



Local Road Safety Plan

Final Document

City of Lompoc

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GHD 2023

This document is and shall remain the property of the City of Lompoc.

Acknowledgements

A special thanks to all of the Safety Partners that contributed to this plan.

City of Lompoc

County of Santa Barbara

Santa Barbara County Association of Governments (SBCAG)

Lompoc Police Department

Lompoc Fire Department

Caltrans District 5

Lompoc Unified School District

Lompoc Valley Community Health Care Organization

Executive Summary

Caltrans awarded the City of Lompoc a state-funded grant to develop a Local Road Safety Plan (LRSP). The Lompoc LRSP provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety needs, taking a proactive approach to roadway safety to develop achievable and measurable countermeasures to strive to eliminate traffic collisions. The process to create this plan followed the steps illustrated in the figure to the right: establish leadership, analyze safety data, determine emphasis areas, identify strategies, prioritize and incorporate strategies, and evaluate and update.

Public outreach was conducted throughout plan development via a booth at the City’s Old Town Market, City’s social media, press releases, online surveys, and interactive project map. Over 100 survey responses and 270 maps comments were logged.

The LRSP development began by **establishing a leadership team** with key members from the City’s Engineering Division of the Department of Public Works. The leadership team then formed the Stakeholder Working Group (Working Group) with local agencies and community organizations representing the 5 E’s of traffic safety: Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies. The Working Group met three times to discuss the collision analysis findings, goals and priorities, and safety recommendations. This group was key in creating a comprehensive safety plan tailored to address traffic safety needs specific to Lompoc, while contributing to the overall statewide goals outlined in California’s Strategic Highway Safety Plan.

The next step in developing the plan was **analyzing the City’s traffic safety data** by systemically reviewing collision patterns and high-risk roadway characteristics. For this analysis, the ten-year period between 2013 and 2022 was used. The Working Group then determined the following **Challenge/Emphasis Areas** for the LRSP specific to Lompoc’s safety needs: **Aggressive Driving/Speed Management, Bicyclists, Emergency Response/Emerging Technologies, Intersections, and Pedestrians.**

The next step was to **identify safety countermeasures** to help mitigate the City’s primary crash type trends and reduce the overall collision severity. Data analysis, public input, and City feedback helped to determine the priority locations in the City. **Improvement strategies** to achieve these countermeasures were then categorized and prioritized, identifying the responsible stakeholders for implementation. This systemic approach to traffic safety considers areas of concern that may not otherwise be considered if focused only on locations with the highest collision frequency. This more holistic approach also fosters partnerships between stakeholders to advance local road safety.

The LRSP is intended to be a living document. Once adopted and implemented, the Plan outlines steps to **evaluate these strategies** to determine their effectiveness, update the Plan as the recommended improvements are installed, and re-prioritize strategies to maximize resources as new traffic safety data is analyzed. The Plan is intended to be comprehensively updated every five (5) years once new traffic data is available that can be systemically analyzed and evaluated through the LRSP process, encouraging ongoing participation from local stakeholders. The next update will include 2023 to 2027 collision data.



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1. Introduction

1.1 Location Context

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 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. Lompoc grew significantly after Vandenberg Air Force Base (now Vandenberg Space Force Base (VSFB)) was established and began operating missile testing and space programs in the 60s. The city is now known for its agriculture, wineries, art, La Purisima Mission, and VSFB, all which draw in tourists from all over.

Highway 1 (Pacific Coast Highway) and State Route 246 both run through Lompoc and provide access to US 101 to the east. Additionally, one can access Lompoc via Amtrak’s Pacific Surfliner from the Surf Station 8 miles west on Ocean Avenue. These roadways serve a mix of local, commuter, and tourist traffic (see **Figure 1.1**). As of July 2022, Lompoc had a population of approximately 43,736.

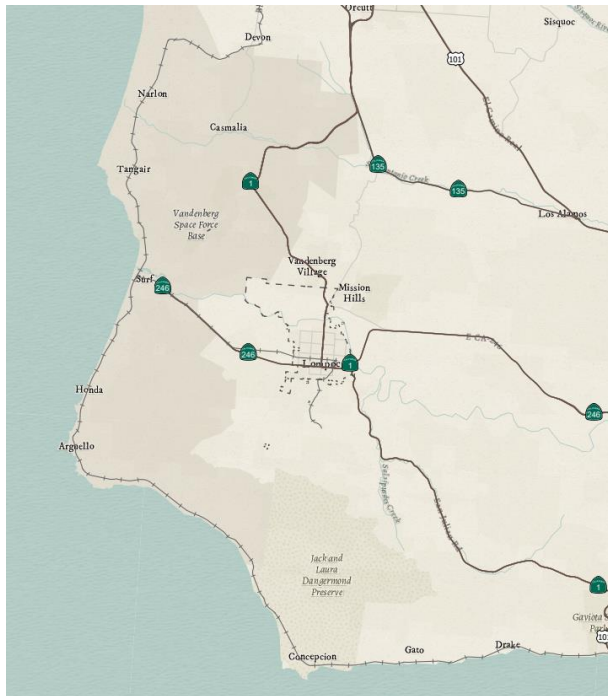


Figure 1.1 Vicinity Map

1.2 Purpose and Need

The Local Road Safety Plan (LRSP) is a traffic safety planning document for local agencies to address unique roadway safety needs in their jurisdictions. This comprehensive document will both help to guide the City in safety countermeasures and increase eligibility for funding in future grant applications such as the Highway Safety Improvement Program (HSIP) and Safe Streets for All (SS4A). To note, competitive HSIP applications include low-cost improvements that can be easily implemented. Therefore, these types of recommendations will likely be prioritized for HSIP applications while long-term higher-cost improvements will need to be further studied for potential incorporation in the City’s 5-year Capital Improvement Program (CIP).

The process of preparing an LRSP creates a framework to systematically identify and analyze local safety problems and recommend engineering safety improvements. It will also serve the following purposes:

- To guide the City’s safety priorities for the next five years in identifying goals, areas of concerns, and prioritized projects for funding.
- Provide a means to evaluate traffic safety as part of development review with the implementation of Senate Bill (SB) 743.
- Strengthen the City’s position in tort liability claims.
- Review potential safety impact of improvements currently being planned for the Caltrans right-of-way through the award-winning Lompoc Streetscape Multimodal Improvement Plan.
- Provide a starting document for prioritization of safety improvements which can be supplemented by future safety and action plans.

Preparing an LRSP facilitates local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that contribute to California’s Strategic Highway Safety Plan (SHSP) overall vision and goals. This SHSP focuses on reducing fatal and severe injury collisions (FSI collisions) with focused challenge areas with a focus on the five “E’s” of traffic safety (see **Figure 1.2**).



Figure 1.2 The E's of Traffic Safety

The City and GHD followed the Federal Highway Administration’s (FHWA) six step Local Road Safety Plan development process to develop the City’s LRSP as shown in the Executive Summary and in **Figure 1.3** below.



Figure 1.3 LRSP Development Process

The following sections outline the City’s approach and recommendations for developing and implementing the City’s LRSP.

1.3 Mission, Vision, and Goals

Alongside the stakeholders, the project team developed the following mission, vision, and goals for the LRSP.

Mission

Provide a safe and sustainable roadway system for all modes of travel in the City of Lompoc.

Vision

Working together to improve roadway safety for all mode choices while striving to achieve zero fatal and severe injury collisions in the Lompoc community.

Goals

1. Strive toward zero fatal and severe injury collisions citywide by 2050.
2. Improve safety around schools through a connected multimodal system.
3. Reduce speeding collisions.
4. Reduce pedestrian and bicycle collisions.
5. Improve community health and vitality with a safe and sustainable multimodal roadway system for all users.

1.4 Safe System Approach

The zero deaths vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. Reaching zero deaths requires the implementation of a Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death.

Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of an incident low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity. There are six principles that form the basis of the Safe System approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

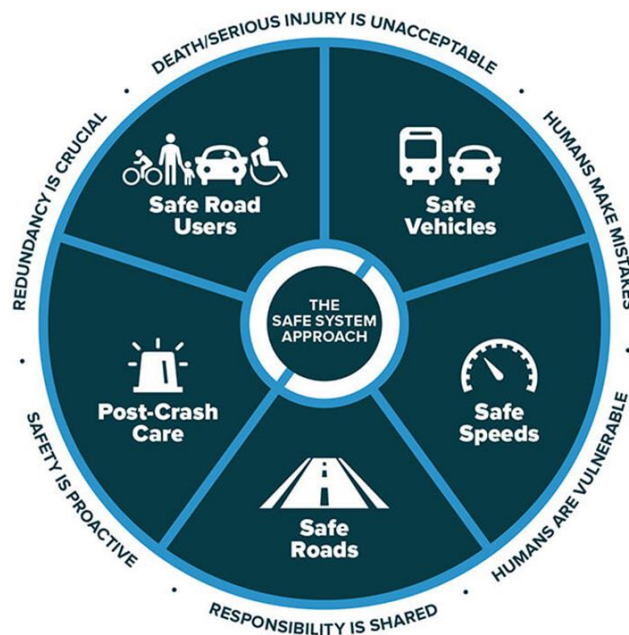
Making a commitment to zero traffic deaths means addressing all aspects of safety through the following five Safe System elements that, together, create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care (see **Figure 1.4**)

The Safe System approach requires a supporting safety culture that places safety first and foremost in road system investment decisions. To achieve our zero deaths vision, everyone must accept that fatalities and serious injuries are unacceptable and preventable.

The Safe System Approach aims to provide a comprehensive approach to safety by designing our vehicles and infrastructure in a manner that anticipates human error and accommodates human tolerances with a goal of reducing fatal and serious injuries. The following framework is intended to assist the vehicle and infrastructure communities in making decisions in alignment with Safe System principles. Implementing and selecting safe system practices and design will incrementally improve safety over time.

FHWA defines the five elements of the Safe System Approach as follows:

- Safe Road Users—The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.
- Safe Vehicles—Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology.
- Safe Speeds—Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.
- Safe Roads—Designing transportation infrastructure to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.
- Post-Crash Care—People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.



Source: FHWA.

Figure 1.4 Principles and Elements of the Safe System Approach

Adopting a Safe System approach does not absolve users of their responsibility. Other safety practices such as speed management strategies, driver education, enforcement, and effective emergency response will remain essential to improving road safety.

1.5 Guiding Documents

The following standards and guidelines were followed during the development of the LRSP.

- “Streetscape Multimodal Improvement Plan”, City of Lompoc, August 2022.
- “Lompoc 2030 General Plan Circulation Element”, City of Lompoc.
- “Local Roadway Safety, A Manual for California’s Local Road Owners”, Caltrans, Version 1.6, April 2022.
- 2020-2024 California’s Strategic Highway Safety Plan (SHSP), “California Safe Roads: 2020-2024 Strategic Highway Safety Plan”, Caltrans.
- “Local and Rural Road Safety Briefing Sheets: Local Road Safety Plans,” Federal Highway Administration, November 2014.
- “Developing Safety Plans, A Manual for Local Rural Road Owners”, Federal Highway Administration, March 2012.
- “Systemic Safety Project Selection Tool,” Federal Highway Administration, 2013.
- “Highway Safety Manual”, American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- “California Manual on Uniform Traffic Control Devices (CA MUTCD)”, Revision 7, 2014.

2. Establish Leadership

Lompoc realizes that it is crucial to involve various stakeholders and community members to comprehensively identify and address safety patterns throughout the City. The project was led by the core project team with strong participation from key City leadership such as the Engineering Division of the Public Works Department which included the Principal Engineer, City Engineer, and key staff as well as the Planning Manager, Police Captain, Fire Chief, and representatives from key community organizations. The public was also engaged to provide direction for the plan.

2.1 Project Team

The project team included representatives from the Engineering Division of the City of Lompoc's Department of Public Works and the consulting firm, GHD. This project team met bi-weekly to establish the vision and priorities for the plan, track progress, and discuss feedback to comprehensively identify and address safety patterns throughout the City.

2.2 Stakeholder Working Group

2.2.1 Members

Based on community connections, the City of Lompoc led the formation of the LRSP Working Member Group. This leadership group was crucial in the development of the LRSP and helped capture the safety needs, goals, and priorities including safety countermeasures specific to the City of Lompoc.

The LRSP Working Group included the following representatives:

- City of Lompoc
- County of Santa Barbara
- Santa Barbara County Association of Governments (SBCAG)
- Lompoc Police Department
- Lompoc Fire Department
- Caltrans District 5
- Lompoc Unified School District
- Lompoc Valley Community Health Care Organization



MOVE SB was engaged at the beginning of the project and they provided valuable feedback on the collision analysis. They did not participate in the subsequent stakeholder meetings.

2.2.2 Meetings

Three meetings were held with the stakeholder working group and facilitated by GHD. The virtual meetings were as follows:

Meeting #1: August 31, 2023 from 10:00am to 12:00pm

Discussed the LRSP overall process, working group member's safety priorities, past ten years of collisions (City and Caltrans roadways), vision, goals, and priorities.

Meeting #2: September 28, 2023 from 10:00am to 12:00pm

Reviewed first meeting, discussed public comments and ways to address their concerns, recent developments, priority locations development, and coordinated next steps.

Meeting #3: October 26, 2023 from 9:00am to 11:00am

Reviewed proposed countermeasures and coordinated next steps for LRSP draft review.

The meeting summaries for the stakeholder working group meetings are included in the Appendices. The stakeholder working group also provided their feedback and comments on the Draft Local Road Safety Plan document before the plan was finalized. Since many of the safety countermeasures include engineering, enforcement, and emergency response, it is important to have buy off from the stakeholders in understanding how the plan will be implemented.

2.3 Public Engagement

2.3.1 Old Town Market Outreach

To introduce the project to the public, representatives from the project team attended the City of Lompoc’s Old Town Market on August 11, 2023. At this event, flyers were distributed that briefly described the intention behind the plan and invited engagement on the public website for the project. See Section 2.3.2 for more information about the public website.

Additionally, a dot exercise was displayed that invited those that passed by to place dots at locations where they would like to see roadway safety prioritized based on driving safety, pedestrian safety, and bicycle safety. Participants identified various safety concerns throughout the City at 15 different locations.



Figure 2.1 Old Town Market Outreach on August 11, 2023

2.3.2 Public Website

A public website was created on the Social Pinpoint platform to inform the public about the LRSP and provide a platform for input. **Figure 2.2** displays the homepage for the website found at ghd.mysocialpinpoint.com/lompoc (Available until June 2024). Visitors to the page were invited to provide comments on an interactive project map and share their thoughts through a project survey. The public website was promoted in a variety of ways, including on the City’s website, through news stories and reports (KSBY and KEYT), and social media blasts.

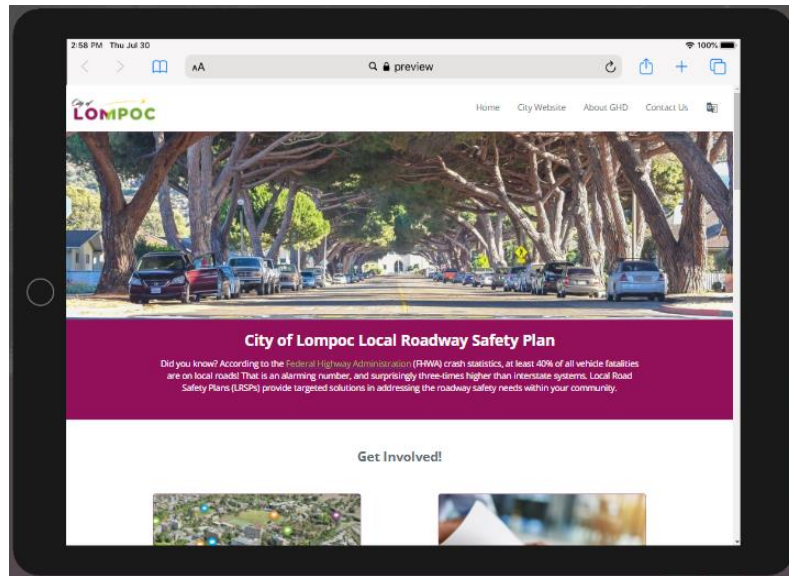


Figure 2.2 Public Website Homepage

2.3.2.1 Interactive Map

The interactive map feature on the website allowed the public to drag icons to a location within the City and leave a comment regarding driving, biking, pedestrians, schools, transit, or general suggestions at that location. **Figure 2.3** shows the interactive map feature from the website.

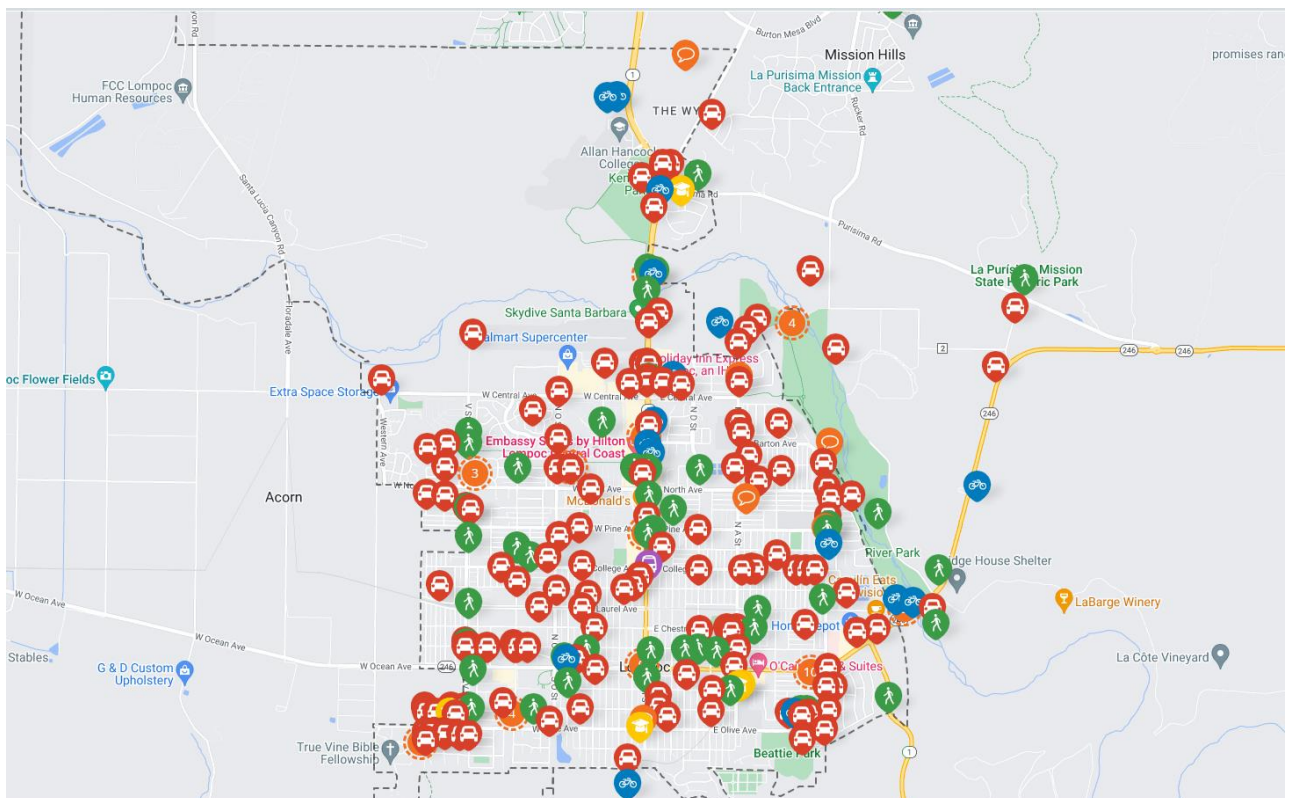


Figure 2.3 Interactive Map

2.3.2.2 Project Survey

The LRSP Project Survey was added to the public website to help gather an understanding of the primary safety issues for community members. The questions asked in the survey include the following. To view a summary of the results of the survey, refer to Section 3.3.2.

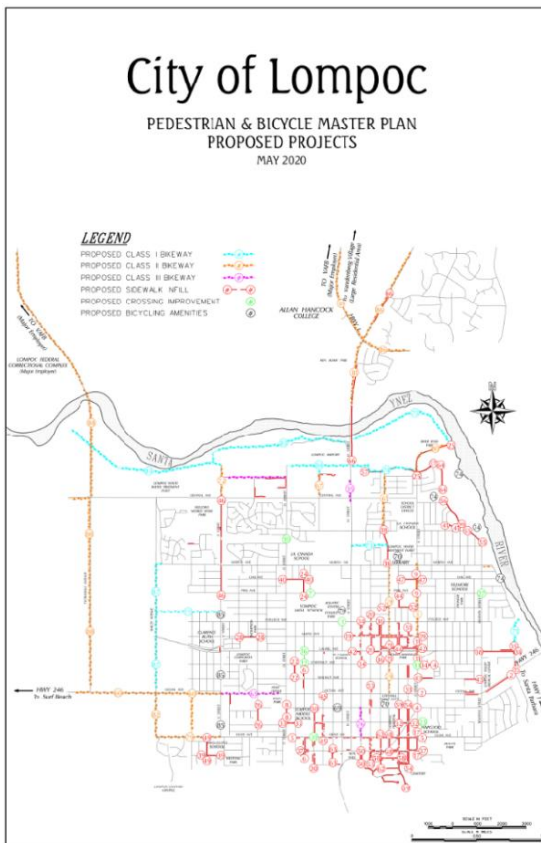
- What are the main roadway safety issues for Lompoc?
- What roadway safety improvements would you like to see in and around school zones?
- What roadway safety improvements would you like to see in and around school zones?
- Where would you like to see additional pedestrian crossings?
- Have you used any of the Rectangular Rapid Flashing Beacons (RRFBs) in the City? Do you feel they increase safety for the user?
- Please rate your level of comfort using each mode of transportation in Lompoc (motor vehicle, walking, biking, public transit).
- Would you be willing to use alternative modes of travel (walking, biking, transit, etc.) to get to work, school, shopping, etc.?
- What improvements would encourage you to use alternative modes of travel more often?
- Are you a parent/guardian of a student that attends school in Lompoc? If so, how often do you/your student use the following modes of travel to attend school in a typical week (drive personal vehicle, carpool with other students, take the bus, bike, walk, other)?
- Have you experienced any safety concerns in roadway work zones?

3. Analyze Safety Data

3.1 Existing Plans and Projects

The City has completed multiple safety and improvement plans over the years such as a Traffic Safety Evaluation, Circulation Element for the General Plan, Pedestrian and Bicycle Master Plan, and Streetscape Multimodal Improvement Plan. Each of these documents were reviewed and considered when developing countermeasures. Additionally, it is important that all projects be consistent with the Circulation Element of the General Plan's intent, goals, policies, and measures.

Below are projects listed in the Pedestrian and Bicycle Master Plan and Streetscape Multimodal Improvement Plan that heavily influenced the proposed countermeasures. It should be noted that projects in these plans are not presently consistent with the City's Circulation Element, however the plans will be consistent with the updated Circulation Element which should be amended in 2024.



3.1.1 Pedestrian and Bicycle Master Plan

Class I, II, and III bikeways, sidewalk infills, crossing improvements, and bicycling amenities around school zones are prioritized.

These additional projects were recommended pending finalization of Circulation Element Update:

Pedestrian/Bicycle bridge crossing Santa Ynez River near State Route 246 including a connection to the City's Class 1 Bikeway (pedestrian/bicycle path) network.

Class 1 Bikeway (pedestrian/bicycle path) to the beach including a connection to the City's Class 1 Bikeway network.

Ocean Avenue Class 1 Bikeway (pedestrian/bicycle path) and/or Class II Bike Lanes

H Street Class 1 Bikeway (pedestrian/bicycle path) and/or Class II Bike Lanes

Pedestrian/Bicycle path from Allan Hancock College to Vandenberg Village

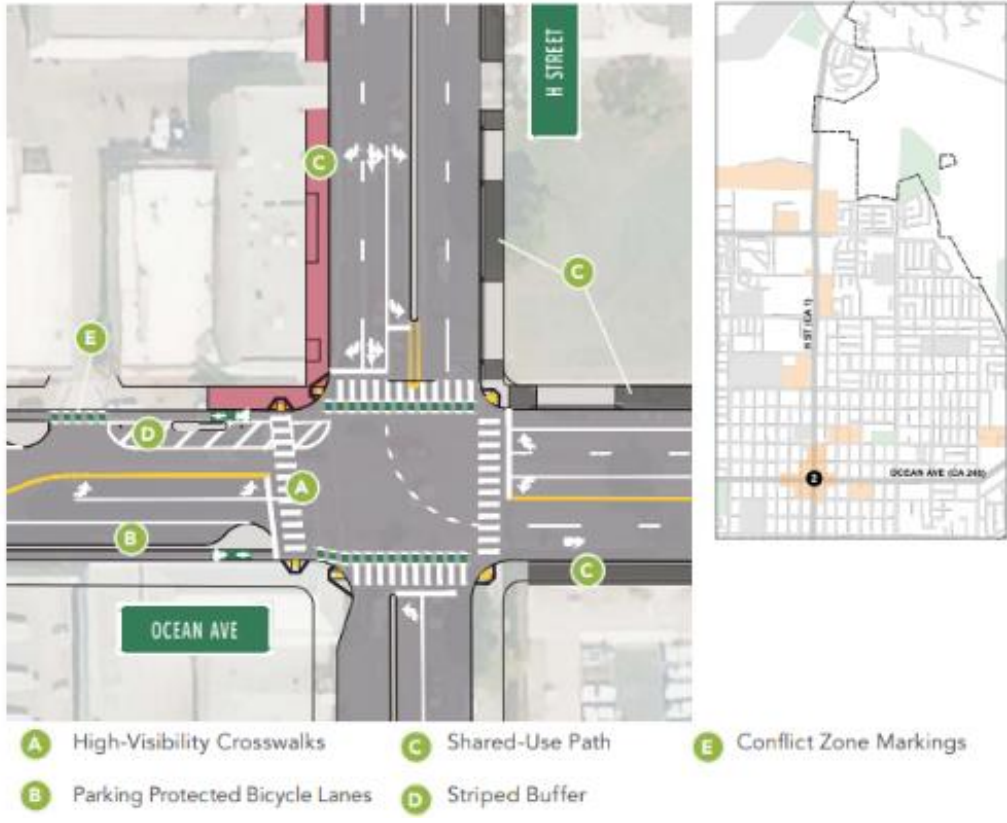
Pine Avenue Class II Bike Lanes

School Zone Active Transportation Improvements – connecting pedestrian and bicycle infrastructure around schools.

3.1.2 Streetscape Multimodal Improvement Plan

PROPOSED CONCEPT DESIGN

OCEAN AVENUE & H STREET 2



Streetscape Improvements:

Wayfinding signage, gateway signage, street trees, streetlights, landscaped medians, sidewalk infill improvements, planters, artistic/decorative crosswalks, murals, utility box art, street furniture, transit stop enhancements.

Multimodal Recommendations:

Bicycle facilities, intersections & crossings, bridge improvements, sidewalks, travel lane modifications, right turn lane redesign.

3.1.3 Capital Improvement Plan

In the Capital Improvement Plan (CIP) for the 2024 fiscal year, various projects relating to roadway safety have been prioritized. These projects are listed below.

Street and Alley Pedestrian Crossing & Sidewalk Infill Improvement Projects

Street and Alley Curb Ramp Upgrade and Sidewalk Repair Projects

Replace H and Ocean Streetlighting

Implement Active Transportation Plan Cycle 6 Projects

Additionally, the CIP lists various other roadway safety projects to be prioritized before 2030. These include:

Traffic Preemption

Central Avenue / H Street Intersection Improvements

Class 2 Bikeway Infill

Convert traffic signals to optical/video detection

V Street Western Frontage Improvements

3.2 10-Year Collision Data

The City of Lompoc collision data was gathered using the Statewide Integrated Traffic Records System (SWITRS) and supplemented using Transportation Injury Mapping System (TIMS) and support from City staff. This data set was analyzed, crosschecked, and compiled to create a comprehensive data set. The past ten years' worth of collisions spanning from January 1, 2013 to December 31, 2022 were analyzed for purposes of this plan.

3.2.1 General Analysis

Between 2013 and 2022, over 2,200 collisions were reported within Lompoc city limits. These collisions were classified based on the following facility types: City-owned roadway, SR 1, and SR 246. Collisions were further categorized into intersection-related collisions and roadway segment-related collisions.

The chart in **Figure 3.1** depicts the percentage of collisions by collision location (intersection or segment) and jurisdiction (City or Caltrans). As shown in the chart, around two-thirds of collisions occur on local roadways. North H Street (SR 1) and Ocean Avenue (SR 246), which are under Caltrans jurisdiction, make up approximately one-third of collisions in the City. Although these roadways are under Caltrans' jurisdiction, they function as main roadways through Lompoc.

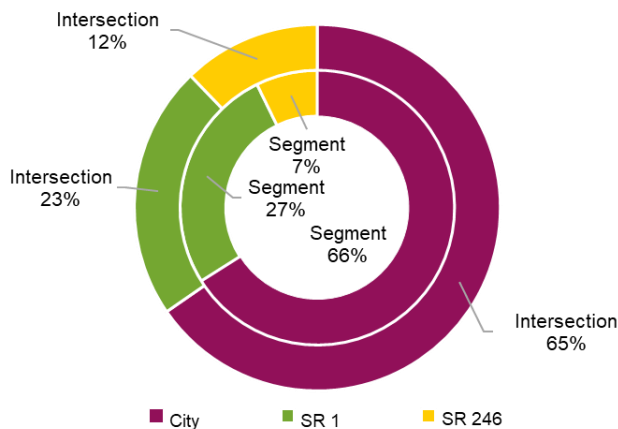


Figure 3.1 Collision Facility Type

To visualize where the collisions occurred, a collision density map was created. As seen in **Figure 3.2**, high densities of collisions are located along North H Street

(SR 1), Ocean Avenue (SR 246), Central Avenue, College Avenue, and A Street. A larger version of this map can be found in **Appendix C**.

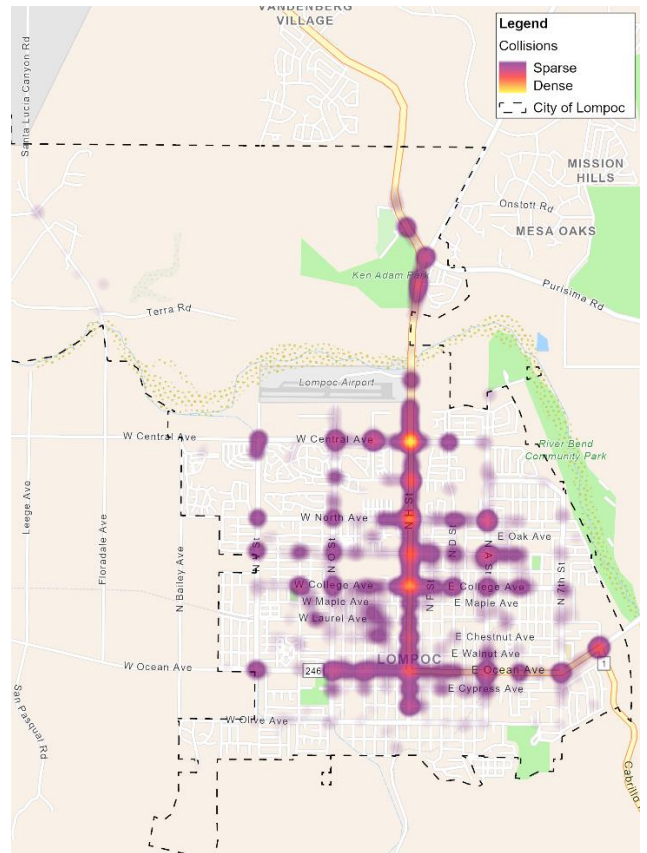


Figure 3.2 Collision Density Map

The severity of the collisions throughout the City are shown in **Figure 3.3**. Over half of the collisions in the City did not result in injury (coded as 'Property Damage Only').

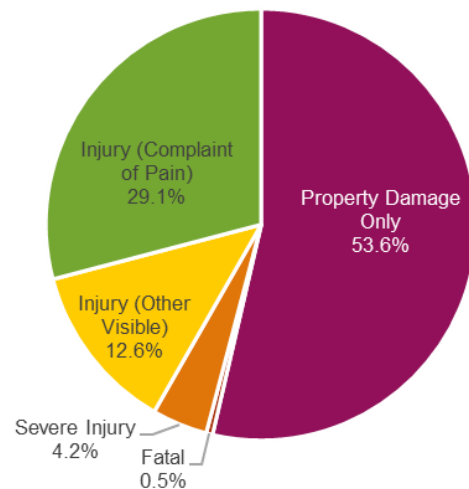


Figure 3.3 Collision Severity

Figure 3.4 shows the collision severity by year. The 5-year period from 2013 to 2017 had more overall collisions than the period from 2018 to 2022, but the collisions from 2018 to 2022 had higher severity.

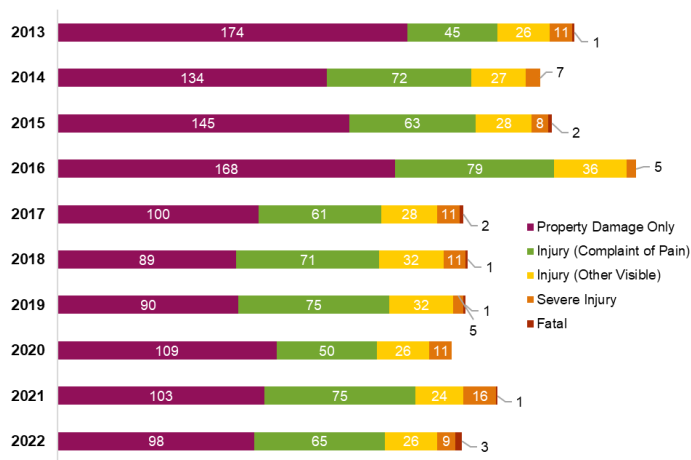


Figure 3.4 Collision Severity by Year

As shown in **Figure 3.5**, the main types of collisions were broadsides and rear ends. These collisions typically occur at intersections.

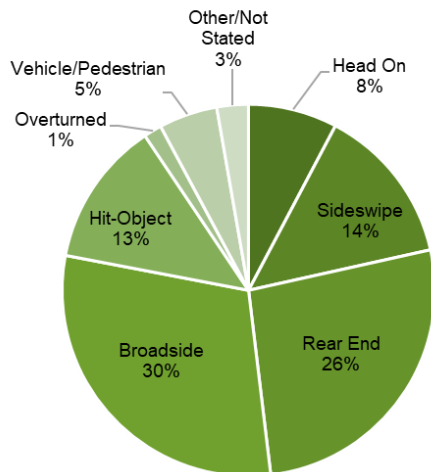


Figure 3.5 Collision Type

As shown in **Figure 3.6**, the top five violation categories for collisions were automobile right of way, unsafe speed, improper turning, driving or biking under the influence (DUI/BUI), and traffic signals and signs.

The figure also shows how these top collision types related to the top violation types. Most of the automobile right of way violations resulted in a broadside collision and most of the unsafe speed violations resulted in a rear end collision. Therefore,

targeting these types of collisions and violations could help to mitigate overall collision numbers.

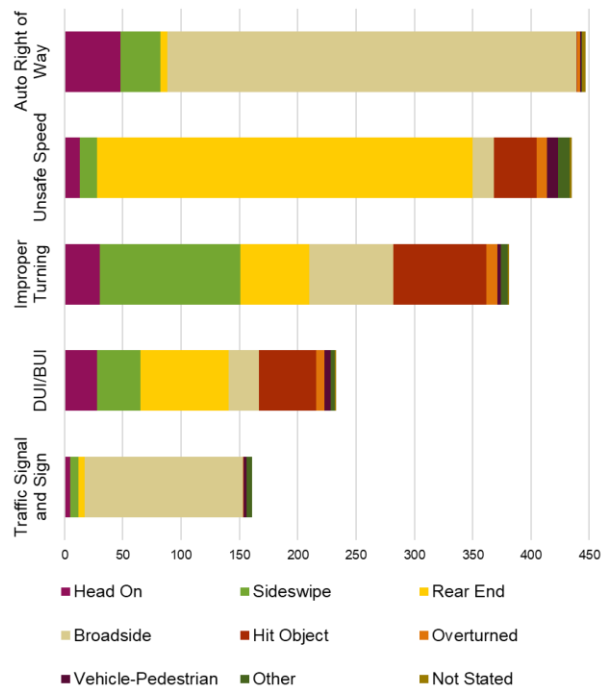


Figure 3.6 Top Five Violation Categories

3.2.2 High Severity Collisions

A focused analysis was performed for high-severity collisions resulting in a fatality or severe injury, since a primary goal of this plan is to strive to eliminate high severity collisions. Overall, there were 94 severe injury collisions in the past ten years with 61 occurring under City jurisdiction and 33 occurring under Caltrans jurisdiction (SR 1 and SR 246). There were 11 fatal collisions in the past ten years with 6 occurring under City jurisdiction and 5 occurring under Caltrans jurisdiction.

Many of the high-severity collision locations (refer to **Figure 3.7**) correspond with the locations with high collision density (refer to **Figure 3.2**). A larger version of the map in **Figure 3.7** can be found in **Appendix C**.

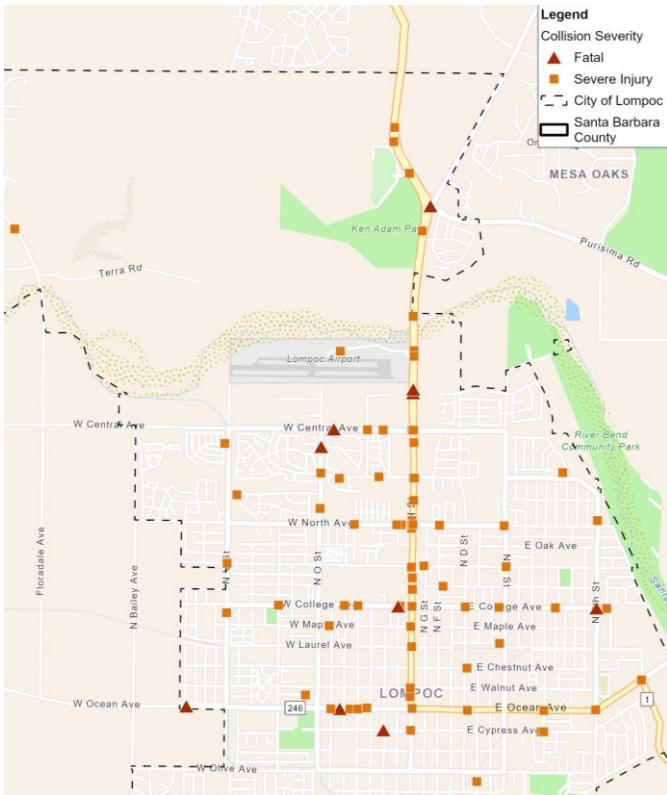


Figure 3.7 Fatal and Severe Injury Collision Map

In high severity collisions, motor vehicles were involved with either a pedestrian, other motor vehicle, bicycle, or fixed object (Figure 3.8). Approximately four in every ten high severity collisions involved a pedestrian.

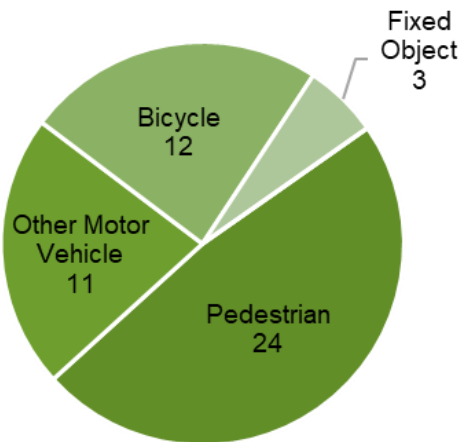


Figure 3.8 Motor Vehicle Involved With (High Severity Collisions)

3.2.3 Multimodal Collisions

Over 70% of the high-severity collisions in Lompoc over the past 10 years involved pedestrians or

bicyclists (refer to Figure 3.7). A further analysis of collisions with vulnerable road users (i.e., bicyclists and pedestrians) was conducted for this plan to determine any patterns and emphasize locations where a high number of these collisions are occurring in determining priority locations. Larger versions of the maps in Figure 3.9 and Figure 3.10 can be found in Appendix C.

3.2.3.1 Pedestrian Related Collisions

Between 2013 and 2022, there were 123 pedestrian-related collisions recorded in the SWITRS database. Of those collisions, roughly 70% occurred under City jurisdiction. Figure 3.9 shows the locations of pedestrian collisions in Lompoc. As shown in the map, many pedestrian collisions occurred along College Avenue, North Avenue, North H Street (SR 1), and Ocean Avenue (SR 246).

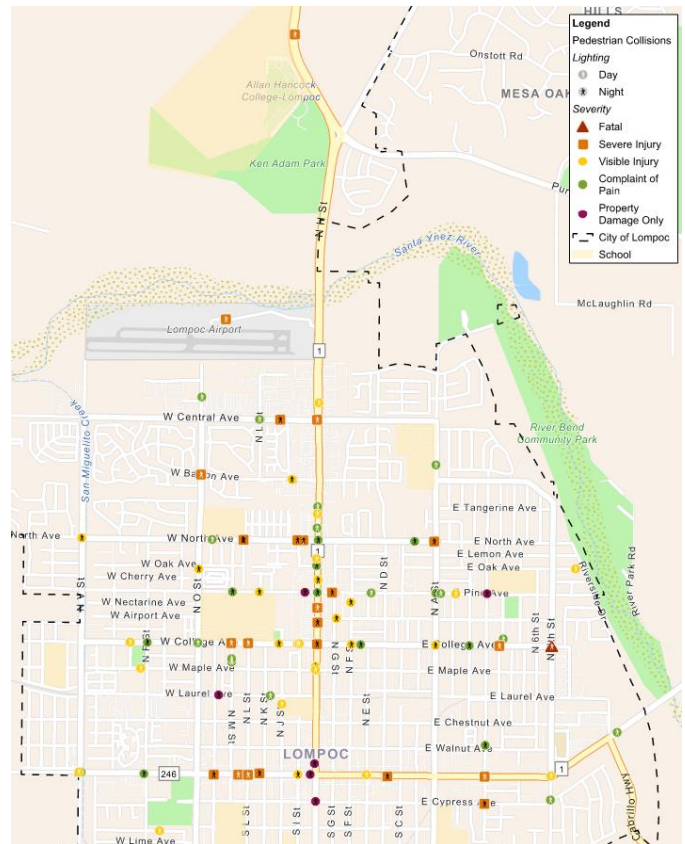


Figure 3.9 Pedestrian Collision Map

The top three violation categories for pedestrian-related collisions were pedestrian right of way, pedestrian violation, and unsafe speed. Of the 123 pedestrian-related collisions, 48 occurred while the pedestrian was crossing in a crosswalk (marked or unmarked) at an intersection and 41 occurred while

the pedestrian was crossing not in a crosswalk (such as a midblock location). These values correlate with the pedestrian right-of-way and violation trends. Overall, it appears that drivers are not paying attention to pedestrians crossing the street.

3.2.3.2 Bicycle Related Collisions

Between 2013 and 2022, there were 151 bicycle-related collisions recorded in the SWITRS database. Of those collisions, roughly two-thirds occurred under City jurisdiction. **Figure 3.10** shows the locations of bicycle collisions in Lompoc. As shown in the map, many bicycle collisions occurred at similar locations to the pedestrian collisions: along College Avenue, North Avenue, SR 1, and SR 246.

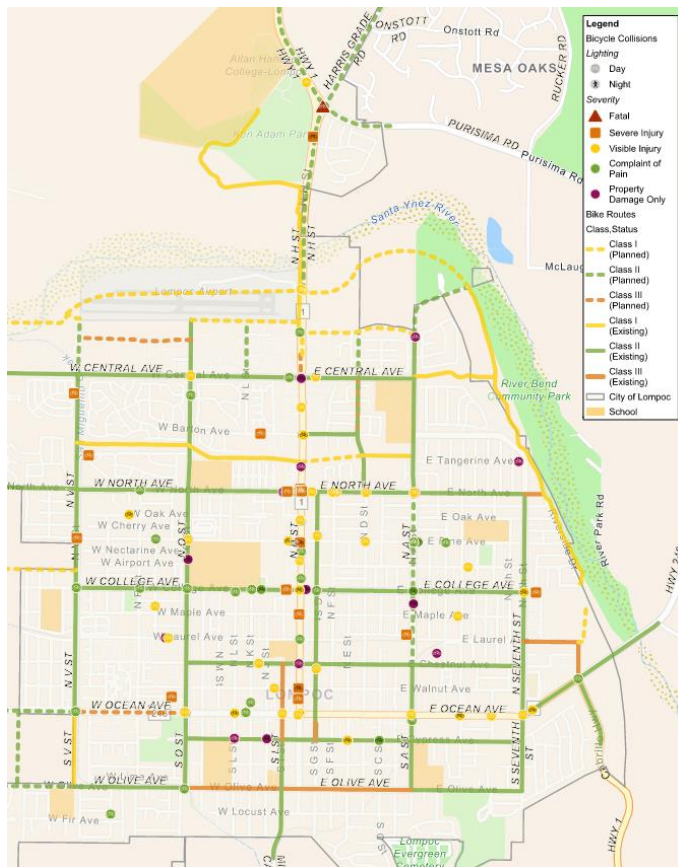


Figure 3.10 Bicycle Collision Map

The top three violation categories for bicycle-related collisions were automobile right of way, wrong way, and traffic signals and signs. 100 of the 151 bicycle-related collisions were broadsides, 34 of which were due to right-of-way violations and 33 of which were due to bikes traveling the wrong way. There appears to be an overall breakdown of bicycle and vehicle rules of the road where bicyclists are being hit when

traveling in unexpected directions or not knowing who should yield to who. This is generally caused by a lack of bicycle infrastructure and safe and convenient crossing locations.

3.2.4 Priority Locations

3.2.4.1 Ranking

The Caltrans Local Roadway Safety Manual recommends ranking locations with higher severity as higher focus. The Highway Safety Manual (HSM) methodology for ranking relative severity is Equivalent Property Damage Only (EPDO). The EPDO weight for a specific degree of severity is calculated by dividing the comprehensive collision costs for the severity (fatal, severe injury, other visible injury, complaint of pain, or property damage only) by the comprehensive collision costs of a property damage only collision. Thereby, a property damage only collision is given a weight of 1.

Table 3.1 provides the comprehensive collision costs and relative severities that were used in ranking the collisions. Comprehensive collision costs include both direct and indirect costs. Direct costs include emergency response services (emergency medical response, police, and fire), property damage, insurance, and other costs directly related to the crashes. Indirect costs are an estimate of the costs incurred by pain and suffering or loss of life associated with a collision.

Table 3.1 Equivalent Property Damage Only (EPDO)

SWITRS Code	Crash Severity	Location Type	Crash Cost*	Severity Ranking**
Local Roadway Safety Manual (LRSM)***				
1 & 2	Fatal & Severe Injury	Signalized Intersection	\$ 1,590,000	120
		Non-Signalized Intersection Roadway	\$ 2,530,000	190
3	Other Visible Injury	-	\$ 142,300	11
4	Complaint of Pain	-	\$ 80,900	6
0	Property Damage Only	-	\$ 13,300	1

* Based on Table 7-1, Highway Safety Manual (HSM), First Edition, 2010. Adjusted to 2020 dollars.

** Based on Equivalent Property Damage Only (EPDO)

*** Local Roadway Safety: A Manual for California's Local Road Owners (LRSM), Version 1.5, 2020.

3.2.4.2 Evaluation

The total number of collisions, the relative severity of collisions (EPDO), and total number of multimodal collisions were assessed to determine the top study locations (refer to the appendices).

The top five intersections and roadway segments in each of these three categories were identified. After removing duplicates between the lists, eleven unique intersections and eleven unique road segments remained.

3.2.4.3 Prioritization

The top locations were reviewed alongside roadway classifications, business/commercial land use, and school locations to further prioritize the ranked locations not only by collision data but also by a review of where the most impact could be made to safety around areas where high pedestrian and bicycle traffic should be expected (refer to Error! Reference source not found.). The number of pedestrian and bicycle collisions were also considered at each location in further prioritizing the top intersections and segments.

Previously completed or planned funded projects at identified top ranking locations were considered when choosing the top priorities from this list. For example, N Street and Ocean Avenue ranked high for severity of collisions using the last 10 years of data. Upon closer review, the fatal and severe injury pedestrian collisions that drove this ranking were in 2022 and 2016 respectively prior to Caltrans installing the rapid flashing beacons in 2022.

Additionally, the City received an Active Transportation Program (ATP) Cycle 6 grant for pedestrian connectivity and crossing improvements, around and between Lompoc High School and Lompoc Vallet Middle School, including the intersection of I Street and West College Avenue, which ranked high for vulnerable roadway user collisions. These locations were not prioritized for this LRSP because the proposed safety mitigation is anticipated to be constructed in 2025.

The implemented and planned projects should continue to be monitored for the efficacy of the safety measures installed, particularly at West College Avenue and I Street where there is a desire for a rapid flashing beacon to be installed 300 feet to the west of a signalized intersection at H Street. The intersection at I Street would meet warrants for a signal if it were not so close to an existing signal. A potential future improvement could be a Pedestrian Hybrid Beacon that could interact with the signal at H Street. Alternatively, more separation could be provided between the signal and the dedicated pedestrian crossing to increase gaps between cars. This can be done by shifting the crossing west to College Park and considering a signal warrant at this location.

H Street (SR 1) was identified as high priority by City staff. H Street ranks highest of all the segments for collision severity. Several intersections along this corridor rank highly as well. This state highway functions as a city main street with a large arterial cross section flanked by large commercial areas on the north end of the City and narrowing down towards the south end of SR 1 at Ocean Avenue (SR 246) where H Street continues as a local divided downtown street with angled parking. The intersections with the highest collision rates sit at the north end of the City core. The project team reviewed the configurations of the intersections and the types of collisions and selected a few to be addressed by a systemic approach – the same countermeasures can be applied to several intersections.

The review and discussions on the priority locations are summarized in **Table 3.2**. The top locations then advanced to countermeasure analysis.

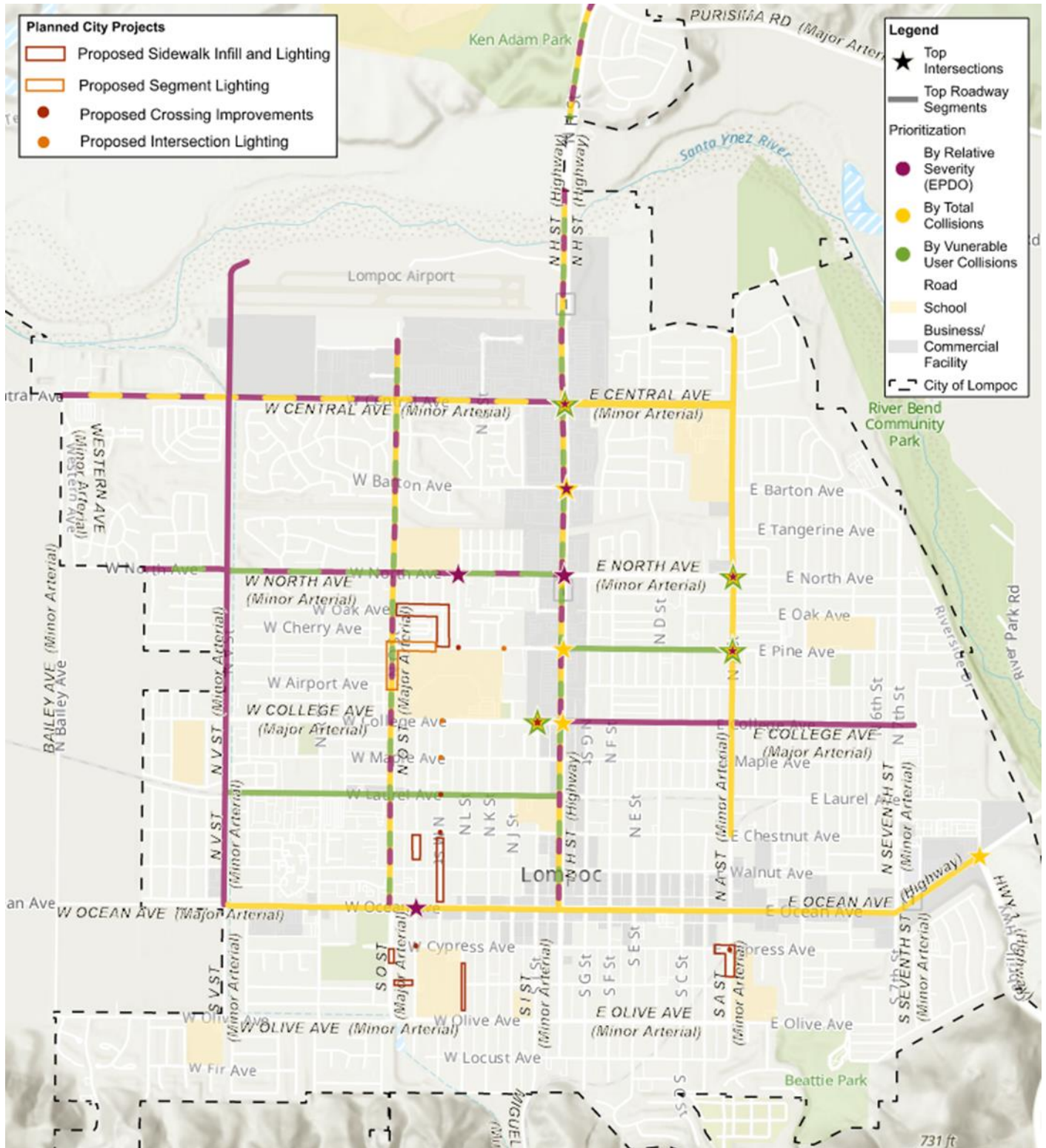


Figure 3.11 Priority Locations Map

Table 3.2 Top Collision Locations

Location	Facility Type	Top by Relative Severity	Top by Total Collisions	Top by Bike/Ped Collisions	Notes
Top Intersections					
N St & W Ocean Ave	SR 246	Yes			Previously Mitigated with RRFB
N H St & Central Ave	SR 1	Yes	Yes	Yes	Intersection Project
N H St & Barton Ave	SR 1	Yes	Yes		Intersection Project
N H St & North Ave	SR 1	Yes		Yes	Systemic Intersection Project
L St & W North Ave	City	Yes			Previously Mitigated with RRFB
A St & E North Ave	City			Yes	Intersection Project
I St & W College Ave	City			Yes	Previously Mitigated with ATP
A St & E Pine Ave	City			Yes	Monitor for future projects
N H St & Pine Ave	SR 1		Yes		Systemic Intersection Project
Cabrillo Hwy & E Ocean Ave	SR 246 / SR 1		Yes		Monitor for future projects
N H St & College Ave	SR 1		Yes		Systemic Intersection Project
Top Segments					
SR 1 from N of Hancock Dr to Ocean Ave	SR 1	Yes	Yes	Yes	Segment Project
Central Ave from Bailey Ave to H St	City	Yes	Yes		Segment Project
O St from N of Aviation Dr to Ocean Ave	City	Yes	Yes	Yes	Segment Project
North Ave from Z St to H St	City	Yes		Yes	Segment Project
V St from N of Central Ave to Ocean Ave	City	Yes			Monitor for future projects
College Ave from H St to 8th St	City				Segment Project
Pine Ave from H St to A St	City			Yes	Segment Project
SR 246 from V St to Cabrillo Hwy	SR 246		Yes		Monitor for future projects
Central Ave from H St to A St	City				Monitor for future projects
Laurel Ave from V St to H St	City			Yes	Monitor for future projects
A St from Canfield Ave to Chesnut Ave	City		Yes		Monitor for future projects

The eleven priority locations decided through this analysis are listed below.

Priority Intersections

- A Street & E North Avenue
- N H Street & Central Avenue
- N H Street & Barton Avenue
- N H Street & College Avenue

Priority Segments

- Central Ave from Bailey Ave to H St
- O St from N of Aviation Dr to Ocean Ave
- North Ave from Z St to H St
- V St from North of Central Ave to Ocean Ave
- College Ave from H St to 8th St
- Pine Ave from H St to A St
- SR 1 from N of Hancock Dr to Ocean Ave

3.3 Public Website Results

3.3.1 Interactive Map

This feature was available to the public between August 4, 2023, and October 11, 2023, and 270 comments were received. As shown through **Figure 3.12**, driving-related comments were most prevalent.

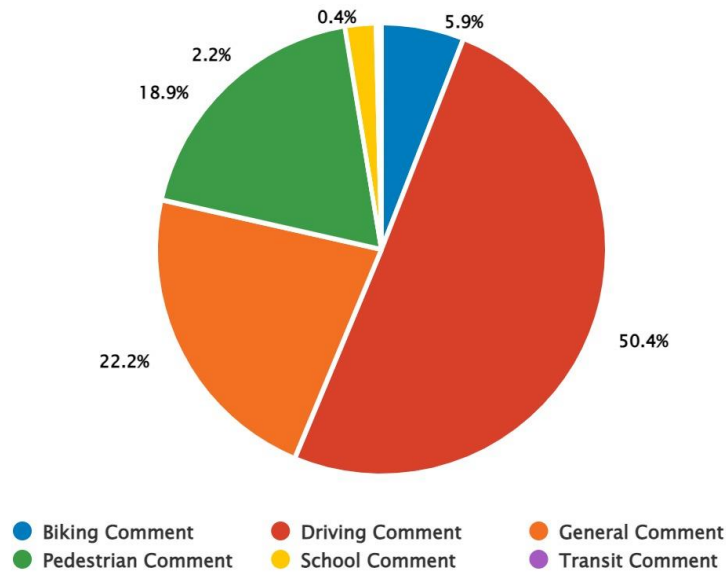


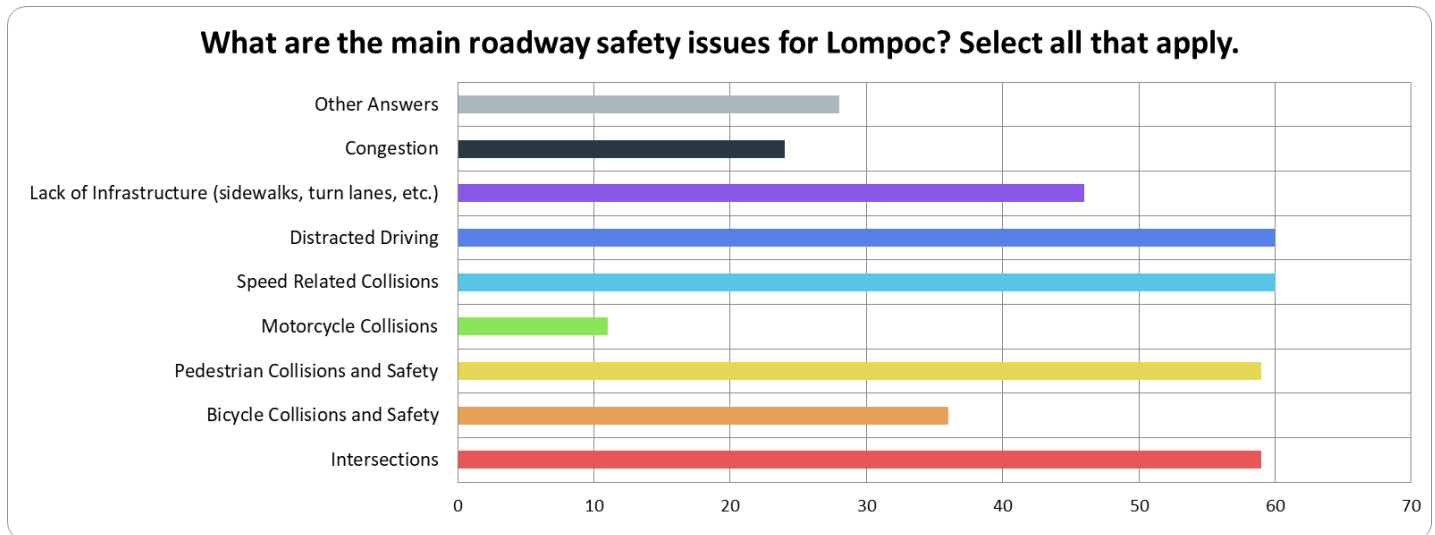
Figure 3.12 Types of Interactive Map Comments

Specific comments from the interactive map are included in the appendices.

3.3.2 Project Survey

The project survey received 106 responses between August 4, 2023 and October 11, 2023. The results of the survey questions are summarized below.

What are the main roadway safety issues for Lompoc?



Other Answers:

- Potholes
- Jaywalking
- Lack of enforcement
- Not following rules of the road

What roadway safety improvements would you like to see in and around school zones?

- More enforcement
- Flashing lights at crossings
- Speed bumps
- Stop signs
- Crossing guards

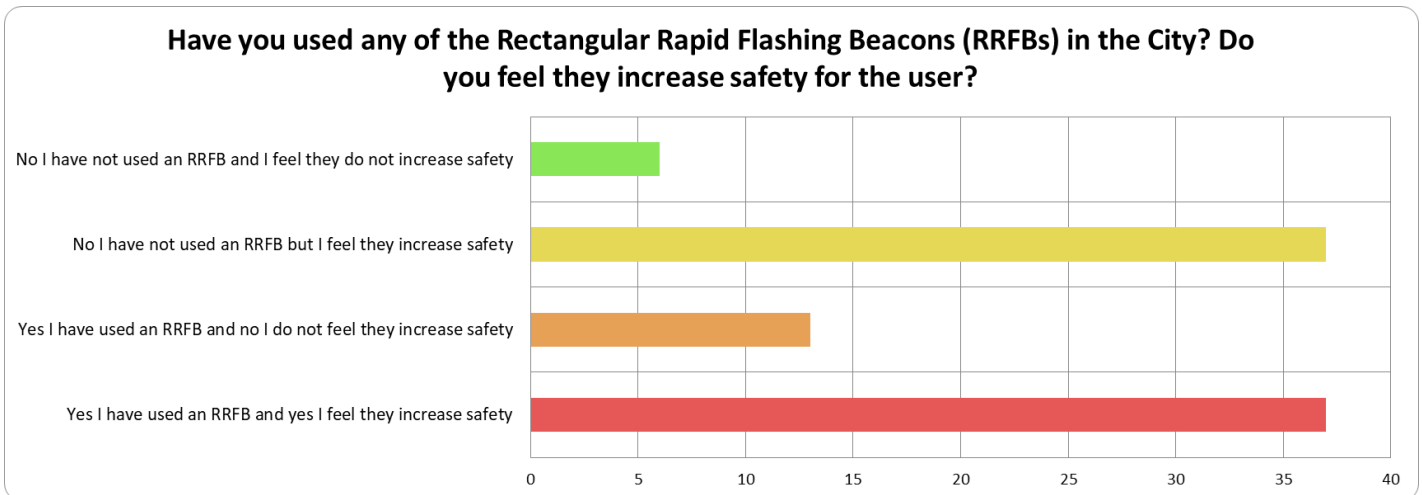
What other roadway improvements would you like to see?

- More stop signs
- Better enforcement
- Pavement and striping improvements
- Close sidewalk gaps

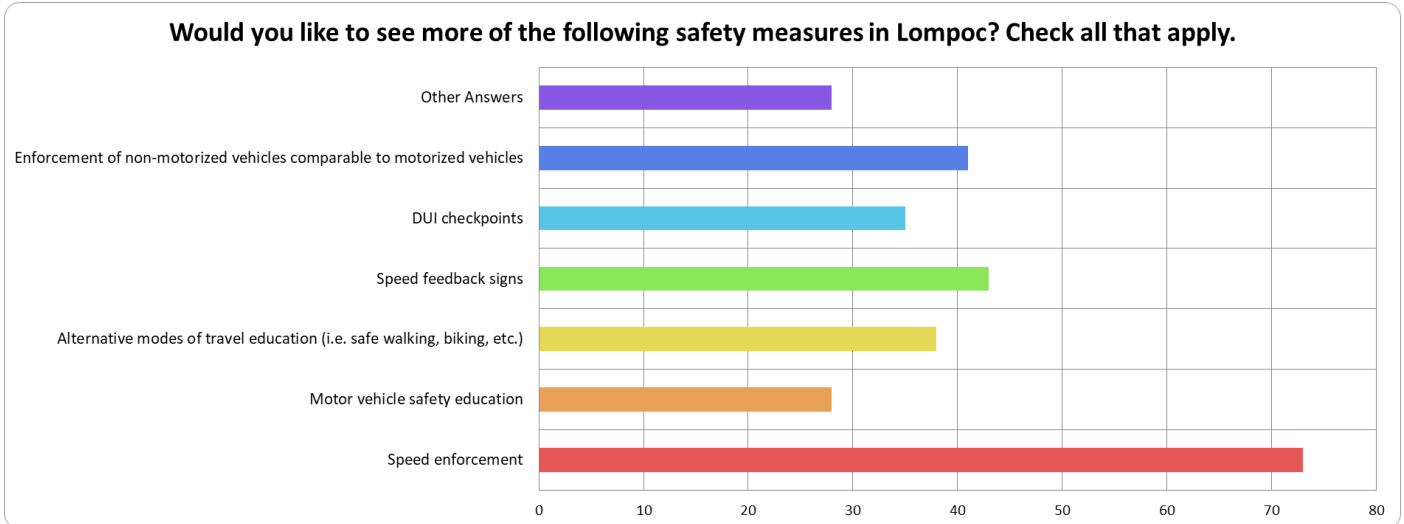
Where would you like to see additional pedestrian crossings?

- H Street
- V Street
- Ocean Avenue
- Central Avenue
- Olive Avenue
- A Street
- Around schools

Have you used any of the Rectangular Rapid Flashing Beacons (RRFBs) in the City? Do you feel they increase safety for the user?



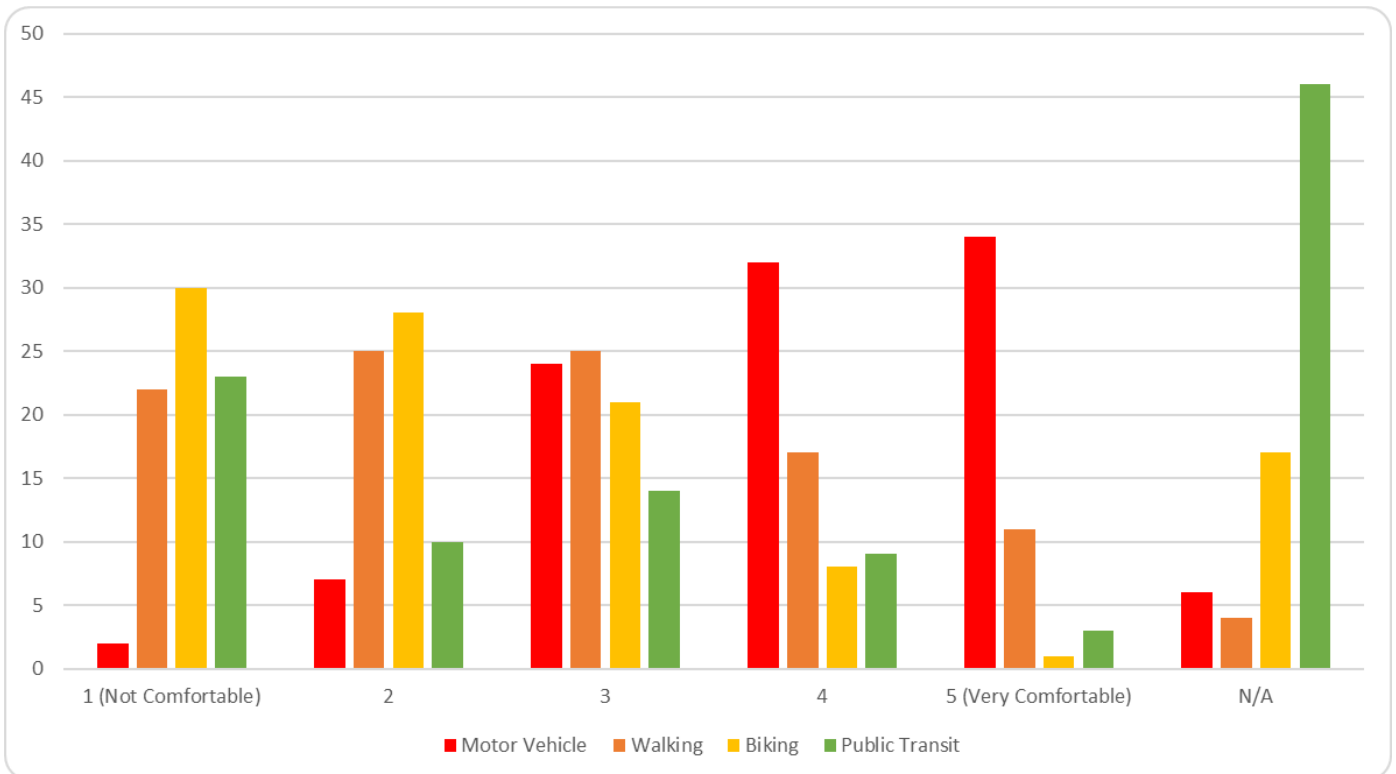
Would you like to see more of the following safety measures in Lompoc?



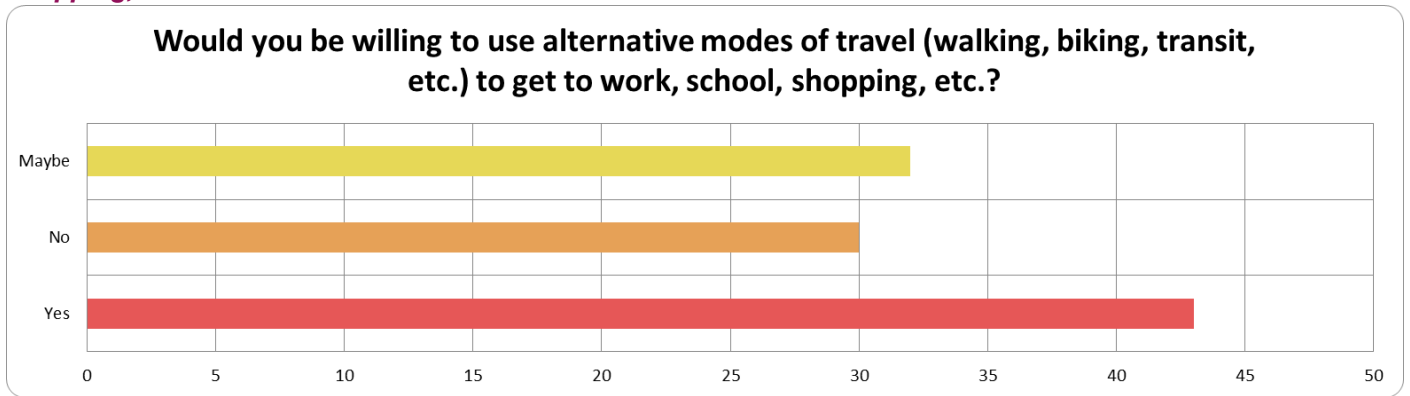
Other Answers:

- Increase enforcement
- Loud and/or illegally parked vehicles
- Roadway repairs

Please rate your level of comfort using each mode of transportation in Lompoc (motor vehicle, walking, biking, public transit).



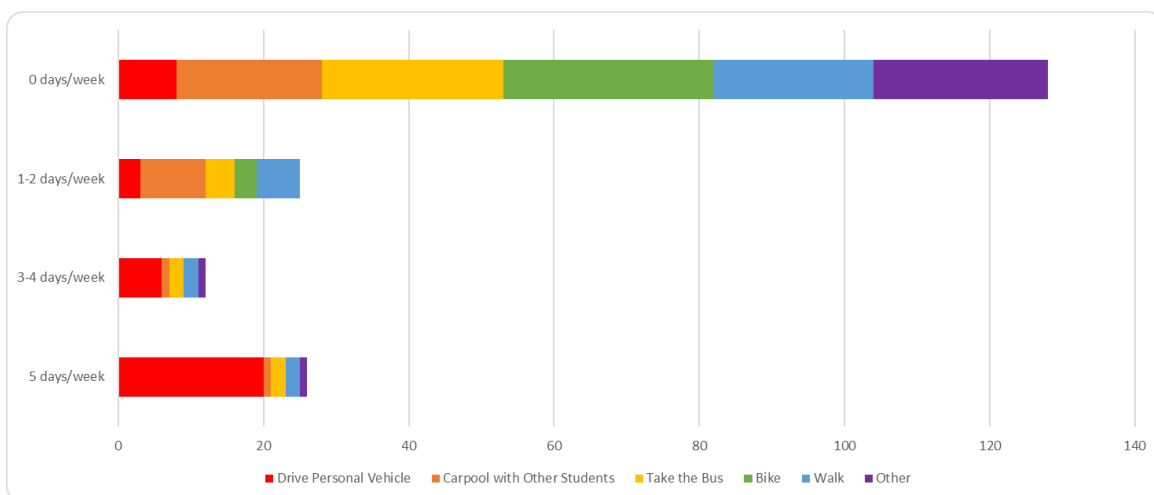
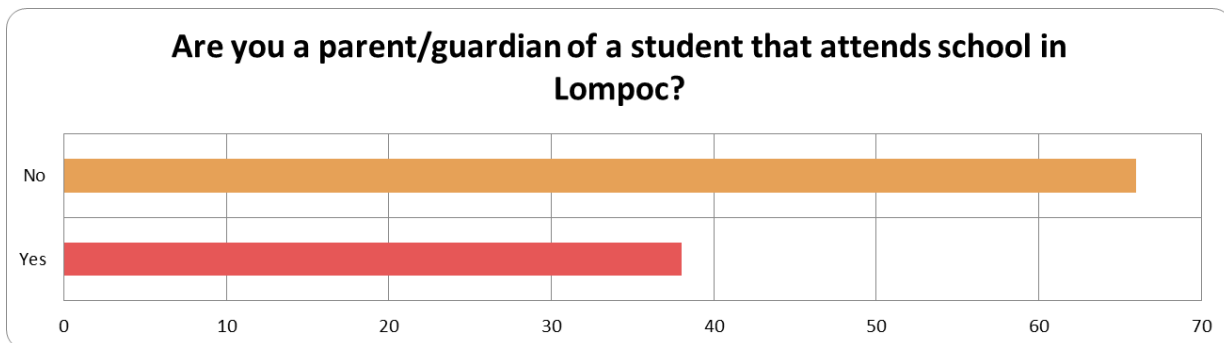
Would you be willing to use alternative modes of travel (walking, biking, transit, etc.) to get to work, school, shopping, etc.?



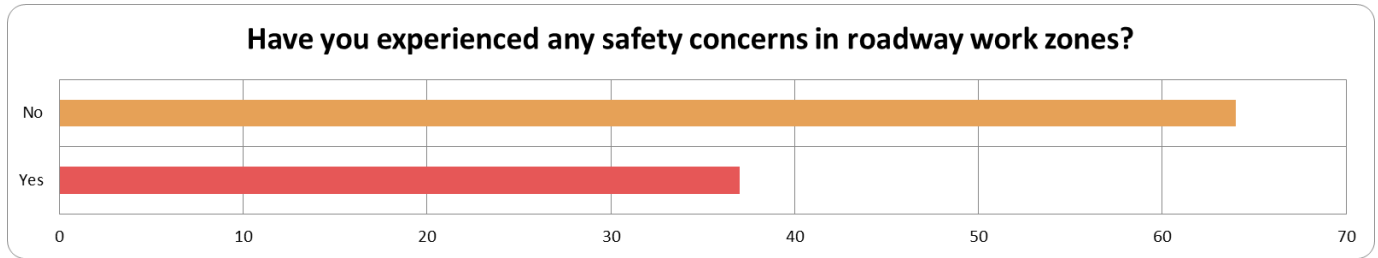
What improvements would encourage you to use alternative modes of travel more often?

- Bike parking, racks, and lockers
- Multi-use paths
- Better sidewalks
- Additional bus routes
- Bike lanes

Are you a parent/guardian of a student that attends school in Lompoc? If so, how often do you/your student use the following modes of travel to attend school in a typical week (drive personal vehicle, carpool with other students, take the bus, bike, walk, other)?



Have you experienced any safety concerns in roadway work zones?



Additional comments:

- Need more police enforcement
- Vehicles do not adhere to speed limits
- Bikes need to follow rules of the road
- Pavement needs repairs

3.3.3 Conclusions

Overall, between the survey responses and map comments, the public noted the need for pedestrian and bicycle infrastructure as well as enforcement of the rules of the road. The map comments were taken into consideration when recommending certain types of proposed safety projects. The survey responses reiterated the need to install and improve multimodal infrastructure for the public to increase their use of multimodal transportation rather than just personal vehicles. The mapped comments helped identify locations where crossing improvements are needed. Additionally, the need to reduce speeding citywide was a common trend in both public responses and collision data. This factored into proposed countermeasures including traffic calming and increased enforcement.

4. Determine Emphasis Areas

The emphasis areas for the LRSP will complement California’s SHSP 2020-2024. This plan will focus on challenge/emphasis areas that are determined through data analysis and stakeholder input. Per this plan, the recommended challenge areas are circled in **Figure 4.1**.



Figure 4.1 SHSP Challenge Areas

Further collision analysis was conducted for these emphasis areas and is outlined in the following sections. This analysis helped to guide the types of countermeasures recommended in the plan.

4.1 Intersections

As defined for the purposes of this plan, an intersection-related collision is any collision that occurs within 50 feet of the intersection of two roadways or within 150 feet of the intersection of two roadways, involving 2 or more parties, and resulting in a rear end. Over half of the collisions in Lompoc from the past ten years (2013 to 2022) were quantified as intersection related. The top violation category for intersections was automobile right of way, followed closely by unsafe speed and improper turning. The majority of automobile right of way violations resulted in broadside collisions.

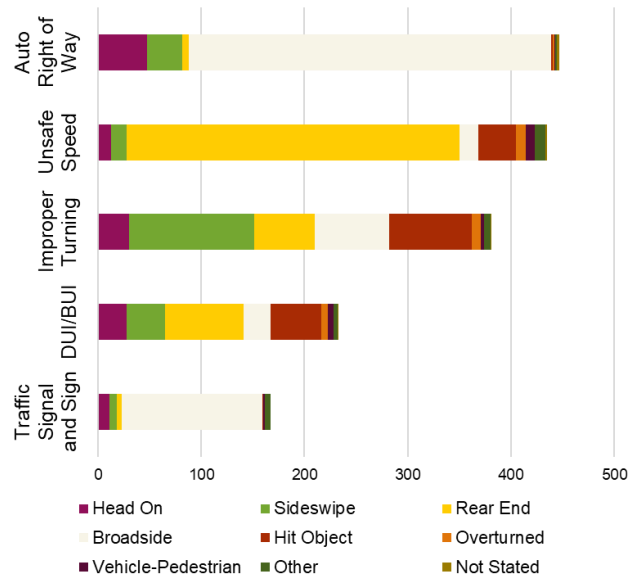


Figure 4.2 Top Violation Categories for Intersection-Related Collisions

4.2 Bicyclists

Between 2013 and 2022, around 7% of all collisions were bicycle related. There were two fatal and twenty severe injury collisions that involved bicyclists. The top violation categories for bicycle-related collisions are shown in **Figure 4.3**. The primary collision type for bicycle collisions is broadside collisions. The top violation category for bicycle collisions was due to automobile right of way and wrong side of road violations (over half of all bicycle-related collisions).

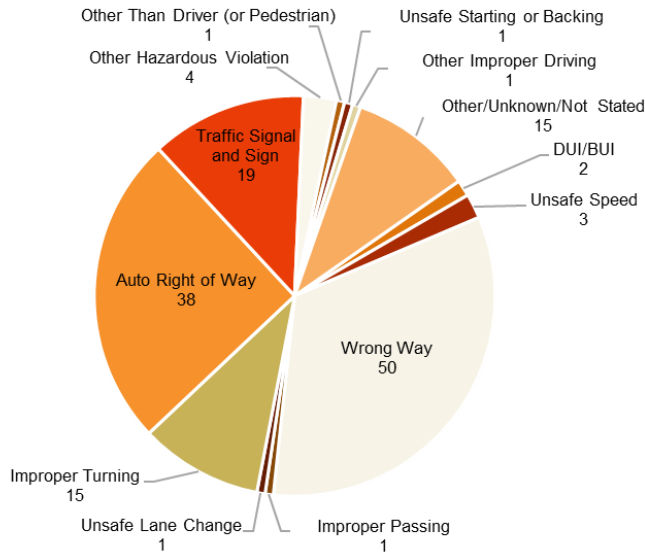


Figure 4.3 Primary Violation Category for Bicycle-Related Collisions

4.3 Pedestrians

Between 2013 and 2022, around 5% of all collisions were pedestrian related. Six pedestrian-related collisions were fatal and thirty-one resulted in a severe injury. The pedestrian location at the time of collision, along with corresponding severity, is shown in **Figure 4.4**. Most pedestrians were crossing in a crosswalk at an intersection.

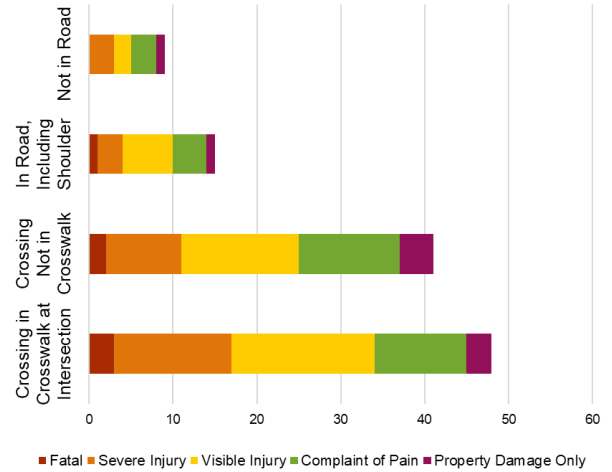


Figure 4.4 Pedestrian Location at Time of Collision

4.4 Aggressive Driving/Speed Management

Aggressive driving can be quantified in collision data through unsafe speed violations. Unsafe speed violations are the second highest violation category for Lompoc in the past 10 years. Approximately 19% of all reported collisions in the City between 2013 and 2022 were due to this type of violation. Three out of four of the collisions due to unsafe speed in the City resulted in rear ends. Although over 85% of these collisions are relatively low severity (property damage only or complaint of pain), targeting unsafe speed can have potential to reduce the total number of collisions in the City. As part of the current ATP grant, the City intends to install 8 speed feedback signs within the City. Locations will be determined during the design phase of the ATP project.

4.4.1 Assembly Bill 43

Assembly Bill (AB) 43 was signed into law by Governor Newsom on October 8, 2021. The City is reviewing AB 43 and how it will be applied locally to address traffic safety. This bill will change several aspects of speed setting and enforcement in California with a goal to make roadways safer for all road users. The new law is set to go into effect by June 30, 2024 and allows agencies more flexibility with keeping the previous speed limit, allows business and residential districts to have 15 and 20 mph speed limits, and allows the agency to round down the

proposed speed limit based on an engineering study due to a high presence of bicycles or pedestrians.

4.5 Emergency Response/Emerging Technologies

Between 2013 and 2022, very few collisions involved emergency vehicles (approximately 1.3%). Out of these collisions, over 80% resulted in property damage only. No high-severity collisions were reported involving emergency vehicles. As displayed in **Figure 4.5**, the top collision type for collisions involving emergency vehicles was broadside, followed by rear end.

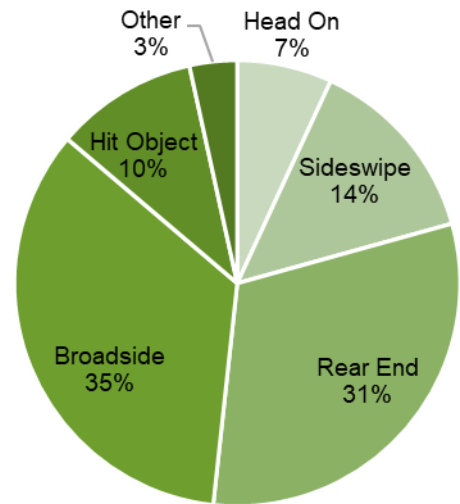


Figure 4.5 Collision Type for Collisions Involving Emergency Vehicles

5. Identify Strategies

Through coordination and feedback from the project team, stakeholder working group, and public engagement, safety projects and strategies were identified for the LRSP.

The following section recommends engineering projects at specific locations, along with systemic safety applications. Additionally, safety strategies and projects that address the other E's (Enforcement, Education, Emergency Response, and Emerging Technologies) are included and will be discussed below.

5.1 Engineering Strategies

5.1.1 Projects at Priority Locations

To develop recommended countermeasures for the priority locations (identified in Section 3.2.4.3), various factors were considered such as collision characteristics, observations of existing conditions, public input, guidance from the project team, and review from the stakeholder working group. Many countermeasures identified are from the most recent Caltrans Local Roadway Safety Manual (Version 1.5), April 2020.

Collision Characteristics

The locations and collision characteristics of the priority locations are shown in **Table 5.1** and **Table 5.2**.

Table 5.1 Priority Intersection Characteristics

North/South Road	Control	Crash Characteristics												
		Relative Severity (EPDO)	Total Crashes	Top Type of Collision (Number of Collisions)	Top Violation Category (Number of Collisions)	Fatal + Severe Injury	% at Night	Wet	Ped	Bike	Involv. w/Fixed Object	Pedestrian Not in Crosswalk	Alcohol Involved	Dark with No Streetlights
City Jurisdiction														
A St & E North Ave	AWSC	264	20	Broadside (10)	Unsafe Speed (5)	1	55%	2	3	2	0	1	3	2
Caltrans Jurisdiction														
N H St & Central Ave	Signal	555	47	Rear End (27)	Unsafe Speed (11)	2	43%	3	3	1	2	0	6	1
N H St & Barton Ave	Signal	547	34	Broadside (17)	Traffic Signals and Signs (10)	2	35%	0	0	2	3	0	3	0
N H St & North Ave	Signal	524	26	Rear End (13)	Unsafe Speed (8)	2	19%	1	1	6	1	0	2	0
N H St & Pine Ave	Signal	291	27	Rear End (14)	Unsafe Speed (10)	1	26%	2	0	3	0	0	1	0
N H St & College Ave	Signal	120	30	Rear End (17)	Unsafe Speed (10)	0	27%	1	0	2	3	0	5	1

Table 5.2 Priority Segment Characteristics

Primary Road	Length (mi)	Crash Characteristics												
		Relative Severity (EPDO)	Total Crashes	Top Type of Collision (Number of Collisions)	Top Violation Category (Number of Collisions)	Fatal + Severe Injury	% at Night	Wet	Ped	Pedestrian Not in Crosswalk	Bike	Involv. w/Parked Car	Involv. w/Fixed Object	Alcohol Involved
City Jurisdiction														
Central Ave from Bailey Ave to H St	1.50	455	32	Rear End (8), Hit Object (8)	Unsafe Speed (7)	2	28%	5	1	1	1	0	10	5
O St from N of Aviation Dr to Ocean Ave	2.56	446	33	Broadside (10), Sideswipe (9)	Auto Right of Way (7)	2	39%	2	2	2	3	7	3	7
North Ave from Z St to H St	1.25	420	22	Broadside (11)	Auto Right of Way (8)	2	23%	1	2	2	2	1	2	1
V St from N of Central Ave to Ocean Ave	1.94	389	16	Sideswipe (7)	Improper Turning (7)	2	56%	2	0	0	1	3	4	2
College Ave from H St to 8th St	1.05	373	15	Broadside (6)	Auto Right of Way (6)	2	47%	0	2	1	1	2	1	1
Pine Ave from H St to A St	0.50	208	14	Sideswipe (4), Broadside (4)	Auto Right of Way (4)	1	36%	0	3	2	1	1	2	0
Caltrans Jurisdiction														
SR 1 from N of Hancock Dr to Ocean Ave	4.59	3340	215	Rear End (103)	Unsafe Speed (79)	15	33%	16	13	11	10	3	17	14

Recommended Countermeasures

The countermeasures recommended for these locations are presented in **Table 5.3** and **Table 5.4**. For countermeasures to be implemented, environmental review must be completed in accordance with the General Plan Environmental Impact Report (EIR). Projects will need to be consistent with the Circulation Element of the General Plan’s intent, goals, policies, and measures.

Table 5.3 Priority Intersection Countermeasures

Intersection	Control	Relevant Challenge Area(s)	Countermeasure Number	Crash Reduction Factor	Funding Eligibility	Recommended Countermeasures	Reasoning
City Jurisdiction							
A St & E North Ave	AWSC	Intersections	NS01	40%	100%	Add intersection lighting	Limited intersection lighting. Over half of the collisions occurred in the dark.
		Intersections	NS03*	30%	100%	Evaluate installing signals*	Broadside collisions are top collision type, high volume intersection, multilane approach on A St increases conflict points
		Intersections	NS06	15%	90%	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	Very few stops nearby. Additional signage will help to bring attention to the intersection.
		Bicycles	-	-	-	Evaluate striping on approaches to intersection	For eastbound approach, extend bike lane line to within 100 feet of intersection and use appropriate intersection bike lane line in 100 feet of intersection.
		Bicyclists	-	-	-	Upgrade existing bicycle infrastructure to include treatments such as high visibility green paint, delineators or buffered lanes as appropriate	Existing bicycle infrastructure in place would benefit from additional protection
		Pedestrians	-	-	-	Convert crosswalks to high visibility school crossings with advance stop bar	Multiple pedestrian collisions. Less than a half mile from 2 schools.
		Pedestrians; Aggressive Driving/Speed Management	-	-	-	Install curb bulb outs	Unsafe speed is the top violation category, installing bulb outs will reduce crosswalk width and narrow cross-section, which visually alerts drivers of the intersection.
Caltrans Jurisdiction							
N H St & Central Ave	Signal	Intersections	S02	15%	100%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	
		Intersections	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)	Implement either in addition to, concurrently, or before multimodal plan.
		Emergency Response, Emerging Technologies	S05	70%	100%	Install emergency vehicle pre-emption systems	Currently no preemption systems. Per feedback from police and fire, this would decrease response times.
		Intersections, Pedestrians	S21PB	60%	100%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	Multiple pedestrian-related collisions.
		Pedestrians	S20PB	15%	100%	Install advance stop bar before crosswalk (Bicycle Box)	
		Pedestrians	-	-	-	Install accessible pedestrian buttons with audible walk/don't walk	Per public request due to visibility of pedestrian signals when the sun is bright.
		Intersections	-	-	-	Widen and add turn lanes	Planned project.
N H St & Barton Ave	Signal	Intersections	S02	15%	100%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	
		Intersections	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)	
		Emergency Response, Emerging Technologies	S05	70%	100%	Install emergency vehicle pre-emption systems	Currently no preemption systems. Per feedback from police and fire, this would decrease response times.
		Intersections	S06	55%	90%	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	Broadside is top collision type. No protected left turns on Barton Ave.
		Pedestrians	S21PB	60%	100%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	

* Intersection must meet CA MUTCD warrants to implement countermeasure

Table 5.4 Priority Segment Countermeasures

Segment	Length (mi)	Relevant Challenge Area(s)	Countermeasure Number	Crash Reduction Factor	Funding Eligibility	Recommended Countermeasures	Reasoning
City Jurisdiction							
Central Ave from Bailey Ave to H St	1.5	Aggressive Driving (Speed Management)	R26	30%	100%	Install dynamic/variable speed warning signs	Significant spacing between stops. Unsafe speed is a top violation category along the corridor. Speed limit changes along roadway segment as vehicles enter/exit the City.
		Aggressive Driving (Speed Management)	R27	15%	100%	Install delineators, reflectors and/or object markers	No curb/gutter on significant portions of the corridor. Several hit object collisions (top collision type).
		Aggressive Driving (Speed Management)	R08	25%	90%	Install raised median	Drought tolerant garden on northern edge of the roadway. Landscaped median would divide roadway and add visual enhancement (roadway view is narrowed which encourages slower speeds).
O St from N of Aviation Dr to Ocean Ave	2.6	Aggressive Driving (Speed Management)	R14	30%	90%	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	Northern portion of O Street serves schools and residential communities. Many parked cars along segment. Reducing road lanes can help to create a more bicycle/pedestrian friendly corridor and has potential to help lower speeds.
		Aggressive Driving (Speed Management)	R26	30%	100%	Install dynamic/variable speed warning signs	Public comments about high speeds on this road. Multiple schools adjacent to this roadway segment.
		Pedestrians	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced safety features)	HAWK Signal project recommended for East/West Channel Bike Path, crossing O Street in Bicycle and Pedestrian Master Plan. Multiple collisions with pedestrians not in crosswalks.
		Intersections	-	-	-	Evaluate and improve sight distance at intersections and driveways	Public comments about limited visibility on stretches of this road.
North Ave from Z St to H St	1.2	Aggressive Driving (Speed Management)	R26	30%	100%	Install dynamic/variable speed warning signs	School adjacent to segment.
		Pedestrians	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced safety features)	Install crossing west of I St (appx. 400' from intersection with H St). Multiple collisions with pedestrians not in crosswalks. Public comment about pedestrian traffic crossing. Helps reduce speeds along corridor. Establish a crossing location which has adequate separation from the intersection and where the cross section is consistent, not in a transition zone, like at I street.
		Intersections	NS18	35%	90%	Install left-turn lane (where no left-turn lane exists)	Evaluate replacing two-way left-turn lane with left turn pocket to reduce conflict points.
		Bicyclists	-	-	-	Upgrade existing bicycle infrastructure to include treatments such as high visibility green paint, delineators or buffered lanes as appropriate	Existing bicycle infrastructure approaching H Street in place would benefit from additional protection
		Intersections	-	-	-	Evaluate and improve sight distance at intersections and driveways	Public comments about limited visibility on stretches of this road.
		Intersections	-	-	-	Install curb bulb outs at intersections	Wide pavement width and limited stop-control along the street gives appearance of high speed roadway. Curb extensions can be a visual queue to slow down approaching intersections, prohibit vehicles from parking close to the intersections, and decrease crossing distance for pedestrians.
V St from N of Central Ave to Ocean Ave	1.9	Aggressive Driving (Speed Management)	R26	30%	100%	Install dynamic/variable speed warning signs	Straight corridor with very few stops - conducive to speeding
		Aggressive Driving (Speed Management)	R29	45%	100%	Install no-passing line	Evaluate centerline striping to remove presumptive passing lanes. Majority of collisions are sideswipes and can potentially be reduced by prohibiting passing. Passing zones encourage speeding. The speed limit is 35-40 mph and does not necessarily need passing zones.
		Intersections	NS02*	50%	100%	Evaluate conversion to all-way STOP control (from 2-way or Yield control)*	Specifically at V St and Pine Ave.
		Bicyclists	-	-	-	Upgrade existing bicycle infrastructure to include treatments such as high visibility green paint, delineators or buffered lanes as appropriate	Existing bicycle infrastructure in place would benefit from additional protection
		Aggressive Driving (Speed Management)	-	-	-	Evaluate need for and install traffic calming devices	Devices could include: curb bulbouts, lane narrowing, additional stop signs, delineators or paved medians. Corridor layout is conducive to speeding and additional traffic calming could mitigate.
		-	-	-	-	Evaluate corridor lighting	Over half of the collisions along the corridor occurred in low-light times of the day (night, dusk/dawn).
College Ave from H St to 8th St	1.1	Aggressive Driving (Speed Management)	R26	30%	100%	Install dynamic/variable speed warning signs	
		Pedestrians	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced safety features)	No existing pedestrian crossings along corridor.
		Aggressive Driving (Speed Management)	-	-	-	Install curb bulb outs at intersections	Wide pavement width and limited stop-control along the street gives appearance of high speed roadway. Curb extensions can be a visual queue to slow down approaching intersections, prohibit vehicles from parking close to the intersections, and decrease crossing distance for pedestrians.
		-	-	-	-	Evaluate corridor lighting	Around half of the collisions along the corridor occurred in low-light times of the day (night, dusk/dawn).

Segment	Length (mi)	Relevant Challenge Area(s)	Countermeasure Number	Crash Reduction Factor	Funding Eligibility	Recommended Countermeasures	Reasoning
City Jurisdiction							
Pine Ave from H St to A St	0.5	Aggressive Driving (Speed Management)	R26	30%	100%	Install dynamic/variable speed warning signs	
		-	R29	45%	100%	Install no-passing line	Evaluate centerline striping to remove presumptive passing lanes.
		Pedestrians	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced safety features)	Multiple collisions with pedestrians not in crosswalks. Public request to install pedestrian crossing.
		Aggressive Driving (Speed Management)	R28	25%	100%	Install edge-lines and centerlines	Reduce roadway width for vehicles. Narrow travel lanes to encourage slower speeds.
Caltrans Jurisdiction							
N H St from N of Hancock Dr to Ocean Ave	4.6	Bicyclists, Pedestrians	-	-	-	Install multimodal facilities	Complete it within the context of the already studied/completed Multimodal Streetscape Improvement Plan. Public comments in favor of transforming the roadway cross section.
		Aggressive Driving (Speed Management)	R26	30%	100%	Install dynamic/variable speed warning signs	Multiple public concerns for speeding near the northern SR 1 gateway to the City. Either in addition to or before the multimodal plan is implemented.
		Bicyclists	R32PB	35%	90%	Install bike lanes/facilities	Multiple public requests for bike lanes and to create a complete bicycle network. Evaluate type of bicycle facility needed (Class I, Class IV, or Class II) complementing the multimodal plan. Take into consideration the existing Coastal Bike Route.
		Pedestrians	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced safety features)	Many pedestrian-related collisions along the corridor. Install to complement the multimodal plan.
		-	-	-	-	Upgrade segment lighting	CIP priority planned project.
		-	-	-	-	Evaluate upgrading drainage system	Many collisions when roadway was wet. Public comment with concern about vehicles hydroplaning and roadway flooding. In addition to or at the same time as implementing the multimodal plan.

5.1.2 Systemic Safety Countermeasures

When selecting countermeasures, just focusing on locations with current collision issues is a reactive approach to roadway safety planning. A reactive approach targets recent hot-spots and specific problems that are associated with these locations. As a result of this approach, locations with low traffic volumes but with similar safety issues as hot spot locations are not addressed. To mitigate collisions in both a reactive and proactive approach, Caltrans' Local Roadway Safety Manual suggests agencies utilize a comprehensive approach that includes systemic and hot spot location improvements in the development of a safety plan.

Potential countermeasures that can be applied systemically throughout various locations in the City are presented in **Table 5.5** below.

Table 5.5 Systemic Countermeasures

Location	Type of Countermeasure	Countermeasure	Reasoning
Signals along H Street	S02	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	Many intersection-related collisions along H Street.
	S03	Improve signal timing (coordination, phases, red, yellow, or operation)	Many intersection-related collisions along H Street.
	S21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	
	-	Install accessible pedestrian buttons with audible walk/don't walk	Per public request due to visibility of pedestrian signals when the sun is bright.
	-	Evaluate upgrading drainage system	Many collisions when roadway was wet. Public comment with concern about vehicles hydroplaning and roadway flooding.
Road Segments	R29	Install no-passing line	Evaluate Citywide centerline striping to remove presumptive passing lanes.
	-	Install or upgrade bike lanes with enhanced safety features (green paint, delineators, buffers, etc.)	
Non-signalized Intersections	NS18	Install left-turn lane (where no left-turn lane exists)	Evaluate replacing two-way left-turn lane with left turn pocket to reduce conflict points.
Pedestrian Improvements at Uncontrolled Locations	NS19PB	Install raised medians/refuge islands	At locations with signals or wide roadway widths
	NS20PB	Install pedestrian crossing at uncontrolled locations (signs and markings only)	
	NS21PB	Install pedestrian crossing at uncontrolled locations with enhanced safety features (RRFB, curb extension) where applicable	
Road Diet	R14	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	In locations with wider than necessary travel lanes, no bike lanes, noticeable left turn movements. Similar in concept to the H St (SR 1) Multimodal Streetscape Improvement Plan. Specifically consider A St.
Speed Management	R24	Install dynamic variable speed warning signs	Feedback from PD, City, and public that speed management is a priority citywide - already recommended on priority segments but wanted in additional locations
	-	Additional enforcement and education	Citywide
	-	Evaluate traffic calming measures to include travel width narrowing, parking delineation, and/or separate bikeway, etc.	Locations with wide roadways, identified speed issues, and multimodal usage

5.2 Non-Engineering Strategies

A comprehensive approach to selecting countermeasures recognizes that not all safety issues can be addressed through infrastructure improvements. The comprehensive approach to safety involves the 5 E's of traffic safety. The non-engineering strategies developed to address roadway safety in the City of Lompoc are shown in **Table 5.6**.

Table 5.6 Recommended Non-Engineering Strategies

Strategy Type	Potential Stakeholder Champions	Recommended Strategy
 Education	Lompoc Public Works Department; Bicycle and Pedestrian Advocacy Groups	Bicycle and pedestrian safety campaigns Driver education and campaigns related to driving under the influence and distracted driving Develop bicycle level of comfort maps to encourage bicycle travel on various routes Bike bus program
	Lompoc Unified School District schools	Encourage safe practices within the roadway for all users and the continuation of driver education programs in the classrooms
	Lompoc Valley Community Health Organization (LVCHO)	Walking school bus, youth led PSA program, community workshops and outreach, pedestrian safety communication training classes - in conjunction with LUSD as part of ATP grants
	All Stakeholder Agencies California Highway Patrol, Lompoc Police Department	Social media blasts with education campaigns Dangers of speeding/speed management campaigns
 Emerging Technologies	Lompoc Public Works Department	Video/bicycle detection Upgraded controllers for flashing yellow arrows and leading pedestrian intervals Install touchless Accessible Pedestrian Signals Install dynamic speed feedback signs
		Obtain portable traffic data collector that records speeds and traffic volumes bidirectionally (through grant funding) Continue use of electronic message boards to alert citizens to construction zones, construction activities, lane closures, and detours
 Enforcement	California Highway Patrol, Lompoc Police Department	Targeted speed enforcement DUI saturation patrols and checkpoints Increase the number of traffic officers enforcing bicyclist rules of the road and pedestrians jay walking Dangers of speeding/speed management campaigns Enforce parking laws along high priority corridors (oversized, over height vehicles) and intersections (clear sight triangles) Reestablish explorer program (LPD) and sponsor community events (National Night Out, Public Safety Night, etc.)
		Lompoc Public Works Department, Lompoc Police Department, Lompoc Fire Department
 Emergency Response	Lompoc Public Works Department, Lompoc Police Department, Lompoc Fire Department	Consider emergency vehicle pre-emption at signalized intersections Improvements to roadways to increase access, reduce congestion, and potentially shorten response times

It should be noted that LVCHO does not currently have the capacity to adopt any more projects due to staffing. The projects notated in this table have already been incorporated into LVCHO's schedule.

6. Prioritize and Incorporate Strategies

6.1 Prioritized Locations

A prioritized list of the locations of proposed projects was developed based on the highest collision severity, which is an overall indicator of where the largest impact to safety can be made and how well projects will rank for funding. There are a variety of funding sources that each have their own ranking criteria, some of which are described below.

The recommended priority of project locations based on collision severity (EPDO) is shown in the list below, from highest to lowest priority.

1. SR 1 from N of Hancock Dr to Ocean Ave
2. Central Ave from Bailey Ave to H St
3. O St from N of Aviation Dr to Ocean Ave
4. North Ave from Z St to H St
5. N H St & Central Ave
6. N H St & Barton Ave
7. V St from N of Central Ave to Ocean Ave
8. H St Systemic Intersection Project
9. College Ave from H St to 8th St
10. A St & E North Ave
11. Pine Ave from H St to A St

6.2 Funding Sources

Funding opportunities can come through grant funding such as the HSIP, Active Transportation Program (ATP), Safe Streets and Roads for All (SS4A), and other state and federally funded grants.

The primary source of potential funding for projects recommended in this plan is HSIP funding. HSIP is a core federal-aid program for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The Caltrans Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified based on crash experience, crash potential, crash rate, or other data-supported means. Each cycle has available project funding for Benefit-to-Cost Ratio (BCR) and funding set-aside projects. BCR projects use expected benefit and estimated cost to determine eligibility and likelihood for receiving funding. The expected benefit is determined using the crash history and severity and the predicted collision reduction from the recommended countermeasures. Even though the minimum benefit-to-cost ratio (BCR) for the HSIP Cycle 11 grant application was 3.5, the projects submitted were very competitive. The BCR cutoff was 18.0 and the average BCR was 35.5. Additionally, the data included in this report spans 10 years whereas HSIP analysis only uses 5 years. The data will need to be dialled down to 5 years for this reason.

Alternatively, funding set-aside projects do not require a collision history. According to the last call for HSIP projects (closed 2022), the set-aside countermeasures available to local agencies included funding for guardrail upgrades, pedestrian crossing enhancements, installing edgelines, bike safety improvements, and set-aside for tribes. These

set-aside countermeasures could be applied at multiple locations as long as the requested funding was within the amount available per agency.

ATP is another potential grant funding source focused on encouraging the increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009)
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Eligible ATP projects include:

- **Infrastructure Projects:** Capital improvements that will further the goals of this program.
- **Non-Infrastructure (NI) Projects:** Education, encouragement, and enforcement activities that further the goals of the ATP.
- **Combination Projects:** A project that combines Infrastructure and Non-Infrastructure components.
- **Plans:** The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that is located in a disadvantaged community.

Projects are more likely to receive ATP funding if it helps to increase the number of non-motorized users, benefits a disadvantaged community, or improves the safety of vulnerable users, specifically at school zones. Ultimately, the goal of this funding is to increase the use of active transportation.

The City recently applied for and was awarded a Planning and Demonstration grant through the federal SS4A program to develop a Citywide Safety Action Plan. The City can use the work completed through the LRSP as a foundation for the Action Plan. A qualifying Action Plan will allow the City to apply for implementation grant funding through this SS4A program which funds projects and strategies aimed at increasing road safety.

For funding for the non-engineering strategies, the California Office of Traffic Safety has resources that can be used by the City to help in traffic safety education for residents. Some campaigns highlighted in their website include impaired driving, distracted driving, pedestrian & bicycle safety, and speeding. The website provides educational materials, safety tips, facts, and resources to use in educating the public on traffic safety.

7. Evaluate and Update

7.1 Evaluation Process

The following measurable goals have been established to evaluate the effectiveness of this plan.

1. Strive toward zero fatal and severe injury collisions citywide by 2050.
Measure of Success: **Reduce fatal or severe injury (FSI) collisions by one (1) per year.**
2. Improve safety around schools through a connected multimodal system.
Measure of Success: **Reduce collisions within five hundred feet of schools by 2% over 5 years.**
3. Reduce speeding collisions.
Measure of Success: **Within 5 years after implementing speed management strategies outlined in this plan, reduce “Unsafe Speed” and “Improper Turning” related collisions by 2%.**
4. Reduce pedestrian and bicycle collisions.
Measure of Success: **Reduce pedestrian-related collisions by 10% over 5 years.**
5. Improve community health and vitality with a safe and sustainable multimodal roadway system for all users.
Measure of Success: **Reduce collisions citywide by 10% over 5 years.**

7.2 Next Steps

This safety plan will be a living document and will guide the City’s roadway safety needs for the next five years. It will be updated as needed and the goals will be monitored. For the next revision of the LRSP, analyzing 2023 to 2027 traffic data is recommended.

Low-cost projects that are easy to implement will be prioritized for implementation within the City and considered for pairing with planned paving or other roadway improvement projects, while higher-cost, long-term projects will be incorporated into Lompoc’s Capital Improvement Program (CIP).

It is important to understand the upcoming funding opportunities to successfully implement these safety projects. Most of the proposed countermeasures are HSIP fundable. However, countermeasures can be implemented through other funding sources including:

- Safe Streets and Roads for All (SS4A)
- Active Transportation Program (ATP),
- Congestion Mitigation and Air Quality (CMAQ) program,
- Sustainable Transportation Planning Grant (Sustainable Communities),
- Stimulus funding sources, and
- Capital Improvement Program or with on-going maintenance work.

8. References

- “Developing Safety Plans, A Manual for Local Rural Road Owners”, Federal Highway Administration, March 2012, http://safety.fhwa.dot.gov/local_rural/training/fhwas12017/.
- 2020-2024 California’s Strategic Highway Safety Plan (SHSP), “California Safe Roads: 2020-2024 Strategic Highway Safety Plan”, Caltrans.
- “Local Roadway Safety, A Manual for California’s Local Road Owners”, Caltrans, Version 1.6, April 2022.
- “Highway Safety Manual”, American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- “California Statewide Collision Overview”, Caltrans, https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/shsp/shsp-ca-datafactsheets_a11y.pdf.
- California Department of Transportation, “Strategic Highway Safety Plan (SHSP)”, <https://dot.ca.gov/programs/safety-programs/shsp>.
- California Department of Transportation, “Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP)”, <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans>.
- Institute of Transportation Engineers, <https://www.ite.org/technical-resources/topics/safe-systems/>.
- City of Lompoc Local Roadway Safety Plan, <https://ghd.mysocialpinpoint.com/lompoc>.
- “Safe Streets and Roads for All (SS4A) Grant Program”, U.S. Department of Transportation, <https://www.transportation.gov/grants/SS4A>.
- “Local HSIP Call-for-projects”, Caltrans, <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>.
- “Summary of Local HSIP Cycle 11 Projects”, Division of Local Assistance, Caltrans, [Summary of Local HSIP Cycle 11 Projects 01/03/2023](#).

Appendix A

Stakeholder Engagement and Public Outreach

Agenda

August 29, 2023

Project	LOMPOC LRSP	From	Kiera Bryant
Subject	Stakeholder Working Group Meeting	Tel	+1 805 858-3145
Date/Time	August 31, 2023 from 10 a.m. to 12 p.m.	Project no.	12615708

1. Introductions

- a. Joshua Leard - Safety Champion/Project Manager for the City
- b. LRSP Stakeholder Working Group members
 - i. Role and interest in serving on this committee

2. Background

- a. Purpose of LRSP
 - i. Engages stakeholders representing all E's and other local community stakeholders (neighboring jurisdictions, advocacy groups, and officials) in developing a plan of action to increase safety and create a prioritized list of projects
- b. LRSP Process

3. Data Analysis

- a. Collision data from the past 10 complete years (2013-2022)
 - i. Location
 - ii. Hot Spot Locations
 - iii. Collision Severity
 - iv. Fatal and Severe Injury Collisions
 - v. Pedestrian Collisions
 - vi. Bicycle Collisions
 - vii. Top 5 Violation Categories
- b. Focus challenge areas per Strategic Highway Safety Plan
- c. Top ranking intersections and segments
- d. Safety Approach
 - i. Safe System Approach
- e. Safety Projects
 - i. Pedestrian and Bicycle Master Plan
 - ii. Streetscape Multimodal Improvement Plan

4. Vision, Goals, & Priorities

- i. Vision
- ii. Mission Statement
- iii. Goals

5. Other Items

- a. Public Outreach
- b. Upcoming Meetings
- c. Action Items

Agenda

September 28, 2023

Project	Lompoc LRSP	From	Kiera Bryant
Subject	Stakeholder Working Group Meeting #2	Tel	+1 805 858-3145
Date/Time	September 28, 2023 from 10 a.m. to 12 p.m.	Project no.	12615708

1. Introductions

- a. Joshua Leard - Safety Champion/Project Manager for the City
- b. LRSP Stakeholder Working Group members

2. Background

- a. Purpose of LRSP
 - i. Recap from meeting 1 and chosen challenge areas
- b. Mission, Vision, and Goals
 - i. Recap from meeting 1 and updates

3. Updated Maps

- a. Bicycle collisions
- b. Pedestrian collisions

4. Priority Locations

- a. Identified priority locations – recap from meeting 1
- b. Focus priority locations – segments
 - i. Corridor/systemic improvements
 - ii. Excluded locations
- c. Focus priority locations – intersections
 - i. Individual locations
 - ii. Captured in corridor/systemic improvements
 - iii. Excluded locations
- d. Priority locations and ATP projects

5. Other Items

- a. Public Outreach – status
- b. Upcoming Meetings
- c. Action Items

Meeting Summary

October 26, 2023

Author	Kiera Bryant	Project no.	12615708
Meeting info	October 26, 2023 from 9 a.m. to 11 a.m.	Subject	Lompoc LRSP – Stakeholder Working Group Meeting #3 Summary
Attendees	GHD – Chenin Otto, Kiera Bryant Lompoc City PW – Joshua Leard (Project Manager), Robin Dickerson (Principal CE), Craig Dierling (City Engineer)		SB County – Gary Smart (Traffic Engineer) Lompoc Police Department – Chip Arias (Police Captain) Caltrans – Kathryn Kleinschmidt (Traffic Safety Systems Branch Chief) SBCAG – Kent Epperson

The following is GHD’s understanding of the discussions and decisions for the above referenced meeting. Please notify GHD of any discrepancies in the information recorded.

This meeting record has been prepared to serve as documentation for the meeting conducted on October 26, 2023 via Microsoft Teams platform and in person in the Utility Conference Room at City Hall. A PowerPoint presentation was used to focus the discussion.

1. Introductions

- a. LRSP Stakeholder Working Group members
 - i. Brief introductions

2. Recap

- a. Challenge areas
 - i. Previously identified and used in countermeasure development.
 - 1. Aggressive Driving/Speed Management
 - 2. Bicyclists
 - 3. Emergency Response/Emerging Technologies
 - 4. Intersections
 - 5. Pedestrians
- b. Identified Priority Locations
 - i. Recap from meeting 2 and updates
 - 1. Added V St segment for countermeasure development at the request of the Police Department. V Street ranked high for collision severity.
- c. Public Outreach
 - i. Closed for comment October 11
 - ii. Final comment count: 270; Final survey responses: 106
 - iii. Used to help develop countermeasures.
 - iv. Many comments about speed management and pedestrian crossing safety, which aligns with the collision data and the initial comments from City staff and stakeholders.

3. Intersection Countermeasures

- a. A St and E North Ave
 - i. Add intersection lighting.
 - ii. Evaluate installation of signals.
 - iii. Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs.
 - iv. Evaluate striping on approaches to intersection.
 - v. Convert crosswalks to high visibility school crossings with advance stop bar.
 - vi. Install curb bulb outs.
 - vii. *Notes: see about adding more bicycle protection (i.e., high visibility green bike lanes, delineators, buffered lanes), this location would benefit from ATP grant funding due to number of ped and bike collisions.*
- b. N H St (SR 1) and Central Ave
 - i. Improve signal hardware: lenses, backplates with retroreflective borders, mounting size, and number.
 - ii. Improve signal timing (coordination, phases, red, yellow, or operation).
 - iii. Install emergency vehicle preemption systems.
 - iv. Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
 - v. Install advance stop bar before crosswalk (Bicycle Box)
 - vi. Install accessible pedestrian buttons with audible walk/don't walk.
 - vii. Widen and add turn lanes.
 - viii. *Notes: how expensive would it be to upgrade the signal hardware for Opticom and LPIs? This depends on the hardware and software in place. Potentially look into the benefit-to-cost ratio (BCR) to see how competitive these upgrades would be for funding. New signals are running very expensive today (can be up to \$2M to \$3M per intersection)*
- c. N H St (SR 1) and Barton Ave
 - i. Improve signal hardware: lenses, backplates with retroreflective borders, mounting size, and number.
 - ii. Improve signal timing (coordination, phases, red, yellow, or operation).
 - iii. Install emergency vehicle preemption systems.
 - iv. Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)
 - v. Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
 - vi. *Notes: look at adding funding source for emergency preemption.*

4. Segment Countermeasures

- a. Central Ave from Bailey Ave to H St
 - i. Install dynamic/variable speed warning signs.
 - ii. Install delineators, reflectors, and/or object markers.
 - iii. Install raised medians.
- b. O St from N of Aviation Dr to Ocean Ave
 - i. Road Diet (Reduce travel lanes from 4 to 3 and add a two-way left turn and bike lanes)
 - ii. Install dynamic/variable speed warning signs.
 - iii. Install/upgrade pedestrian crossing (with enhanced safety features).
 - iv. Evaluate and improve sight distance at intersection and driveways.
 - v. *Notes: additional bike lane treatments (see A St and North Ave intersection notes). Consider appropriate types of bicycle facilities.*
- c. North Ave from Z St to H St
 - i. Install dynamic/variable speed warning signs.
 - ii. Install/upgrade pedestrian crossing (with enhanced safety features).
 - iii. Install left turn lane (where no left turn lane exists).
 - iv. Evaluate and improve sight distance at intersections and driveways.
 - v. Install curb bulb outs at intersections.
 - vi. *Notes: North and I Street may have similar ped/car volumes to College and I intersection. The City has looked at warrants for a signal at College and I Street, and the volumes of cars and peds crossing warrant a signal, but the distance to H Street signal is too close. GHD to review whether there is any flexibility to use "engineering*

judgement” or other to push a signal warrant through. Remove “#1 rank project” from description – this is for College and I intersection, but this is a very similar intersection at North and I. A HAWK (or Pedestrian Hybrid Beacon) may be an alternative option if a signal cannot be installed at I St, GHD to review if this is advisable with the high number of vehicles approaching from I Street.

- d. V St from N of Central Ave to Ocean Ave
 - i. Install dynamic/variable speed warning signs.
 - ii. Install no passing line.
 - iii. Evaluate conversion to all-way STOP control (from 2-way or yield control) – specifically at V St and Pine Ave.
 - iv. Evaluate corridor lighting.
 - v. *Notes: Speeds excess of 60 mph common between North and College where there are no stops – a stop at Pine should help slow vehicles down. Between North and Central, there are no crossing streets to add a stop control to, there is a bike path connection, consider an enhanced crossing at this location*



- vi.
- e. College Ave from H St to 8th St
 - i. Install dynamic/variable speed warning signs.
 - ii. Install/upgrade pedestrian crossing (with enhanced safety features).
 - iii. Install curb bulb outs at intersections.
 - iv. Evaluate corridor lighting.
- f. Pine Ave from H St to A St
 - i. Install dynamic/variable speed warning signs.
 - ii. Install no-passing line.
 - iii. Install/upgrade pedestrian crossing (with enhanced safety features).
 - iv. Install edgelines and centerlines.
 - v. *Notes: Note that bike lanes have been requested in General Plan – add bike lanes and curb bulb outs as countermeasures.*
- g. H St (SR 1) from N of Hancock Dr to Ocean Ave
 - i. Road Diet (reduce travel lanes from 4 to 3 and add a two way left turn and bike lanes).
 - ii. Install dynamic/variable speed warning signs.
 - iii. Install bike lanes.
 - iv. Install/upgrade pedestrian crossing (with enhanced safety features).
 - v. Evaluate upgrading drainage system.
 - vi. *Notes: GHD Review removing the “Road Diet” countermeasures. With the space and congestion, a standard road diet is likely not feasible. Look at the Multimodal Streetscape Improvement Plan and alter Road Diet countermeasure to fit recommendations. Add a note on the consideration of the Coastal Bike Route. Kathy to send more information on the Multimodal Plan Project Initiation phase currently in progress and whether there are any collision monitors active along here that could*

be close to triggering a safety improvement.

5. Systemic Countermeasures

SYSTEMIC COUNTERMEASURES

- a. Signals along H St
 - i. Improve signal hardware.
 - ii. Improve signal timing.
 - iii. Modify signal phasing to implement LPIs.
 - iv. Install accessible pedestrian buttons with audible walk/don't walk.
 - v. Evaluate upgrading drainage system.
- b. Road segments
 - i. Install no-passing line.
- c. Non-signalized Intersections
 - i. Install left-turn lane (where no left turn lane exists).
- d. Pedestrian Improvements at Uncontrolled Locations
 - i. Install raised medians/refuge islands.
 - ii. Install pedestrian crossing at uncontrolled locations (signs and markings only)
 - iii. Install pedestrian crossing at uncontrolled locations with enhanced safety features (RRFB, curb extensions) where applicable.
- e. Road Diet
 - i. Road diet (reduce travel lanes from 4 to 3 and add a two way left turn and bike lanes)
 - ii. *Notes: add A St to road diet notes.*
- f. Speed Management
 - i. Install dynamic variable speed warning signs.
 - ii. Additional enforcement and education.
 - iii. Evaluate traffic calming measures to include travel width narrowing, parking delineation, and/or separate bikeway, etc.

NON-ENGINEERING COUNTERMEASURES

- a. Education
 - i. Lompoc Public Works Department and Bicycle and Pedestrian Advocacy Groups
 - i. Bicycle and pedestrian safety campaigns
 - ii. Driver education and campaigns related to driving under the influence and distracted driving.
 - ii. Lompoc Unified School District schools
 - i. Encourage safe practices within the roadway for all users and the continuation of driver education programs in the classrooms.
 - iii. LVCHO
 - i. Walking school bus, youth led PSA program, community workshops and outreach, pedestrian safety communication training classes – in conjunction with LUSD as part of ATP grants.
 - ii. *Notes: LVCHO is looking to step back from future grants due to staffing so these strategies would fall on other groups like MOVE SB.*
 - iv. All Stakeholder Agencies
 - i. Social media blasts with education campaigns
 - v. CHP, LPD
 - i. Dangers of speeding/speed management campaigns.
- b. Emerging Technologies
 - i. Lompoc Public Works Department
 - i. Video/bicycle detection.
 - ii. Upgraded controllers for flashing yellow arrows and LPIs.
 - iii. Install touchless Accessible Pedestrian Signals.
 - iv. Install dynamic speed feedback signs.
 - v. Obtain portable traffic data collector that records speeds and traffic volumes bidirectionally (through grant funding).
 - vi. Continue use of electronic message boards to alert citizens to construction zones, construction activities, lane closures, and detours.

- c. Enforcement
 - i. CHP, LPD
 - i. Targeted speed enforcement.
 - ii. DUI saturation patrols.
 - iii. Increase the number of traffic officers enforcing bicyclist rules of the road and pedestrians jaywalking.
 - iv. Dangers of speeding/speed management campaigns.
 - v. Enforce parking laws along high priority corridors (oversized, overheight vehicles) and intersections (clear sight triangles).
 - vi. Reestablish explorer program (LPD – in progress), and sponsor community events (National Night Out, Public Safety Night, etc.).
 - vii. *Notes: PD has OTS grant renewed for upcoming year to increase DUI saturation enforcement, ped and bike rule enforcement, and speed management.*
- d. Emergency Response
 - i. Lompoc Public Works Department, LPD, LFD
 - i. Consider emergency vehicle preemption at signalized intersections.
 - ii. Improvements to roadways to increase access, reduce congestion, and potentially shorten response times.

6. Other Items

- a. Upcoming Deliverables
 - i. LRSP Draft to be distributed in November for feedback via email.
 - ii. Final draft submitted to City in early December for adoption by City Council.
- b. Action Items
 - i. **Due 10/27: GHD to send out meeting notes and recording as well as draft report within two weeks.**
 - ii. **Due 11/2 Stakeholders to provide any feedback related to proposed countermeasures.**
 - iii. **Due Mid Nov: GHD to send draft LRSP, and stakeholders to provide feedback via email.**

Interactive Map Comments

ID	Created on	Type	Threads	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map
1	8/12/2023	General Comment	General Comment -01	It is difficult to make a left turn (head towards Walmart) coming out of Arnold onto O because you have to practically be pulled out into oncoming traffic to be able to see the cars coming from the right in a timely manner (O and north intersection heading towards Walmart direction). You have to be able to see the cars coming from the right the moment they leave their previous stop because once they leave that intersection they begin speeding down the road.	3	0	34.65578	-120.46643	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/428167
2	8/12/2023	General Comment	General Comment -02	This portion of the sidewalk often get overgrown by weeds forcing me to walk on the road with my stroller and dog because the weeds have lots of spines and spikes.	3	0	34.65647	-120.46654	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/428168
3	8/12/2023	General Comment	General Comment -03	Lots of RV's permanently parked here. Debris, feces and urine smell, blocking the sidewalk. Feels unsafe to walk through this portion with my children.	10	0	34.65357	-120.47406	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/428169
4	8/12/2023	General Comment	General Comment -04	Dirt sidewalk overgrown with weeds, no paved sidewalk forcing me to walk on the road with my stroller and dog	9	0	34.65684	-120.4754	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/428170
5	8/12/2023	Driving Comment	Driving Comment -001	Speeding drivers are a major concern for pedestrians walking to Riverbend Park as well bicycle riders going to the Riverbend Bike park. This is also the entrance to the walking path.	4	0	34.66352	-120.44882	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/428226
6	8/13/2023	General Comment	General Comment -05	Ridiculously wide road for no reason. Infrastructure is expensive, especially car infrastructure. Why not create a median with trees lining the street and make it wide enough for bicycles and walking, chairs, benches, etc.? This will also slow down traffic and make the road feel more intimate and like a neighborhood, versus just going as fast as you're allowed to get through the neighborhood. There are also old remnants of a train track. Perhaps eventually do a trolley of some sort.	3	1	34.651	-120.44809	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/428308
7	8/13/2023	General Comment	General Comment -06	Massive parking lots are not only ugly and make the area feel like it's non-pedestrian and bicycle friendly, the parking lots add very little value to a city. No revenue, but tons of maintenance. I'm not suggesting to charge for parking, I'm suggesting the city of Lompoc to explore other options. Sandpoint, Ohio and Fayetteville, Arkansas explored getting rid of parking mandates to reap benefits. Parking mandates create asphalt lots that provide little to no taxable value to recoup investments.	1	0	34.64867	-120.45818	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/428309
8	8/13/2023	General Comment	General Comment -07	Keep that drive-in movie sign and make that lot a place for pop-up food trucks and a hangout place. It's a cool sign and the area is ugly as it sits. I'm sure it's privately owned, but the city should leverage tax incentives to have it turned-into something cool. I could see a shipping container type of brewery meets street food hangout place. The weather here is awesome, so exploit the climate to your advantage. Every time I drive by, I cannot help but think about the ideas and cool things.	13	0	34.67116	-120.457	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/428310
9	8/13/2023	General Comment	General Comment -08	Lompoc has around 40,000 people and my family and I just left a similar size city in Germany. The big difference is, the urban planning. Germans cities/mayors do a phenomenal job of forecasting infrastructure limitations and they rarely post speed limit signs, because they use curb extensions and narrowing of roads to reduce traffic speeds. Plus traffic circles are abundant and our town of Bitburg had 30,000 people, yet it had great public transportation and was very walkable.	6	0	34.63319	-120.45809	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/428311
10	8/13/2023	General Comment	General Comment -09	Ugly parking lot with no tax revenue. Would make sense to infill this with business or green spaces.	5	0	34.65828	-120.45865	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/428312

Interactive Map Comments

ID	Created on	Type	Threads	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map
11	8/13/2023	Transit Comment	Transit Comment -1	Explore transient options for H, A and Ocean Streets. A trolley of some sort would be cool, but the area is flat enough to embrace and it would be cheaper for bicycle infrastructure that's safe. Bicycle lanes & sidewalks that are built internal to the parking. Why is H street four lanes? Seems silly for a C. Coast town of 40,000 people. These streets encourage fast driving & don't allow for people to interact together, due to be 1 deep in their car. SLO is an example of good infrastructure.	1	0	34.64564	-120.4576	https://ghd.mysocialpinpoint.com/lompoc/map#marker/428313
12	8/13/2023	Pedestrian Comment	Pedestrian Comment -01	My wife and I walked this street, because we had two hours to kill while our car was getting smogged. Not being funny, we thought it would be cool to walk because we moved here from a walkable European town. We were literally the only normal people walking around. Everyone else was either 'homeless' (I believe) or riding what looked like stolen bicycles. This road is filled with chain restaurants that are ugly to the eye and don't encourage people to park and walk. Plus the road is super wide!!!	5	0	34.65123	-120.45762	https://ghd.mysocialpinpoint.com/lompoc/map#marker/428314
13	8/13/2023	General Comment	General Comment -10	Add a small park in this parking lot. Seems funny, I know. But in other countries, they squeeze parks in the smallest, most urban places. This might encourage people to hangout a bit, plus that parking lot is underutilized due to archaic zoning and parking mandates. Small soccer field with a playground, and allow people to park along H-street versus just parking lots. This would slow down traffic and make this road feel more like a town, or the original Lompoc which is cool.	2	0	34.6477	-120.45794	https://ghd.mysocialpinpoint.com/lompoc/map#marker/428315
14	8/13/2023	General Comment	General Comment -11	Another wide road for no reason. It seems that Lompoc is more interested in protecting and subsidizing car infrastructure vs. doing something cool and unique like SLO. I really like Lompoc, but there seems to be a lot of wide roads that are ugly, not pedestrian or bicycle friendly. I recommend checking out 'Strong Towns' which does research and education in regards to getting rid of car centric infrastructure, which is more appealing. Their is a reason downtown SLO and Davis so appealing.	8	5	34.63896	-120.45945	https://ghd.mysocialpinpoint.com/lompoc/map#marker/428316
15	8/15/2023	Driving Comment	Driving Comment -002	This area is always congested, traffic to and from the habit/BoA/Panda cannot safely cross traffic	11	0	34.66176	-120.45764	https://ghd.mysocialpinpoint.com/lompoc/map#marker/428728
16	8/15/2023	Pedestrian Comment	Pedestrian Comment -02	The homeless walk across the road with no concern for drivers or others	8	0	34.66764	-120.45776	https://ghd.mysocialpinpoint.com/lompoc/map#marker/428730
17	8/15/2023	Driving Comment	Driving Comment -003	Very difficult to leave this parking lot without collision, very cramped and cars parked along the roads	1	1	34.65345	-120.44922	https://ghd.mysocialpinpoint.com/lompoc/map#marker/428731
18	8/15/2023	Driving Comment	Driving Comment -004	There is a huge sharp bump right after the blinking light. In lower cars, like my kia I need to do an almost complete stop to get over it safely	4	2	34.63912	-120.4752	https://ghd.mysocialpinpoint.com/lompoc/map#marker/428732
19	8/15/2023	Driving Comment	Driving Comment -005	These roads all around the high school are all falling apart with numerous potholes	4	0	34.64561	-120.46413	https://ghd.mysocialpinpoint.com/lompoc/map#marker/428733
20	8/17/2023	Driving Comment	Driving Comment -006	Motor homes lining the street make it hard to see the cross traffic, not to mention the auto shop they have set up on the street. The feces and urine in the gutters aren't pleasant either. If roads weren't so wide they wouldn't be able to set up camp on every other corner.	5	0	34.64057	-120.45002	https://ghd.mysocialpinpoint.com/lompoc/map#marker/429263
21	8/17/2023	General Comment	General Comment -12	Homeless motorhome park set up here. It's disgusting. Put a park in that empty lot then ban "camping" within 1000 yards of parks, schools, restaurants, stores, and houses.	5	1	34.64044	-120.44083	https://ghd.mysocialpinpoint.com/lompoc/map#marker/429267
22	8/18/2023	Pedestrian Comment	Pedestrian Comment -03	Poor visibility for pedestrians and drivers crossing 7th and Sheffield. Vehicles pick up speed going down the hill on 7th making it difficult to cross.	5	0	34.63501	-120.43415	https://ghd.mysocialpinpoint.com/lompoc/map#marker/429319
23	8/18/2023	General Comment	General Comment -13	People living in motor homes and trailers on the back side of Lompoc High. This is a safety concerns for obvious reasons.	9	0	34.64961	-120.46114	https://ghd.mysocialpinpoint.com/lompoc/map#marker/429333

Interactive Map Comments

ID	Created on	Type	Threads	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map
24	8/18/2023	Driving Comment	Driving Comment -007	Stop sign at 3rd and Barton does very little to persuade drivers to actually stop at the intersection. This is a constant speedway for lead-footed drivers and a hazard for pedestrians and bicyclists. Ive seen many near misses and with a nearby school and day-care center...its a tragedy waiting to happen.	2	0	34.65708	-120.44494	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/429401
25	8/18/2023	Pedestrian Comment	Pedestrian Comment -04	It would be nice for there to be a crosswalk here. We have to run across the street everyday to get to Beattie Park and cars drive really fast down this street.	7	0	34.63396	-120.44276	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/429462
26	8/18/2023	Driving Comment	Driving Comment -008	This driveway has very uneven pavement and we scrape our cars getting into the driveway everyday.	1	0	34.63592	-120.43949	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/429464
27	8/18/2023	Driving Comment	Driving Comment -009	numerous potholes, whole street needs to be repaved not just try to refill potholes.	3	0	34.64627	-120.4675	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/429467
28	8/18/2023	Pedestrian Comment	Pedestrian Comment -05	Crosswalk needed at Pine and "H" Street at the corners from/to Union Bank and Smoke Shop. I have seen many people run across the street illegally and at high traffic times between those corners and Mechanic Bank/McDonald's.	0	0	34.64848	-120.45719	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/429500
29	8/18/2023	General Comment	General Comment -14	RVs and vehicles parked so close to intersection. I drive this everyday and have to creep out very very slow, scared there's a oncoming vehicle. Have reported to LPD; however, ongoing issue and the vehicles only move back. Would be awesome to proactively paint a portion of this south curb red before God-forbid an accident happens. Seriously: try driving it northbound on K, crossing walnut, and look to see if you can see eastbound traffic coming your way without being terrified.	6	0	34.64059	-120.46185	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/429501
30	8/18/2023	School Comment	School Comment -1	Speed limit/school street signs on Olive Ave. would be helpful near La Purisima and Lompoc Valley Middle Schools. Lots of "speeders" down this street where children are walking to and from school.	1	0	34.63266	-120.45848	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/429502
31	8/18/2023	Pedestrian Comment	Pedestrian Comment -06	Excessive speed on 7th street makes it hazardous for pedestrians to cross 7th at Pine, particularly children. Cars see pedestrians trying to cross and do not stop. Many people stand out in the crosswalk hoping someone will stop and dash across between cars. Speeds on 7th are regularly between 40-50 mph, sometimes faster.	4	0	34.6488	-120.44003	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/429544
32	8/18/2023	Driving Comment	Driving Comment -010	7th Street is a main road used to access hwy 1 to commute to and from work every day. I live on Lemon at 7th and hear and see cars traveling at excessive speeds, often at least 15mph over the speed limit, some even faster. Often I see drivers rolling through the stop sign at North and 7th, also at College and 7th.	1	0	34.65182	-120.4402	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/429546
33	8/18/2023	Driving Comment	Driving Comment -011	This portion is extremely unsafe for children going to and from La Honda school. Parking for parents dropping their children off for school is not safe. Many cars speed on A St in this area as it is a main road used to go from one side of town to the other without using H St and they are impatient and unsafe in this area.	1	1	34.65626	-120.44861	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/429547
34	8/18/2023	Pedestrian Comment	Pedestrian Comment -07	A flashing light for pedestrians is needed at the crosswalk in front of Barkin Park. Most cars don't slow down for pedestrians, and some of the pedestrians are older and walk very slowly.	2	0	34.65713	-120.46213	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/429566
35	8/19/2023	School Comment	School Comment -2	The 25 mph sign is hidden by tree branches and there is a 30mph sign close to it. I feel there is a need for markings on the roadway, possibly even a speed bump on A street in front of the school. Also a better crosswalk at Olive and A. Cars drive too fast coming down the hill on Olive. Additional school and 25 mph signs are needed. Additionally, I have seen elementary children crossing alone at Cypress and A. Additional crosswalk markings and signage is also needed here.	0	0	34.636	-120.44882	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/429581

Interactive Map Comments

ID	Created on	Type	Threads	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map
36	8/19/2023	School Comment	School Comment -3	The 25 mph sign is hidden by tree branches and there is a 30mph sign close to it. I feel there is a need for markings on the roadway, possibly even a speed bump on A street in front of the school. Also a better crosswalk at Olive and A. Cars drive too fast coming down the hill on Olive. Additional school and 25 mph signs are needed. Additionally, I have seen elementary children crossing alone at Cypress and A. Additional crosswalk markings and signage is also needed here.	2	0	34.636	-120.44882	https://ghd.mysocialpoint.com/lompoc/map#/marker/429583
37	8/19/2023	Driving Comment	Driving Comment -012	The road here needs to be fixed. Too many cracks and potholes.	1	0	34.64402	-120.45908	https://ghd.mysocialpoint.com/lompoc/map#/marker/429659
38	8/19/2023	Driving Comment	Driving Comment -013	Olive St from J to O is a race track. There is no cross drainage on Olive on this stretch. Cars easily driving 20-30 mph over the speed limit routinely. Olive has four schools along its length.	10	0	34.63412	-120.46431	https://ghd.mysocialpoint.com/lompoc/map#/marker/429704
39	8/21/2023	Driving Comment	Driving Comment -014	Aramark parks their vans where the vans front end is sticking out onto to the turn lane to turn onto Cypress. This also makes it difficult for drives crossing over A from Cypress to see oncoming traffic, spicily for transit and school buses.	0	0	34.63755	-120.44931	https://ghd.mysocialpoint.com/lompoc/map#/marker/429918
40	8/21/2023	Driving Comment	Driving Comment -015	There needs to be a stop sign added here. This is such a dangerous intersection to cross by foot or by car.	2	0	34.64955	-120.44015	https://ghd.mysocialpoint.com/lompoc/map#/marker/430138
41	8/21/2023	Driving Comment	Driving Comment -016	There is a 3 ft by 3ft pothole in the north bound lane. You either have to swerve to left or right and is extremely dangerous when another car is passing by.	1	0	34.65121	-120.43776	https://ghd.mysocialpoint.com/lompoc/map#/marker/430139
42	8/21/2023	Pedestrian Comment	Pedestrian Comment -08	A stop light or blinking pedestrian lights would be great here. It is difficult to cross without walking down to A or up to G.	3	0	34.63892	-120.45282	https://ghd.mysocialpoint.com/lompoc/map#/marker/430163
43	8/21/2023	Driving Comment	Driving Comment -017	Drivers are driving too fast	2	0	34.66592	-120.45659	https://ghd.mysocialpoint.com/lompoc/map#/marker/430191
44	8/21/2023	Pedestrian Comment	Pedestrian Comment -09	Pedestrians in and crossing road with shopping carts at the bridge and at airport crossing to old drive-in theater recycling center	1	0	34.66924	-120.45693	https://ghd.mysocialpoint.com/lompoc/map#/marker/430192
45	8/21/2023	Driving Comment	Driving Comment -018	People drive way too fast on both sides especially when homeless run across the roads. Maybe place a digital radar speed sign for driver feedback. Might make drivers more cautious coming up or down the hill.	1	2	34.67438	-120.45706	https://ghd.mysocialpoint.com/lompoc/map#/marker/430229
46	8/21/2023	Driving Comment	Driving Comment -019	Drivers are accelerating to cut off other drivers and going above 30 mph, when the roads merge to one lane from two.	1	0	34.65337	-120.46656	https://ghd.mysocialpoint.com/lompoc/map#/marker/430273
47	8/21/2023	Driving Comment	Driving Comment -020	Drivers continuing through the yellow into red lights	1	0	34.66063	-120.45771	https://ghd.mysocialpoint.com/lompoc/map#/marker/430274
48	8/21/2023	Driving Comment	Driving Comment -021	Traffic is so backed up getting into town. Saw someone actually drive along the right edge tyen squeeze in at the light near taco bell.	1	0	34.66514	-120.45762	https://ghd.mysocialpoint.com/lompoc/map#/marker/430276
49	8/21/2023	Pedestrian Comment	Pedestrian Comment -10	Very dangerous, but people are relying on people stopping to walk across the street here.	0	0	34.65341	-120.45908	https://ghd.mysocialpoint.com/lompoc/map#/marker/430279
50	8/21/2023	Pedestrian Comment	Pedestrian Comment -11	Would be nice to have a light up school crossing here like the one by la canada on north st	1	0	34.69077	-120.43377	https://ghd.mysocialpoint.com/lompoc/map#/marker/430281
51	8/21/2023	General Comment	General Comment -15	Food trucks in the Wine Ghetto!!!	0	0	34.64304	-120.43908	https://ghd.mysocialpoint.com/lompoc/map#/marker/430283

Interactive Map Comments

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52	8/21/2023	Driving Comment	Driving Comment -022	Ridiculous congestion, is there no way to add another exit point	6	0	34.66191	-120.4578	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430285
53	8/21/2023	General Comment	General Comment -16	Can we make the empty lot a park	0	1	34.63931	-120.45749	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430286
54	8/21/2023	General Comment	General Comment -17	Free public parking? Redo the lot	0	0	34.64012	-120.45755	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430287
55	8/21/2023	General Comment	General Comment -18	Block off this small stretch of street, like they do for old town, but permanent, like Santa Barbara's State Street section. Allow for outdoor seating and beautify this little spot of downtown oldtown lompop	7	2	34.63868	-120.45783	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430288
56	8/21/2023	Driving Comment	Driving Comment -023	The hanging trees to the driveway entrance for soccerfields blinds drivers in and out. Was almost hit by someone curting the corner on the way in	0	0	34.66543	-120.44695	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430300
57	8/21/2023	Pedestrian Comment	Pedestrian Comment -12	Needs a safer crosswalk AND stop sign here! I see kids running excited to the park all the time and cars drive by extremely fast without regard. People take advantage of the straightaway and speed down the street. A stop sign is much needed and would make it safer for the community. It would also make it safer for drivers as it is hard to drive across with the parked vehicles in the way.	5	0	34.64715	-120.47053	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430301
58	8/21/2023	Pedestrian Comment	Pedestrian Comment -13	Stop sign needed going east the west. Many children and elderly cross intersection, in which many ppl speed with wide disregard.	4	0	34.64706	-120.47046	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430307
59	8/21/2023	Driving Comment	Driving Comment -024	The alleys in Lompoc are horrible, especially around the high school area, huge potholes that can mess up a car bad especially with the horrible lighting in the alleys.	1	0	34.64321	-120.46355	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430308
60	8/21/2023	General Comment	General Comment -19	Fix ALL the stop lights on Ocean Avenue! (L Street, G Street, A Street, Third Street) they turn red when there are no pedestrians or cars, also a hazard because a lot of cars just run the light.	8	0	34.63881	-120.45657	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430309
61	8/21/2023	General Comment	General Comment -20	barrier not blocking river entrance.	2	1	34.66646	-120.44474	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430310
62	8/22/2023	Driving Comment	Driving Comment -025	The light is way too short for school traffic. 2 or 3 cars per light with a huge line of cars waiting.	2	0	34.63892	-120.44895	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430417
63	8/22/2023	Pedestrian Comment	Pedestrian Comment -14	Lots of pedestrians that cross over using neighborhood trail systems.	1	0	34.67701	-120.45278	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430550
64	8/22/2023	General Comment	General Comment -21	Parking lot make over adding beautification is needed. Since this town is trying so hard to make it a tourist town, adding cute lighting accross over head for night eye appeal. Or colorful trees in the parking lot and vibrant flowers would change the aesthetic. After all this is the City of Flowers.	1	0	34.64865	-120.4587	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430555
65	8/22/2023	General Comment	General Comment -22	Is this lot for sale?	0	0	34.63922	-120.45763	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430556
66	8/23/2023	Biking Comment	Biking Comment -01	When will the last two plans get implemented. Now we are commenting on a third plan. Let's get the other two done.	0	0	34.6546	-120.45734	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430671
67	8/23/2023	Driving Comment	Driving Comment -026	Remove the slip lane for people who bicycle northbound daily. It's super dangerous crossing it with high speed car traffic. It also makes for a dangerous crossing for people who walk there.	0	1	34.67781	-120.45545	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430672

Interactive Map Comments

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68	8/23/2023	Biking Comment	Biking Comment -02	Build a northbound protected bike lane across the river. Crossing H Street on the south side and back again on the north side is super dangerous, especially at night. There are no street lights, either.	0	0	34.66897	-120.45718	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430673
69	8/23/2023	Biking Comment	Biking Comment -03	Build the path between the Village and the college to give people the option of safely bicycling to college and downtown.	3	0	34.68327	-120.46072	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430675
70	8/23/2023	Biking Comment	Biking Comment -04	Continue the path so it ends at Hwy 246	0	0	34.64287	-120.43343	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430676
71	8/23/2023	Pedestrian Comment	Pedestrian Comment -15	A pedestrian bridge from the current path to River Park would remove the need to drive there or to walk across the Robinson bridge.	4	0	34.64981	-120.43518	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430677
72	8/23/2023	Biking Comment	Biking Comment -05	Extend the path from where it currently ends to H Street	1	0	34.66512	-120.45064	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430678
73	8/23/2023	General Comment	General Comment -23	Will we ever see a proper bridge built across the river here?	2	0	34.66698	-120.44189	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430679
74	8/23/2023	Driving Comment	Driving Comment -027	Intersection of Cypress and A is confusing. Stop signs only on Cyprus. Needs to be a four way stop.	0	0	34.64091	-120.44234	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430691
75	8/23/2023	Driving Comment	Driving Comment -028	Fix all the potholes!!! Potholes are especially bad in residential neighborhoods and frequently cause damage to vehicles. This is a huge problem for low income families who are barely getting by and depend on their vehicle to get to work.	2	0	34.64399	-120.47801	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430730
76	8/23/2023	Driving Comment	Driving Comment -029	Fix all the potholes! Potholes and uneven roads are especially bad in residential neighborhoods and frequently cause damage to vehicles. This is a huge problem for low income families who are barely getting by and depend on their vehicle to get to work. Their is a sharp dip/rise in the ronear the north east corner of W Ocean Ave and V St. It poses a danger to vehicles driving west (as if driving out towards Surf beach) on Ocean trying to turn right on to V st.	2	0	34.63917	-120.47513	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430731
77	8/23/2023	Driving Comment	Driving Comment -030	This slip lane has been the reason for a lot of fatal crashes. People drive way too fast through the curve. When it was closed for a hole that needed to be repaired motorists had to turn right at the intersection and bicycling down the hill was much safer. Motoring speeds through this area were also lower. Consider removing it.	1	2	34.67784	-120.45629	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430779
78	8/23/2023	General Comment	General Comment -24	Narrowing the roadway will give motorists visual cues that this is a place where they need to pay attention and they will drive slow. No need for speed enforcement. Driving is System 1 thinking. We don't need to pay attention to it because it is automatic and road engineers and planners have removed all the friction. We need to make it System 2 thinking so people will slow down and driving should require more effort. See Daniel Kahneman's book Thinking Fast and Slow about this topic.	1	1	34.65319	-120.46259	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430785
79	8/23/2023	General Comment	General Comment -25	Make all intersections no right turn on red	0	2	34.65701	-120.45747	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430786
80	8/23/2023	General Comment	General Comment -26	Create a city ordinance to not park boats, RV's, campers, motorhomes, work trailers, 18 wheelers, or whatever on city streets. They make for both dangerous streets because of their size and they are unsightly. Plus, people are storing their private property on publicly funded streets. You can say that about cars, too.	1	0	34.64682	-120.45487	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/430791
81	8/24/2023	Driving Comment	Driving Comment -031	Large dip in the road when you turn onto Berkeley from 7th	1	0	34.63739	-120.44013	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431145

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ID	Created on	Type	Threads	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map
82	8/24/2023	General Comment	General Comment -27	Old dilapidated truck on Amherst	1	0	34.63762	-120.43976	https://ghd.mysocialpoint.com/lompoc/map#/marker/431146
83	8/24/2023	Driving Comment	Driving Comment -032	Cars go way faster than the speed limit all down this stretch of 7th to Ocean. Need better enforcing or pedestrian signs	3	0	34.63397	-120.44013	https://ghd.mysocialpoint.com/lompoc/map#/marker/431147
84	8/24/2023	General Comment	General Comment -28	Insanely loud fireworks in this area all the time.	1	0	34.63593	-120.44127	https://ghd.mysocialpoint.com/lompoc/map#/marker/431148
85	8/24/2023	Driving Comment	Driving Comment -033	Speed bumps in the Meadows are ridiculously harsh. Need to be more like the speed humps down Barton	0	1	34.65806	-120.46893	https://ghd.mysocialpoint.com/lompoc/map#/marker/431149
86	8/24/2023	General Comment	General Comment -29	This side of town needs the same lawn treatments that the other side of town gets (Meadows, etc). There are foxtails and burrs everywhere and it makes it nearly impossible to walk my dog comfortably.	0	1	34.63603	-120.44269	https://ghd.mysocialpoint.com/lompoc/map#/marker/431150
87	8/24/2023	Driving Comment	Driving Comment -034	It is difficult to turn left out of parking lot onto Central Ave. from the strip mall including Dignity Health clinic.	0	0	34.66026	-120.45951	https://ghd.mysocialpoint.com/lompoc/map#/marker/431151
88	8/24/2023	Driving Comment	Driving Comment -035	At the entrance to Beatty Park there are two signs. One says 5 MPH and the other says BUMP. Sadly, though, there is no bump and this results in many/most entering vehicles somehow dangerously confusing the park entrance with a drag strip. Installing the aforementioned bump would be a great benefit for park users and those crossing Fifth Street.	2	0	34.63167	-120.44257	https://ghd.mysocialpoint.com/lompoc/map#/marker/431177
89	8/25/2023	General Comment	General Comment -30	Repaint all curbs after roadwork is done. Curbs where red paint should be/ was is all shipped and unappealing. Also keep dirt piles off road and weeds clear on this main stretch through town.	0	0	34.63883	-120.44469	https://ghd.mysocialpoint.com/lompoc/map#/marker/431206
90	8/25/2023	General Comment	General Comment -31	Homeless camp/ Old dilapidated RV here. Most likely unpermitted/ not near a home. Does not reflect well on the city as you come into town.	2	0	34.6385	-120.44257	https://ghd.mysocialpoint.com/lompoc/map#/marker/431208
91	8/25/2023	General Comment	General Comment -32	Huge homeless camp. Trash/litter everywhere as you enter town. Such a bad look. Being homeless is not a crime but trashing everywhere is.	5	0	34.64047	-120.43596	https://ghd.mysocialpoint.com/lompoc/map#/marker/431209
92	8/25/2023	Pedestrian Comment	Pedestrian Comment -16	Walkway on Olive ave desperately needs repaving and Landscaping w/ drip irrigation. New trees are a great addition just needs drought tolerant landscaping and repaving. Same with the whole stretch of walkway from olive that wraps around and down V st.	4	0	34.63415	-120.46891	https://ghd.mysocialpoint.com/lompoc/map#/marker/431212
93	8/25/2023	General Comment	General Comment -33	Olive Ave walkway needs repaving and landscaping.	2	0	34.63419	-120.4718	https://ghd.mysocialpoint.com/lompoc/map#/marker/431214
94	8/25/2023	Driving Comment	Driving Comment -036	Need a timed 4 way stop light. Too much traffic not to have one there.	3	4	34.63906	-120.47556	https://ghd.mysocialpoint.com/lompoc/map#/marker/431215
95	8/25/2023	Pedestrian Comment	Pedestrian Comment -17	V st walkway needs repaving and landscaping. So much potential for beautifying this stretch that a lot of people use.	4	0	34.64259	-120.47519	https://ghd.mysocialpoint.com/lompoc/map#/marker/431216
96	8/25/2023	General Comment	General Comment -34	Don't need to spend \$343,000 for a study to determine what is needed here. We know the answer. Replace the bridge. Need it sooner than 2034.	0	1	34.64282	-120.4332	https://ghd.mysocialpoint.com/lompoc/map#/marker/431217
97	8/25/2023	General Comment	General Comment -35	The front and windshield window tinting is illegal and yet goes unregulated. Its a safety concern for police and citizens	1	0	34.68655	-120.45402	https://ghd.mysocialpoint.com/lompoc/map#/marker/431407

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ID	Created on	Type	Threads	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map
98	8/26/2023	Driving Comment	Driving Comment -037	I live on East College, between D and E streets. I am alarmed by loud and speeding vehicles that roar past my house heading toward H street after stopping at the stop sign at D and College. Many drivers blast impatiently out of the stop. The noise is very irritating, and the aggressive speed is dangerous to neighbors and pedestrians along the busy street.	1	0	34.65379	-120.44054	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431484
99	8/27/2023	Driving Comment	Driving Comment -038	Cypress Avenue has become a freeway for drivers that want to avoid the stop signs/lights on Ocean. Speeding is a real issue we've had a few overturned vehicles at the intersections of Cypress and C and Cypress and E Streets To add to the danger mutiple semis use this street to drive through town even though the truck route is further down Cypress	1	0	34.6369	-120.45389	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431587
100	8/27/2023	Driving Comment	Driving Comment -039	Work trucks park on Walnut at the intersection of North D making it very difficult to see around to cross the intersection without pulling into the lane	2	0	34.64042	-120.45266	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431588
101	8/27/2023	Pedestrian Comment	Pedestrian Comment -18	Sidewalk here is all cracked and dangerous to walk on if not paying close attention. The shopping center is really in bad shape too	0	0	34.64817	-120.45775	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431589
102	8/27/2023	Pedestrian Comment	Pedestrian Comment -19	Pine and 7th needs stop signs. Cars are not stopping for kids crossing to get to Fillmore school.	1	0	34.64295	-120.44067	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431591
103	8/27/2023	Driving Comment	Driving Comment -040	I manage College Park Apts at 648 N G ST. From E College Ave to E Pine Ave, cars, trucks, and motorcycles are using N G ST for a drag strip. They're reaching 50-60 mph several times a day. We have a lot of foot traffic crossing the street, and headstart preschool foot traffic as well. A speed bump or police enforcement is needed before someone gets injured or killed.	0	0	34.64712	-120.45631	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431669
104	8/27/2023	General Comment	General Comment -36	On N G ST, between E College and E Pine, there are abandoned trailers, campers, boats, and other vehicles taking up street parking spaces. I just moved here, so I don't know if this is illegal. We also have a problem with illegal dumping on the street - old mattresses, broken furniture and other household items are dumped all the time.	0	0	34.64896	-120.45625	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431675
105	8/28/2023	General Comment	General Comment -37	Let's transform this stroad into a street. There are too many driveways with curb cuts that cross the sidewalk going into massive parking lots to strip malls with deep setbacks that don't "frame" the street. In general, American development is ugly and moreover, dangerous by design. Things are moving in this direction, but I doubt we'll see it change in our lifetime.	1	0	34.65304	-120.4576	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431796
106	8/28/2023	Driving Comment	Driving Comment -041	People drive i want to say the fastest 65-70 mph all the way down chestnut its scary i plug my ears as they go by im afraid of an accident. We already had a 11 or 12 yr old get hit crossing the street while walking across with their parent to get to school. I think there should be speed bumps put in to prevent the speeding.	2	0	34.64224	-120.46417	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431823
107	8/28/2023	Driving Comment	Driving Comment -042	Commuters need to be reminded by enforcement that speeding the last 5 minutes to home will not save them 1 minute, and risks the lives, safety, and property (other vehicles primarily) of others. Give out tickets, warnings and perhaps put up signs.	2	1	34.64026	-120.43725	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431845
108	8/28/2023	Driving Comment	Driving Comment -043	Commuters need to be reminded by enforcement that speeding the last 5 minutes to home will not save them 1 minute, and risks the lives, safety, and property (other vehicles primarily) of others. Give out tickets, warnings and perhaps put up signs. Drivers are speeding on Ocean and E. Laurel around 5PM.	0	0	34.64344	-120.43833	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431846

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109	8/28/2023	Driving Comment	Driving Comment -044	An example of the horrible effect of allowing RVs to be parked continuously. There should be RV parking on streets by permit only. Permit should be easy, free and generous (1-10 days 4 times a year for example). It is ridiculous that public streets are used for private storage. It is the same as allowing homeless, homesteading on city property.	2	0	34.6331	-120.46729	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431847
110	8/28/2023	General Comment	General Comment -38	There should be RV parking on streets by permit only. Permit should be easy, free and generous (1-10 days 4 times a year for example). It is ridiculous that public streets are used for private storage. It is the same as allowing homeless, homesteading on city property.	1	0	34.65355	-120.47401	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431849
111	8/28/2023	Driving Comment	Driving Comment -045	On workshift turn over excessive speed and illegal passing towards town threaten other drivers, bicyclists, and pedestrians. The mine and the windfarm companies and other workforce employers should be continually held responsible for the bad driving behaviors of their employees. These employers should continually announce that their employees will be fired for a single ticket or accident, regardless of fault.	4	1	34.6301	-120.45972	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431851
112	8/29/2023	Driving Comment	Driving Comment -046	Hickory between S G and S F is so rough and bumpy feels like you have two flat tires. Needs to be resurfaced.	0	0	34.63513	-120.45668	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431965
113	8/29/2023	Driving Comment	Driving Comment -047	I live on 300 block of South G Street between Olive and Cypress, and vehicles are driving 30-40 mph towards Cypress. It's become a speedway and not a residential street. We need speed limits and drive slow before someone's child gets run over.	0	0	34.63423	-120.45672	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431989
114	8/29/2023	Driving Comment	Driving Comment -048	Vehicles driving west on Olive drive way too fast, I've seen material fly out of pickup beds once they hit Olive and G Street intersection due to the dip, and I'm waiting for someone to lose control and hit a parked car or worse someone's house.	1	0	34.63349	-120.45586	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/431995
115	8/29/2023	Driving Comment	Driving Comment -049	West Lime Ave is 2 blocks long, between O & U Streets. Drivers drive 40-50+ mph down this street as well as S. U Streets, and most often into the apartment complex on S. U St. We, our children, our grandchildren, and there are also cats who all cross the street..we are a friendly block! It's scary and dangerous! And in 13 years on this block, I have NEVER seen enforcement. SPEED BUMPS would put a stop to a lot of this dangerous speeding!	0	0	34.63465	-120.47188	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432016
116	8/29/2023	Driving Comment	Driving Comment -050	People drive too fast on this road. It needs enforcement, which the city does not seem to provide.	0	0	34.63589	-120.44026	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432022
117	8/29/2023	Driving Comment	Driving Comment -051	When attempting to cross traffic going from the park toward the hospital on E Walnut, it's difficult to see oncoming traffic coming northbound on N A Street. The reason for this is twofold. One, the traffic stop is too far back, so motorists have to creep forward to get a good look. And two, the cars parked on the corner block the view.	3	0	34.64055	-120.44904	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432030
118	8/29/2023	Driving Comment	Driving Comment -052	The speed limit on Central between A and O Sts. should be reduced. There are numerous pedestrians, many of whom are children going to and from school in this area. Designated crosswalks are few and far between. This causes many people to cross in the middle of the block.	1	0	34.66303	-120.43933	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432051
119	8/29/2023	Driving Comment	Driving Comment -053	Stop sign needed on Fir, at corner of Fir and Z St. Traffic rarely yields the right-of-way to Z St. traffic.	2	0	34.63222	-120.4794	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432053
120	8/29/2023	Driving Comment	Driving Comment -054	Stop sign needed on Loquat, at corner of Loquat and Z St. Traffic rarely yields the right-of-way to Z St. traffic.	2	0	34.63386	-120.47938	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432054
121	8/29/2023	Driving Comment	Driving Comment -055	Stop sign needed on Y St., at corner of Y St and Loquat. Traffic rarely yields the right-of-way to Loquat traffic.	1	0	34.63376	-120.47843	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432055

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122	8/29/2023	Driving Comment	Driving Comment -056	Stop sign needed on Y St, at corner of Y and Fir St. Traffic rarely yields the right-of-way to Fir St. traffic.	1	0	34.63222	-120.47857	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432057
123	8/29/2023	Driving Comment	Driving Comment -057	Stop sign needed on X St, at corner of X St and Fir St. Traffic rarely yields the right-of-way to Fir St. traffic.	0	0	34.63219	-120.47759	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432058
124	8/29/2023	Driving Comment	Driving Comment -058	Stop sign needed on W St, at the intersection of W St. and Fir St.	1	0	34.63203	-120.4761	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432059
125	8/29/2023	Driving Comment	Driving Comment -059	Stop sign needed on X St, at the intersection of X St. and Fir St.	0	0	34.63211	-120.47753	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432060
126	8/29/2023	Driving Comment	Driving Comment -060	Stop sign needed on Y Place, at the intersection of Y Place. and Fir St.	1	0	34.63212	-120.47884	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432061
127	8/29/2023	Driving Comment	Driving Comment -061	Speed Limit 25mph	0	0	34.63413	-120.47951	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432062
128	8/29/2023	Driving Comment	Driving Comment -062	Speed Limit 25mph. Crown Pointe needs speed limit signs.	1	0	34.63202	-120.47524	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432063
129	8/29/2023	Driving Comment	Driving Comment -063	You need to create another enter/exit point for cars going to Blaze/Panda/Habit. This is an extremely dangerous section of H Street. Can you somehow create a way from the parking lot up to stop light at Motel 6? Or can you somehow create an enter/exit point westbound to N L St. This needs to be a priority.	3	0	34.66183	-120.45821	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432067
130	8/29/2023	Driving Comment	Driving Comment -064	City of Lompoc needs to work with the railway company. Please fix W. Laurel Ave from H St. to V. St. W. Laurel street has tons of big pot holes, especially in the middle of the road along the railroad tracks. This causes damages to car tires.	2	0	34.64374	-120.46005	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432069
131	8/29/2023	Pedestrian Comment	Pedestrian Comment -20	Please consider extending the existing bike pathway/walking path along North V. St. The path currently ends at Pine. It would be good to extend it north along North V. St. from Pine all the way up to Central Ave. Pedestrian and bicyclist safety would greatly improve with this.	1	0	34.65536	-120.47517	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432072
132	8/29/2023	Driving Comment	Driving Comment -065	North H. Street, especially in the central part of town, is extremely dangerous to drive on after a rainstorm. The roadway floods, causing cars to hydroplane or drive through large pools of water which is a big safety concern. The drainage system needs to be upgraded.	1	0	34.6495	-120.45779	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432073
133	8/29/2023	Driving Comment	Driving Comment -066	Drag Racing Down Walnut Street All the Time. Need many speed Bumps or some actual Traffic Enforcement on Walnut Street.	0	0	34.64038	-120.44952	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432075
134	8/29/2023	Pedestrian Comment	Pedestrian Comment -21	I think anything we can do to make old downtown more bike and pedestrian friendly the better. Better crosswalks, flashing lights trying to cross ocean would be great. The less car-centric the city center the better. Install a few good bike racks. I like having the bike lane painted solid especially at intersections.	1	0	34.63872	-120.45743	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432089
135	8/29/2023	Pedestrian Comment	Pedestrian Comment -22	A lot of people park on Mission Gate Rd to walk the trails at the Mission. Would be great to have a pedestrian crosswalk there with lights to alert drivers and make it safer to cross.	3	1	34.6686	-120.42089	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432092
136	8/29/2023	Pedestrian Comment	Pedestrian Comment -23	Pedestrian cross walk light. It's very difficult to cross at this intersection	1	0	34.63889	-120.45407	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432108

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137	8/29/2023	Driving Comment	Driving Comment -067	Some kind of speed bump, or dip to make traffic slow down. I have seen so many people run past the stop signs, in the last month I saw 3 car accident on this intersection	0	0	34.6453	-120.45269	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432109
138	8/29/2023	Pedestrian Comment	Pedestrian Comment -24	No stops signs	0	0	34.64631	-120.4692	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432113
139	8/29/2023	Driving Comment	Driving Comment -068	Paint the Speed limit on the Road! Cars drive too slow and under the speed limit every morning.	1	0	34.68187	-120.45144	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432118
140	8/29/2023	Driving Comment	Driving Comment -069	Cars be speeding down here acting like they in a fast and furious movie	0	0	34.65959	-120.4664	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432120
141	8/29/2023	Pedestrian Comment	Pedestrian Comment -25	Too many homeless people and too many rants making our city look like a dump this isn't a way to bring in more people, the mayor really needs to wake up and address these problems!	4	0	34.66946	-120.45767	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432121
142	8/29/2023	Driving Comment	Driving Comment -070	Vehicles parked along the curb on W North block the view make it impossible to see oncoming traffic when turning left or right onto W North Avenue from N X Street. You have to pull fully into the intersection to check for traffic.	0	0	34.65357	-120.4775	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432122
143	8/29/2023	Driving Comment	Driving Comment -071	Drivers that use the Soccer Fields need to SLOW down! Speed bumps should be put in for the safety of walkers and people trying to drive out of the residential cross streets.	1	0	34.66451	-120.44801	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432126
144	8/29/2023	Pedestrian Comment	Pedestrian Comment -26	Need more obvious pedestrian crossings, blinking lights would help	0	0	34.6387	-120.45097	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432171
145	8/29/2023	Pedestrian Comment	Pedestrian Comment -27	Need better pedestrian crossing, lots of school kids cross Ocean here	2	0	34.63886	-120.46371	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432172
146	8/29/2023	General Comment	General Comment -39	Too many homeless living on the streets, refusing to go to shelters and setting up camps. Using the outside as their toilets and sometimes abusing their dogs. Need some legal recourse to roust the homeless. Especially the homeless who need substance use treatment but refuse it.	3	0	34.63801	-120.44754	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432173
147	8/29/2023	General Comment	General Comment -40	Excessive speed on 7th street, difficult to cross by car and foot, lots of cross streets without stop signs and difficult to see oncoming traffic when trying to cross 7th street	0	0	34.64862	-120.44037	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432176
148	8/29/2023	General Comment	General Comment -41	Too many homeless camping out, leaving drugs needles. Homeless who are mentally ill and substance users, some CSEC going on in the riverbed. Need legal recourse to remove homeless	2	0	34.64697	-120.43323	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432177
149	8/30/2023	Driving Comment	Driving Comment -072	Speeding up to 50 mph along Olive Avenue from 7th Street to A Street is common both East and West bound. This is a constant safety concern to our neighborhood. There are no crosswalks and there is much traffic using Olive Avenue as a thoroughfare. Beattie Park has frequent visitors of children and families. There are also no speed limit signs on Olive in this area.	1	0	34.63377	-120.44393	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432250
150	8/30/2023	Driving Comment	Driving Comment -073	Excessive Speed	0	0	34.63245	-120.44045	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432293
151	8/30/2023	Driving Comment	Driving Comment -074	Bad Design for egress & ingress into The The Habit.	2	0	34.66013	-120.45445	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432294
152	8/30/2023	Driving Comment	Driving Comment -075	Bridge needs to be rebuilt to allow for Pedestrian traffic	3	0	34.6422	-120.4299	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432295
153	8/30/2023	Driving Comment	Driving Comment -076	Driving east on Central to turn right on Western needs to not be such a sharp turn or have a separate turn lane because they slow down so much that almost rear ended.	1	0	34.66055	-120.48371	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432299

Interactive Map Comments

ID	Created on	Type	Threads	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map
154	8/30/2023	Driving Comment	Driving Comment -077	Need to continue either Central or Rucker to have another way out of town to reduce congestion at the Wye, especially if about to build a bunch of new homes at the Wye.	3	0	34.66039	-120.44878	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432301
155	8/30/2023	Driving Comment	Driving Comment -078	I live on Olive Avenue at the entrance to Beattie Park. There have been too many close calls caused by cars either speeding on Olive Avenue or racing in and out of the park. I have witnessed incidents involving cars almost colliding with each other, with pedestrians, bicyclists, and motorcycles. In fact just this past Sunday, August 28th, I saw an incident where a car racing out of the park ignored the stop sign and almost took out a motorcyclist on Olive Avenue who would definitely have been	0	0	34.63359	-120.44268	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432313
156	8/30/2023	Biking Comment	Biking Comment -06	I live on Olive Avenue at the entrance to Beattie Park. There have been too many close calls caused by cars either speeding on Olive Avenue or racing in and out of the park. I have witnessed incidents involving cars almost colliding with each other, with pedestrians, bicyclists, and motorcycles. In fact just this past Sunday, August 28th, I saw an incident where a car racing out of the park ignored the stop sign and almost took out a motorcyclist on Olive Avenue who would definitely have been	0	0	34.63377	-120.4434	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432314
157	8/30/2023	Pedestrian Comment	Pedestrian Comment -28	A crosswalk, with a pedestrian activated safety light, between the North and South sides of Olive Avenue at Beattie Park is desperately needed. Often on the weekends people are forced to park along Olive Avenue due to limited parking in the park and then are forced to cross the street. During the week children walking to and from have good school also have to cross the street.	2	0	34.63402	-120.44214	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432323
158	8/30/2023	Driving Comment	Driving Comment -079	Given the number of children and other people who now utilize Beatty Park on a regular basis there needs to be a blinking stop light at the entrance to the park and a 25 mph speed limit along Olive Avenue coming up the hill and extending to 7th Street. Last fall a car came racing out of Beatty Park and couldn't stop in time and crashed into the fence and almost to the house across Olive Avenue.	2	0	34.63368	-120.44201	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432325
159	8/30/2023	Driving Comment	Driving Comment -080	The speed limit needs to be enforced between on Ocean between R and V Streets. People drive this area like it's the autobahn and there are tons of pedestrians going to the middle school and Miguelito.	5	0	34.63905	-120.47337	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432507
160	8/30/2023	Driving Comment	Driving Comment -081	This area is a disaster during school drop off and pick up. Needs better signage for no left turns I to the school driveway at a minimum.	2	0	34.63366	-120.47647	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432511
161	8/30/2023	Driving Comment	Driving Comment -082	Hi. I have already addressed my concerns about the speed limits driven in this block, since is a main road a lot of cars pass by everyday but my concern is a lot of them drive very fast and some even race on this street. Hope to see changes before and accidents happens or someone gets run over. Thanks for your approach to hear our concerns!	0	0	34.65326	-120.44467	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432587
162	8/30/2023	School Comment	School Comment -4	Lower speed limit on Olive. Traffic speeds excessively even during school hours.	2	0	34.63375	-120.47709	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432588
163	8/30/2023	General Comment	General Comment -42	Add no loitering signs and more signs for times of trails. Individuals and cars loiter in this area at all times of the night and early morning.	1	0	34.63073	-120.47958	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432589
164	8/30/2023	Driving Comment	Driving Comment -083	Add speed bumps on South Z. Traffic, bicycles, skateboarders, and dirt bikes race up and down the street, very dangerous with pedestrian traffic in the neighborhood and for the trail.	1	0	34.63157	-120.47945	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432590
165	8/30/2023	Driving Comment	Driving Comment -084	Put up signs making U turns illegal at this intersection. Major traffic issues daily with school dropoff and pickup with cars turning around at the bottom of South Z to go east on Olive, often blocking the entire intersection.	2	0	34.63427	-120.47948	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432591
166	8/30/2023	General Comment	General Comment -43	Manhole cover sticking up out of the road. Lots of loitering cars in this area to include RVs parking overnight.	2	0	34.63414	-120.48422	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/432592

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167	8/30/2023	Driving Comment	Driving Comment -085	Needs a 4 way stop here. Lots of near misses with people on Pine pulling out in front of traffic flying down V St.	1	0	34.65013	-120.47506	https://ghd.mysocialpoint.com/lompoc/map#/marker/432593
168	8/30/2023	Driving Comment	Driving Comment -086	There needs to be a right turn lane on east bound Central at H St. People try to squeeze by in the bike lane and cause near accidents frequently. Traffic also backs up here frequently due to no right turn lane.	0	0	34.66041	-120.45784	https://ghd.mysocialpoint.com/lompoc/map#/marker/432594
169	8/31/2023	Pedestrian Comment	Pedestrian Comment -29	we need crosswalks from north f and pine street to north h and near the LA Honda stream academy school	0	0	34.65007	-120.45519	https://ghd.mysocialpoint.com/lompoc/map#/marker/432845
170	8/31/2023	Driving Comment	Driving Comment -087	Peeling out, burning rubber, speeding, and reckless driving occur daily. Ocean Avenue at R street is like a drag racing event with some of the same vehicles breaking traffic laws every single day.	3	0	34.63906	-120.47072	https://ghd.mysocialpoint.com/lompoc/map#/marker/432861
171	8/31/2023	Driving Comment	Driving Comment -088	Pine Street between O and H is like a drag strip. Pretty low law enforcement presence. During school hours it's very dangerous. Also, when sporting activities are going on. Perhaps some speed bumps, crosswalks or ????. Something needs to happen.	0	0	34.64866	-120.4644	https://ghd.mysocialpoint.com/lompoc/map#/marker/432862
172	8/31/2023	Pedestrian Comment	Pedestrian Comment -30	The shelter needs safe walking / biking to and from shelter the bridge is dangerous	1	0	34.64527	-120.4293	https://ghd.mysocialpoint.com/lompoc/map#/marker/432888
173	8/31/2023	Driving Comment	Driving Comment -089	I feel that the Wye should be replaced by a Roundabout system to keep the flow of traffic moving and reduce accidents	1	0	34.67677	-120.45831	https://ghd.mysocialpoint.com/lompoc/map#/marker/432904
174	8/31/2023	Driving Comment	Driving Comment -090	The City and County should resurrect the connection between Rucker Road and A Street. This was a popular road before it was washed out and allowed easier egress and ingress between Mission Hills and Mesa Oaks.	3	0	34.66929	-120.44183	https://ghd.mysocialpoint.com/lompoc/map#/marker/432905
175	8/31/2023	Driving Comment	Driving Comment -091	Convert to a roundabout. This intersection is dangerous and I know of a couple of fatalities that have occurred at this location in the past several years.	2	0	34.66632	-120.42183	https://ghd.mysocialpoint.com/lompoc/map#/marker/432906
176	8/31/2023	General Comment	General Comment -44	This bridge is long overdue for replacement. I think it's not slated for replacement until 2027. That said, the City should work with CalTrans and the State and County and give it a higher priority for vehicle, bicycle, and pedestrian traffic. Furthermore, it should be reconstructed to eliminate the unwanted homeless issue under the bridge.	2	0	34.64168	-120.43119	https://ghd.mysocialpoint.com/lompoc/map#/marker/432907
177	9/1/2023	Driving Comment	Driving Comment -092	When the light turns red to green. Some cars take off way to fast. They take off like it's drag race. That could an accident to other vehicles as well as possibly hurt a pedestrian.	0	0	34.6391	-120.47053	https://ghd.mysocialpoint.com/lompoc/map#/marker/432970
178	9/1/2023	Driving Comment	Driving Comment -093	Vehicles will cut Kings Tire so they can bypass the light. That could pedestrians walking the sidewalk. That could also cause an accident.	0	0	34.63931	-120.47085	https://ghd.mysocialpoint.com/lompoc/map#/marker/432972
179	9/1/2023	Driving Comment	Driving Comment -094	Certain intersections, such as Central & H, North & H, Pine & H, are dangerous for pedestrians as autos make a brief 'touch' stop and then turn right on a red light. I'm aware of at least 2 incidents of pedestrians struck in this manner. Traffic calming design is also needed in Lompoc downtown area. And of course the 246 Bridge near River Park needs replacement. People don't realize how vulnerable Lompoc is if one or more bridges fail in a catastrophic earthquake or in an evacuation.	2	0	34.65299	-120.45824	https://ghd.mysocialpoint.com/lompoc/map#/marker/432985
180	9/2/2023	General Comment	General Comment -45	1000 block of North 7th and Riverside drive is being used for vehicle access to the Santa Ynez river. A hotbed for stolen cars and trucks to be stripped. The city should install "K" rail along this area to control access and provide a safer bike trail/ pedestrian walkway	3	0	34.65543	-120.4399	https://ghd.mysocialpoint.com/lompoc/map#/marker/433129

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181	9/3/2023	Pedestrian Comment	Pedestrian Comment -31	Please add AUDIBLE walk/don't walk warning alert in the busy intersection of H & Central. It's hard to see the signal when the sun is so bright. Thank you!	0	0	34.66068	-120.45765	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433387
182	9/5/2023	Pedestrian Comment	Pedestrian Comment -32	Sidewalk ends on the north side of walnut right past Quail, forcing you either walk in the gutter until it resumes, or to cross walnut entirely to avoid.	0	0	34.64056	-120.44732	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433541
183	9/5/2023	Pedestrian Comment	Pedestrian Comment -33	Can we get some no urinating in public signs put up. Was walking with my wife and 6 year old and a guy was just peeing on one of the big pine trees. Didn't even bother to stop or anything.	2	0	34.63662	-120.45779	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433656
184	9/5/2023	Pedestrian Comment	Pedestrian Comment -34	Can't use the sidewalk here because illegal camping and bike chop shop has been set up. They have trash and only God knows what else in the gutters and bushes.	0	0	34.642	-120.44701	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433663
185	9/5/2023	Driving Comment	Driving Comment -095	Gross motorhome rv park set up here, clean it up lom poc, that's really all we ask	0	0	34.64549	-120.47205	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433666
186	9/5/2023	Driving Comment	Driving Comment -096	Stop sign needed, several accidents in the last few years	0	0	34.64647	-120.44511	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433733
187	9/5/2023	School Comment	School Comment -5	SCHOOL busses stop twice each day on the north side of Brisa del MAR, between Maravilla and Encanto. Traffic entering Brisa Del Mar from both H Street on the west, and Encanto from the north drive too fast for students entering and exiting the busses in time to miss being hit. This idea came about when new homeowner moved in, complaining of the noise students made while they waited for their bus at the park, a safe distance and easy to view oncoming traffic. The park is at the end of Encanto	0	0	34.67574	-120.45442	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433741
188	9/5/2023	Pedestrian Comment	Pedestrian Comment -35	Scary crossing Ocean or V here....	2	0	34.63725	-120.47479	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433761
189	9/6/2023	General Comment	General Comment -46	This intersection is dangerous for pedestrians, bikers, and drivers. Not uncommon to see 2-3 cars not stopping in any given direction. Enforcement needs stepped up, especially since it is a major intersection by an elementary school.	1	0	34.66073	-120.44874	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433872
190	9/6/2023	General Comment	General Comment -47	Pass by here daily and see drug use/dealing and other illicit behavior. Unacceptable given proximity to youth fields and parks.	1	0	34.66664	-120.44453	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433873
191	9/6/2023	Biking Comment	Biking Comment -07	Imagine telling motorists, "Exit Car. Car Route Continues East At Barton Ave" Let's not treat bicyclists like second rate citizens. We want to travel safely to the places we need to go, too. Build a complete bicycle network.	0	0	34.65531	-120.45769	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433875

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ID	Created on	Type	Threads	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map
192	9/6/2023	Pedestrian Comment	Pedestrian Comment -36	Let's be sure people who need to cross the street can use all four corners and not have to walk in a big square just to get the other side.	0	0	34.65336	-120.45762	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433877
193	9/6/2023	Biking Comment	Biking Comment -08	When people who build it don't use it, this is what you get.	0	0	34.67572	-120.45653	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433878
194	9/6/2023	Biking Comment	Biking Comment -09	Let's stop prioritizing trash over safety. Blocking the bike lane is not okay. It is a traffic lane the same as a car lane is a traffic lane.	0	0	34.66079	-120.45524	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433879
195	9/6/2023	Biking Comment	Biking Comment -10	Blocking the bike lane with private RV storage is not okay. It forces bicyclists into the motoring lane with fast moving cars	0	0	34.64734	-120.44002	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433880
196	9/6/2023	Biking Comment	Biking Comment -11	Blocking the bicycle traffic lane forcing bicyclists into fast moving car traffic is dangerous. Stop blocking bike lanes with signs.	0	0	34.65713	-120.45707	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433881
197	9/6/2023	Biking Comment	Biking Comment -12	Bridge crossing is dangerous	0	0	34.64266	-120.43179	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433903
198	9/6/2023	Pedestrian Comment	Pedestrian Comment -37	Bridge crossing is dangerous	0	0	34.6409	-120.42955	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433904
199	9/6/2023	Biking Comment	Biking Comment -13	No bike lane. Very dangerous!	1	0	34.65198	-120.42552	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/433906

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ID	Created on	Type	Threads	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map
200	9/7/2023	Driving Comment	Driving Comment -097	Extremely high speed driving by cars on 7th street kids can't cross on 7th and Pine because cars are speeding by at all hours and at night it's worst racing and screeching cars all hours and there's no stop sign here for kids to cross or pedestrians it's just so hazardous to try and cross on 7th street it's like a freeway with trailers trucks cars etc	1	0	34.65104	-120.43985	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434389
201	9/7/2023	Pedestrian Comment	Pedestrian Comment -38	Impossible to cross with cars exceeding speed limits it's like a freeway at all hours of day and night .	0	0	34.64846	-120.44016	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434392
202	9/7/2023	Pedestrian Comment	Pedestrian Comment -39	There is no crosswalk, it's extremely dangerous. AND I don't understand why the "utility trail" ends at Pine Street with no crosswalk to the opposite side as well. The trail should extend all the way to V St ditch. We should be able to walk the entire length of V st without ever having to cross to the opposite side. But please at least put crosswalks at Pine/V st and at the the entrance of V Street trail.	1	0	34.65629	-120.47523	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434442
203	9/7/2023	Pedestrian Comment	Pedestrian Comment -40	"Utility Trail" ends with no crosswalk to opposite side of street.	0	0	34.65023	-120.47527	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434443
204	9/8/2023	Driving Comment	Driving Comment -098	This is a very busy intersection with bad visibility. I think it would behoove the city to put a four way stop here.	0	0	34.63728	-120.46288	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434562
205	9/8/2023	Pedestrian Comment	Pedestrian Comment -41	This crossing area is scary. Westbound cars coming down olive sometimes fail to stop for pedestrians because they aren't paying attention and expect the stop sign to be at the visible right turn at V rather than at U.	2	0	34.63423	-120.47518	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434657
206	9/8/2023	Driving Comment	Driving Comment -099	Bigger sign for no left turns in front of the school!!!!	2	0	34.63426	-120.47697	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434659
207	9/8/2023	Pedestrian Comment	Pedestrian Comment -42	Put the trash can & dog poop bags back on the NE corner of V and Ocean Street!!!!	2	0	34.63933	-120.47536	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434661
208	9/8/2023	Biking Comment	Biking Comment -14	This used to be a nice road for a bike ride, now it feels way too dangerous with work trucks and speeders.	1	0	34.62807	-120.45965	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434663
209	9/8/2023	Pedestrian Comment	Pedestrian Comment -43	This could be a really nice walking path but it is not well maintained.	2	0	34.64789	-120.47522	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434665
210	9/10/2023	Driving Comment	Driving Comment -100	I've witnessed cars down donuts in this intersection at N and Ocean Avenue and then burn rubber and race down the Avenue both ways. It happens day and night and the illegal souped-up mufflers need to be addressed too. I have also seen students coming and going to the Middle School having to sprint across the street to get to their destination. This area needs speed bumps and an automated traffic ticket camera.	0	0	34.6381	-120.46476	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434773
211	9/10/2023	Biking Comment	Biking Comment -15	I witnessed a child on a bike get hit by a car at this intersection. O and Ocean. I feel unsafe walking and would never ride my bike around here. For some reason, people race up and down Ocean, and it has worsened since the new pavement was put down.	0	0	34.63809	-120.46565	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434776
212	9/10/2023	Pedestrian Comment	Pedestrian Comment -44	West Ocean is unsafe from H Street and out to Surf Beach. Crossing anywhere along this route is a gamble as people floor it and race down this avenue like it's the Daytona 500. It is also super loud at all hours of the day and night.	0	0	34.63823	-120.4659	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/434780
213	9/12/2023	School Comment	School Comment -6	A stop sign at the intersection of A St. and Hickory is needed. The way the vehicles are parked on the street block the view of A St. and make it dangerous to try to turn on A St. from Hickory. It is even worse when school is in session, and children are in the intersection also.	1	0	34.63606	-120.44857	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/435468
214	9/13/2023	Driving Comment	Driving Comment -101	Very busy exiting Albertsons shopping center onto eastbound Central Ave turning left. Needs a traffic light. Also speed limit along Central can be lowered due to increased traffic, trucks, pedestrian, and bicycle use.	1	0	34.66031	-120.45624	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/435660

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215	9/15/2023	Driving Comment	Driving Comment -102	The road at the railroad tracks crossing Olive is so bad it practically gives you whiplash.	3	0	34.63389	-120.45151	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/436042
216	9/18/2023	General Comment	General Comment -48	Construct a permanent bridge connecting A St. to Rucker Road (McLaughlin Road) so cars can dump into/out of Lompoc. This would greatly ease traffic congestion on "H" St and Ocean St. If the State/County can build a brand new Tempesquet River Bridge (the bridge to nowhere), then they can help with our bridge. Plus, the right of way already exists!	2	1	34.66704	-120.44296	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/436233
217	9/22/2023	Pedestrian Comment	Pedestrian Comment -45	Woodchips are constantly all over the sidewalk in front of the school making it a hazzard for strollers/wheelchairs, and it reeks of pot the first few houses across the street from the school.	0	0	34.63624	-120.46551	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/436820
218	9/26/2023	Driving Comment	Driving Comment -103	This street has terrible potholes that need to be filled and smoothed. The road is in that condition for approximately 3 blocks on N. O St. And, it only seems to get worse.	1	0	34.64799	-120.46639	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/437525
219	9/26/2023	Driving Comment	Driving Comment -104	Really bad holes around railroad tracks, and driving over them sounds like it cracking the vehicle suspension - even when you try to find the least damaging spot to drive over it.	1	0	34.64368	-120.46659	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/437530
220	9/26/2023	General Comment	General Comment -49	This block of ocean is so dark at night that drivers can see pedestrians nor bicycle riders who cross the road a lot. It needs more lighting - and the street signal lights, when you get to them, need much better sensors. Drivers often have to stop and wait when there are no other vehicles on the roads.	1	0	34.63893	-120.47205	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/437533
221	9/26/2023	General Comment	General Comment -50	Noisy, whirring city utility meters on residential homes. AND, street bike lane SYMBOLS painted indiscriminately - without any prior discussion with or notice to residents.	0	0	34.63444	-120.46654	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/437537
222	9/29/2023	Driving Comment	Driving Comment -105	Drivers fly down Maple between A Street and 3rd Street. Rate of speed averaging 45-50+mph.	1	0	34.64533	-120.44765	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/438152
223	9/29/2023	Driving Comment	Driving Comment -106	Vehicles drive too fast down 1st Street and Maple and do not stop at the intersection leading to many near collisions	1	0	34.64543	-120.44761	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/438154
224	9/29/2023	Driving Comment	Driving Comment -107	High rates of speed down East Maple Avenue between A and 3rd Street	1	0	34.6453	-120.44855	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/438156
225	9/29/2023	Driving Comment	Driving Comment -108	Speeding drivers	1	0	34.64535	-120.44721	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/438165
226	10/2/2023	Driving Comment	Driving Comment -109	Entire neighborhood has cracks in asphalt, needs repaving. Weeds grow in deep road cracks and look terrible year-round.	2	0	34.65502	-120.47925	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/438685
227	10/2/2023	Driving Comment	Driving Comment -110	Entire neighborhood has cracks in asphalt, needs repaving. Weeds grow in deep road cracks and look terrible year-round.	3	0	34.6512	-120.47752	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/438686
228	10/2/2023	General Comment	General Comment -51	Patrol this alley to keep the homeless off this block. They disturb residents and are a hazard.	0	1	34.63836	-120.44271	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/438695
229	10/3/2023	Driving Comment	Driving Comment -111	Horrible visibility when leaving Sheppard Eye Center if there are parked semi trucks on either side when trying to pull out. You're having to be extra cautious since no one stops at the in-shape stop sign.	3	0	34.6619	-120.46188	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/438804
230	10/3/2023	Biking Comment	Biking Comment -16	Add a suspension bridge for pedestrians/bikes to travel between AHC LVC and South Village. Would be a Lompoc attraction and help residents travel safely between Vandenberg Village and Lompoc.	4	0	34.68321	-120.46166	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/438815

Interactive Map Comments

ID	Created on	Type	Threads	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map
231	10/3/2023	Driving Comment	Driving Comment -112	Extend V St. to connect to Moonglow in South Village for another option to get to the Village without having to take H St, which is already so congested.	4	0	34.66417	-120.47479	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/438819
232	10/4/2023	Driving Comment	Driving Comment -113	Very large pothole, it knocked my car out of alignment	0	0	34.65132	-120.47936	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/438973
233	10/8/2023	General Comment	General Comment -52	Make RV parking illegal here. Dangerous with narrow street, school traffic, and possible sex offenders parking so close to the school.	2	0	34.63403	-120.47798	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/439760
234	10/8/2023	General Comment	General Comment -53	RV parking should be illegal on neighborhood streets. Non resident parks here along with his truck, trailer, and drags an extension cord across the road.	1	0	34.63331	-120.47753	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/439761
235	10/9/2023	Driving Comment	Driving Comment -114	East bound traffic on north avenue sometimes gets congested due to drivers wanting to pull left into the school parking lot also crossing a double line to do so	0	0	34.65341	-120.46527	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440059
236	10/9/2023	Pedestrian Comment	Pedestrian Comment -46	Pedestrian walking eastbound to try and cross H street could not do so. No cross walk available. Pedestrian would need to cross north avenue then H street then north again just to cross H street. Left side side walk crossing H street eastbound	1	0	34.65343	-120.45776	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440060
237	10/9/2023	Pedestrian Comment	Pedestrian Comment -47	Pedestrian always crossing north avenue from goodwill shopping center to Walgreens would be great to have a safer way to cross	0	0	34.65343	-120.45896	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440061
238	10/9/2023	General Comment	General Comment -54	Walking east towards H street on the right sidewalk crossing north I street gets really flooded when the rain comes down	0	0	34.65335	-120.45911	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440062
239	10/9/2023	Driving Comment	Driving Comment -115	Alleyway has many potholes and broken blacktop	1	0	34.64475	-120.45848	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440063
240	10/10/2023	Driving Comment	Driving Comment -116	Drivers drive way too fast in Ocean Ave. There needs to be something done about it. I live in an apartment right next to the road and I hear cars zooming past constantly all day, everyday. Speed bumps and chicanes would definitely help force drivers to slow down around here and lessen the noise pollution I and many others have to deal with.	0	0	34.63906	-120.46948	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440066
241	10/10/2023	Pedestrian Comment	Pedestrian Comment -48	I cross the street here from time to time and I always feel unsafe crossing it. There's no crosswalk, drivers rarely ever stop for pedestrians, and there's nothing to slow them down either. Something needs to be done to make drivers slow down, especially since this is in a residential and close to a school zone.	0	0	34.65347	-120.47039	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440067
242	10/10/2023	General Comment	General Comment -55	Get rid of curbside parking in this area and let the businesses put out tables and benches or whatever they please. Pedestrianizing our historic downtown needs to be done. Getting rid of one of the lanes and turning it into a bike path would be great too.	0	0	34.63888	-120.45817	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440069
243	10/10/2023	Driving Comment	Driving Comment -117	Torn up asphalt and pot holes all over the 1100 block of North X St. Not only is it bad on car tires, but it causes kids and people riding bikes or scooters to crash and hurt themselves. This has been brought to the attention of the City of Lompoc year after year, but they have not fixed it. Please fix it.	1	0	34.65541	-120.47732	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440098
244	10/10/2023	Driving Comment	Driving Comment -118	Get rid of these trailers on the streets	1	0	34.64435	-120.47046	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440112
245	10/10/2023	Driving Comment	Driving Comment -119	Too many cars parked here for no apparent reason, big trucks and even trailers blocking the blind spots of corners and people driving down here like crazy speed bump needed.	1	0	34.64232	-120.46837	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440113

Interactive Map Comments

ID	Created on	Type	Threads	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map
246	10/10/2023	Driving Comment	Driving Comment -120	This is a driving and pedestrian comment. Every morning this intersection and the one next to it at oak and M are busy with motorists and pedestrians walking or driving to La Canada elementary and Lompoc high school. There is absolutely no signage or crosswalks at either of these intersections. I have personally witnessed many close calls with students walking to school and have been in close calls myself with other motorists who don't know who has the right of way at the T junction intersection	0	0	34.6518	-120.46331	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440147
247	10/10/2023	Driving Comment	Driving Comment -121	Needs a stop.	0	0	34.64526	-120.44323	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440233
248	10/10/2023	Driving Comment	Driving Comment -122	Needs a stop	0	0	34.64529	-120.44228	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440234
249	10/10/2023	Driving Comment	Driving Comment -123	Too many close calls since there is no stop on any of the corners.	0	0	34.64526	-120.44136	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440235
250	10/10/2023	Driving Comment	Driving Comment -124	This place needs at least a 4way stop. Living close to the intersection I often hear cars racing down the road. There's been car accidents and families and children use the intersection. As an example I offer a screenshot of an accident I recorded. The car on the right had crashed into the corner home after colliding with another vehicle. Note the city bus approaching to the left.	0	0	34.65031	-120.47544	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440236
251	10/10/2023	Driving Comment	Driving Comment -125	Alley has major pothole at Lemon/Oak/Gardenia . My car is gonna fall in	0	0	34.65242	-120.44693	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440246
252	10/10/2023	Driving Comment	Driving Comment -126	Road needs maintenance I literally have to drive so close to neighboring lane to avoid the cracked road	0	0	34.66159	-120.4237	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440268
253	10/10/2023	Driving Comment	Driving Comment -127	The asphalt is very raised, it is unsafe both for drivers and pedestrians.	0	0	34.6569	-120.45764	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440272
254	10/11/2023	Driving Comment	Driving Comment -128	Stop light intersection needed, its near a school zone were kids and families cross to get to school. Witnessed kids on bike almost get hit several times when trying to cross.	0	0	34.63948	-120.47554	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440313
255	10/11/2023	General Comment	General Comment -56	This road needs to be re-done.	0	0	34.70655	-120.4718	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440324
256	10/11/2023	Pedestrian Comment	Pedestrian Comment -49	There really needs to be a 4 way stop sign here. I see cars fly down B street every day when picking up my daughter from school and it is very very unsafe	0	0	34.63564	-120.44968	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440325
257	10/11/2023	Driving Comment	Driving Comment -129	The road on the corner of C and Hickory is awful and extremely rough on the vehicle	0	0	34.63558	-120.45146	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440326

Interactive Map Comments

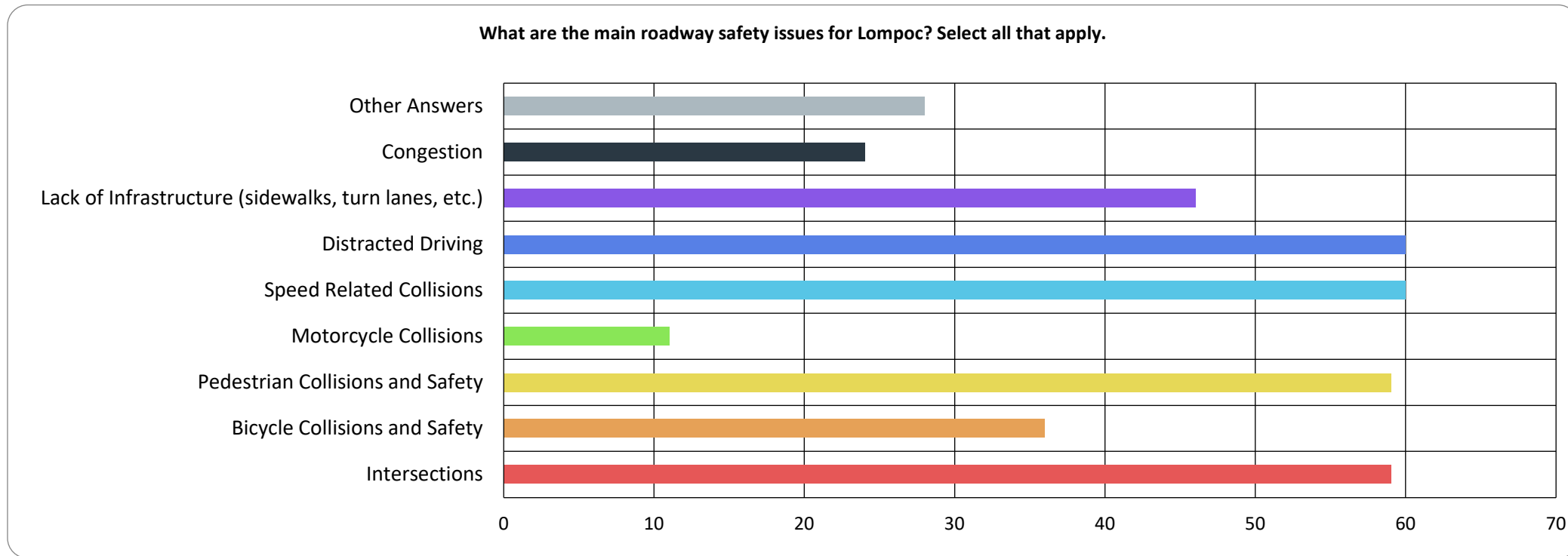
ID	Created on	Type	Threads	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map
258	10/11/2023	Driving Comment	Driving Comment -130	Remove Eastbound Stop Sign from corner of South U Street and Olive due to lack of consideration for drivers trying to turn East off of South V Street. Replace Stop Sign at intersection of South V Street and Olive to relieve the timing of traffic coming out of the Miguelito School parking lot for ALL drivers. I have suggested this before via other forums long ago to no avail, as a resident in the local area for the last 60 years it amazes me that something so simple can't be considered.	0	0	34.63422	-120.47565	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440387
259	10/11/2023	Pedestrian Comment	Pedestrian Comment -50	High visibility flashing crosswalk lights are needed for the intersections of South U and V streets at Olive Ave for pedestrians. Vehicles travel at high speeds on V and Olive.	0	0	34.63414	-120.47498	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440396
260	10/11/2023	Driving Comment	Driving Comment -131	There is a need for a signal light here on "A" street and Barton. There is too much speeding and racing between North Ave and Central Ave. People drive with wanton disregard for safety and property. Speeds get any where from 50- 100 miles per hour. 2030 is way to late to do something about this. This is near a school and residential area.	1	0	34.65704	-120.44882	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440436
261	10/11/2023	Driving Comment	Driving Comment -132	Speed bumps, vehicles driving through neighborhood too fast.	1	0	34.6544	-120.44788	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440438
262	10/11/2023	Driving Comment	Driving Comment -133	Trucks and vehicles need to stay on main roads such as highway 246 (H & Ocean) and 246 around through Prisma road. These roads are paid for by Caltran and county. Keep our residential area quiet and to help keep our streets maintained.	1	0	34.64053	-120.43533	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440442
263	10/11/2023	General Comment	General Comment -57	Clean up roads coming into town and in town, be proud, your surroundings tells everyone about your community.	1	0	34.67016	-120.45809	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440444
264	10/11/2023	General Comment	General Comment -58	Clean up the weeds, help our town	1	0	34.65177	-120.45803	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440460
265	10/11/2023	General Comment	General Comment -59	Clean up this area. I know there will be a building put here but in the mean time put a couple picnic benches here , some trash receptacles and a couple trees for people and near by employees to eat.	0	0	34.63906	-120.45738	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440462
266	10/11/2023	Pedestrian Comment	Pedestrian Comment -51	It would be nice to add a light up cross walk for safety. Children walk across to their bus stop near the library. Husband has almost been hit numerous times walking to work.	0	0	34.65333	-120.45263	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440467
267	10/12/2023	Driving Comment	Driving Comment -134	One lane road with blind corners and two way traffic	0	0	34.64855	-120.45281	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440605
268	10/13/2023	General Comment	General Comment -60	With all the school/leave for work traffic along olive (O to V), it is very hard for residents to cross from one side to the other. Cars do not want to stop for pedestrians. Adding more painted crosswalks would be great. There is only a painted crosswalk on O and V, but none in between. Also a reduced speed limit as everyone exceeds it anyway, so 35 makes people feel they can do 50. Also the constant weeds and piles of dumped mulch are really unpleasant for residents.	0	0	34.63411	-120.47338	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440810
269	10/14/2023	Driving Comment	Driving Comment -135	This is a super dangerous intersection. 1st - Coming out of Arnold onto O is super hard to see especially if someone speeds after La Canada 4 way stop and if a vehicle is parked on O blocking sight! 2nd - After stopping at 4 way heading North on O and needing to turn into Arnold is super dangerous with cars coming up on your tail not paying attention to your blinker or stop!	0	0	34.65581	-120.4665	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/440865
270	10/18/2023	Driving Comment	Driving Comment -136	Very dangerous have to creep half way into the intersection just to see if there is any cross traffic	0	0	34.64062	-120.46292	https://ghd.mysocialpinpoint.com/lompoc/map#/marker/441495

City of Lompoc LRSP Survey

What are the main roadway safety issues for Lompoc? Select all that apply.


Choice	Responses	
Intersections	59	56.19%
Bicycle Collisions and Safety	36	34.29%
Pedestrian Collisions and Safety	59	56.19%
Motorcycle Collisions	11	10.48%
Speed Related Collisions	60	57.14%
Distracted Driving	60	57.14%
Lack of Infrastructure (sidewalks, turn lanes, etc.)	46	43.81%
Congestion	24	22.86%
Other Answers	28	26.67%
Common sense		
Fix and re do roads with cracks and pot holes.		
Too many jay walkers on busy thoroughfares		
Homeless! Someone hit an entire shopping cart. The homeless dart all over the road. I almost hit one riding in the middle of the road and there was a bike lane		
Lighted crosswalks on H		
Lack of bike lanes.		
Most drivers around here think that stop signs are just a suggestion and that pedestrians and bicycles do not belong on the streets.		
Ocean Drive has become a speed race road, especially now that it has been newly paved. Living on this Avenue is noisy and scary, and it has become hard to sleep at night because of loud and illegal muffler systems and high-speed races on the west side. Speed bumps should have been implemented along residential areas to slow down this mayhem.		
Numerous potholes,		
Congestion on H st due to lack of Central Avenue continuation to 246		
McGloughlen (sp?) river crossway being abandoned		
Unhoused crossing Hwy 1 anywhere and everywhere between H & Central and the Drive In.		
Bicyclists are supposed to be subject to the exact same "Rules of the Road" as automobiles. They don't and there is zero enforcement for bicycles. They ride on the sidewalks, endangering pedestrians. They rarely stop for stop signs. They ride on the wrong side of the street endangering themselves and others.		
There should be RV parking on streets by permit only. Permit should be easy, free and generous (1-10 days 4 times a year for example). It is ridiculous that public streets are used for private storage. It is the same as allowing homeless, homesteading on city property.		
POT HOLES. I ride a motorcycle and these potholes are deadly		
HAZARDOUS, ERODING STREETS IN DIRE NEED LONG OVERDUE REPAIR.		
Potholes		
Get REAL. LOMPOC PD NEEDS TO STOP PRETENDING AND NEEDS TO START CITING! 23 Nearby fatalities! Grand Jurt will investigate!		
Lack of enforcement of the Illegal widow tint statute. Not being able to see the other driver and thus ascertain his		
intent is extremally dangerous to cyclists, pedestrians, and other drivers; not to mention law enforcement. I ride my bike daily and would estimate at least 40% of the vehicles have tint violations. I've learned thru several close calls to never move from a stop sign or cross an intersection if I can't see that the other driver has seen me and is paying attention. red light runners and people dont stop at stop signs. central and H st has constant red light runners and A and central people dont stop at the stop sign.		

Maybe fix the streets and replace like D St, cherry ave, pine ave an f st. Clean alleys of trash and over grown weeds. Put money in paving streets first.		
Excessive speed on ocean through g and I streets both directions		
lack of street maintenance, potholes are everywhere and horrible. The Streets Division should be surveying streets regularly and proactively repairing items, not waiting for citizens to complain.		
Too many homeless camping on streets, under buildings, behind houses. Too many homeless are substance users who have refused treatment and help		
Cameras would make people drive more responsibly		
Road conditions		
Our land use is problematic. It is designed such that people don't have any other option but to drive. We prioritize cars at every turn with examples such as drive through restaurants, school drop off and pick up, building setbacks with large parking lots, and zoning that does not permit mixed use to name a few. Zoning also segregates the workplace from residential from entertainment and commercial requiring people to travel long distances to get their basic needs met. The major issue with safety are cars and trucks that people are required to have just to function in society.		
Pot holes		
Drivers driving through red lights		
Answered	105	
Skipped	1	



City of Lompoc LRSP Survey

Please provide any other additional details regarding the main safety concerns selected above.

Response
Look at the intersection of Olive at South V Street and South U Street and tell me why moving the stop sign at Eastbound U and Olive streets to V and Olive Streets when vehicles converge and pick up/drop off children at Miguelito school. It sure would ease a LOT of frustration, confusion and probable injuries, close calls and road rage. A very simple fix.
Definitely need more easy access to crosswalks sometimes when we take a walk we need to find a crosswalk to cross a street because sometimes there's no crosswalks. At night we need more light  there's lots of areas with no lights and is dangerous.
North H Street and Central. So much going on there. So hard for people to get in/out of the Habit/Wingstop/Panda area. Cars always backed up during high traffic times. The right turn lane coming into town on H has a recurring pothole by the entrance to KFC. Also, no safe place for bikes to go through there other than going on the sidewalk.
Add crosswalk on Pine Ave behind LHS
My main concern, as a car driver, is pedestrians and bicyclists not observing the laws and law enforcement not enforcing pedestrian and bicycle laws. Pedestrians cross the streets wherever they want. Bicyclists don't stop at stop signs or stoplights, ride on the sidewalks, ride on the wrong side of the road.
Clean up the homeless BEFORE you start on this nonsense.
Many neighborhoods in Lompoc, including the one I live in, have absolutely no signage at intersections. This can lead to confusion and ultimately collisions, as it is simply left up to drivers as to whether or not they feel like slowing or stopping at an intersection.
There are a number of four-way intersections with only two stop signs, I have witnessed a number of crashes and other safety concerns for pedestrians in these areas. Also protected and connected bike lanes would make the streets feel much safer for cycling.
People (usually homeless) crossing either on bikes or walking on busy streets like H st not using crosswalks.
Lots of pedestrian's not using marked crossings at main and very busy streets such as Ocean Avenue, H Street, Central Avenue, A Street and Olive Streets. Especially during high traffic hours, school drop off and school pickup. Pedestrian's just crossing everywhere and not looking to ensure safe crossing especially with little kids. Many parents around schools in town driving fast, unsafe (putting on emergency lights on) while double parking to drop off children and making other very unsafe driving choices that place themselves and others in danger. Installing more left-hand and right-hand turns at major intersections for both pedestrian and drive safety as well as intersections with diagonal crosswalks.
Intersection of O Street and Arnold Ave is dangerous coming out and turning in!
I see cars rolling through intersections almost every day. Have also seen accidents due to this behavior. The police will not even show up unless there was an injury, so there is no repercussion to the person who rolled through the intersection,
I want to commend you for the paving of Ocean Avenue from V Street to the County line (246). West Ocean has been our bicycle route from 2014 to the present, and until this repaving, the shoulder that included the bike lane was so rutted and pot holed that we would ride outside the bike lane on the road. Thank you!
There needs to be a 4 way stop sign at the corners of W. Pine and "V" St. I currently live at 1408 W. Pine Ave and there have been multiple accidents at this intersection. The last accident a car involved came to rest in the front yard of a house on that very same corner. They have small children who could've been run over if they were outside. Urban Forestry needs to get on their jobs, cause the weeds get so tall you can't see through or around them.
Sidewalks need to be prioritized in high traffic areas by local schools and other businesses used by families. They must have options for safe crossing across the 246, including reflectors on the sidewalks, and a button that allows the reflectors on the sidewalk to light up to make it easy for the drivers to know about a person's intention to cross. Please look to the city of Buellton and the sidewalks they installed on 246 (between the two residential neighborhoods before the Industrial Way Intersection) as an example of what Lompoc could do. Having crosswalks on every single street corner that are not well marked, lacking reflectors, and options to signal to the oncoming constant traffic about the desire to cross is more dangerous for the community and the pedestrians attempting to use them. Let's look to other suburban areas for examples on how to effectively put in crosswalks that make the community safer. Congestion: The traffic light on "G" street and 246/Ocean Avenue disrupts the flow of traffic coming from the H street light constantly. Intersections: Please prioritize the safe crossing of intersections by schools, community centers, and shopping centers by providing extra bells and whistles to those crosswalks.
J street needs resurfacing, especially above Ocean.
I've seen cars race through crosswalks even when lit up. A man pushing a stroller walking with his toddler was frightened and had to run the rest of the way to avoid being struck down. Crossing Ocean Avenue is like playing Russian Roulette. People are driving at high speeds and not obeying the rights of pedestrians at all.
I know of at least 3 people who have fallen due to potholes in the street and crumbling asphalt.
Unhoused pedestrians illegally crossing most of H street, especially by the drive in, has caused me to have close calls with pedestrians numerous times. They usually don't account for vehicles and go at their own speed expecting vehicles to see them and slow or stop. This is made worse by then pushing carts or bikes with trailers loaded with junk.

246 bridge needs to be extended. It needs walking access on both sides. The north bridge of Lompoc needs another walking access. Too many people bring bikes, carts and junk with them on the highway and interfere with traffic. It makes the cars stop abruptly and causes unsafe driving. Please make this a major focus. Considering the prison bridge got redone and is probably the least used bridge? The 246 is congested but we can make due for a safer bridge for all. Also please pave Cypress and A railroad track, the patch job from last year is already breaking down. I literally fumble my way through my turn from A onto E Cypress. I dislike it or I have to stay on A and make a sharp turn left. Please cement the whole railroad from Cypress to Chestnut. It would allow people to use the turning lane into pier fitness and the gas station instead of them stopping traffic on A St.

The sidewalks are at point where they are dangerous given that the tree roots have caused the sidewalks to rise. I personally have tripped and fallen because of the uneven pavement. The curbs are in decay and weeds are growing between the curbs and the roads.

At most of our major intersections red lights are continuously run thru at high rates of speed.

Pedestrians and bicyclists show no regard to safety when crossing the street.

Parking around m st. And that area. It's so hard to see around the cars parked on those streets. Maybe we need more red curbs so we can see

While there are not regular collisions on south 7th street vehicles on a daily basis speed up and down south 7th between Ocean and Olive

The strip on W. Pine between H and O is full of super fast drivers. This is by the high school and is dangerous. Sidewalks or speed bumps as well as more law enforcement presence during school and before and after work hours may be beneficial.

Lack of stop signs, no speeding enforcement (have literally NEVER in 5 years seen a police officer at Miguelito School during dropoff time). I actually can't even think of a time I have seen anyone pulled over for running red lights or speeding ever.

Need a 4 way stop light on Ocean and V street. Too many run the stop sign stop blinking light and half the time to children can't even walk across there to get to school or home, people don't stop and when they do go through those lights they race down ocean and try to go through the light on r street and on o street. For years we petition to have a light put in there and this blinking stop light was put that's not what our area wanted we wanted a 4 way signal lights.

I live on Olive Avenue at the entrance to Beattie Park. There have been too many close calls caused by cars either speeding on Olive Avenue or racing in and out of the park. I have witnessed incidents involving cars almost colliding with each other, with pedestrians, bicyclists, and motorcycles. In fact just this past Sunday, August 28th, I saw an incident where a car racing out of the park ignored the stop sign and almost took out a motorcyclist on Olive Avenue who would definitely have been seriously hurt had he not had quick reflexes. There is not respect for stop signs all around town. This includes cars and definitely most bicyclists.

Excessive speeding and tailgating

The City of Lompoc Traffic Unit is not staffed (as per the City of Lompoc Website). It's very apparent that Lompoc citizens know that there is no traffic enforcement, per se. Vehicles routinely race throughout the town. This is especially true on East Olive by Beattie Park. I have seen vehicles go up & down the hill in speeds well over 65 miles per hour. No traffic cops mean dangerous conditions for us who are in proximity to Beattie Park.

My observation is that many drivers do not follow speed guidelines in residential areas and throughout the city. Though my biggest concern is for the residential areas. I live on D and College. In the 7 years that I have lived there I have witnessed many drivers speeding on our street and sometimes not stopping when reaching the intersection where there are stop signs. I have lost count on how many accidents I have seen happen right outside my door. I believe people use D street more than the others because it doesn't have dips in the road, therefore allowing drivers to drive much faster down the street.

This leading into my concern for pedestrians. Due to the speeding drivers are less in control of their vehicles and have delayed responses when encountering pedestrians. Thankful I haven't witnessed any pedestrians being injured by I have seen my close calls and have been in my close calls myself when walking my dog. My biggest concern being the newly added pedestrian crossing on Ocean Street. I was so happy to see them implemented though it seems to not be enough to stop drivers for a pedestrian crossing. Perhaps some added blinking lights would help. Something similar to what Buellton did on the the 246. Unfortunately I have had too many close calls and no longer feel secure enough that drivers will stop for me so I have gone back to crossing at the street lights on my walks.

Bicyclists lack of courtesy and total disregard for roadway safety.

Provide better separation between bicycle and motor vehicle traffic. Allowing bicycles to "share" the road with motor vehicles invites collisions which always injure and sometimes kills the bicycle rider. Narrowing traffic lanes to accommodate bicycles simply impedes motor vehicle traffic and increases congestion.

Upgrade the pavement in residential areas; poor pavement causes vehicle damage and unnecessary obstructions for bicycle riders.

Add curbs and sidewalks where none exist in the older sections of town.

Remove homeless camps, including tents, shelters, and RVs from the public right-of-way. If a business wanted to use the public way, they would have to obtain a permit from either the City or Cal Trans, the homeless seem to think they "own" sidewalks, bike lanes and bus stop shelters.

Repair sidewalks to remove uneven surfaces, specifically where tree roots have created trip hazards.

Repair the road surface on South H Street between Cypress and Olive Avenues; west Laurel Avenue between H Street and the City Yard; and east Laurel Avenue between H Street and D Street.

There is no traffic enforcement it seems so people think they can drive reckless without consequences. There are also a lot of ignorant people who need education and awareness. People drive like they are in a hurry which I don't understand. People drive aggressively which I also don't understand. The city could make a lot of money if they gave out tickets.
motorhomes and abandoned autos and debris left at or near intersections, blocking views of oncoming traffic.
city streets as well as main thoroughfares are in need of repair. sinkholes and weeds coming up from the asphalt making surroundings look terrible
Congestion is not a safety issue, but rather it creates safer roads because when congestion is high people travel slow or are stopped. We need to congestion to be safe on the street.
Vehicles are traveling too fast at highway speed on "H" Street from Central north-bound past the drive-in theater; would like to see speed flashing signs, another traffic light, and traffic enforcement.
-Too many drivers are running red lights on Central at Ocean and other major intersections
-Too many pedestrians pushing shopping carts slowly on and across Central on the road where there is no sidewalks; at the drive-in theater, bridge, and airport; lots of constant trash on side of roadway in those areas
-potholes up and down "H" Street and "A" Street
The issue is mostly pedestrian and motorcycle accidents which are occurring in road ways and intersections.
I would like to see a suggestion from the city to CalTrans to add medians with turn lanes along parts of east and west Ocean Ave. Especially where the road is wide and no one even uses that part of the street. Mainly between V St. to O St. and smaller areas from A St. to Seventh. It would slow traffic down and make the Avenue look better.
Loud, racing motorcycles and muscle cars.
Lack of speed enforcement
Speeding - racing on H street
Cops too busy to deal with traffic issues
blind spots due to vehicles constantly parking too close to curbs
Add a stop sign on the corner of 3rd and airport ppl speed alot!! there have been many accidents!! and many pedestrians almost hit including children just a matter of time if nothing is done to slow ppl down
I've spent a lot of time overseas, specifically Europe. I think Lompoc could really lead the way and become a gem on the Central Coast if the city would create traffic circles to keep traffic flowing, protected bike lanes (parking nearest the street, then the bike lane sandwiched between the sidewalk and parking). Also, getting rid of parking mandates would create some cool urban density along with walkability in an area where the climate is really nice.
There is a blind intersection on the intersection of R st and Pine st. While the intersection is visible when there are no parked cars it becomes almost impossible to see around the cars when the street is full. At night the street lamp also makes it hard to see any incoming headlights from the street with no stop. My suggestion is to install some traffic mirrors to fix the blind spots. It's cheap, effective, and doesn't require major alterations to existing utility poles. Alternatively add a speed bump or stop sign.
City continues to funnel traffic through the center of town. Needs a by pass route
Stop signs and speed limit signs mean nothing to many, many drivers in Lompoc.
Everyone is in a hurry and don't always pay attention to traffic around them.
More Police on the street pulling over speeding drivers.
Biggest problem is phone use while driving. Enforcement should be harsh and frequent. Every accident should require forced access to phone service records (laws need to force providers to comply immediately). Next, speeding, primarily during commute hours, especially home coming. It leads to bad habits at other times. Education, especially that speeding in Lompoc saves next to nothing at great risk: 10 miles over the speed limit save just a 1 minute cross town.
Jaywalking, and some dilapidated sidewalks.
It would be nice to see more shade trees on selected street corners to block the morning and evening sunlight. It can be extreme at these times of the day.
People are driving too fast !! They have race cars and trucks and wanna drive all crazy, going to run someone over!
Major problem with people running red lights. This occurs daily, I have dash cam footage to confirm it.
The congestion is bad especially along H street between the airport and central Ave -southern direction. The lights don't synch in a way that allows for maximum traffic to move.
Nearby towns like BUELLTON HAVE HAD IT WITH YOUR SCOFFLAW COMMUTERS! Speeding in school zones!P
Need speed humps on North 7th st. Some cars going 50 to 60 MPH
Do we even have any traffic enforcement?
Better lighting to see pedestrians at night.
people drive down A st like its a freeway people go very fast down towards the river bend park by the bike park. and the bike trail is not safe for children becuse the homeless people. my grandson was told he couldn't ride there by some guy that scared him.
Vehicle speed on E. Olive Ave. near Beattie Park is an accident & tragedy waiting to happen. Regularly, cars travel in excess of 60 miles an hour. Also, large semi trucks use Olive Avenue instead of major streets of Ocean and H.

Repave side street roads. I have to go around potholes on e cherry ave which can cause us to go outside of there Lane of road to avoid them and can cause accidents or hit pedestrians.
Speeding
Need more clear crossings, more stop signs, or install roundabouts instead of 4 way stops to keep traffic moving. Too few obvious pedestrian crossings. Too many kids crossing busy intersections and roads. Need more safe crossings for kids and others
Homeless ride and J-walk randomly between traffic. Cars speed the Light and run the red on Central & H. See alot of people on phones. Speed traps would benefit
The traffic light timers are horrible. Some stop signs have poor lighting. Road conditions are horrible those cause traffic to go alternate route in return make more cars go the same way to avoid poor roads
Lack of traffic lights/signals at several intersections on roads used by pedestrians.
To many pot holes.
We need more pedestrian lights and alarms for crosswalks, plenty of accidents have almost happened at the crosswalks because people don't see the peds crossing
Cameras like they have in ventura
Answered
Skipped

70
36

City of Lompoc LRSP Survey

What roadway safety improvements would you like to see in and around school zones?

Response
cops stationed at corners w/crosswalks
Olive Ave Walkway needs re-paving for neighborhood kids walking to and from Miguelito Elementary.
See above 🖱
More flash signs ☐ especially schools. Zones
Fix pot holes and cracks!
Speed traps
More law enforcement presence.
Apparently in Lompoc it's not illegal for grown men to expose themselves in front of the jr high school. So might want to start there
Speed bumps! The casa La Canada neighborhood is located between 2 schools and the whole thing should be treated as a school zone. Drivers frequently speed through the neighborhood, and without any stop signs, crosswalks, yield signs, or speed bumps, there's nothing at all to slow them down. Drivers frequently use the route from the 800 block of M, and the 900 block of L to quickly get from Lompoc high to La Canada elementary. Drivers often do not stop or even slow at the intersections of M and Oak or L and Oak.
Law enforcement sitting at drop off. No amount of construction or redesigning will solve the issue without authority around
The main issue I see around school zones is congestion at drop-off and pick-up times. Because of the congestion there is a lot of jay-walking and illegal parking and driving maneuvers. I think an increase in alternative modes of transportation options would help to alleviate these issues, especially if public transportation was free for students.
Add chicanes and make roads more narrow to force drivers to slow down. School zones should be safe for kids and parents to walk without having to fear getting hit by a car at a crosswalk.
Flashing lights at every new posted crosswalk.
Kids need to take turns with cars. There are so many kids that cross the street that cars will be waiting forever to get out of the school area which worsens congestion.
All schools should have crosswalks like the ones in front of La Honda, it's lights up as pedestrians go to cross. Hapgood needs that same model as we are also on A street and welcome over 750 students. It's the largest elementary school & it's dangerous for students and families to cross the street.
Posted speed limits on Olive Avenue between South O Place to South U street to slow vehicles down.
More crosswalk crossing lights when children and parents are using crosswalks. It would be great to implement intersections with diagonal crosswalks at main intersections at all schools in our city as this would allow all pedestrians to cross at the same time and allow for safer crossing as well as helping the congestion problems around school drop-off and pick-up times. Many times, pedestrians are already crossing in many directions causing safety concerns for pedestrians and drivers.
Blinking Lights
More safety people with vests and signs.
And the parents need to be educated on proper parking and traffic flow. These procedures and rules need to be enforced with the parents' who are causing congestion and danger around the schools.
Flashing lights for drivers.
Bike lanes for students who ride their bikes.
Bike education for students as they are not taught bike etiquette.
More stop signs or speed bumps to slow down the Traffic.
Speed bumps to slow drivers down and perhaps a presence of trained and uniformed crossing guards.
More Crossing guards. This should be paid for by the city.
enforcement of speed laws during school hours
A stop sign in front of Hapgood School at A and Hickory.
Parents that are picking up and dropping off their children make illegal. U-turns from the curb, cut other vehicles off to try to get their child into the parking lot. Many of the parents j walk across busy streets trying to get their children to class on time.
Our police officers have a challenging task when it come to public safety but, have a presence when students are being dropped off and picked up.
I would like to see some speed bumps on South 7th to slow the traffic and speed enforcement. This is a route parents use to drive or walk their children to school. Children also ride their bikes and many enjoy walking South 7th.
Fewer parents waiting to pick up children with their engines running for 20 minutes while they wait.
Filling in the city's numerous potholes.

In no particular order: separate and protected bike lanes, wide sidewalks, narrow streets, street trees, dedicated bus lanes, and close streets to cars when children are walking and riding to school. Parents don't let their kids walk because the street is dangerous, so they drive making the street dangerous so their kids don't walk because it's dangerous. It's a negative feedback loop.
Sidewalks with timers in school zones that allow walking across the street to help kids cross safely and help with flow of traffic during busy school hours of drop off and pick up (middle school and high school in particular)
More signage to help people know when they are entering into a school zone, so you understand to look for kids.
Crossing guards by the middle school at the high times of kids coming and going would probably help with congestion and safety issues.
Randomly post city police at different schools to enforce the laws regarding street and school bus safety.
Idk. Cross walks lights for all schools. It works well for LA Honda.
Police patrolling as people park in the red zone. Side walks need to be fixed there are severely uneven sidewalks that are hazards.
I'm not too familiar with what is going on by the school zones.
Though I do drive by the bus stop by the Library on a daily, this is where I see many close calls with pedestrian (parents and school kids) heading to the bus stop. Perhaps a traffic director at the intersection would be helpful there.
The existing laws enforced.
No turn on Red right turns.
Improved sidewalks; trim back obstructions (trees and bushes).
North B and college has a church which has a school. It's Lompoc valley Baptist school. People speed and drive recklessly here. Please add stop signs or speed bumps. Put an officer at that spot and write tickets all day long till people learn.
More staff outside designating drop off, at miguelto school it's ridiculous. Crossing guard by the school.
I'd like to see police officer presence and seed limit enforcement at least 30-45 minutes before and after school begins/ends.
Speed enforcement
Lighted cross walks and 15 mph speed limits.
Cops enforce the LAW. period.
Better signage and patrol
flashing ped lights at every school
Speed bumps near school cross walk areas.
Flashing pedestrian crosswalk signs at ALL schools in LUSD
Light up warning and stop signs. More Crossing guards and better cross walks
Crosswalks
more police presents.
Related roads and lines repainted.
more enforcement for starters. Perhaps cameras?
Flashing lights, better signage, not allowing dropoff on the street itself. Not allowing U turns on the surrounding streets, especially at Olive and Z St.
Need more people directing the traffic or literally side parking the speed limit through there should be at least 15 miles per hour which needs to be enforced. O and North streetIt's one of the worst areas on Olive and V should be a one way street you have too many people passing when cars are stop going east into the school driveway.
Flashing crosswalk
Given the number of children and other people who now utilize Beatty Park on a regular basis there needs to be a blinking stop light at the entrance to the park and a 25 mph speed limit along Olive Avenue coming up the hill and extending to 7th Street. Last fall a car came racing out of Beatty Park and couldn't stop in time and crashed into the fence and almost to the house across Olive Avenue.
Double fines for speeding
Perhaps, more warning lights.
Pedestrian crossing lights, maybe pedestrian over passes
More lights in the crosswalk area
Officer patrols during going to school, lunch and after school. Especially high school. Elementary school before and after for speeders as well.
Create bulbous or curb extensions to reduce speed versus the antiquated way of just posting signs on straight-wide streets that encourage speeding.
Add security cameras around the area of the high school.

More button-activated traffic lights
More speed pumps and fresh Street paint markings.
Na
-Flashing pedestrian crosswalk lights, speed flashing lights, traffic enforcement for school zone speed
-Weed and trash abatement
A traffic officer enforcing to keep people aware, Crossing guards, and blinking lights/signs when people are crossing.
I would like to see additional flashing pedestrian signs so the students can cross safely. When the crossing guards aren't at the intersection, the students can at least feel safer crossing.
Cameras and crosswalks
Traffic control during drop off and pick up.
1) Flashing cross-walk traffic signs
2) New, bright paint on crosswalk lines on roads.
Answered
Skipped

73

33

City of Lompoc LRSP Survey

What other roadway safety improvements would you like to see?

Response
speed bumps in front of schools
See 🇺🇸
Enforce red zone curbs!
Protected bike lanes, separated by a physical barrier. Current DOT standards for bike lanes are still unsafe
Add more reflective paint or tape on the curbs on the round about heading into Lompoc
Fix pot holes. This might not be as much of a safety concern as protecting our vehicles. Law enforcement enforcing traffic laws.
Clean up the homeless
More Stop and/or Yield signs throughout the many small neighborhoods around the city.
More stop signs, in general. I feel that they are more helpful than speed bumps at forcing people to drive slower.
Add more bike paths in denser areas in town. Separating drivers from bicyclists would lower the amount of accidents and would make pedestrians and bicyclists feel safer.
Bike lanes. Bad.
Adding trash cans around the main streets like Ocean Avenue, H Street and Central Avenue. Our mayor made a statement that our we the people of Lompoc can help keep it clean by picking up trash when we see but how can we do this when there aren't public trash cans around to do so. Another improvement that I would like to see would be fixing pot holes around town and repair damaged roads. Adding road median buffers such as instead of just concrete adding a fence to encourage jaywalkers to cross at crosswalks. I have seen them in certain areas in Santa Maria. It seems like that would be a good safety measure for our city to implement especially near the intersections of H Street and Central Avenue and along other areas along H Street and Ocean Avenue, adding more turning signals all around town such as near the intersection of N. O Street and Ocean Avenue (near the post office) and also at the intersection of N. R Street and Ocean Avenue (Boys and Girls Club) and lastly same as above, adding diagonal crosswalks at main intersections around town.
East Maple and North First Street. There needs to be safety improvements as vehicles drive 30-50mph through the neighborhood, vehicles race down Maple and First Street. Stop signs would help to slow speed and draw attention to people that they are driving through a neighborhood.
Slower speed limits. These young people are in such of a hurry to go no where.
Something to stop traffic on A St. at Chestnut, and Cypress when the railroad crossing signals are activated. When someone is stopped at Cypress and A St. or Chestnut and A St. they have to pull out over the tracks to see the traffic on A St. If the signals activate they can't get out of the way if there are any cars on A St. Maybe a crossing arm on the signal to block the traffic on A St. so that anyone at the intersection has a chance to get out of the way.It
Speed bumps and flashing speed signs that ticket people driving over the speed limit.
Plant some trees Make it more pleasant to drive through 246 down ocean to the area. There's a lot of areas like on I street between Laurel and College that needs to have some road work. Laurel all the way down that street has not been worked on in years
More traffic patrolling and tickets being issued.
There are too few ways in and out of town causing a lot of congestion, especially at the Wye area. There needs to be an alternative way planned and implemented, either through Central or Rucker Rd.
Fix all the potholes!!! Potholes are especially bad in residential neighborhoods and frequently cause damage to vehicles. This is a huge problem for low income families who are barely getting by and depend on their vehicle to get to work. The pothole near the north east corner of the intersection W Ocean Ave and V St, is horrendous. It poses a danger to vehicles driving west (as if driving out towards Surf beach) on Ocean trying to turn right on to V st.
In the 500 block of West Barton, just east of Barkin Park there is a cross walk that seems to be ignored very often. There is definitely a problem with vehicles speeding on this street and perhaps they are just not noticing the crosswalk. I would love to see a flashing crosswalk sign/signal as seen in other areas of the city.
More bike lanes. Better timing on lights on Ocean Ave. light will turn red when no other cars or pedestrians are present. When traveling East and west in Ocean at 11pm it can take ten minutes to go a mile because of stopping at every light. Cars begin to run red lights. Also lights don't stay green for long enough. So only a couple cars get through every cycle which also makes people run red lights.
Bike trails and bike lanes to allow for safe traveling of alternative methods of transportation. A walking trail through downtown that takes you by the art and out of the main traffic areas. Can use markers and give it a theme to make it enjoyable and encourage community members to use it. Provide a safe place people to walk without being in busy traffic areas.
General road improvement in paving.
Fencing to reduce illegal pedestrian traffic. Anti panhandling laws and signage on medians would reduce pedestrian collisions as well.
Better bridges and cemented rail road on A, Cypress is my priority but thru chestnut would be smart.
The curbs need to be repainted for red zones, and green zones.

More pedestrian safety, more walkable sidewalks. Clean sidewalks (weeds, trash) Lompoc isn't a large city, it would be nice to navigate it more on foot or by bicycle. Speed monitors.
Synchronized traffic signals during peak traffic times.
Speed controls on East Central Avenue between H Street and A Street.
All along college ave I'd like to see speed bumps added and crosswalks with the flashing lights that tell people to stop for pedestrians. Probably a lot of other streets need this too.
every street in Lompoc repaved and relined.
100-300 block of north A where the railroad tracks are need to be repaired making for a smoother lane transition into businesses
Fix streets and alleys with pot holes instead of fixing streets that don't need to be fixed!
Deep Potholes fixed as people swerve to miss them -
More stop signs
funding for more workers so they can to fill pot holes
Many, almost all of our surface streets within the city are in terrible disrepair and cause drivers to dodge the many pot holes and uneven asphalt surfaces that will cause vehicle damage
Traffic enforcement!!!!
No pot holes
central ave speed limit lower to 35.
the guys doing wheelies in to the street almost causing accidents
More enforcement on the parking violations code. Way too many home away from homes, abandoned trailers, etc.
Speedbumps on South Z and other hills in neighborhoods with high traffic. More stop signs at all intersections off the major roads.
Cameras for speed monitoring, with fines being issued
Extend the red no parking zones near the stop signs at crossroads so that vehicles do not have to inch out into the street to see if another car is approaching.
The intersection which allows access to The Habit is extremely dangerous. Drivers are left to their own judgement to ingress and egress. This causes delays for traffic on H Street. I have seen it backed up many times. People become impatient and make bad choices. This needs an engineering fix that controls traffic.
More and more visible street signage, stop signs etc. Roundabouts
Cameras! For people running red lights.
More lights and fix the pot holes
Green spaces in the center of H and Ocean streets. Convert those wide spaces that are only beneficial to a car centric city, by sucking up two lanes on each road and building a green space that allows people to walk in the center of the road that protected and have a bike lane. Burbank, CA has a few of these and in Europe they're very common. Also, SLO has protected bike lanes
Downton, the right way. Road, parking, bike lane and then the sidewalk. This way you utilize the cars/curb to block traffic and vehicles from hitting pedestrians and cyclist.
Fix the light timer on on the intersection of central and O st. When only through traffic is going northbound towards Walmart the light turns red super fast. When both southbound and northbound traffic is detected by the sensor the timer problem isn't an issue.
Repair of sidewalks
1) Come up with a solution for traffic turning in and out of the Habit/Panda Express parking lot.
2) Bike lane along H Street so that cyclists can safely ride without getting hit by cars, or having to ride on pedestrian sidewalks.
3) Work with the railway company to fix the road on West Laurel Ave
In no particular order: separate and protected bike lanes, wide sidewalks, narrow streets, street trees, dedicated bus lanes, lower speed limits, no right turn on red, squared corners rather than rounded corners, remove slip lanes for right turns, leading pedestrian intervals at intersections, protected bicycling infrastructure at intersections, round-about/traffic circles, and have "beg buttons" stop cars and turn the walk sign on the moment someone pushes it. Lastly, paint is not protection.
Better sidewalks, there a lack of them
The potholes filled in
Clean up of roadway debris at curbs, sidewalks, and islands. Grounds work for weed removal.
Higher visibility for all cross walks.
I can't think of anything else.
Cameras
Fill pot holes!
Answered

City of Lompoc LRSP Survey

Where would you like to see additional pedestrian crossings?

Response
Again, 🇺🇸
Maple and I. There's is two schools near by. Most of the time we have traffic and students been drop off and pick up also we have high school students walk by. Most of the time cars ignored the stop at maple and I.
V/North, V/pine, and A/Walnut
The intersection of Pine and V
Oak and L. And across Pine at L or M for students walking to lompoc high
H street
The more the merrier.
I would like to see additional pedestrian crossings on W Apricot Ave crossing N O street and another crossing on N R Street.
Down Chestnut where kids have to cross to get to both LVMS and the high school. And on Ocean by Starbucks and grocery outlet. Cars never stop for pedestrians there.
Along H Street, Ocean Avenue, Central Avenue and A Street.
Yes, I walk my dog almost daily.
La Purisima area. A lot of folks park and cross the highway to enter the mission.
In Montclair, Ca they just installed flashing g red solar powered stop signs!! I think these would be beneficial for Lompoc.
N R St and west college ave
No
Central Ave and Barton
I would like to see improvements to current pedestrian crossings to make it safer for pedestrians to use and for them by community members like families and their children.
Lights in east ocean just like west.
More traffic lights to make crossings safer.
Ocean was my main concern, but I see it is being addressed. Additional blinking light would be nice. Perhaps that is the plan?
North B and college ave and all along college ave. Also any streets with similar issues.
People should be able to cross anywhere they need to. If a store is on the other side of the street why does someone need to walk a quarter mile down to an intersection, what five minutes while smashing the beg button to cross then walk a quarter mile back to the other side of where they already were.
H Street Near Bridge and College Near Highschool and A street near JM park
By the hotels on upper H st
I feel Sweeney road is super dangerous the homeless shelter needs a safe sidewalk for pedestrians to get to and from the shelter. The bridge is dangerous and the city needs to make sure people are safe. Also prevent deaths.
Yes
Crest of hill on E. Olive & Skyview.
W. Pine between H and O !
Across Olive to O st., on Olive near Beattie
You've already got quite a few you just need to teach people how to use them special up at high school or in junior high you need to enforce these people to stop at those blinking signs so the children can walk across
At Beattie Park and Olive Avenue
I don't really see this as an issue.
All up and down Ocean street, more stop signs on 7th street, lights activated at pedestrian crossings.
By schools
Nowhere.
Add one near the baseball field for the high school kids crossing. They don't walk to the corners, so you might as well make it safer for them.
On North A st. between Laurel and Walnut.
Yes.
All over Ocean

"H" Street, north of Central, @ Lemos Store-end roadway 7th Street "A" Street intersections nearer to Ocean; traffic light at youth baseball field
More visible pedestrian crossing in H street.
A marked pedestrian crossing that starts east of the LHS tennis courts and across Pine Ave. The students have always crossed there, why don't we make it a protective marked crossing?
A marked crossing on W. Ocean Ave. from N. T St.to the lot in front of CHC. People are always walking across there and it would be nice if they could at least be protected. I've see Moms with little kids hurriedly dragging them across the road. Seniors with baskets of groceries the same thing.
Yes
Answered
Skipped

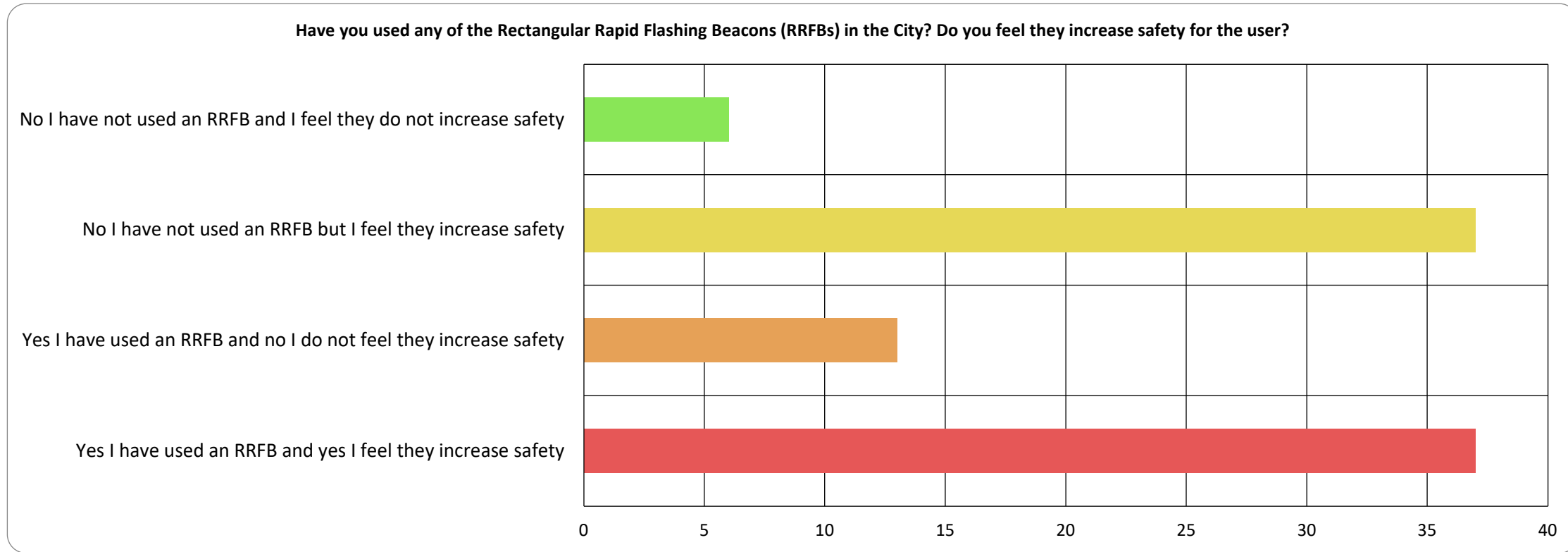
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63

City of Lompoc LRSP Survey

Have you used any of the Rectangular Rapid Flashing Beacons (RRFBs) in the City? Do you feel they increase safety for the user?

Choice	Responses	
Yes I have used an RRFB and yes I feel they increase safety	37	39.78%
Yes I have used an RRFB and no I do not feel they increase safety	13	13.98%
No I have not used an RRFB but I feel they increase safety	37	39.78%
No I have not used an RRFB and I feel they do not increase safety	6	6.45%
Answered	93	
Skipped	13	

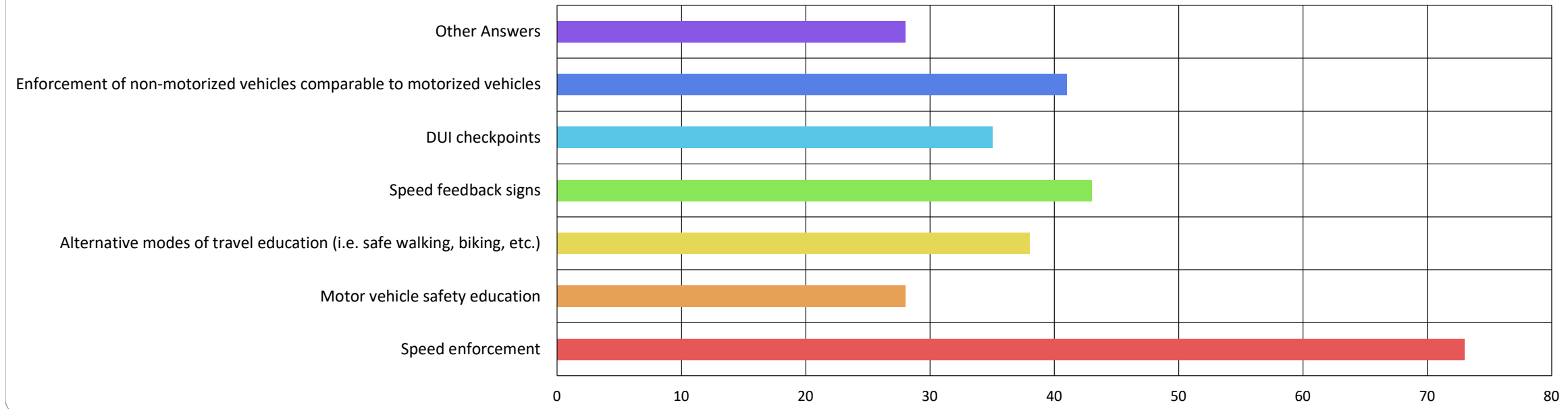


City of Lompoc LRSP Survey

Would you like to see more of the following safety measures in Lompoc? Check all that apply.

Choice	Responses	
Speed enforcement	73	72.28%
Motor vehicle safety education	28	27.72%
Alternative modes of travel education (i.e. safe walking, biking, etc.)	38	37.62%
Speed feedback signs	43	42.57%
DUI checkpoints	35	34.65%
Enforcement of non-motorized vehicles comparable to motorized vehicles	41	40.59%
Other Answers	28	27.72%
I don't know what an RRFB is		
Clean up homeless and motor homes		
Speed bumps and other speed limiting devices in places where pedestrians are commonly present.		
I frequently see people rolling through a 4 way stop sign without actually stopping. I also have seen red light running.		
A crackdown on illegal mufflers. They are loud and obnoxious; when these cars are driven at high speeds early in the morning and late at night, it's impossible to get a decent night's sleep. Not only speed feedback signs but the ones that can take photos and give speeding tickets should be implemented. I've seen them in the state of Arizona in Phoenix, and they send the message loud and clear.		
enforcement of laws of driving :people running stop signs or turning on red at intersections, not using turn signals, bike laws, theft of cars and bikes.		
Anti panhandling laws and signage		
Bicyclists need to follow the traffic laws and be held accountable when they don't.		
Motorized bikes are becoming a noise problem, too.		
Jaywalking		
Reckless driving enforcement		
e-bikes should be treated like the motor vehicles that they are.		
Raise issue with pedestrians (usually homeless, impaired persons, and people using electric scooters for the disabled) which are often find their ways on to the road (not in crosswalks) and pose a hazard to drivers.		
Going back to the land use statement, if we had better land use that didn't require so much driving we wouldn't need to have DUI checkpoints as people wouldn't need to live so far from the places where they drink. Enforcing non-motorized vehicles (read: bicycles) is ridiculous. Bicyclists and people walking are not scofflaws. Rather, they are adapting to an environment that is not designed for them. Design for people and you remove the need to enforce illegal walking and biking. Lastly, follow desire lines. If you see a worn path put pavement there.		
Illegal exhaust		
enforce the window tint statute, as above. I find that is the most dangerous hazard facing cyclists and pedestrians.		
Also. enforce vehicle code as regarding cyclists and pedestrians both.		
Kids riding bikes without helmets and teenagers riding in large groups doing tricks in busy shopping strips near Michael's is very unsafe and happens on a regular basis.		
guys doing wheelies need to tickets fir going in the streets.		
and the people doing burnouts and donuts need to start getting tickets and have there cars towed		
Keep large RVs from parking everywhere, impairing vision and sticking out into the street, not to mention trash, human waste, etc.		
Need to enforce these people to stop when those yellow blinking lights for people to walk across the street aunt need up the fines if they don't. Wish we had those cameras where they can take a picture of the vehicles that don't stop.		
Enforcement for driving while having your cell phone in your hand.		
removal of unhoued population, they leave clutter, trash, and safety hazards for children and pedestrians walking to schools or shopping.		
Have new younger drivers and seniors people get tested from the DMV more often		
School zones elementary and high school		
Perhaps a little off subject though I'd like to see something done about the loud vehicles. The real LOUD ones lol		
The one's that obviously have an exhaust issues or after market install that are so loudly obnoxious on a daily. The 6am no muffler burnouts are getting old! haha		
Road repairs		
none		
Prohibit motor home public street camping and overnight sleeping/camping in personal vehicles on public streets		
More visibility at all cross walks.		
Answered	101	
Skipped	5	

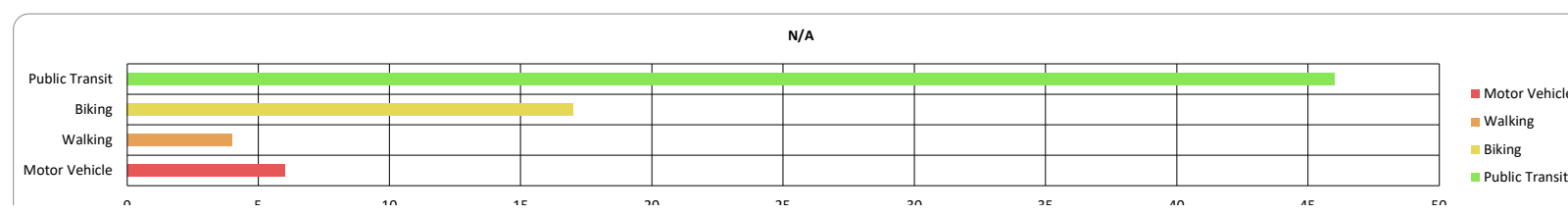
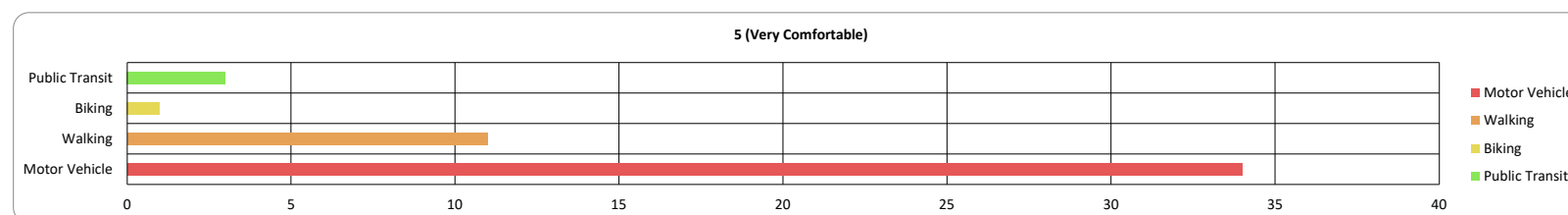
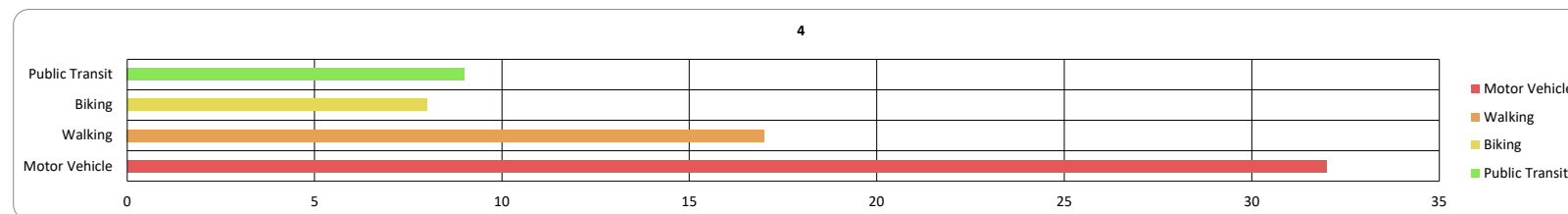
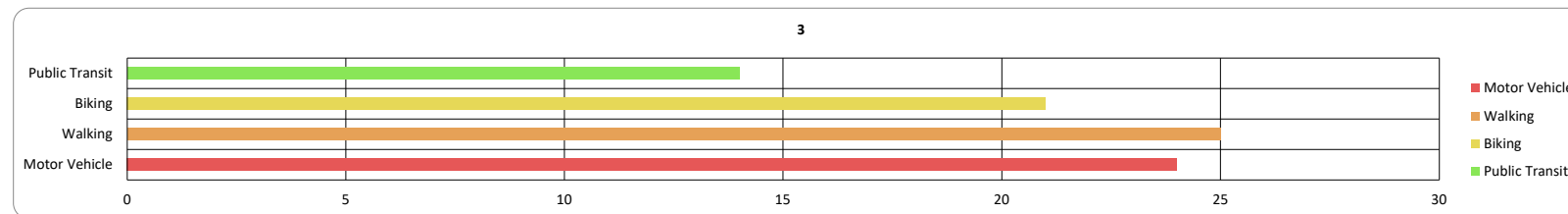
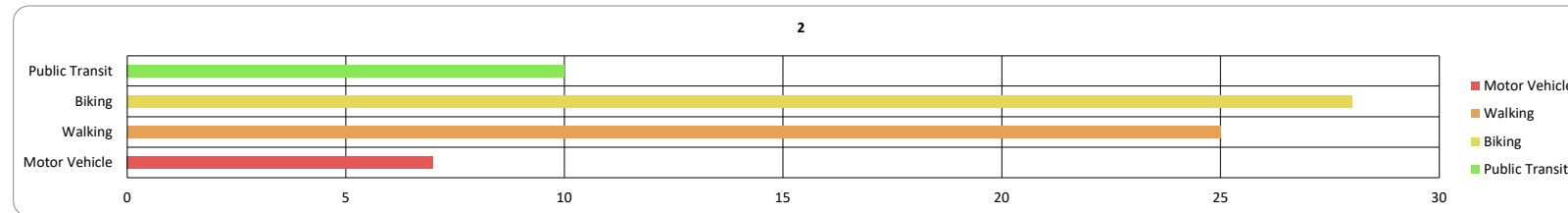
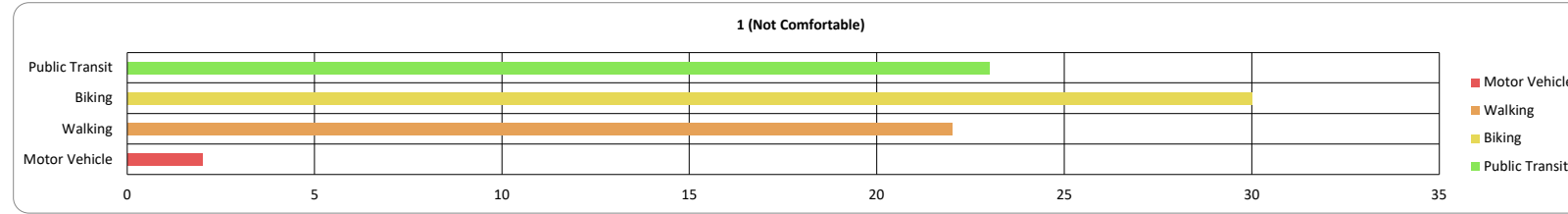
Would you like to see more of the following safety measures in Lompoc? Check all that apply.



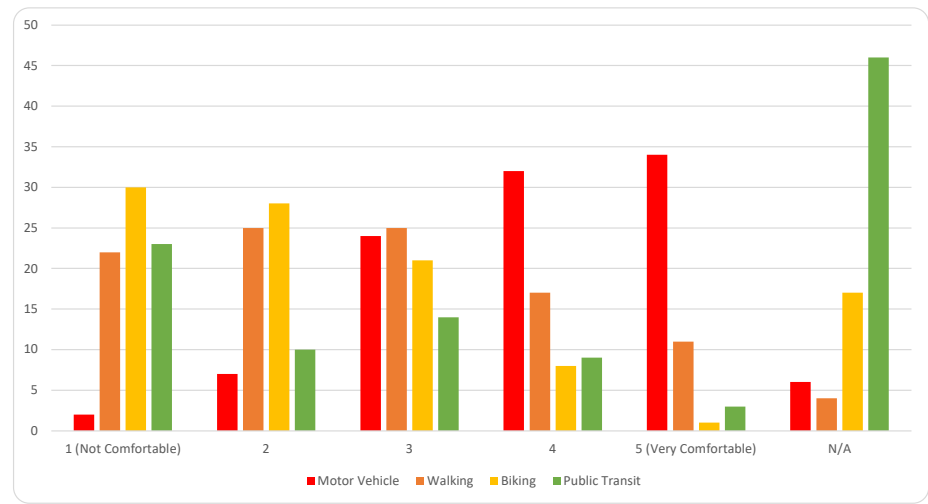
City of Lompoc LRSP Survey

Please rate your level of comfort using each mode of transportation in Lompoc.

	1 (Not Comfortable)		2		3		4		5 (Very Comfortable)		N/A	
Motor Vehicle	2	1.90%	7	6.67%	24	22.86%	32	30.48%	34	32.38%	6	5.71%
Walking	22	20.95%	25	23.81%	25	23.81%	17	16.19%	11	10.48%	4	3.81%
Biking	30	28.57%	28	26.67%	21	20.00%	8	7.62%	1	0.95%	17	16.19%
Public Transit	23	21.90%	10	9.52%	14	13.33%	9	8.57%	3	2.86%	46	43.81%
Answered	105											
Skipped	1											



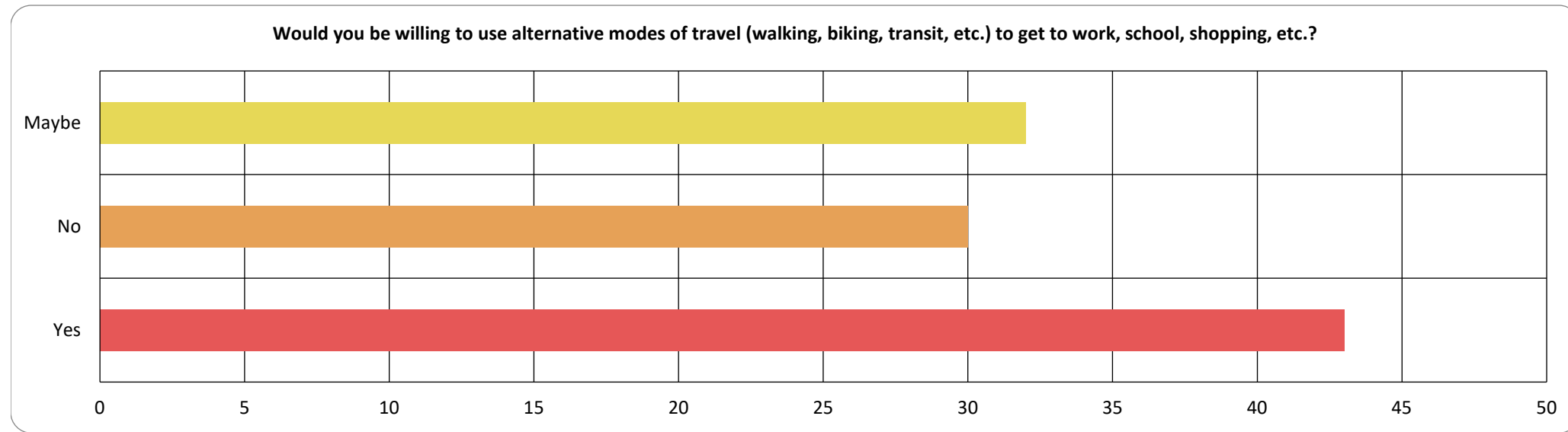
0 5 10 15 20 25 30 35 40 45 50



City of Lompoc LRSP Survey

Would you be willing to use alternative modes of travel (walking, biking, transit, etc.) to get to work, school, shopping, etc.?

Choice	Responses	
Yes	43	40.95%
No	30	28.57%
Maybe	32	30.48%
Answered	105	
Skipped	1	



City of Lompoc LRSP Survey

What improvements would encourage you to use alternative modes of travel more often?

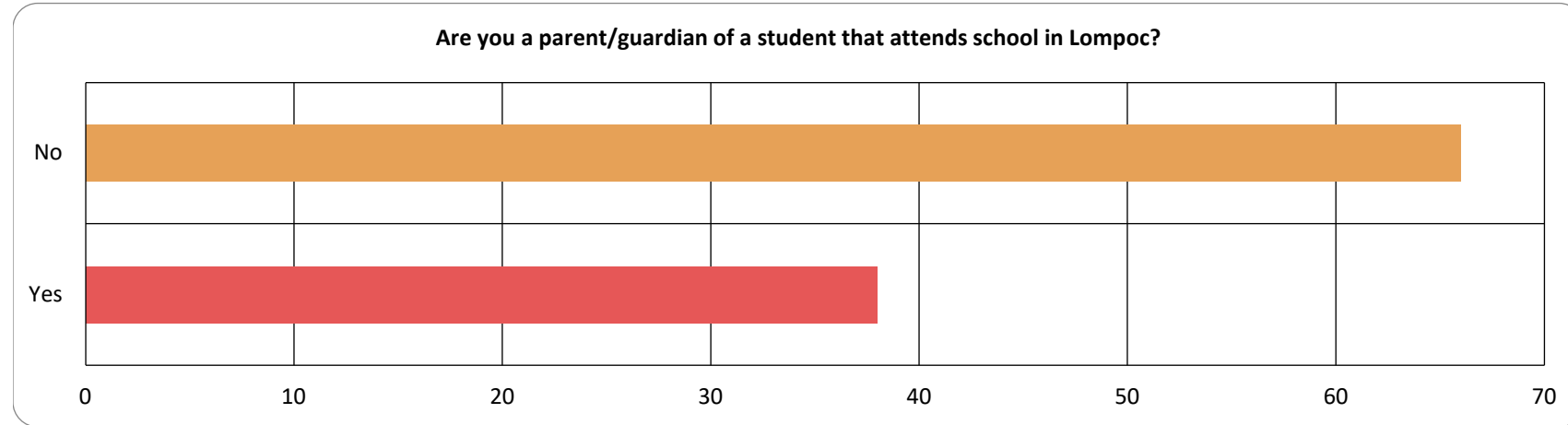
Response
Better bicycle trails, paths and more well marked and reflective lit/lined and signage on the Main Street (Highways 1&246) through town to protect local and long distance bicycle enthusiasts.
Bike racks, multi use paths
N/A
Bike paths that traverse the town that are physically separated from traffic
My job is maybe 2.5 to 3 miles from Home. Driving makes the most sense to me for me.
Safety!!!! My daughter was followed by a homeless man in petco to her car.
Better sidewalks. Many in town end abruptly or are excessively rough or bumpy, making access for wheelchairs or scooters difficult or impossible.
I've mentioned this already, but a network of protected and connected bike lanes would certainly encourage more bicycle use. I find that good bike lanes (wide, visible, and protected) feel much safer than sharing the road which can put you at risk if you encounter an aggressive driver. More bus stops would also make a difference. I believe that major roads in Lompoc like H Street and Ocean Ave are wide enough that they could run a trolley down the middle, which would help alleviate traffic and encourage pedestrianism. If they were free for students and senior citizens, then many people would make great use of them. Also, covered bus stops with benches would be a great help to protect from the weather and encourage people to sit and wait for the bus (assuming there is a regular and consistent schedule).
Bike racks, multi-use paths, and increased accessibility Also making crosswalks safer for pedestrians by forcing drivers to slow down using chicanes and narrow roads.
BIKE LANES.
I have too many places to go (work, sports, school) everyday to not use a car.
Bike racks throughout town, more multi-use paths (with enough room for walkers and bikers) and more bike lanes with signs and more painted signs on the actual roads.
Safety from crime in our town
Safe place to park bikes. I would like to keep the bike I have.
Sidewalk cracks repaired. I've tripped and fallen multiple times while walking. Once was on West Cypress and another time was on North H between the Lompoc Restaurant and Walgreens. I literally have to walk looking down at the sidewalk or street in order not to trip and fall.
Multi-use paths like Goleta and Santa Barbara! A better bike path system in the City! Streets more bike friendly like SLO!
Saving Money.
More walking paths and increased accessibility make for a healthier lifestyle for all of us. If walking in your town is unsafe, you end up with many unhealthy people. Lompoc should strive to be a healthy blue zone. It is a beautiful area, but the lawlessness and lack of support make it difficult to live here. We need more help from the county and state.
More bike lanes
Multi-use paths
Move to a uber style delivery of services versus the large empty bus approach
Walking is a safety issue with all of the homeless encampments, untreated mentally ill - it is scary for someone to travel this way alone. My college aged daughter has been verbally accosted, intimidated so that even waiting at the bus stop is anxiety inducing
The city has tried bicycle lockers with little to no success. The multi use walk-bike path along the river bed is in disrepair and over grown
I would definitely consider riding a bike to work or walking if it was safer to do so. I would have to bike/walk on 7th street and down ocean which is unsafe to get to work
Multi-used paths, more pedestrian friendly routes. More bikes racks/storage, safe places to leave your bike while you're dining, shopping
Increased accessibility, multi use paths
I don't feel safe riding my bike in town. Due to minimal amount of bike lanes and bike paths not connecting. Drivers running red lights and/or ignoring traffic signals. I'm also concerned my bike would be stolen. Theft in this town is very high.

I think the roadways need to be overhauled, but can definitely be done with less money, than the normal American ways. Get rid of parking mandates to encourage denser building that's mixed use. I walked H-Street with my wife while we were waiting on our car to get serviced. The only people walking alongside us were homeless, jobless or straight up weirdos. Nothing normal about our walk, which we both agreed was sad because Lompoc has a great core of people and some cool old architecture. Unfortunately, most of the old architecture was bulldozed to accommodate parking mandates. The city should really explore the option of getting rid of parking mandates and encouraging street parking. After all, it could be a win-win. Save developers money, while creating more tax revenue for the city. Parking lots bring in "0" revenue for the city and they suck up a lot of space that's unnecessary. I had a boss that once said, "There's never a parking issue, but rather always a walking issue."
Multi use paths, bike racks, well marked pedestrian crosswalks through common community areas (downtown south side of Lompoc on H St and I St) Showering facilities that are clean, reasonable to use would help me think about alternative modes of travel Community kitchen/break area: place to heat up or safely make some food for yourself as a working adult (thinking about people in the medical field and small business owners that are busy and probably don't want to eat out all the time but don't necessarily have a better option) People would be able to have a subscription to this building. It would be first come first use and pay as you use it. Could be part of a place where a bathroom and community shower would be. I don't always feel safe walking around town because of what people are doing and how they are acting. I would like to comfortably be able to visit different businesses in the downtown area without concern for my physical safety. I think a focus on cleaning up trash and working with businesses on safety issues and loitering issues would greatly improve public safety and encourage more community members in the downtown area.
I commute out of town.
Bike racks and bike paths
None.
Safer drivers
Not sure too many homeless walking around and people on drugs.
Better maintained bus stops
None. I already bicycle to work daily, but it would be nice to not have to worry about getting killed when I leave the house.
Safer lanes and cleaner and safer transit - riding transit with homeless and individuals dealing with poor mental health
Bike racks
bike racks, some way to assure bicycle user's safety from vehicles hitting them
Traffic enforcement so we don't get ran over
Paths, bike racks
I'm sure all of this is fine for the youngsters. I'm an older citizen and would love to be mobile enough to participate in other modes of transportation. Not ready for the bus....yet :)
Bike paths that do not cross as much traffic (more like V St. to Olive)
More bike lanes on major roads
Bikes lanes and the information listed above to make it easier to see at stop signs.
Safety on multi use paths. The homeless make it extremely uncomfortable to walk, or use buses.
Multi use paths. It they would have to be maintained not like the one by river bed. Can't walk there out of fear of snakes hiding in over grown weeds and homeless
Frequency of bus runs, additional bus routes.
More bike lanes and secure places to lock your bikes.
Be acceptable for set support for seniors and children especially on the weekend and times should be a little bit later.
Safety of drivers around me. Being able to ride without fear of crackhead attacking me for my bike.
Lockers and better bike paths
-Added bike paths and areas of bike path without homeless camping sites near them
-Traffic enforcement
Bike racks and increased visibility.
Bike lockers at grocery stores. More multi use paths, that are maintained (weed abatement).
Bike security while parking.
Multi-use paths.
More bike lanes
Answered
Skipped

City of Lompoc LRSP Survey

Are you a parent/guardian of a student that attends school in Lompoc?

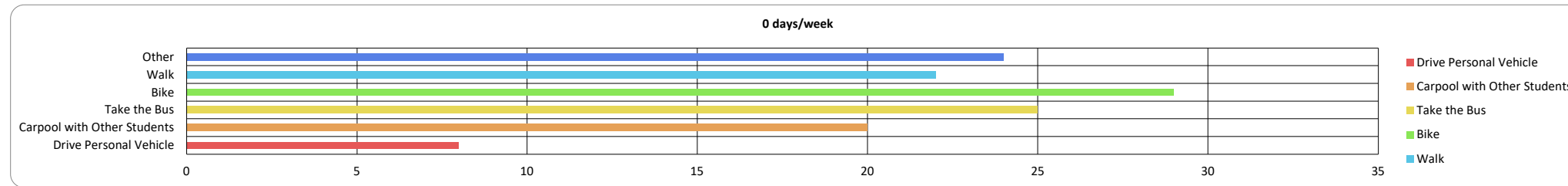
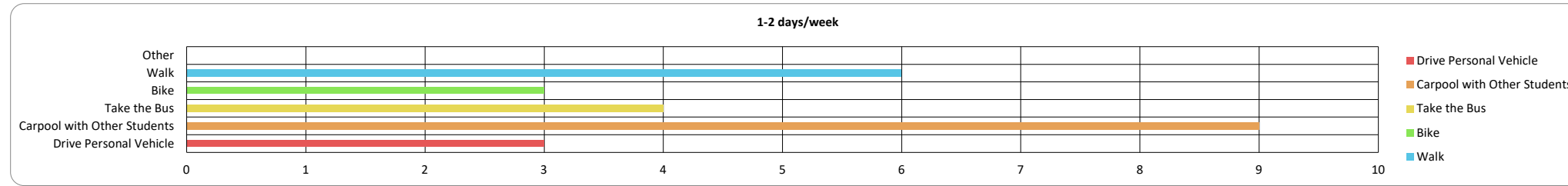
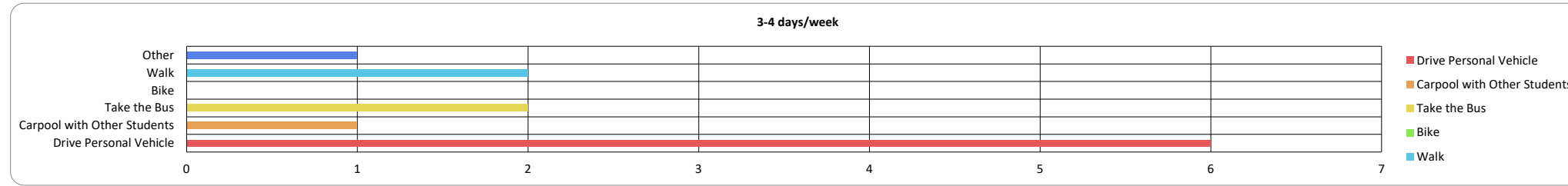
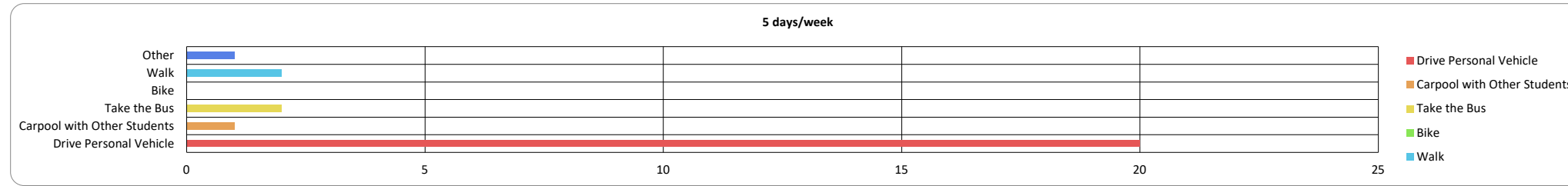
Choice	Responses	
Yes	38	36.54%
No	66	63.46%
Answered	104	
Skipped	2	

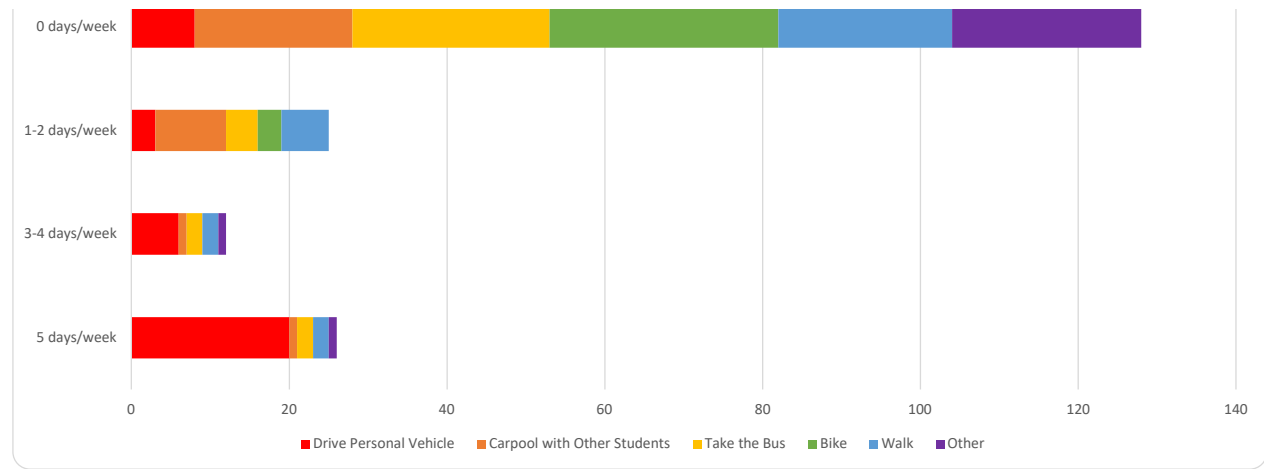


City of Lompoc LRSP Survey

How often do you/your student use the following modes of travel to attend school in a typical week?

	5 days/week	3-4 days/week	1-2 days/week	0 days/week
Drive Personal Vehicle	20	6	3	8
Carpool with Other Students	1	1	9	20
Take the Bus	2	2	4	25
Bike	0	0	3	29
Walk	2	2	6	22
Other	1	1	0	24
Answered	37			
Skipped	69			

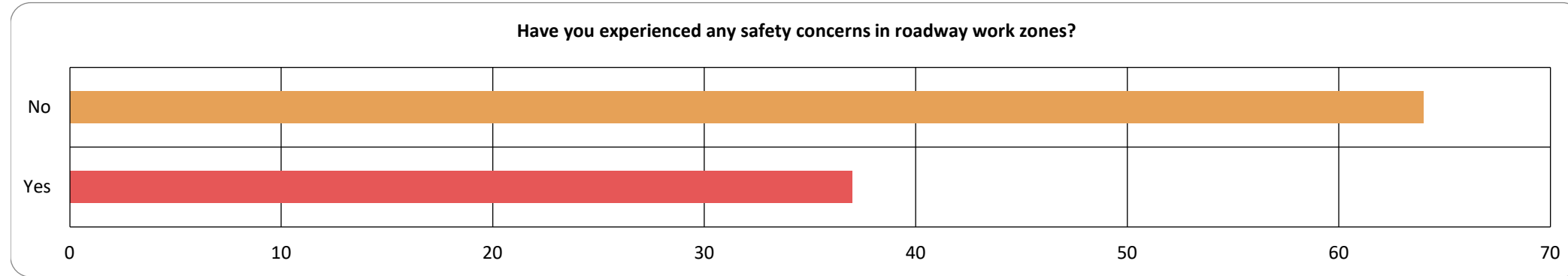




City of Lompoc LRSP Survey

Have you experienced any safety concerns in roadway work zones?

Choice	Responses	
Yes	37	36.63%
No	64	63.37%
Answered	101	
Skipped	5	



City of Lompoc LRSP Survey

Additional Comments

Response
Worked in the streets and highways throughout the city of Lompoc and seen the way drivers drive. Standing out in the middle of all that and seeing the lack of consideration people have absolutely amaze me. Oh, the humanity. NO, oh the ignorance of humanity.
Please we love walking and going to the park but we need more safety
Law enforcement is seriously lacking these days. I rarely see traffic stops in our town any more.
Clean up the homeless
If we are able to create a network of connected and protected bike lanes, then we could also look into establishing a bike share program to further encourage more cycling. The city's large number of temporary workers who cannot drive would also greatly benefit from more public transportation and other alternative modes of transportation. Establishing trolleys along H and Ocean and a bike share program would create jobs and a new source of revenue for the city as well.
Bike lanes where practical.
Concern of motorized scooters. Users of all ages not using protective gear
Yes, I am always concerned for the safety of road workers because of distracted drivers or pedestrians ignoring safety signs putting themselves, the road workers and others at stake.
East Maple and North First Street. There needs to be safety improvements as vehicles drive 30-50mph through the neighborhood, vehicles race down Maple and First Street. Stop signs would help to slow speed and draw attention to people that they are driving through a neighborhood. Enforcement of double parking in alleyways--blocking emergency vehicles and neighbors. Enforcement of parked vehicles on front lawns, bike education for children and adults, speeding enforcement.
Appreciate the opportunity to give feedback about improvements to the community.
Pay attention to alley ways when you are re-doing roads.
I was allowed to drive on newly paved Ocean avenue and it got the paving gunk all over the underneath and lower part of my car!
Repair our streets, many if not all need attention
Fix potholes, get rid of people living in RVs, do more about the homeless crisis and crime. People will not feel safe walking, biking, etc due to the numerous issues in this town no matter what improvements you make.
I would like to see enforcement of truck routes. Trucks travel all around the south side, parking and idling in residential neighborhoods. With schools in the area and children out playing and riding bikes it is not safe
The city operated street cleaner come through the neighborhood maybe 2-3 times a year as opposed to once a month per the city map and schedule.
People zip by roadworks all the time. Maybe add more cones to give them more safety zones. Add a sign for alternative routes.
High speeds
wishing and hoping the portion of east ocean avenue 300-600 block GETS REPAIRED soon
Please do not put work zone signs in the bike lane. Doing so forces bicyclists in the roadway with fast moving cars and trucks
FIRE LOMPOC POLICE CHIEF
Street repairs are badly needed in Lompoc and Vandenberg village
the people doing donuts and burnouts need to start getting busted.
Vehicles no adhering to speed limit
Bicyclists & eBike riders in need to be trained to follow the same safety/traffic rules as cars including stopping at stop signs. They also need to stay off the sidewalks.
Please enforce patrolling and keep issuing tickets to reckless drivers and bicyclists
My personal belief is we need to increase staffing for the Lompoc Traffic Unit. The problem is not so much road design, as there is a mentality that a driver can do exactly whatever they want on City of Lompoc Streets, because they know there is no enforcement of traffic laws.
When road work is done there is never a flagger. This would help especially from people running the stop
Thank you for caring and improving the city!

It might be worth the City Council to take a trip outside of Lompoc to either Europe or other cities that have really made and improved the urban core by changing a few things and altering the way they've always done business. Think about it, the most desirable places and expensive (if people are worried about protecting their house value) is in areas that have walkability and aren't as car centric. I challenge the City of Lompoc to look past the antiquated 'car centric' way of building infrastructure to make Lompoc a better place to live. I really love Lompoc and I've only been here a few months. But the coolest part of Lompoc is the old town, which is due to the old way of building and making the area walkable. Encourage urban infill projects and hold landlords accountable for derelict properties. It'd be cool to have network of biking/treking/walking paths throughout the community. Rather little alleys that are for the neighborhood people to enjoy, while not being overwhelmed by vehicular traffic.
Please consider the input of the visually impaired community, of which I am a member.
Seeing too many people not wanting to follow the rules
Why are the two main entrances to the City of Lompoc occupied by homeless camps and weed/trash debris?
More police on the road
Answered
Skipped

34

72

Appendix B

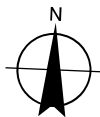
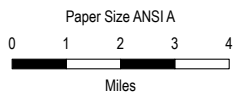
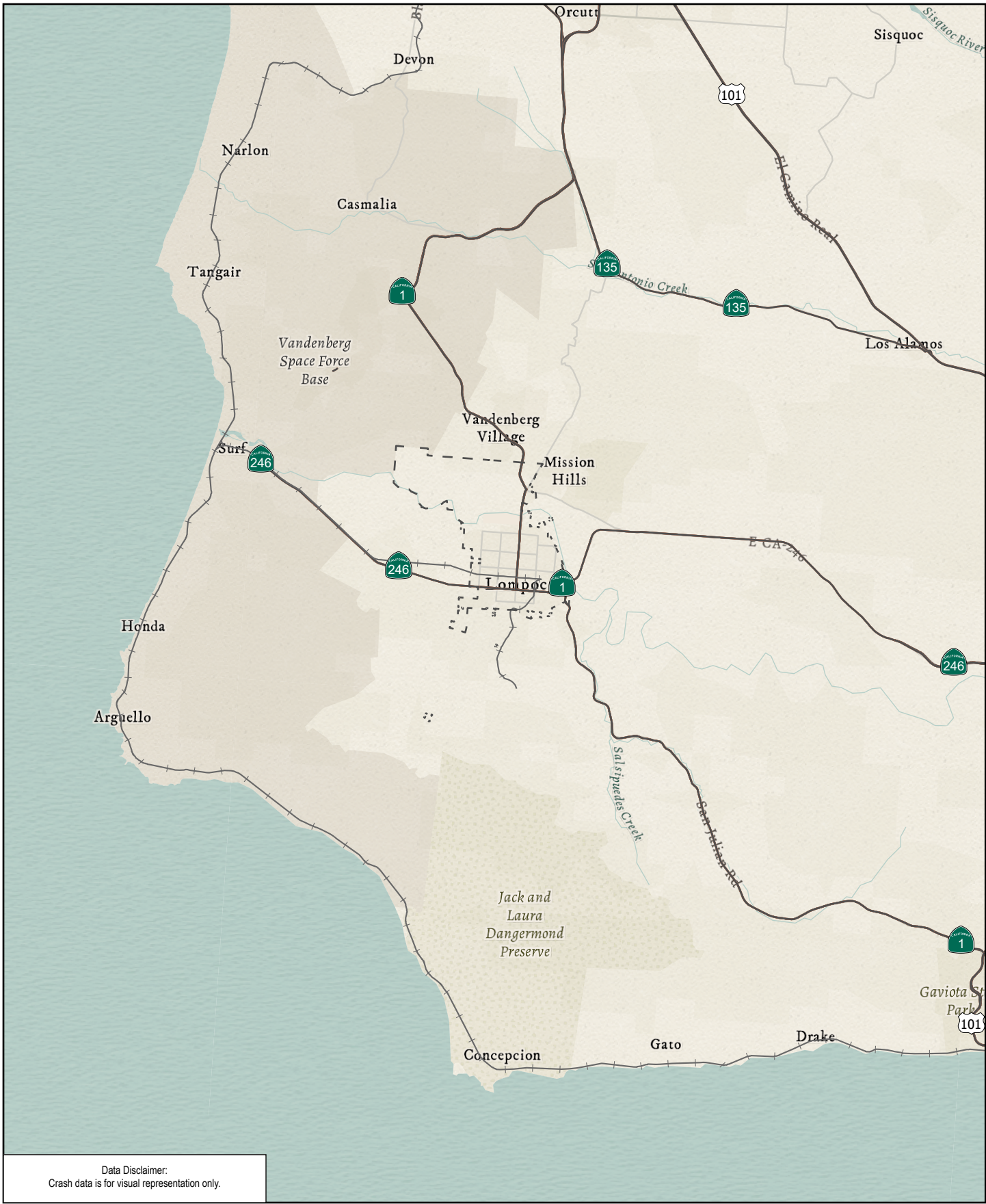
Collision Data

ID	Primary Road	Secondary Road	Control	Facility Type	Severity					Type										Year											HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	24-Hour Entering Volume	Fatal + Injury Crash Rate	Overall Crash Rate	Fatal + Injury	Total
					Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overtaken	Vehicle/Pedestrian	Other/Not Listed	Pedestrian	Bicycle	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022								
370	Orchid St	E Almond Ave	Unsignalized	City	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12	12	-	-	-	1	2	
372	Gardenia Ave	E Oak Ave	Unsignalized	City	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	2	-	-	-	0	2	
373	2nd St	E Laurel Ave	Unsignalized	City	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	-	-	-	0	1	
374	3rd St	E Tangerine Ave	Unsignalized	City	0	0	0	0	3	0	0	1	1	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	3	-	-	-	0	3		
375	3rd St	E Peach Ave	Unsignalized	City	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	-	-	-	0	1	
376	3rd St	2nd St	Unsignalized	City	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2	2	-	-	-	0	2		
377	Lupine St	E Tangerine Ave	Unsignalized	City	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	6	-	-	-	1	1		
378	4th St	E Mango Ave	Unsignalized	City	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	-	-	-	0	1			
379	Poppy St	E Tangerine Ave	Unsignalized	City	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	7	7	-	-	-	1	2		
380	Daisy St	E Tangerine Ave	Unsignalized	City	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	-	-	-	0	1		
381	6th St	E Tangerine Ave	Unsignalized	City	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	-	-	-	0	1		
382	6th St	E Oak Ave	Unsignalized	City	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	2	-	-	-	0	2	
383	8th St	E Cherry Ave	Unsignalized	City	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	6	6	-	-	-	1	1		
384	Amherst Pl	Pembroke Dr	Unsignalized	City	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	-	-	-	0	1		
385	Huntington Pl	Pembroke Dr	Unsignalized	City	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	6	6	-	-	-	1	1		
386	Princeton Pl	Berkeley Dr	Unsignalized	City	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	-	-	-	0	1		
387	Somerset Pl	Berkeley Dr	Unsignalized	City	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	29	190	-	-	-	1	1	
388	Barrington Pl	Sheffield Dr	Unsignalized	City	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	-	-	-	0	1		
389	Princeton Pl	Sheffield Dr	Unsignalized	City	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	-	-	-	0	1		
390	12th St	Industrial Way	Unsignalized	City	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	6	-	-	-	1	1		
391	Archer St	Alden Ave	Unsignalized	City	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	-	-	-	0	1		
392	Bailey Ave	W Olive Ave	Unsignalized	City	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	2	-	-	-	0	2		
393	7th St	Berkeley Dr	Unsignalized	City	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	-	-	-	0	1		
394	Western Ave	W North Ave	Unsignalized	City	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	-	-	-	0	1		
395	Conception Dr	W North Ave	Unsignalized	City	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6	6	-	-	-	1	1		
396	12th St	Laurel Ave	Unsignalized	City	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	-	-	-	0	1		
397	W St	Chesnut Ave	Unsignalized	City	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	-	-	-	0	1		
398	Lavender Way	Crown Cir	Unsignalized	City	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	-	-	-	0	1		
399	Seabreeze Way	Summerwood Ln	Unsignalized	City	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	-	-	-	0	1		
400	Riverside Dr	Oak Ave	Unsignalized	City	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	11	11	-	-	-	1	1		
Total					6	55	173	434	663	88	101	422	484	111	10	72	43	75	94	146	142	155	176	111	120	121	117	125	118	-	-	-	668	1331			

ID	Street Name	Boundary	Length (mi)	Facility Type	Severity					Type										Year											HSM Severity Ranking (EPDO)	LSM Severity Ranking (EPDO)	24-Hour Entering Volume	Fatal + Injury Crash Rate	Overall Crash Rate	Fatal + Injury	Total	
					Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturned Vehicle/ Pedestrian	Other/Not Listed	Pedestrian	Bicycle	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022										
110809341232	X St	Airport Ave to College Ave	0.08	City	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	-	-	0	1
110809341241	Y St	Laurel Ave to Ocean Way	0.32	City	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	-	-	0	1	
110809341245	Z St	Airport Ave to Ocean Ave	0.63	City	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	6	-	-	1	1	
110809344872	Arnold Ave	Archer St to O St	0.34	City	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	-	-	0	1	
Total					5	39	110	221	542	86	196	193	216	122	23	39	42	48	57	111	98	90	111	90	82	82	78	92	83	-	-	-	-	370	917			

Appendix C

Collision Maps

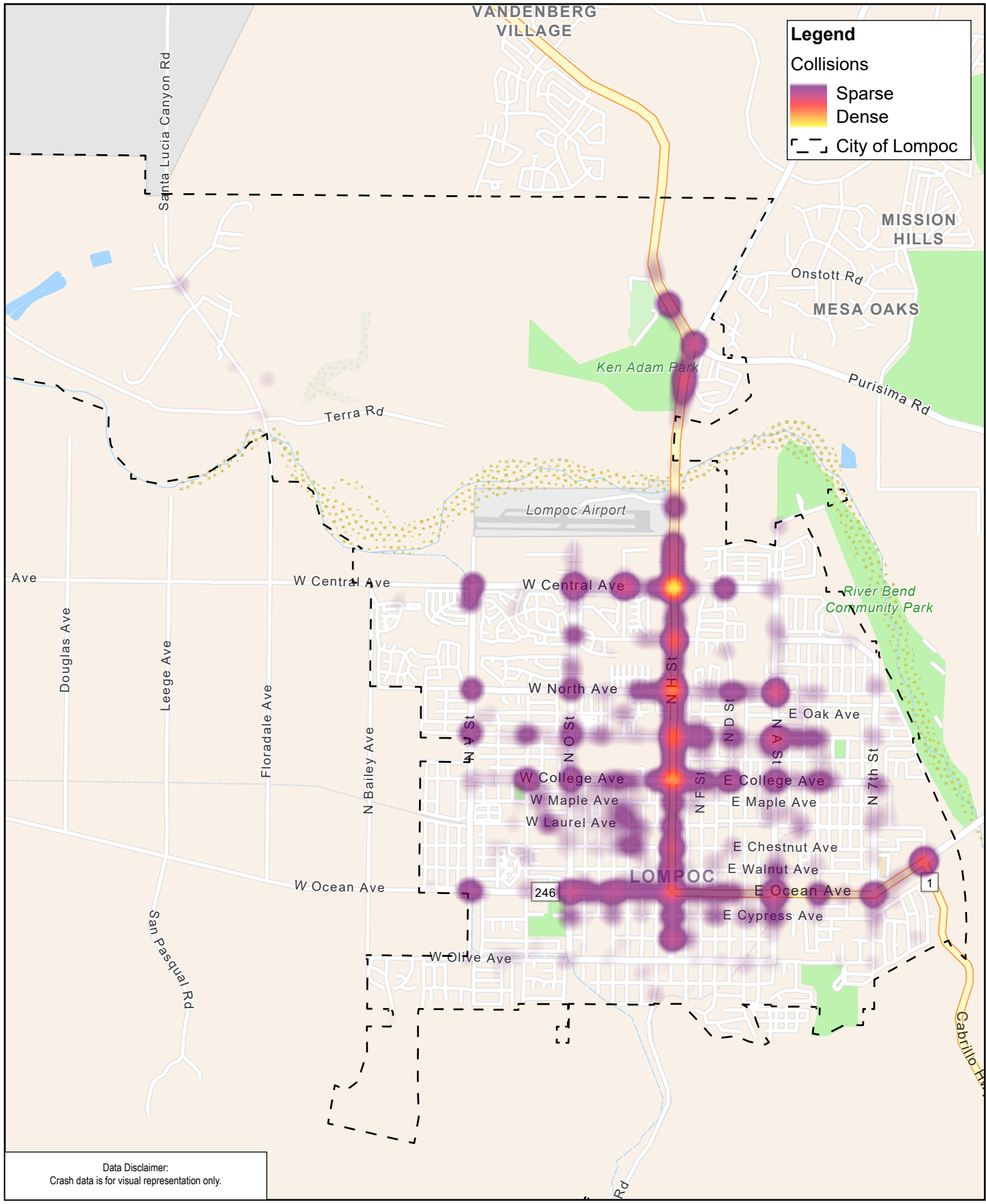


**CITY OF LOMPOC
LOCAL ROAD SAFETY PLAN**

Project No. 12615708
Revision No. -
Date 11/16/2023

VICINITY MAP

FIGURE 1



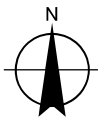
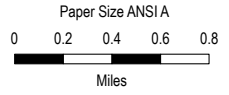
Legend

Collisions

- Sparse
- Dense

City of Lompoc

Data Disclaimer:
Crash data is for visual representation only.



Map Projection: Mercator Auxiliary Sphere
Horizontal Datum: WGS 1984
Grid: WGS 1984 Web Mercator Auxiliary Sphere

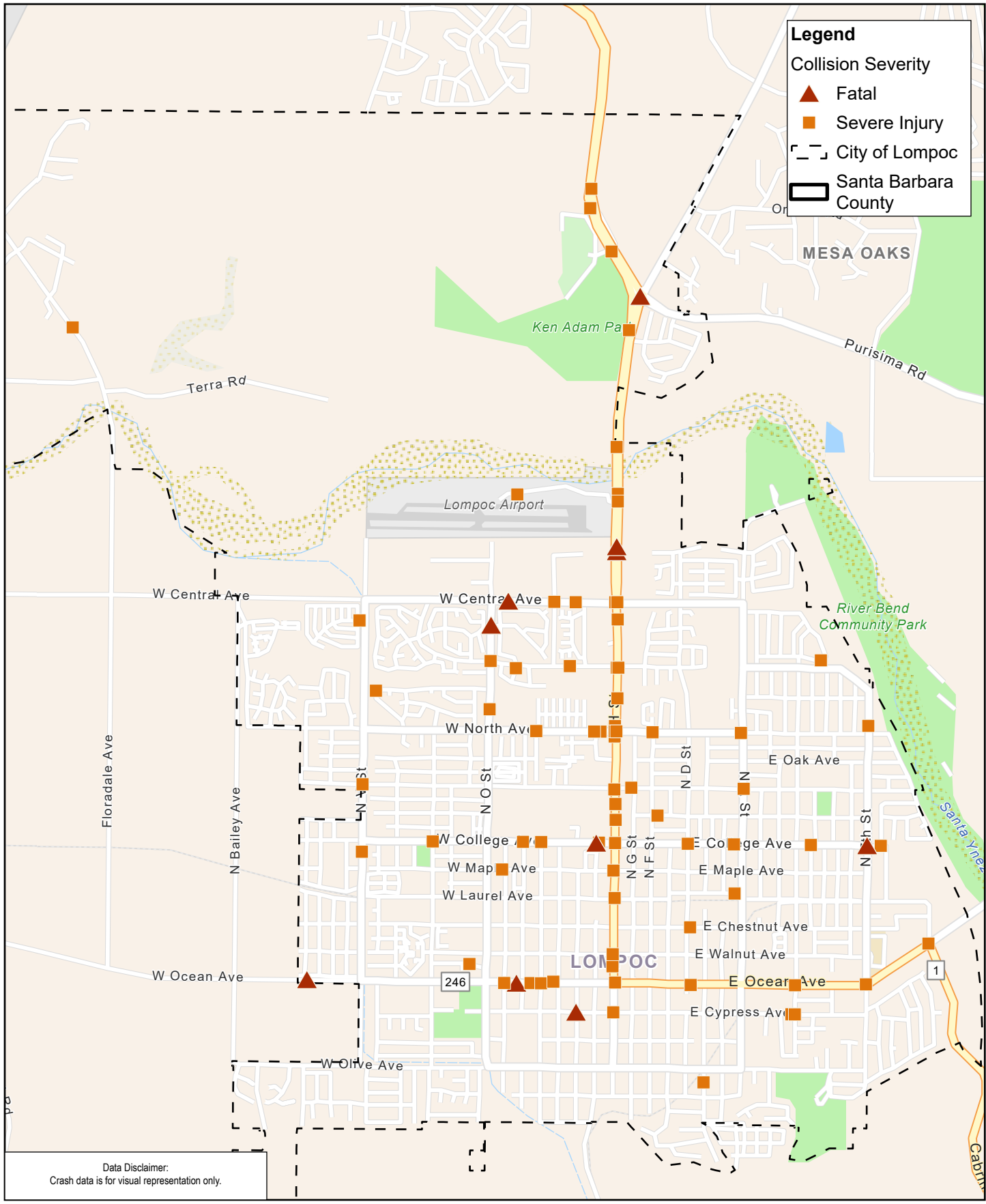
**CITY OF LOMPOC
LOCAL ROAD SAFETY PLAN**

**COLLISION DENSITY
BETWEEN 2013 AND 2022**

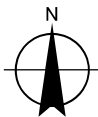
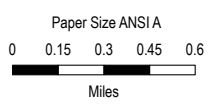
Project No. 12615708
Revision No. -
Date 8/28/2023

FIGURE 1

Source: World Navigation Map; California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA. Created by: edarker
Print date: 28 Aug 2023 - 08:19



Data Disclaimer:
Crash data is for visual representation only.



**CITY OF LOMPOC
LOCAL ROAD SAFETY PLAN**

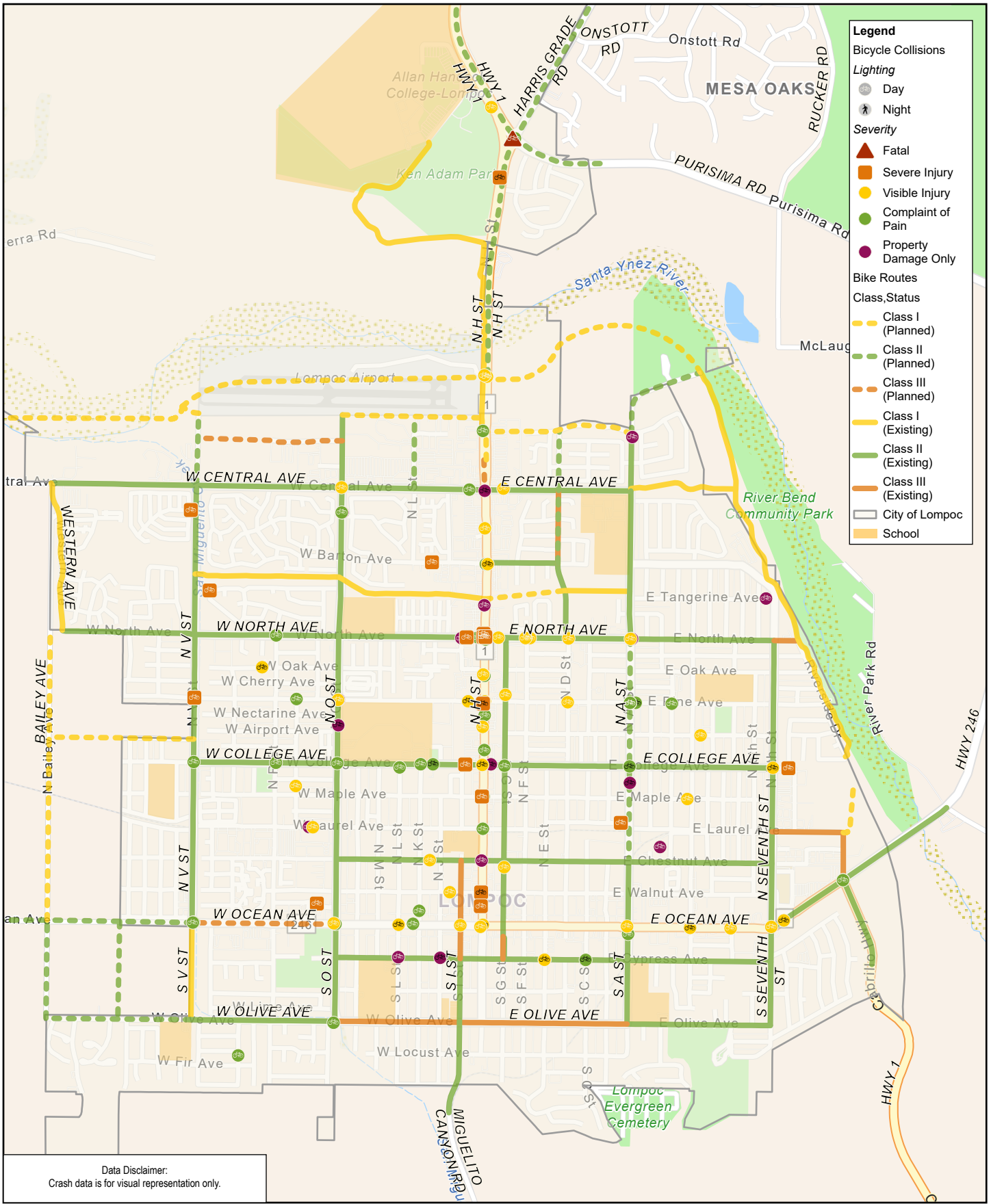
**FATAL AND SEVERE INJURY COLLISIONS
BETWEEN 2013 AND 2022**

Project No. 12615708
Revision No. -
Date 8/28/2023

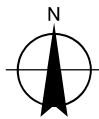
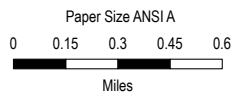
Map Projection: Mercator Auxiliary Sphere
Horizontal Datum: WGS 1984
Grid: WGS 1984 Web Mercator Auxiliary Sphere

FIGURE 1

Source: World Navigation Map; California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA. Created by: edarker
Print date: 28 Aug 2023 - 08:30



Data Disclaimer:
Crash data is for visual representation only.

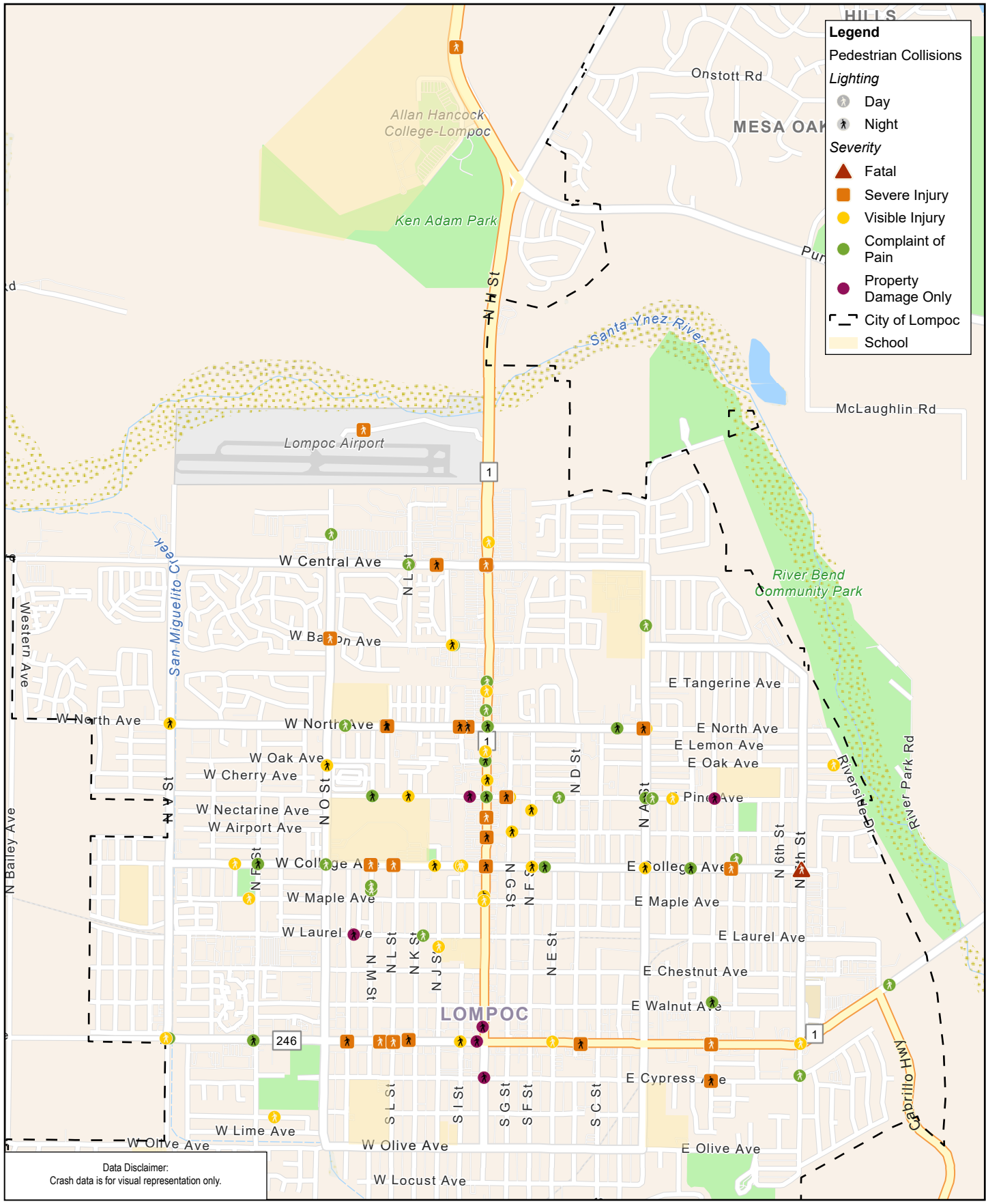


CITY OF LOMPOC
LOCAL ROAD SAFETY PLAN

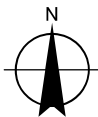
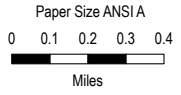
**BICYCLE COLLISIONS
BETWEEN 2013 AND 2022**

Project No. 12615708
Revision No. -
Date 11/29/2023

FIGURE 1



Data Disclaimer:
Crash data is for visual representation only.



CITY OF LOMPOC
LOCAL ROAD SAFETY PLAN

**PEDESTRIAN COLLISIONS
BETWEEN 2013 AND 2022**

Project No. 12615708
Revision No. -
Date 11/29/2023

Map Projection: Mercator Auxiliary Sphere
Horizontal Datum: WGS 1984
Grid: WGS 1984 Web Mercator Auxiliary Sphere

FIGURE 1

Source: World Navigation Map; California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc., METI/INASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA.
Print date: 29 Nov 2023 - 14:56
Created by: edarkr

