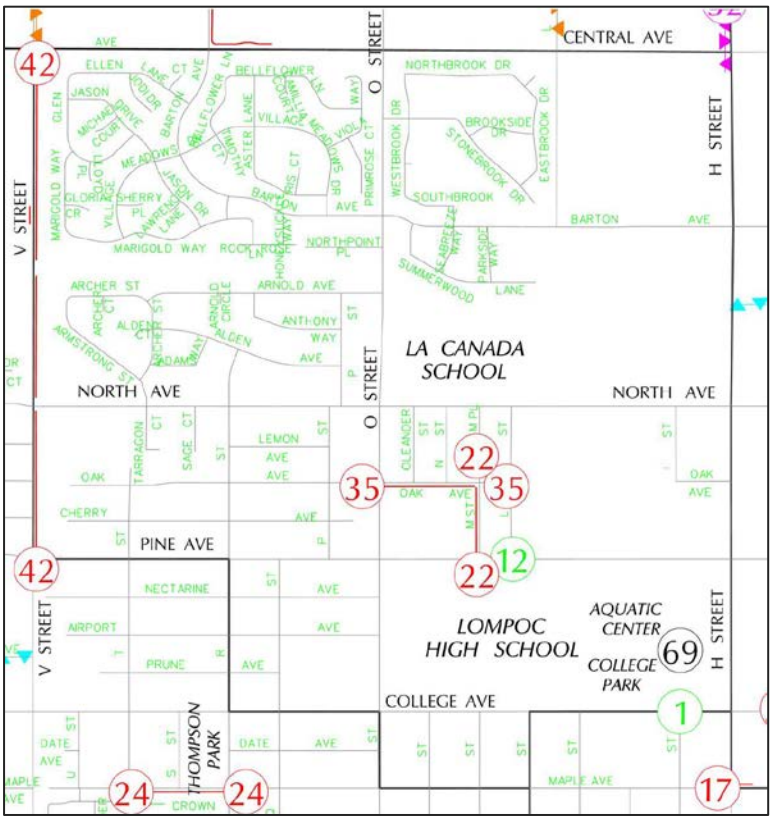


Figure 27 - La Canada Elementary School Area Projects

The La Cañada Elementary School area shown below is similar to the Clarence Ruth area in that there are few needed projects due to the area being newer and designed closer to the present day. For this area, the Plan proposes to infill missing sidewalk around the Continental Manufactured Home Community at the southwest corner of Oak Avenue and M St, and along the east side of V Street. There are also two crossing improvements proposed. One will provide a Rapid Flashing Beacon Mid-block crossing with bulb-outs at Pine Avenue south of the L Street Cul-de-sac, providing a direct link to the north side of the Lompoc High School complex for student pedestrians. The warrants for that mid-block crossing have been checked and there are several letters of support for the project. The other crossing improvement would add a flashing beacon with bulb-outs to the crosswalk crossing College Avenue at I Street. This second crossing improvement provides pedestrians of a younger age direct access to the YMCA, the BMX/Skate Park, and the Lompoc Aquatic Center. This crossing is especially important due to the 3 vehicle/pedestrian accidents in the existing ladder-style crosswalk. One caused the fatality of an 86-year old man. The other two non-fatal pedestrian strikes were both children. One was a 7-year old boy and the other a 12-yr old girl. With the increased visibility for drivers and a pedestrian refuge, this project would be a good addition to any larger active transportation project, regardless of its location within the city.

Rank	Project or Project Component Name	Location	X-Street/Span
1	Install Flashing Beacon with Bulbouts at I Street, Crossing College	I St	College Ave
12	Install Flashing Beacon Crosswalk with bulbouts at L St, Crossing Pine	L St Cul-de-sac	Pine Ave
22	M Street Sidewalk Infill, Pine to Oak	M Street	Pine - Oak
35	Oak Ave Sidewalk Infill, M to O	Oak Ave	M - O
42	V Street Sidewalk Infill, Pine to Central	V Street	Pine - Central
69	Bike Fix Station Project	Public Places	Various

Table 13 - La Cañada Elementary School Area Project

La Honda Elementary School Area Project Components

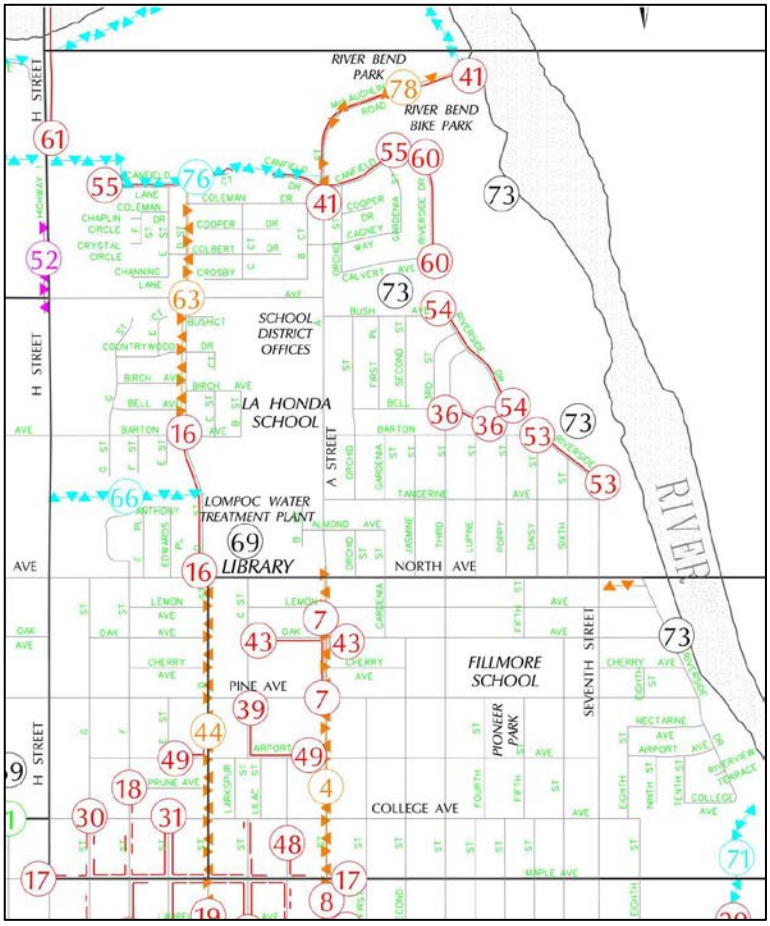


Figure 28 - La Honda Elementary School Area Projects

The LUSD defined area that La Honda Elementary School serves contains several sidewalk infill components, 7 bike route projects, a potential bike path lighting project pending environmental feasibility at the time the project secures funding for such study, and one bike station refurbishment/enhancement effort.

The bike path, and bike lane projects will connect missing links in the City's bicycle infrastructure so that the interconnectivity of our Bicycle network will be greatly enhanced. The existing River Bend Bike Path will be benefited by greater connectivity to the rest of the city's bike network. Although not listed, striping bike lanes for the small easternmost block of North Ave would be nice, it is designated as one of the City's shared bikeways and likely wouldn't get much traction. It could be added to any of the active transportation improvement efforts for this area though. Below the La Honda Elementary area project components are listed.

Rank	Project or Project Component Name	Location	X-Street/Span
16	D Street Sidewalk Infill, North to Barton	D Street	North - Barton
17	Maple Avenue Sidewalk Infill, A St to H St	Maple Avenue	A - H
18	F Street Sidewalk Infill, Laurel to Prune	F Street	Laurel - Prune
30	G Street Sidewalk Infill, Chestnut to College	G Street	Chestnut - College
31	E Street Sidewalk Infill, Chestnut to College	E Street	Chestnut - College
36	Bell Ave Sidewalk Infill, Linda Vista to Riverside	Bell Avenue	Linda Vista - Riverside
41	McLaughlin Road Sidewalk Infill, Canfield to End	McLaughlin Rd	Canfield - River Bend Bike Path
44	D Street Class II Bike Lane	D Street	Ocean - North
49	Airport Ave Sidewalk Infill, A to E	Airport Ave	A - E

Table 14 – La Honda Elementary School Area Projects

Rank	Project or Project Component Name	Location	X-Street/Span
52	H Street Class III Link at Central Avenue	H St	Central - North to Next Traffic Light
53	Riverside Drive Sidewalk Infill, Barton to Seventh	Riverside Drive	Barton - Seventh
54	Riverside Drive Sidewalk Infill, Bush to Bell	Riverside Drive	Bush - Bell
55	Canfield Ln, Ct, Dr, & Avenue Sidewalk Infill, All	Canfield Ln, Ct, Dr, Ave	All
60	Riverside Drive Sidewalk Infill, Calvert to Canfield	Riverside Drive	Calvert - Canfield
61	Hwy 1 Sidewalk Infill, Airport to Onstott	Hwy 1	Airport - Onstott
63	D Street Class II Bike Lane North End	D Street	Barton - North End
66	East/West Channel Bike Path	East/West Channel	D - H
69	Bike Fix Station Project	Public Places	Various
73	Riverbend Bike Path Lighting Project (pending confirmation of environmental feasibility)	River Bend Bike Path	All
74	Riverbend Bike Path Extension North	River Bike Path	North End - H
76	Canfield Bike Path	North of Canfield	A - H
78	McLaughlin Road Bike Lane	McLaughlin Rd	Canfield - River Bend Bike Path

Table 15 - La Honda Elementary School Area Projects (cont)

Leonora Fillmore Elementary School Area Project Components

Fillmore Elementary is geographically the smallest of the LUSD service areas, but it makes up for this in population density. Fillmore Elementary enrollment is around the same size as the rest of the rest of the LUSD school service areas, which range from 522 to 627 students. Given this demographic, the average distance for Fillmore students commuting to school is generally less than the other elementary schools in Lompoc. This increases the opportunity for students to walk or bike to school, so in this area it is as important or more important to provide all the necessary infrastructure for multimodal commutes. To the

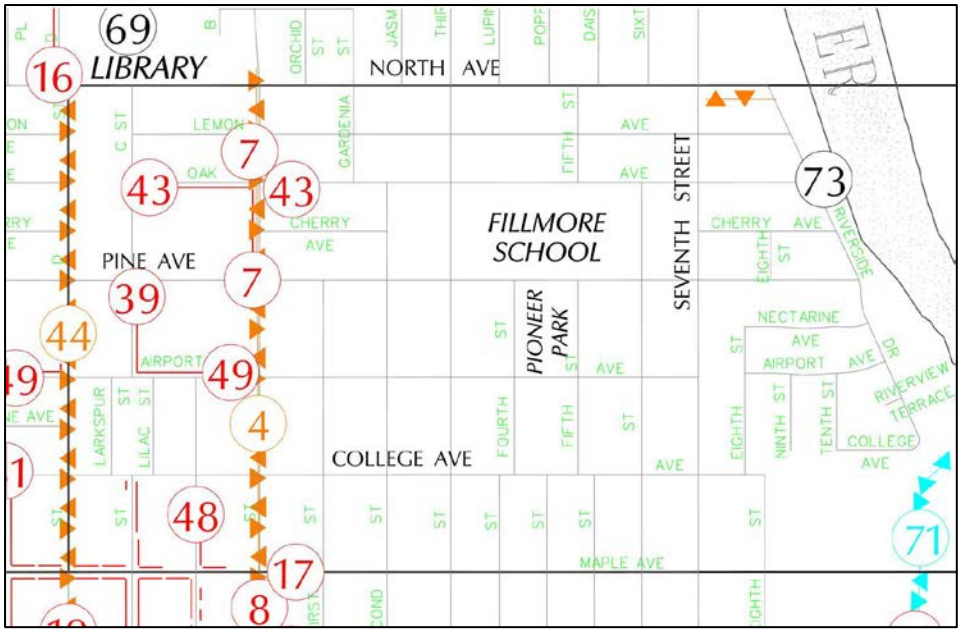


Figure 29 - Leonora Fillmore Elementary School Area Projects

left and below, the school area project locations are shown along with the Fillmore area project list.

Rank	Project or Project Component	Location	X-Street/Span
4	A Street Class II Bike Lane	A Street	Chestnut - North
7	A Street Sidewalk Infill, Pine to Oak	A Street	Pine - Oak
17	Maple Avenue Sidewalk Infill, A St to H St	Maple Avenue	A - H
39	C Street Sidewalk Infill, Laurel to Pine	C Street	Laurel - Pine
43	Oak Ave Sidewalk Infill, A to C	Oak Ave	A - C
44	D Street Class II Bike Lane	D Street	Ocean - North
48	B Street Sidewalk Infill, Ocean to College	B Street	Ocean - College
49	Airport Ave Sidewalk Infill, A to E	Airport Ave	A - E
71	Riverbend Bike Path Extension South	River Bend Bike Path	South End – Laurel & Twelfth
73	Riverbend Bike Path Lighting Project (pending confirmation of environmental feasibility)	River Bend Bike Path	All

Table 15 – Leonora Fillmore Elementary School Area Projects

Miguelito Elementary School Area Project Components

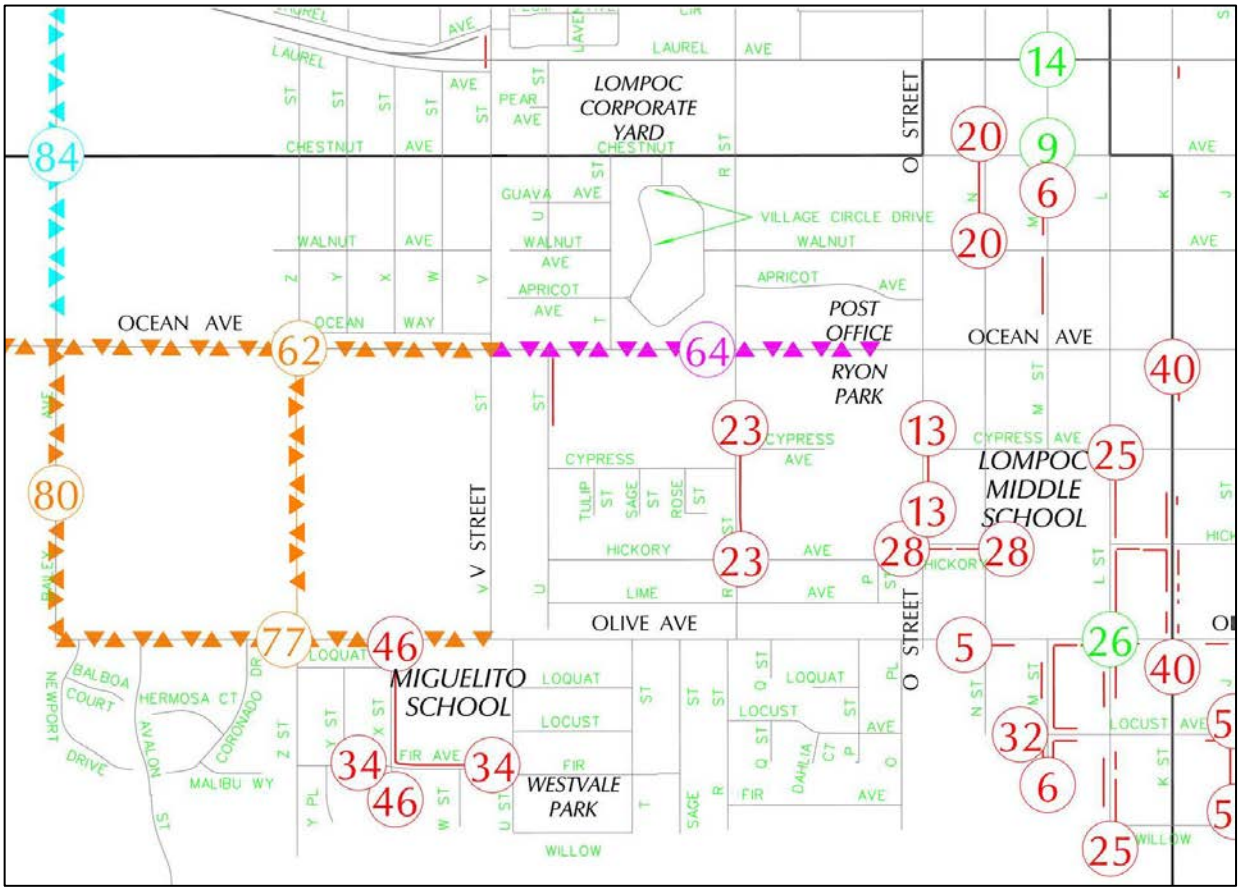


Figure 30 - Miguelito Elementary School Area Projects

Within the Miguelito Elementary School area there is one Class I bike path, 4 Class II bike lanes, and 1 Class III bikeway proposed. None of those are currently within City's jurisdiction except the Class II bike lanes for Olive Ave between V Street and Bailey Avenue. According to available funding and current priorities, the City can work with Santa Barbara County and Caltrans when appropriate to coordinate these projects. There are also around 1,886 ft of proposed sidewalk infill. Below is the list proposed project list for the Miguelito Elementary School area.

Rank	Project or Project Component	Location	X-Street/Span
5	Olive Ave Sidewalk Infill, A St to N St	Olive Ave	A - N
6	M Street Sidewalk Infill, South End to Chestnut	M Street	South End - Chestnut
9	Install Crosswalk with Flashing Beacon and Bulbouts at M St, Crossing Chestnut Ave	M Street	Chestnut Ave
13	O Street Sidewalk Infill, Hickory to Cypress	O Street	Hickory - Cypress
14	Install Crosswalk with Flashing Beacon and Bulbouts at M St, Crossing Laurel Ave	M Street	Laurel Ave
20	N Street Sidewalk Infill, Walnut to Chestnut	N Street	Walnut - Chestnut
23	R Street Sidewalk Infill, Hickory to Cypress	R Street	Hickory - Cypress
25	L Street Sidewalk Infill, Willow to Cypress	L Street	Willow - Cypress
26	Install Crosswalk at L St, Crossing Olive Ave	L Street	Olive Ave
28	Hickory Ave Sidewalk Infill, N to O	Hickory Ave	N - O
32	Locust Ave Sidewalk Infill, A St to M St	Locust Ave	A - M
34	Fir Avenue Sidewalk Infill, W to X	Fir Avenue	W - X
40	K Street Sidewalk Infill, Olive to Ocean	K Street	Olive - Ocean
46	X Street Sidewalk Infill, Fir to Loquat	X Street	Fir - Loquat
62	West Ocean Avenue Bike Lane	Ocean Ave	V - Floradale
64	Ocean Ave Shared Bikeway O St to V St	Ocean Ave	O - V
77	West Olive Avenue Class II Bike Lane	Olive Ave	V - Bailey
80	South Bailey Avenue Bike Lane	Bailey Avenue	Olive - Ocean
84	Bailey Avenue Bike Path	Bailey Avenue	Ocean - North

Table 17 - Miguelito Elementary School Area Projects

Lompoc Valley Middle School and Lompoc High School Area Project Corridor

The Fall 2019 Safe Routes to School Teacher Tally data showed the middle school students and high school students have greater rates for walking and biking to school than their elementary school counterparts. With this in mind, the corridor between the two schools has also been selected for a focus in this Pedestrian and Bicycle Master Plan. There are several needed crossing improvements proposed, one location at which there was a near fatal accident involving a high school aged student on her way to school recently in September of 2019. If there had been a crosswalk with adequate signage or possibly a flashing beacon and bulb-outs, there may not have been an accident. There are missing sidewalks along both M Street and N Street that are direct routes of travel to both locations. Also included within the High School/Middle School corridor are several sidewalk infill projects that would complete those critical links between the two schools.

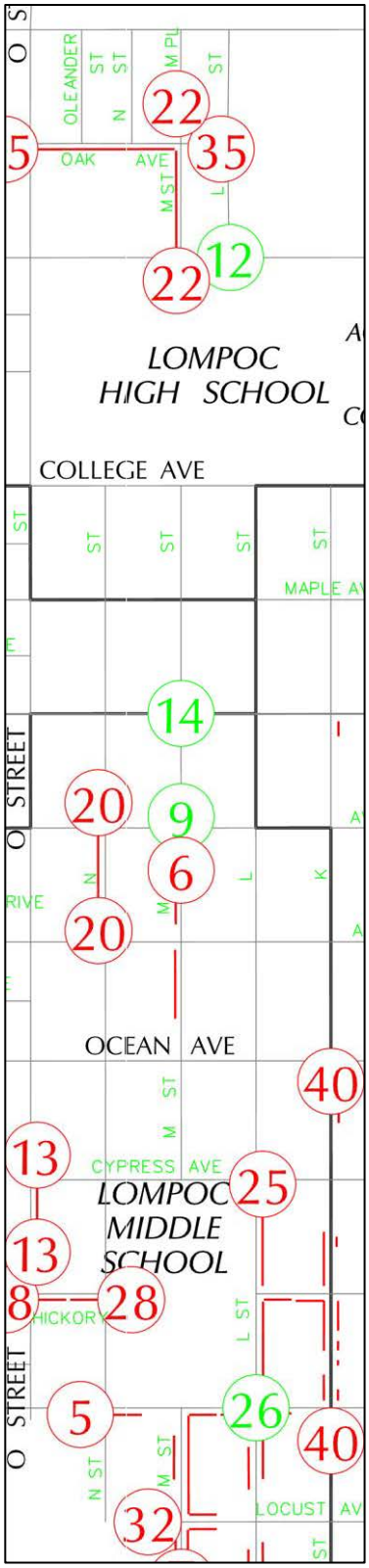


Figure 24 - LVMS and Lompoc High School Corridor Projects

Lompoc High School and Lompoc Valley Middle School are located just north and south of one another and are only 7/10 of a mile apart. The corridor, to include those streets just north of the Lompoc High and just south of LVMS, crosses five higher volume collector streets; Olive, Cypress, Chestnut, Laurel, and Pine Avenues, and crosses California Hwy 246 as well. For this corridor, which has been selected to also include Streets K through O in the east west direction, there are 4 crossing improvements for the north/south directions. Some of these have been mentioned in the context of the elementary schools, but are being included here for the benefit of a corridor project that mainly serves both Lompoc High School and Lompoc Valley Middle School.

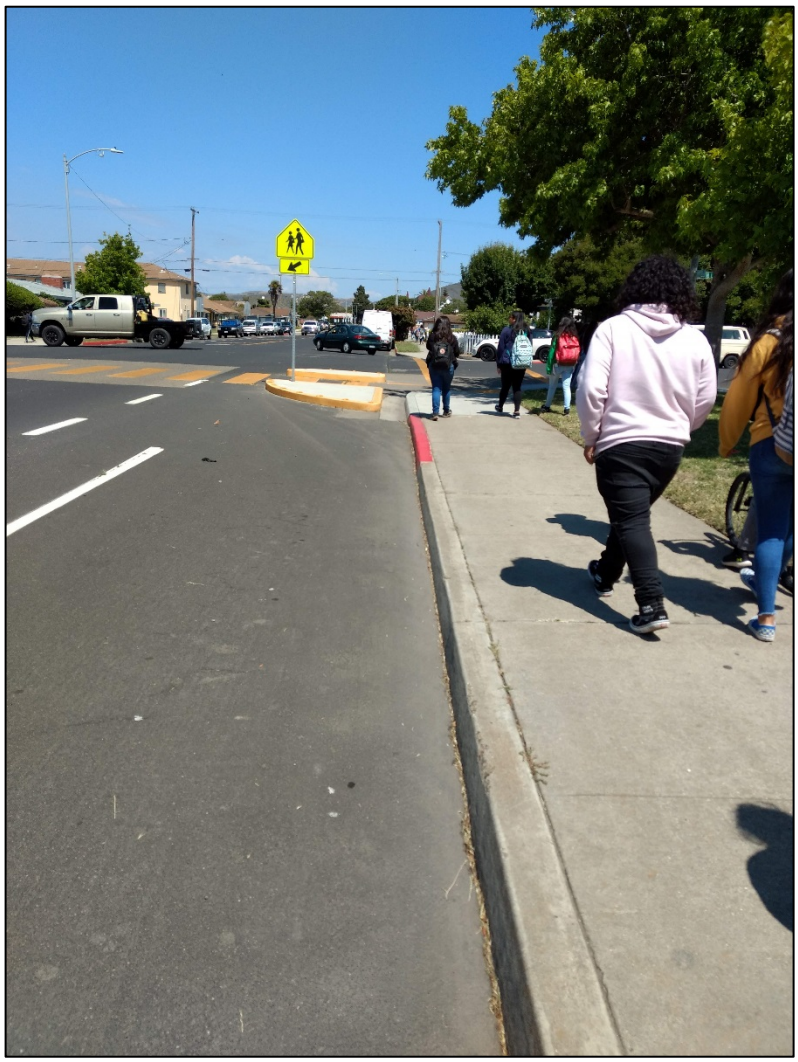


Figure 26 - Cypress Avenue at LVMS Looking East

Crossing improvements within this corridor include a mid-block Rapid Flashing Beacon Crosswalk with bulb-outs south of the L Street culdesac crossing Pine Avenue, a Flashing Beacon Crosswalk with

bulb-outs at M Street crossing Laurel Avenue, another Flashing Beacon Crosswalk with bulb-outs at M Street crossing Chestnut Avenue, and a Ladder Style Crosswalk at L Street crossing Olive Avenue. The Pine Avenue mid-block crossing has several letters of support and the warrants justifying that improvement have been checked in recent years. The M Street at Chestnut Avenue crossing improvement has been proposed in response to the recent near fatality at that location. The M Street at Laurel Avenue crossing would further provide greater safety along the corridor and is much needed due to the high vehicle and pedestrian volumes, especially during the morning and afternoon when students are commuting to and from school. There are very few improved crossings for Olive Avenue and the LVMS complex has no marked crossings at either of its two southern corners. To provide more visibility for students crossing Olive Avenue to get to LVMS, a Ladder Style crosswalk has been proposed for L Street, crossing Olive Avenue.

In addition to the crossing improvements there is several hundred feet of sidewalk infill proposed in this corridor. Below is the proposed project list for the LVMS and Lompoc High School Corridor.

Rank	Project or Project Component	Location	X-Street/Span
5	Olive Ave Sidewalk Infill, A St to N St	Olive Ave	A - N
6	M Street Sidewalk Infill, South End to Chestnut	M Street	South End - Chestnut
9	Install Flashing Beacon Crosswalk with bulb-outs at M St, Crossing Chestnut Ave	M Street	Chestnut Ave
12	Install Flashing Beacon Crosswalk with bulb-outs at L St, Crossing Pine	S/O L Street Cul-de-sac	Pine Ave
13	O Street Sidewalk Infill, Hickory to Cypress	O Street	Hickory - Cypress
14	Install Flashing Beacon Crosswalk with bulb-outs at M St, Crossing Laurel Ave	M Street	Laurel Ave
20	N Street Sidewalk Infill, Walnut to Chestnut	N Street	Walnut - Chestnut
22	M Street Sidewalk Infill, Pine to Oak	M Street	Pine - Oak
25	L Street Sidewalk Infill, Willow to Cypress	L Street	Willow - Cypress
26	Install Crosswalk at L St, Crossing Olive Ave	L Street	Olive Ave
28	Hickory Ave Sidewalk Infill, N to O	Hickory Ave	N - O
32	Locust Ave Sidewalk Infill, A St to M St	Locust Ave	A - M
35	Oak Ave Sidewalk Infill, M to O	Oak Ave	M - O
40	K Street Sidewalk Infill, Olive to Ocean	K Street	Olive - Ocean

Table 18 – Lompoc Valley Middle School & Lompoc High School Corridor Projects

Transit Hubs Served

The City's only major transit hub, COLT's Transit Transfer Center (TTC), is located on the north side of Cypress Avenue and spans from I Street to J Street. As described earlier in the plan, it is served by adequate pedestrian and bicycle infrastructure which includes, aesthetic paver sidewalks, frontage with bike lanes for travel both east and west, ADA compliant curb ramps, pedestal style bike racks close by in the old town area, and 2 bike lockers. The existing infrastructure is mapped in Appendix E. The one proposed improvement at that location is the addition of more bike parking in the form of on-location bike racks

and additional bike lockers. This proposed improvement is mapped and listed in Appendix A and ranks 68 of 85 in the Plan's priority listing.

Past Expenditures on Pedestrian and Bicycle Facilities

Over the past 20 years, Lompoc has made a lot of progress on its active transportation infrastructure. Multiple sidewalk infill, new bike lane striping, and Class I pathway construction projects have brought the City much closer to a more multimodal transportation system. Past projects and efforts to make walking and biking more safe and convenient are tabulated below along with their associated expenditures. All of the projects listed below were primarily funded with grant funds except for the $113,344 Sidewalk Improvement on Walnut Avenue.

Project	Description	Completion	Expenditure
Allan Hancock Bike Path Project (Fed-TE & ARRA, STP Funds)	Class I Bike Path leading from north edge of city to Allan Hancock College	7/29/2011	$1,175,584.34
Riverbend Park Bikeway (Fed & State Regional Flexible Funds)	Class I bike path along west edge of Santa Inez River with leg to Central	4/22/2008	$672,919.39
CDBG Sidewalk Improvements Various Locations	Sidewalk infill project serving areas along Walnut between H St & O St	4/18/2003	$90,451.71
CDBG Sidewalk Improvement Project	Sidewalk infill project bounded by E St, G St, Cypress Ave, and Locust	5/4/2005	$226,611.35
CDBG Sidewalk Infill Project	Sidewalk infill along the South side of College Ave from B to F St, et al	6/9/2006	$115,441.77
Sidewalk Improvement Project	Sidewalk Replacement on Walnut Ave from Fourth St to Seventh St	11/5/2007	$113,344.00
Sidewalk Infill Project State Cycle 6 SRTS	Sidewalk infill project serving areas near Lompoc schools	8/8/2008	$321,196.59
Sidewalk Infill Project Federal Cycle 2 SRTS	Sidewalk infill project serving areas near Lompoc schools	10/3/2013	$368,840.82
BTA Striping, Signing, & Detection Project	City wide Bike lane striping and loop detector installation project	1/17/2012	$292,085.75
Chestnut Avenue Sidewalk Improvement Project (HSIP)	Sidewalk infill project along Chestnut Ave, from G St to O St	5/23/2014	$93,070.99
Sidewalk Infill Project Federal Cycle 3 SRTS	Sidewalk infill project serving areas near Lompoc schools	6/25/2015	$317,102.85
Sidewalk Infill Project North County Meas A SRTS	Sidewalk infill project, Pine Ave from A to C & crossing improvements	1/26/2018	$206,309.80
Sidewalk Infill Project State Cycle 10 SRTS	Sidewalk infill project serving areas near Lompoc schools	7/14/2015	$356,759.75
ATP Cycle 1 Sidewalk and Curb Ramp Project	Sidewalk infill and curb ramps along Chestnut, Walnut, & C St - G St	1/20/2017	$363,050.00
Total:			$3,537,184.77

Table 16 - Past Expenditures on Pedestrian and Bicycle Facilities

Plan implementation equates to using this document as a guide to complete the City's walking and biking infrastructure projects. This is a continuous process, even after all identified existing deficiencies are remedied. The steps necessary to incrementally implement the Plan include:

1. Funding source selection (selected from the list in chapter 5, or elsewhere if available)
2. Project selection (from the prioritized list)
3. Provide planning level design, cost estimate and preliminary environmental review for inclusion in the grant application package
4. Apply for grant funding
5. Receive funding
6. Design
7. Complete environmental review (design % depends on project type)
8. Construct
9. Repeat process

The reporting process will use the public webpage created for this plan. The page will be updated and may be enhanced to include interactive web maps, and the listings will be revised as each project is completed. Updates to the plan itself may occur every 10 years.

Non-Infrastructure Programs

From 2012 to 2016 the Lompoc Valley Community Healthcare Organization partnered with the City and the Lompoc Unified School District to manage and perform a four-year program to promote children walking and bicycling to school through education, encouragement, enforcement, and evaluation activities. That effort was funded through a Federal Safe Routes to School grant. Portions of that program were carried out at the district's elementary schools within the daily instructional time. The program also held a number of community events, including ***Bike to School*** events and a ***Bike Rodeo***. SRTS teacher leads at each site delivered curriculum relating to pedestrian and bicycle safety, along with education about the benefits of using alternate forms of transportation. Bike helmets, bike locks and other incentives were provided for student participants.

Currently, Arthur Hapgood, La Cañada, and La Honda Elementary Schools are participating in a bicycle program course through the Audacious Foundation.

Figure 27 - Biking as a Family, A Street and Lemon Ave

Wayfinding Signage

Directional signs provide wayfinding for travel to destinations in the City such as the Wine Ghetto, Downtown, and the West Side of the city. Currently, these can be found at the south entrance to the City on the northwest corner of the intersection of Ocean Avenue & Hwy 1, on the north side of the city at the intersection of George Miller Drive and Hwy 1 near the entrance to the Lompoc Municipal Airport, on the west side of the City on the northwest corner of Floradale Avenue and Central Ave, and on the southeast corner of the intersection of Central Ave & H St (Hwy 1).

Figure 28 - Wayfinding Signage, H Street & Central Avenue

Also providing wayfinding in a more comprehensive way are the City's Bicycle network maps posted on signs at the north and south entrances to the City. There are two of these, and they can be found near the directional signs in the first two locations described above. There is currently no additional signage proposed, but as the City's bicycle and pedestrian networks develop, the City may provide additional signage as necessary for wayfinding purposes.

Walking and Biking Infrastructure Maintenance

As identified in the Fast Forward 2040, SBCAG's Regional Transportation Plan, active transportation facility maintenance is an important element of providing a functional active transportation system. The City of Lompoc currently addresses the maintenance of bikeways, sidewalks, crosswalks, and ADA ramps through its Streets Maintenance program, and addresses maintenance of other City owned bicycle and pedestrian facilities, such as bicycle racks, public restrooms, etc., primarily through its Facilities Maintenance program.

Figure 29 - Lompoc Bikeways Map, Twelfth Street & Ocean Avenue

These City programs receive some funding from various sources annually in order to perform their maintenance work, however, available funding 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 following section of this plan.

V. Funding

Potential Funding Sources

Below is a list of some primary potential funding sources for the City's active transportation system improvements.

- (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.
- (State) Caltrans ATP, Active Transportation Program – The purpose of this program is to encourage an increased use of active modes of transportation, such as biking and walking
- (Local) Measure A, Safe Routes to School, Santa Barbara County Association of Governments (SBCAG) -- provides more than $1 billion of estimated local sales tax revenues for transportation projects in Santa Barbara County over 30 years, with $455 million for North County which can be used for building safer walking and bike routes to schools
- (Local) Development Impact Fees – The City of Lompoc charges impact fees on new developments that have significant transportation needs.

The City of Lompoc plans to pursue the necessary funding to implement the needed improvements to the Lompoc area active transportation system in the order of the City's priorities. 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 Pedestrian and Bicycle Master Plan. Please see the appendices for additional data and explanation.

APPENDIX A

Prioritization

City of Lompoc

Pedestrian and Bicycle Master Plan

May 2020

Methodology

The project components above were prioritized based on a scoring matrix that scores the components on 8 key elements.

The first element "Proximity Factor" considered in the scoring matrix gives precedence to projects according to their proximity to elementary schools, the middle and high schools, youth centers, or probable gathering points for school age residents, whichever is closest.

The second element "Survey Response Factor" considered gives precedence based on community survey requests for the improvement, with more requests producing a higher factor.

The third element "Collisions Factor" considered produces a factor based on the number of vehicle/pedestrian and/or vehicle/bicycle collisions within the project area in the last 10 years. Vehicle/pedestrian collisions are considered for pedestrian improvements, while the number of vehicle/bicycle collisions are considered for bicycle improvements.

The fourth element "Jurisdiction Factor" provides a factor based on the governmental entity that holds jurisdiction regarding the project.

The fifth element "Roadway Class/Volume Factor" considered produces a factor based upon the roadway classification and volume of users.

The sixth element "Cost Factor" produces a factor based on project cost, giving a higher score to projects that are less expensive.

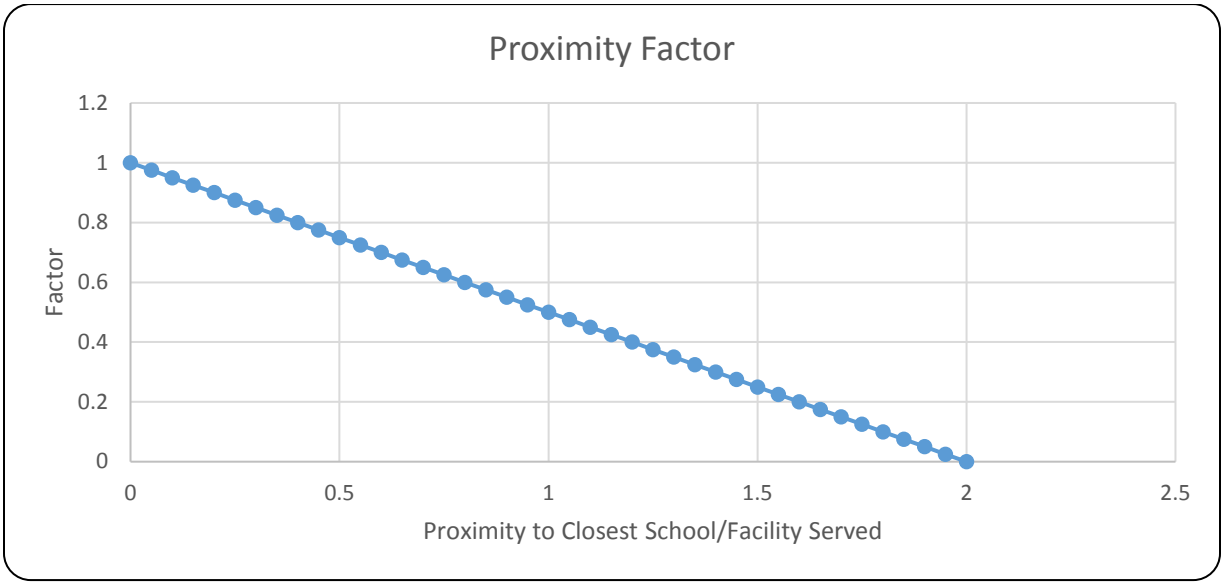
The seventh element "Safety Factor" in the prioritization matrix considers the effectiveness of the safety or collision mitigation action provided by the improvement.

The eighth and final element "Type Factor" in the prioritization matrix gives precedence based on project type, giving those projects that serve pedestrians and younger students that ride their bikes on sidewalks higher priority, because of the increased vulnerability of those users.

It should be noted that although this scoring matrix provides a quantifiable priority score, project prioritization is a dynamic process. The City intends to generally follow the prioritization presented herein, but to also allow the flexibility to make necessary adjustments depending upon future funding opportunities and other factors.

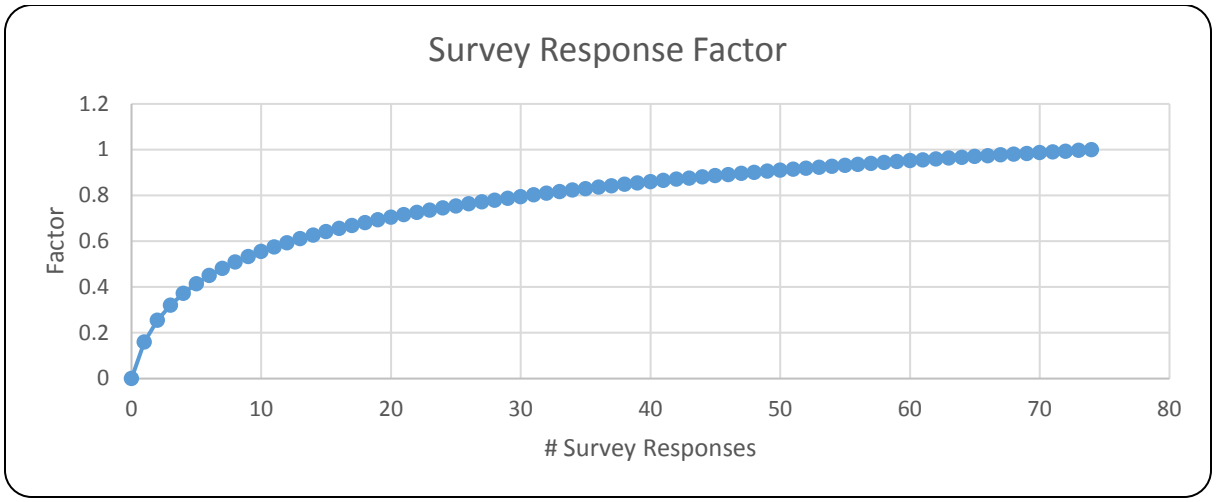
Proximity Factor

For the Proximity element, 2 miles was chosen as a distance at which the project provides little benefit, so at that distance the calculation for the factor produces a factor of 0. For project components that are directly adjacent (0 miles), the calculation produces a factor of 1. The equation is: PF (Proximity Factor) = -1/2*Distance (miles) + 1 and is shown graphically below.



Survey Response Factor

The Survey Response element of the prioritization model produces a factor based on the number of survey responses recommending a specific bicycle or pedestrian infrastructure project. Seventy four (74) was the highest number of recommendations in the community survey for a project, so it was chosen to be the number of responses that produces a factor of 1. No survey recommendation produces a factor of 0. It was felt that a single request should hold more value than the addition of one more request on top of many. So a curvilinear equation was selected to produce the factor. The equation is: SRF (Survey Response Factor) = ln(#SR+1)/4.317 which is shown graphically below.



Collisions Factor

The Collisions Factor calculates a factor of 0 if there have been no vehicle collisions with pedestrians or bicyclists within the proposed project area. As the number of these types of collisions increase, so does the factor. For 1 collision, the factor is 0.25. 2 to 4 collisions gets a factor of 0.5. 5 to 9 collisions produces a factor of 0.75. For 10 or more collisions, the algorithm produces a factor of 1.

For project components such as proposed class 1 bike paths at locations where it is nearly impossible for collisions with vehicles to have happened, a collisions factor of 0 was selected for those routes since none of them provides a convenient parallel route to a road where collisions have happened. Being generally recreational in nature, Class I paths are not likely to mitigate collisions in adjacent areas where travel is more likely to be logistical in nature.

Jurisdiction Factor

The fourth element in the scoring matrix selects from two values, giving a factor of 1 for projects falling under the City's jurisdiction, a factor of 0 for projects under the County's or Caltrans jurisdiction.

Roadway Class/Volume Factor

The fifth element selects a set of values based first upon the roadway classification. If the roadway class is either major or minor arterial, the factor applied to the improvement is 1. Arterials get the most traffic and improvements for those routes should have precedence when considering quantity of residents served. For the projects serving the collector roadway classification, the factor applied is based upon Average Daily Traffic (ADT) volume if available. For

those improvements proposed on collectors, the ADT ranged from 1600 vehicle per day to 6000 vehicles per day or no data was available. For improvements on collectors with a volume greater than 2200 veh/day a factor of 0.75 is applied. Collector volumes less than or equal to 2200, the factor applied is 0.5. For improvements proposed on residential or local roadway types the factor applied varies based upon whether the route primarily serves a school. If the residential route is on a primary school route the factor applied to the improvement is 0.25. Otherwise the factor applied is 0. For those improvements such as Class I bicycle paths, lighting projects, bike racks, etc. the factor is also 0.

Cost Factor

The sixth element produces a factor for each project component based upon a planning level cost estimate for each. Because the City's primary limitation in implementing the projects is insufficient funding, the lower the project cost, the higher the score applied for this factor. For project components estimated to cost less than $10,000, the factor applied is 1. For project components estimated to cost between $10,000 and $50,000 the factor applied is 0.75. For project components estimated to cost between $50,000 and $100,000, the factor applied is 0.5. For project components estimated to cost between $100,000 and $500,000, the factor is 0.25. For project components estimated to cost between half a million and $1M, the factor is 0. For project components estimated to cost between $1M and $2M, the factor is -0.5. For project components where the estimate comes between $2M and $5M, the factor is -1, and for those projects estimated to be $5M or greater, the factor is -2. Discussion of unit costs and estimate values are further described in Appendix B.

Safety Factor

The seventh element considered in the prioritization matrix provides a factor based on the level of increased safety that the improvement provides. Collision reduction factors found in several documents produced by the Federal Highway Administration were reviewed to determine which improvements provided the greatest increase in safety. Where data wasn't available, a logical assessment was made and a factor selected. Getting students and residents completely out of the vehicular path was found to provide the greatest increase in safety. A factor of 0.88 was used directly from FHWA-SA-08-011 Desktop Reference for Crash Reduction Factors for sidewalk infill project components. For crossing improvements, such as installing a pedestrian crossing, the factor in that desktop reference was 0.60. For our prioritization model this value was used as the factor for a Crosswalk with Bulb-outs and Flashing Beacons. For the project providing only a ladder style crosswalk, a factor of 0.30 was used in absence of any additional technical data. Class I Bike Paths are recreational in nature in Lompoc's case. None of Lompoc's class I paths provide a convenient alternate link within the city. These are given a safety factor of 0. Class II Bike Lanes delineate for drivers and bicyclists where their respective lanes are and so provide a greater level of safety than if they weren't available. These improvements were given a factor of 0.3 for this

prioritization element. Class III Bikeways have some signage and minimal paint to make drivers and cyclists aware of the function, so some safety is provided, but considerably less than bike lanes. A factor of 0.1 was used for this type of improvement. All other non-safety improvements were given a factor of 0 for safety.

Type Factor

Given the primary focus of this Plan, being safe routes to school, one more factor is used in the prioritization matrix to improve the rank of those project components serving children commuting to school. Also given, students riding their bicycles to school often used the sidewalk as it provides a greater level of safety. This factor will account for that dynamic in that it will give precedence to projects that serve pedestrians (or younger students using the sidewalk for biking). A type factor of 1 is applied to all sidewalk infill and pedestrian crossing project components. A type factor of 0 is applied to all other project types.

Sum of Factors/Weighting

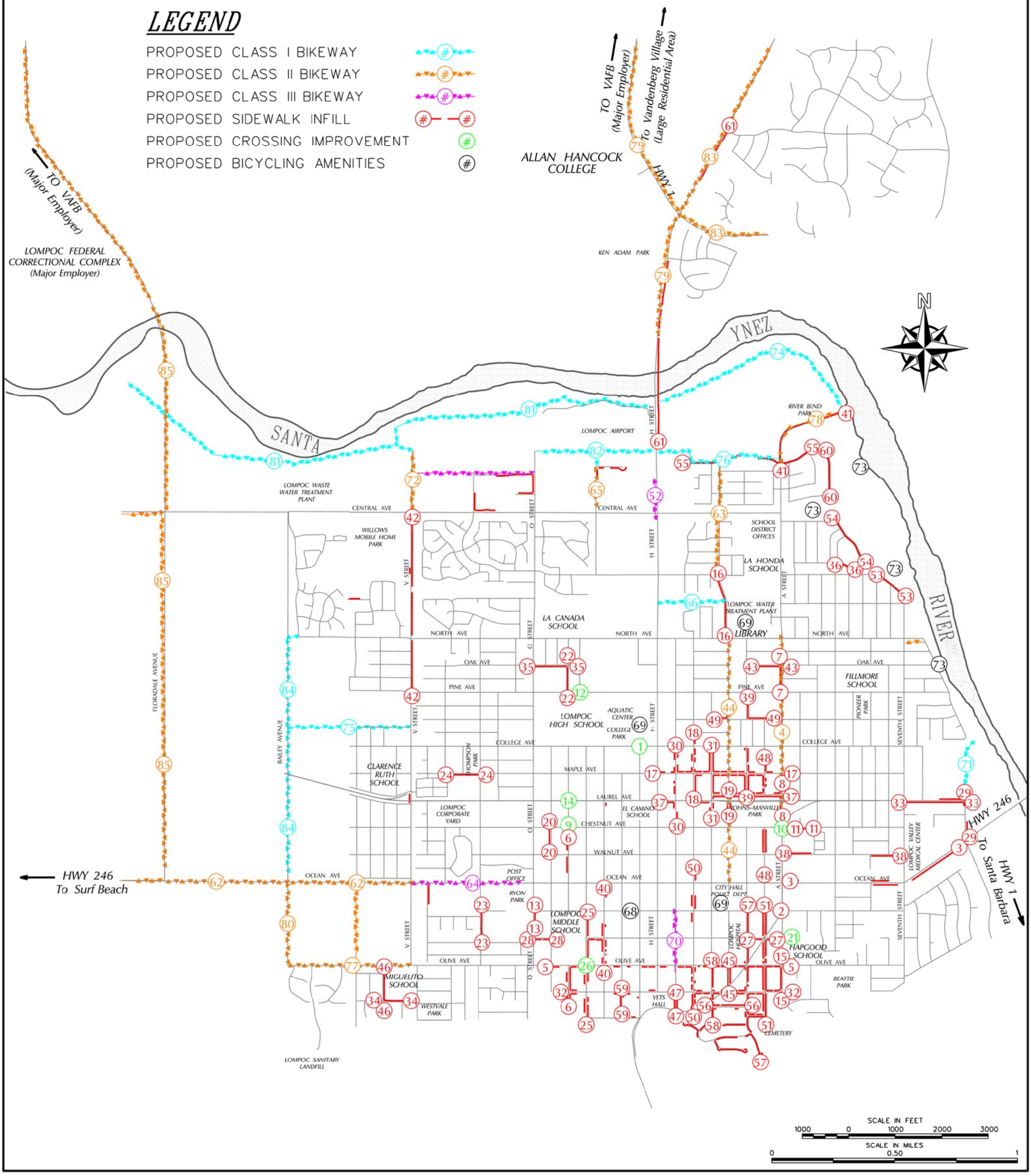
Given the importance of each of these factors is not the same, a weighting was applied to each before they are added to together to give the final project component score. With the Plan focus being Safe Routes to School and Safety for residents commuting by bike or on foot, a weighting of 2 was applied to both the Collisions and Safety Factors. A weighting of 1 was applied to the rest. These are then added together giving each project component a composite score. The project components are then arranged in order of the composite scoring, from greatest to least.

Proposed Projects

City of Lompoc

PEDESTRIAN & BICYCLE MASTER PLAN
PROPOSED PROJECTS

MAY 2020



City of Lompoc Pedestrian and Bicycle Master Plan
Proposed Project List

Rank	Project or Project Component Name	Type	Subtype	Location	X-Street/Span/etc.	Closest Schools Served
1	Install Flashing Beacon with Bulbouts at I Street, Crossing College	Pedestrian	Flashing Beacon Crosswalk	I St	College Ave	LHS, YMCA, City Pool, Skate Park
2	Cypress & A Sidewalk Infill and Pedestrian RR Crossing	Pedestrian	Sidewalk Infill	Cypress Ave	A St	Arthur Hapgood
3	Ocean Ave Sidewalk Infill, A to Sweeney Rd	Pedestrian	Sidewalk Infill	Ocean Ave	A - Sweeney	Arthur Hapgood
4	A Street Class II Bike Lane	Bicycle	Class II Bike Lane	A Street	Chestnut - North	Fillmore
5	Olive Ave Sidewalk Infill, A St to N St	Pedestrian	Sidewalk Infill	Olive Ave	A - N	LVMS, Hapgood, & Miguelito
6	M Street Sidewalk Infill, South End to Chestnut	Pedestrian	Sidewalk Infill	M Street	South End - Chestnut	Miguelito, LVMS, & LHS
7	A Street Sidewalk Infill, Pine to Oak	Pedestrian	Sidewalk Infill	A Street	Pine - Oak	Fillmore
8	A Street Sidewalk Infill, Chestnut to Maple	Pedestrian	Sidewalk Infill	A Street	Chestnut - Maple	Arthur Hapgood
9	Install Flashing Beacon Crosswalk w/ Bulbouts at M St or L St, Crossing Chestnut Ave	Pedestrian	Flashing Beacon Crosswalk	M Street	Chestnut Ave	LHS, LVMS
10	Install Flashing Beacon Crosswalk at Chestnut Ave, Crossing A St	Pedestrian	Flashing Beacon Crosswalk	Chestnut Ave	A St	Arthur Hapgood
11	Chestnut Ave Sidewalk Infill, First to Second	Pedestrian	Sidewalk Infill	Chestnut Ave	First - Second	Arthur Hapgood
12	Install Flashing Beacon Crosswalk with bulbouts at L St, Crossing Pine	Pedestrian	Flashing Beacon Crosswalk	S/O L Street Culdesac	Pine Ave	High School
13	O Street Sidewalk Infill, Hickory to Cypress	Pedestrian	Sidewalk Infill	O Street	Hickory - Cypress	LVMS, Miguelito
14	Install Flashing Beacon Crosswalk w/ Bulbouts at M St or L St, Crossing Laurel Ave	Pedestrian	Flashing Beacon Crosswalk	M Street	Laurel Ave	High School
15	A Street Sidewalk Infill, Locust to Olive	Pedestrian	Sidewalk Infill	A Street	Locust - Olive	Arthur Hapgood
16	D Street Sidewalk Infill, North to Barton	Pedestrian	Sidewalk Infill	D Street	North - Barton	La Honda
17	Maple Avenue Sidewalk Infill, A St to H St	Pedestrian	Sidewalk Infill	Maple Avenue	A - H	Arthur Hapgood
18	F Street Sidewalk Infill, Laurel to Prune	Pedestrian	Sidewalk Infill	F Street	Laurel - Prune	LHS, Arthur Hapgood
19	D Street Sidewalk Infill, Chestnut to Laurel	Pedestrian	Sidewalk Infill	D Street	Chestnut - Laurel	Arthur Hapgood
20	N Street Sidewalk Infill, Walnut to Chestnut	Pedestrian	Sidewalk Infill	N Street	Walnut - Chestnut	Miguelito, LHS, LVMS
21	Install Flashing Beacon at A St & Hickory Ave	Pedestrian	Flashing Beacon Crosswalk	Hickory Ave	A St	Arthur Hapgood
22	M Street Sidewalk Infill, Pine to Oak	Pedestrian	Sidewalk Infill	M Street	Pine - Oak	LHS, La Canada
23	R Street Sidewalk Infill, Hickory to Cypress	Pedestrian	Sidewalk Infill	R Street	Hickory - Cypress	LVMS, Miguelito
24	Maple Avenue Sidewalk Infill, R St to T St	Pedestrian	Sidewalk Infill	Maple Avenue	R - T	Clarence Ruth
25	L Street Sidewalk Infill, Willow to Cypress	Pedestrian	Sidewalk Infill	L Street	Willow - Cypress	LVMS, Miguelito
26	Install Crosswalk at L St, Crossing Olive Ave	Pedestrian	Crosswalk	L Street	Olive Ave	LVMS
27	Hickory Ave Sidewalk Infill, A to C	Pedestrian	Sidewalk Infill	Hickory Ave	A - C	Arthur Hapgood
28	Hickory Ave Sidewalk Infill, N to O	Pedestrian	Sidewalk Infill	Hickory Ave	N - O	LVMS
29	Twelfth St Sidewalk Infill, Ocean to Laurel	Pedestrian	Sidewalk Infill	Twelfth St	Ocean - Laurel	Arthur Hapgood
30	G Street Sidewalk Infill, Chestnut to College	Pedestrian	Sidewalk Infill	G Street	Chestnut - College	LHS, Arthur Hapgood
31	E Street Sidewalk Infill, Chestnut to College	Pedestrian	Sidewalk Infill	E Street	Chestnut - College	Arthur Hapgood
32	Locust Ave Sidewalk Infill, A St to M St	Pedestrian	Sidewalk Infill	Locust Ave	A - M	LVMS, Hapgood & Miguelito
33	Laurel Avenue Sidewalk Infill, 7th to 12th	Pedestrian	Sidewalk Infill	Laurel Avenue	Seventh - Twelfth	Arthur Hapgood
34	Fir Avenue Sidewalk Infill, W to X	Pedestrian	Sidewalk Infill	Fir Avenue	W - X	Miguelito
35	Oak Ave Sidewalk Infill, M to O	Pedestrian	Sidewalk Infill	Oak Ave	M - O	La Canada, LHS
36	Bell Ave Sidewalk Infill, Linda Vista to Riverside	Pedestrian	Sidewalk Infill	Bell Avenue	Linda Vista - Riverside	La Honda
37	Laurel Avenue Sidewalk Infill, A St to H St	Pedestrian	Sidewalk Infill	Laurel Avenue	A - H	Arthur Hapgood
38	Walnut Avenue Sidewalk Infill, A to Seventh	Pedestrian	Sidewalk Infill	Walnut Avenue	A - Seventh	Arthur Hapgood
39	C Street Sidewalk Infill, Laurel to Pine	Pedestrian	Sidewalk Infill	C Street	Laurel - Pine	La Honda, Arthur Hapgood
40	K Street Sidewalk Infill, Olive to Ocean	Pedestrian	Sidewalk Infill	K Street	Olive - Ocean	Miguelito
41	McLaughlin Road Sidewalk Infill, Canfield to End	Pedestrian	Sidewalk Infill	McLaughlin Rd	Canfield - River Bend Bike Path	La Honda
42	V Street Sidewalk Infill, Pine to Central	Pedestrian	Sidewalk Infill	V Street	Pine - Central	Clarence Ruth
43	Oak Ave Sidewalk Infill, A to C	Pedestrian	Sidewalk Infill	Oak Ave	A - C	Fillmore
44	D Street Class II Bike Lane	Bicycle	Class II Bike Lane	D Street	Ocean - North	La Honda
45	D Street Sidewalk Infill, Locust to Olive	Pedestrian	Sidewalk Infill	D Street	Locust - Olive	Arthur Hapgood
46	X Street Sidewalk Infill, Fir to Loquat	Pedestrian	Sidewalk Infill	X Street	Fir - Loquat	Miguelito
47	G Street Sidewalk Infill, South End to Locust	Pedestrian	Sidewalk Infill	G Street	South End - Locust	Arthur Hapgood
48	B Street Sidewalk Infill, Ocean to College	Pedestrian	Sidewalk Infill	B Street	Ocean - College	Arthur Hapgood
49	Airport Ave Sidewalk Infill, A to E	Pedestrian	Sidewalk Infill	Airport Ave	A - E	Fillmore
50	F Street Sidewalk Infill, South End to Ocean	Pedestrian	Sidewalk Infill	F Street	South End - Ocean	Arthur Hapgood
51	B Street Sidewalk Infill, Willow to Cypress	Pedestrian	Sidewalk Infill	B Street	Willow - Cypress	Arthur Hapgood
52	H Street Class III Link at Central Avenue	Bicycle	Class III Bikeway	H St	Central - North to Traffic Light	La Honda
53	Riverside Drive Sidewalk Infill, Barton to Seventh	Pedestrian	Sidewalk Infill	Riverside Drive	Barton - Seventh	La Honda
54	Riverside Drive Sidewalk Infill, Bush to Bell	Pedestrian	Sidewalk Infill	Riverside Drive	Bush - Bell	La Honda

City of Lompoc Pedestrian and Bicycle Master Plan
Proposed Project List

Rank	Project or Project Component Name	Type	Subtype	Location	X-Street/Span/etc.	Closest Schools Served
55	Canfield Ln, Ct, Dr, & Avenue Sidewalk Infill, All	Pedestrian	Sidewalk Infill	Canfield Ln, Ct, Dr, Ave	All	La Honda
56	Fir Avenue Sidewalk Infill, C to E	Pedestrian	Sidewalk Infill	Fir Avenue	C - E	Arthur Hapgood
57	C Street Sidewalk Infill, South End to Cypress	Pedestrian	Sidewalk Infill	C Street	South End - Cypress	Arthur Hapgood
58	E Street Sidewalk Infill, University to Olive	Pedestrian	Sidewalk Infill	E Street	University - Olive	Arthur Hapgood
59	J Street Sidewalk Infill, Willow to Locust	Pedestrian	Sidewalk Infill	J Street	Willow - Locust	Arthur Hapgood
60	Riverside Drive Sidewalk Infill, Calvert to Canfield	Pedestrian	Sidewalk Infill	Riverside Drive	Calvert - Canfield	La Honda
61	Hwy 1 Sidewalk Infill, Airport to Onstott	Pedestrian	Sidewalk Infill	Hwy 1	Airport - Onstott	NA
62	West Ocean Avenue Bike Lane	Bicycle	Class II Bike Lane	Ocean Ave	V - Floradale	LVMS, Miguelito
63	D Street Class II Bike Lane North End	Bicycle	Class II Bike Lane	D Street	Barton - North End	La Honda
64	Ocean Ave Shared Bikeway O St to V St	Bicycle	Class III Bikeway	Ocean Ave	O - V	LVMS, Miguelito
65	North L Street Class II Bike Lane	Bicycle	Class II Bike Lane	L St	Central - North End	La Canada
66	East/West Channel Bike Path w/ HAWK Signal at H St	Ped & Bike	Class I Path	East/West Channel	D - H	La Honda
67	City Bike Rack Construction Project	Bicycle	Bike Racks	Throughout City	Businesses, Parks, Shopping Centers,	NA, choosing 1 arbitrarily
68	Bike Lockers at TTC and Other Locations	Bicycle	Bike Lockers	Transit Transfer Center	Various	Arthur Hapgood
69	Bike Fix Station Project	Bicycle	Bike Fix Stations	Public Places	Various	NA, choosing .75 arbitrarily
70	G Street South End Class III Bikeway Extension	Bicycle	Class III Bikeway	G Street	Olive - Cypress	Arthur Hapgood
71	Riverbend Bike Path Extension South	Ped & Bike	Class I Path	Riverbend Bike Path	South End - Laurel & Twelfth	Arthur Hapgood
72	North V Street Class II Bike Lane Extension	Bicycle	Class II Bike Lane	V St	Central - North End	La Canada
73	Riverbend Bike Path Lighting Project	Ped & Bike	Lighting	Riverbend Bike Path	All	Fillmore
74	Riverbend Bike Path Extension North	Ped & Bike	Class I Path	Riverbend Bike Path	North End - H	La Honda
75	West Airport Avenue Bike Path	Ped & Bike	Class I Path	West Airport Ave	V - Bailey	Clarence Ruth
76	Canfield Bike Path	Ped & Bike	Class I Path	North of Canfield	A - H	La Honda
77	West Olive Avenue Class II Bike Lane (road widening required)	Bicycle	Class II Bike Lane	Olive Ave	V - Bailey	Miguelito
78	McLaughlin Road Bike Lane	Bicycle	Class II Bike Lane	McLaughlin Rd	Canfield - River Bend Bike Path	La Honda
79	Hwy 1 Bike Lanes at the Y	Bicycle	Class II Bike Lane	Hwy 1	Within city limit near Y, 1.5 miles	La Honda
80	S. Bailey Avenue Bike Lane (road widening required)	Bicycle	Class II Bike Lane	Bailey Avenue	Olive - Ocean	Miguelito
81	Riverbend Bike Path, H Ave to Floradale Ave	Ped & Bike	Class I Path	North of Lompoc, Southern	H - Flordale	La Canada
82	Lompoc Regional Airport Bike Path	Ped & Bike	Class I Path	South of Airfield	H - V	La Canada
83	Harris Grade & Purisima Rd Bike Lanes at the Y	Bicycle	Class II Bike Lane	Harris Grade & Purisima Rd	Leading away from Y some distance	La Honda
84	Bailey Avenue Bike Path	Ped & Bike	Class I Path	Bailey Avenue	Ocean - North	Clarence Ruth
85	Floradale Class II Bike Lane (road widening required)	Bicycle	Class II Bike Lane	Floradale Ave	Ocean - North City Limits	Miguelito

Implementation Timeline

As funding becomes available and as time and other resources allow, each project will chip away the project list. It is not likely that the feasible projects on this list will all be completed in the next 10 years unless the funding environment changes. City staff will pursue funding for priority projects in order to implement the needed walking and bicycling improvements to best serve the Lompoc community.

APPENDIX B

Cost Estimates

City of Lompoc

Pedestrian and Bicycle Master Plan

May 2020

Future Financial Needs

Below is discussion of the future financial needs of Lompoc's Active Transportation Network. Planning level unit costs that include general conditions and other miscellaneous required features that generally accompany a given project are included. Overall costs to mitigate all existing deficiencies, and complete most of the listed project priorities are discussed.

Sidewalk Infill

Based upon current industry standard costs in the area, a unit cost of $190 per foot of 5.5' wide sidewalk is applied to the total missing sidewalk for the City. This values was taken from a recent cost estimate that included curb ramps, some fencing changes, grading, some retaining curb, etc. So, with 12.4 miles of missing sidewalk at 5,280 ft. per mile times $190/ft. of 5.5' wide sidewalk, the City needs $12.8 million. So, for sidewalk infill, the planning level estimate is $1M/mile.

Crossing Improvements

Ladder Style Crosswalk – Paint Only

At around $8 per square foot, painting a ladder style crosswalk of roughly 375 square feet costs $3,000. Not including bulb-outs and Rapid Flashing Beacon Systems, paint alone for all of the proposed 5 crosswalks would be $15,000.

Bulb-outs with Paint

For concrete bulb-outs with 200 square feet of paint and concrete flatwork, and 130ft of curb-only per set, paint again being $8/sq. ft., flatwork being $18/sq. ft., and curb-only being $45/ft, we come to $11,050 for bulb-outs only in the crosswalk system. There are 4 bulb-out systems proposed in this Plan. So the total for those comes to $44,200.

Rapid Flashing Beacon

These come to roughly $18,000 per set. In this Plan, 6 are proposed. So the total for Rapid Flashing Beacons comes to $108,000.

Bicycle Paths, Lanes, and Bikeways

Class I Paths

Class I Paths tend to be the most challenging since right-of-way acquisition and environmental constraints are critical factors in determining cost. Based on previous projects, other estimates,

and accepted inflation rates, a unit cost of $2M/mile is applied to the proposed 39,626 ft (7.4 miles) of Class I paths. This comes to $15M

Class II Paths

There are 18 miles of Class II Bike Lanes proposed within the Plan. A fair portion of this is extra-jurisdictional. These have tended to be part of pavement resurfacing projects in the past so overhead, general conditions, and other costs will not be included here. For those projects that do not require a road widening to safely accommodate the lanes, paint is all that is needed. At $8/sqft with a 4" stripe delineating the parking lane, and a 6" stripe for the outside boundary of the bike lane, a cost of $13.33/ft is applied (both sides w/parking lanes). Not considering the cost to widen those roads that will require it, this comes to around $1.3M. The total including widening where it is determined to be necessary is estimated to be $45M. Those that require widening are not feasible at this time unless some entity provides a large sum grant.

Class III Bikeways

These are the least expensive and least functional of the conventional bicycle infrastructure. With these a sign and possibly a painted symbol at the beginning and end of the facility is all that is necessary to delineate a Class III bike lane. Here we will apply a $500 to the beginning and end of each proposed bikeway, and at the locations of significant intersecting routes. There are 3 Class III Bikeways proposed in the plan, so an overall cost of approximatley $5,000 would be needed to add the signage necessary.

Conclusion

The following table summarizes the planning level cost estimate for all of improvements proposed in this plan.

IMPROVEMENT	**OVERALL ESTIMATED COST**
Sidewalk Infill	$12,800,000
Crossing Improvements	$170,200
Bicycle Paths	$15,100,000
Bicycle Lanes	$45,000,000
Bikeways	$5,000
Other	$5,500,000
TOTAL	**$78,600,000**

Table 17 - Pedestrian and Bicycle Master Plan, Planning Level Cost Estimate

APPENDIX C

City Council Resolution & Letters of support

City of Lompoc

Pedestrian and Bicycle Master Plan

May 2020

APPENDIX D

CTC ATP Guidelines & SHC Requirements Checklist

City of Lompoc

Pedestrian and Bicycle Master Plan

May 2020

California Transportation Commission Active Transportation Program Guidelines

An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

A. Mode Share: The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.

   See Chapter 2

B. Description of Land Use/Destinations: A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminal, and ferry docks and landings.

   See Chapter 2

C. Pedestrian Facilities: A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.

   See Chapter 2 & 4

D. Bicycle Facilities: A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs that serve public and private schools.

   See Chapter 2 & 4

E. Bicycle Parking: A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docs and landings, park and ride

lots, and provisions for transporting bicyclists and bicycles of transit or rail vehicles or ferry vessels.

See Chapter 2 & 4

F. Wayfinding: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.

See Chapter 4

G. Non-Infrastructure: A description of existing and proposed bicycle and pedestrian education, encouragement, enforcement, and evaluation programs conducted in the area included within the plan. Include efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.

See Chapter 2 & 4

H. Collision Analysis: The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.

See Chapter 2

I. Equity Analysis: Identify census tracts that are considered to be disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents.

See Chapter 1

J. Community Engagement: A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.

See Chapter 3

K. Coordination: A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation

plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.

See Chapter 1 & 3

L. Prioritization: A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization an a proposed timeline for implementation.

See Chapter 4 & Appendix A

M. Funding: A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.

See Chapter 5 & Appendix B

N. Implementation: A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the process being made in implementing the plan.

See Chapter 4

O. Maintenance: A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.

See Chapter 4

P. Resolution: A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

See Appendix C

California Streets and Highways Code 891.2

A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

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.

   See Chapter 2

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.

   See Chapter 2

c) A map and description of existing and proposed bikeways.

   See Chapter 2 & 4

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.

   See Chapter 2 & 4

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.

   See Chapter 2

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.

   See Chapter 2

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.

See Chapter 4

h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

See Chapter 3 & Appendix C

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.

See Chapter 1 & 3

j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

See Chapter 4 & Appendix A

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.

See Chapter 4 & Appendix B

APPENDIX E

Maps

City of Lompoc

Pedestrian and Bicycle Master Plan

May 2020

Listing:

1. Existing Land Use
2. Existing Sidewalks Location Map
3. Existing Crossing Improvements Location Map
4. Existing Bikeways Map
5. Existing Biking Amenities
6. City of Lompoc Travel Generators and Attractors
7. Missing Sidewalks Location Map
8. City of Lompoc Pedestrian and Bicycle Master Plan Proposed Projects

CITY OF LOMPOC
Land Use Element Map

Note: This is one of a series of maps and textual material which, combined, constitute the development policies of the City of Lompoc. Allowable land uses for given parcels of land cannot be determined solely by reference to this map.

Approved by City Council on October 28, 1997, Resolution No. 4641 (97).
Most recent amendment on December 2, 2008, Resolution No. 5508 (08).

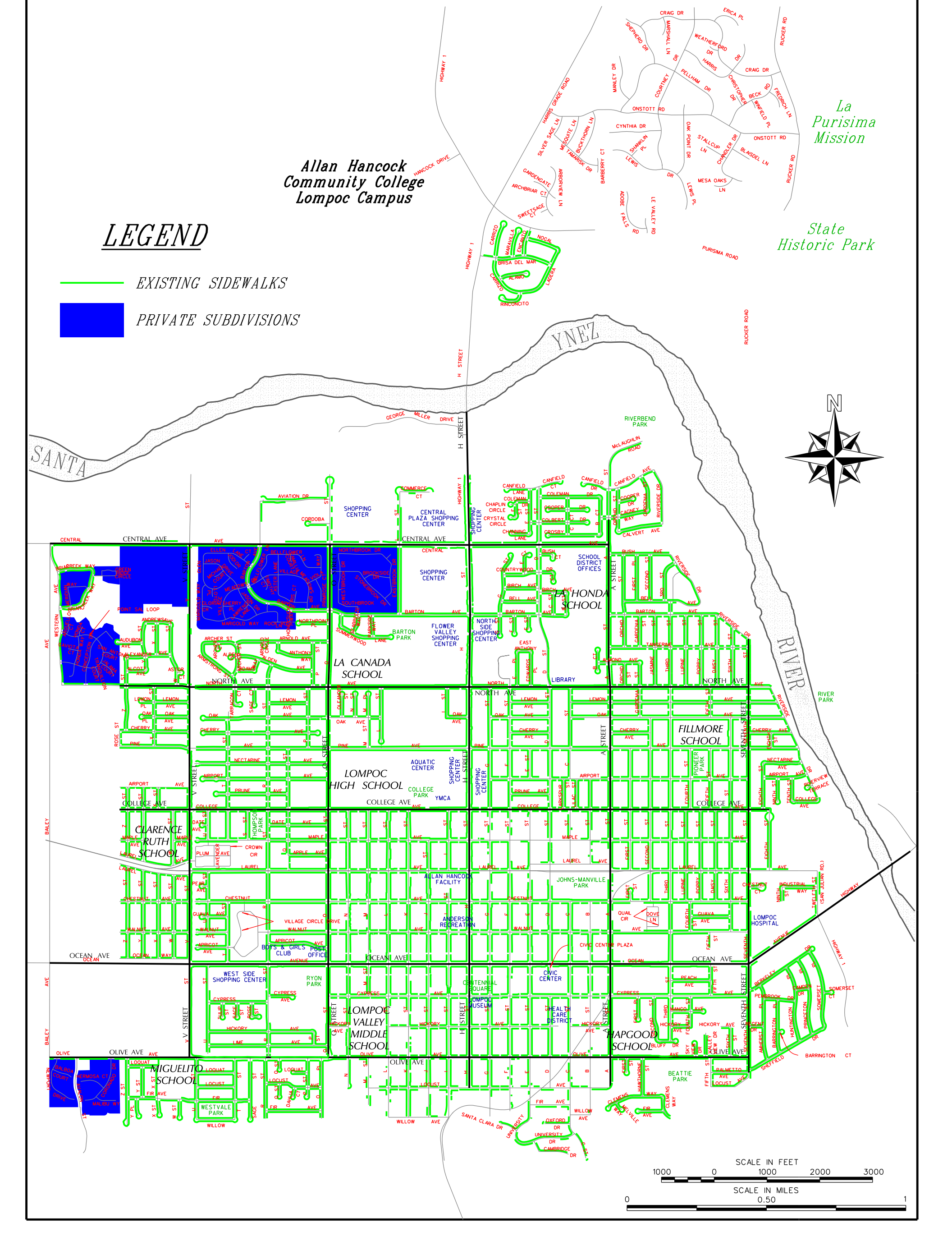
AG	Agriculture	LDR 4.6	Low Density Residential, 4.6 Dwelling Units per Acre		City Limits
BP	Business Park	MDR	Medium Density Residential		Sphere of Influence
CF	Community Facility	MU	Mixed Use		Urban Limit Line
GC	General Commercial	NC	Neighborhood Commercial		Park Overlay
HDR	High Density Residential	OC	Office Commercial		
I	Industrial	OS	Open Space		
LDR	Low Density Residential	OTC	Old Town Commercial		
LDR 2.5	Low Density Residential, 2.5 Dwelling Units per Acre	VLDR	Very Low Denisty Residential		

Date Printed: March 26, 2009

City of Lompoc

EXISTING SIDEWALKS

LOCATION MAP



City of Lompoc

EXISTING CROSSING IMPROVEMENTS

LOCATION MAP

LEGEND

- *EXISTING CROSSWALKS*
- *EXISTING CROSSWALKS WITH BULBOUTS*
- *EXISTING CROSSWALKS WITH BULBOUTS AND FLASHING BEACONS*

Allan Hancock Community College Lompoc Campus

La Purisima Mission State Historic Park

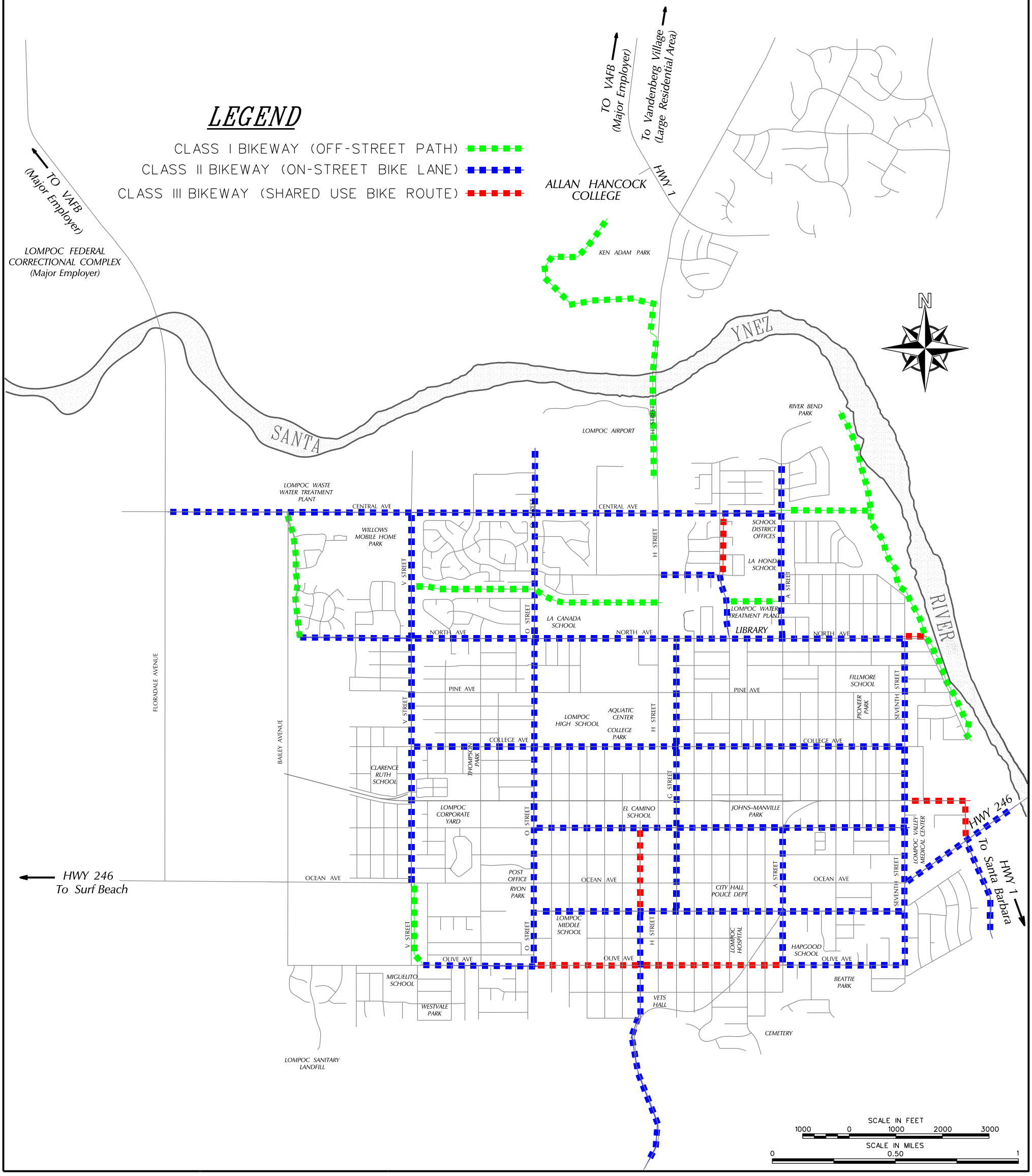
SCALE IN FEET
1000 0 1000 2000 3000

SCALE IN MILES
0 0.50 1

City of Lompoc

PEDESTRIAN & BICYCLE MASTER PLAN
EXISTING BIKEWAYS MAP

MAY 2020



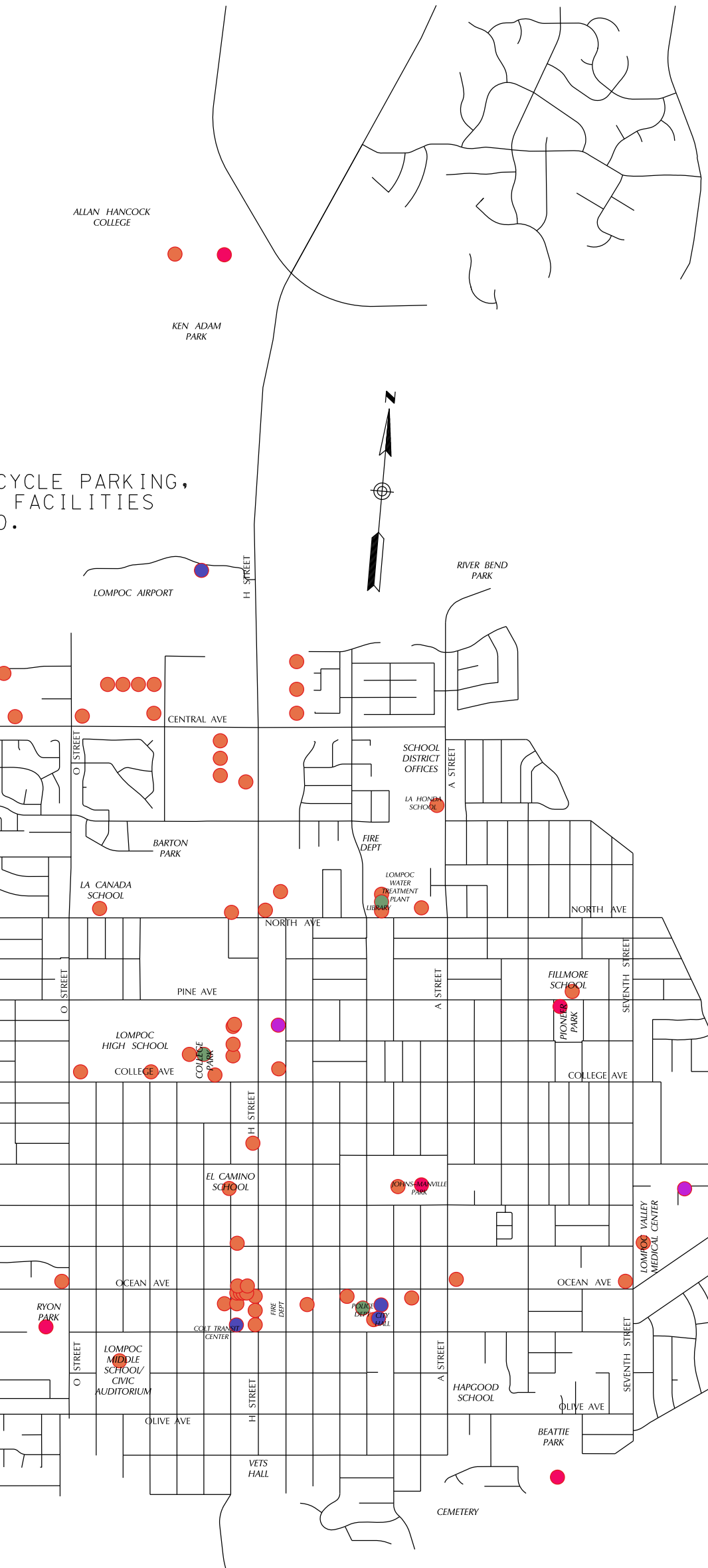
City of Lompoc

EXISTING BIKING AMENITIES
AUGUST 2019

LEGEND

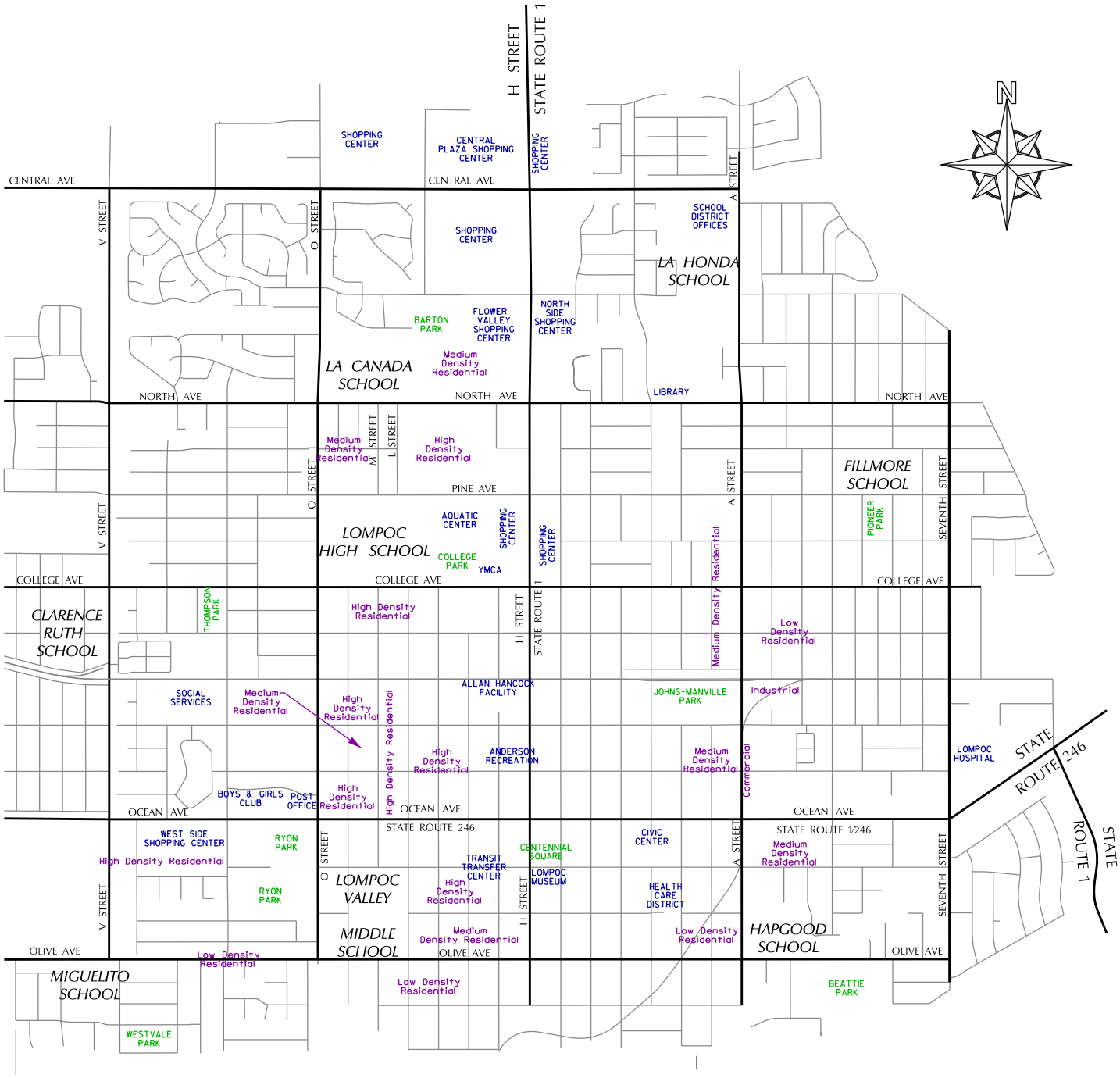
- Bike Racks
- Bike Lockers
- Bike Fix Stations
- Bike Shops
- Public Restrooms
- Shower Facilities

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



City of Lompoc

CITY OF LOMPOC
TRAVEL GENERATORS AND ATTRACTORS



SCALE IN FEET

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SCALE IN MILES

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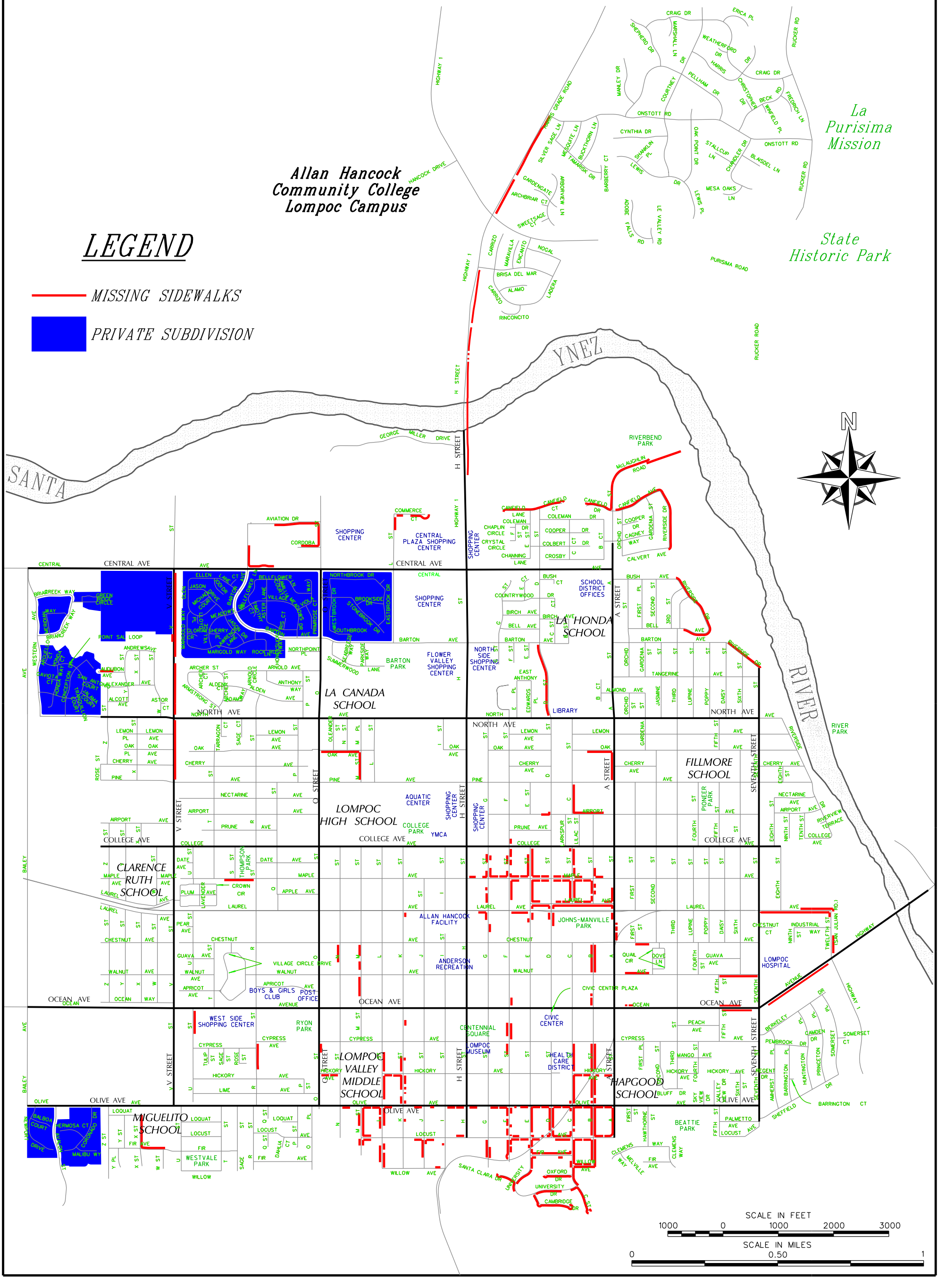
City of Lompoc

MISSING SIDEWALKS

LOCATION MAP



City of Lompoc

PEDESTRIAN & BICYCLE MASTER PLAN
PROPOSED PROJECTS

MAY 2020