Circulation Element

INTRODUCTION

The purpose of the Circulation Element is to plan for an efficient transportation system to provide safe, accessible, and multi-modal linkages between land uses in the City and with surrounding communities. The Circulation Element must include a circulation plan that identifies major thoroughfares, transportation routes, truck routes, public transportation, bicycle, pedestrian, and automobile facilities under California Government Code (Gov. Code) §65302(b). Local streets, highways, transit, bikeways, pedestrian facilities, and micro-mobility (e.g., e-bikes, e-scooters) support all modes of transportation for residents and visitors of all ages and abilities. The Circulation Element is designed to interact with the Land Use Element by contributing to the economic, physical, and social well-being of the community. The Circulation Element also addresses the requirements of Assembly Bill (AB) 98, which include identification of specific travel routes for the transportation of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors.

Consistent with California planning law, this Element addresses interagency coordination where transportation facilities serve the City and the region. Several County of Santa Barbara (County) roads and bike paths border the City, requiring interagency coordination. Since the City, State, and federal agencies administer portions of the circulation system in the City, interagency coordination is needed to ensure that the combined transportation system adequately serves residents, employees, and visitors.

Issue Areas

The Circulation Element addresses the following issue areas:

- **Multi-Modal Circulation** to enhance connectivity and reduce community reliance on automobiles.
- **North-South Connectivity** in the City is bisected by U.S. Highway 101 (U.S. 101), which generally acts as a barrier for pedestrian, bicycle, transit, and vehicle access between the northern and southern regions of the City where overpasses are not present, particularly at the City's western end.
- **East-West Connectivity** north of U.S. 101 is inconvenient and focused on streets through established neighborhoods due lack of east-west collector roadways, bike paths, or walking trails.

The **Circulation Element** addresses the following legislative requirements:

Coastal Act Chapter 3
Article 2 – Public Access
§30213

Chapter 3 – Coastal Resources Planning and Management Policies
§30252

Article 6 – Development
§30252; §30253; §30254

- **Vehicle miles traveled (VMT)** by City residents, employees, and visitors. VMT is strongly influenced by its distance from other housing and commercial centers, with local trips within the City being short, but trips to regional job centers such as Santa Barbara, Ventura, and Goleta being much longer. Reduction in VMT, in line with regional and statewide greenhouse gas (GHG) reduction initiatives, will require Citywide and regional multi-modal and active transportation improvements to be implemented in coordination with local, regional, state, and federal agencies.
- **Innovations in transportation** introduce new forms of transportation that the City will need to accommodate or address to improve mobility options and reduce VMT, including ride-share services, such as Lyft and Uber, and micro-mobility or last-mile options, such as car, bike/e-bike, or other share programs.
- **Fragmented mobility routes** due to incremental development patterns include issues such as varied right-of-way dimensions and road conditions, as well as incomplete sidewalks and bike path connectivity which present impediments to viable walking and biking alternatives.

Definition
Micromobility refers to any small human or electric-powered transportation solution such as bikes, e-bikes, e-scooters, or other small, lightweight vehicle.

Last mile options refer to the methods of transportation between public transit and the traveler's actual destination.

- **Parking and access** that may become constrained with sea level rise impacts on coastal parking and increasing traffic volumes, especially along the portions of Linden Avenue and Carpinteria Avenue that comprise the City's Downtown core, as well as U.S. 101 interchanges that connect to the City.
- **Truck routes**, including those in the northern part of the City primarily serving the agricultural industry and use certain neighborhood residential streets.

The issues addressed in the Circulation Element are complemented by policies contained in other CLUP/General Plan Elements. The **Land Use Element** designates land uses for the siting of transportation corridors and infrastructure that improve mobility and connectivity within the City. The **Noise Element** contains objectives and policies that address the major transportation-related noise sources in the City, such as U.S. 101 and the Union Pacific Railroad (UPRR). The **Healthy Community Element** supports active modes of transportation such as biking and walking through the provision of connected and convenient infrastructure. The **Safety Element** addresses potential evacuation routes during emergency conditions and the transportation of hazardous materials along U.S. 101 and UPRR. The **Coastal Resiliency Element** includes policies intended to minimize the risk of damage and disruption to critical transportation infrastructure. The **Public Facilities and Services Element** describes parks, recreation, trails, and coastal access resources for active and passive recreation opportunities that meet the needs of residents and visitors.

MULTI-MODAL CIRCULATION SYSTEM

The City is served by a multi-modal transportation system of roads, paths, and trails that support automobiles, buses, rail, pedestrians, and bicycles, which support various methods of transportation including active transportation, transit, shared mobility, and personal vehicles (Table C-1). Mobility for all modes of transportation within the City is facilitated by the City's small size and generally low levels of congestion on City streets. The City's Downtown is highly walkable, lies adjacent to a regional rail station, and is well served by pedestrian and bicycle facilities. Linkages to the City and State Beaches, local parks, and open spaces via local roads, bike paths, sidewalks, or trails are also generally easily available for residents and visitors.

Table C-1. Transportation Methods

Transportation Method	Description
Active Transportation	Includes biking, walking, or other physically powered methods of transportation; active transportation is supportive and complimentary of public transit for planning purposes.
Public Transit	Includes shared powered transportation options such as the local and regional bus system, and passenger rail.
Shared Mobility	Includes mobile ride sharing such as Lyft and Uber and micro-mobility options such as carshare, bikeshare, or other shared transportation options.
Personal Vehicles	Includes privately operated automobiles that are gasoline, electric, or hybrid-powered.

Key regional transportation routes for automobiles, buses, rail, and bicycles serve the City, including U.S. 101 and UPRR. Longer-distance mobility to regional destinations in Santa Barbara, Ventura, and beyond is often constrained by congestion along U.S. 101, relatively infrequent rail and bus service, and an incomplete regional bike network. The ease of access to non-vehicular regional transportation is key to reducing VMT, energy consumption, and GHG generation, consistent with State goals and mandates. While recent widening and interchange improvements to U.S. 101 are projected to alleviate regional congestion through 2030, the California Department of Transportation (Caltrans) projects that congestion will again increase by 2035. In addition,

meeting State mandates to reduce energy use and the associated generation of GHG emissions will require changes in travel behavior and support for more regional travel options.

U.S. 101 is a federally governed interstate roadway operated and maintained by Caltrans that bisects the City from east to west.[1] State Routes (SR) 150 and SR 192 are State-owned facilities that connect to the Ojai Valley and Montecito areas respectively and are included as major and secondary arterials as part of the City's Circulation Element network. In addition, the County transportation network is strongly connected with the City's network, while the County of Ventura's network has limited connectivity. The City participates in interagency coordination and cooperation with other agencies to ensure that the regional transportation network adequately serves both City, regional, state, and interstate transportation needs, to promote all modes of transportation, and to secure important funding sources for long-range transportation improvements.

Although often outside of the direct control of the City, addressing constrained longer-distance linkages and regional travel needs is an important and challenging component of the Circulation Element. This is largely because City residents work outside of the community, many workers commute to Carpinteria, and the City is a tourist destination. For example, approximately 41 percent of work trips originating in the City end within the City. Almost 60 percent of work trips originating in the City end at other regional destinations, such as the cities of Santa Barbara, Goleta, and Ventura, and unincorporated communities such as Montecito and Toro Canyon, while only 4.9 percent of all regional work trips are destined for the City. This shows that more than half of workers in Carpinteria do not work locally. The majority of regional trips use U.S. 101 and/or SR 150 and 192. Further, almost 17 percent of trips originating in Carpinteria are between 16 to 32 miles in length and almost 20 percent of trips are between 8 to 16 miles long. Many residents of other communities also travel into Carpinteria for work, primarily from the cities of Santa Barbara, Ventura, and Oxnard. Of trips destined for the City, almost 30 percent are between 16 and 32 miles long and almost 5 percent are between 32 and 64 miles long. For all work trips originating from and destined for Carpinteria, approximately 50 percent are completed via private automobile and approximately 32 percent are completed as an automobile passenger. This shows that for both local and regional trips, active transportation methods such as walking, biking, and public transit are rarely used (approximately 12 percent, 1 percent, and less than 1 percent, respectively) (Santa Barbara County Association of Governments [SBCAG] 2024).

[1] Although U.S. 101 is a federal facility managed by Caltrans, the City has permit authority over highway projects within the City's jurisdiction as the local implementing agency for the California Coastal Act.

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Carpinteria Roadway Network and Classifications

FIGURE C-1

The UPRR traverses Carpinteria for approximately 2.5 miles from east to west and provides a critical regional corridor of the transportation of people and goods.

The City also includes important multi-modal transportation facilities. The City is traversed by UPRR which supports operations by Amtrak, with approximately 10 passenger trains per day in 2024 stopping at the City's Downtown station, as well as several freight trains. Passenger service along the railroad is governed by the Los Angeles - San Diego - San Luis Obispo Rail Corridor (LOSSAN) agency that oversees this 351-mile-long corridor that travels through a six-county coastal region and is the second busiest intercity passenger rail corridor in the United States. In addition, the City is served by two major regional bus lines operated by the Santa Barbara Metropolitan Transit District (MTD) and the Ventura County Transportation Commission (VCTC) Coastal Express. The City also lies along two regional bikeways, including the main Coast Route. Taken together, this mix of transportation facilities provides a foundation for the City to plan how best to meet the state's goals to reduce GHG emissions, reduce regional traffic congestion, and improve public health through more active transportation. Reducing the overall amount of VMT by increasing access to all available modes of transportation will help reduce congestion and air pollutant emissions.

Optimal regional and local mobility must integrate connectivity between transportation modes. In addition to efficient and improved automobile circulation within and through the City, connections between the Carpinteria Amtrak Station, bus stops, rideshare, and other shared mobility alternatives (e.g., walking and biking networks) must also be aligned to serve all community areas. Primary roadway connections include Linden Avenue and Carpinteria Avenue, Via Real, SR 150 and 192, and north-south connections across U.S. 101 and UPRR (Figure C-1). The eastern S.R. 150 and Bailard Avenue overpasses either lack or have limited pedestrian improvements. The three western overpasses are more improved and the Casitas Pass and Linden Avenue overpasses have full sidewalks on both sides and Class II bike paths while the Santa Ynez overpass has sidewalks but no bike paths.

Local Roads

The network of local streets and associated multi-modal facilities is used to evaluate the needs for various methods of travel and plan for future City improvements. Existing local roadways are described below, while proposed improvements are discussed below under *Circulation Plan*. Key purposes of the proposed network include placing greater emphasis on multi-modal transportation, creating useful streets that match the character of the City, and increasing north-south and east-west connectivity, as well as between community areas such as the beach, parks, and schools. The Circulation Element defines roadway classifications developed by the City based generally on road capacity, location, and average traffic, which considers surrounding land uses (Table C-2).

Table C-2. Roadway Classifications

City Designation[1]	Caltrans Designation[2]	Example	City Description
Local Street	Local Street	*Aragon Drive*	Provide connections within neighborhoods, not intended for through traffic and generally one lane in each direction.
Local Connector	Minor Collector	*Santa Ynez Avenue*	Provide connections between neighborhoods and commercial or industrial areas, intended for local City circulation.
Main Street	Major Collector	*Carpinteria Avenue*	Provide connection to the primary commercial and visitor-serving City land uses, providing immediate connections to the City's throughways and freeway.
Throughway	Minor Arterial	*Foothill Road*	Provide connections between local land uses to surrounding areas adjacent to the City.
Freeway	Freeway or Expressway	*U.S. 101*	Provide regional connections between the City and nearby cities and counties, intended for multi-lane, high-speed travel to and through the City.

[1] Note: The "City Designation" column is based on classifications developed by City transportation planning staff.
[2] Source: Caltrans terminology (Caltrans 2020).

North-South Connectivity

Linden Avenue, with Class II bike lanes, provides north-south connectivity from S.R. 192, crossing both U.S. 101 and Carpinteria Avenue to its terminus at the ocean.

North-south connectivity is provided by two key throughways, four local connectors, one main street, and several un-designated local streets (Figure C-1). There are a total of five overpasses across the 2.5 miles of U.S. 101 within the City; located at Rincon Road/ S.R. 150 and Bailard Avenue in the east, and Casitas Pass Road, Linden Avenue, and Santa Ynez Avenue/ 7th Street in the central portions of the City. The central area overpasses are relatively closely spaced (e.g., 0.5 miles) providing generally adequate connectivity, but those in the eastern area of the City are separated by 0.8 to 1.0 miles, limiting connectivity. Some of these overpasses support striped Class II bike lanes and varying levels of sidewalk improvements for pedestrian access, and MTD Route 20 and the Seaside Shuttle provide transit access across the freeway (Refer to Figures C-2 and C-3). In addition, the short Carpinteria Creek Class I bicycle path connects Via Real to Carpinteria Avenue via an underpass beneath U.S. 101. The UPRR can limit north-south connectivity, with three at-grade signal/ crossing arm-controlled crossings in the City at Linden Avenue, Palm Avenue, and Dump Road. Connectivity between the Beach Neighborhood and Downtown Neighborhood is limited west of Linden Avenue, leading to informal crossings at roadways such as Ash Avenue and Holly Avenue. Key north-south corridors within the City include:

Cravens Lane is a *two-lane local connector* that connects Via Real with S.R. 192 and serves primarily unincorporated rural agricultural lands outside the City. This road generally supports

a sidewalk on the east side for only a short distance. Bike lanes are not present. North of the City it becomes a narrow rural road with intermittent shoulders and no sidewalks.

Santa Monica Road is a *two-lane local connector* that provides access to U.S. 101 in the western portion of the City through a partial slip ramp interchange with U.S. 101. Santa Monica Road runs for almost one mile south from S.R. 192 to Via Real and U.S. 101 and primarily serves rural agricultural lands, single-family homes, and limited commercial development in the City. Santa Monica Road generally supports sidewalks on both sides within the City. Class II striped bike lanes are not present, but the southern portion of the road is a Class III bikeway. North of the City it becomes a narrow, curvy rural road with intermittent shoulders and no sidewalks.

Santa Ynez Avenue is a *two-lane throughway* that runs between Carpinteria Avenue and the City's northern boundary via an overpass across U.S. 101, terminating at rural agricultural land north of its intersection with El Carro Lane. Santa Ynez Avenue serves residential uses and provides access to U.S. 101 for the western end of the City through its connection with Via Real which links with the Santa Monica Road partial service interchange. Santa Ynez Avenue also provides access to Aliso Elementary south of U.S. 101. This road supports sidewalks on both sides of the street, except its frontage with Memorial Park, but does not provide striped Class II bike lanes.

Linden Avenue is a *two-lane main street* south of Carpinteria Avenue and a *local connector street* north of Carpinteria Avenue, running from the beach through the center of the City, across U.S. 101 to S.R. 192. Linden Avenue provides access to Canalino Elementary School and Carpinteria Family School. Linden Avenue supports sidewalks on both sides throughout its length and Class II stripped bike lanes with extensive on-street parking through much of the Downtown and Beach Neighborhood, across the U.S. 101 overpass and north of the freeway to S.R. 192.

Palm Avenue is a *two-lane local connector* that connects Carpinteria Avenue to 4th Street within Carpinteria State Beach campground a major tourist attraction in the City, and to large day-use parking areas and facilities. Palm Avenue generally supports sidewalks on both sides and Class II stripped bike lanes north of 6th Street, which both become intermittent to the south.

Casitas Pass Road is a *two-lane throughway* running for approximately 1.5 miles from S.R. 192 south to Carpinteria Avenue and Carpinteria Middle School. Casitas Pass Road supports sidewalks on both sides south of U.S. 101, across the overpass with sidewalks primarily restricted to areas within the City on the west side of the street north of the freeway and Class II striped bike lanes along most of its length.

Bailard Avenue is a *two-lane local connector* running for approximately ½ mile from the north of the City limits to Carpinteria Avenue, with a two-lane overcrossing over U.S. 101. A diamond interchange provides full access to the freeway. Bailard Avenue serves as the principal access

for the surrounding residential area, as well as providing access to U.S. 101 and the Downtown for the City's largest employment center located off Via Real ½ mile to the east.

Mark Avenue is a *two-lane local street* located in the northeastern portion of the City that extends from Via Real to the northern City limits and into adjacent agricultural uses. It provides access from Via Real to the City's largest employment center, a light industrial or Manufacturing Research Park in the eastern part of the City north of the freeway.

In the Arbol Verde/Concha Loma neighborhood area, **Arbol Verde Drive**, **Concha Loma Drive,** and **Calle Ocho** serve as local streets feeding residential traffic from the Concha Loma Neighborhood to Carpinteria Avenue.

East-West Connectivity

Carpinteria Avenue provides the primary east-west connectivity along the City's southern region, intersecting Linden Avenue.

East-west circulation within the City is provided by four key throughways, main streets, and local connector streets, including Via Real, Ogan Road, and El Carro Lane north of U.S. 101 and Carpinteria Avenue to the south (Figure C-1). The City's partially complete grid system south of U.S. 101 such as 7th and 8th Streets also provide local east-west connectivity, and pedestrian cut-throughs such as those at 8th Street, 9th Street, and El Carro Lane contribute to pedestrian east-west connectivity. This internal circulation within the City generally does not necessitate the use of U.S. 101 for local trips. The east-west U.S. 101 freeway is described further below under *Regional Transportation Network*. Key east-west corridors within the City include:

Via Real is a *two-lane throughway* paralleling the freeway as a frontage road in two discontinuous sections. The two segments of Via Real provide access to four U.S. 101 Exchanges and support different levels of street improvements. From Carpinteria Creek to S.R. 150 which serves both residential and light industrial uses, sidewalks are present along the north side of the road only, with a 1,500-foot gap between Poplar Street and the Rancho Grande Mobile Home Park. Class II Bike Lanes are fully developed from Bailard Avenue east to S.R. 150, but only a limited Class II Bike Lane is developed on the north side of the road east of Bailard Avenue. Via Real between Via El Rincon and Polar Street is marked for a Class III bikeway. The central segment from Carpinteria Creek to Vallecito Road is not a designated bike route but provides bike access via a 6- to 8-foot-wide unmarked road shoulder. The recent freeway improvements along U.S. 101 included extending Via Real to Linden Avenue. This new connection now acts as the main east-west non-freeway connection within the community and relieves some traffic burden from other local residential streets.

Carpinteria Avenue is a *two-lane main street* south of U.S. 101 that connects the west edge of the City at the U.S. 101 offramp to the S.R. 150 interchange almost 4 miles to the east,

passing by the Carpinteria Bluffs and through Downtown. Left turn lanes are provided at several intersections and traffic signals exist at Linden Avenue, Casitas Pass Road, and Santa Ynez Avenue/ 7th Street. Carpinteria Avenue transitions to a *local connector* east of City Hall where there are no fronting buildings on either side of the road. Carpinteria Avenue is the only continuous street running through the City on the south side of the freeway. It provides direct access to both Carpinteria Middle School and Aliso Elementary School. Portions of Carpinteria Avenue are striped with Class II bike lanes.

El Carro Lane is a *local connector street* that serves as an east-west residential street serving the community north of the freeway. It runs between Santa Monica Creek and Casitas Pass Road. It is presently discontinuous with a missing segment between Linden Avenue and Sterling Avenue where Malibu Drive serves as the connection.

Ogan Road is a local street that used to serve as the only east-west route north of U.S. 101. However, with the extension of Via Real, impacts from U.S. 101 congestion have been reduced and the throughway street classification has been moved to Via Real.

South of the freeway, in the central part of the City, **7th Street** serves as an east-west local connector street between the Downtown core and the western part of the area, at Santa Ynez Avenue, and **8th Street** serves to connect the core to the area to the east.

Complete Streets

Shared mobility, improved walking and biking facilities, improved pedestrian and bicycle connectivity, and access to public transit improve the livability and sustainability of the community. Complete streets are streets designed for multiple users and transportation modes, including vehicles, pedestrians, and cyclists, and result in many community benefits (Table C-3). In the City, main streets such as Linden Avenue and Carpinteria Avenue provide prime opportunities to become complete streets, as they can be maintained to support through traffic, bicycle lanes, bus stops, and pedestrian travel corridors at the confluence of many different land use types. Complete streets create a comprehensive connected network for all transportation modes with consideration to a range of users including children, disabled people, and seniors. Benefits of a multi-modal transportation network include an increase in quality of life, public safety, sustainability, public health, and economic resiliency.

Table C-3. Benefits of Complete Streets

Improvement	Description
Quality of Life	A multimodal transportation system gives residents and visitors viable options between walking, biking, and transit instead of an automobile, leading to physically active streets less dominated by automobile traffic, noise, congestion, and stress, and improving public engagement.
Public Safety	By increasing walking and biking activity, and adjusting roads to control automobile speed, public areas, sidewalks, bike lanes, and roadway crossings become increasingly visible and encourage legitimate uses of public spaces that reduce the potential for crime and reduce injury and fatal collisions.
Sustainability	Reduced automobile use reduces air pollution, GHG emissions, and oil runoff that may flow into the environment. Encouraging alternative travel modes can reduce the City's impact on the environment both locally and globally.
Public Health	Creating a safer walkable and bikeable environment can encourage higher levels of physical activity and reduce resident rates of obesity, heart disease, and air quality issues, particularly for vulnerable groups such as children and seniors.
Economic Resiliency	The attraction of a walkable and bikeable environment can draw people to visit by improving the attractive and pedestrian-friendly areas of the City, particularly in commercial areas.

Local Roadway Safety Planning

In 2020, the City was awarded a grant from Caltrans to perform a Local Roadway Safety Plan (LRSP) to analyze the roadway system in Carpinteria to assess current collision 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 was adopted in 2022 and is updated as needed every 5 years, per Highway Safety Improvement Program (HSIP) requirements.

Based on five years of collision analysis data and stakeholder input, the LRSP addresses multiple Strategic Highway Safety Plan (SHSP) Challenge Areas including but not limited to intersections, aggressive driving/speed management, bicyclists, pedestrians, and distracted driving. The top contributing factors or violations to collisions were unsafe speed, improper turning, auto right of way, unsafe starting/backing, and driving under the influence (DUI).

The LRSP identifies six intersections and eight roadway segments where safety challenges warrant countermeasures, such as improved crossings, modified signal timing, roadway striping changes, and installation of separated bike lanes. Nearly all safety challenges were identified along Carpinteria Avenue and in the Downtown Core on Linden Avenue with some challenges on Casitas Pass Road, Ogan Road, and Via Real. The intersection of Carpinteria Avenue and Casitas Pass Road had the greatest number of vehicle collisions (12 collisions). The majority of pedestrian collisions involved pedestrians walking in a crosswalk at an intersection and many occurred along Carpinteria Avenue. The majority of bicycle collisions occurred along Carpinteria Avenue between Santa Ynez Avenue and Casitas Pass Road and during the daytime. Of the bicycle collisions along City streets and Caltrans roadways, several involved minors biking to and from school.

Safe Routes to School

Safe Routes to School is an approach coined by the U.S. Department of Transportation that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. The City of Carpinteria has adopted the Safe Routes to School program in partnership with the Coalition for Sustainable Transportation (COAST) to improve infrastructure and facilitate programs to involve the community. The City has also obtained several grants from SBCAG and the State to improve the Safe Routes to Schools within the City and will continue to pursue funding options. Refer to the **Public Facilities and Services Element** for an inventory and discussion of schools within the City.

As part of the Safe Routes to School program, the City reviewed the walkability and rideability of the local neighborhoods, considering the quality of the roadway, designated bike paths, crosswalks, and signage. Most of the public roads have concrete sidewalks for pedestrian access. There is one residential neighborhood in the Downtown Beach Area of the City and a few various industrial/commercial areas that do not have any sidewalks. The City has a sidewalk infill priority list of projects that are completed as funding is available (City of Carpinteria 2013). In general, sidewalks of five feet in width are typical as are handicap access ramps at road intersections. There are some locations on the City's list of handicapped access ramps that still need to be installed and/or upgraded to current standards. The City generally marks crosswalks where significant numbers of school-aged and other pedestrian concentrations are expected. Crosswalks are also marked in the heavy commercial segments along Carpinteria Avenue and Linden Avenue. All sidewalk markings are maintained through an annual restriping program.

The COAST Safe Routes to School Program also implements community outreach and programming that aim to enable children to walk or bike to school safely, including school zone evaluations, school mobility counts, Walk and Bike to School Day, ongoing incentive programs, and safety training for children. These have consisted of pedestrian and bicycle safety presentations and assemblies for elementary schoolers, a walk around the block for younger students (e.g., second graders), and bicycle helmet distribution and fitting for all students.

Previous Safe Routes to School improvements include improvements to the Concha Loma Drive/Calle Ocho intersection, Linden Ave/Nipomo Drive intersection, and Carpinteria Ave/Santa Ynez Ave intersection improvements (SBCAG 2017a).

Active Transportation

The City has adopted policies to support and encourage the use of active transportation modes including bicycling, walking, and use of public transit, consistent with the SBCAG Congestion Management Program (CMP) and the City's Sustainable Community Policy (2014) (SBCAG 2016) The active transportation facilities within the City are summarized in the following sections.

Definition
Active Transportation refers to walking, biking, and wheeling to destinations. Public transit is considered active transportation because it generally involves an active mode on one or both ends of the trip (SBCAG 2017).

Pedestrian Facilities

The City supports sidewalks within the Downtown, along most major roadways such as Carpinteria Avenue, and in newer neighborhoods north of U.S. 101. Older neighborhoods south of U.S. 101 in portions of the Downtown Neighborhood, Beach Neighborhood, and Concha Loma Neighborhood often lack sidewalks or have incomplete sidewalks. In these areas, short blocks, narrower street widths, and on-street parking tend to limit vehicular speeds so that roads often accommodate cars, bikes, and pedestrians. The City's Department of Public Works assembles Annual Work Plans which identify planned capital improvements to address desired changes to the sidewalk system. Residents of some neighborhoods, such as the Concha Loma and Beach Neighborhoods, do not want sidewalks to preserve the neighborhood's semi-rural character.

The City's pedestrian facilities include sidewalks and unpaved trails providing a network of walkable options for City-wide connectivity such as the California Coastal Trail on the Carpinteria Bluffs.

The City also supports an extensive multimodal trail system, particularly within the Carpinteria Bluffs, Tar Pits Park, and Carpinteria State Beach, as well as several informal "micro trails" and pedestrian/ bike bridges which improve connectivity and pedestrian/ bike mobility within the City (Figure C-2). Refer to the **Public Facilities and Services Element** for an inventory of trails used for recreation and multimodal connectivity in the City.

Bicycle Facilities

Bicycle facilities offer local connectivity within the City in addition to regional connections to Santa Barbara and Ventura. In 2020, the City supported 4.1 miles of existing bikeways, including 3.6 miles of on-street Class II striped bike lanes, including along Linden Avenue, Carpinteria Avenue, and Casitas Pass Road, several segments of Class III bikeways, and 0.5 miles of off-street bikeway facilities such as the Santa Monica Creek

The City's bikeway infrastructure such as the Class II lane along Via Real connects regional areas between the north and south.

and Carpinteria Creek Class I bike paths (Figure C-2). The City utilizes SBCAG's Regional Active Transportation Plan to identify and plan capital improvements to its bicycle facilities.

- **Class I** bikeways are separate off-road lanes, physically separated from motor traffic with a vertical feature, for the use of bicycles and pedestrians.
- **Class II** bike lanes are located on roadways that are separated from vehicular travel lanes by a painted lane, a "bikes only" sign, or a barrier. They may also include a painted buffer to further separate vehicles and bicyclists.
- **Class III** bikeways or "shared bicycle routes" are shared by pedestrians or motorists and are not physically separated from roadways. Only signs or painted roadway markings, such as sharrows, denote these routes.
- **Class IV** delineated bikeways, often referred to as cycle tracks or protected bike lanes, are for the exclusive use of bicycles. The bikeway may include but is not limited to bright green lanes through intersections, flexible posts, or on-street parking. Class IV separated bikeways can provide for one-way or two-way travel (Caltrans 2017). There are currently no designated Class IV bicycle facilities in the City.

Class I bikeways in the City are provided along Santa Monica Creek (pictured left), along Carpinteria Creek between Carpinteria Avenue and U.S. 101, and parallel to U.S. 101 between Carpinteria Creek and Casitas Pass Road. The new Santa Claus Lane Bikeway (pictured right) was installed in 2024 as part of the U.S. 101 widening project. This concrete path runs adjacent to the Carpinteria Salt Marsh to connect Santa Claus Lane at Sand Point Road to Carpinteria Avenue in the City. Cyclists and pedestrians can now travel from Carpinteria up to the popular Santa Claus Lane shopping and restaurant district and beach, then continue into Summerland.

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Carpinteria Active Transportation Facilities

FIGURE C-2

Public Transit

Public transit in the City includes bus and rail service with an Amtrak station located on Linden Avenue and bus transit stops throughout the City (see Figure C-3). Transit service includes 10 passenger rail trains per day, 3 public bus lines with approximately 84 associated bus stops, and a private bus line (Santa Barbara AirBus) to convey users to Los Angeles International Airport (Santa Barbara MTD 2023; Amtrak 2024; VCTC 2024).

Public Bus System

Public bus transit service serving the City is primarily provided by the MTD and the VCTC (Figure C-3). MTD also offers a free smartphone app for up-to-date information on bus timing and location. Bus transit service within the City is currently relatively infrequent, limiting its attractiveness to the non-transit dependent.

- **MTD Route 20** is an east-west transit line that provides service along Via Real and Carpinteria Avenue, linking the City to Summerland, Montecito, and Santa Barbara to the west. Buses turn around on Rincon Road, to the north of Camino Carreta, and return to Santa Barbara in the reverse direction. Route 20 typically makes 48 stops (between 5:30 AM and 11:30 PM) between downtown Santa Barbara and Carpinteria, and its travel time from end to end is approximately 56 minutes.
- **MTD Route 19X** is the Carpinteria/SBCC Express bus that provides limited east-west service between Santa Barbara City College and Carpinteria Avenue (at Palm Street). Buses turn around after this stop and return to Santa Barbara in the reverse direction. Route 19X typically makes approximately 12 stops, but the majority of morning trips are from Carpinteria to SBCC, and the majority of evening trips are from SBCC back to Carpinteria.
- **MTD Route 36**, the "Seaside Shuttle," was an electric shuttle that provided daily service between residential neighborhoods north of U.S. 101 and the Downtown core, including stops by the Amtrak train station and links with Route 20. Route 36 was discontinued in 2020. However, Santa Barbara MTD's 2022 *MTD Moves Ahead* Short-Range Transit Plan identifies The Wave Carpinteria as a replacement service. The Wave Carpinteria would provide a flexible, on-demand shared ride curb-to-curb micro-transit service covering the entire city and some unincorporated County areas, including the Santa Claus Lane area. The exact days of the week and service span have not yet been specified, but it will be equivalent to ten hours a day, six days a week (Santa Barbara MTD 2022).
- **Coastal Express (VCTC Routes 80, 84, and 84U)** is operated by the VCTC and SBCAG and provides daily commuter service between Carpinteria, Goleta, Santa Barbara, Ventura, Oxnard, and Camarillo, with approximately 16 stops in Carpinteria every day on weekdays and less frequently on weekends. The Coastal Express stops at City Hall (at Carpinteria Avenue), Downtown (at Carpinteria Avenue and Maple Avenue), and Carpinteria Tech Park (at Via Real and Mark Avenue) (VCTC 2024).

wsp

Carpinteria Public Transit Facilities

FIGURE C-3

- **Santa Barbara Airbus** is a private transit service that makes 16 daily trips between the South Coast and Los Angeles International Airport, with stops in Carpinteria, Goleta, Camarillo, and Santa Barbara. The Carpinteria stop is currently located at the southwest corner of the Casitas Plaza Shopping Center (Santa Barbara Airbus 2024).

The City also subsidizes specialized transportation-related services. Easy Lift Transportation offers a fixed route accessible service and a door-to-door service available to the public (which may assist individuals with disabilities and the elderly). Easy Lift Transportation is a nonprofit organization contracted by MTD that provides specialized paratransit services for Carpinteria, including "Dial-a-Ride" services to riders with physical or cognitive impairments. The Easy Lift service area encompasses the South Coast urban areas including the City of Carpinteria, within 0.75 miles of fixed-route MTD bus stops. HELP of Carpinteria, an all-volunteer, non-profit organization, also offers affordable, donation-based door-to-door services to non-driving Carpinteria Valley residents or residents with no other means of transportation.

Passenger Rail

Carpinteria has one of the three rail stations on the South Coast of Santa Barbara County which offers potential to improve mobility for City residents, visitors, and employees. The major coastal railroad route passes through the City along the UPRR. Amtrak has an open-air, accessible rail station located within the southern edge of the City's Downtown on the southwest corner of Linden Avenue and 5th Street. The station includes a small shelter, eight bicycle lockers, an automatic ticket vending machine, and an electronic message board and is served by an approximate 98-space parking lot with two access driveways off 5th Street. The parking lot is shared with other Downtown uses, has pedestrian access to Linden Avenue, and supports a public restroom.

The Amtrak Surfliner provides 10 passenger rail stops daily through the Carpinteria train station, between San Luis Obispo and San Diego, with one northbound and one southbound train timed to serve peak hour commuters.

Pending Regional Transit Improvements

Several pending improvements to the UPRR and passenger rails service are funded or proposed under existing adopted transportation plans. The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor agency was awarded funding for railroad improvements in the City. As part of the LOSSAN Corridor Plan, proposed improvements would occur along a 0.25-mile-long section of railroad extended from just east of Linden Avenue to just west of Franklin Creek. These proposed improvements include double tracking of the railroad to allow trains to pass, a new train station platform on the south side of the tracks, a railroad undercrossing, and the establishment of key pedestrian linkages. One of the proposed pedestrian routes would improve the connection between 5th Street and Carpinteria Avenue, and may include a bridge crossing over Franklin Creek.

This station is served by Amtrak, which provides intercity passenger rail service in Santa Barbara County, using UPRR mainline tracks. Amtrak offers two train routes in Santa Barbara County, operated under an agreement with the State, including the Pacific Surfliner and the Coast Starlight.

The Pacific Surfliner connects San Luis Obispo and San Diego through Santa Barbara. In 2020, service includes twelve daily round trips, five of which serve the City and the County, including one early northbound and one late afternoon southbound train that has been timed to serve peak-hour commuters, with stops at Carpinteria station every 2 to 3 hours. An additional round-trip train route may also be implemented within the next 10 years (LOSSAN Rail Corridor Agency 2018). Commuter rail is not currently provided in Santa Barbara County, but new commuter rail services between Santa Barbara and Ventura counties are expected to begin as early as 2025, following a vote by SBCAG in early 2025 to fund the re-establishment of a Metrolink commuter rail pilot program. Under the pilot program, a new Metrolink train would embark northbound to Santa Barbara County in the early morning, with a new Metrolink train embarking southbound to Ventura County, leaving the Carpinteria Amtrak station in the late morning. Until the new commuter rail services begin, Amtrak multi-ride tickets are available for commuters choosing to travel by existing intercity passenger rail. Amtrak allows bicycles on these trains, as well as free connections to 12 local transit providers in coastal counties. The Coast Starlight connects Los Angeles and Seattle through Carpinteria and the County, offering one train in each direction every day between San Luis Obispo and south to San Diego, with its nearest stop at the Santa Barbara Train Station. In Carpinteria, train passengers may walk to Carpinteria Avenue to take MTD Route 20 to connect to points to the east or west (Figure C-3).[2]

Railroad Crossings

Railroad crossings along the City's extent facilitate public access from northern City areas to the southern beach areas.

A total of four developed at-grade railroad crossings with signals and crossing arms exist within the City at Sandyland Cove Road, Linden Avenue, Palm Avenue, and Dump Road. The Linden Avenue and Palm Avenue railroad crossings provide vehicle and pedestrian crossing. The lack of developed legal crossings over the UPRR limits north-south connectivity within the City, particularly between the Beach Neighborhood and Downtown Neighborhood, between the Concha Loma Neighborhood and Tar Pits Park, and on the Carpinteria Bluffs. However, residents regularly cross the UPRR, with the most heavily used informal crossings located at Holly Avenue, Ash Avenue, and Calle Ocho intersections with the railroad, as well as on the Carpinteria Bluffs. While construction of formal developed at-grade crossings over the UPRR is a City goal, receiving permit approval for such crossings from the UPRR and California Public Utilities Commission (CPUC) is challenging and costly. Generally, railroad management organizations strongly prefer to avoid new at-grade crossings and strive to support the use of overcrossing bridges or underpasses as a safer means of providing such connectivity. Bridges can be challenging as they must provide a minimum of 23 feet and 4 inches of vertical clearance over the railroad, while Americans with Disabilities Act (ADA) grade requirements can

[2] Noise and vibration issues associated with rail traffic are addressed in the Noise Element, while accidents and hazardous materials releases are addressed in the Safety Element.

require the construction of several hundred feet of ramps to access the bridge. Undercrossings in some areas of the City such as Ash Avenue may encounter high groundwater. Regardless of these barriers, to improve pedestrian and bike safety and connectivity within the City, the development of two potential railroad crossing improvements are planned for in this Circulation Element (refer to Figure C-2):

1. The Rincon Bikeway Project railroad overcrossing bridge at the City's east end to link Carpinteria Avenue and the Carpinteria Bluffs Trail/ California Coastal Trail with Rincon Beach County Park and the Ralf Fertig Memorial/ Rincon Bikeway; and

2. Development of a formal crossing at the existing Holly Avenue informal crossing and trail, along with access control and landscaping/ habitat restoration improvements.

Shared Mobility

Transportation hubs within the City such as the Carpinteria Amtrak Station, Santa Barbara Airbus Stop, and VCTC Coastal Express stops can require users to switch transportation modes to biking, walking, or ride-share services after arriving at a transit hub. Shared mobility strategies managed by the City such as rideshare and bicycle and scooter sharing would provide active transportation options for the first and last mile of travel (e.g., from public transit to the traveler's actual destination.

Ridesharing involves the shared use of privately owned vehicles by individuals with similar travel needs. Carpool and vanpool rides serve two or more people with similar commuting patterns and are not for profit. Rideshare companies, such as Uber and Lyft, have expanded in recent years and provide taxi-like service to passengers via smartphone apps and websites.

Bikeshare and other small, shared transportation options involve shared modes of lightweight transportation such as electric bicycles. These devices are typically rented using smartphone apps and allow users to travel relatively short distances to a desired location. Users can rent a device from a centralized docking station or a non-centralized (dock-less) rental location and park the device either at a dock, designated location, or a location of their choosing depending on the service and City rules for use. While effective at providing options for non-vehicular transportation, the City currently prohibits the use of shared scooters and bicycles due to public safety concerns related to improper ridership and discarded devices.

Regional Transportation Network

The City is served by regional transportation infrastructure that provides for movement of goods, freight, trucking, and commuting to other areas of Santa Barbara County, Ventura County, and beyond.

U.S. 101

U.S. 101 serves the Carpinteria area and is a principal intercity highway connecting coastal region cities between Los Angeles and San Francisco. To a lesser degree, it serves as an intra-city freeway for trips that may originate and terminate at the various interchanges in the City. In 2020, U.S. 101 was widened to six lanes (four regular lanes and two high occupancy vehicle lanes) through Carpinteria with major improvements occurring at two City interchanges (SBCAG and Caltrans 2020). These improvements also include widening bridges across Santa Monica Creek and Franklin Creek to add a third lane in each direction on U.S. 101 and better accommodate flood flows (SBCAG and Caltrans 2020). These improvements aim to avoid prolonged closures such as those that occurred due to the January 2018 debris flows, which closed U.S. 101 for over 3 weeks and cut off Carpinteria from nearby cities (refer to the Safety Element for a discussion regarding the 2018 debris flows).

U.S. 101 is being widened to accommodate two extra lanes throughout the City's extent, with improvements proposed for each interchange with local streets.

Freeway Interchanges

Existing freeway interchanges are governed by Caltrans and are located at S.R. 150, Bailard Avenue, Casitas Pass Road, Linden Avenue (northbound on-ramp/southbound off-ramp only), Santa Monica Road (northbound on and off ramps only), Reynolds Avenue (southbound on and off ramps only), and Carpinteria Avenue at the west end of the City (southbound off-ramp only).

Definitions
Partial Service Interchange refers to isolated on or off-ramps which only accommodate one direction of travel to or from the freeway.

Full Service Interchange includes ramps that provide access from any direction of the roadway to the either direction of the freeway, and typically consists of at least four on/off ramps.

The Linden-Casitas Overpass Project completed in 2020 included a mix of interchange bridge replacements designed to accommodate the widening of U.S. 101 and local circulation improvements (SBCAG and Caltrans 2020). The roadway extensions, bike lanes, and sidewalk improvements improve travel for residents on local streets for in-town trips. The longer new overcrossing, new bridges, and safer on- and off-ramp connections are designed to facilitate the addition of the high occupancy vehicle (HOV) lanes on U.S. 101.

State Routes

Two state routes traverse limited portions of the City. S.R. 150 is a two-lane rural State Highway, with a 4- to 6-foot-wide road shoulder that could potentially accommodate Class II bike lanes along the City alignment but are currently unmarked and not designated. State Route 150 connects the Carpinteria Valley with Lake Casitas and Ojai in Ventura County. S.R.192, Foothill Road, is a two-lane east-west rural State Highway that traverses less than one mile of the northern

portion of the City, with incomplete unmarked segments of road shoulders along the City portion of the highway that could also potentially accommodate Class II bike lanes. Apart from U.S. 101, State Route 192 is the only fully continuous east-west route within the Carpinteria Valley and provides access to unincorporated agricultural land, residential neighborhoods, and Carpinteria High School within the northern end of the City.

Truck Routes

Truck routes within the City are defined as streets or portions of streets that can accommodate any vehicle exceeding a maximum gross weight limit of three tons (six thousand pounds), except passenger buses under the jurisdiction of the California Public Utilities Commission. The city traffic engineer is authorized to designate truck routes for the movement of vehicles exceeding the maximum gross weight limit of three tons (City Municipal Code Section 10.40). The Public Works Department also administers the Transportation Permit Application process for oversized loads or trucks that traverse through or within City limits, which includes standard conditions of approval identifying approved hauling truck and overside load transportation routes. Traffic control devices may also be employed to regulate truck routes, which may include signage, official traffic signals, and lane or distinctive roadway markings (City Municipal Code Section 10.12).

The City designates two types of truck routes depending on the type of traffic: 1) a truck route from U.S. 101 to the City's industrial park for all vehicles including those with a gross weight exceeding six thousand pounds and 2) a heavy-duty truck route for the transport of goods, materials, or freight for storage, transfer, or redistribution from industrial areas. The purpose of designating truck routes in a Circulation Element is to ensure that truck traffic patterns are compatible with existing and proposed patterns of land use in the City and that the geometric cross-section of the road and its structural section are constructed adequately to service heavy and large vehicles. While trucks may utilize any public street for delivery of goods or services within the City, in some cases, it may be beneficial to place use restrictions on certain streets to discourage truck traffic where it is found to be incompatible with existing or planned land use patterns or street improvements.

U.S. 101 serves as the primary north-south truck route for Santa Barbara and Ventura Counties and carries approximately 6,900 commercial truck trips a day, or about nine percent of traffic volume. S.R. 192 is also a Truck Advisory Route with truck traffic consisting of approximately 10 percent of traffic volume on this roadway. Within City limits, a truck route for use by all vehicles, including those with a gross weight greater than six thousand pounds (three tons) is established by the City Municipal Code (Section 10.40.061). The designated truck route utilizes Bailard Avenue from both the northbound and/or southbound off-ramps from U.S. 101, south to its intersection with Carpinteria Avenue, and south along Carpinteria Avenue to its intersection with S.R. 150. Trucks are also authorized to then travel to the north along S.R. 150 to its intersection with Via Real, and the west along Via Real until its intersection with Mark Avenue (Figure C-1; City Municipal Code Section 10.40.061). Trucks are prohibited from using the portion of Via Real east of its intersection with Bailard Avenue, except for public transit vehicles and service vehicles making pickups and/or deliveries (City Municipal Code Section 10.40.060).

The City faces several problems regarding truck transportation related to GHG emissions, noise generation, and weathering of roadways that are not approved to accommodate the movement of trucks over three tons in gross weight. Agricultural uses in the unincorporated Carpinteria Valley generate truck trips that may raise concerns with residents in areas north of the U.S. 101. This traffic may increase proportionally if there is an intensification of agricultural land uses and no alternative truck routes are provided. However, traffic control measures and designated truck routes can help reduce impacts from truck traffic. The truck route designations are intended to provide safe and effective routes that avoid residential neighborhoods and other sensitive uses.

Commercial Freight Rail

The UPRR operates daily freight service through the City. Current train route schedules include three daily Coast Main Line through-trains in each direction, 10 daily regular local freights, and one oil train approximately three times a week that travels between San Ardo in San Luis Obispo County and Long Beach in Los Angeles County. Approximately 60 percent of the rail movement originates in Santa Barbara County (i.e., outbound freight). Minerals contribute over 60 percent of outbound freight, petroleum products contribute 20 percent, and food and agricultural products make up 14 percent, with small amounts of chemicals and scrap materials accounting for the balance of the outbound freight (SBCAG 2017a). With growth in goods imported from overseas, and with the Ports of Los Angeles and Long Beach being the nation's first and fifth busiest ports, respectively, demand for freight service is expected to increase. UPRR anticipates an increase, from its current average of 13 freight trains per day on the LOSSAN North Corridor by four trains per day (17 freight trains total) by 2025 (SBCAG 2017a).

VEHICLE MILES TRAVELED (VMT) AND GHG REDUCTION

Reductions in VMT and associated energy demand and generation of GHG emissions have been the subject of recent state legislation and regional plans such as SBCAG's Sustainable Community Strategy. Through the public outreach process for this General Plan/LCP update, the community has also expressed interest in being less automobile-dependent and has supported the integration of VMT considerations into the City's Circulation Element. The City is committed to reducing GHG emissions through various activities which may include improved mass transit systems and improved alternative transportation systems for biking, walking, and low emissions vehicles, as set forth by the City's Sustainable Community Policy. Reducing the overall amount of VMT through improved availability of all modes of transportation will help reduce energy demand, GHG emissions, and other pollutant generation.

Definition

Vehicle Miles Traveled (VMT): The number of miles traveled by a motor vehicle for commute trips (e.g., to a business, acquaintance, public park, etc.). VMT measures the amount of travel for all vehicles in a geographic region over a given period of time, calculated as the sum of the number of miles traveled by each vehicle.

Due in part to the connection between transportation funding and GHG reduction as established by SB 375, VMT has become an important circulation metric for local jurisdictions, including this Circulation Element. The City's relatively compact growth pattern supports walking, bicycling, and transit use, which can reduce individual vehicle trips and associated VMT. The City's compact form also promotes short local internal trip lengths; however, the City's distance from other urban centers such as Santa Barbara and Ventura can cause long trip lengths for employee commutes, shopping, or entertainment. Therefore, a goal of this Circulation Element is to reduce VMT associated with City residents, employee commutes, and visitors through the promotion of complete streets, active transportation, and more frequent and improved transit, as well as integrating these measures with compact infill growth. VMT reduction in line with regional and statewide GHG reduction initiatives will require Citywide and regional transportation improvements to be implemented in coordination with various agencies and coordination of circulation and land use planning.

These measures are also consistent with SB 743 which directs that transportation analysis under the California Environmental Quality Act (CEQA) no longer employ level of service (LOS) standards but utilize VMT thresholds. The use of LOS standards has resulted in automobile-focused solutions, such as the widening of roads or the demolition of the old Rexall Drug building at the corner of Carpinteria Avenue and Linden Avenue to install new turn lanes. VMT analysis focuses on reducing driving miles by optimally linking land use issues such as diversity, density, and design with existing and/or improved transportation networks. The use of VMT also aligns with goals within the Healthy Community Element to improve public health through increased active transportation.

A VMT analysis was performed by Fehr & Peers for the entire City to understand and document vehicle travel patterns under buildout of the CLUP/General Plan. Consistent with SB 743, the study utilized daily vehicle trips, daily VMT, and VMT per capita metrics to identify potential transportation impacts associated with the City's transportation network and buildout under the CLUP/General Plan land use plan. Metrics utilized in this analysis were derived from the latest SBCAG travel demand model that was developed for the Connected 2050 Plan.[3] Socio-economic data (SED) modifications were incorporated to reflect existing conditions within the City boundary and proposed land use changes. The results of the VMT analysis are presented in Table C-4 and can provide a metric for informing policies addressing roadway operations, congestion, and VMT and GHG reduction strategies. The complete VMT analysis is provided as Appendix XX.

[3] Caliper Corporation, SBCAG Travel Model Development Final Report, September 2021.

Table C-4. City of Carpinteria VMT Results

VMT Metrics		Existing Baseline	2050 Future Base	2050 Future Base with CLUP/General Plan
SED	Population	12,076	14,916	23,334
	Employment	7,417	6,627	6,886
	Service Population*	19,493	21,543	30,220
VMT	Daily Total VMT	841,048	998,024	1,258,597
	Daily resident VMT	201,634	287,141	482,483
	Daily Work VMT	188,658	69,174	45,816
VMT Metrics	**Total VMT per Service Population**	**43.1**	**46.3**	**41.6**
	Residential VMT per Capita	16.7	19.3	20.7
	Work VMT per Capita	25.4	10.4	6.7

* Service Population is the sum of a geographic area's total population and employment

PARKING/COASTAL ACCESS

The City offers free coastal access parking at road ends at Ash, Holly, Elm, and Linden Avenue, as well as along Sandyland Road, ensuring public access to the City's coastline. Other coastal access parking areas include paid parking within Carpinteria State Beach and free parking at the Carpinteria Bluffs Nature Reserve, Viola Park, and Rincon Bluffs Preserve. Commercial areas such as the Downtown core offer 627 on-street parking spaces along City streets and 256 off-street parking spaces in public lots as of 2019, not including private off-street parking spaces (City of Carpinteria 2020). The City currently provides adequate parking to accommodate residents, visitors, and businesses in the coastal and Downtown Core areas; however, parking demand may change over time due to numerous factors including adjacent land uses, densifying urban development (e.g., proposed development in PUD-designated portions of the undeveloped Bluffs areas), and transit and active transportation infrastructure. Managing available public parking over time will be an important component of maximizing the availability of public parking for business customers, beach-goers, and visitors.

Other considerations for public parking and coastal access planning include physical impacts from flooding, climate change, and sea level rise, along with recent State legislature affecting minimum parking requirements. Flooding and sea level rise-induced coastal erosion are projected to substantially impact coastal access parking. Installation of active transportation and improved transit infrastructure has the potential to reduce the demand for parking from visitors and residents in the Downtown and along the coast. Refer to the **Safety Element** and **Coastal Resiliency Element** for further discussion of potential future impacts of flood hazards, climate change, and sea level rise.

CIRCULATION PLAN

This Circulation Element does not propose any major new roads or road extensions, except for local streets needed to serve new development such as those within the former oil and gas plant on the Bluffs. As discussed in the **Land Use Element,** all new development would consist of infill development of limited vacant or underdeveloped lands that are adequately served by the existing road network and as such, no major road widenings or extensions are anticipated.

Future circulation improvements in the City in this Circulation Element are focused on enhancing non-vehicular transportation, including east-west access, particularly north of U.S. 101, as it pertains to traffic flow, safe bicycle use, and pedestrian travel. Improvements would create safe routes to schools and complete streets to provide multi-modal travel options within the City. As previously described, additional improvements, countermeasures, or strategies specifically addressing the safety of local roads and reducing accidents and collisions are addressed in the LRSP.

As of 2024, one major Class I off-road bike path project is currently in design within or adjacent to the City. The Rincon Trail Project would include the construction of a Class I bike path from the east end of Carpinteria Avenue approximately 3,000 feet across a new bridge over the UPRR and through Rincon Beach County Park to the existing Ralph Fertig Memorial/ Rincon Bike Path, located along the ocean side of U.S. 101 to the City of Ventura. In addition to this improvement, the Circulation Element proposes a new Class I bike bridge across Carpinteria Creek to link the Northeast Neighborhood off Bailard Avenue with the North Central Neighborhood off Casitas Pass Road and Via Real. Multiple new Class II bike lane segments are also proposed (Figure C-2; Table C-5).

Table C-5. Proposed Roadway, Bicycle, and Pedestrian Improvements

#	Street/Road	City Roadway Classification	Proposed Improvements
Bicycle Facility Improvements			
1	Via Real Bike Lane Extension	Throughway	Class II Bikeway (Bike Lane) extension on Via Real to Santa Ynez Avenue.
2	Santa Ynez Avenue Bike Lane Extension	Local Connector	Class II Bikeway (Bike Lane) extension on Santa Ynez between Via Real and Carpinteria Avenue
3	Santa Monica Creek Bike Path Extension	N/A	Class I Bikeway (Bike Path) extension along Santa Monica Creek to Foothill Road.
4	Franklin Creek Park Bike Path	N/A	Class I Bikeway (Bike Path) along Franklin Creek between El Carro Lane Pedestrian Bridge and Meadow View Lane.

#	Street/Road	City Roadway Classification	Proposed Improvements
5	State Route 192/Foothill Road Bike Route	Throughway	Class III Bikeway (Bike Route) on State Route 192/Foothill Road within City limits.
6	Palm Avenue Bike Lane	Local Connector	Class II Bikeway (Bike Lane) on Palm Avenue between Carpinteria Avenue and Carpinteria State Beach.
7	Casitas Pass Road Bike Lane	Throughway	Class II Bikeway (Bike Lane) on Casitas Pass Road to State Route 192/Foothill Road.

Table C-5. Proposed Roadway, Bicycle, and Pedestrian Improvements (Continued)

#	Street/Road	City Roadway Classification	Proposed Improvements
8	Carpinteria Creek Bike Path South Extension	N/A	Class I Bikeway (Bike Path) extension along Carpinteria Creek between existing southerly bike path terminus and Carpinteria Avenue Bridge
9	Carpinteria Creek Bike Path North Extension	N/A	Class I Bikeway (Bike Path) along Carpinteria Creek extending north from U.S. 101 to Foothill/Casitas Pass Road.
10	Via Real Bike Lane East	Throughway	Class II Bikeway (Bike Lane) on Via Real between Carpinteria Creek and Poplar Street.
11	Carpinteria Avenue Bike Lane Extension East	Local Connector	Class II Bikeway (Bike Lane) extension on Carpinteria Avenue to Rincon Road.
12	Rincon Road Bike Lane	N/A	Class II Bikeway (Bike Lane) on Rincon Road between Carpinteria Avenue and State Route 150.
Pedestrian and Trail Improvements[1]			
13	Franklin Creek Trail	N/A	A trail along Franklin Creek between Carpinteria Salt Marsh to Seventh Street.
14	Holly Avenue Pedestrian Undercrossing (grade separation)	N/A	Pedestrian undercrossing (grade separation) at UPRR railroad intersection.
15	Bluffs Trail	N/A	Trail along Bluffs from Calle Ocho to easterly Carpinteria Avenue terminus.
16	Rincon Multi-Use Trail	N/A	Multi-use trail (pedestrian and bicycle) from Rincon Beach Park

#	Street/Road	City Roadway Classification	Proposed Improvements
8	Carpinteria Creek Bike Path South Extension	N/A	Class I Bikeway (Bike Path) extension along Carpinteria Creek between existing southerly bike path terminus and Carpinteria Avenue Bridge
9	Carpinteria Creek Bike Path North Extension	N/A	Class I Bikeway (Bike Path) along Carpinteria Creek extending north from U.S. 101 to Foothill/Casitas Pass Road.
10	Via Real Bike Lane East	Throughway	Class II Bikeway (Bike Lane) on Via Real between Carpinteria Creek and Poplar Street.
11	Carpinteria Avenue Bike Lane Extension East	Local Connector	Class II Bikeway (Bike Lane) extension on Carpinteria Avenue to Rincon Road.
12	Rincon Road Bike Lane	N/A	Class II Bikeway (Bike Lane) on Rincon Road between Carpinteria Avenue and State Route 150.
			to Carpinteria Avenue as a part of the Carpinteria Coastal Vista Trail.
Transit Improvements			
17	SBCAG The Wave Micro-transit	N/A	SBCAG The Wave provides for a flexible, on-demand shared ride curb-to-curb micro-transit service covering the entire city and some unincorporated Santa Barbara County territories.

[1] Recreation-only trails have been excluded from this list as they are analyzed separately in the Public Facilities and Services Element. Refer to the Public Facilities and Services Element for a full description and inventory of existing and proposed recreation trails.

Source: (SBCAG 2015; 2017a, Santa Barbara MTD 2022)

The SBCAG Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS; 2021) identifies regional transportation needs, prioritizes those needs, and presents an implementation plan for maintaining and improving the regional transportation network. The plan identifies transportation-related programs and projects, addressing safety improvements, local transit support, environmental initiatives, and bicycle and pedestrian projects ranging from bike paths to pedestrian bridges that are proposed within the City (Table C-6).[4] Ongoing and proposed projects set forth by the RTP/SCS are summarized below; completed projects are not included but can be referenced in the RTP/SCS.

[4] Additional proposed projects in the region are included in the SBCAG Regional Bicycle and Pedestrian Program of Santa Barbara County, available at: https://www.sbcag.org/wp-content/uploads/2023/08/att_a_-final_bpsrts_funding_recommendations5.pdf

Table C-6. Programs and Capital Projects

#	Project Title	Description	Year
Programmed Improvements [a]			
C-1	Pavement Management System	Conduct pavement inspections of streets.	Ongoing
C-2	Local Roadway Safety Plan	Implement countermeasures for traffic safety.	Ongoing
C-7	Sidewalk Assessment Program	Conduct sidewalk assessments and perform repairs.	Ongoing
C-8	Bridge Inspection Program	Conduct inspections of vehicular and pedestrian bridges.	Ongoing
C-9	Local Transit	Support local bus, paratransit (e.g., Easy Lift Transportation and HELP of Carpinteria), and rail transit services and facilities including.	Ongoing
C-10	Carpinteria Avenue Bridge Replacement Project	Remove and replace vehicular bridge including incorporation of pedestrian and bicycle improvements (no increase to travel lane capacity).	2027
C-11	Rincon Multi-Use Trail Project	Construct a multi-use trail (pedestrian and bicycle) from Rincon Park to Carpinteria Avenue (part of the Carpinteria Coastal Vista Trail)	2030
SBCAG-6	Safe Routes to School	Safe routes to school improvements, including pedestrian, bicycle, and traffic safety improvements.	Ongoing
SBCAG-7	South Coast Interregional Transit Program	Support the South Coast Interregional Transit Program by providing for funding towards planning and Ventura County Association of Governments Coastal Express operations and marketing.	Ongoing
MTD-13	South Coast Commuter/ Passenger Rail Program	Support Amtrak Pacific Surfliner planning and operations.	Ongoing
Illustrative/Planned Projects [b]			
C-PL-3	SBCAG Regional Active Transportation Plan	Implement high-priority projects listed in the SBCAG Regional Active Transportation Plan.	

Table C-6. Programs and Capital Projects (Continued)

#	Project Title	Description	Year
C-PL-4	Holly Avenue Undercrossing (grade separation)	Construct new pedestrian undercrossing (grade separation) as a part of the LOSSAN Corridor.	
C-PL-5	Santa Claus Lane Bike Path Project	Construct a new bike path from Santa Claus Lane to Carpinteria Avenue as a part of the Carpinteria Coastal Vista Trail. Completed in May 2024.	
C-PL-6	Franklin Creek Trail	Construct pedestrian, bicycle, and safe routes to school facilities along Franklin Creek from Carpinteria Avenue to Seventh Street.	
C-PL-7	Third Street Improvements Project	Construct a new Class I Bikeway (Bike Path) along Third Street from Linden Avenue to Carpinteria Marsh Park as a part of the Carpinteria Coastal Vista Trail.	
C-PL-8	Via Real Pedestrian Bridge Improvement Project	Improve the existing pedestrian bridge over Santa Monica Creek to include accessibility improvements.	
C-PL-9	Santa Monica Creek Trail Pedestrian Bridge Replacement Project	Remove and replace the pedestrian bridge over Santa Monica Creek to include accessibility improvements.	
SBCAG-PL-3	South Coast Regional Transit Operations and Maintenance Facility	Develop a regional transit facility to support the Clean Air Express and Coastal Express intercity bus services	
C-IL-2	Santa Ynez Avenue Overcrossing Replacement Project	Remove and replace overpass including incorporation of pedestrian and bicycle improvements (no increase to travel lane capacity).	
C-IL-3	U.S. 101/State Route 150 Interchange Improvements Project	U.S. 101 and State Route 150 interchange improvements.	
C-IL-4	U.S. 101/Bailard Avenue Interchange Improvements Project	U.S. 101 and Bailard Avenue intersection improvements including removal and replacement of Bailard Avenue Overcrossing.	

[a] Programmed projects have funding sources identified and will often be built or implemented in the near term

[b] Planned projects are those that are expected to be built or implemented over the life of Connected 2050 and for which funding is expected to be available. Illustrative projects are presently unfunded.

Source: (SBCAG 2021)

FUNDING

Funding for transportation improvements in the City is provided by both local and regional funding sources. The City maintains a *Development Impact Fee Report* and *Master Facility Plan* to identify and provide cost estimates for all facilities and transportation infrastructure needed by the City. The Development Impact Fee Report identifies the portion of costs of projects that are development-related. These reports identify needed capital improvement projects required through the buildout, including both projects related to existing deficiencies and those needed to support future development.

Funding sources for transportation improvements include the Federal Surface Transportation Program (STP) Funds, Federal Congestion Mitigation and Air Quality (CMAQ) Funds, State Flexible Congestion Relief and Urban and Commuter Rail Funds, State Traffic System Management (TSM) Funds, and Local Subvention Funds.

Goal

Maintain and enhance the City's transportation network to improve community-wide mobility, expand the use of active transportation, and ensure that public rights-of-way are provided for safe, comfortable, and convenient travel.

OBJECTIVES AND POLICIES

Objective C-1: Reduce transportation-related fossil fuel consumption, GHG emissions, harmful air pollutants, and VMT.

Policies:

C-1a. The City shall promote efforts to reduce vehicle trips, minimize trip lengths, and increase average vehicle occupancy for trips originating from and destined for the City.

C-1b. New development and major redevelopment shall minimize VMT.

C-1c. New development or major redevelopment projects shall include features that support alternative transportation facilities and reduce VMT.

C-1d. The City shall encourage VMT reduction through implementation of measures including, but not limited to:

a) Focusing new growth in walkable, mixed-use, transit-oriented districts;

b) Focusing new growth along existing transit corridors and nodes;

c) Supporting the creation of complete, walkable neighborhoods with goods and services within walking distance of most homes;

d) Supporting a wide range of pedestrian, bicycle, and transit improvements in the City;

e) Seeking to improve additional transportation options for existing major residential, employment, and commercial centers, such as the City's Downtown, the Carpinteria Bluffs, and the City's eastern industrial park;

f) Continue to work with the County, SBMTD, Caltrans, and Amtrak to increase bus and rail services and expand bicycle facilities to connect the City with regional destinations;

g) Encouraging opportunities for pop-up businesses to serve local uses similar to the historic Surf Dog hot dog stand at Bailard Avenue; and,

h) Establishing designated ride-share parking and shuttle services.

GP **C-1e.** The City shall continue to develop programs and strategies to meet carbon or VMT reduction standards established by regional, state, or federal agencies.

GP **C-1f.** The City shall coordinate with regional and state agencies to integrate the development and operation of local and regional transportation facilities consistent with state goals to promote a healthy community by reducing VMT, energy consumption, GHG emissions, and air pollutant generation.

C-1g. Electrical Vehicle Charging Stations (EVCSs) and bicycle parking facilities shall be provided in new development or major redevelopment for commercial, industrial, and multi-family projects.

C-1h. The City shall focus new development and major redevelopment projects in existing developed areas along existing travel corridors with mixed-use opportunities that include a wide range of pedestrian, bicycle, and transit improvement opportunities.

C-1i. Coastal Development Permits for new or major redevelopment of non-residential uses shall include conditions of approval requiring the preparation and implementation of trip reduction plans, if the development utilizes density bonus law, Assembly Bill 2097 (2022), or another State law provision to provide fewer off-street parking spaces than would be required by the City's certified LCP for the use type. Such conditions may also be applied to coastal development permits at the discretion of the Planning Director or Public Works Director, if the Director determines the project may foreseeably have a negative impact on the amount of available public coastal access parking. To achieve a reduction in the number of single occupancy vehicle trips and VMT, the trip reduction plan shall include the following, as applicable:

a) Preferential employee carpool/vanpool parking;

b) Work-at-home options (telecommuting);

c) Designation of Company Transportation Coordinator;

d) The construction of Transit Passenger Shelters (if located along an existing or designed transit route);

e) Bus subsidies;

f) Transit operating subsidies;

g) Transit pass subsidies;

h) Bus or shuttle programs;

i) Carpool or vanpool programs;

j) Designated areas for car share and ride-hailing services;

k) Parking fees for onsite parking;

l) Showers, lockers, and preferred bicycle parking;

m) Non-peak period shift schedules;

n) Flexible work hours for employees who rideshare;

o) Flexible shift/start times;

p) Compressed workweek opportunities;

q) Provision of luncheon/lounge seating area with vending machines and food preparation facilities; and,

r) Other programs and incentives that can feasibly reduce vehicle trips.

GP **C-1j.** The City shall continue to work with agencies, local groups, and programs that promote alternative transportation, including walking, bicycling, carpooling, vanpooling, buses, telecommuting, staggered start/stop times, compressed work weeks, and other alternatives as they are developed.

C-1k. Proposed new development or major redevelopment within the City should include an analysis of changing travel patterns and incorporate all available alternative transportation modes to reduce single-occupancy automobile use, such as ride-share and ride-hailing services, micromobility, and other commuting options.

Implementation Actions:

GP 1. *Establish indicators and implement monitoring mechanisms to assess the effectiveness of policies within the CLUP/General Plan in reducing VMT.*

Timing: Within 5 years of CLUP/General Plan adoption.

GP 2. *Establish VMT evaluation tools for environmental review of projects subject to the California Environmental Quality Act (CEQA) Public Resources Code, §21000-21189.*

Timing: Concurrent with CLUP/General Plan adoption.

Objective C-2: Improve and enhance transit facilities to and within the community for people of all ages and abilities.

Policies:

C-2a. The location and amount of new development and major redevelopment should maintain and enhance public access to the coast by:

a) Facilitating the provision or extension of transit services;

b) Providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads;

c) Providing nonautomotive circulation within the development;

d) Providing adequate parking facilities or substitute means of serving the development with public transportation; and,

e) Assuring the potential for public transit for high-intensity uses.

GP **C-2b.** The City shall seek to improve regional transportation linkages, such as rail and bus services, to enhance alternative commuting and travel options for both existing and future residents, businesses, employees, and visitors.

GP **C-2c.** The City shall continue to coordinate with transportation agencies and operators, including the SBCAG, MTD, VCTC, and Santa Barbara Airbus, to improve transit services and frequency, develop circulation routes, transfer locations, and schedules that provide connections within the community, maximize efficiency, coordinate with facilities in adjacent communities, and meet ongoing and seasonal transit needs.

GP **C-2d.** The City shall coordinate with MTD in the replacement of Route 36, the "Seaside Shuttle", with the Wave Carpinteria to ensure frequent, safe, and reliable neighborhood shuttle bus services continue to be provided within the City.

GP **C-2e.** The City shall encourage Amtrak to schedule more frequent train stops at the existing station to serve both commuters and visitors.

GP **C-2f.** The City shall seek to improve additional transportation linkages and frequency of service to employment centers such as the Carpinteria Bluffs, Lagunitas Business Park, and residential neighborhoods such as those located along Via Real near Bailard Avenue.

Implementation Actions:

GP

3. *Actively seek funding for transportation improvements that enhance the operation of multi-modal facilities and regional linkages.*

   Timing: Ongoing.

4. *Encourage Caltrans to establish park and ride locations along U.S. 101 to address demand.*

   Timing: Within 5 years of CLUP/General Plan adoption.

GP

5. *Coordinate with SBMTD to ensure bus schedules are effectively timed with the Amtrak passenger train schedule at the Carpinteria train station.*

   Timing: Ongoing.

GP

6. *Continue to coordinate with SBMTD, Caltrans, VCTC, Amtrak, privately owned transit systems, and other transportation agencies to ensure frequency, schedule, and stop locations meet public demand.*

   Timing: Ongoing.

Objective C-3: Improve and support human-powered active transportation modes to enhance access to and within the community for people of all ages and abilities.

Policies:

GP **C-3a.** The City shall support and develop safe, direct, and well-maintained bicycle and pedestrian systems that serve all segments of the public.

C-3b. New development or major redevelopment projects shall include features that support alternative transportation facilities and reduce VMT, which may include features such as bicycle parking, bicycle share programs, lockers, and showers.

C-3c. Proposals for new development or major redevelopment shall include new or existing pedestrian and bicycle linkages within the project site and the surrounding area as a component of development design.

GP **C-3d.** The City shall develop and maintain safe, direct, and visually attractive pedestrian and bicyclist accessibility between residential, schools, parks, and commercial uses.

GP **C-3e.** The City shall identify funding mechanisms to eliminate gaps in sidewalks, traffic calming measures, the integration of street lighting, and bikeways.

GP **C-3f.** The City shall implement sidewalk, accessibility, bike improvements, and other safety measures as a part of ongoing maintenance activities, as funding allows.

C-3g. To achieve a regionally important improvement to alternative transportation modes to increase access to coastal resources for all members of the public, the City shall continue to coordinate with the County and SBCAG to implement the Rincon Multi-Use Trail.

Implementation Actions:

GP

7. *Inspect, provide, and maintain contiguous bike and pedestrian infrastructure for a minimum one-half-mile radius around each school site.*

   Timing: Within 5 years of CLUP/General Plan adoption, as funding permits.

GP

8. *Consider micromobility pilot programs and the development of a permitting process for micromobility providers. The programs should include solutions to last-mile needs and systems to manage and monitor the success of such programs within the City.*

   Timing: Within 5 years of CLUP/General Plan adoption.

9. *On a quarterly basis, coordinate with SBCAG and/or the County of Santa Barbara to jointly plan, fund, and construct the Rincon Multi-Use Trail within 5 years of CLUP/General Plan adoption.*

   Timing: Ongoing.

10. *Prepare and adopt a Bicycle & Pedestrian Master Plan, which identifies existing and proposed bicycle and pedestrian facilities and classifications, including strategies for implementation, capital improvements, and funding sources. The Bicycle & Pedestrian Master Plan should ensure that the improvement of bicycle and pedestrian facilities includes provision for equitable access regardless of income level (i.e., bike share programs) and does not impact the availability of other active transportation modes (i.e., walking, transit, micro-mobility).*

    Timing: Within 5 years of CLUP/GP adoption.

Objective C-4: Provide a safe and efficient transportation network and maintain high-quality transportation infrastructure.

Policies:

C-4a. The City shall require all new development and major redevelopment projects to maintain and improve traffic safety, neighborhood circulation, and connectivity, as well as integrate planned or necessary transit, bicycle, pedestrian, street, and drainage improvements.

C-4b. All new development and major redevelopment projects shall provide safe routes for construction traffic, including the designation of construction routes that minimize impacts to the community as much as possible.

GP

C-4c. The City shall continue to implement and maintain a local roadway safety plan to effectuate improvements and countermeasures to improve safety on roadways and intersections.

GP **C-4d.** The City shall develop and implement programs that improve the circulation and parking systems of commercial areas, particularly within the Downtown.

C-4e. Sufficient parking and loading space in commercial and industrial areas shall be provided to avoid interference with public access and maintain efficient circulation.

C-4f. Sufficient parking for public access to the coast, particularly within the Beach Neighborhood, Downtown Core District, and Carpinteria Bluffs, shall be maintained.

GP **C-4f.** The City shall consider all possible means of funding needed for transportation infrastructure improvements.

GP **C-4g.** The City shall apply its roadway design standards to new development and major redevelopment projects in the City except where:

a) Alternative standards have been approved by the City; or

b) The City determines that the application of the standards is technically infeasible; or

c) It has been found by the City that the use of the alternative standards will provide safe and efficient circulation and aesthetically pleasing roadway design.

GP **C-4h.** Roadway and intersection operational and safety measures shall be considered with all new development and major redevelopment projects in a manner that balances traffic flow with the travel needs of non-vehicular modes of travel while improving traffic safety.

GP **C-4i.** Signals for roadway crossings shall be designed and operated to ensure the safety of persons of all ages and abilities.

Implementation Actions:

GP 11. *Develop traffic impact study guidelines for planning and environmental reviews of new development and major redevelopment projects. The guidelines should address traffic operations, traffic safety, and multi-user accessibility concerns.*

Timing: Within 5 years of CLUP/General Plan adoption.

GP 12. *Update and consolidate the capital improvement program to prioritize multi-modal transportation.*

Timing: Within 5 years of CLUP/General Plan adoption.

13. *Design and place improved signage for parking lots, sites of interest, business districts and recreational areas, consistent with the relevant policies and provisions of the CLUP, particularly the policies and provisions within the Open Space & Conservation and Healthy Community Elements.*

Timing: Within 5 years of CLUP/General Plan adoption.

14. *Develop a parking management plan to maximize the efficiency and access of parking within the Downtown to meet current and future parking demands.*

    Timing: Within 8 years of CLUP/General Plan adoption.

Objective C-5: Enhance north-south connectivity across U.S. Highway 101.

Policies:

GP **C-5a.** The City shall work closely with Caltrans to ensure improvements to freeway interchanges and overpasses complement the small-town quality and charm of the City, including the following considerations:

a) Reduce peak hour congestion on local roadways by improving freeway operations;

b) Ensure that overpasses and onramps/offramps are designed to fit with the existing character of the City,

c) Reduce adverse effects of freeway operations on the community.

GP **C-5b.** Any future improvements to the Bailard Avenue interchange shall be designed to maximize pedestrian and bike connectivity across and along (as appropriate) U.S. 101.

Objective C-6: Enhance east-west connectivity to ensure adequate traffic flow and safe bicycle and pedestrian travel.

Citywide Policy:

GP **C-6a.** Through the preparation of traffic studies, driver feedback surveys, and other methods evaluating the adequacy of the circulation network, the City shall evaluate the development of east/west surface routes to improve the efficiency of multi-modal transportation to reduce cut-through traffic, provide safe connections to residents, employees, and visitors, and improve quality of life.

Carpinteria Avenue Policies:

GP **C-6b.** The City shall develop standards to minimize traffic movement conflicts on Carpinteria Avenue. Such standards should include, but not be limited to:

a) Improving the safety of left-hand turns;

b) Reducing the number of driveways serving commercial and industrial land uses; and

c) Addressing the size, location, spacing, and alignment for new driveways.

Objective C-7: Provide a system of safe and functional commercial vehicle routes.

Policies:

GP **C-7a.** The City may prohibit commercial vehicles exceeding a maximum gross weight on City streets. The City may restrict by ordinance the use of any street within its jurisdiction through the identification of any commercial vehicle or by any vehicle exceeding a maximum gross weight and shall identify an appropriate alternate route for such vehicle. Any street so restricted may continue to be used by such vehicles for pickups and deliveries of goods, wares, merchandise, and construction materials to any building or structure located on the restricted street.

GP **C-7b.** Heavy-duty truck traffic to transport goods, materials, or freight for storage, transfer, or redistribution shall minimize adverse impacts on residential communities and enhance transportation efficiency and safety. Heavy-duty truck traffic shall maximize the use of U.S. 101 and throughways (Figure C-1). Main streets and local connectors shall be used for truck routes only when strictly necessary to reach industrial areas and located away from residential neighborhoods.

GP **C-7c.** The City should encourage the County and Caltrans to implement operational improvements as necessary to serve traffic along the SR 192 corridor, with consideration for safe pedestrian and bicyclist travel for users of all ages and abilities.

Implementation Actions:

GP *15. Install appropriate signage along all identified truck routes within the City.*

Timing: Within 5 years of CLUP/General Plan adoption.

Objective C-8: Continue to promote improved, frequent, and safe rail service for Carpinteria residents and businesses and regional travel.

Policies:

GP **C-8a.** The City shall coordinate with Amtrak and Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency to continue to enhance the Downtown train station through improvements such as the installation of bike lockers, bike racks, bike repair services or stations and other facilitates to enhance its attractiveness and utility to Carpinteria residents, visitors, and employees for rail commuting or other travel by train.

GP **C-8b.** All new development and major redevelopment within or adjacent to the Downtown train station shall be designed to promote an attractive and useful rail system through improvements (e.g., public seating and landscaping, public restrooms and other facilities, etc.) for Carpinteria residents, visitors, and employees.

GP **C-8c.** In addition to enhancing existing at-grade railroad crossings located at Linden Avenue, Palm Avenue, and Dump Road, the City shall continue to investigate the establishment of new at-grade or grade-separated railroad crossings to improve public access and safety.

C-8d. The City shall coordinate with LOSSAN, California Public Utilities Commission (CPUC), Amtrak, and UPRR to encourage the use of safely designed at-grade rail crossings as an acceptable low-cost method to provide connectivity and public access to the coast within the City.

GP **C-8e.** The City shall actively work with UPRR and LOSSAN to provide new public connections and access to the coast as well as maintain and enhance existing connections when major rail improvements are planned.

C-8f. The City shall encourage the development of public access amenities within railroad rights-of-way, such as alternative transportation modes, bicycle paths, recreational opportunities, trails, and parking, where feasible.

Implementation Actions:

16. Work with LOSSAN to ensure that future rail improvements are designed to:

- *a. Enhance north-south connectivity and coastal access within the City and surrounding areas;*
- *b. Avoid adverse impacts on coastal resources to the maximum extent feasible;*
- *c. Include local street use improvements that will improve the safety of all users.*

Timing: Ongoing.

GP *17. Work with state and federal legislators to implement legislation that requires CPUC and railroad operators to develop and implement crossing improvement programs.*

Timing: Within 10 years of CLUP/General Plan adoption.