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To: [Osborne, Jenelle](#); [Cordova, Gilda](#); [Vega, Victor](#); [Starbuck, Dirk](#); [Mosby, Jim](#); [Haddon, Stacey](#)
Subject: City of Lompoc - Re: Street Master Plan and circulation
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1 June 2020

Mayor Osborne and Council

City of Lompoc

Re: Street and Circulation Planning

Cars Are Basic, sent to each Director of SBCAG a letter emphasizing that the CV-19 Recession is severe, and requested that SBCAG, and each city in the County as well as County government "tighten" their collective belts. We urge narrowing of planning to the "basics" of government.

Nationally it has been projected that for each month of this recession, it will take 12 months of recovery to match the jobs and income prior to the downturn. Conservatively speaking if we mark the full effect at 3 months that means it will take 3 years to reach the level of economic activity of 1 January 2020. This effects income for streets from source like the Gas tax, Measure A, etc.

The State of California has reported it is staring at a \$53 Billion deficit. The County has made it clear it is in economic trouble and before the recession, faced approximately \$240 million in capital projects it had no money for.

In reviewing your street planning and circulation element it would appear Lompoc is moving forward with certain street narrowing and capacity elimination projects. We suggest you consider the following:

The City of Goleta has increased both housing and commercial property that increased the population and auto use. A major "multi-use/bike path" on western Hollister from Pacific Oaks to Ellwood cost them \$4.5 million taxpayer dollars. It has narrowed the traffic lanes on Hollister. The goal was to increase "active" transportation and reduce auto use. The goals have not been met. Outcomes have failed. Goleta is fortunate to have excellent freeway access for all of its major commercial centers, and draws spenders from as far as Caprinteria. It is their street grid that makes this possible and handles a significant traffic load.

The City of Santa Barbara has created over 50 miles of interconnected bike paths (Class I and Class II). They have narrowed their main street "State Street", city wide removed parking and widened sidewalks.

The goal? To reduce auto use, stimulate both local and tourist activity, and promote "active" transportation including more bike use. In the past 4 years Santa Barbara promoted their "Unified State Street" as an accomplishment. Unfortunately State St. became known as "Death Valley" economically. The City stopped doing bike counts in 2003 because the 1600+ counted riders had fallen below the 1974 initial study

of 2400+ bike riders. At the 2016 Council Debate over the proposed Bike Master Plan, Ed France (then director of the Bike Coalition) admitted a 5 year effort to promote student riding to school had failed. The large St. Francis Circulation Plan constrict traffic and failed in outcomes. Two years ago the City of SB, closed two bike stations for lack of use after massive promotion.

MTD has reported, after decades of increasing bus routes, it ridership has dropped. Two years ago it reported a five year drop of ~1.2 million riders. Downtown SB in the last two years experienced a 18% drop in its shuttle use, "before" the CV-19 recession. The water front shuttle has been cancelled for severe lack of use.

We could continue with more examples in south county, but it would be redundant.

Anti Car Goals and what is now called "Active Transportation" goals have failed over decades of planning and implementation.

Lompoc is fortunate to have an efficient and well designed transportation grid. CAB is very familiar with you city. While it has challenges it is a great place.

With the history of traffic, and circulation planning outcomes in the county, easily available available to you, CAB recommends the following:

- 1) Taking of street capacity for the goal of "active transportation" will not be achieved. Understand your weather pattern if far less conducive to south county's for this concept.
- 2) Most of your employment opportunities are outside of the city. Santa Maria or Santa Barbara are the prime examples. This necessitates motor vehicles with streets and parking capable of handling them.
- 3) Faced with fiscal constraints it is prudent to concentrate on basics of street maintenance by directing funding to basics and not alternatives that have failed else where.

Respectfully submitted.

(electronic signature)

Scott Wenz, President CAB