



Local Roadway Safety Plan

Final Document

City of Carpinteria

April 11, 2022



DOCUMENT SIGNATURE SHEET

This Local Roadway Safety Plan for the City of Carpinteria has been prepared under the direction of the following Professional Engineer. The Registered Civil Engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



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April 11, 2022

Date

Acknowledgements

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

City of Carpinteria

Mayor and Council Members

Public Works Department

County of Santa Barbara

Public Works Department

Sheriff's Department

Santa Barbara County Association of Governments

Carpinteria-Summerland Fire Department

Caltrans, District 5

Santa Barbara Bicycle Coalition & Coalition for Sustainable Transportation

Carpinteria Unified School District

Santa Barbara Metropolitan Transit District

Boys and Girls Club

Ventura County Transportation Commission

Central Coast Alliance United for a Sustainable Economy

Executive Summary

In 2020, the City of Carpinteria was awarded a state grant from Caltrans to perform a Local Roadway Safety Plan (LRSP). The LRSP is a requirement for Cycle 11 of the Highway Safety Improvement Program (HSIP). The LRSP grant application included a citywide analysis of the roadway system in Carpinteria comprising of the current collisions patterns and high-risk roadway characteristics (systemic analysis). Carpinteria's goal is to identify safety countermeasures to help mitigate the City's primary crash type trends and reduce the overall collision severity.

The LRSP is a collaborative process that is similar to a Systemic Safety Analysis Report (SSAR) except a LRSP has a local leadership group that represents the 5 E's (not just engineering) and public engagement. **The 5 E's of traffic safety include Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies.**



This holistic approach allows certain areas of concern not showing a crash pattern to be analyzed. Also, it fosters local, state, and agency partnerships to advance local road safety.

In following the overall LRSP process, a Stakeholder Working Group (Working Group) was formed with the city as the lead and local organizations from the 5 E's and anyone with an interest in improving the City's roadway safety. This group gathered for meetings to discuss the overall collision analysis, goals, priorities, safety recommendations, and overall development of the safety plan.

Based on the past 5 years collision analysis and the City's Stakeholder Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge Areas including but not limited to:

1. Intersections
2. Aggressive Driving/Speed Management
3. Bicyclists
4. Pedestrians
5. Distracted Driving

In addition, the vision, mission statement, and goals were established in guiding the development of the LRSP. It was also decided that the LRSP for the City of Carpinteria would be a living document that is updated as needed with official adopted updates every five (5) years per HSIP requirements.

Data analysis, public input, and City feedback helped to determine the priority locations in the city. These locations, along with their proposed countermeasures, are shown in the tables below.

Priority Intersections and Recommended Countermeasures

Intersection	Recommended Countermeasures
City Jurisdiction	
Carpinteria Ave / Casitas Pass Rd	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)
	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (coordination, phases, red, yellow, or operation)
	Overall enforcement during school hours
Linden Ave / 9th St¹	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
	OR
	Evaluate conversion to all-way stop control ²
Carpinteria Ave / Holly Ave	Improve sight distance to intersection (Clear Sight Triangles)
	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
Carpinteria Ave / Palm Ave	This intersection is in the process of being converted to a traffic signal and should be evaluated during the next update to the LRSP to allow for sufficient data analysis.
Carpinteria Ave / Linden Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
	Improve signal timing (coordination, phases, red, yellow, or operation)
	Install pedestrian crossing
	Install advance stop bar before crosswalk (Bicycle Box)
Carpinteria Ave / Concha Loma Rd	Add intersection lighting
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs
	Improve sight distance to intersection (Clear Sight Triangles)
	Install pedestrian crossing at uncontrolled locations (with enhanced safety features)

¹ Another location is at Linden Ave and 8th St. Due to low collision severity (4 property damage only collisions in past 5 years) at 8th Street, 9th Street was prioritized.

² Conversion to All-Way Stop Control must meet CA MUTCD warrants through an engineering study

Priority Segments and Recommended Countermeasures

Segment	Recommended Countermeasures
City Jurisdiction	
Carpinteria Ave (Dump Rd to Bailard Ave)	Install dynamic/variable speed warning signs
	Install centerline rumble strips/stripes
	Remove or relocate fixed objects outside of Clear Recovery Zone (where feasible) ¹
	OR
Carpinteria Ave (Casitas Pass Rd to Dump Rd)	Install delineators, reflectors and/or object markers
	Evaluate installation of separated bike lanes (where feasible) ¹
	Install dynamic/variable speed warning signs
	Improve sight distance at major driveways by evaluating the removal of parking directly at driveways
Casitas Pass Rd (US 101 SB Ramps to Carpinteria Ave)	Install dynamic/variable speed warning signs
	Remove parking near Carpinteria Ave intersection
	Install bike conflict markings at intersection mixing zones and major driveways
Ogan Rd (Via Real to Casitas Pass Rd)	Install edgelines and centerlines
	Speed enforcement
Casitas Pass Rd (Ogan Rd to Via Real)	Evaluate installation of chevron signs on horizontal curves
	Install dynamic/variable speed warning signs
Via Real (Cravens Ln to Santa Monica Rd)	Install delineators, reflectors and/or object markers
	Install dynamic/variable speed warning signs
	Evaluate installation of separated bike lanes (where feasible) ¹
Carpinteria Ave (Santa Ynez Ave to Holly Ave)	Evaluate installation of separated bike lanes (where feasible) ¹
	Improve sight distance at major driveways by evaluating the removal of parking directly at driveways
	Overall enforcement
Carpinteria Ave (Linden Ave to Casitas Pass Rd)	Evaluate installation of separated bike lanes (where feasible) ¹
	Install Rectangular Rapid Flashing Beacon (RRFB)
	Install bike conflict markings at intersection mixing zones and major driveways
	Speed enforcement

¹ Site specific analysis required to determine feasibility of recommended countermeasure. Constraints could include existing roadway width, parking, encroachments, etc.

These priority intersections and segments should be evaluated with other similar high-risk locations with similar characteristics in application of a countermeasure systemically. Some systemic applications could be pedestrian

leading intervals at signalized intersections and segment lighting. These recommended countermeasures are listed below.

Systemic Safety Countermeasures

Location	Type of Countermeasure	Countermeasure
Citywide	Education	Pedestrian education campaign (crossing at crosswalks, wearing high-visibility clothing at night, etc.)
	Education	Biking education campaign (bicycle rules of the road - stopping at signs, riding in proper direction, etc)
	Engineering	RRFBs at uncontrolled crosswalks
	Engineering	Evaluate curve warning signs
	Enforcement	Speed and DUI enforcement
Signalized Intersections	Engineering	Improve signal timing
	Engineering	Improve signal hardware (includes installation of retroreflective borders)
	Engineering	Modify phasing to implement a Leading Pedestrian Interval (LPI)
Segments	Engineering	Evaluate installation of separated bike lanes (where feasible) ¹
	Engineering	Install bike conflict markings at major driveways
	Engineering	Install segment lighting

¹Site specific analysis required to determine feasibility of recommended countermeasure. Constraints could include existing roadway width, parking, encroachments, etc.

Additionally, countermeasures and strategies that cover the other 4 safety E's were recommended. These are shown below.

Strategy Type	Recommended Strategy
Education	Bicycle and pedestrian safety campaigns
	Create a database of near misses in the City through encouraging public reporting of near misses through service requests
	Partner with SB Bike/COAST and regional partners
	Safe routes to school maps and outreach at schools
	Social media blasts with quick education tools for all users
	Dangers of speeding/speed management campaigns
	Driver education, distracted driving campaigns
Emerging Technologies	ITS infrastructure, web/mobile application (apps) and smart cities practices
	Crash warning system
	Changeable message signs
	Bicycle detection
	Upgraded controllers for flashing yellow arrows and leading pedestrian intervals
	Install touchless Accessible Pedestrian Signals
Enforcement	Targeted speed enforcement
	Focused DUI check points or routine stops
	Increasing number of traffic enforcement officers through Office of Traffic Safety grants
	Add a motorcycle officer for enforcement and safety campaigns
	Distracted driving enforcement
Emergency Response	Emergency preemption at signalized intersections
	Maintain and improve access for emergency vehicles
	Disaster preparedness plan

The City of Carpinteria may also choose to develop programmatic strategies such as those listed below.

Program ¹	Description
Safe Routes to School Planning	This program encourages walking and biking to school through infrastructure improvements and increased enforcement on the identified routes, as well as through safety education and tools and incentives.
Neighborhood Traffic Management	This would be a program or policy that identifies traffic calming measures suitable for the local neighborhoods and any implementation plan as necessary.
Collaborative and Targeted Enforcement	This program allows the community to work with the local enforcement agency to determine locations where targeted enforcement is needed.
Safety Education Programs	These programs can range from bicycle and pedestrian safety to safe and smart driving education to bring awareness and safe practices to all road users.
Council Adopted Traffic Safety Policy	This policy can be along the lines of Vision Zero or Safe Systems Approach that is geared specifically toward the City of Carpinteria.
¹ These programs will require funding and support to be implemented	

It is noted that there are funding opportunities that don't require a collision history (High Safety Improvement Program (HSIP) set-aside funding). Last call (HSIP Cycle 10) had set-aside funding for pedestrian crossing enhancements, edgelines, guardrail, and tribes. In addition, the upcoming HSIP Cycle 11 (due to come out in April/May 2022) might include a set aside for bicycle safety projects. Therefore, this gives the City the opportunity to prioritize locations that could benefit for a safety improvement before a collision issue exists.

Most of the proposed countermeasures are HSIP fundable (through benefit to cost ratio (BCR) or set aside funding). However, countermeasures can be implemented through other funding sources to include

- Active Transportation Program (ATP)
 - Next call for funding projects is scheduled to start in March 2022
- Congestion Mitigation and Air Quality (CMAQ) program
- Sustainable Transportation Planning Grant (Sustainable Communities)
- Office of Traffic Safety grants
- Stimulus funding sources
- Regional funding sources (Measure A grant funding)
- Capital Improvement Program or with on-going maintenance work

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Appendices

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List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
APS	Accessible Pedestrian Signal
ATP	Active Transportation Program or Plan
BCR	Benefit to Cost Ratio
BUI	Biking Under the Influence
CA MUTCD	California Manual on Uniform Traffic Control Devices
CMAQ	Congestion Mitigation and Air Quality
DUI	Driving Under the Influence
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
FSI	Fatal or Severe Injury
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
LRSM	Local Roadway Safety Manual
LRSP	Local Roadway/Road Safety Plan
PCF	Primary Collision Factor
PDO	Property Damage Only
SBCAG	Santa Barbara County Association of Governments
SHSP	Strategic Highway Safety Plan
SSAR	Systemic Safety Analysis Report
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System

1. Introduction

The project involves the development of a Local Roadway Safety Plan (LRSP), which provides local agencies an opportunity to address unique roadway safety needs in their jurisdictions. This comprehensive document will both help to guide City in safety countermeasures and allow eligibility for funding in future HSIP applications. The process of preparing an LRSP creates a framework to systematically identify and analyze local safety problems and recommend engineering safety improvements for future Highway Safety Improvement Program (HSIP) funding.

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**).



Figure 1 California SHSP (2020-2024)

The City and GHD will follow the Federal Highways Administration's (FHWA) Local Road Safety process in the following six (6) steps as shown in **Figure 2**:



Figure 2 FHWA's LRSP Development Process

In working with the first step of establishing leadership, John L. Ilasin, the Public Works Director from the City of Carpinteria was identified as the Safety Champion/Lead for this project with a stakeholder working group that consisted of the other E's (enforcement, education, emergency response, and emerging technologies) and other important safety partners. This stakeholder working group was paramount in creating a comprehensive safety plan that is tailored to address the local needs and issues.

2. Background

2.1 Purpose and Need

The City of Carpinteria is located at the southeastern corner of Santa Barbara County. This coastal city is located 12 miles east of Santa Barbara, California with an approximate population of 13,500. The Circulation Element of the City of Carpinteria's *General Plan/Local Coastal Land Use Plan & Environmental Impact Report* details the City's plan and goals for transportation-related needs in the City.

Focusing in on the roadway safety needs, the past six (6) years of collisions (2015-2020) were evaluated for the City and Caltrans roadways. For purposes of this analysis, Caltrans roadways include US 101 interchanges (where ramps intersect with City roadways) and State Routes 150 and 192 in City limits. Collisions on the northbound and southbound US 101 mainline and ramps were excluded from the analysis. During this period, there was one (1) fatal and nine (9) severe injury collisions on City roadways and one (1) fatal and one (1) severe injury on Caltrans roadways (see **Figure 3** for locations of these collisions). In improving roadway safety for the City of Carpinteria, it is important to focus on mitigating these high injury collisions. More information on these collisions can be found in **Section 4.2: Collision Data**.



Figure 3 Fatal and Severe Injury Collisions in the City of Carpinteria (2015-2020)

2.2 Standards and Guidelines

In developing the City of Carpinteria LRSP, the following standards and guidelines were followed:

1. "Local Roadway Safety, A Manual for California's Local Road Owners", Caltrans, Version 1.5, April 2020.
2. 2020-2024 California's Strategic Highway Safety Plan (SHSP), "California Safe Roads: 2020-2024 Strategic Highway Safety Plan", Caltrans.

3. "Developing Safety Plans, A Manual for Local Rural Road Owners", Federal Highway Administration, March 2012.
4. "Local and Rural Road Safety Briefing Sheets: Local Road Safety Plans," Federal Highway Administration, November 2014.
5. "Highway Safety Manual", American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
6. "California Manual of Uniform Traffic Control Devices (CA MUTCD)", Revision 5, 2014.
7. "National Roadway Safety Strategy", United States Department of Transportation, January 2022, <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>.

2.2.1 California Strategic Highway Safety Plan

The LRSP will complement California's SHSP 2020-2024. Per this plan the recommended challenge areas are shown in **Figure 4**. This plan will focus on challenge/emphasis areas that are determined through data analysis and stakeholder input.



Figure 4 SHSP Challenge Areas

2.2.2 Safe System Approach

The Federal Highway Administration (FHWA) is using the Safe System approach to work towards their goal of zero fatalities in vehicles. This approach coincides with the recent USDOT National Roadway Safety Strategy. In providing a comprehensive approach to safety, the Safe System approach is to design 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 Safe System Approach Principles and Elements 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.

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. With the passing of Assembly Bill (AB) 43, there will be flexibility in setting speed limits.

As shown in **Figure 5**, is a safe systems approach.



Source: FHWA.

Figure 5 Safe Systems Approach

2.3 Methodology

The LRSP methodology followed the FHWA's LRSP development process as shown in **Figure 6** and the Caltrans *Local Roadway Safety Manual* document.

Below is a roadmap created by the Federal Highway Administration to show the process of creating the Local Roadway Safety Plan. Here are the primary steps used to create this plan:

1. **Identify Stakeholders**
 - i) Working Group was formed of the 5 E's and other interested representatives.
2. **Use Safety Data**
 - i) Past 5 years of collisions were analyzed with discussion of other high-risk locations.
3. **Chose Proven Solutions**
 - i) FHWA Proven Countermeasures and Caltrans safety countermeasures were used in mitigation collision trends and risk characteristics.
4. **Implement Solutions**

- i) Projects were identified for specific locations and systemically.



Figure 6 FHWA's LRSP Development Map (Source: Federal Highway Administration)

3. Safety Partners/Stakeholders

For the development of the LRSP, a LRSP stakeholder working group was formed and two meetings were held with various opportunities for feedback to include comments on the Draft LRSP document. In addition, there were two (2) presentations to the Traffic Safety Committee and one (1) presentation to the Public Facility Site Acquisition/Development Committee for feedback and guidance in the development of the plan and overall Draft LRSP document.

3.1 LRSP Stakeholder Working Group Members

Based on community connections, the City of Carpinteria led the formation of the LRSP Stakeholder Working Member Group. This leadership group was crucial in the development of the LRSP and helped in capturing the safety needs, goals, and priorities including safety countermeasures for the City of Carpinteria.

The LRSP Stakeholder Working Group included the following representatives:

- City of Carpinteria
- County of Santa Barbara
- Santa Barbara County Association of Governments
- Santa Barbara County Sheriff's Department
- Carpinteria-Summerland Fire Department
- Caltrans – District 5
- Santa Barbara Bicycle Coalition
- Carpinteria Unified School District
- Santa Barbara Metropolitan Transit District
- Boys and Girls Club
- Ventura County Transportation Commission
- Central Coast Alliance United for Sustainable Economy
- Coalition for Sustainable Transportation



GHD was contracted to facilitate the Local Roadway Safety Plan process.

3.2 LRSP Stakeholder Working Group Meetings

Two meetings were held with the stakeholder working group. The virtual meetings were as follows:

1. September 30, 2021 – 10 a.m. to 12 p.m.
 - a. Discussed the LRSP overall process, working group member's safety priorities, past 5 years of collisions (City and Caltrans roadways), vision, goals, and priorities.
2. January 6, 2022 – 10 a.m. to 12 p.m.
 - a. Reviewed first meeting, discussed public comments and ways to address their concerns, recent developments, safety countermeasures and projects, refined of LRSP's guiding principles, and coordinated next steps.

The meeting summaries for the stakeholder working group meetings are in **Appendix A: Stakeholder and Public Input**. The stakeholder working group also provided their feedback and comments on the Draft Local Roadway Safety Plan document before the plan was finalized. With many of the safety countermeasures to include engineering,

enforcement, and emergency response, it is important to have buy off from the stakeholders in understanding how the plan will be implemented.

3.3 Traffic Safety Committee Meetings

GHD presented to the Traffic Safety Committee at the beginning of the LRSP and at the Draft LRSP completion. These in person meetings were as follows:

3. July 21, 2021 – 4 p.m. to 6 p.m.
 - a. Discussed the LRSP overall process, possible working group members, past 6 years of collisions (City and Caltrans roadways), scope of work, and public engagement
4. January 19, 2022 – 4 p.m. to 6 p.m.
 - a. Discussed the 1st and 2nd Stakeholder meeting, public engagement, safety countermeasures and projects, LRSP's guiding principles (Vision, Mission, and Goals), and overall Draft LRSP Document.

The GHD team incorporated the feedback and guidance from the Traffic Safety Committee into the LRSP document.

3.4 Public Facility Committee Meeting

GHD presented to the Public Facility Site Acquisition/Development Committee on March 4, 2022. This included the overall LRSP process, safety partners/stakeholders, collision analysis, public engagement, safety countermeasures, Draft LRSP document, and next steps. All feedback from this meeting was incorporated into the Final Draft Document.

3.5 SHSP Challenge/Emphasis Areas

Based on the collision data analysis and input from stakeholders, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge Areas including:

1. Intersections
2. Aggressive Driving/Speed Management
3. Bicyclists
4. Pedestrians
5. Distracted Driving

3.6 Vision, Mission Statement, and Goals

The members of the stakeholder working group coordinated to establish the vision, mission statement, and goals that guided the development of the document. Ideally, this document will help the city move toward Vision Zero with a Safe Systems Approach. The aim of Vision Zero is to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Traditionally traffic deaths and severe injuries have been considered as inevitable side effects of modern life. The reality is that these tragedies can be addressed over time by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

3.6.1 Vision

A vision statement describes what the Local Roadway Safety Plan is trying to achieve.

To eliminate fatal and severe injury collisions with a safe systems approach to roadway safety in providing a multimodal system for all users, whether it is walking, biking, driving, or taking transit.

3.6.2 Mission Statement

The mission statement defines the purpose of the plan, what it does, and what it is about. The mission statement was developed in collaboration with the working group.

Provide a safe, sustainable, and equitable multimodal transportation system for all users of the public roadways.

3.6.3 Goals

Safety goals were developed for the Local Roadway Safety Plan. It is important to capture realistic goals that can be measurable or evolve over time.

- **Goal #1:** Strive toward zero fatal and severe injury collisions citywide
- **Goal #2:** Improve multimodal transportation safety by expanding the City's non-motorized transportation infrastructure
- **Goal #3:** Improve safety around schools with a connected multimodal system, enhanced crossings, and education and enforcement
- **Goal #4:** Increase walking, biking, rolling (wheelchair, skateboard, scooter, etc.) to downtown district, to work, and to school
- **Goal #5:** Reduce speeding collisions through engineering, enforcement, and education strategies
- **Goal #6:** Reduce improper turning and backing collisions in the downtown area with speed and parking management
- **Goal #7:** Reduce pedestrian and bicycle collisions with enhanced crossings and multimodal accommodations

4. Analyze Safety Data

4.1 Recent/Planned Safety Projects

The City of Carpinteria conducted previous safety analysis that developed the following safety projects.

- **Installation of Traffic Signal:** Traffic signal at Carpinteria Avenue and Palm Avenue is currently in design and will tentatively start construction in early 2022



- **Pedestrian Hybrid Beacon (HAWK):** High-Intensity Activated Crosswalk beacon (HAWK) in design and waiting for encroachment permit from Caltrans at Foothill Road (SR 192) and Carpinteria High School. This was prompted by a collision in 2020 where two high school students were walking in the crosswalk walking their bikes and were hit by a vehicle that violated pedestrian right of way.



4.2 Collision Data

The City of Carpinteria collision data was gathered using the Statewide Integrated Traffic Records System (SWITRS) and City collision records provided by the Santa Barbara County Sheriff's Office. Each data set was analyzed, crosschecked, and compiled into one complete comprehensive data set. This process was done to ensure that all

reported collisions occurring within the city are accounted for and to provide additional information that one system may not have captured. The data set contains six complete years' worth of collisions spanning from January 1, 2015 to December 31, 2020. In addition, 2021 data was provided by the City from January 1 to May 21 but was not analyzed for this LRSP.

During the six-year period between 2015 and 2020, a total of 380 collisions were reported in the City of Carpinteria. These collisions were classified based on roadway jurisdiction (City or Caltrans). Collisions were further categorized into intersection related collisions and roadway segment related collisions with a separate focus on the City and Caltrans jurisdiction roadways. Mainline collisions along US 101 were not included in the dataset.

The pie chart in **Figure 7** depicts the number of collisions by roadway jurisdiction and collision location (intersection or segment). The highest number of collisions were at city intersections (209 collisions).

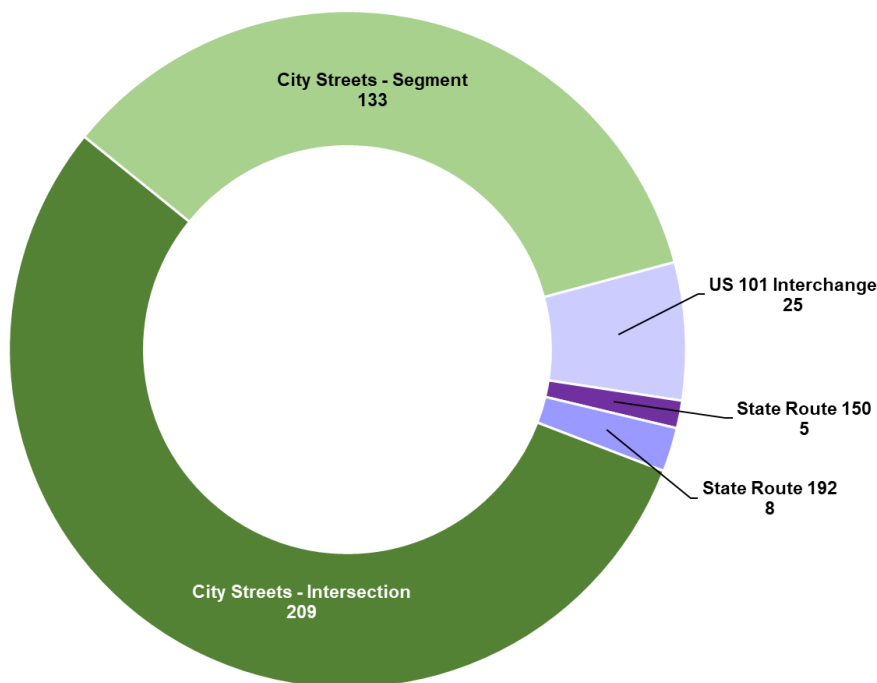


Figure 7 Total Collisions within the City of Carpinteria (2015-2020)

4.2.1 Collisions on City Roadways

There were 342 collisions recorded on the city roadways between 2015 and 2020. **Figure 8** shows the breakdown of collisions by year and severity. The highest number of collisions were reported in 2015. As shown on the collision density map (see **Figure 9** below), areas with high density of collisions include Carpinteria Avenue through the downtown area and Casitas Pass Road. There was 1 fatal collision and 9 severe injury collisions on the City roadways. **Figure 10** displays the top 5 violation categories and the number of collision types per category. Unsafe speed was the top violation category with the majority of collision type as rear end.

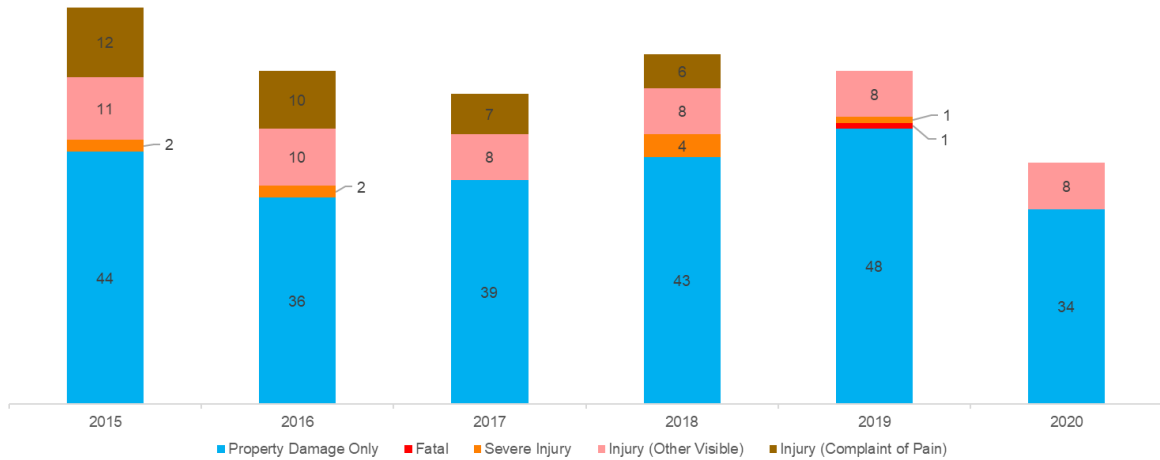


Figure 8 Collisions by Year on City of Carpinteria Roadways (2015-2020)

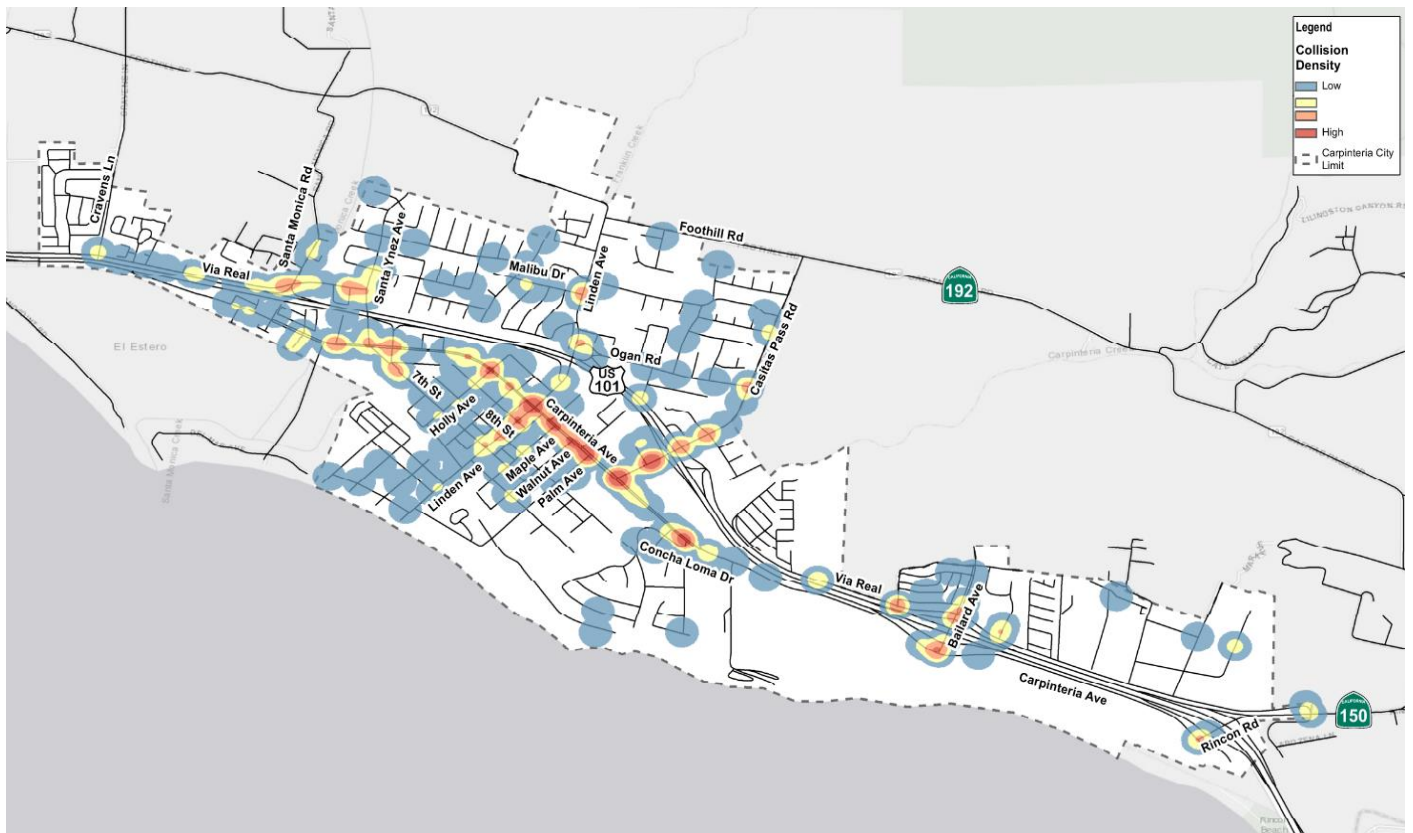


Figure 9 Collision Density on City Roads (2015-2020)

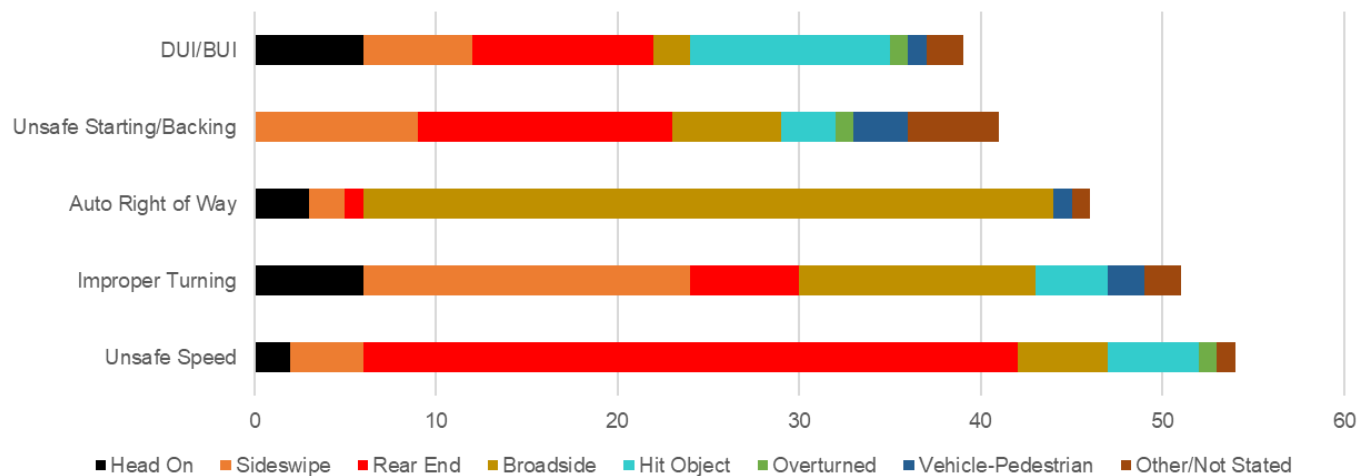


Figure 10 Top Violation Categories for Collisions on City Roadways (2015-2020)

Figure 11 summarizes the city collisions based on severity and type. The main collision type was rear end followed by broadside. The majority of collisions were recorded as property damage only with 28.6% of the collisions in the past six years recorded as fatal and injury collisions.

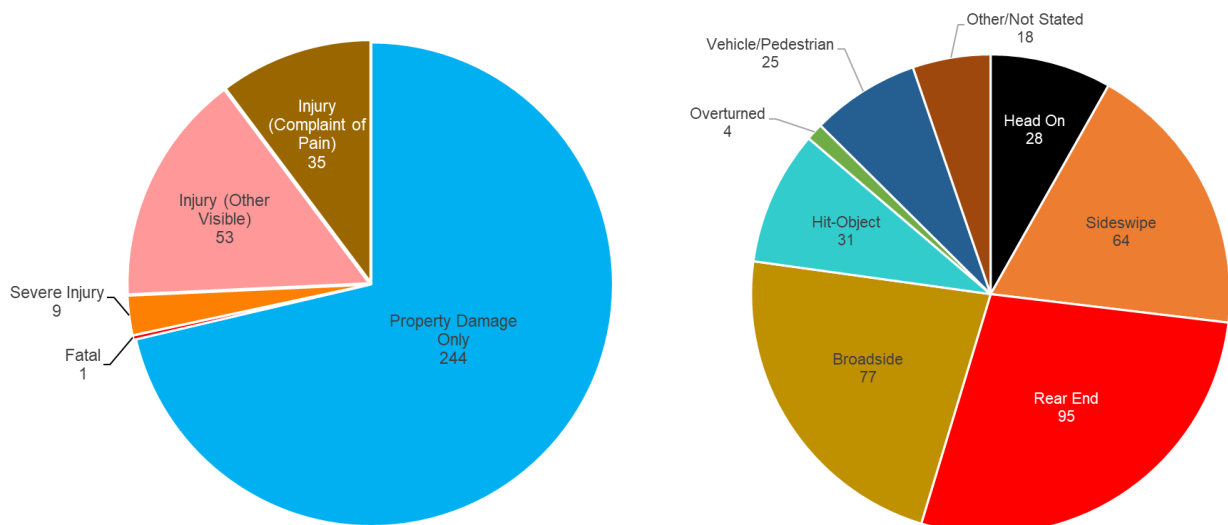


Figure 11 Summary of City Collisions (2015-2020)

The total number of collisions from the past 6-years (2015 to 2020) and Equivalent Property Damage Only (EPDO) ratings were assessed at the City locations to aid in the determination of the top study intersections and segments (refer to **Appendix B: Collision Data** for the breakdown of collision severity and violation type by intersection). EPDO measures the relative severity of a location based on the comprehensive costs associated with each severity of collision. The Highway Safety Manual's (HSM) EPDO methodology assigns weight based on equivalence to a property damage only (PDO) collision where a PDO has a weight of 1 and a fatality has a weight of 544. Per the Caltrans Local Roadway Safety Manual, it is recommended to rank locations with higher severity as higher focus.

Table 1 provides the comprehensive collision costs and associated EPDO weights that were used in ranking the collisions. These were based on data from Table 7-1 in the HSM. Comprehensive collision costs include both direct

and indirect costs. Direct crash costs include ambulance service, police and fire services, property damage, insurance, and other costs directly related to the crashes. Indirect collision costs account for the value society would place on pain and suffering or loss of life associated with the crash.

Table 1 Comprehensive Collision Costs and EPDO Weights (2018 dollars)

Severity	Comprehensive Costs	EPDO Weight
Fatal (K)	\$6,418,400	544
Severe Injury (A)	\$345,800	30
Minor Injury (B)	\$126,500	11
Non-Visible Injury (C)	\$71,900	6
PDO (O)	\$11,800	1
<i>Based on Table 7-1, Highway Safety Manual, 2010, Adjusted to 2018 dollars.</i>		

The intersection of Carpinteria Avenue and Casitas Pass Road had the highest EPDO score at 52 as well as the highest number of collisions (12 total collisions). **Table 2** shows the top intersections, per collision analysis. Further detailed collision analysis is in **Appendix B: Collision Data**.

Table 2 Top Intersections, per Collision Analysis

Primary Road	Secondary Road	EPDO	Total Collisions
Carpinteria Ave	Casitas Pass Rd	52	12
Linden Ave	9 th St	49	5
Carpinteria Ave	Holly Ave	45	6
Carpinteria Ave	Palm Ave	42	7
Carpinteria Ave	Linden Ave	40	10
Carpinteria Ave	Concha Loma Dr	17	7

The segment collisions were also analyzed by EPDO and total number of collisions. **Table 3** shows the top segments, per collision analysis. Carpinteria Ave from Dump Road to Bailard Avenue had the highest EPDO rating (546) due to a fatal collision.

Table 3 Top Segments, per Collision Analysis

Street Name	Boundary	EPDO	Total Collisions
Carpinteria Ave	Dump Rd to Bailard Ave	546	3
Carpinteria Ave	Casitas Pass Rd to Dump Rd	62	13
Casitas Pass Rd	US 101 SB Ramps to Carpinteria Ave	35	15
Ogan Rd	Via Real to Casitas Pass Rd	31	2
Casitas Pass Rd	Ogan Rd to Via Real	29	4
Via Real	Cravens Ln to Santa Monica Rd	12	12
Carpinteria Ave	Santa Ynez Ave to Holly Ave	17	7
Carpinteria Ave	Linden Ave to Casitas Pass Rd	20	5

4.2.2 Collisions on Caltrans Roadways

There were 38 collisions on roadways under Caltrans jurisdiction between 2015 and 2020. The locations included in this analysis are where US 101 interchanges intersect with City roadways (excludes US 101 mainline and ramp collisions), along SR 150, and along SR 192. As seen by the collision density map (see **Figure 12**), Via Real and Santa Monica Road has a high density of collisions with 7 total collisions with other “hot spots” at the Linden Avenue and Casitas Pass Road southbound ramps as well as the Bailard Avenue northbound ramps. In total, there was 1 fatal and 1 severe injury collision at Caltrans locations. The majority of collisions were property damage only.



Figure 12 Collision Density on Caltrans Roads (2015-2020)

Figure 13 summarizes the Caltrans collisions on the Interchanges based on severity and type.

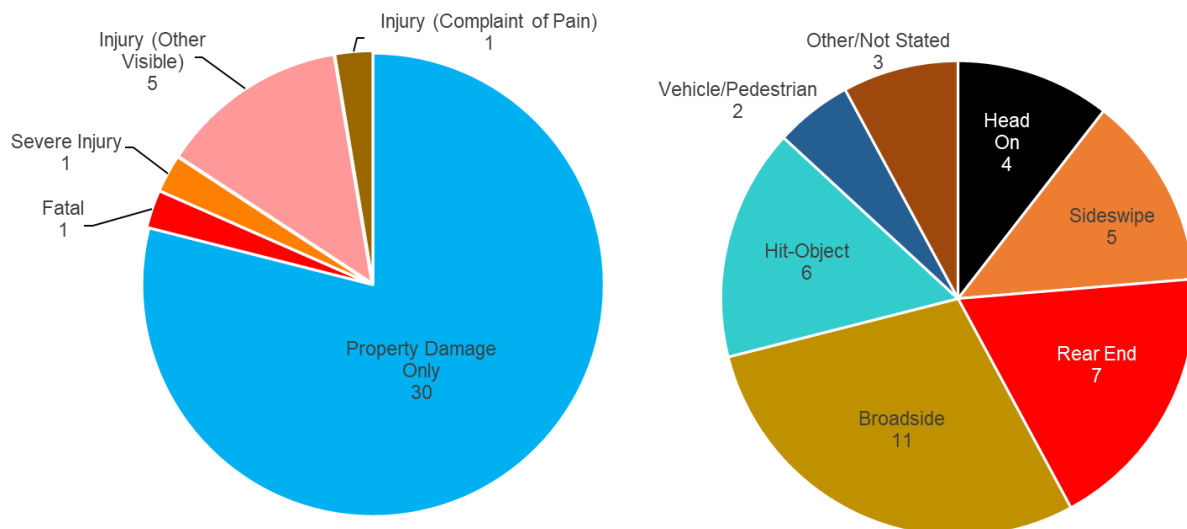


Figure 13 Summary of Caltrans-Related Collisions (2015-2020)

4.2.3 Collisions Related to Challenge Areas

4.2.3.1 Bicyclists

There was a total of 33 bicycle collisions on the City roadways and 5 on the Caltrans roadways. Of these collisions, none were fatal and 3 were severe injury collisions. The top 3 violation categories for bicycle-related collisions not including unknown/not stated are shown in **Figure 14** below. The primary collision type is broadside with the top violation category listed as automobile right of way. The majority of bicycle collisions were along Carpinteria Avenue. The location of each collision is outlined in **Figure 15**.

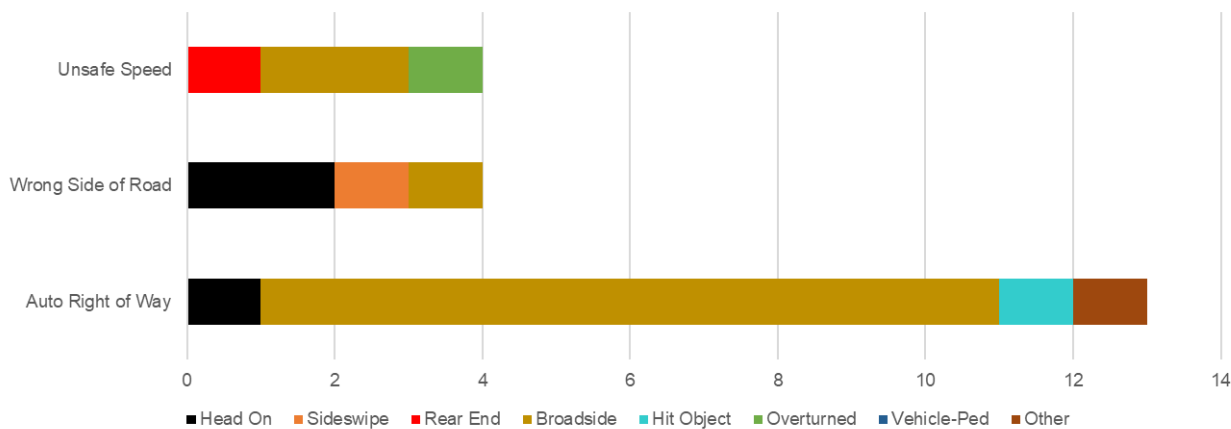


Figure 14 Top Violation Categories for Bicycle-Related Collisions (2015-2020)

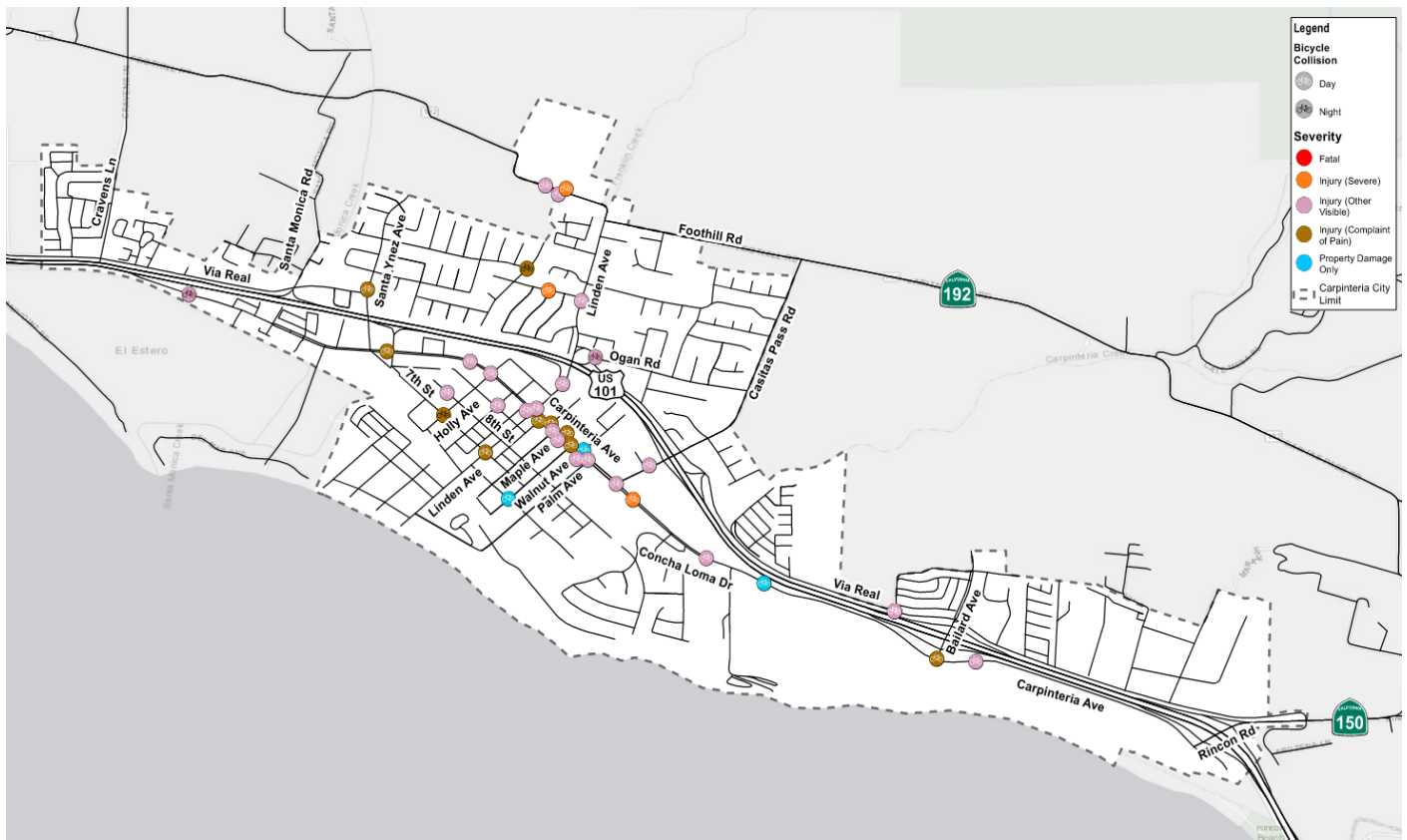


Figure 15 Map of Bicycle Collisions (2015-2020)

Trends in bicycle collisions include:

- Bicyclist failure to stop at stop signs or yield to oncoming traffic (occurred in 26% of collisions, 10 of 38)
- Driver failure to yield to oncoming traffic/road users (occurred in 37% of collisions, 14 of 38)
- Bicyclist riding wrong way and/or on the sidewalk (8% wrong way (3 of 38) and 5% on sidewalk (2 of 38))
- Improper lighting equipment on bicycles at night (occurred in 5% of collisions, 2 of 38)
- Bicyclist traveling at unsafe speeds (occurred in 16% of collisions, 6 of 38)
- Driver traveling at unsafe speed (occurred in 5%, 2 of 38)
- DUI/BUI (occurred in 8%, 3 of 38)
- Driver/Bicyclist abrupt lane departure (8% drivers (3 of 38) and 10.5% bicyclists (4 of 38))
- Other vehicles blocking sight for drivers (obstructed view but not sight distance issue) (8% of collisions, 3 of 38)
- Sun glare for drivers, unable to see bicyclists (occurred in 10.5%, 4 in 38)
- One bicycle collision due to door swing (1 of 38)
- **Of these collisions, 21% (8 of 38) involved minors biking to and from school**

4.2.3.2 Intersections

As mentioned in **Section 4.2**, there were 209 collisions at City intersections during the study period. These account for approximately 61% of all collisions on City roadways. The top collision type is rear end and a top violation category of unsafe speed. **Figure 16** outlines the top five violation categories and their associated collision types for the intersections.

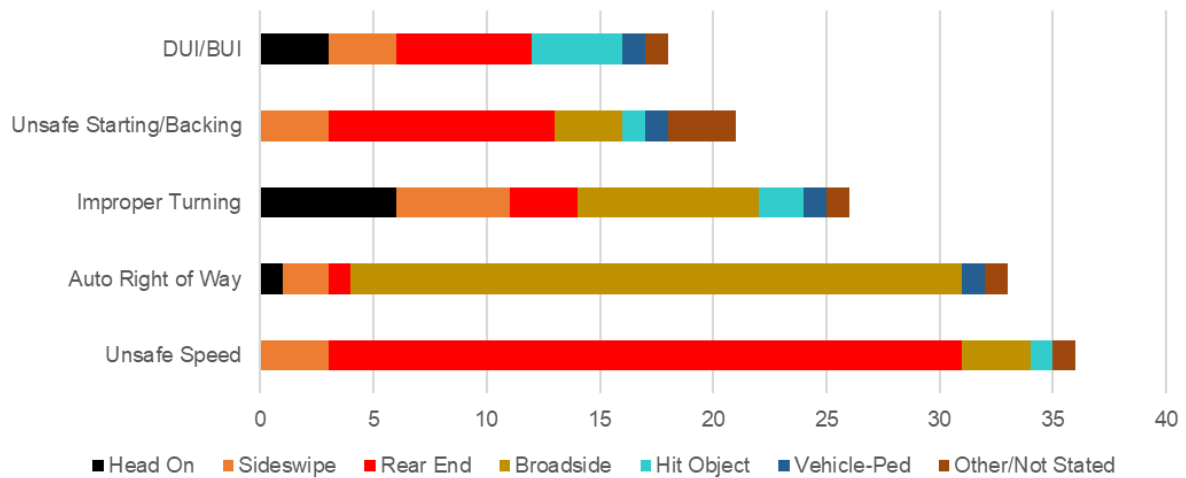


Figure 16 Top Violation Categories for Intersection Collisions (2015-2020)

4.2.3.3 Pedestrians

There were 26 total pedestrian collisions on the city roadways and 2 on Caltrans roadways. The pedestrian location at the time of collision, along with corresponding severity, is shown in **Figure 17**. Most pedestrians were crossing in a crosswalk at an intersection. No pedestrian collisions resulted in a fatality but 4 resulted in a severe injury. The mapped location of each collision is shown in **Figure 18**.

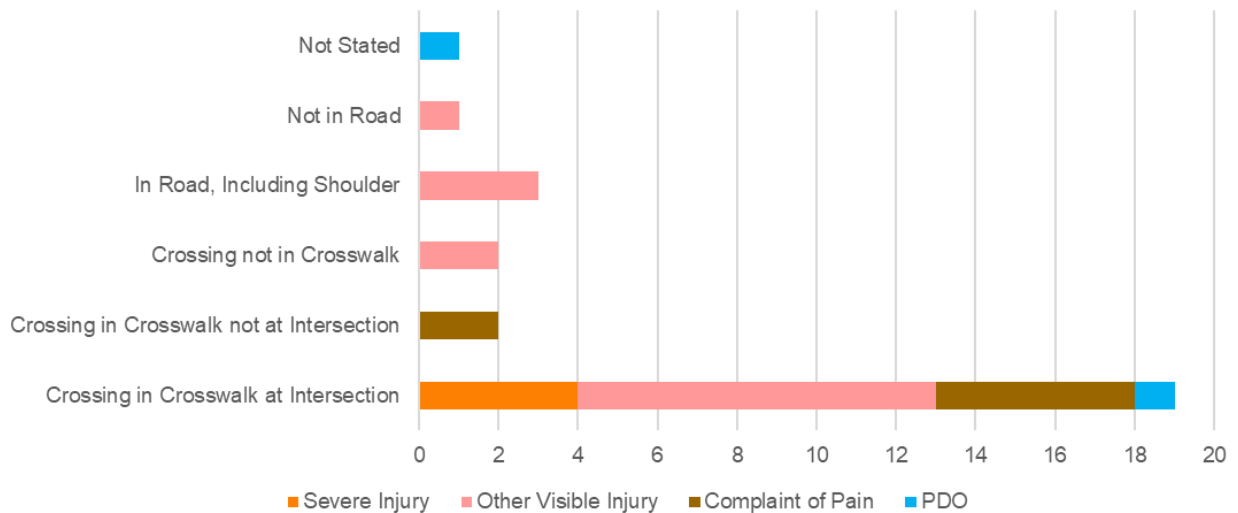


Figure 17 Pedestrian Location at Time of Collision (2015-2020)



Figure 18 Map of Pedestrian Collisions (2015-2020)

4.2.3.4 Distracted Driving

Distracted driving is categorized in collision data as inattention. Categories for inattention include cell phones (handheld or hands-free), electronic equipment, smoking, eating, children, animal, personal hygiene, and reading. From 2015 to 2020, there were eight collisions with at least one party cited due to inattention reported in the SWITRS database. Six collisions were on City roadways, one was at a US 101 interchange, and one was on SR 192. This is approximately two percent (2%) of all collisions. There was no fatal and one severe injury collision due to inattention. The severe injury collision involved the use of a hands-free cell phone while driving. **Figure 19** shows the breakdown of causes of inattention for these collisions.

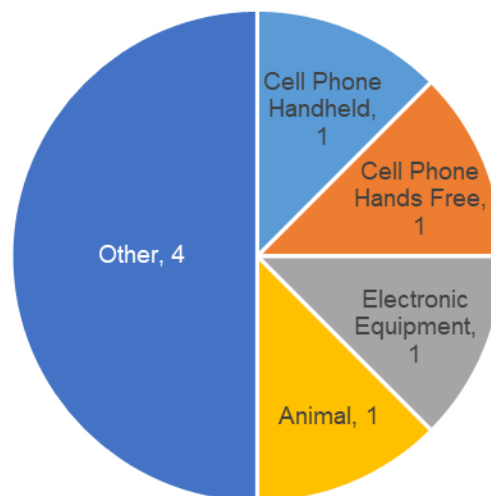


Figure 19 Types of Inattention (2015-2020)

4.2.3.5 Aggressive Driving

Aggressive driving can be quantified through collision data through unsafe speed violations. There were 54 collisions due to unsafe speed on City roadways between 2015 and 2020. This is approximately sixteen percent (16%) of all collisions on City roadways. Many of these collisions resulted in rear end collisions. There were no fatal or severe injury collisions, but 13 collisions were classified as minor injury collisions as a result of unsafe speed.

4.3 Field Reconnaissance

A field visit was performed on Wednesday, February 2nd to analyze the roadways throughout the City of Carpinteria and observe areas with high collision severity and incidents and areas of concern through public engagement. Information from this visit is compiled in **Appendix C: Field Reconnaissance**. In general, the following observations were made:

- During the day of the field visit, traffic volumes for observed roadways were low. No major congestion at intersections and road segments was observed.
- Vehicle speeds at observed roadways were around the posted speed limit. In general, aggressive driving was not observed.
- There was a high amount of pedestrian and bicycle activity throughout the City, especially around downtown areas along Carpinteria Avenue, Linden Avenue, 7th Street, and 8th Street.
- Pedestrian connectivity along the outskirts of the City is not continuous. Carpinteria Avenue in front of City Hall did not have sidewalk on all approaches.
- There is a significant number of uncontrolled crosswalks (at unsignalized intersections and mid-block) along Carpinteria Avenue. These crosswalks were highly utilized by pedestrians and bicyclists.
- In general, there was not a lot of cut-through traffic (from US 101 due to construction) observed to be using local roadways to bypass US 101.
- US 101 divides the north part of the City from the south side of the City. Vehicular and pedestrian access across the US 101 is somewhat limited to a few overpasses.
- The northern part of the City is mostly residential. Many commercial trucks were observed to be on Casitas Pass Road and Foothill Road (SR 192). These commercial, heavy vehicles are presumably accessing the agricultural land uses just outside of the City limit.
- The existing crosswalk across Foothill Road (SR 192) near Carpinteria High School was observed. During the time of the visit, there were no pedestrians crossing at this location. The crosswalk is utilized at the beginning and the end of school hours. Speeds along Foothill Road are high and there are a lot of heavy vehicles.



5. Public Engagement

5.1 Social Pinpoint Website

A project website was created on the Social Pinpoint platform to inform the public about the LRSP and provide a platform for input. **Figure 20** displays the homepage for the website found at lrsp.mysocialpinpoint.com/carpinteria. The project website had Google Translate enabled that could translate the webpage in over 100 languages and detect the user's browsers settings to automatically display the website in their language preference. In addition, the user could toggle the preferred language on the upper right corner of the webpage. Visitors to the page were invited to provide comments on an interactive project map and share their thoughts through a project survey. Comments from the interactive map and detailed results from the survey are included in **Appendix A: Stakeholder and Public Input**.

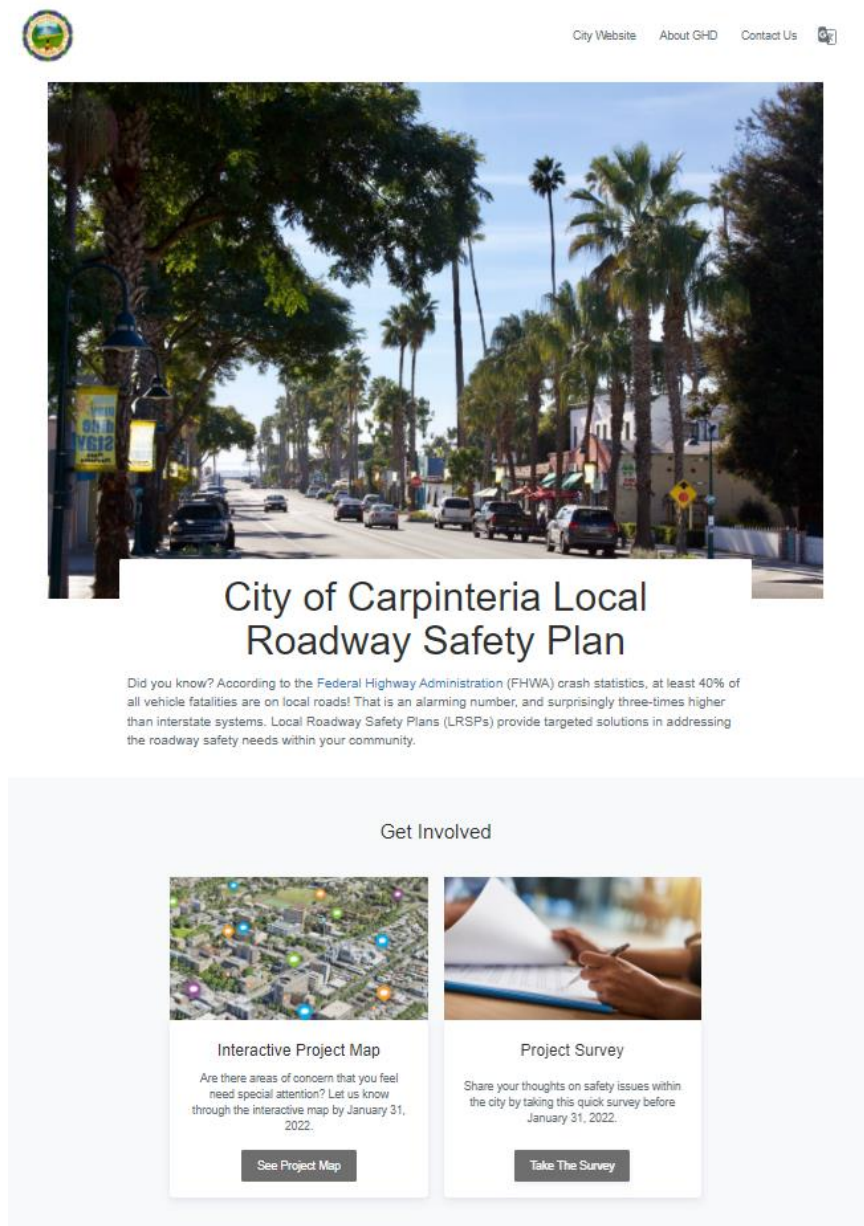


Figure 20 Public Website Home Page

During the public input period, 73 interactive map comments and 48 survey responses were collected.

5.1.1 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, pedestrian, or bicycle suggestions at that location. **Figure 21** shows the interactive map feature from the website.

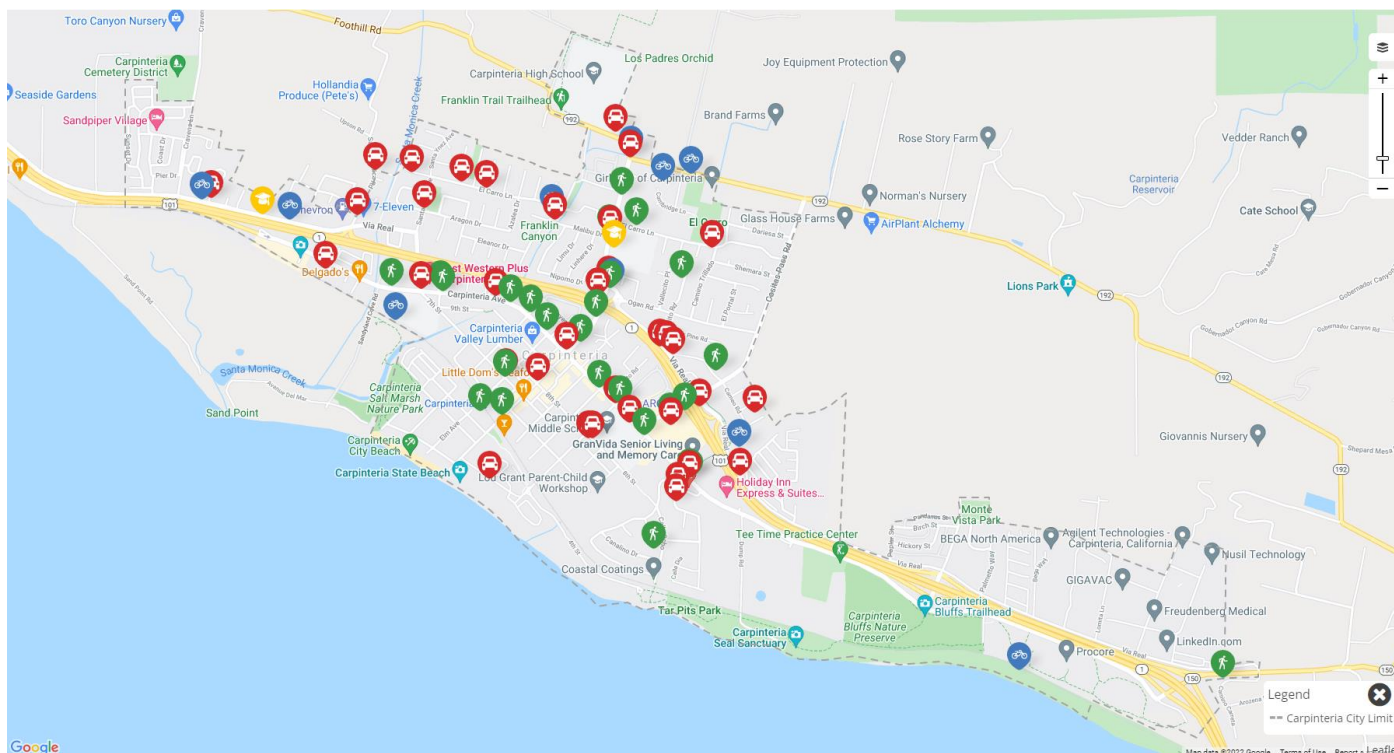


Figure 21 Public Website Interactive Map

The 73 individual comments, along with their respective responses, are presented in **Appendix A: Stakeholder and Public Input**.

5.1.2 Public Survey

The City of Carpinteria Public Survey asked ten distinct questions relating to the LRSP. The survey received 36 responses. The questions and corresponding results from this survey are shown below.

1. What are the main roadway safety issues for Carpinteria?
 - a. **Figure 22** shows the results of this question. The main safety issue identified was intersections.

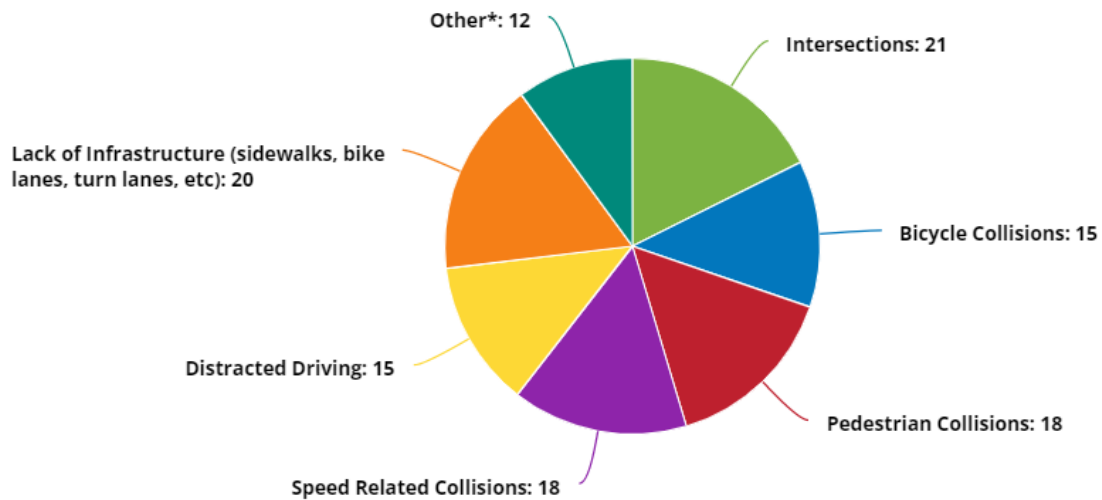


Figure 22 Public-Identified Roadway Issues

Other safety issues identified include:

- Dark crosswalks
- Not following the rules of the road
- Speeding along Carpinteria Avenue and El Carro Lane
- Rough roads and overgrown vegetation along bike lanes

2. Are you familiar with green bike lane conflict markings?

a. **Figure 23** shows the results of this question. The majority of answers indicated that they were familiar with green bike lane conflict markings.

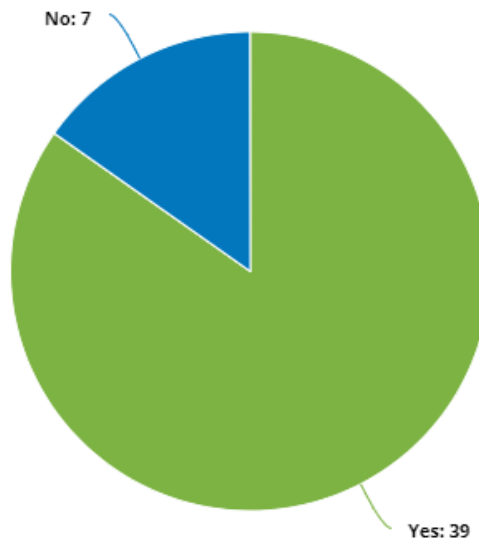


Figure 23 Familiarity with Green Bike Lane Conflict Markings

3. Please provide any additional questions/comments you have about green bike lane conflict markings.

a. Responses to this question include:

- i. "Please have the city give a presentation on green bike lane conflict markings and include the presentation in the city newsletter and on social media."
- ii. "These are great, but even better would be dedicated lanes, especially along main roads. Foothill Rd. for example, requires cyclists to ride in the traffic lane."
- iii. "Nothing about the lanes IF bicyclists actually stayed in them - they are all over the road, ignoring traffic rules, ignoring cars, riding next to each other especially on Carp Ave and Via Real - running stop sign at Santa Ynez and via real. Kids riding against traffic especially near the middle school- no one turning right expects a bike coming from the right."
- iv. "We need them in Carp! bicyclers sometimes ride on the sidewalk which is dangerous for walkers. Many ebikes are too fast."

4. What are your thoughts on the parklets in the downtown area? Please explain.

- a. **Figure 24** shows the results of this question. The majority of responses indicated a desire to keep the parklets in the downtown area.

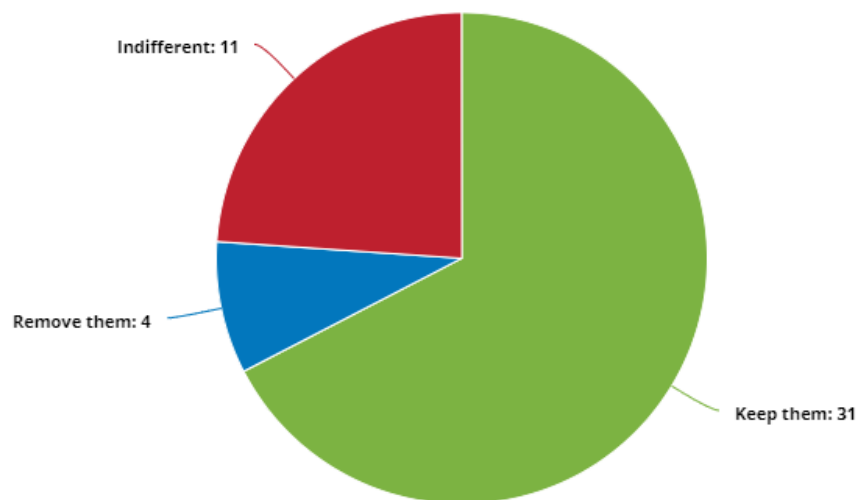


Figure 24 *Thoughts on the Parklets in the Downtown Area*

Explanations to these responses include:

- "The parklets seem to encourage pedestrian traffic to local businesses resulting in fewer cars on the road. We have the weather for outside dining, let's take advantage of it."
- "Keep them but significantly improve their appearance. Most look terrible. A consistent standard should be developed and applied. Additionally, businesses should be expected to pay for the use of this valuable land."
- "I am afraid that once a few are approved, the door will open for everyone to build whatever suits their needs. In a small town like we have, I don't think they are necessary (after COVID is gone)."

5. On average, how often do you walk/bike around Carpinteria?

- a. **Figure 25** shows the results of this question. The majority of responses indicated walking or biking around Carpinteria 3-4 days per week.

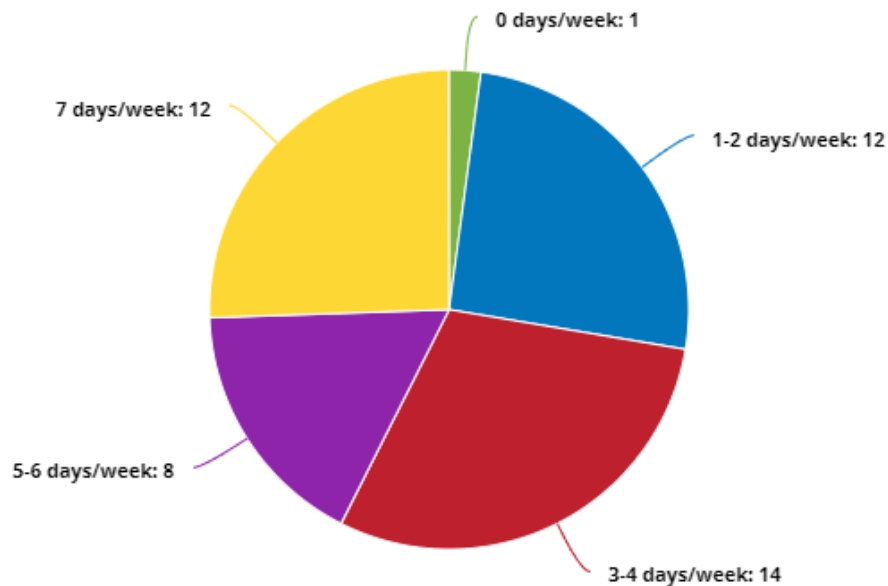


Figure 25 Frequency of Walking/Biking around Carpinteria

6. Have you ever had a near miss or been hit while biking or walking in Carpinteria?
 - a. **Figure 26** shows the results of this question. Most of the responses indicated that they had experienced a near miss while walking around Carpinteria.

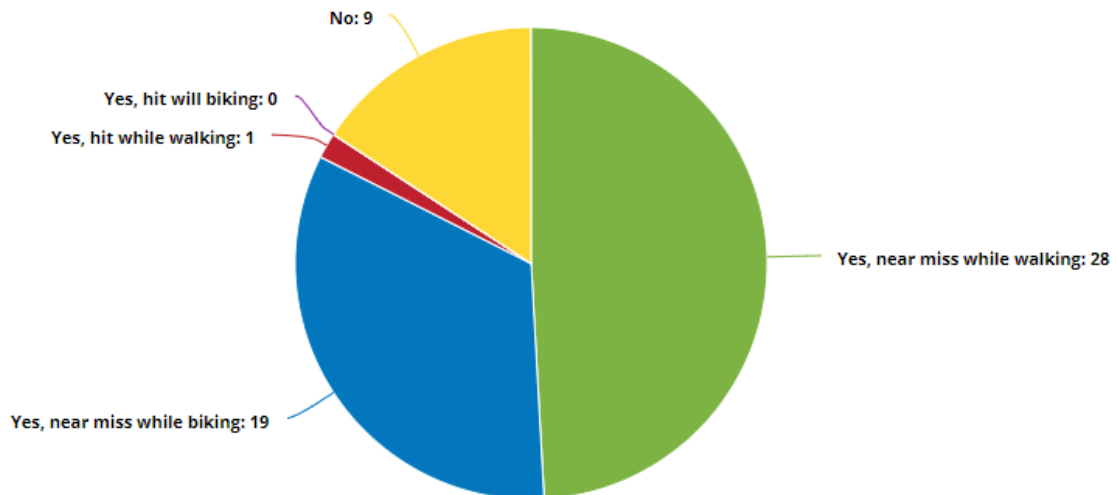


Figure 26 Experiences with Near Misses/Collisions while Walking/Biking in Carpinteria

7. Please provide any comments or concerns you have about biking/walking in Carpinteria.
 - a. Responses to this question include:
 - i. "I would like to see more of the blinking lights (like by Albertsons, crossing Carp Ave) by The Spot. Many pedestrians cross that area and I've seen many almost hit. I'm so glad we have stop signs there now but bringing more attention to bikers and walkers around the main beach and campground areas would be nice."
 - ii. "Better biking lanes and lighted crosswalks. Especially on Carpinteria Ave and Linden Ave."

- iii. "Bikes ignore everyone. I've been nearly hit by bikes, cars often ignore pedestrians — however, because of cars parked in carp ave, it's sometimes hard to see someone on the corner ahead — there's one really bad blind spot going south - I think across from jacks or a little further."
- iv. "Carpinteria is the perfect place to bike and walk. The surface is flat and the scenery is beautiful. The fewer the cars, the better. Car drivers could be more considerate to pedestrians and bicyclists. And bicyclists could do a lot better job of following the rules of the road, too. For example: not riding on sidewalks or riding two to three abreast on the road."

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

a. Responses to this question include:

- i. "Blinking crosswalks, HAWK system, green bike lanes"
- ii. "Pedestrian crosswalk across Carpinteria Ave at Reynolds is safety risk. High vehicle speed, poor visibility at times and a lack of additional visibility markers or flashing lights. Many children use this crosswalk in the morning to get to Aliso School. I've had several close calls and so have many of my neighbors living at Lavender Ct & Garden Village. An upgrade similar to other crossings on Carp Ave would greatly improve the safety here."
- iii. "Slower speeds, curb extensions, flashing beacons and other traffic calming devices."
- iv. "Bike safety, in this case, it's the kids on bikes ignoring drivers and not following rules - they need to ride with traffic and not surprise drivers by indignantly riding towed them - they are simply not seen of a car is turning right"

9. What other improvements would you like to see?

a. Responses to this question include:

- i. "Speed limits/bumpers on El Carro lane. People are very fast on this internal road. Please look into adding safety signs and bumpers on this street. Lots of accidents on this street."
- ii. "The crosswalks are good, but many of them are not well placed. Often I am startled by a pedestrian stepping into a crosswalk from behind a tree or lamppost. I'd have been stopped already if I could have seen them."
- iii. "Bike lanes and sidewalks. Several areas in the downtown area don't have sidewalks. Biking around town in Carpinteria is dangerous because there is barely a shoulder."
- iv. "Improving and maintaining road surfaces are very important for safe cycling."
- v. "At some of our busy intersections (Santa Ynez & El Carro) there are often large vehicles parked too near the corners and it is very difficult to pull out and make the turn."

10. Additional comments

a. Responses to this prompt include:

- i. "Extremely noisy vehicles, cars, motorcycles and trucks along Carp Ave from Reynolds to Holly"
- ii. "I'm concerned about the intersection of Linden and 5th (Amtrak Station). It already is a safety hazard and now there is a proposed development there, which will create more hazards. Being so close to the train tracks requires extra caution, not less."
- iii. "Parking enforcement on Cravens Lane is very important. Some vehicles remain without moving for months."

6. Identify Strategies

Through coordination and feedback from the City of Carpinteria, LRSP working group, and public engagement, safety projects and strategies were identified for the Local Roadway Safety Plan. Countermeasure development was coordinated with the city to collect feedback and identify recommended countermeasures.

The LRSP will reference specific location engineering projects and systemic safety applications. In addition, safety strategies and projects that address the other E's to include Enforcement, Education, Emergency Response, and Emerging Technologies will be discussed below.

6.1 Engineering Strategies

Per the HSIP program, engineering countermeasures are available for grant funding. Per the most recent HSIP Cycle (Cycle 10) the approved countermeasures and crash reduction benefits were quantified in the HSIP analyzer. Priority intersections and segment locations were determined based off the collision analysis and relative severity, public comments, recent safety improvements, and City feedback and recommendations. Since the next HSIP Cycle 11 is in 2022, further safety analysis should be conducted at that time in refining the collision data and subsequent safety projects and Benefit to Cost Ratios (BCRs).

Countermeasures were evaluated and prioritized based on benefit to cost ratios as prescribed in Caltrans most recent Local Roadway Safety Manual (LRSM). The benefit value of a crash is the expected reduction in crashes with the countermeasure and the associated costs with the crash. Caltrans has opted to use 5 years of observed crashes in estimating future expected crashes. A benefit in reduction of cost can include benefits derived from savings of societal cost (emergency response, medical cost, and property damage). Cost associated with a project is based on planning level estimates of construction cost, planning and environmental cost and costs associated with right-of-way and utilities.

The priority intersections and segment locations were determined based off the collision analysis and relative severity, public comments, recent safety improvements, and City feedback and recommendations.

6.1.1 City Intersection Projects

The locations and characteristics of the six (6) priority intersections are shown in **Table 4** below.

Table 4 Priority Intersection Characteristics

			Crash Characteristics													
North/South Road	East/West Road	Control	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																
Carpinteria Ave	Casitas Pass Rd	Signal	52	12	Rear end (4), Veh-Ped (4)	Ped Right of Way (3), Unsafe Starting/Backing (3)	0	42%	1	3	1	1	0	1	0	
Linden Ave	9th St	TWSC	49	5	Rear end (3)	All Unique PCF	1	0%	0	2	0	0	0	1	0	
Carpinteria Ave	Holly Ave	TWSC	45	6	Rear end (2), Broadside (2)	Following Too Closely (2)	1	33%	1	1	1	1	0	1	0	
Carpinteria Ave	Palm Ave	TWSC	42	7	Rear end (4)	Unsafe Speed (2), Ped Right of Way (2)	0	14%	0	3	1	0	0	0	0	
Carpinteria Ave	Linden Ave	Signal	40	10	Rear end (5)	Unsafe Speed (3)	0	0%	1	0	2	1	0	0	0	
Carpinteria Ave	Concha Loma Rd	TWSC	17	7	Sideswipe (3)	Auto Right of Way (3)	0	29%	1	1	0	0	1	1	1	

The countermeasures recommended for these locations are presented in **Table 5**.

Table 5 Recommended Countermeasures for Priority Intersections

Intersection	Control	Relative Severity (EPDO)	Total Crashes	Top Type of Collision	Relevant Challenge Area(s)	Countermeasure Number	CRF	Funding Eligibility	Recommended Countermeasures	Reasoning
City Jurisdiction										
Carpinteria Ave / Casitas Pass Rd	Signal	52	12	Rear end (4), Veh-Ped (4)	Intersections, Pedestrians	S21PB	60%	100%	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	Multiple pedestrian collisions due to vehicles not yielding ROW to peds
					Intersections, Aggressive Driving, Distracted Driving	S02	15%	100%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	The 4 rear end collisions can be mitigated by providing better signal visibility, especially at night
					Intersections	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)	Limit rear end collisions caused potentially by short yellow phases. Will also help with ped phasing. May need to do field visit or request signal timings to see if this is the issue
									Overall enforcement during school hours	Located directly in front of the middle school, drivers not paying attention when turning, also speeding through
Linden Ave / 9th St	TWSC	49	5	Rear end (3)	Pedestrians, Bicycles	NS21PB	35%	100%	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Main downtown crossing area. Veh may not be expecting others to stop while peds cross. Will provide peds with somewhat controlled crossing. 2 collision types recorded at this intersection were rear end and veh-ped.
									OR	
					Intersections, Pedestrians	NS02	50%	100%	Evaluate conversion to all-way stop control (from 2-way control) ¹	Vehicles are not stopping for pedestrians because the don't have a stop sign. Vehicles that do stop get rear ended as other drivers are not prepared to stop due to lack of stop sign or from inattention.
Carpinteria Ave / Holly Ave	TWSC	45	6	Rear end (2), Broadside (2)	Intersections, Bicycles, Pedestrians	NS11	20%	90%	Improve sight distance to intersection (Clear Sight Triangles)	Parking along Carpinteria Ave blocking sight to drivers turning from the west leg - horizontal curve in same location as parking. May need to do site visit to confirm sight distance triangles
					Pedestrians, Bicycles	NS21PB	35%	100%	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Existing crosswalks at this location but no signage, public comments stated many children use the crosswalk before and after school and that vehicles sometimes do not stop for them
Carpinteria Ave / Palm Ave	TWSC	42	7	Rear end (4)					This intersection is in the process of being converted to a traffic signal and should be evaluated during the next update to the LRSP to allow for sufficient data analysis.	
Carpinteria Ave / Linden Ave	Signal	40	10	Rear end (5)	Intersections	S02	15%	100%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	The 5 rear end collisions at this intersection can be mitigated by providing better signal visibility, especially at night
					Intersections	S03	15%	50%	Improve signal timing (coordination, phases, red, yellow, or operation)	Vehicles are traveling at unsafe speeds and are unable to stop in time or are running the light. Timing needs to be evaluated to determine if it meets CA MUTCD standards and yellow/all red times should be applied consistently around this city.
					Pedestrians, Bicycles	S18PB	25%	100%	Install pedestrian crossing	This intersection currently only has unmarked stamped concrete for the pedestrian crossing. High visibility crosswalks should be installed to reduce conflict between vehicles and bikes/peds
					Bicycles	S20PB	15%	100%	Install advance stop bar before crosswalk (Bicycle Box)	Will provide a buffer between vehicles and crossing pedestrians as well as make bikes more visible, especially for turning vehicles
Carpinteria Ave / Concha Loma Dr	TWSC	17	7	Sideswipe (3)	Intersections	NS01	40%	100%	Add intersection lighting	There is currently no existing lighting at this intersection. 29% of the collisions at this intersection occurred at night
					Intersections	NS07	15%	100%	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	Stop sign set back from stop bar, per public comment drivers coming from Concha Loma do not always stop before turning onto Carpinteria Ave
					Intersections, Bicycles, Pedestrians	NS11	20%	90%	Improve sight distance to intersection (Clear Sight Triangles)	Parking along Carpinteria Ave blocking sight for vehicles turning from Concha Loma.
					Pedestrians, Bicycles	NS21PB	35%	100%	Install pedestrian crossing at uncontrolled locations (with enhanced safety features)	Close proximity to bike trail, currently no existing location for crossing causing pedestrians and bikers to jaywalk at or near this intersection

¹ Conversion to All-Way Stop Control must meet CA MUTCD warrants through an engineering study
TWSC = Two-Way Stop Control

Some of the proposed countermeasures at City intersections are highlighted below.



Improve signal hardware: lenses, backplates with retroreflective borders, mounting, size, and number AND Improve signal timing (coordination, phases, red, yellow, or operation)

- Carpinteria Ave / Casitas Pass Rd
- Carpinteria Ave / Linden Ave

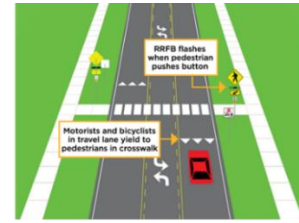
Modify signal phasing to implement a Leading Pedestrian Interval (LPI)

- Carpinteria Ave / Casitas Pass Rd



Install advanced stop bar before crosswalk (Bicycle Box)

- Carpinteria Ave / Linden Ave



Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)

- Linden Ave / 9th St
- Carpinteria Ave / Holly Ave
- Carpinteria Ave / Concha Loma Dr

Install/upgrade pedestrian crossing (signalized intersections)

- Carpinteria Ave / Linden Ave

It is also recommended that the installation of AWSC be evaluated at the intersections of Linden Ave and 8th St and Carpinteria Ave and Pear St.

6.1.2 City Segment Projects

Through the analysis period there were 133 collisions reported on City of Carpinteria roadway segments (non-intersection related). A breakdown of roadway collisions on City streets are included in **Appendix B: Collision Data**.

Segment countermeasures were developed in the same manner as the intersections. Eight (8) priority segments were chosen based on EPDO and collision frequency. These priority segments and their characteristics are shown in **Table 6** below.

Table 6 Priority Segment Characteristics

			Crash Characteristics												
Primary Road	Limits	Length (mi)	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															
Carpinteria Ave	Dump Rd to Bailard Ave	0.65	546	3	Head On (1), Hit Object (1), Veh-Ped (1)	DUI (1), Unsafe Lane Change (1)	1	0	0	1	0	1	0	1	1
Carpinteria Ave	Casitas Pass Rd to Dump Rd	0.42	62	13	Broadside (5)	Auto Right of Way (4)	1	0	0	1	0	2	2	0	1
Casitas Pass Rd	US 101 SB Ramps to Carpinteria Ave	0.14	35	15	Sideswipe (4), Broadside (4)	Improper turning (4)	0	0	1	1	1	1	5	1	3
Ogan Rd	Via Real to Casitas Pass Rd	0.43	31	2	Head On (1), Broadside (1)	Unsafe speed (1), Auto Right of Way (1)	1	1	0	0	0	0	0	1	0
Casitas Pass Rd	Ogan Rd to Via Real	0.28	29	4	Hit Object (2), Overturned (2)	Unsafe Lane Change (2)	0	0	0	0	0	0	0	2	1
Via Real	Cravens Ln to Santa Monica Rd	0.55	12	12	Rear End (5)	DUI (5)	0	0	1	0	0	0	2	3	5
Carpinteria Ave	Santa Ynez Ave to Holly Ave	0.34	17	7	Broadside (4)	Improper turning (2)	0	0	0	0	0	1	1	1	0
Carpinteria Ave	Linden Ave to Casitas Pass Rd	0.32	20	5	Sideswipe (2)	All Unique PCFs	0	0	0	0	0	2	1	1	3

The countermeasures recommended for these locations are presented in **Table 7**.

Table 7 Recommended Countermeasures for Priority Segments

Segment	Relative Severity (EPDO)	Total Crashes	Top Type of Collision	Relevant Challenge Area(s)	Countermeasure Number	CRF	Funding Eligibility	Recommended Countermeasures	Reasoning
City Jurisdiction									
Carpinteria Ave (Dump Rd to Bailard Ave)	546	3	Head On (1), Hit Object (1), Veh-Ped (1)	Aggressive Driving	R26	30%	100%	Install dynamic/variable speed warning signs	Span of road no longer through main portion of city so people speed through here as the speed limit changes from 35 to 40 at City Hall, multiple curves that may be unexpected that have the potential to cause run off the road or hit object collisions
				Distracted Driving	R30	20%	100%	Install centerline rumble strips/stripes	Head on collision, no median along the span from City Hall to Bailard Ave
				Distracted Driving, Aggressive Driving	R02	35%	90%	Remove or relocate fixed objects outside of Clear Recovery Zone (where feasible) ¹	Hit object collision
								OR	
Carpinteria Ave (Casitas Pass Rd to Dump Rd)	62	13	Broadside (5)	Distracted Driving, Aggressive Driving	R27	15%	100%	Install delineators, reflectors and/or object markers	Hit object collision, also many power poles along span that cannot be removed
				Bicycles	R33PB	45%	90%	Evaluate installation of separated bike lanes (where feasible) ¹	Consider parking protected bike lanes that will provide a buffer between vehicle and bicycle traffic, allows drivers pulling out of driveways better sight of oncoming bikes
				Aggressive Driving	R26	30%	100%	Install dynamic/variable speed warning signs	4 rear end collisions as a result of unsafe speeds
				Bicycles, Pedestrians				Improve sight distance at major driveways by evaluating the removal of parking directly at driveways	Drivers pulling out of driveways unable to see approaching vehicles/bikes due to parking blocking the view
Casitas Pass Rd (US 101 SB Ramps to Carpinteria Ave)	35	15	Sideswipe (4), Broadside (4)	Aggressive Driving	R26	30%	100%	Install dynamic/variable speed warning signs	Per public comments, cars coming off freeway are speeding through this segment
								Remove parking near Carpinteria Ave intersection	Blocks view of drivers turning out of Casitas Plaza Shopping Center
				Bicycles				Install bike conflict markings at intersection mixing zones and major driveways	Many access points along this segment, per public comments drivers are not looking for bicyclists in this area and causing near misses
Ogan Rd (Via Real to Casitas Pass Rd)	31	2	Head On (1), Broadside (1)	Distracted Driving	R28	25%	100%	Install edgelines and centerlines	Currently none in a portion of the neighborhood. Would reduce the likelihood of additional head on collisions as there will be clear delineation
				Aggressive Driving				Speed enforcement	Per public comment, drivers use this as an alternative route when US 101 and Via Real are backed up and driver over the 25 mph speed limit; this is a residential area and dynamic speed warning signs are not characteristic
Casitas Pass Rd (Ogan Rd to Via Real)	29	4	Hit Object (2), Overturned (2)	Distracted Driving, Aggressive Driving	R23	40%	100%	Evaluate installation of chevron signs on horizontal curves	Drivers not expecting curve or are taking it too quickly, causing overturning or run off the road collisions
				Aggressive Driving	R26	30%	100%	Install dynamic/variable speed warning signs	Drivers taking curve too quickly and losing control
Via Real (Cravens Ln to Santa Monica Rd)	12	12	Rear End (5)	Distracted Driving, Aggressive Driving	R27	15%	100%	Install delineators, reflectors and/or object markers	3 hit object collisions with fixed objects
				Aggressive Driving	R26	30%	100%	Install dynamic/variable speed warning signs	Drivers driving over speed limit are unable to see vehicles stopped and cannot stop quickly enough
				Bicycles	R33PB	45%	90%	Evaluate installation of separated bike lanes (where feasible) ¹	Consider parking protected bike lanes that will provide a buffer between vehicle and bicycle traffic, allows drivers pulling out of driveways better sight of oncoming bikes; planned bike trail will connect to this location
Carpinteria Ave (Santa Ynez Ave to Holly Ave)	17	7	Broadside (4)	Bicycles	R33PB	45%	90%	Evaluate installation of separated bike lanes (where feasible) ¹	Consider parking protected bike lanes that will provide a buffer between vehicle and bicycle traffic, allows drivers pulling out of driveways better sight of oncoming bikes
								Improve sight distance at major driveways by evaluating the removal of parking directly at driveways	Parking along segment is reducing/blocking sight distance for vehicles coming from driveways/minor roads especially along the curve
				Aggressive Driving				Overall enforcement	This segment becomes very congested during peak hours when the freeway mainline is also congested. Per public comment, drivers are driving too aggressively for the conditions
Carpinteria Ave (Linden Ave to Casitas Pass Rd)	20	5	Sideswipe (2)	Bicycles	R33PB	45%	90%	Evaluate installation of separated bike lanes (where feasible) ¹	Consider parking protected bike lanes that will provide a buffer between vehicle and bicycle traffic, allows drivers pulling out of driveways better sight of oncoming bikes
				Pedestrians	R37PB	35%	100%	Install Rectangular Rapid Flashing Beacon (RRFB)	There are multiple uncontrolled crosswalks along this segment that are frequently used by families and students due to the proximity to the middle school. Public feedback requested RRFBs and updated crossings around the schools
				Bicycles				Install bike conflict markings at intersection mixing zones and major driveways	2 bicycle collisions occurred along segment at driveways where vehicles pull out into bikers path - also a result of people riding on sidewalk
				Aggressive Driving				Speed enforcement	Per public comments, drivers are speeding through this corridor and not stopping for crossing pedestrians at uncontrolled crosswalks

¹ Site specific analysis required to determine feasibility of recommended countermeasure. Constraints could include existing roadway width, parking, encroachments, etc.

Some of the proposed countermeasures along City segments are highlighted below.



Evaluate installation of separated bike lanes (parking protected) where feasible

- Carpinteria Ave (Casitas Pass Rd to Dump Rd)
- Via Real (Cravens Ln to Santa Monica Rd)
- Carpinteria Ave (Santa Ynez Ave to Holly Ave)
- Carpinteria Ave (Linden Ave to Casitas Pass Rd)



Install delineators, reflectors and/or object markers

- Carpinteria Ave (Dump Rd to Bailard Ave)
- Via Real (Cravens Ln to Santa Monica Rd)



Install dynamic/variable speed warning sign

- Carpinteria Ave (Dump Rd to Bailard Ave)
- Carpinteria Ave (Casitas Pass Rd to Dump Rd)
- Casitas Pass Rd (US 101 SB Ramps to Carpinteria Ave)
- Casitas Pass Rd (Ogan Rd to Via Real)
- Via Real (Cravens Ln to Santa Monica Rd)

Additionally, due to the numerous reports and public comments, it is recommended that El Carro Lane has additional speed enforcement and consideration of traffic calming measures. Speed and volume data should be collected and analyzed to determine the proper traffic calming measures for the conditions.

6.1.3 Identified Challenge/Emphasis Areas

Per the SHSP, the identified challenge/emphasis areas for the LRSP were as follows:

1. **Intersections** – Projects were identified for the top intersections with collision severity and frequency.
2. **Aggressive Driving** – Aggressive driving can include improper speeds, improper turning and improper passing. Engineering strategies were identified for intersections and segments at locations where these issues were identified. Non-engineering strategies to prevent aggressive driving includes enforcement in selective areas.
 - a. Assembly Bill (AB) 43 was signed into law by Governor Newsom on October 8, 2021. 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.
3. **Bicycling** – Bicycling safety countermeasures/projects were recommended at multiple locations.
4. **Pedestrians** – Providing pedestrian accommodations to include crossing enhancements. Other locations for pedestrian improvements are identified in the engineering strategies. Non-engineering strategies to improve pedestrian safety will be discussed in a later section of the report.
5. **Distracted Driving** – Prevention of distracted roadway usage is addressed through education and enforcement component of the non-engineering strategies. These strategies can be communicated through social media channels and through the schools.

6.1.4 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; because of this approach, locations with low traffic volumes but with similar safety issues as hot spot locations are not addressed. To mitigate collisions in a both a reactive and proactive approach, Caltrans' Local Road Safety Manual suggests agencies utilize a comprehensive approach that includes systemic and hot spot location improvements in developing a safety plan.

The proposed systemic safety countermeasures options are listed in **Table 8** below.

Table 8 *Proposed Systemic Countermeasures*

Location	Type of Countermeasure	Countermeasure	Reasoning
Citywide	Education	Pedestrian education campaign (crossing at crosswalks, wearing high-visibility clothing at night, etc.)	Several pedestrian collisions due to pedestrian violations (especially around the schools)
	Education	Biking education campaign (bicycle rules of the road - stopping at signs, riding in proper direction, etc)	Many bicycle collisions involving minors that were riding on the sidewalk or in the bike lane in the wrong direction. Many bikers not stopping at stop signs or assuming the vehicles will stop for them.
	Engineering	RRFBs at uncontrolled crosswalks	There are a large number of pedestrian collisions throughout the city where pedestrians are crossing in uncontrolled crossings and being hit by drivers not paying attention or not being prepared to stop
	Engineering	Evaluate curve warning signs	In locations with sharper curves, vehicles are more likely to run off the road due to unsafe speeds. A review of these curves and any warning signs will help determine where any should be installed.
	Enforcement	Speed and DUI enforcement	DUI rates have increased throughout the city and were the cause of approximately 15% of all collisions between 2015 and 2020. Unsafe speed was the top violation category for all collisions as well and per public input, drivers are constantly speeding citywide. Speed and volume data should be collected and analyzed
Signalized Intersections	Engineering	Improve signal timing	Several collisions due to traffic signals and signs violations and unsafe speeds. Either yellow or all red time appear inadequate per collision trends
	Engineering	Improve signal hardware (includes installation of retroreflective borders)	There is a trend of rear end collisions at the signals throughout the city. Upgrading the signal hardware to provide better visibility of the signal may help mitigate these collisions
	Engineering	Modify phasing to implement a Leading Pedestrian Interval (LPI)	Vehicles are not yielding the right of way to crossing pedestrians
Segments	Engineering	Evaluate installation of separated bike lanes (where feasible) ¹	Carpinteria has a large biking community that continually has near misses and collisions due to vehicles pulling out of driveways and side streets as well as turning vehicles and distracted drivers. Parking protected bike lanes will provide a buffer zone between vehicle and bike traffic along the main segments
	Engineering	Install bike conflict markings at major driveways	Carpinteria has a large biking community that continually has near misses and collisions due to vehicles pulling out of driveways and side streets as well as turning vehicles and distracted drivers. Bike conflict markings prompt drivers to look for oncoming bikes before crossing over the bike lane.
	Engineering	Install segment lighting	There are large gaps in the segment lighting along Carpinteria Ave that would benefit from additional lighting.

¹Site specific analysis required to determine feasibility of recommended countermeasure. Constraints could include existing roadway width, parking, encroachments, etc.

6.2 Non-Engineering Strategies

A comprehensive approach to selecting countermeasure recognizes that not all safety issues can be addressed through infrastructure improvement. The comprehensive approach to safety involves the 5 E's of traffic safety. Besides engineering safety countermeasures, it is important to recommend safety countermeasures to coincide with the other safety E's.

6.2.1 Education



Education strategies are listed below.

- Bicycle and pedestrian safety campaigns
 - Create a database of near misses in the City through encouraging public reporting of near misses through service requests. The City's current link for service requests is as follows: <https://carpinteriaca.gov/?s=service+request>.
 - Partner with SB Bike/COAST and regional partners
- Safe routes to school maps and outreach at schools
- Social media blasts with quick education tools for all users
- Dangers of speeding/speed management campaigns
- Driver education, distracted driving campaigns

6.2.2 Emerging Technologies



Possible emerging technologies strategies are listed below.

- ITS infrastructure, web/mobile application (apps) and smart cities practices
- Crash warning system
- Changeable message signs
- Bicycle detection
- Upgraded controllers for flashing yellow arrows and leading pedestrian intervals
- Install touchless Accessible Pedestrian Signals

6.2.3 Enforcement



Enforcement strategies are listed below.

- Targeted speed enforcement
- Focused DUI check points or routine stops
- Increasing number of traffic enforcement officers through Office of Traffic Safety grants
 - Add a motorcycle officer for enforcement and safety campaigns
- Distracted driving enforcement

6.2.4 Emergency Response



Emergency response strategies are suggested below.

- Emergency preemption at signalized intersections
- Maintain and improve access for emergency vehicles
- Disaster preparedness plan

6.3 Programmatic Strategies

Additionally, there are multiple programs that the City of Carpinteria can implement to increase public safety. Some of these strategies are listed as potential countermeasures for specific locations but can also be implemented citywide. The table below lists multiple programs that the City can adopt or create as they see fit. It is worth noting that these all will require funding, policy guidance, and City staff oversight to be successful. The funding can possibly be obtained through grants or City funding sources.

Table 9 *Proposed Programmatic Strategies*

Program ¹	Description
Safe Routes to School Planning	This program encourages walking and biking to school through infrastructure improvements and increased enforcement on the identified routes, as well as through safety education and tools and incentives.
Neighborhood Traffic Management	This would be a program or policy that identifies traffic calming measures suitable for the local neighborhoods and any implementation plan as necessary.
Collaborative and Targeted Enforcement	This program allows the community to work with the local enforcement agency to determine locations where targeted enforcement is needed.
Safety Education Programs	These programs can range from bicycle and pedestrian safety to safe and smart driving education to bring awareness and safe practices to all road users.
Council Adopted Traffic Safety Policy	This policy can be along the lines of Vision Zero or Safe Systems Approach that is geared specifically toward the City of Carpinteria.
¹ These programs will require funding and support to be implemented	

7. Prioritize and Incorporate Strategies

7.1 Funding Sources

The City of Carpinteria can look for opportunities to incorporate safety enhancements with the Capital Improvement Program. However, it is noted that funding is very limited and typically used from roadway paving. Additional funding opportunities can come through grants including HSIP, Active Transportation Program, and the Measure A Program through SBCAG. In addition, the U.S. Department of Transportation recently received \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. The City can monitor this program to determine whether or not some of the projects from the plan would be applicable for this funding type.

The primary source of potential funding for projects recommended in this plan is HSIP funding. 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 the predicted collision reduction from the recommended countermeasures. On the other hand, funding set-aside projects do not require a collision history. However, for HSIP Cycle 10, the maximum funding amount per agency for set-asides was considerably less than the funding amount per agency for BCR projects. The available set-aside projects from this cycle were Guardrail Upgrades, Pedestrian Crossing Enhancements, Installing Edgelines, and Tribes.

ATP funding for engineering projects is primarily for installing or improving non-mobilized transportation infrastructure. Projects are more likely to receive this type of funding if it helps to increase the number of walkers and bikers, is in a disadvantaged community, or improves the safety of children, specifically at school zones. Ultimately, the goal of this funding is to increase the use of active transportation travel.

7.1.1 Disadvantaged Communities

The following priority locations qualify as an AB 1550 Low-Income Community, according to the Santa Barbara County Association of Governments (SBCAG). Five out of the six priority intersections and four of the eight priority segments qualify. In evaluating how to apply the countermeasures in an equitable manner it is important to consider the disadvantage communities. In addition, these locations can be prioritized for obtaining and receiving grant funding due to this status.

Priority Intersections

- Carpinteria Avenue at Holly Avenue
- Carpinteria Avenue at Linden Avenue
- Carpinteria Avenue at Palm Avenue
- Carpinteria Avenue at Casitas Pass Road
- Linden Avenue at 9th Street

Priority Segments

- Carpinteria Avenue from Santa Ynez Avenue to Holly Avenue
- Carpinteria Avenue from Linden Avenue to Casitas Pass Road
- Carpinteria Avenue from Casitas Pass Road to Dump Road (*only the portion between Casitas Pass Road and Concha Loma Drive is qualified*)
- Casitas Pass Road from US 101 southbound ramps to Carpinteria Avenue

Figure 27 shows a map of the disadvantaged communities in the City of Carpinteria, per SBCAG.

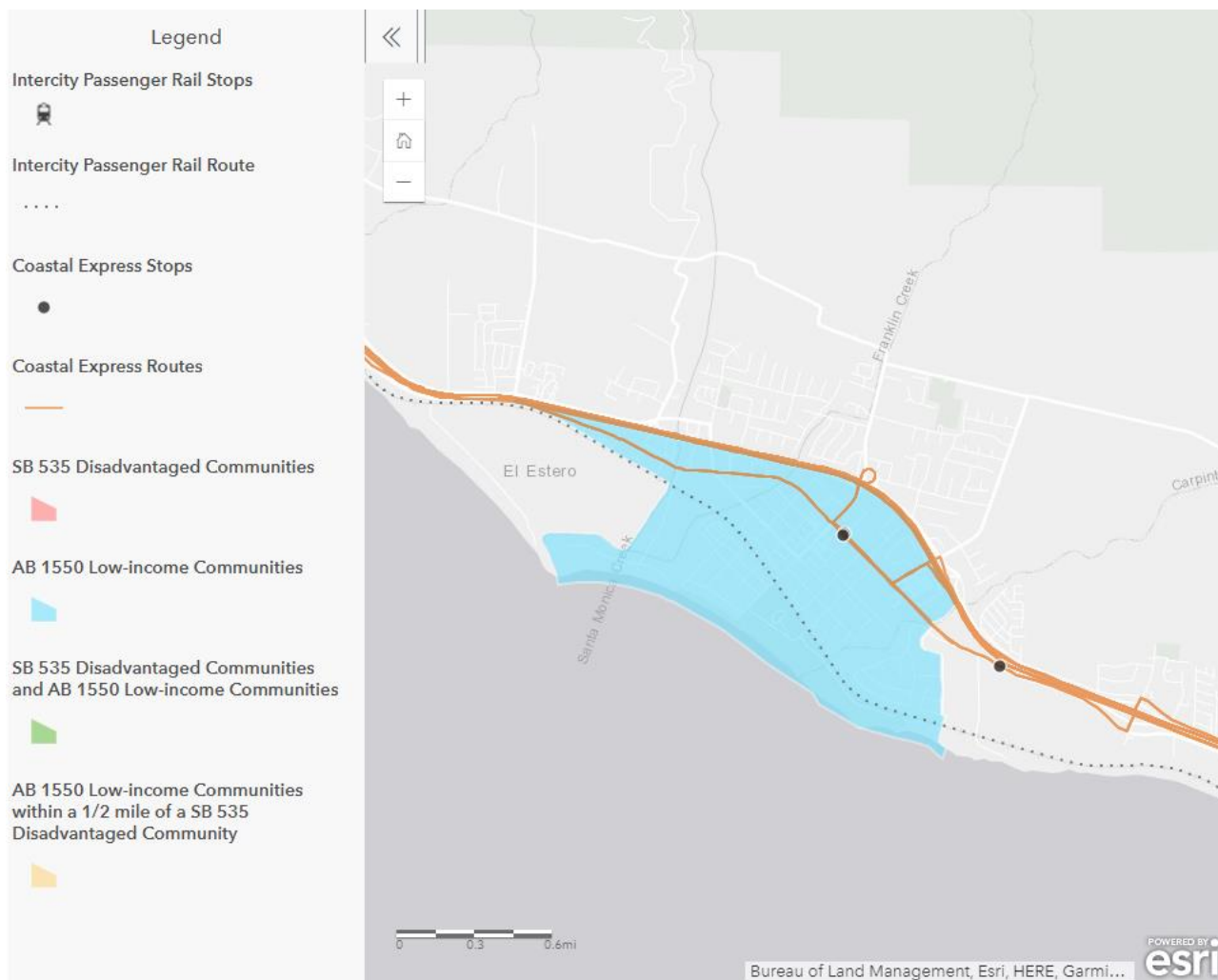


Figure 27 Disadvantaged Communities with Transit Routes & Stops (Source: <http://www.sbcag.org/sb1.html>)

7.2 Implementation Plan

Table 10 contains a list of the proposed intersection projects on City roadways and their potential funding opportunities. **Table 11** shows a list of the proposed segment projects for City roadway segments and their potential funding opportunities. Each table ranks the funding sources for each countermeasure (1st being the first priority and 4th being the last priority). It should be noted that Measure A funding is reserved for projects that address local street improvements (pothole repairs, synchronized traffic signals, etc.), increased senior and disabled accessibility to public transit, safer walking and biking routes to schools, and increased opportunities for carpool and vanpool programs.

Low-cost systemic countermeasures are preferred by Caltrans in the HSIP process.

Table 10 *Proposed Intersection Projects and Funding*

		Potential Funding Source Priority					
Intersection	Recommended Countermeasures	HSIP	CIP	ATP	Measure A	HSIP Set-Aside	Comments
City Jurisdiction							
Carpinteria Ave / Casitas Pass Rd	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	1st	3rd	4th	2nd		
	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	1st	3rd	-	2nd		
	Improve signal timing (coordination, phases, red, yellow, or operation)	1st	3rd	-	2nd		
	Overall enforcement during school hours ¹	-	-	-	-		May be eligible for Office of Traffic Safety Grant
Linden Ave / 9th St	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	1st	-	2nd	-	PCE	
	Evaluate conversion to all-way stop control (from 2-way control)	2nd	1st	-	-		
Carpinteria Ave / Holly Ave	Improve sight distance to intersection (Clear Sight Triangles)	1st	-	-	-		
	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	1st	-	2nd	-	PCE	
Carpinteria Ave / Linden Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	1st	2nd	-	-		
	Improve signal timing (coordination, phases, red, yellow, or operation)	1st	2nd	-	-		
	Install pedestrian crossing	1st	-	2nd	-		
	Install advance stop bar before crosswalk (Bicycle Box)	2nd	3rd	1st	-		
Carpinteria Ave / Concha Loma Rd	Add intersection lighting	1st	2nd	-	-		
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	1st	2nd	-	-		
	Improve sight distance to intersection (Clear Sight Triangles)	1st	-	-	-		
	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	1st	-	2nd	3rd	PCE	

¹ Non-engineering countermeasure
PCE = Pedestrian Crossing Enhancements

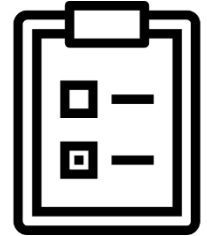
Table 11 *Proposed Segment Projects and Funding*

		Potential Funding Source Priority					
Segment	Recommended Countermeasures	HSIP	CIP	ATP	Measure A	HSIP Set-Aside	Comments
City Jurisdiction							
Carpinteria Ave (Dump Rd to Bailard Ave)	Install dynamic/variable speed warning signs	1st	2nd	-	-		
	Install centerline rumble strips/stripes	1st	2nd	-	-		
	Remove or relocate fixed objects outside of Clear Recovery Zone (where feasible)	1st	2nd	-	-		
	Install delineators, reflectors and/or object markers	1st	2nd	-	-		
Carpinteria Ave (Casitas Pass Rd to Dump Rd)	Evaluate installation of separated bike lanes	2nd	-	3rd	1st		
	Install dynamic/variable speed warning signs	1st	2nd	-	-		
	Improve sight distance at major driveways by evaluating the removal of parking directly at driveways ²	2nd	-	-	1st		Considered an intersection countermeasure through HSIP but may be eligible
Casitas Pass Rd (US 101 SB Ramps to Carpinteria Ave)	Install dynamic/variable speed warning signs	1st	2nd	-	-		
	Remove parking near Carpinteria Ave intersection ²	-	1st	-	-		
	Install bike conflict markings at intersection mixing zones and major driveways ²	-	3rd	1st	2nd		
Ogan Rd (Via Real to Casitas Pass Rd)	Install edgelines and centerlines	1st	2nd	-	-		
	Speed enforcement ¹	-	-	-	-		May be eligible for Office of Traffic Safety Grant
Casitas Pass Rd (Ogan Rd to Via Real)	Install chevron signs on horizontal curves	1st	2nd	-	-		
	Install dynamic/variable speed warning signs	1st	2nd	-	-		
Via Real (Cravens Ln to Santa Monica Rd)	Install delineators, reflectors and/or object markers	1st	2nd	-	-		
	Install dynamic/variable speed warning signs	1st	2nd	-	-		
	Evaluate installation of separated bike lanes	1st	3rd	2nd	-		
	Evaluate installation of separated bike lanes	2nd	-	3rd	1st		
Carpinteria Ave (Santa Ynez Ave to Holly Ave)	Improve sight distance at major driveways by evaluating the removal of parking directly at driveways ²	2nd	-	-	1st		Considered an intersection countermeasure through HSIP but may be eligible
	Overall enforcement ¹	-	-	-	-		May be eligible for Office of Traffic Safety Grant
	Evaluate installation of separated bike lanes	1st	-	3rd	2nd		
Carpinteria Ave (Linden Ave to Casitas Pass Rd)	Install Rectangular Rapid Flashing Beacon (RRFB)	1st	-	2nd	3rd	PCE	
	Install bike conflict markings at intersection mixing zones and major driveways ²	-	3rd	1st	2nd		
	Speed enforcement ¹	-	-	-	-		May be eligible for Office of Traffic Safety Grant

¹ Non-engineering countermeasure
² Not HSIP Cycle 10 countermeasure
PCE = Pedestrian Crossing Enhancements

8. Evaluation Process

To evaluate the success of this plan, collision analysis every 5-years, along with requests for public feedback, can take place and be compared to the established goals.



- **Goal #1:** Strive toward zero fatal and severe injury collisions citywide
 - **Measure of Success:** A downward trend of fatal and severe injury collisions over a period of 5 years
- **Goal #2:** Improve multimodal transportation safety by expanding the City's non-motorized transportation infrastructure
 - **Measure of Success:** An increase in non-motorized infrastructure constructed citywide
- **Goal #3:** Improve safety around schools with a connected multimodal system, enhanced crossings, and education and enforcement
 - **Measure of Success:** Students and parents feel safer walking, biking, or rolling to school after the implementation of multimodal countermeasures and education programs. This could be quantified through a survey sent out by the schools. The LRSP survey captured some of this data that could be used as a baseline.
- **Goal #4:** Increase walking, biking, rolling (wheelchair, skateboard, scooter, etc.) to downtown district, to work, and to school
 - **Measure of Success:** The number of residents choosing active transportation more often noticeably increases. This could be tracked through a survey on the City's website.
- **Goal #5:** Reduce speeding collisions through engineering, enforcement, and education strategies
 - **Measure of Success:** The number of unsafe speed collisions trends downward for a period of 5 years
- **Goal #6:** Reduce improper turning and backing collisions in the downtown area with speed and parking management
 - **Measure of Success:** A reduction of improper turning and backing collisions after the implementation of speed and parking management
- **Goal #7:** Reduce pedestrian and bicycle collisions with enhanced crossings and multimodal accommodations
 - **Measure of Success:** The number of pedestrian and bicycle collisions decrease after the construction of multimodal safety projects.

9. Next Steps

The City of Carpinteria sent the Local Roadway Safety Plan to City Council on April 11, 2022, where it was unanimously adopted. 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.

10. References

Traffic Data

- City of Carpinteria Collision Data, Statewide Integrated Traffic Records System, 2015-2020.
- City of Carpinteria Collision Data, Transportation Injury Mapping System, 2015-2020.
- City of Carpinteria Collision Data, Santa Barbara County Sheriff's Office, 2019-2021.

Manuals

- "Developing Safety Plans, A Manual for Local Rural Road Owners", Federal Highway Administration, March 2012, http://safety.fhwa.dot.gov/local_rural/training/fhwasa12017/.
- 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 1.5, April 2020
- "Highway Safety Manual", American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- "California Manual of Uniform Traffic Control Devices (CA MUTCD)", Revision 5, 2014.
- "National Roadway Safety Strategy", United States Department of Transportation, January 2022, <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>.

Websites

- 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>.
- California Department of Transportation, "HSIP Cycle 10", <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>.
- City of Carpinteria Local Road Safety Plan, <https://lrsp.mysocialpinpoint.com/carpinteria>.
- Institute of Transportation Engineers, <https://www.ite.org/technical-resources/topics/safe-systems/>.
- Federal Highway Administration, "The Safe System Approach", https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf.
- Santa Barbara County Association of Governments, "Santa Barbara U.S. 101 Multimodal Corridor Project", <http://www.sbcag.org/sb1.html>.
- U.S. Department of Transportation, "RAISE Discretionary Grants", <https://www.transportation.gov/RAISEgrants>.

Surveys

- Local Roadway Safety Plan Project Survey, <https://lrsp.mysocialpinpoint.com/carpinteria>.

Appendix A

Stakeholder and Public Input

Meeting Summary

September 30, 2021

Author	Kathryn Kleinschmidt	Project no.	11228420
Meeting info	September 30, 2021 from 10 a.m. to 12 p.m.	Subject	Carpinteria Local Road Safety Plan – Working Group Meeting #1 Summary

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 virtual meeting conducted on September 30, 2021, via Microsoft Teams platform. A PowerPoint presentation was used to focus the discussion.

All participants attending virtually, no sign-in sheet was circulated. Rather, the list of attendees will be provided at the end of this document.

1. Introductions

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

2. Background

- a. LRSP Process
 - i. Focused Challenge Areas per Strategic Safety Highway Plan
- b. 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.

3. Data Analysis

- a. Collision Analysis
 - i. Past 6 complete years (2015-2020)
 1. City Roadway Collisions vs. Caltrans Roadway Collisions
 2. Fatal and Severe Injury Collision Locations
 3. Collision Lighting
 4. Top Violation Categories
 5. Pedestrian Collisions
 6. Bicycle Collisions
 - a. Bike collision trends
 - ii. Top ranking intersections and segments
 1. Top Citywide Intersections
 - a. Carpinteria Ave at Casitas Pass Rd
 - b. Linden Ave at 9th St
 - c. Carpinteria Ave at Holly Ave

- d. Carpinteria Ave at Palm Ave
 - e. Carpinteria Ave at Linden Ave
 - f. Carpinteria Ave at Concha Loma Dr
 - g. Carpinteria Ave at Holly Rd
- 2. Top Caltrans Intersections
 - a. Via Real at Rincon Rd (SR 150)
 - b. Bailard Ave at US 101 NB Ramps
 - c. Linden Ave at US 101 SB Ramps
 - d. Via Real at Santa Monica Rd (101 NB Ramps)
 - e. Casitas Pass Rd at US 101 SB Ramps
- 3. Top Citywide Segments
 - a. Carpinteria Ave (Dump Rd to Bailard Ave)
 - b. Carpinteria Ave (Casitas Pass Rd to Dump Rd)
 - c. Casitas Pass Rd (US 101 SB Ramps to Carpinteria Ave)
 - d. Ogan Rd (Via Real to Casitas Pass Rd)
 - e. Casitas Pass Rd (Ogan Rd to Via Real)
 - f. Via Real (Cravens Ln to Santa Monica Rd)
 - g. Carpinteria Ave (Santa Ynez to Holly Ave)
 - h. Carpinteria Ave (Linden Ave to Casitas Pass Rd)
- 4. Top Caltrans Segments
 - a. Foothill Dr (W City Limits to Linden Ave)
 - b. Rincon Rd (Carpinteria Ave to Via Real)
 - c. Foothill Dr (Linden Ave to E City Limits)
- iii. Other Areas of Concern
 - 1. Areas identified by citizen complaints/concerns
- iv. Identify the approach to evaluating collisions (spot, systemic, or comprehensive).
 - 1. Currently using a comprehensive approach
 - 2. Implement low-cost safety countermeasures systemically
- b. Planned Safety Projects
 - i. Installation of traffic signal
 - 1. Currently in 60% design phase
 - ii. Pedestrian Hybrid Beacon (HAWK)
 - 1. Waiting for encroachment permit from Caltrans
 - 2. Planned installation late 2022
- c. Other Projects
 - i. Caltrans has mitigated many of their interchange hot spots
 - ii. Signal being installed at Santa Monica Rd and Via Real intersection right now (NB US 101 Ramps)
 - iii. Caltrans and Santa Barbara County putting in a bike and ped trail between Santa Claus Lane and Cravens Lane as part of Caltrans US 101 work, to be completed in 2022
- d. Stakeholder Input
 - i. Areas of high priority: ease of access for fire/first response, especially in the case of evacuations; safe access to bus stops; bike and ped safety on public streets
 - ii. Per Santa Barbara County Sheriff's Department, collision rates increased by 44% in 2021 so far (data through August), injury rates have decreased by 83%, DUI arrests have increased by 192%

4. Vision, Goals, and Priorities

- a. Identify a vision, goals, and mission statement for the LRSP
 - i. LRSP needs a vision, goals, and mission statement to guide the document.
 - ii. Identify countermeasures to correlate to emphasis area
 - 1. Engineering, Enforcement, Emergency Response, Education, and Emerging Technologies (5Es)
- b. HSIP grant funding for safety projects
 - i. Prioritize based on B/C ratio and citizen feedback?
 - 1. GHD will quantify estimated benefits through the *HSIP Analyzer / Caltrans*

Local Roadway Safety Manual and include results in the LRSP.

5. How Will the Plan be Updated and Monitored?

- a. Living document that is updated as needed
- b. Official update every 5 years.
- c. LRSP schedule for completion

6. Other Items to Discuss

- a. Public Outreach
- b. Next Meeting

Next Steps

- Social Pinpoint Public Outreach website to be set live after meeting
- Survey for feedback on Vision, Mission Statement, and Goals sent out to stakeholders
- Stakeholder Working Group meeting 2 set tentatively for December 2021

List of Attendees

1. John Ilasin – City of Carpinteria
2. Olivia Uribe-Mutal – City of Carpinteria
3. Dave Durlinger – City of Carpinteria
4. Gary Smart – County of Santa Barbara
5. Ugo “Butch” Arnoldi – Santa Barbara County Sheriff’s Department
6. Greg Fish – Carpinteria-Summerland Fire Department
7. Michael Littlejohn – Carpinteria Unified School District
8. Jerry Estrada – Santa Barbara Metropolitan Transit District
9. Martin Erickson – Ventura County Transportation Commission
10. Kim Stanley-Zimmerman – Coalition for Sustainable Transportation and Santa Barbara Bicycle Coalition
11. Kathryn Kleinschmidt – GHD
12. Kiera Bryant – GHD

Meeting Summary

January 06, 2022

Author	Kathryn Kleinschmidt	Project no.	11228420
Meeting info	January 6, 2022, from 10 a.m. to 12 p.m.	Subject	Carpinteria Local Road Safety Plan – Working Group Meeting #2 Summary

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 virtual meeting conducted on January 6, 2022, via Microsoft Teams platform. A PowerPoint presentation was used to focus the discussion.

All participants attending virtually, no sign-in sheet was circulated. Rather, the list of attendees will be provided at the end of this document.

1. Introductions

- a. Safety Champion/Project Manager for the City – John Ilasin
- b. LRSP Stakeholder Working Group members

2. 1st Meeting Summary

- a. Meeting Summary
 - i. Challenge/emphasis areas
 1. Bicyclists
 2. Pedestrians
 3. Intersections
 4. Aggressive Driving / Speeding
 5. Distracted Driving
 - ii. Sample mission, vision, and goals
 - iii. Collision analysis
 1. Past 6 years of collisions collected
- b. Guiding principles
 - i. Finalize mission, vision, and goals
 1. Working group to provide feedback through survey
 2. Vision will be some combination of 2 options as well as additional changes per stakeholder input

3. Recent Developments

- a. Public website engagement
 - i. Overall engagement
 1. 59 comments and 34 survey responses as of Jan 5
 2. Great promotion from City on Facebook and website
 - ii. Summarized interactive map comments
 1. Majority of comments were related to biking and pedestrian safety
 2. Top comment locations
 - a. Linden Ave

- b. Carpinteria Ave
 - c. El Carro Ln
 - d. Via Real (between Cravens Ln and Santa Monica Rd)
 - e. 7th St and Elm Ave
- iii. Summarized survey results
 - 1. Top roadway issues identified
 - a. Intersections
 - b. Lack of Infrastructure
 - 2. Familiarity with green bike lane conflict markings
 - a. 29 of 34 respondents were familiar
 - b. Overall positive response to them, would like City to provide info on them before installation
 - 3. Thoughts on parklets in downtown area
 - a. 22 in favor of keeping them, 9 indifferent, 2 to remove them
 - b. Requested improvement of appearance and to have some sort of standard – per John, City Council approved the development of an ordinance for the parklets, City is working on this now
 - 4. Frequency of walking and biking around Carpinteria
 - a. 6 responses for 7 days/week, 6 for 5-6 days/week, 10 for 3-4 days/week, 12 for 1-2 days/week, 0 for 0 days/week
 - 5. Near misses while biking/walking around Carpinteria
 - a. 12 reported near miss while biking, 17 reported near miss while walking, 1 reported hit while walking, 9 reported no near misses
 - 6. Roadway improvements in and around school zones
 - a. Increased bike safety
 - b. Improved crosswalks
 - c. Speed enforcement and slower speeds
 - 7. Other roadway improvements
 - a. Protected/buffered bike lanes
 - b. Better crosswalk lighting
 - c. More bike racks
 - d. Parking enforcement, especially around intersections

4. Safety Countermeasures

- a. Methodology
 - i. Combination of collision analysis, public comments, recent safety improvements, and City feedback
- b. Priority locations
 - i. 6 intersections
 - ii. 8 segments
- c. Proposed countermeasures
 - i. Priority intersections
 - 1. Improve signal hardware and timing
 - 2. Modify signal phasing to implement Leading Pedestrian Interval (LPI)
 - 3. Install advanced stop bar before crosswalk (bike box)
 - 4. Install/upgrade pedestrian crossing at uncontrolled locations and signalized intersection
 - 5. Evaluate/improve sight distance to intersection
 - 6. Install intersection lighting
 - 7. Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs
 - 8. Evaluate conversion to all-way stop control
 - ii. Priority segments
 - 1. Install separated bike lanes (parking protected)
 - 2. Install delineators, reflectors, and/or object markers
 - 3. Install dynamic/variable speed warning signs
 - 4. Install curve advance warning signs with advisory speed

5. Install centerline rumble strips/stripes
 6. Install edgelines and centerlines
 7. Install Rectangular Rapid Flashing Beacons
 8. Remove or relocate fixed objects out of Clear Recovery Zone (where feasible)
 9. Install bike conflict markings at driveways
 10. Improve sight distance at driveways by removing or reducing parking
- iii. Systemic locations
 1. Citywide
 - a. Pedestrian education campaign
 - b. Biking education campaign
 - c. RRFBs at uncontrolled crosswalks
 - d. Speed and DUI enforcement
 2. Signalized Intersections
 - a. Improve signal timing
 - b. Improve signal hardware
 - c. Modify phasing to implement a Leading Pedestrian Interval (LPI)
 3. Segments
 - a. Install separated bike lanes
 - b. Install bike conflict markings at driveways
 - iv. Public suggestions
 1. Enforcement for speeding and sign/signal violations
 2. Pedestrian crossings/RRFBs around schools and in downtown area
 3. 4-Way stops at various locations
 4. Fix failing pavement on roadways and shoulders for bicyclists
 - v. Non-engineering
 1. Education
 2. Emerging Technologies
 3. Enforcement
 4. Emergency Response

5. Next Steps

- a. Draft LRSP document
- b. Public comment period on website closes January 31, 2022

List of Attendees

1. John Ilasin – City of Carpinteria
2. Jason Dane – City of Carpinteria
3. Gary Smart – County of Santa Barbara
4. Butch Arnoldi – Santa Barbara County Sheriff's Department
5. Diane Dostalek – Caltrans, District 5
6. Kim Stanley – SB Bike/COAST
7. Hillary Blackerby – Santa Barbara Metropolitan Transit District
8. Don Hall – Boys and Girls Club
9. Aaron Bonfilio – Ventura County Transportation Commission
10. Kathryn Kleinschmidt – GHD
11. Kiera Bryant – GHD

Interactive Map Comments

ID	Created on	Type	Comment	Latitude	Longitude	Response to Comment
1	10/20/2021 10:58	Pedestrian Comment	There needs to be a crosswalk at the concha loma/bike path: to enter the concha loma neighborhood from the bike path you either need to backtrack or go to dump road- neither are good options-esp for kids who are crossing after school!	34.393175	-119.5116	Thank you for sharing your suggestion. A crosswalk walk has been recommended at this location per the LRSP.
2	10/20/2021 11:17	Driving Comment	On ramp is an accident waiting to happen. There is no time between making the turn from the round-about, gaining freeway speed and trying to see oncoming traffic, all at the same time.	34.396366	-119.511058	Thank you for sharing your concern. This area is under Caltrans jurisdiction and any improvements to this area would need to be addressed by Caltrans.
3	10/20/2021 11:19	Driving Comment	On ramp is an accident waiting to happen. There is no time between making the turn from the round-about, gaining freeway speed and trying to see oncoming traffic, all at the same time.	34.401407	-119.51668	Thank you for sharing your concern. This area is under Caltrans jurisdiction and any improvements to this area would need to be addressed by Caltrans.
4	10/20/2021 11:33	Driving Comment	This intersection could use a 4 way stop. The island in the middle of the crosswalk makes for a tight left turn off Malibu. School traffic makes it a nightmare.	34.404237	-119.515953	Thank you for sharing your suggestion. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD.
5	10/20/2021 12:22	Pedestrian Comment	Agreed with the other commenter that a crosswalk or maybe even a stop sign would make this a much more accessible and safe option for those aiming to get to/from the Concha Loma neighborhood from/to the bike path. A stop sign would also make it easier for cars turning left out of the neighborhood, which can get tricky when the freeway is extra busy and people reroute through side streets.	34.393135	-119.51152	Thank you for sharing your suggestion. A crosswalk walk has been recommended at this location per the LRSP. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD.
6	10/20/2021 12:40	Biking Comment	The Coastal Trail needs to cross over the property occupied by S&S Seeds.	34.384364	-119.493399	Thank you for sharing your suggestion. This, unfortunately, is private property. Any improvements would need to be coordinated with the owner.
7	10/20/2021 12:43	Biking Comment	Foothill/192 is dangerous for cyclists. The City should coordinate with the State to add a bike lane the entire length from Nidever to the 150.	34.406957	-119.511509	Thank you for sharing your concern. This area is under Caltrans jurisdiction and any improvements to this area would need to be addressed by Caltrans.
8	10/20/2021 12:46	Biking Comment	The new paved trail for pedestrians and cyclists under the 101 is an example of what should be done wherever possible around town!	34.394501	-119.508847	Thank you for your feedback. Bicycle and pedestrian safety is addressed in the LRSP.
9	10/20/2021 12:52	Biking Comment	The planned trail connecting Ash Ave. with Santa Claus Lane should be completed ASAP, as it represents an alternate route for cyclists that is safer than Carp Ave. or Via Real.	34.4003	-119.527817	Thank you for your comment. This project is in coordination with Caltrans and is expected to begin construction soon.
10	10/20/2021 12:58	Driving Comment	There needs to be a stop sign here drivers tend to pass pedestrians specially students it is very scary	34.396508	-119.515677	Thank you for sharing your concern. This intersection is currently undergoing improvements to install a signal.
11	10/20/2021 14:33	Pedestrian Comment	This crosswalk is extremely dangerous. Vehicles rarely stop for pedestrians and now that Howard Carden School has moved into the St. Joseph's Church property, this crosswalk is used more heavily. It is also used by Carpinteria High School students regularly. Curb extensions such as those at the Linden Avenue at El Carro Lane crosswalk would help tremendously.	34.405985	-119.515328	Thank you for your feedback. Pedestrian safety is addressed in the LRSP.
12	10/20/2021 14:55	Driving Comment	Please make this a 4 way stop. Vehicles already stop at this intersection and with pedestrians crossing, it adds to the confusion.	34.397519	-119.519982	Thank you for sharing your suggestion. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD.
13	10/20/2021 21:40	Pedestrian Comment	There is no walkway for pedestrians on the south end of via real ([Rincon] to hwy 150) road is often congested with auto commuters weekday and bike traffic on the weekend. Pedestrians regularly use hwy 150 bridge and Bailard bridge to walk over the freeway to get to the bluffs. Both bridges feel unsafe, cars are traveling to fast on congested roads and the bike lanes are not adequately wide for walkers.	34.383989	-119.482176	Thank you for sharing your concern. This area is under Caltrans jurisdiction and any improvements to this area would need to be addressed by Caltrans.
14	10/21/2021 9:55	Pedestrian Comment	Please consider a 4-Way STOP at this corner of 7th & Elm. Trucks, deliveries, rude drivers travel on 7th at a very high speed. Those visiting see the large wide crosswalk and "assume" it's a 4 Way STOP, then after the honking, screeching tire and near misses realize it is not. Daily very close encounters. Also a very busy time when kids are walking to and from school and visitors and residents are trying to cross going to the garden, train, beach. Thank you. Pavement has seriously deteriorated to the point that it's dangerous for bicyclists and cars on Sterling between Malibu and El Carro. Chunks of asphalt are loose and look like they will be coming apart soon. This is a potential lawsuit waiting to happen if someone is injured.	34.397701	-119.521752	Thank you for sharing your suggestion. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD.
15	10/21/2021 11:02	Driving Comment	Excessive speed. I would seem that the majority find the current posted speed of 25 mph no to their liking. Only a matter of time before there is a serious accident.	34.404847	-119.518998	Thank you for sharing your concern. Overall bicycle safety is addressed in the LRSP.
16	10/21/2021 11:18	Driving Comment	Trucks are frequently parked illegally on Santa Monica Rd near 7-11 (either extending into the red curb on the east side of the street, or in front of the fire hydrant on the west side). This severely limits visibility at the intersection and is a serious safety hazard to cars, bikes, and pedestrians.	34.399084	-119.513226	Thank you for sharing your concern. Speed management is addressed in the LRSP.
17	10/21/2021 12:24	Driving Comment	Linden - 192/Foothill intersection: Unless there's a traffic back-up (morning & afternoon), many vehicles do not bother to come to a complete stop at this intersection. There are a number of cars and small trucks that, after a rolling stop, "gun" engines and speed away from the intersection at unsafe speeds.	34.405071	-119.529906	Thank you for sharing your concern. This plan recommends increased enforcement throughout the city.
18	10/21/2021 13:45	Driving Comment	No right hand turn from Ogan to Linden is completely ignored all times of day. Should be removed	34.407674	-119.51484	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.
19	10/21/2021 14:06	Driving Comment	I walk everyday and there are 3 spots where both myself and daughter are regularly almost hit by cars 1. Casitas pass and Carpinteria Ave - Cars driving down Casitas fly around the corner turning right onto Carpinteria Ave. Even if we are crossing on a walk sign, many cut in front of you and wave or just don't see you. Given it's a school crossing I can't imagine someone won't be seriously injured.	34.401969	-119.516069	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.
20	10/21/2021 17:08	Pedestrian Comment	The second area is where it is a danger to pedestrians are the yellow lights outside of Albertsons on Casitas pass. Many cars stop, but a lot speed through. Police enforcement of something is needed	34.39503	-119.514105	Thank you for sharing your concern. Pedestrian safety, speed management and aggressive driving is addressed in the LRSP.
21	10/21/2021 17:10	Pedestrian Comment		34.39572	-119.512668	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.

ID	Created on	Type	Comment	Latitude	Longitude	Response to Comment
22	10/21/2021 17:12	Pedestrian Comment	3. Cars coming off the motorway next to McDonalds fly up the exit and turn right onto Casitas at crazy speeds. It is so dangerous even if you are crossing on a walk sign.	34.396163	-119.511852	Thank you for sharing your concern. Pedestrian safety, speed management and aggressive driving is addressed in the LRSP.
23	10/21/2021 19:06	Driving Comment	There are an incredible number of vehicles exceeding the speed limit on Carpinteria Avenue between the 101 South offramp and Seventh Street. There needs to be much more speed limit enforcement on this stretch of Carpinteria Ave. or someone, I fear, is going to get seriously injured or killed. Please have the Police spend additional time on in this area with radar guns, etc. In order to enforce the posted speed limit. Many children, parents, and senior citizens live, walk, and bicycle in area.	34.402641	-119.531688	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.
24	10/21/2021 21:04	Driving Comment	The Exit from USPS is very dangerous making a left hand turn. Please consider a Right Turn only onto Carpinteria Ave.	34.395614	-119.514878	Thank you for sharing your concern. This segment of Carpinteria Ave in addressed in the LRSP.
25	10/22/2021 5:34	Pedestrian Comment	The posted speed on El Carro is 20 but parents speed to drop kids off at Canalino. The curve makes it dangerous to cross at Jay. A four way stop or slight speed bumps would help. Also, the tree in front of Canalino makes it difficult to see oncoming traffic from left.	34.4022	-119.512024	Thank you for sharing your suggestion. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD. The sight distance may need to be evaluated at this location.
26	10/22/2021 7:03	Driving Comment	There needs to be a traffic control measure on Palm Ave to slow traffic between 8th street and 6th street adjacent to the Carpinteria Children's Project. A 4-way Stop sign at 6th street (or speed bump/hump mid-block) is needed slow down cars & RVs that speed by the old main school. Some RV's speeding by weight more that 15tons. Other intersections around Children project, 8th/Walnut & 8th/Palm have 4-way stops. Important now more that ever with the Summerland school bus letting off on Palm	34.394923	-119.517182	Thank you for sharing your suggestion. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD. Speed management and aggressive driving is addressed in the LRSP.
27	10/22/2021 9:09	Pedestrian Comment	Cars don't stop at Concha Loma entering Arbol Verde. They assume no cars are coming!	34.389877	-119.513569	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.
28	10/22/2021 9:19	Driving Comment	Now that El Carro Lane is the only street without a stop sign between Linden and Casitas Pass Rd, it's a high-speed and high-volume threat to everyone trying to cross it, especially to / from the park. A single sign in each direction would be a huge benefit to all of us in the neighborhood.	34.403599	-119.510329	Thank you for sharing your suggestion. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD. Speed management and aggressive driving is addressed in the LRSP.
29	10/25/2021 9:47	Pedestrian Comment	This is a crowded place, especially on weekends & holidays. Unsafe crossing near parking lot 3 & railroad tracks & walking near The Spot.	34.396131	-119.523128	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
30	10/26/2021 7:09	Driving Comment	4wy Stop sign needed. 1) Cars speeding along park b/t El Carro and Via Real/Santa Ynez intscn. 2) Poor visibility due to parked cars on NB Santa Ynez forces cars turning from Aragon to creep into street or make a hasty dash in front of oncoming autos. 3) Autos turning R onto Aragon from Santa Ynez quickly, endangering peds crossing Aragon to/from park. Constant horn blasts/screeching tires due to the combination of the above safety hazards. I've witnessed many near-accidents in the past 4 yrs.	34.405383	-119.526222	Thank you for sharing your suggestion. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD. The sight distance may need to be evaluated at this location.
31	10/26/2021 8:55	Driving Comment	My family has witnessed cars traveling on Palm, run the 8th Street stop sign many, many times. Sometimes with very close collision calls.	34.394923	-119.516959	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.
32	10/29/2021 13:02	Driving Comment	A lot of cars take this road to race at speeds over 60 mph at night, any time after 9 pm	34.401377	-119.52227	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.
33	10/29/2021 13:05	Pedestrian Comment	No pedestrian crossing between Reyes Market and Best Western	34.401085	-119.521455	Thank you for sharing your concern. This segment of Carpinteria Ave and pedestrian safety are both addressed in the LRSP.
34	10/29/2021 13:54	Driving Comment	People pay no attention to the speed limit on Casitas Pass Road. The crosswalk at Cameo is not the safest, especially at the time of day when the greenhouse workers are leaving work. Too many cars trying to get to the same place at the same time means that many drivers are in a rush.	34.396074	-119.50799	Thank you for sharing your concern. Speed management/aggressive driving and pedestrian safety is addressed in the LRSP.
35	10/29/2021 14:23	Driving Comment	If you're driving on El Carro, and want to turn left on Santa Ynez, there is a bad "blind" spot if cars are parked too close to the corner (due to a slight curve in the road). The curb on Santa Ynez should be painted red for at least 20 feet from the corner (no parking allowed).	34.407007	-119.526926	Thank you for sharing your concern. The sight distance may need to be evaluated at this location.
36	10/29/2021 15:26	Driving Comment	This road is too narrow for the large semis that drive up and down this street. Mainly to the lettuce grower up the street. They sometimes miss other trucks and cars by inches and hard to turn on the S turns. They should be re routed off of casitas pass not Santa Monica. *They also drive fast through our residential street at all hours of the night. Thank you for this forum, Sleepless on Santa Monica	34.407122	-119.528933	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.
37	10/30/2021 14:47	Driving Comment	Cars drive way too fast on this stretch of El Carro, often running stop signs. We need speed bumps, or something that will force cars to drive the 25mph speed limit. Just last night there was a car traveling over 50mph that crashed into parked cars, totaling them. Luckily no one died! Please help us slow this street down!	34.406607	-119.524185	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.
38	10/31/2021 7:26	Pedestrian Comment	This crossing need better lighting at night. It is very hard for drivers to see peds trying to cross at night. A blinking crosswalk here would serve dual purpose aiding night crossing and day crossing for students.	34.404299	-119.516007	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
39	10/31/2021 22:16	Driving Comment	People are driving way to fast on via Real between casitas pass and the roundabout on organ. The posted speed limit does nothing. Placing a stop sign at via real and vallecito would help.	34.399	-119.512872	Thank you for sharing your suggestion. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD.
40	11/1/2021 21:42	Biking Comment	The bike lane and road conditions on the section of Calle Real between Craven and Santa Ynez Street are unsafe and in poor condition. This road desperately needs to be replaced with proper Class 2 or 3 painter bike lanes.	34.405766	-119.538524	Thank you for sharing your concern. This segment of Via Real and bicycle safety are both addressed in the LRSP.
41	11/3/2021 19:22	Driving Comment	People driving way too fast, ignoring stop signs on this dangerous thoroughfare. Need slowing measures like speed bumps/humps, increased police presence, etc. Please!	34.406308	-119.522796	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.

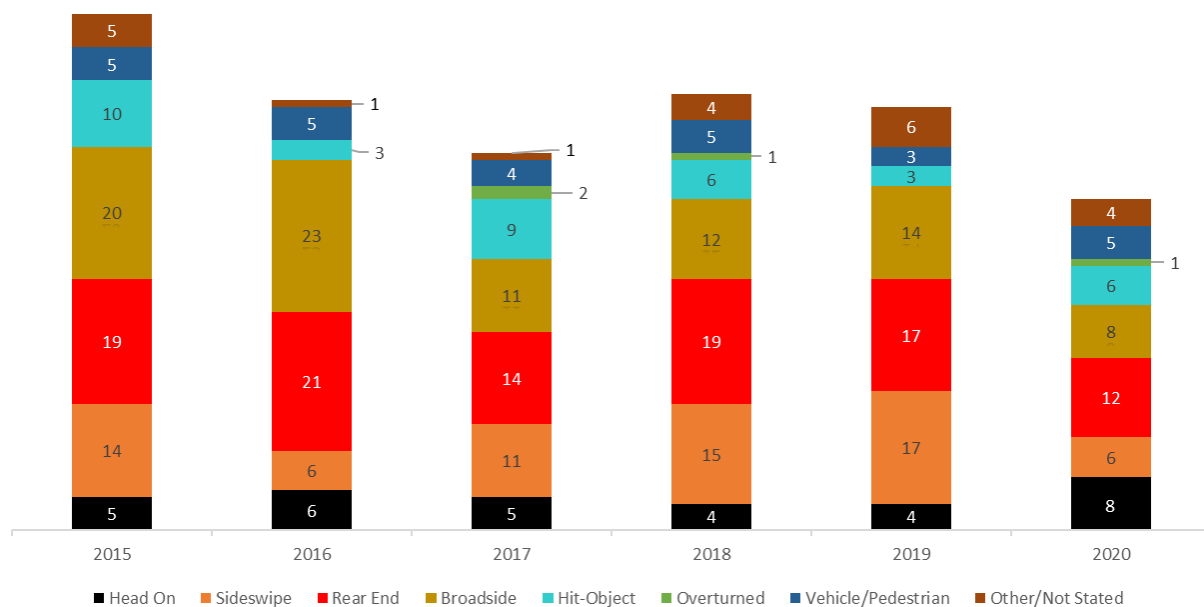
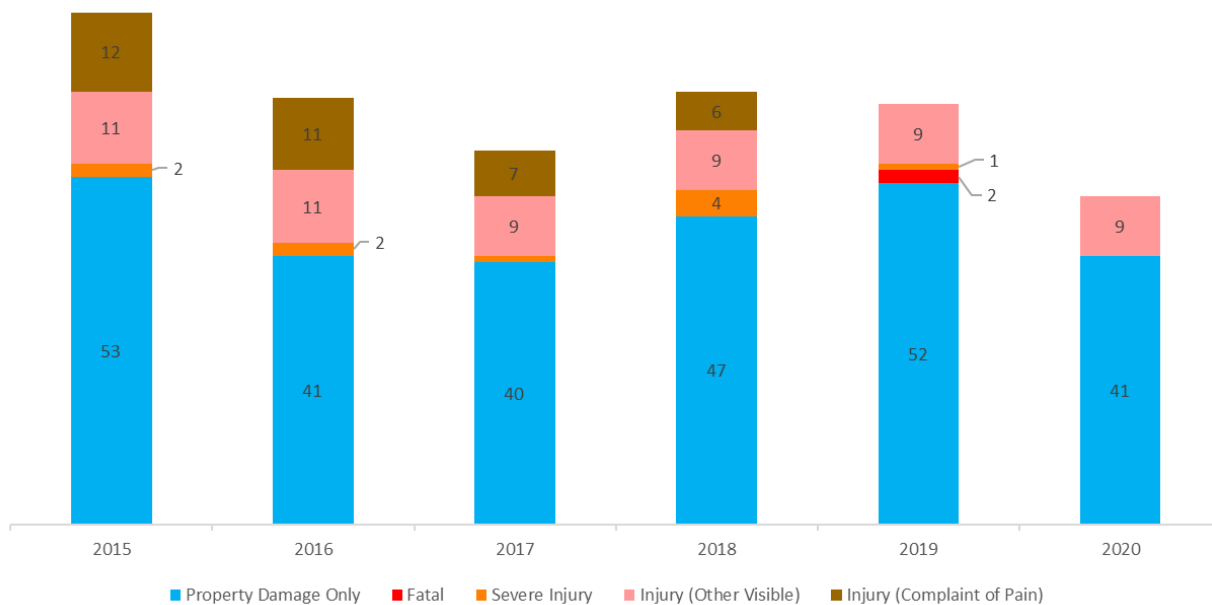
ID	Created on	Type	Comment	Latitude	Longitude	Response to Comment
42	11/4/2021 19:53	Driving Comment	It's so dangerous trying to make a left turn out of Franciscan Village during rush hours. Cars zoom by from the left, but you can't see them coming without pulling across the bike lane, and partially into the lane of traffic. This intersection would benefit from a mirror.	34.405854	-119.537989	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP. The sight distance may need to be evaluated at this intersection.
43	11/4/2021 19:55	School Comment	It would be so lovely for our kids to have a safe route to school along Via Real. Currently you can't bike to school down this street with children due to the narrow unprotected bike lane and the uneven, degraded pavement.	34.405117	-119.535143	Thank you for your feedback. Bicycle and pedestrian safety is addressed in the LRSP.
44	11/4/2021 19:57	Biking Comment	It's nearly impossible to drive down Via Real for any length of time without seeing someone on a bicycle trying to navigate the space with automobiles. For such a common bicycle route, I'm surprised that there isn't more attention paid to maintaining the pavement. Would love to see a protected bike lane here one day.	34.404866	-119.53365	Thank you for your feedback. Bicycle safety is addressed in the LRSP.
45	11/4/2021 20:23	School Comment	Would love to see some smart reworking of the school drop off and pick up zones. The traffic here on school mornings is rough for caregivers and commuters alike. A roundabout perhaps? Or more safe routes to school with protected bike lanes so there is less car transit!	34.403581	-119.515779	Thank you for your suggestion. Safe Routes to School are suggested in the report.
46	11/4/2021 21:07	Driving Comment	There are two lanes on southbound Santa Ynez Ave. The right lane can turn right onto Carpinteria Avenue or continue onto 7th Street; the left lane is left-turn-only onto Carpinteria Avenue. Sometimes people in the left lane think they can continue onto 7th Street. If there is a car in the right lane continuing onto 7th St. this risks a collision. I've seen near misses several times. I suggest adding curved lane striping to the intersection to show that the left lane must turn left.	34.401691	-119.52639	Thank you for your suggestion. Signalized intersections are addressed in the LRSP.
47	11/4/2021 21:54	Driving Comment	This and many other intersections in Carp have very little visibility because cars are allowed to park right up to the intersection. Red curbs and no parking zones need to accommodate typical view sheds. Otherwise you have to pull into the crosswalks/intersections making it a hazard for pedestrians as well. Many of the crosswalks have poor visibility at night because of the alternating street light pattern. If someone is crossing from a side that doesn't have a light you can't see them until it is almost too late. All of the crosswalks need better lighting and/or those flashing lights.	34.397725	-119.52171	Thank you for sharing your concern. The sight distance may need to be evaluated at this location.
48	11/4/2021 21:57	Pedestrian Comment	Please, please create a safe crosswalk on El Carro between the school and the St Joseph's parking lot. Parents and kids cross the street all over the place at busy pickup and dropoff times when there are cars everywhere. This is a tragedy waiting to happen.	34.397199	-119.516577	Thank you for your feedback. Bicycle and pedestrian safety is addressed in the LRSP.
49	11/5/2021 6:09	Pedestrian Comment	Blinking crosswalk lights should be placed (akin to the crosswalks in Old Town Goleta). Especially at night it's hard to see pedestrians trying to cross.	34.400648	-119.520331	Thank you for your feedback. Bicycle and pedestrian safety is addressed in the LRSP.
50	11/5/2021 6:18	Pedestrian Comment	early morning speeding. I ride this road most mornings about 6:30 am and the speeding along foothill by the High school is concerning	34.404608	-119.514518	Thank you for your feedback. Bicycle and pedestrian safety is addressed in the LRSP.
51	11/5/2021 7:10	Biking Comment	Street Light is partially obscured by city tree that needs to be trimmed back. Much of the sidewalk is not lighted at night because street lighting is being block by tree.	34.406618	-119.513054	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.
52	11/5/2021 9:42	Pedestrian Comment	cross walk here, please. the closest cross walks are blocks away.	34.397969	-119.510154	Thank you for sharing your concern. Your comment will be passed along to the City.
53	11/5/2021 10:03	Pedestrian Comment	A crosswalk is needed over Linden Ave from Ogan Road to the west side of Linden. There is no way for students to get from one side of Linden to the other until they get across the street from the school. It is almost impossible to hear the audio on the traffic signal. Better audio like the ones at the Carp and Linden intersection is needed.	34.400429	-119.516735	Thank you for your feedback. Bicycle and pedestrian safety is addressed in the LRSP.
54	11/6/2021 20:08	Pedestrian Comment	There really is no designated sidewalk here. What little there is is a bumpy mix of asphalt and cement. There is only enough room to go single file and barely that. Plants are obstructing the passageway almost entirely. This block is not safe for school children. Children must use this sidewalk every day to get to Cannalino School.	34.401732	-119.515956	Thank you for sharing your concern. Pedestrian safety and crossing enhancements are addressed in the LRSP.
55	11/6/2021 20:14	Pedestrian Comment	Would love a crosswalk on Linden going north from Island Brew side to Parking Lot/City Market side :)	34.3993	-119.517582	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
56	11/8/2021 10:29	Pedestrian Comment	Pedestrian crosswalk across Carpinteria Ave at Reynolds is safety risk. High vehicle speed, poor visibility at times and a lack of additional visibility markers or flashing lights. Many children use this crosswalk in the morning to get to Aliso School. I've had several close calls and so have many of my neighbors living at Lavender Ct & Garden Village. An upgrade similar to other crossings on Carp Ave would greatly improve the safety here.	34.395968	-119.521953	Thank you for sharing your feedback. Pedestrian safety is addressed in the LRSP.
57	11/16/2021 8:53	Pedestrian Comment	I am a cyclist I know carps roads intimately. Sterling at Malibu is extremely poor. A accident waiting to happen. Not to mention the damage it is doing to my bike. I have considered contacting a lawyer about the damage it does to my bike or could cause me to go down. BUT actually all roads in Carpinteria are in very poor conditions. El Carro, Carpinteria ave, casitas pass I dodge pot holes all the time. I head to Ventura county as often as I can. Their roads are MUCH better.	34.401612	-119.52521	Thank you for sharing your concern. Pedestrian safety, crossing enhancements, and this segment of Carpinteria Ave are all addressed in the LRSP.
58	11/26/2021 11:01	Biking Comment	Please add a crosswalk at the corner of Lnden and Ogan Road so that pedestrians and cyclists can cross Linden from Ogan Road safely. It is difficult for a cyclist to cross to the west side of Linden so that they can ride towards downtown. Also, the bike lane signage on the west side of Linden bridge is completely faded out and cannot be seen by a driver. This is extremely dangerous.	34.405219	-119.51918	Thank you for sharing your concern. Bicycle safety is addressed in this plan.
59	12/4/2021 22:30	Biking Comment	This is dangerous because the sidewalks have ramps but not a painted cross walk. Because there isn't a crosswalk cars roll right past the curb....this is dangerous for the people crossing in front of the Best Western - especially at night. Photo shows someone crossing in the non-crosswalk area.	34.40186	-119.515854	Thank you for sharing your concern. Pedestrian and bicycle safety as well as crossing enhancements are address in this plan.
60	12/13/2021 14:39	Pedestrian Comment		34.401736	-119.525317	Thank you for sharing your concern. Pedestrian safety and crossing enhancements are addressed in the LRSP.

ID	Created on	Type	Comment	Latitude	Longitude	Response to Comment
61	1/6/2022 12:22	Driving Comment	Parcel 004-004-030 is no longer being used solely as a Public Facility. The property was modified and is being used by the private businesses in the County land behind the power station for regular/recurring vehicle access. Thus, the traffic has gone from nearly 0 to traffic that supports business and commerce needs outside city limits.	34.40886	-119.515672	Thank you for your comment. This location is not addressed in this plan but your comment will be passed along to the City.
62	1/6/2022 12:31	Biking Comment	Bikers regularly fail (or purpose choose not to stop) to stop at the stop sign @ linden/Foothill intersection	34.407851	-119.514803	Thank you for sharing your concern. Bicycle safety and enforcement are addressed in this plan.
63	1/6/2022 12:33	Driving Comment	The speed limit was originally posted at 35mph when the US 101 construction for this section was completed and then was reduced to 25mph. Per CA law, this maybe an illegal speed trap as most drive above 25mph.	34.398729	-119.512507	Thank you for sharing your concern. In order for speed limits to be changed, a speed survey must be completed and the changes must be warranted. The speed limit reduction would not have been approved had it been considered an illegal speed trap.
64	1/6/2022 12:36	Driving Comment	During low traffic times, i.e. 10pm to 6am; can the stop light intersections (Across the whole city) be changed to blinking yellow (primarily traffic flow) / red (secondary traffic flow).	34.398932	-119.518365	Thank you for your feedback. Unfortunately, this is not something that is permitted for traffic safety reasons.
65	1/6/2022 12:37	Driving Comment	need Level 2 EVSEs installed at this lot to charge EVs.	34.395509	-119.512625	Thank you for your feedback. EVs are not addressed in this report but your comment will be shared with the City.
66	1/6/2022 12:38	Driving Comment	need Level 2 EVSEs installed at this lot to charge EVs.	34.393074	-119.522635	Thank you for your feedback. EVs are not addressed in this report but your comment will be shared with the City.
67	1/8/2022 12:50	Driving Comment	The number of cars parked on the 800 block of Arbol Verde St. limit visibility, particularly those that crowd residents' driveways, park on turns and do not park well (at angles, too far from the curb, etc.) Many of the cars that park on the 800 block often do so by making u-turns in residents' driveways or in other areas of the street that are unsafe and reckless. Suggest adding large speed bumps that will slow drivers down, as well as signage that indicate no-u turns & overnight permit parking	34.39257	-119.512228	Thank you for your feedback. Arbol Verde St is not addressed in this plan but your comment will be shared with the City.
68	1/27/2022 15:06	Driving Comment	Visibility turning left from Arbol Verde to Carpinteria Avenue is problematic.	34.393099	-119.511589	Thank you for sharing your concern. This segment of Carpinteria Ave is addressed in this plan.
69	1/27/2022 15:07	Driving Comment	Cars parked on the turn here cause extreme hazards when cars are moving in/out of this turn either at the same time or when cyclists are present.	34.392038	-119.512319	Thank you for your feedback. Arbol Verde St is not addressed in this plan but your comment will be shared with the City.
70	1/27/2022 15:48	Pedestrian Comment	The painted over crosswalk that was here adjacent to Danny's Deli should be repainted over so that pedestrians know there is no longer a crosswalk here. Have had a few close calls as a driver with pedestrians jumping out into the street from behind the bus thinking they are in a crosswalk. The current paint job over the old crosswalk paint is terrible.	34.399811	-119.519459	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
71	1/27/2022 16:02	Pedestrian Comment	Pedestrian lights need to be installed for kids and adults to cross safely as drivers still ignore the sign that there is a crosswalk	34.401853	-119.528015	Thank you for sharing your feedback. Pedestrian safety and crossing enhancements are addressed in the LRSP.
72	1/27/2022 16:20	Driving Comment	Any time the freeway backs up, many commuters headed 101NB exit to the frontage road at Bailard and at Casitas Pass. Drivers ignore the stop signs at the two mobile home parks and clog up the surface streets. This has turned an 8 min drive to the high school into a 45 min one. If the lead car on red doesn't turn right at Casitas Pass it doesn't allow for this congestion to clear at all. The signal lights of the two intersections are not coordinated well enough to help with this.	34.39321	-119.508784	Thank you for sharing your concern. Signal retiming and overall enforcement are proposed mitigation measures in this plan.
73	1/28/2022 9:11	Pedestrian Comment	I would love to see the landscaping by the market redone and cleared out a bit. It is often hard to see people waiting to cross the street.	34.396488	-119.515393	Thank you for your comment. This will not be addressed in this plan but will be provided to the City.

Appendix B

Collision Data

Collision Severity and Type on all Roads



Collisions at Selected Intersections

Intersection #	Primary Road	Secondary Road	Severity					Type						Pedestrian	Bicycle	Year								Total	
			Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Vehicle/ Pedestrian			Other/Not Listed	2015	2016	2017	2018	2019	2020	EPDO		Fatal + Injury
1	Foothill Rd (SR 192)	Linden Ave					1			1									1				1	0	1
2	Foothill Rd (SR 192)	Seacoast Way					2		1	1								1				1	2	0	2
3	Seacoast Way	Concord Pl					1		1													1	0	1	
4	Santa Ynez Ave	El Carro Ln					1				1						1					1	0	1	
5	El Carro Ln	Anita St					1		1											1		1	0	1	
6	El Carro Ln	Sterling Ave				1					1					1	1					6	1	1	
7	El Carro Ln	Camino Trillado					1		1											1		1	0	1	
8	Santa Monica Rd	La Quinta Dr					1				1								1			1	0	1	
9	Santa Monica Rd	Verano Dr					1				1								1			1	0	1	
10	Aragon Dr	Carnation Pl					1	1									1					1	0	1	
11	Malibu Dr	Limu Dr	1								1					1		1				30	1	1	
12	Malibu Dr	Linden Ave		1			4	1	1		1	2				1				3	1	1	15	1	5
13	Casitas Pass Rd	Shemara St			1	1		1		1	1							1	1			7	1	2	
14	Via Real	Cravens Ln		1			1		1	1							1			1		12	1	2	
15	Via Real	Santa Monica Rd (101 NB Ramps)					7	1		4	2						1	2		3	1	7	0	7	
16	Via Real	Cramer Cir		1			4	1	1	3								2	2		1	15	1	5	
17	Via Real	Santa Ynez Ave			1		2			2	1					1		1		1	1	8	1	3	
18	Eleanor Dr	Sterling Ave					1						1				1					1	0	1	
19	Linden Ave	Ogan Rd					3		1	1		1						1		1		3	0	3	
20	Via Real	Ogan Rd		1							1						1		1			11	1	1	
21	Ogan Rd	Vallecito Rd					1				1									1		1	0	1	
22	Casitas Pass Rd	Ogan Rd		1	1		2			3	1							1		2	1	19	2	4	
23	Linden Ave	US 101 SB Off Ramp			1		4				3		1	1	2		1	2				2	10	1	5
24	Via Real	Vallecito Rd	1				1	2									1	1				31	1	2	
25	Casitas Pass Rd	Cameo Rd		1	1		2		2	1	1						1		1			2	19	2	4
26	Casitas Pass Rd	Via Real		2			4			2	4				1			1	1		2	2	26	2	6
27	Via Real	US 101 NB Ramps					1	1														1	1	0	1
28	Casitas Pass Rd	US 101 SB Ramps					5	1	2	1	1						2	1		1	1	5	0	5	
29	Via Real	Poplar St		3			2				4			1		2		2		1		2	35	3	5
30	Via Real	Bailard Ave		1		2	1			2							1			1		1	13	1	3
31	Birch St	Hickory St					1		1											1		1	1	0	1
32	Bailard Ave	Birch St					1			1								1				1	0	1	
33	Via Real	Palmetto Way					2		1					1					1		1	2	0	2	
34	Bailard Ave	US 101 NB Ramps		1			3		1		3						1	1		1	1	14	1	4	
35	Bailard Ave	US 101 SB Ramps					2	1			1						1				1	2	0	2	
36	Mark Ave	Rose Ln					1			1									1			1	0	1	
37	Via Real	Rincon Rd	1		1		2		1		1	2							1		2	1	552	2	4
38	Carpinteria Ave	Esterio St					1		1									1				1	0	1	
39	Carpinteria Ave	Pear St					3				3								3			3	0	3	
40	Carpinteria Ave	Cramer Rd		1	1		2			1	2	1			1		2		1			1	19	2	4
41	Carpinteria Ave	Santa Ynez Ave		1			3			4							1			2		1	14	1	4
42	Carpinteria Ave	Reynolds Ave		1	1		3		2		1		1	1	1	1	1	1	1	1		1	20	2	5
43	Carpinteria Ave	Holly Ave	1	1			4			2	2	1	1		1	1	1	2		1	2	45	2	6	
44	Carpinteria Ave	Elm Ave	1				3	1		2			1		1			2	1	1		33	1	4	
45	Carpinteria Ave	Yucca Ln					1			1							1					1	0	1	
46	Carpinteria Ave	Linden Ave		2	2		6		2	5	2			1		2	3	2	3		1	1	40	4	10
47	Carpinteria Ave	Cactus Ln			1						1					1				1		6	1	1	
48	Carpinteria Ave	Eugenia Pl		2	2					1	1		2		2	1	1	1		1	1	34	4	4	
49	Carpinteria Ave	Maple Ave		1	1		2	1			1	1		1	1	1		1		2	1	19	2	4	
50	Carpinteria Ave	Walnut Ave					3	3	1	2	3					1	3	1		1	1	21	3	6	
51	Carpinteria Ave	Vallecito Rd		2	1		1				3	1				2	1	1		1	1	29	3	4	
52	Carpinteria Ave	Palm Ave		3	1		3			4	1		2		3	1	3		1	1	2	42	4	7	
53	Carpinteria Ave	Casitas Pass Rd		2	4		6	1		4	1		4	2	3	1	2	2	3	3	2	52	6	12	
54	Carpinteria Ave	Arbol Verde St		1			1			1	1								1		1	12	1	2	
55	Carpinteria Ave	Concha Loma Dr		1			6		3	1	2		1		1		2	1	1		1	17	1	7	
56	Carpinteria Ave	Dump Rd					1			1									1			1	0	1	
57	Carpinteria Ave	Bailard Ave			1		5		2	2	1	1				1	2	1			3	11	1	6	
58	Carpinteria Ave	Rincon Rd		1			2	2		1					1					2		1	13	1	3
59	7th St	Reynolds Ave			1		1		1		1							1	1			7	1	2	
60	7th St	Ash Ave					1			1								1				1	0	1	
61	7th St	Holly Ave			1					1						1				1		6	1	1	
62	Holly Ave	5th St		1						1							1					11	1	1	
63	Holly Ave	8th St					1			1											1	1	0	1	
64	Holly Ave	9th St					2	1			1						1		1			2	0	2	
65	Holly Ave	Sandyland Rd					1				1										1	1	0	1	
66	Elm Ave	Dorrance Way					1			1							1					1	0	1	
67	Elm Ave	5th St					1					1							1			1	0	1	
68	Elm Ave	7th St					1				1										1	1	0	1	
69	Elm Ave	9th St		1										1		1					1	11	1	1	
70	Linden Ave	Sandyland Rd					1			1								1				1	0	1	
71	Linden Ave	3rd St					1				1									1		1	0	1	
72	Linden Ave	Dorrance Way		1									1		1				1			3	0	1	
73	Linden Ave	5th St					1			1											1	1	0	1	
74	Linden Ave	6th St					1			1								1				1	0	1	

Intersection #		Primary Road	Secondary Road	Severity					Type									Year							Fatal + Injury	Total
				Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Vehicle/ Pedestrian	Other/Not Listed			Pedestrian	Bicycle	2015	2016	2017	2018			
75	Linden Ave	7th St		1	1				1	1					1	2							17	2	2	
76	Linden Ave	8th St					4	1	1	1		1				1	1				1	1	4	0	4	
77	Linden Ave	9th St		1	1	1	2			3			2		2	1		2	1	1			49	3	5	
78	7th St	Yucca Ln		1									1		1	1							11	1	1	
79	Wulbrandt Way	Cactus Ln					1	1													1	1	0	1		
80	Maple Ave	8th St					2			1	1					1			1			2	0	2		
81	Walnut Ave	6th St					1	1							1				1			1	0	1		
82	Palm Ave	8th St		1									1		1	1						30	1	1		
83	Concha Loma Dr	Arbol Verde St					1			1											1	0	1			
84	Arbol Verde St	Calle Pacific					1			1						1						1	0	1		
Total				1	6	38	29	150	20	31	74	59	12	19	9	23	24	47	42	38	38	37	22	-	-	224

Collisions at Selected Segments

Segment #	Primary Road	Begin of Segment	End of Segment	Severity				Type								Pedestrian	Bicycle	Year						EPDO	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	2015	2016	2017	2018	2019				2020
1	Via Real	Cravens Ln	Santa Monica Rd				12	1	3	5		3						4	2	3	1	1	1	12	0	12	
2	Via Real	Santa Monica Rd	Santa Ynez Ave		1		3	1		1		1			1					2		1	1	14	1	4	
3	El Carro Ln	Santa Ynez Ave	Sterling Ave				1		1									1						1	0	1	
4	Aragon Dr	Santa Ynez Ave	Azalea Dr				1	1														1		1	0	1	
5	Malibu Dr	Sterling Ave	Linden Ave				1		1											1				1	0	1	
6	Santa Monica Rd	N City Limit	Via Real				1				1							1						1	0	1	
7	Santa Ynez Ave	Aragon Dr	Carpenteria Ave		1		3		1	1	2							2	1		1			14	1	4	
8	Azalea Dr	El Carro Ln	Aragon Dr				1		1														1	1	0	1	
9	Sterling Dr	End	El Carro Ln				1							1				1						1	0	1	
10	Tomol St	Malibu Dr	Nipomo Dr				1		1												1			1	0	1	
11	Nipomo Dr	Linhere Dr	Linden Ave				1					1						1						1	0	1	
12	Foothill Dr	W City Limit	Linden Ave		1	2	1				1	1		1	1		3		1	1	1		1	53	3	4	
13	Foothill Dr	Linden Ave	E City Limit				1				1							1						1	0	1	
14	Jay St	N City Limit	El Carro Ln				1			1													1	1	0	1	
15	El Carro Ln	Linden Ave	Casitas Pass Rd				2			1			1								1		1	2	0	2	
16	Camino Trillado	El Carro Ln	Ogan Rd			1	1				1	1							1					7	1	2	
17	Ogan Rd	Linden Ave	Via Real				2	1			1											1	1	2	0	2	
18	Ogan Rd	Via Real	Casitas Pass Rd		1		1		1		1								1				1	31	1	2	
19	Cramer Cir	Via Real	End				1												1					1	0	1	
20	Casitas Pass Rd	Ogan Rd	Via Real		2	1	1					2	2							2			2	29	3	4	
21	Carpinteria Ave	US 101 SB Ramp	Pear St		1		4			3		2				1	2	1	1	1				15	1	5	
22	Carpinteria Ave	Pear St	Santa Ynez Ave				3				2	1									1	1	1	3	0	3	
23	Carpinteria Ave	Santa Ynez Ave	Holly Ave		1		6			3		4				1	2	1		2	1	1	17	1	7		
24	Carpinteria Ave	Holly Ave	Linden Ave				1					1								1				1	0	1	
25	Carpinteria Ave	Linden Ave	Casitas Pass Rd		1	1	3		2		1	1		1		2	1		2	2			20	2	5		
26	Carpinteria Ave	Casitas Pass Rd	Dump Rd		1	1	2	9		3	4	5		1	1	2	2	4		4	2	1	62	4	13		
27	Carpinteria Ave	Dump Rd	Bailard Ave	1			2	1					1	1	1	1			1		1	1	546	1	3		
28	Carpinteria Ave	Bailard Ave	Rincon Rd		1									1		1					1		11	1	1		
29	Via Real	Via Linda	Bailard Ave				5	3				1		1		2		2			1		5	0	5		
30	Hickory St	Poplar St	Birch St				1		1												1		1	0	1		
31	Bailard Ave	Birch St	Via Real		1		1		1					1	1					1		1	12	1	2		
32	Bailard Ave	Via Real	Carpinteria Ave				2					2							1	1			2	0	2		
33	Palmetto Way	Jacaranda Way	Via Real				2		1					1							1	1	2	0	2		
34	Lagunitas Ct	Calle Lagunitas	End		1								1								1		30	1	1		
35	Cindy Ln	Mark Ave	End				2		1			1								1		1	2	0	2		
36	Rincon Rd (SR 150)	Carpinteria Ave	Via Real				2		1					1				1				1	2	0	2		
37	Pear St	Carpinteria Ave	End				1				1										1		1	0	1		
38	Cramer Rd	Carpinteria Ave	End				1				1										1		1	0	1		
39	Reynolds Ave	US 101 Ramps	Carpinteria Ave			1	1					2					2						7	1	2		
40	7th St	Reynolds Ave	Holly Ave				4	1	1	1	1							1	1		2		4	0	4		
41	8th St	End	Elm Ave		1		1		1		1					1				1		1	12	1	2		
42	9th St	9th St Trail	Holly Ave				1			1											1		1	0	1		
43	6th St	Linden Ave	Palm Ave				1		1											1			1	0	1		
44	Holly Ave	Sawyer Ave	Carpinteria Ave				1														1		1	0	1		
45	Holly Ave	Carpinteria Ave	9th St				1		1													1	1	0	1		
46	Sawyer Ave	Holly Ave	Linden Ave				1			1										1			1	0	1		
47	Linden Ave	Ogan Rd	Carpinteria Ave		2		1				2		1			1		1			1		23	2	3		
48	Linden Ave	Carpinteria Ave	7th St				3		1	1		1					2				1		3	0	3		
49	Yucca Ln	Carpinteria Ave	7th St				1			1												1	1	0	1		
50	Eugenia Pl	End	Carpinteria Ave				1		1										1				1	0	1		
51	Maple Ave	Carpinteria Ave	6th St				2			1		1								1	1		2	0	2		
52	Walnut Ave	Carpinteria Ave	6th St				1							1						1			1	0	1		
53	Palm Ave	Carpinteria Ave	6th St				1		1											1			1	0	1		
54	Casitas Pass Rd	US 101 SB Ramps	Carpinteria Ave		2		13	1	4	3	4	1		1	1	1	1	2	3		1	7	2	35	2	15	
55	Ash Ave	3rd St	End		1									1		1		1					11	1	1		
56	Holly Ave	3rd St	Sandyland Rd				1		1									1					1	0	1		
57	Elm Ave	3rd St	Sandyland Rd				1		1									1					1	0	1		
58	Concha Loma Dr	Arbol Verde St	Calle Ocho				1							1						1			1	0	1		
59	Arbol Verde St	Carpinteria Ave	Calle Rey Mar		1					1									1				11	1	1		
60	Calle Arena	Concha Loma Dr	Calle Ocho				1			1											1		1	0	1		
61	4th St	Palm Ave	End				1			1								1					1	0	1		
Total				1	4	19	6	121	12	37	28	27	24	4	8	9	5	14	29	21	18	28	27	28	-	-	151

Appendix C

Field Reconnaissance

Field Visit Notes | Carpinteria LRSP

Date: February 2, 2022

Table 1 Notes from Visited Priority Intersections

Intersection	Recommended Countermeasures	Notes
Carpinteria Ave / Casitas Pass Rd Signal (3 Leg) 3 Pedestrian Collisions 1 Bike Collision <i>Top Type:</i> Rear End, Veh-Ped <i>Top Violation:</i> Ped Right of Way/Unsafe Starting or Backing	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	<ul style="list-style-type: none"> The pedestrian crossings have countdown signal heads There is no LPI Signal operates with Split phase (3-legged) with protected left turns At the time of the visit, did not observe too many pedestrians crossing at the intersection. Did not observe any apparent ped vs vehicle conflict. When trying to cross across Casitas Pass Rd, I had to wait through a few cycle before getting the walk signal. Perhaps the push button is not connected All push buttons have voice commands Two of the curb ramps does not have detectible surfaces.
	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	
	Improve signal timing (coordination, phases, red, yellow, or operation)	
	Overall enforcement during school hours	
Linden Ave / 9th St Two-Wat Stop Control (4 Leg) 1 Severe Injury Collision 2 Pedestrian Collisions <i>Top Type:</i> Rear End <i>Top Violation:</i> All Unique PCF	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	<ul style="list-style-type: none"> The crosswalk across Linden Avenue does not have RRFB There were some instances where vehicle did not yield to pedestrians. Sight distance does not appear to be an issue The parking lot on east leg is entry only (no outbound vehicles) Vehicles speeds through Linden Avenue is low
	OR	
	Evaluate conversion to all-way stop control (from 2-way control)	
Carpinteria Ave / Holly Ave Two-Way Stop Control (4 Leg) 1 Severe Injury Collision 1 Ped & 1 Bike Collision <i>Top Type:</i> Rear End, Broadside <i>Top Violation:</i> Following Too Closely	Improve sight distance to intersection (Clear Sight Triangles)	<ul style="list-style-type: none"> Pavement condition is very poor on Holly Avenue Approach Sight Distance does not seem to be an issue The crosswalk across Carpinteria Avenue is uncontrolled. There were some instances where vehicle did not yield to pedestrians. This is in the edge of downtown area, lots of pedestrian traffic Advance stop bar may help with pedestrian crossing, vehicles stopping on minor street blocked the crosswalks a few times.
	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	

Carpinteria Ave / Linden Ave Signal (4 Leg) 2 Bike Collisions <i>Top Type:</i> Rear End <i>Top Violation:</i> Unsafe Speed	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	<ul style="list-style-type: none"> Heavy pedestrian and bicycle activity at the intersection The pedestrian crossings have countdown signal heads There is no LPI Protected left turns At the time of the visit, there was moderate traffic. Queues cleared within allocated phases.
	Improve signal timing (coordination, phases, red, yellow, or operation)	
	Install pedestrian crossing	
	Install advance stop bar before crosswalk (Bicycle Box)	
Carpinteria Ave / Concha Loma Dr Two-Way Stop Control (3 Leg) 1 Pedestrian Collision <i>Top Types:</i> Sideswipe <i>Top Violations:</i> Auto Right of Way	Add intersection lighting	<ul style="list-style-type: none"> There is a street tree blocking view out of the minor street driveway This is two very closely spaced intersections. Very low traffic volume when I was there Parking on Carpinteria Ave is too close to the intersection, vehicles turning right
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	
	Improve sight distance to intersection (Clear Sight Triangles)	
	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	

Table 2 Notes from Visited Priority Segments

Segment	Recommended Countermeasures	Notes
Carpinteria Ave (Dump Rd to Bailard Ave) 1 Fatal Collision 1 Ped and 1 Bike Collision <i>Top Type:</i> Head On, Hit Object, Veh-Ped <i>Top Violation:</i> DUI, Unsafe Lane Change	Install dynamic/variable speed warning signs	<ul style="list-style-type: none"> There is a multiuse unpaved trail that runs parallel to the street. Near Bailard Ave, the path is about 20 feet away from the street. Going Northbound from Bailard Ave, there is a vertical grade decrease, downhill speeds can be high. There is a decent amount of bike traffic along this corridor – professional riders, going pretty fast. Bikes are on the street and on the parallel trail. Narrow lanes heavy vehicles and pickup trucks are getting into bike lanes, specially when there are cars coming in the opposite direction Speed limit signs (40 mph) are on NB side only Around City Hall <ul style="list-style-type: none"> Wider cross section in this area with TWLTL Speed limit is still 40 mph, but vehicles are traveling fast Lots of bikes Did not see any vehicles coming out of the driveways, maybe due to off-peak time Pavement along Carpinteria Ave is in bad condition.
	Install centerline rumble strips/stripes	
	Remove or relocate fixed objects outside of Clear Recovery Zone (where feasible)	
	OR	
	Install delineators, reflectors and/or object markers	

Carpinteria Ave (Casitas Pass Rd to Dump Rd) 1 Severe Injury Collision 1 Ped and 2 Bike Collisions <i>Top Type:</i> Broadside <i>Top Violation:</i> Auto Right of Way	Evaluate installation of separated bike lanes (where feasible)	<ul style="list-style-type: none"> Speed limit for this segment is 35 miles per hour (30 mph at approach to Casitas Pass Rd Intersection) There is parking allowed on approach the bridge near some apartments. These parking are highly optimized (they were all full). Some of the parking here is blocking a speed limit sign. Did not observe any vehicle/bike and vehicle/ped conflict Generally vehicular volume was low during time of visit.
	Install dynamic/variable speed warning signs	
	Improve sight distance at driveways by removing or reducing parking	
Casitas Pass Rd (US 101 SB Ramps to Carpinteria Ave) 1 Ped and 1 Bike Collision <i>Top Type:</i> Broadside, Sideswipe <i>Top Violation:</i> Improper Turning	Install dynamic/variable speed warning signs	<ul style="list-style-type: none"> Speed in this segment was observed to be low There is a midblock uncontrolled crossing. It has RRFB. It is highly utilized, lots of pedestrians crossing here. There was no bike traffic observed Parking is only allowed near the intersection with Carpinteria Avenue. Parking is not too busy (approximately 3 15-min only spots), 1 car was parked Parking was not obstructing any sight distances.
	Remove parking near Carpinteria Ave intersection	
	Install bike conflict markings at driveways	
Ogan Rd (Via Real to Casitas Pass Rd) 1 Severe Injury Collision <i>Top Type:</i> Head On, Broadside <i>Top Violation:</i> Unsafe Speed, Auto Right of Way	Install edgelines and centerlines	<ul style="list-style-type: none"> Very quiet residential street There is 2 stop-controlled intersection along Ogan Rd Did not observe any cut-through traffic. There were no vehicles traveling through it when I drove through
	Speed enforcement	
Casitas Pass Rd (Ogan Rd to Via Real) <i>Top Type:</i> Hit Object, Overturned <i>Top Violation:</i> Unsafe Lane Change	Install chevron signs on horizontal curves	<ul style="list-style-type: none"> Speed along this segment is slow Volume was also low Cars are not crossing over to the other side along the horizontal curve due to low speeds and wide shoulders There are no Chevron signs The curve warning sign is faded There is a midblock crossing at Cameo Road. It does not have any safety features. The crosswalk markings are faded. Signage is bad too.
	Install dynamic/variable speed warning signs	
Via Real (Cravens Ln to Santa Monica Rd) <i>Top Type:</i> Rear End <i>Top Violation:</i> DUI	Install delineators, reflectors and/or object markers	<ul style="list-style-type: none"> During the visit there were cars parked along Church and apartment. The parked cars did not block any sight distances as far as I can tell. I did not see too much traffic on the segment Speeding did not seem to be an issue, but there were not too many vehicles
	Install dynamic/variable speed warning signs	
	Evaluate installation of separated bike lanes (where feasible)	

Carpinteria Ave (Santa Ynez Ave to Holly Ave) 1 Bike Collision <i>Top Type:</i> Broadside <i>Top Violation:</i> Improper Turning	Evaluate installation of separated bike lanes (where feasible)	<ul style="list-style-type: none"> • There is a midblock uncontrolled school crosswalk at Reynolds. • Needs RRFB • I did not observe any apparent sight distance issues • There were no traffic backups (unlike Google Maps Streetview), not too busy • No bikes • There is a segment with high number of heavy vehicles right before Lavender Ct
	Improve sight distance at driveways by removing or reducing parking along segment	
	Overall enforcement	
Carpinteria Ave (Linden Ave to Casitas Pass Rd) 2 Bike Collisions <i>Top Type:</i> Sideswipe <i>Top Violation:</i> All Unique PCFs	Evaluate installation of separated bike lanes (where feasible)	<ul style="list-style-type: none"> • There are a few uncontrolled crossings in this segment. • High number of pedestrians • Did not see any bikes at the time of visit. • Speed seems to be low due to narrow lanes and parking on both sides.
	Install Rectangular Rapid Flashing Beacon (RRFB)	
	Install bike conflict markings at driveways	
	Speed enforcement	

Field Visit Images

Intersections

- Carpinteria Ave and Casitas Pass Rd



- Linden Ave and 9th St



- Carpinteria Ave and Holly Ave



- Carpinteria Ave and Linden Ave



- Carpinteria Ave and Concha Loma Dr



Segments

- Carpinteria Ave – Dump Rd to Bailard Ave



- Carpinteria Ave – Casitas Pass Rd to Dump Rd



- Casitas Pass Rd – US 101 SB Ramps to Carpinteria Ave



- Ogan Rd – Via Real to Casitas Pass Rd



- Casitas Pass Rd – Ogan Rd to Via Real



- Via Real – Cravens Ln to Santa Monica Rd



- Carpinteria Ave – Santa Ynez Ave to Holly Ave



- Carpinteria Ave – Linden Ave to Casitas Pass Rd



