

**SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS**



Santa Ynez River Trail Alignment Study

September 2020



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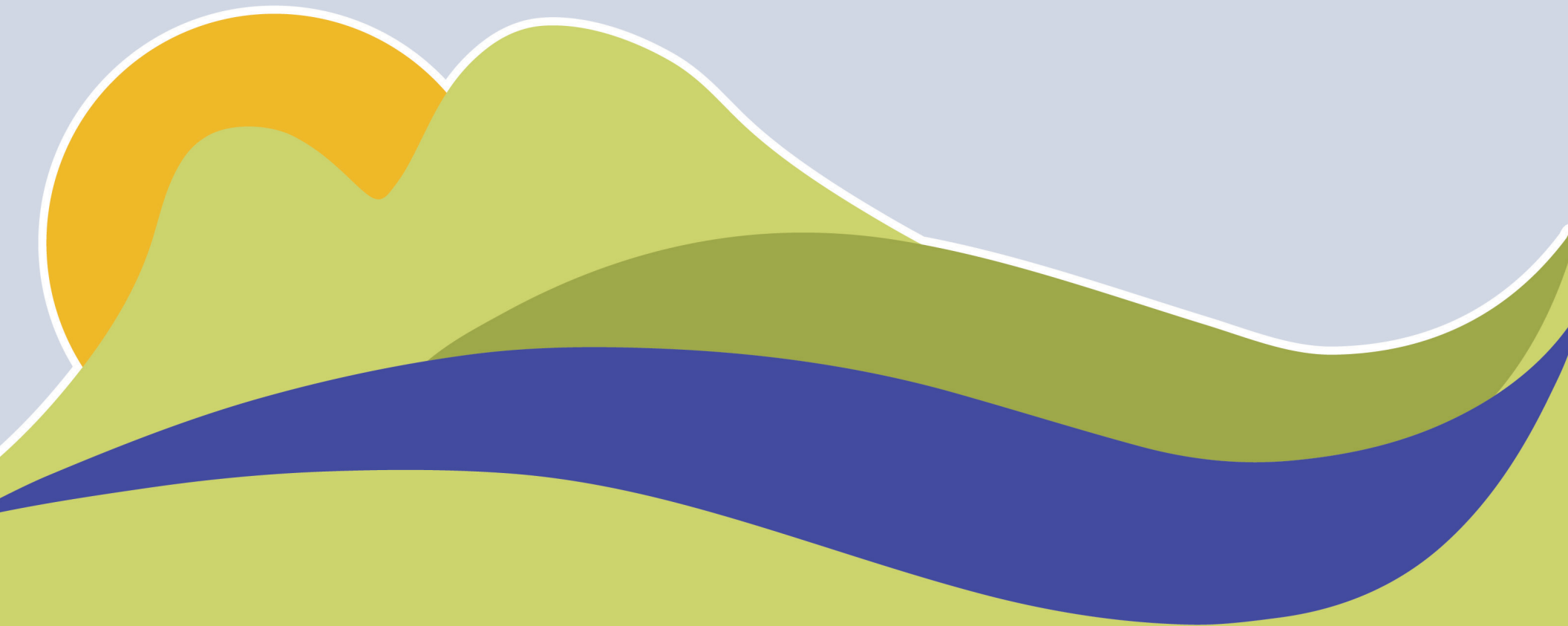
APPENDICES

Appendix 1: TAC Meeting #1

Appendix 2: Survey and Online Map Comment Results

Chapter 1

INTRODUCTION



1.1 PURPOSE

The Santa Ynez River Trail Alignment Study provides potential routing options for a multimodal trail connecting the cities of Buellton and Solvang. The need for this study is driven by community input, which identified a multimodal connection between the two cities as a desired project in several recent planning documents, most recently the 2019 Santa Ynez Valley Bicycle Master Plan. The desire for this connection addresses the lack of infrastructure and unsafe conditions for active transportation that currently exist to connect residential, recreational, and commercial destinations. This study does not identify a preferred trail alignment; it provides a suite of possible alignments based on several variables. The potential trail alignments in this study are the result of community input, geographic analysis, technical advisory input, and the vision of dedicated city staff.

This study is guided by the Santa Barbara County Association of Governments (SBCAG) as a step in the planning process toward improving infrastructure for active transportation in the Santa Ynez Valley. A Technical Advisory Committee consisting of representatives from Buellton, Solvang, Caltrans, the County of Santa Barbara, SBCAG, and local business owners contributed knowledge that shaped this study.

1.2 BACKGROUND

This trail alignment study builds on previous plans:

1. City of Buellton Bicycle and Pedestrian Master Plan (2012)
2. SBCAG Regional Active Transportation Plan (2015)
3. Santa Ynez Valley Bicycle Master Plan (2019)

1.2.1 CITY OF BUELLTON BICYCLE AND PEDESTRIAN MASTER PLAN (2012)

The City of Buellton began a visioning process for bicycle and pedestrian routes in 2010. Community members communicated their needs in three evening workshops and two youth-focused workshops. A stakeholder group consisting of residents, business owners, interest groups, and local agency representatives enabled structured and meaningful engagement. The stakeholder group conducted a field audit of bicycling and pedestrian infrastructure to document opportunities, constraints, and facility needs. The Santa Ynez River Trail within Buellton was conceived through this planning process.

LIMITATIONS OF THIS STUDY

This study was not intended to answer every question or to address every concern; rather, it focused on documenting potential issues and concerns that may arise during subsequent trail development activities. Members of the community have raised many issues that must be addressed prior to the development of a trail, including the potential for: homeless encampments, fire risk, crime risk, and ongoing maintenance funding, among others. The issues raised by the community are recognized and will be addressed and considered prior to the possible construction of a future trail.

This plan identified a proposed trail route along the southern boundary of the city and established criteria for future trail planning, listed here in order of decreasing suitability for trail development: publicly-owned lands, dedicated trail easements, public common areas, and private parcels.

1.2.2 SBCAG REGIONAL ACTIVE TRANSPORTATION PLAN (2015)

Public input was collected through a series of public workshops and events. Among all public outreach efforts, more than 200 people engaged in the process and approximately 200 comments were collected. The Regional Active Transportation Plan included the Santa Ynez River Trail – including the previously-planned segment in Buellton – and established the segment from Buellton to Solvang along the Santa Ynez River as a corridor for future study.

1.2.3 SANTA YNEZ VALLEY BICYCLE MASTER PLAN (2019)

In partnership with Buellton, Solvang, the County of Santa Barbara, and the Santa Ynez Band of Chumash Indians, SBCAG prepared a bicycle plan for the Santa Ynez Valley. Approximately 100 residents total participated in four public workshops, and an additional input was collected from an additional 70 residents by special request. All community participants were asked to prioritize potential projects. The Santa Ynez River Trail ranked as the highest priority project because it received the most support during public outreach events.



1.3 STUDY AREA

Buellton and Solvang are located in the Santa Ynez Valley of central Santa Barbara County, separated by unincorporated area (Figure 1-1). These cities are the population centers of the Valley, which is a well-known equestrian and viticultural region. State Route 246 (SR-246) is the most direct transportation artery connecting the cities, traversing 5.7 miles of from the western boundary of Buellton to the eastern boundary of Solvang, with 1.6 miles of that distance through unincorporated area. SR-246 has a maximum posted speed limit of 55 miles per hour and intersects Highway 101 (US-101) at a signalized diamond interchange. Equestrian and viticulture properties abut SR-246 from Buellton to Solvang, whereas commercial, residential, and industrial land uses occur primarily within city boundaries.

The seasonal Santa Ynez River flows south of SR-246 mostly outside city limits. The riparian corridor is densely vegetated, often rocky with large cobble, and has informal trails through sparser vegetation along upper terraced banks. The river channel is braided in places, with relatively narrow channels coursing through a wide floodplain. Near the southern Buellton boundary, the river crosses under bridges at US-101 and Avenue of the Flags. Eastward, an unimproved road crosses the river at-grade in unincorporated county area. In Solvang, Alisal Road provides the only river crossing, a bridge with one lane in each direction, a raised, narrow sidewalk, and a low guardrail along

the southbound lane. Upstream and eastward yet, Bradbury Dam controls flow into the Santa Ynez River. There may be no water flow for several months a year as measured at Alisal Road bridge, though peak river flows can create flooding hazards in wet years.

The strip of land from SR-246 to the Santa Ynez River is an opportunity for a multimodal trail connecting Buellton and Solvang. The Santa Ynez River Trail Alignment Study considers the existing conditions of this area in developing potential trail routing options.



1.4 STUDY GOALS

The Santa Barbara Association of Governments established the following goals for this study:

1. Catalog multiple potential trail alignments north and south of the Santa Ynez River, along Highway 246, and various hybrid options.
2. Connect River View Park in Buellton with Fjord Drive in Solvang, with other termini possible.
3. Conduct an analysis of the Strengths, Weaknesses, Opportunities, and Threats (SWOT analysis) for the various alignments.
4. Consider geophysical, biological, and hydrological constraints; land ownership constraints; right-of-way and trail easement opportunities; cost constraints; and ability to satisfy the intended purpose.
5. Create alignments that can accommodate bicyclists, pedestrians, and equestrians where possible.

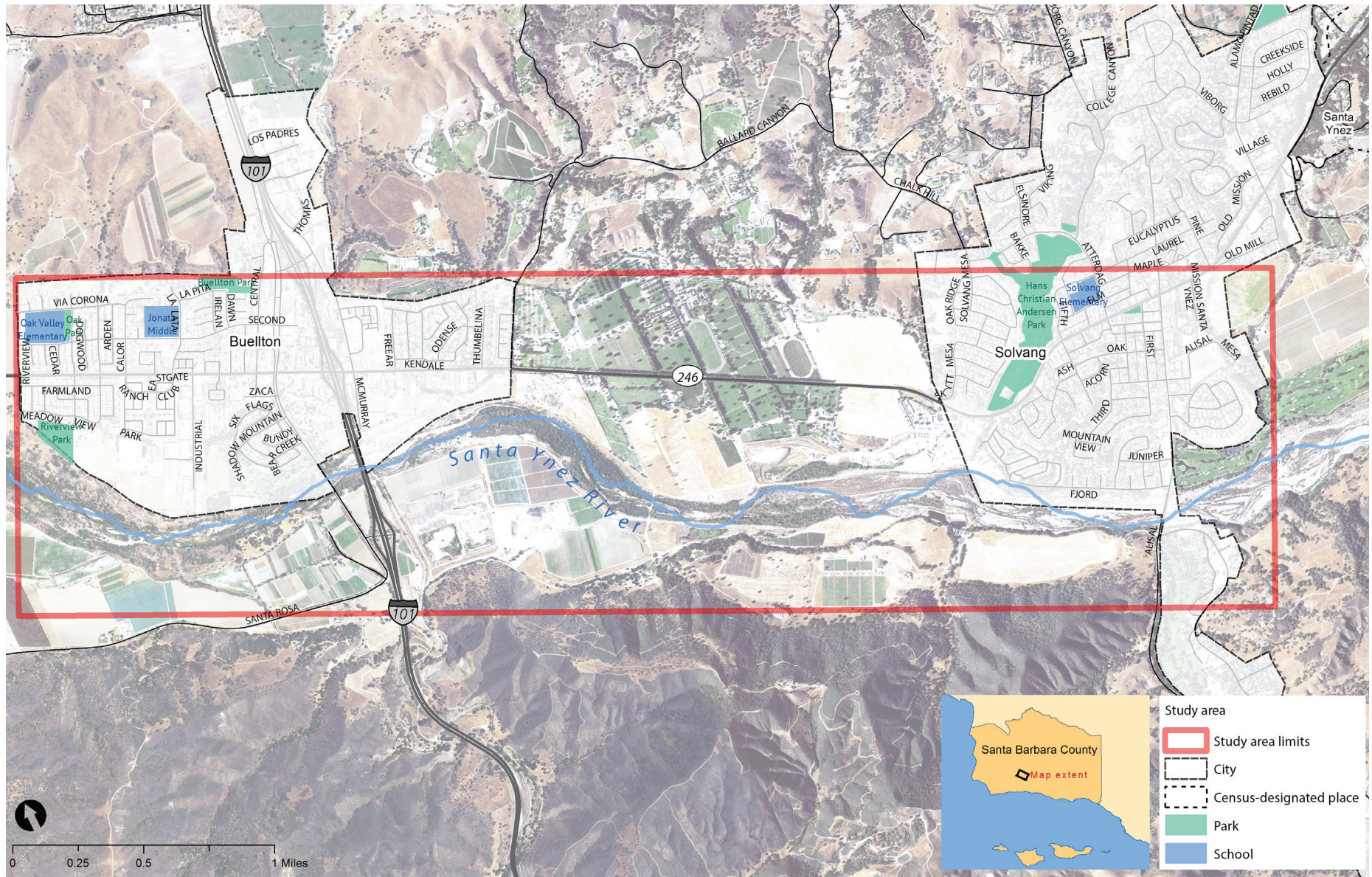
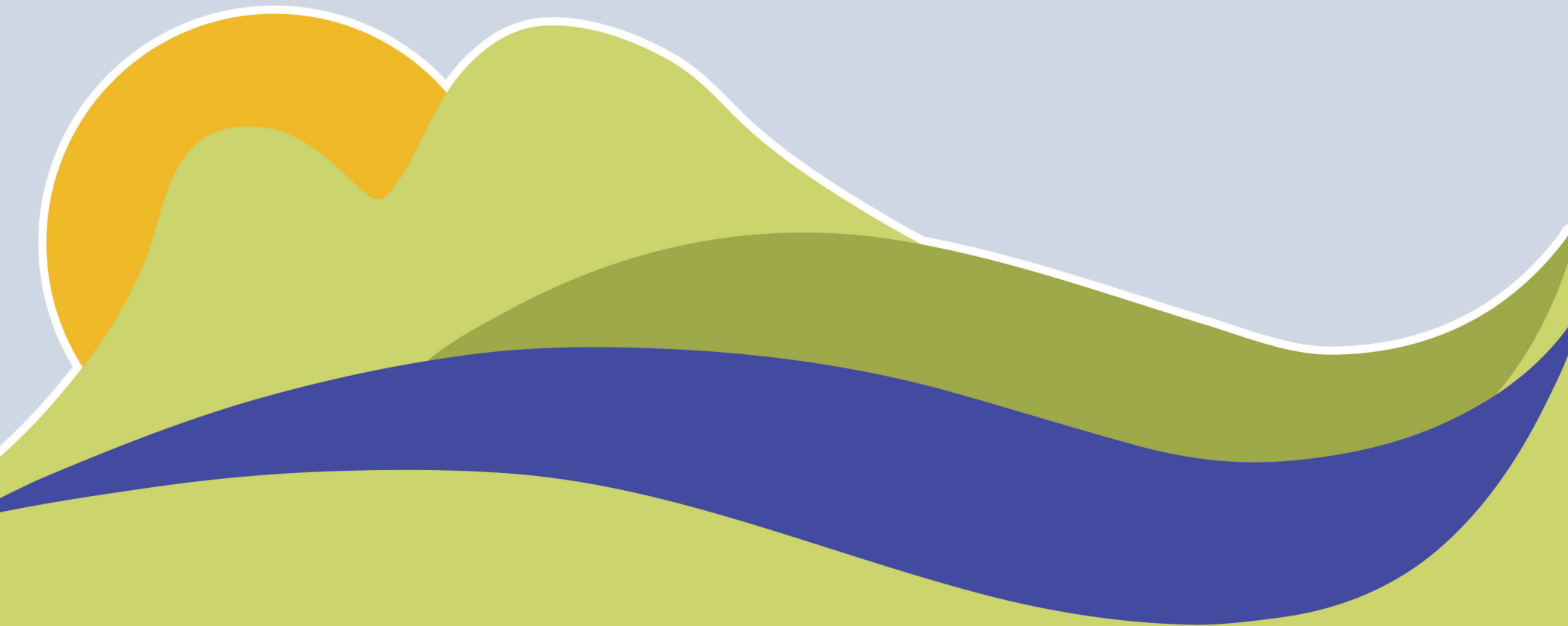


FIGURE 1-1: Study Area



Chapter 2

EXISTING CONDITIONS





2.1 POPULATION CHARACTERISTICS

The following population characteristics and figures are from the 2018 United States Census Bureau American Community Survey. The data is mapped at the block group level, except where noted otherwise.

2.1.1 POPULATION DENSITY

In 2018, population in the City of Buellton was 5,109. The area of densest population in the city is south of SR-246 and west of US-101. Population in the City of Solvang was 5,838 in 2018. Population density in Solvang is south of SR-246. The unincorporated area between the cities has rural population densities from 1-2 people per acre (Figure 2-1).

2.1.2 SOCIOECONOMIC AND ENVIRONMENTAL JUSTICE INDICATORS

2.1.2.1 MEDIAN INCOME

Median income in the study area ranges from \$54,762 to \$146,570 (Figure 2-2).

2.1.2.2 PERCENT OF POPULATION BELOW POVERTY LEVEL

The percent of the population below the poverty level in the study area ranges from 1.6% to 37.4% (Figure 2-3). The highest poverty rate occurs in Solvang. The 2018 poverty threshold for a family of four is \$25,100.

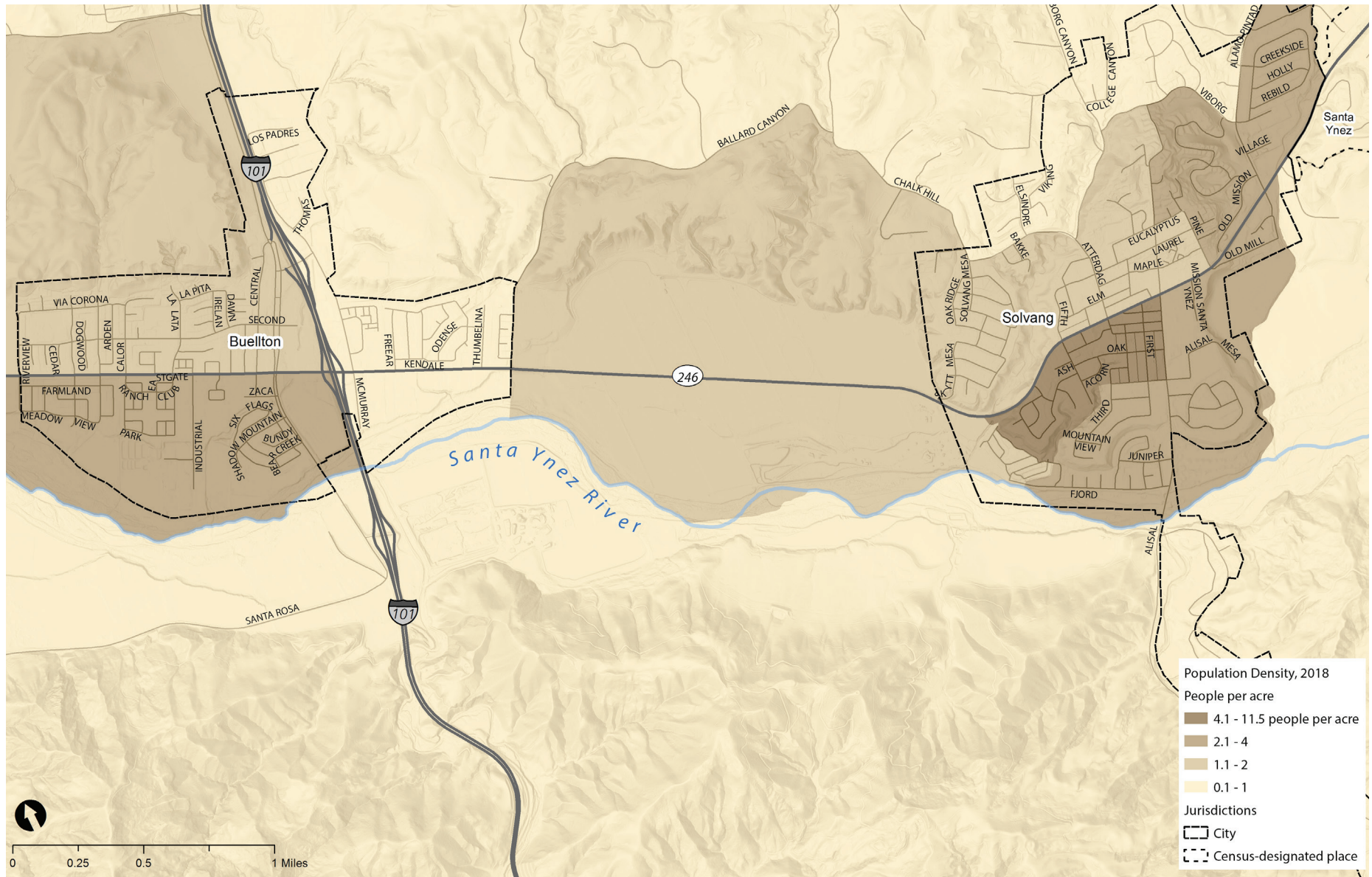


FIGURE 2-1: 2018 Population Density

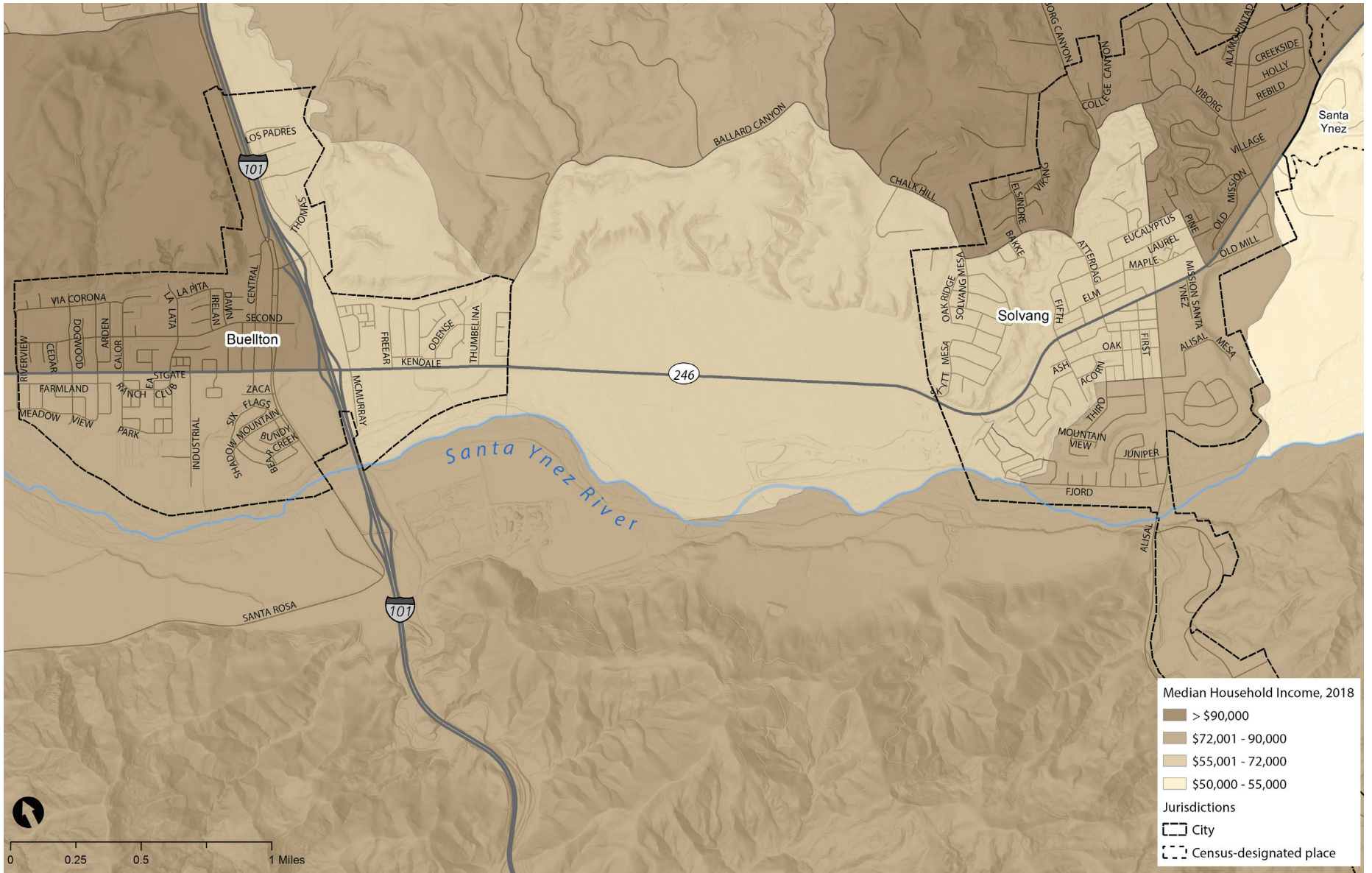


FIGURE 2-2: 2018 Median Income

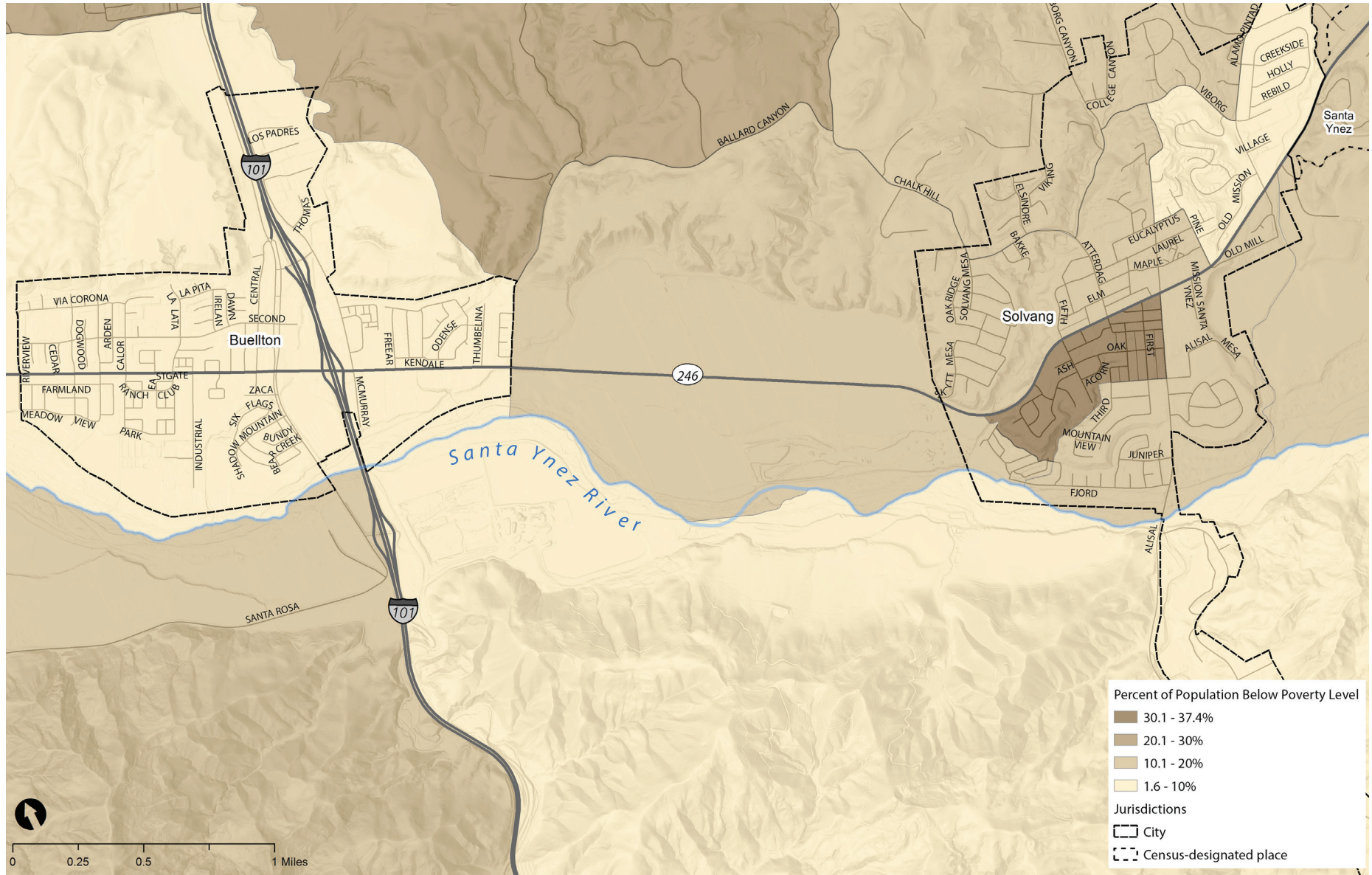


FIGURE 2-3: 2018 Percent of Population Below Poverty Level

2.1.2.3 ENVIRONMENTAL JUSTICE: HEALTHY PLACES INDEX

The Healthy Places Index is a measure of environmental justice based on economic, social, environmental, healthcare, and education factors, among others. The index compares these factors across all Census Tracts in California to calculate a percentile score for each, from 0 to 100. Scores closer to 100 indicate greater health and well-being.

For the study area, all Census Tracts score in the 67th percentile HPI score or greater. Buellton has the lowest percentile HPI score in the study area (67.1). Solvang ranks in the 80th percentile or greater (Figure 2-4).

2.1.3 COMMUTER CHARACTERISTICS

2.1.3.1 WALK TO WORK

Nationally and statewide, walking is 2.7% of commute mode share. In Santa Barbara County, walking is 4.2% of commute mode share. Solvang has a relatively high percentage of workers commuting by walking to work – up to 14.2% of commuters - though Buellton has 0% (Figure 2-5).

2.1.3.2 BIKE TO WORK

Bicycling commute mode share is 0.6% nationally, 1% statewide, and 4% in Santa Barbara County. Bicyclists are not a large percentage of commuters in either Buellton or Solvang. Buellton has the highest share of bicycle commuters, at 0.9%, while Solvang has 0% (Figure 2-6).

2.2 ROADWAY CONDITIONS AND COLLISIONS

Posted speed limits on SR-246 in Buellton range from 35 to 45 miles per hour. From Buellton to Solvang, most of SR-246 has a posted speed limit of 55 miles per hour. In Solvang, traffic slows from 45 to 25 miles per hour for most of Highway 246 in city boundaries (Figure 8).

Traffic volumes along SR-246 in the study area are highest at the US-101 interchange, with peak hour volumes of over 2,000 cars. Traffic volumes east of US-101 are in the range of 1,500-2,00 cars in a weekday peak hour, though west of US-101 volumes decrease near Riverview Park (Sycamore Drive) to 1,224 cars in the peak hour (Figure 2-7).

From 2013-2017, Solvang had 12 pedestrian-related collisions, and 9 bicycle-related collisions. In the same period, had 5 pedestrian-related collisions and 3 bicycle-related collisions.

2.3 LAND USE

Buellton and Solvang are primarily residential cities, with swaths of commercial land fronting SR-246 and US-101 (Figure 2-8). The cities are separated by open space and agriculture, particularly equestrian and viniculture properties.

2.4 LAND OWNERSHIP, RIGHTS-OF-WAY, AND EASEMENTS

Land in the study area is primarily under private ownership. In Buellton, there are several public facilities south of SR-246, notably River View Park and Zaca Creek Golf Course, both situated along the Santa Ynez River. Significant City easements occur along and at the end of Industrial Way in Buellton, as well as along the southern City boundary and under US-101. East of US-101, several public easements run north-south from the river corridor to SR-246 (Figure 2-9).

Along SR-246, Caltrans rights-of-way were digitized from hardcopy maps only as an initial understanding of potential right-of-way availability and impacts. The mapping is not based on survey-grade data. Significant stretches of right-of-way exist on the south side of SR-246 between Buellton and Solvang, and into Solvang to Fifth Street (Figure 2-9).

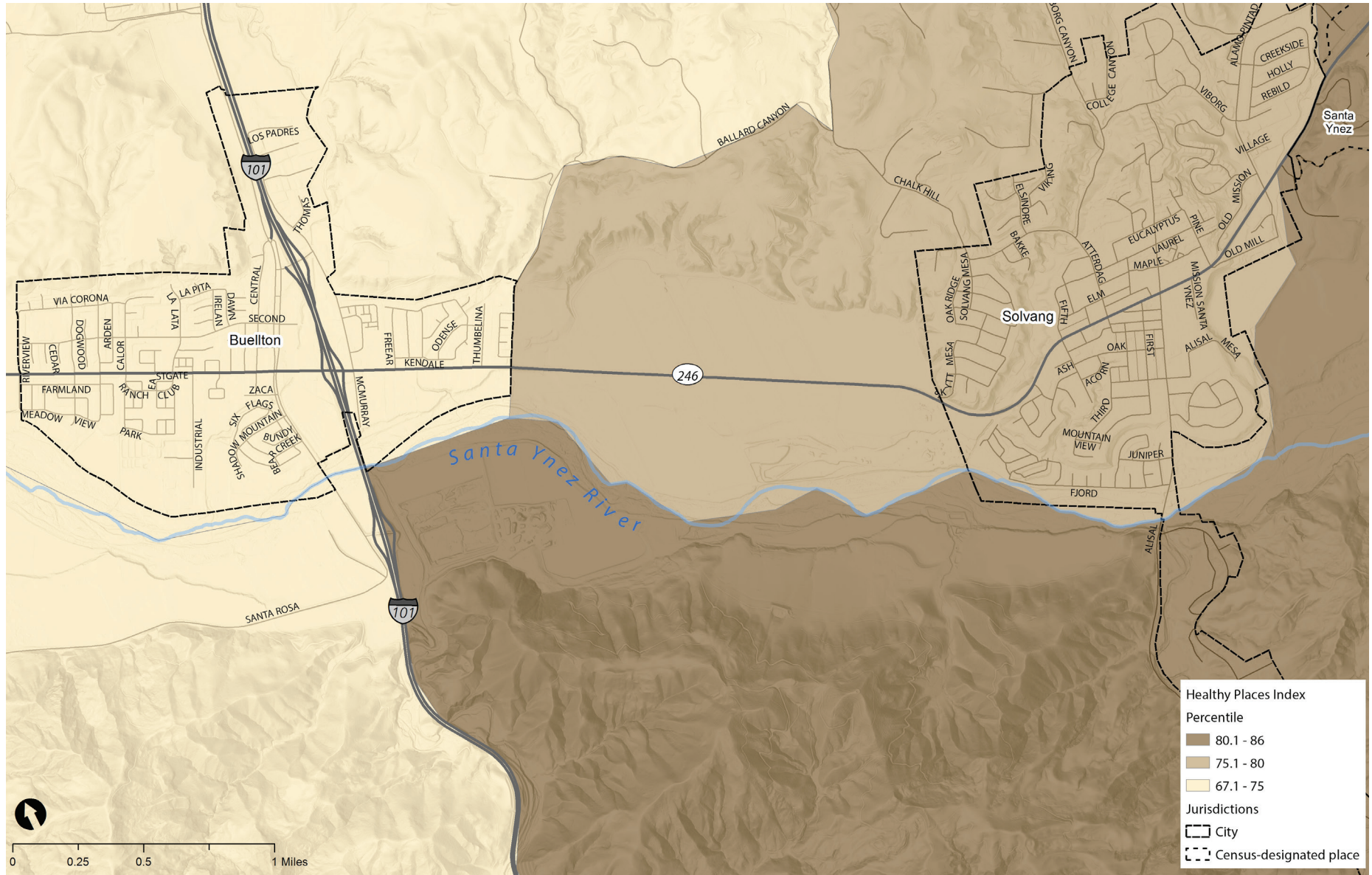


FIGURE 2-4: Healthy Places Index (HPI)

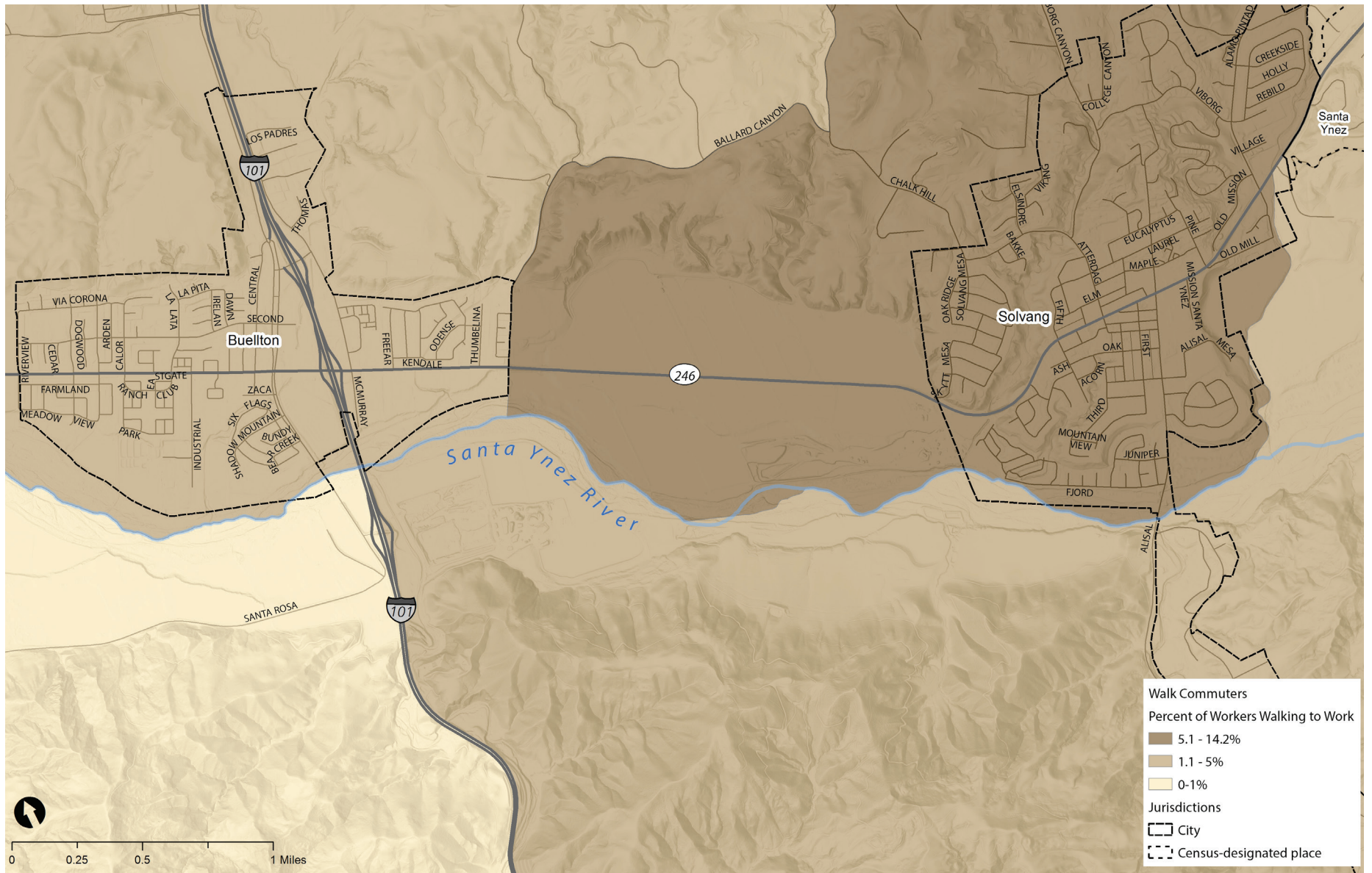


FIGURE 2-5: Walk Commuters

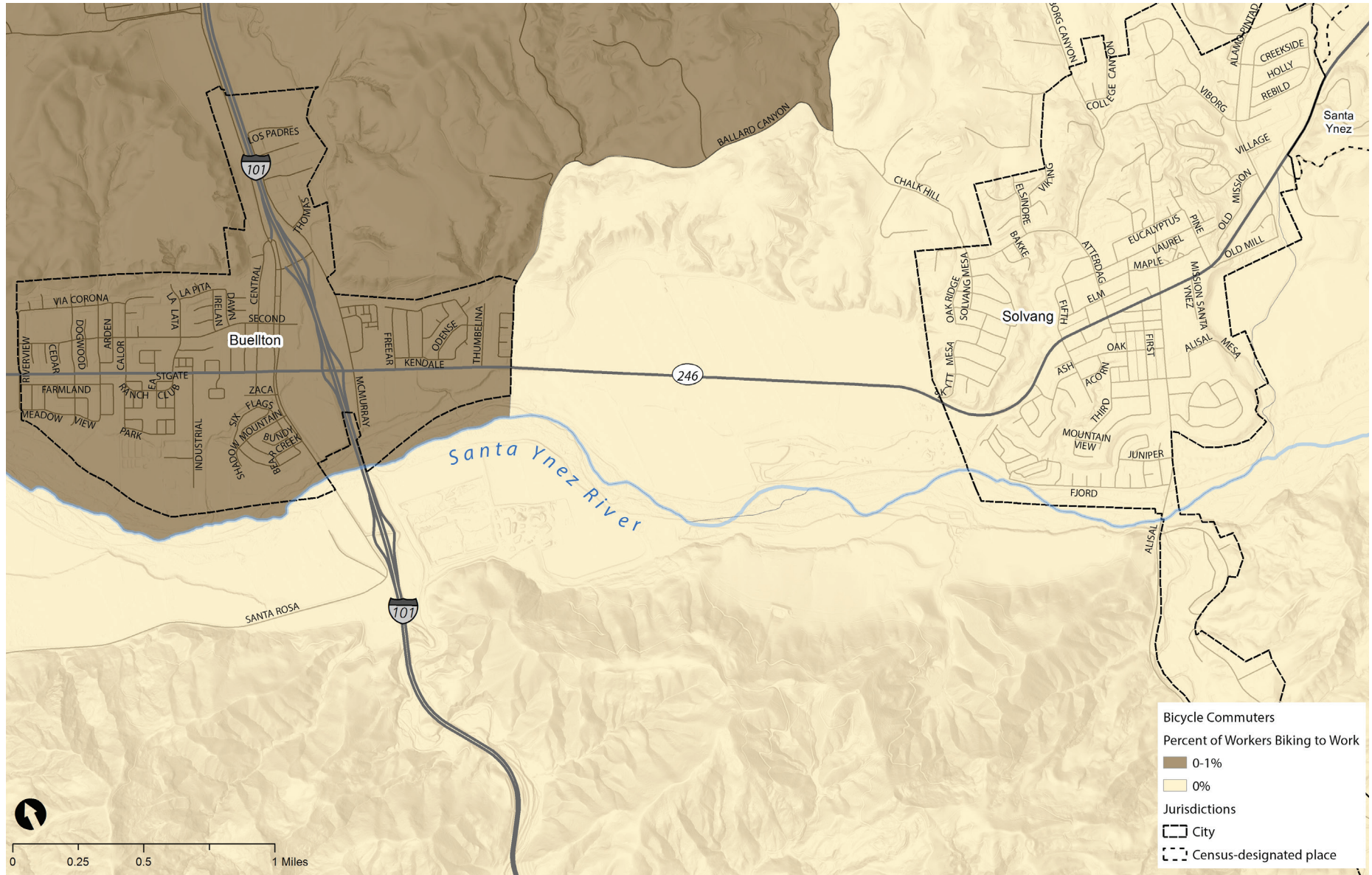


FIGURE 2-6: Bicycle Commuters

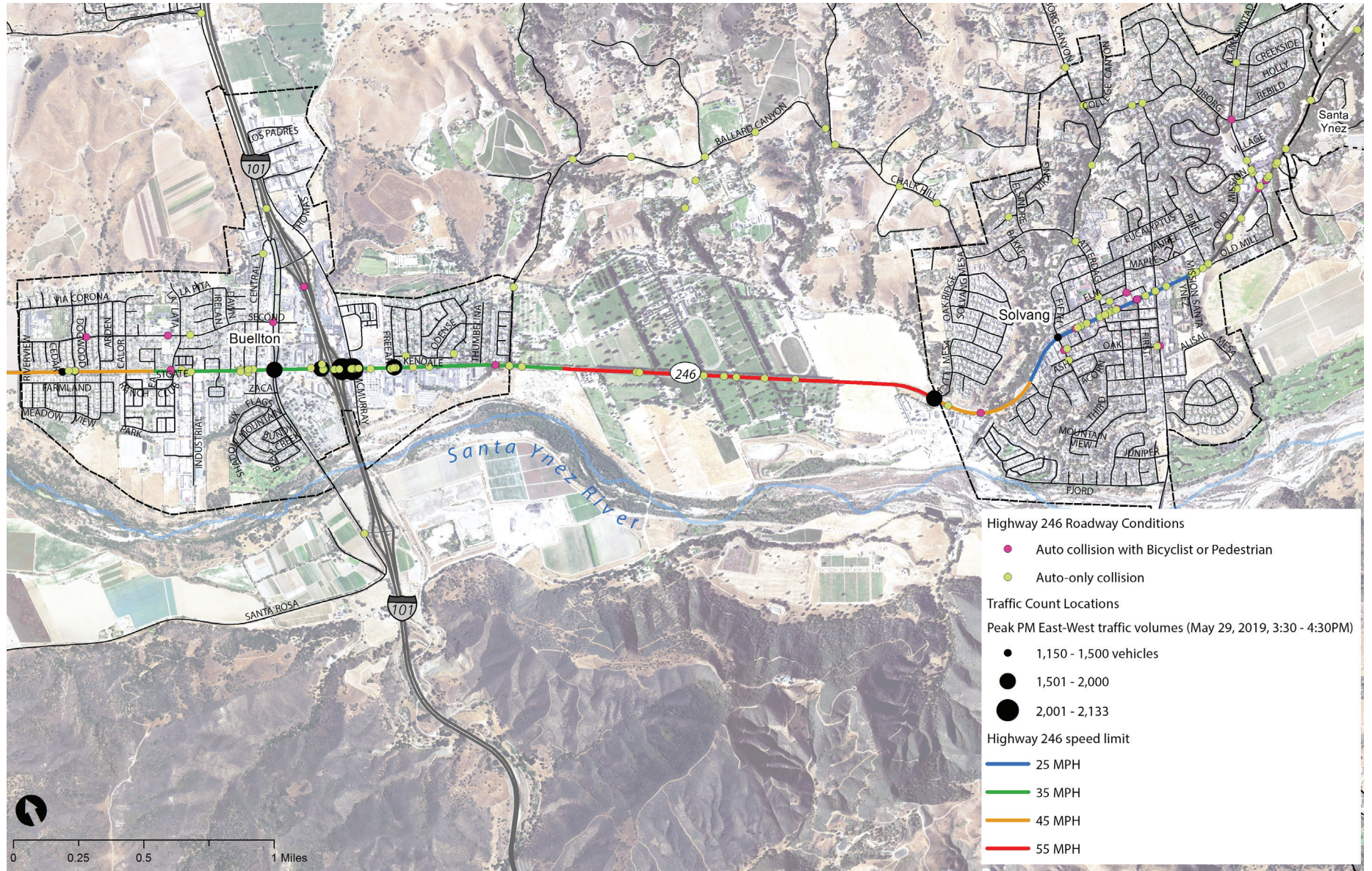


FIGURE 2-7: Highway 246 Roadway Condition

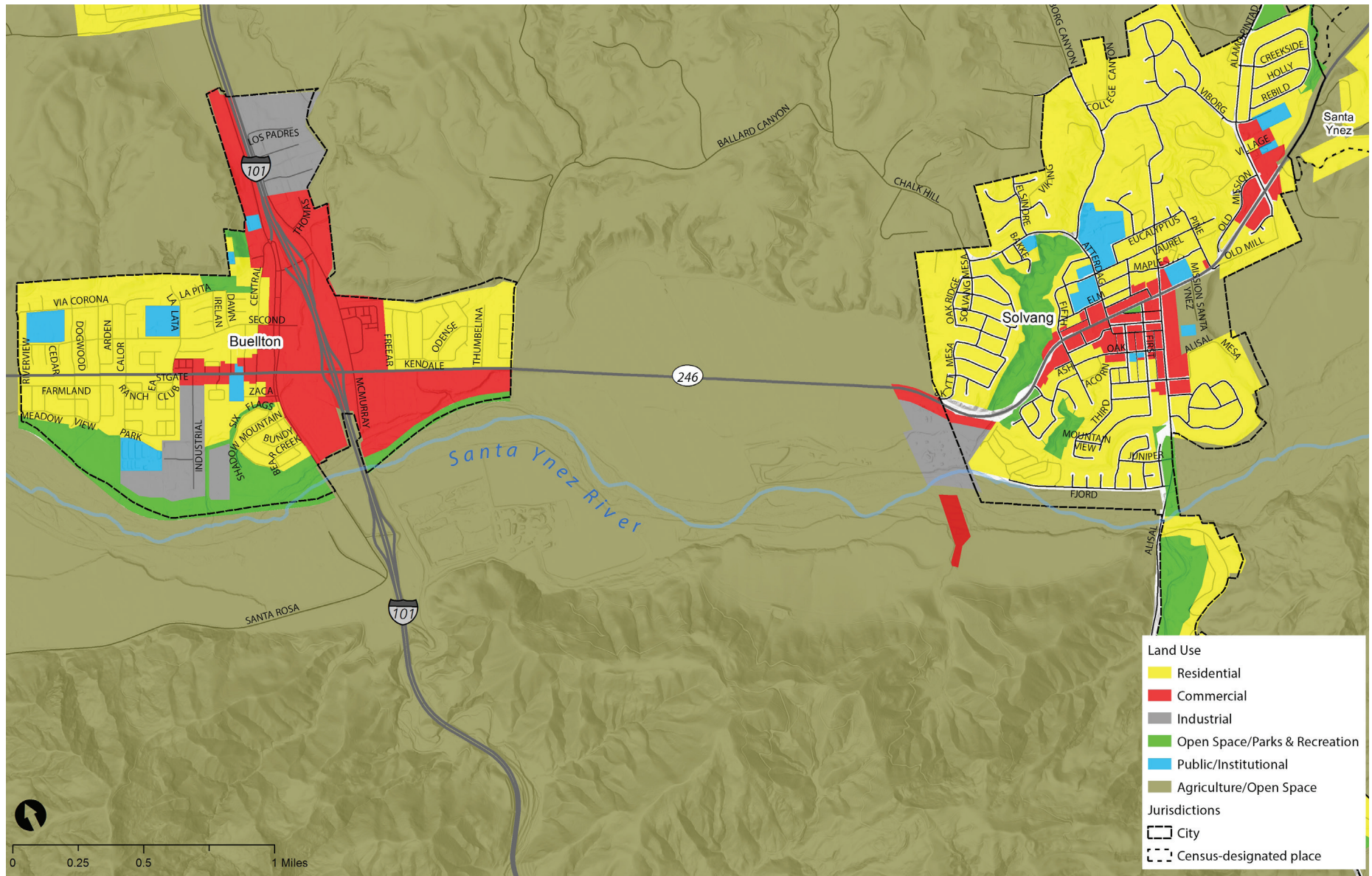


FIGURE 2-8: Land Use

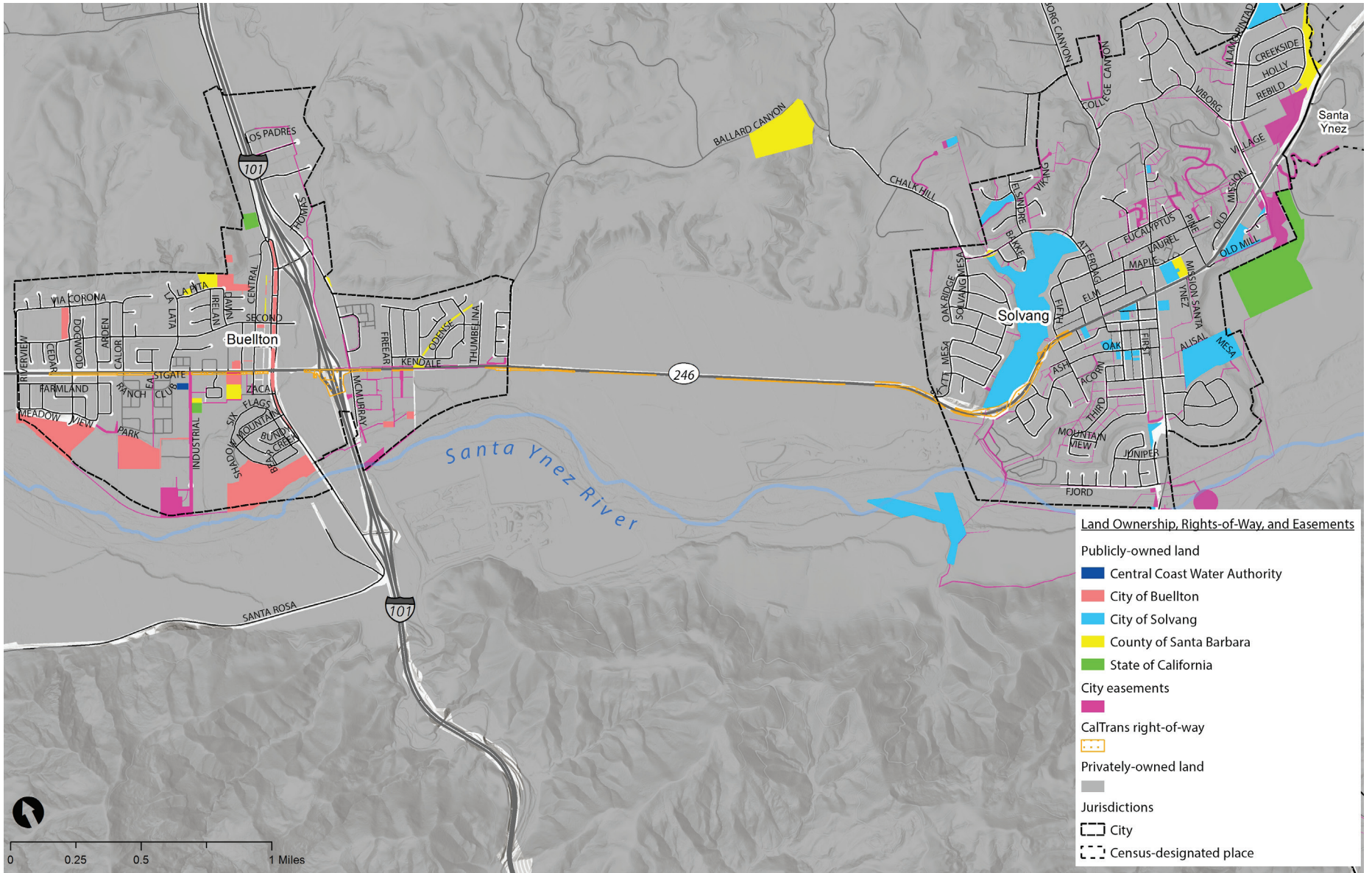


FIGURE 2-9: Land Ownership, Rights-of-Way, and Easements

2.5 EXISTING ACTIVE TRANSPORTATION INFRASTRUCTURE

The existing active transportation network has significant gaps and inadequate traffic separation that does not provide bicyclists protection from unsafe traffic conditions. SR-246 has bicycle lanes only in Buellton, for both travel directions east of US-101 but only for the westbound direction east of I-101. A 1.5-mile multiuse path (Class I) parallels SR-246 beginning abruptly near Alamo Pintado Road traveling eastward out of the study area, stopping just short of Santa Ynez High School. Alisal Road south of SR-246 has short, connected segments of bike path (Class II) and bike route (Class III) (Figure 2-10).

2.6 GEOPHYSICAL CONDITIONS

2.6.1 SLOPE

Overall slope in the Santa Ynez River corridor is gentle. East to west – from Fjord Drive to River View Park – the stream channel drops approximately 30 feet over three miles. Greater variation in slope occurs along the banks; slopes of up to 25% occur in the braided river channel, and 0 – 10% slopes are common along the upper terraced banks (Figure 2-11).

2.6.2 SOIL ERODIBILITY

Soil erodibility is a concern in the study area as it is a variable that can affect the stability of potential trail construction and trail durability. The susceptibility of a soil to erodibility is measured by the k-factor, ranging in value from 0.5 to 0.65 (Figure 2-12).

2.7 BIOLOGICAL RESOURCES

2.7.1 VEGETATION COMMUNITIES

2.7.1.1 SURVEY METHODS

Terra Verde Environmental Consulting (Terra Verde) completed a biological constraints assessment of the project area in March and April of 2020. Surveys included a combination of field surveys and desktop analysis to identify sensitive biological resources, including potentially suitable habitat for special-status species. Surveys and desktop analysis also included an assessment and mapping of jurisdictional aquatic habitats and drainage features. The desktop analysis included a review of all known special-status species and sensitive habitat areas along the project alignment and vicinity, which included the following:

- Aerial photographs (Google Earth 1994-2018) and conceptual project plans
- U.S. Geological Survey topographic map of the Solvang 7.5-minute quadrangle (USGS 2020)
- Online Soil Survey of Santa Barbara County, California (Natural Resources Conservation Service 2020)
- California Natural Diversity Database map of special-status species that have been documented within a 2-mile radius of the proposed alignments (CDFW 2020)
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants for the Solvang 7.5-minute quadrangle (CNPS 2020)
- United States Fish and Wildlife Service (USFWS) Critical Habitat Portal (USFWS 2020a)
- USFWS National Wetland Inventory map (USFWS 2020b)

Following an initial literature review and desktop analysis, Terra Verde botanist Kristen Nelson and biologist Sara Snyder completed a field survey of a portion of the proposed alignments, where access was permitted on March 4, 2020. Field surveys were limited to the western section of the alignment from River View Park in Buellton to just east of the Highway 101 crossing over the Santa Ynez River. Due to access constraints on some properties, a portion of the field survey was completed at a distance using binoculars. The eastern section of the alignment from east of Highway 101 in Buellton to Alisal Road in Solvang was assessed using only desktop analysis. In addition, direct observations documented during the field assessment on the western portion of the alignment were used to inform the desktop assessment.

Sensitive resources were mapped using aerial imagery and confirmed during field surveys, where access was permitted. In addition, areas with dense vegetation or constrained topography were mapped to assist with selecting and planning alignments.

2.7.1.2 SURVEY RESULTS

Most of the alignment abuts riparian woodland vegetation associated with the Santa Ynez River (Figure 2-13). In most areas, the outer edge of riparian woodland will coincide closely with the northern limits of state agency jurisdiction – such as California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board (RWQCB) – associated with the Santa Ynez River. In addition, riparian woodland habitat in the western portion of the alignment coincides with Critical Habitat for southwestern willow flycatcher (*Empidonax traillii extimus*, federally-endangered species), and may also provide suitable habitat for other special-status species including Least Bell's vireo (*Vireo bellii pusillus*, federally-endangered species), California red-legged frog (*Rana draytonii*, federally-threatened and California species of special concern [CSC]), southwestern pond turtle (*Actinemys pallida*, CSC), and two-striped garter snake (*Thamnophis hammondi*, CSC). Adjacent grasslands may also provide suitable habitat for American badger (*Taxidea taxus*, CSC). The main channel of the Santa Ynez River is also designated Critical Habitat for Southern California steelhead (*Oncorhynchus mykiss*, federally-endangered species).

Patches of riparian vegetation, including cottonwoods, willow thickets, and wetlands that are not continuous with the riparian vegetation of the Santa Ynez River may also fall under CDFW and RWQCB jurisdiction, and provide suitable habitat for special-status species. In addition, the alignment crosses at least six drainages that flow into the Santa Ynez River. These drainages are considered tributaries to the Santa Ynez River and may fall under the jurisdiction of CDFW, RWQCB, and the United States Army Corps of Engineers (Corps).

2.7.1.3 BIOLOGICAL RESOURCE CONSTRAINTS

Direct or indirect impacts to any areas of suitable habitat or designated Critical Habitat for special-status species and areas of jurisdictional aquatic habitat will trigger the need for discretionary permits from the applicable state and/or federal agencies. The following is a list of the key biological constraints and permitting considerations:

- ⦿ Any encroachment of the trail alignment into the limits of state agency jurisdiction associated with the Santa Ynez River may require permits from CDFW and RWQCB.
- ⦿ Trail crossings over tributary drainages may require permits from CDFW, RWQCB, and the Corps, depending on crossing design (e.g., culvert versus free-span bridge).
- ⦿ Trail crossings over tributary drainages could result in direct impacts to Southern California steelhead and would require consultation with the National Marine Fisheries Service for incidental take protection.

- ⦿ In addition, due to the proximity of the proposed trail to the Santa Ynez River, there is also potential for secondary impacts to water quality and riparian vegetation within the Santa Ynez River as a result of erosion and sedimentation during or after construction which may require consultation with the National Marine Fisheries Service for potential impacts to critical habitat for Southern California steelhead.
- ⦿ Direct impacts, such as vegetation trimming or clearing, to suitable habitat for Least Bell's vireo and southwestern willow flycatcher would require consultation with USFWS for incidental take protection.
- ⦿ Direct impacts to areas of suitable habitat for California red-legged frog, southwestern pond turtle, two-striped garter snake, American badger, or other special-status wildlife species would require appropriate pre-activity surveys and avoidance measures for the protection of these species.
- ⦿ In addition to those species protected by the state or federal government, all native avian species are protected by state and federal legislation, most notable the Migratory Bird Treaty Act and the CDFW Fish and Game code. If work is planned to occur during the typical avian nesting season (February 1 to September 15), appropriate surveys and avoidance measures will be necessary for the protection of nesting birds.

If the project requires any of the permits listed above, suitable mitigation will be needed to offset any adverse impacts to jurisdic-

tional aquatic habitat and/or special-status species habitat. In addition, the assessment completed by Terra Verde did not include an appropriately timed spring botanical survey or a comprehensive botanical inventory. Additional protection and mitigation may be needed if special-status botanical species are identified on site.

2.7.1.4 CRITICAL HABITATS

The US Fish and Wildlife Service designates areas and stretches of waterways as critical habitat to threatened and endangered spe-

cies. Critical habitat is the specific areas occupied by the species at the time it was listed, that contain the physical or biological features that are essential to its conservation and that may need special management or protection. Critical habitat may also include areas that were not occupied by the species at the time of listing but are essential to its conservation.

The western study area has critical habitat for the southwestern willow flycatcher, and the Santa Ynez River in the study area is designated as a critical waterway for the steelhead trout (Figure 2-13).

2.8 HYDROLOGICAL CONSTRAINTS

2.8.1 FEMA FLOOD ZONES

The flood hazard in the Santa Ynez River corridor is defined by FEMA flood zones. Small areas under US-101 have greater than 1% annual chance of flooding to a depth of 1 to 3 feet. Most of the river corridor in the study area has a 1% chance of flooding, with outlying areas having minimal flooding hazard (Figure 2-14).



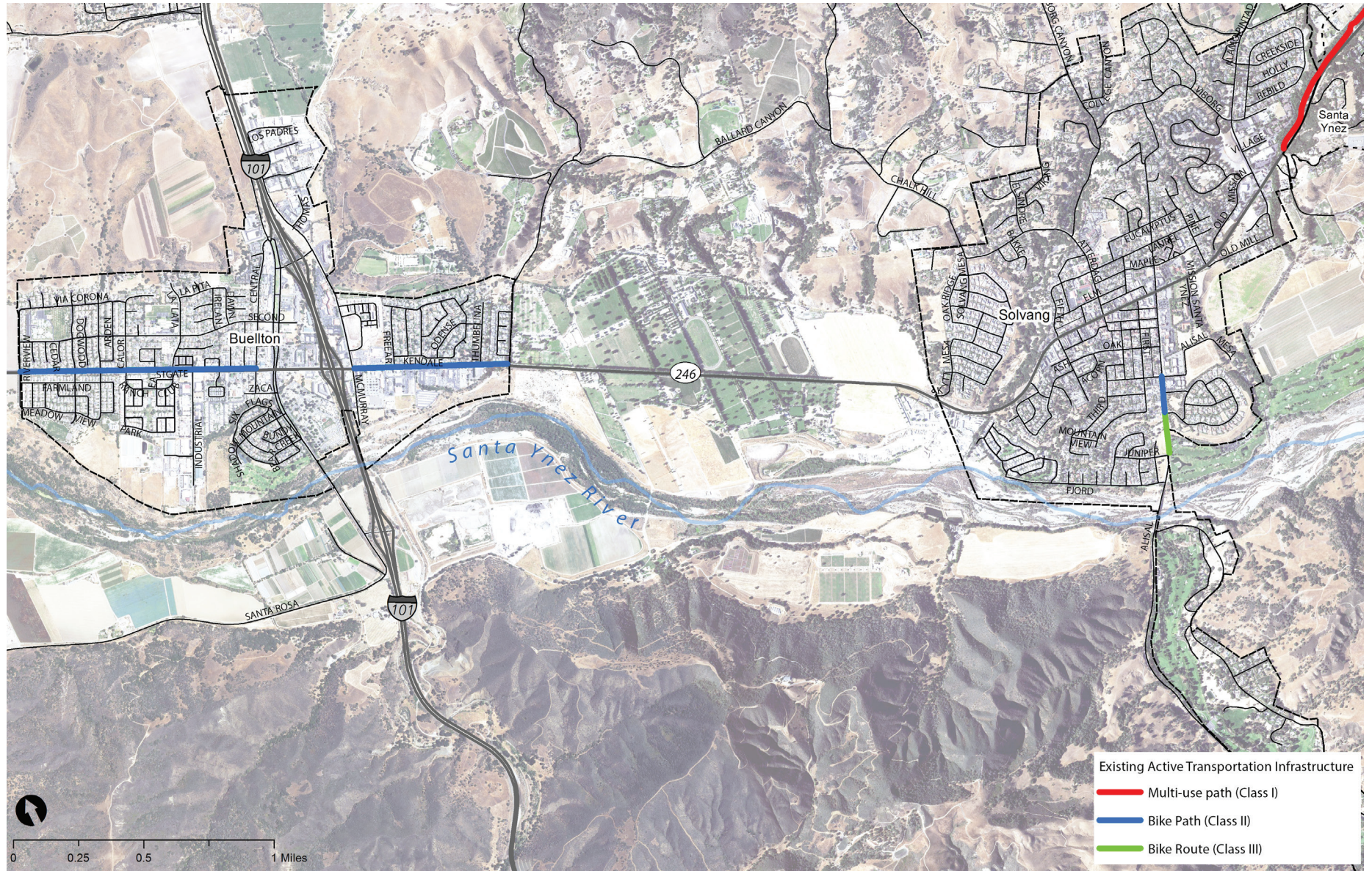


FIGURE 2-10: Existing Active Transportation Infrastructure

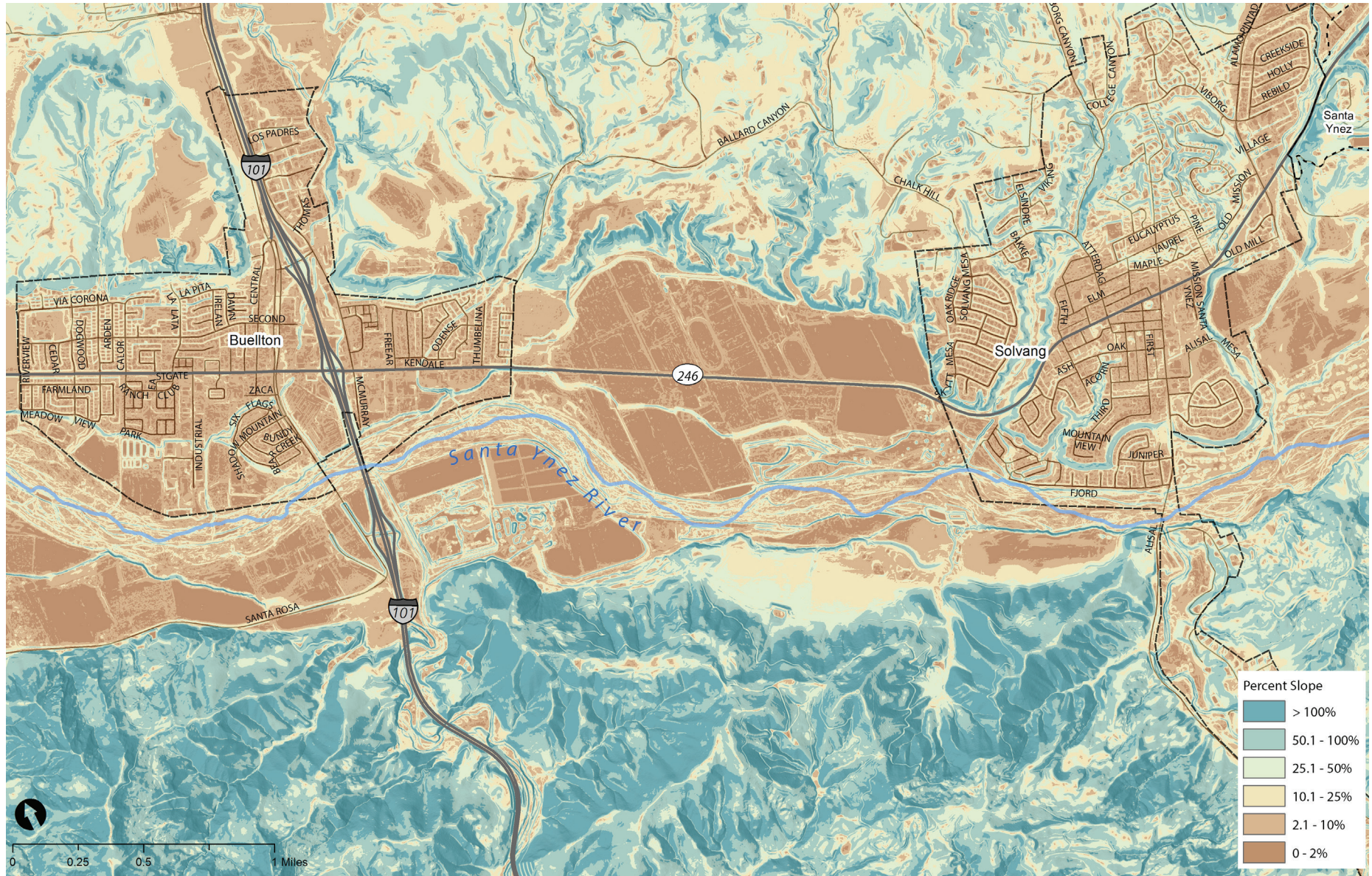


FIGURE 2-11: Slope

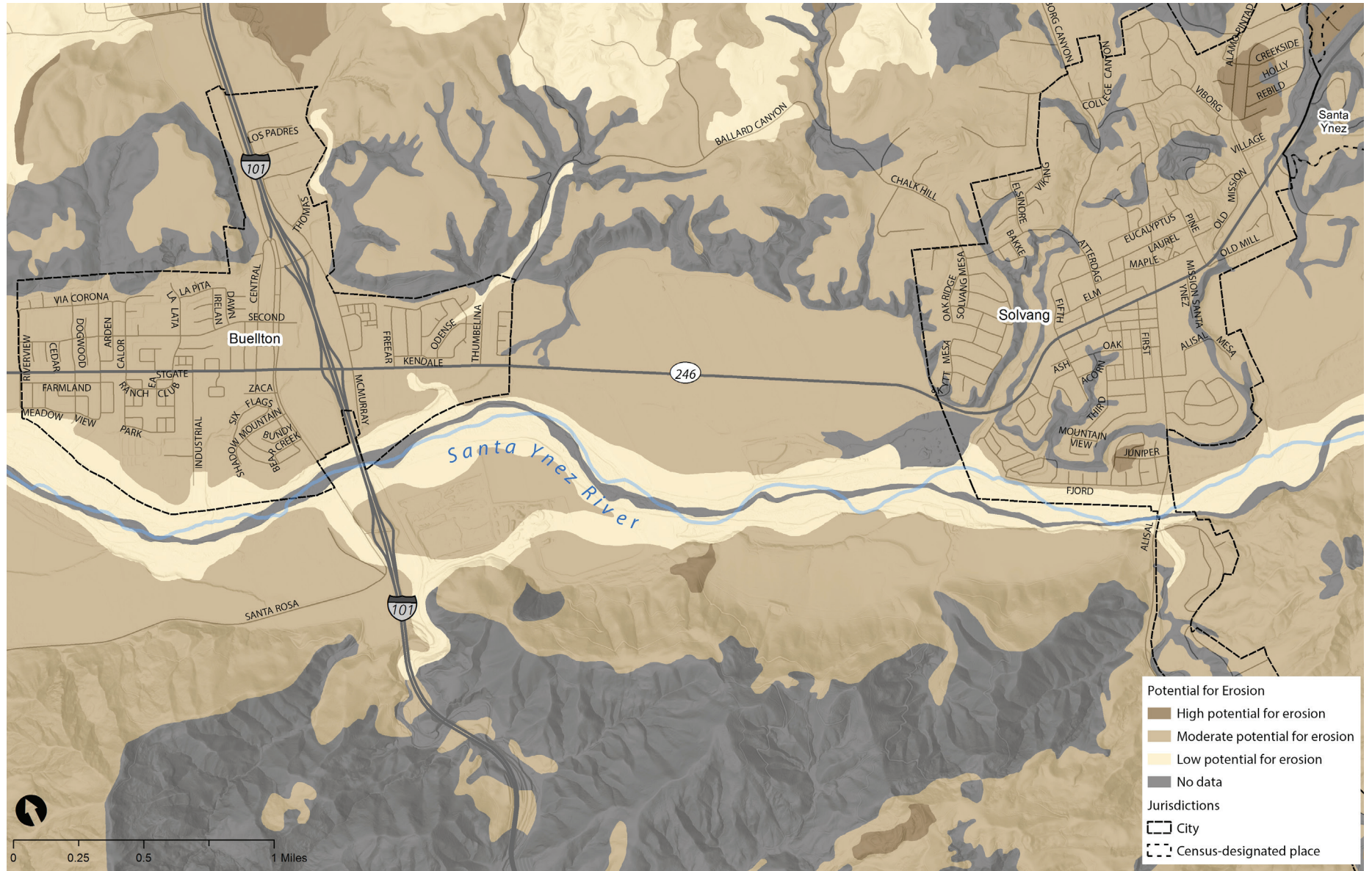


FIGURE 2-12: Potential for Soil Erosion

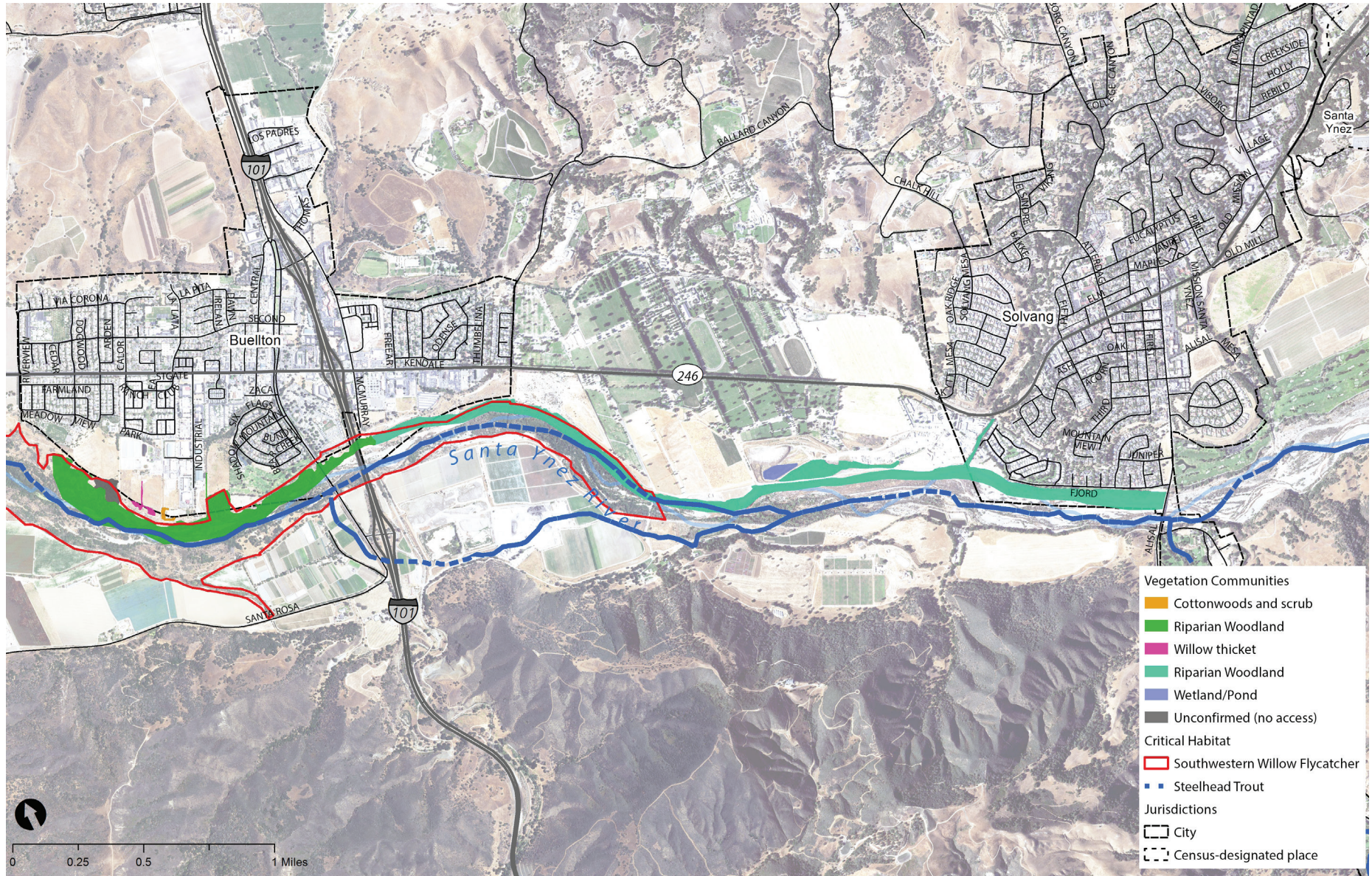


FIGURE 2-13: Vegetation Communities and Critical Habitat

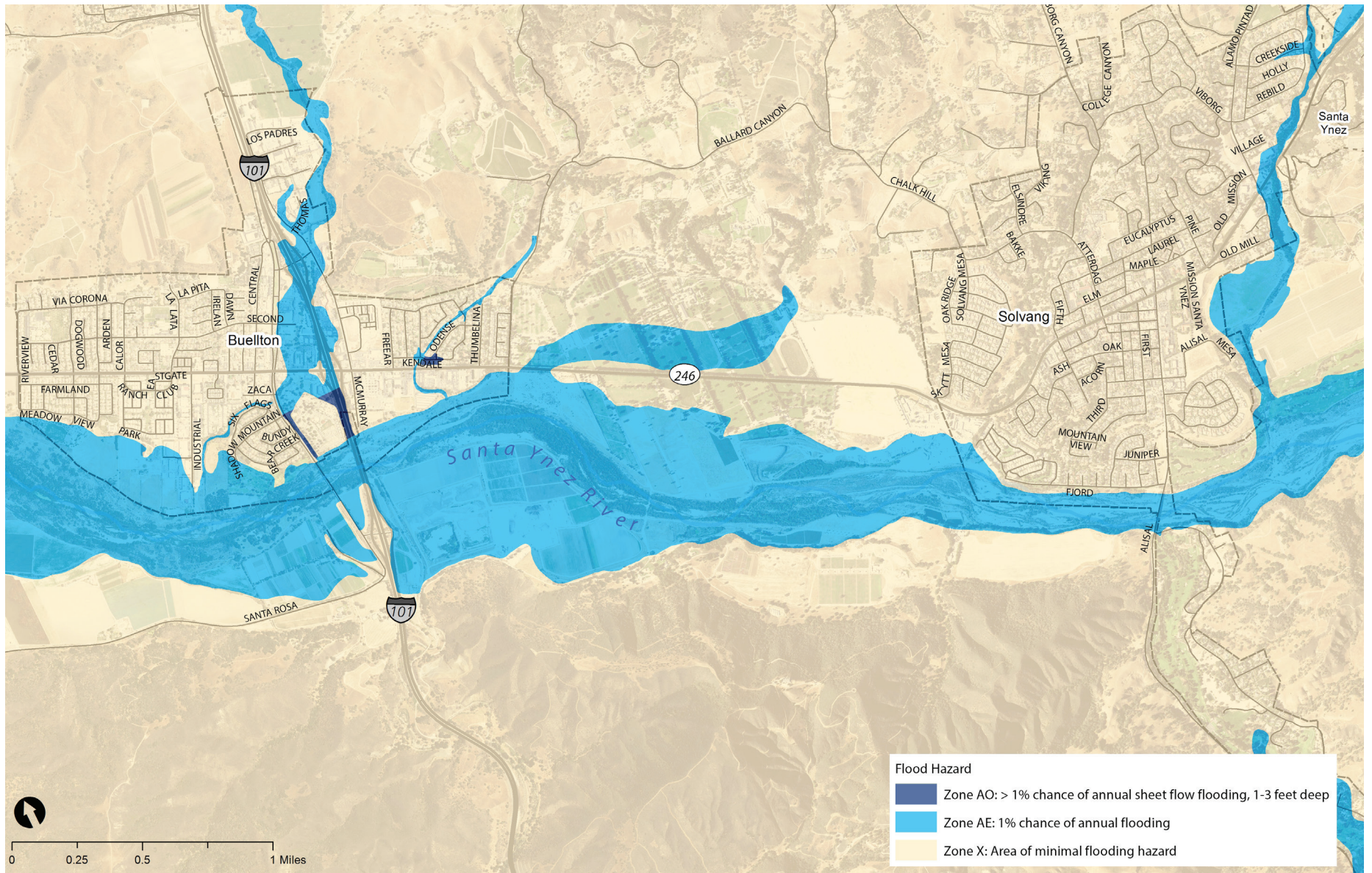
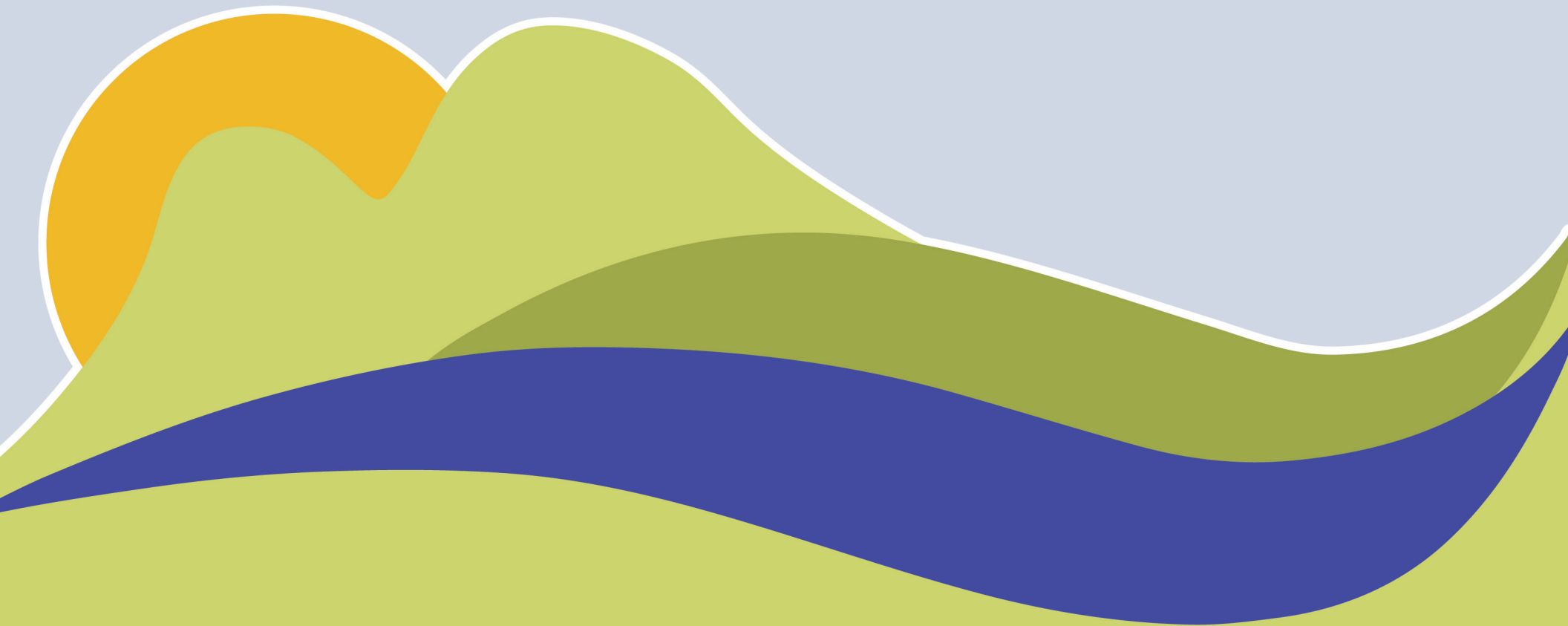


FIGURE 2-14: FEMA Flood Zones

Chapter 3

COMMUNITY ENGAGEMENT



Two meetings were held with a Technical Advisory Committee (TAC) consisting of consisting of staff from Buellton and Solvang, Caltrans, the County of Santa Barbara, the SBCAG, and local business owners. An open house event planned for April 12 was not held due to COVID-19. In its place, an on-line comment map was created to inform the public and gather feedback.

3.1 TAC MEETING #1

The first TAC meeting was held on November 7, 2019 from 2 – 4 PM. The existing conditions of the study area were presented and the TAC was asked to give input on table maps for existing informal trail routes commonly used by residents, desired neighborhood connections, potential destinations, and location of river crossings, which was later digitized in Geographic Information Systems (GIS) (Figure 3-1).

The TAC identified alignments along SR-246 as well as north and south of the river. At this meeting it was decided that an alignment north of the river was preferred because of lack of suitable river crossing and the cost associated with the needed infrastructure.

The TAC also conducted an analysis of the Strengths, Weaknesses, Opportunities, and Threats (SWOT analysis) related to the existing conditions for multipurpose trail development in the study area. The consultant presented possible criteria related to existing conditions

for each SWOT component and allowed the TAC to write-in new ideas. For instance, for the “Strength” component, criteria like “Kid & family-friendly - far away from cars” were presented, as well as “Threat” criteria such as “Flood-plain restriction”. All TAC members voted on SWOT criteria according to the priority that the criteria should take in trail alignments. Voting was conducted using stickers and were tallied for each SWOT factor. After TAC Meeting #1, miscategorized SWOT criteria were recategorized into the appropriate component, since many strengths and opportunities – and weaknesses and threats – were conflated in the TAC SWOT exercise.

Results from TAC Meeting #1 are summarized in Appendix 1, and results from the TAC SWOT exercise are applied in Section 4: Trail Suitability Analysis.

3.2 TAC MEETING #2

The second TAC meeting was held on March 12, 2020 from 2-4 PM. The results of a GIS trail suitability model based on TAC input from Meeting #1 were presented. The preliminary trail alignments were presented with adjustments made based on meetings with Buellton city staff, easements, approximate Caltrans right-of-way, and desired destinations. Also presented were preliminary results from the ongoing biological survey. TAC input was gathered for any further adjustments to alignments.



TAC meeting #1

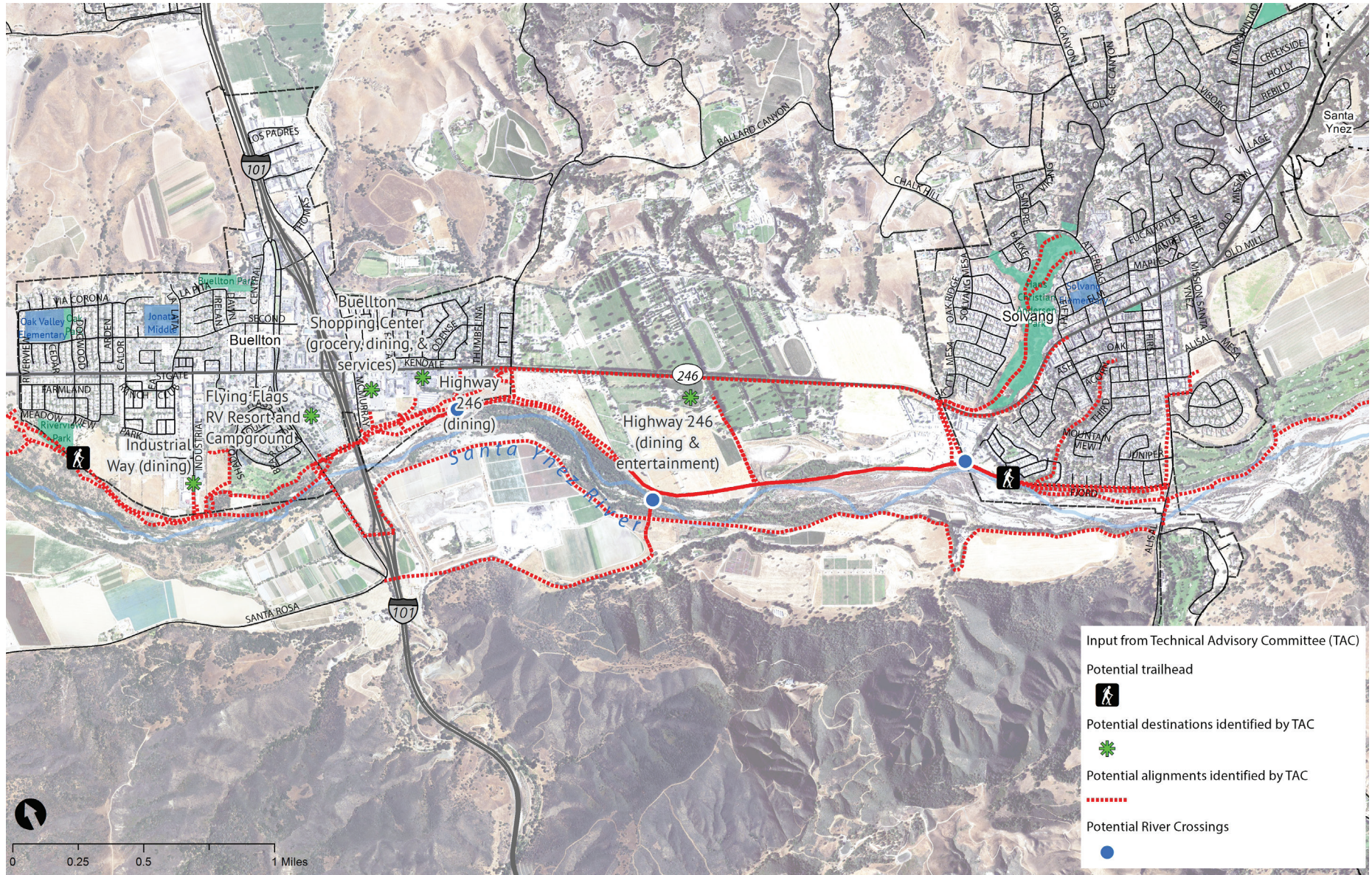


FIGURE 3-1: Mapped input collected at TAC Meeting #1

3.3 ONLINE COMMENT MAP AND SURVEY

An Esri StoryMap was built to replace the planned public outreach event that was canceled due to COVID-19. The StoryMap presented project process and progress and enabled the public to comment on trail alignments via an online comment map (Figure 3-2). An online survey was also presented for input. Public input was collected via both online comment map and survey from July 15 to August 14, 2020.

Results from the online comment map and survey are in Appendix 2.



Santa Ynez River Trail Alignment Study Survey

1. Where do you live?

- Buellton
- Solvang
- Greater Santa Ynez Valley
- Santa Barbara County – other
- Outside Santa Barbara County
- Other (please specify)

2. Are you a landowner in the study area (the cities of Buellton, Solvang, or intermediate area between the two cities along Highway 246 and/or the Santa Ynez River)?

- Yes
- No

Online survey

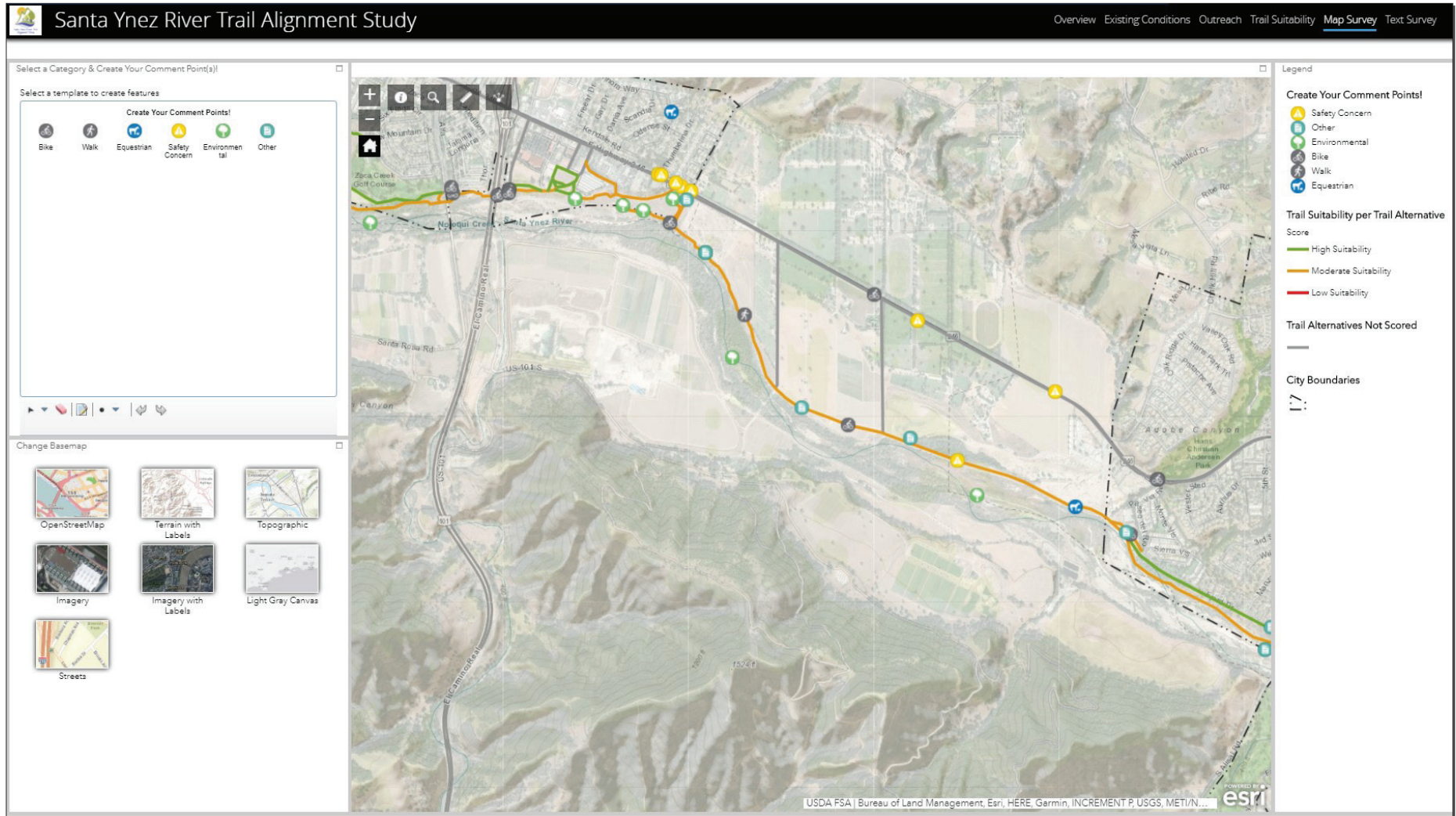
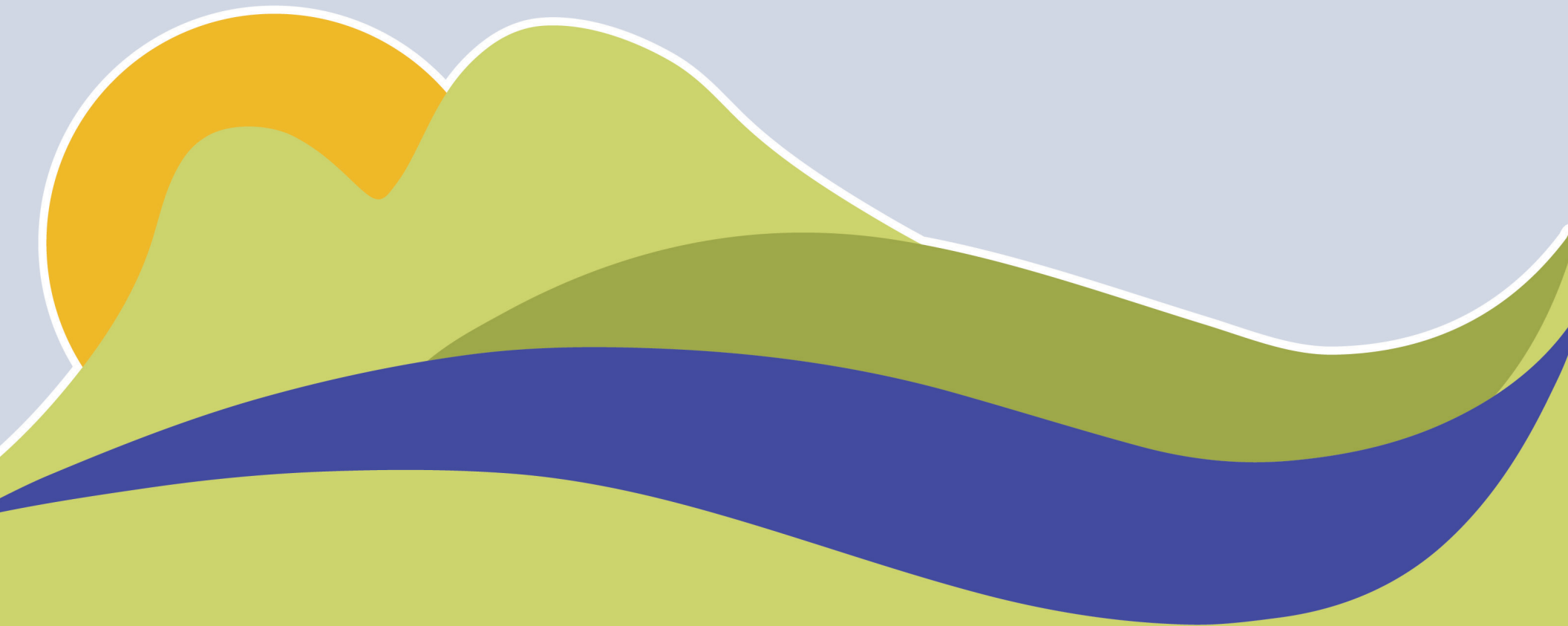


FIGURE 3-2: Online Comment Map



Chapter 4

TRAIL SUITABILITY ANALYSIS



4.1 RELATIONSHIP OF TAC INPUT TO TRAIL SUITABILITY MODEL

Input from the Technical Advisory Committee was incorporated into a trail suitability model in GIS. A suitability model utilizes overlay and additive functions in GIS to convert data from a variety of sources into actionable information. For this study, the total number of TAC votes on SWOT criteria and the consultant’s determination of the criteria importance were converted into relative “scores” for geographic datasets representing each SWOT criteria. High scores in suitability modeling indicate higher suitability. Figure 4-1 illustrates the additive process of overlay analysis in GIS.

Refer to Table 4-1 for discussion of recategorizing and converting SWOT vote totals into suitability scores. The SWOT criteria identifying a trail alignment “Opportunity” as being “Safe and away from traffic” received 3 votes. This criterion was recategorized after TAC Meeting #1 and combined with 7 votes for the criteria “Kid & family-Friendly – far away from cars,” for a total of 10 votes as a “Strength” criterion. Compared to total vote counts, the total of 10 is relatively high, and as a “Strength” or “Opportunity” criteria, a high vote count translates to a high suitability score. For “Weakness” and “Threat” criteria, high vote totals translate to low suitability scores. For certain criteria, like “River area currently used as an informal trail,” TAC vote totals did not adequately represent the crite-

ria importance and was adjusted accordingly. The prioritization areas identified in the 2012 City of Buellton Bicycle and Pedestrian Master Plan also informed these scores; notably, publicly-owned lands, dedicated trail easements, and private parcels.

To represent the “Strength” criteria “Kid & family-Friendly – far away from cars” and “Safe and away from traffic” in the GIS suitability model, a dataset was created for buffers of increasing distance from SR-246. The area closest to SR-246 received the lowest score (0) and the areas furthest from SR-246 received the highest score. Each criterion and its associated geographic dataset were weighted for trail suitability in a similar manner, creating an overall trail suitability model with a maximum “suitability score” of 50. High overall scores in suitability modeling indicate higher suitability. Figure 4-2 shows the suitability model result, and Figure 4-3 shows the average suitability score per trail segment presented at TAC Meeting #2.

4.2 INTERPRETING TRAIL SUITABILITY MODEL RESULTS

Figure 4-2 shows the mapped results of the trail suitability model. Though the model results cover an area from SR-246 to the southern bank of the river, the model results only apply to the Santa Ynez River corridor and are not intended for the residential areas or SR-246. This is because the criteria that apply to determining a trail alignment along



FIGURE 4-1: GIS Overlay Process for combining TAC input on Strengths, Weaknesses, Opportunities, and Threat in a Trail Suitability Model.

SR-246 are different than the environmentally-focused criteria in the river corridor.

In Figure 4-2, green and yellow areas indicate relatively high suitability for trails, while red and orange areas are less suitable. The areas of lowest suitability are associated with the sensitive biological resources in the riparian corridor. The areas of highest suitability are associated with shallow slopes, stable soils, existing informal trails, and proximity to destinations. While the theoretical maximum model score is 50, the realized maximum score – or the highest sum of overlapping data layers – is 39.

4.3 TRAIL SUITABILITY SCORE PER TRAIL SEGMENT

Trail alignments delineated by the TAC were divided into a network of connected segments, such that an individual segment is defined between trail intersections. For each segment, the average trail suitability model score was summarized in GIS. Though the realized maximum model score is 39, the average score per trail segment ranges from 14 to 30, with 30 being the most suitable for trail development. Trail segments were classified using the “natural breaks” method, resulting in the highest suitability classification being designated as an average model score of 26.51 to 30, and the lowest from 14 to 17.5.

Average trail suitability score per segment is not the final determinant in deciding on trail alignments. Instead, it is a useful descriptor in understanding the aggregate effect of strengths, weaknesses, opportunities, and threats in an area. The existing conditions that lead to a moderate or low suitability can be considered when determining final trail alignment and design.

For instance, the trail segment in Figure 4-4 running south of Fjord Drive in the river corridor is currently a low-to-moderately suitable location for a trail, due in part to riparian woodland in this area. With appropriate alignment and trail design, the impacts to the riparian vegetation can possibly be limited.



TABLE 4-1: Trail Suitability Model Weighting Schema

TAC #1 SWOT Component: Original	Criteria	Votes	Analysis layer or method	Aggregate Criteria TAC Votes	Criteria Score Range	Max Score
Strengths: aggregated from TAC SWOT Input			TAC SWOT Strengths Submodel: Maximum score			
Strength	1a. Kid & family-friendly - far away from cars	7	1. Buffer around Highway 246	10	0 to 5	20
Opportunity	1b. Safe, away from traffic	3				
Strength	2a. Level topography	1	2. Slope	2	0 to 5	
Opportunity	2b. Flat Terrain	1				
Strength	3a. River area currently used as a informal trail (TAC input)	1	3. Buffer around TAC-identified routes	2	0 or 10	
Opportunity	3b. Potential trail corridor is wide	0				
Weaknesses: aggregated from TAC SWOT Input			TAC SWOT Weaknesses Submodel: Maximum score			
Weakness	4a. Private property	1	4. Privately-owned parcels	8	0 or 1	2
Threat	4b. Private property owner's objections	4				
Threat	4c. Community opposition	2				
Threat	4d. Mobile-home park residents objections	1				
Weakness	5. Impacts to sensitive habitat	1	5. Critical habitat - SW Willow flycatcher and steelhead trout	1	0 or 1	
Opportunities: aggregated from TAC SWOT Input			TAC SWOT Opportunities Submodel: Maximum score			
Strength	7. Nearby Parks	1	7. Provide connections to parks	10	Considered in routing of path, not model input	5
Strength	8. Neighborhood connections	2	8. Provide connections to neighborhoods			
Strength	9. Experiential tourism (wineries, ostrich farm, etc)	2	9. Provide connections experiential tourism destinations			
Opportunity	10. Connect destinations	5	10. Provide connections community destinations (shopping centers, schools)			
Opportunity	11. Easements	1	11. City easements or Public land (City- or County-owned)			
Threats: aggregated from TAC SWOT Input			TAC SWOT Threats Submodel: Maximum score			
Threat	12. Flood-plain restrictions	3	FEMA Flood Zones	3	0 or 3	3
Threat	13. High traffic volumes on Highway 246	0	Highway 246 corridor	0	Separate analysis for Hwy. 246	
TAC SWOT Input Model: Maximum Score						30
Santa Ynez River Trail (SYRT) Trail Alignment Study: Trail Suitability Model Weighting from Consultant's Additional Criteria						
Additional Criteria not given SWOT Input	Analysis layer					Total Score
Strengths			Additional Strengths Submodel: Maximum score			
	No additional strengths incorporated in model				0	0
Weaknesses			Additional Weaknesses Submodel: Maximum score			
	14. Soil Erodibility				0 to 5	10
	15. Wetland Potential				0 to 5	
Opportunities			Additional Opportunities Submodel: Maximum score			
	16. Viewshed from Highway 246				0 to 5	10
	17. Euclidean distance from major trail endpoints				0 to 5	
Threats			Additional Threats Submodel: Maximum score			
	No additional threats incorporated in model				0	0
Additional Criteria Model: Maximum Score						20
SYRT Trail Suitability Model: Maximum Score						50

Note: In suitability modeling, higher model scores indicate higher suitability for trails.

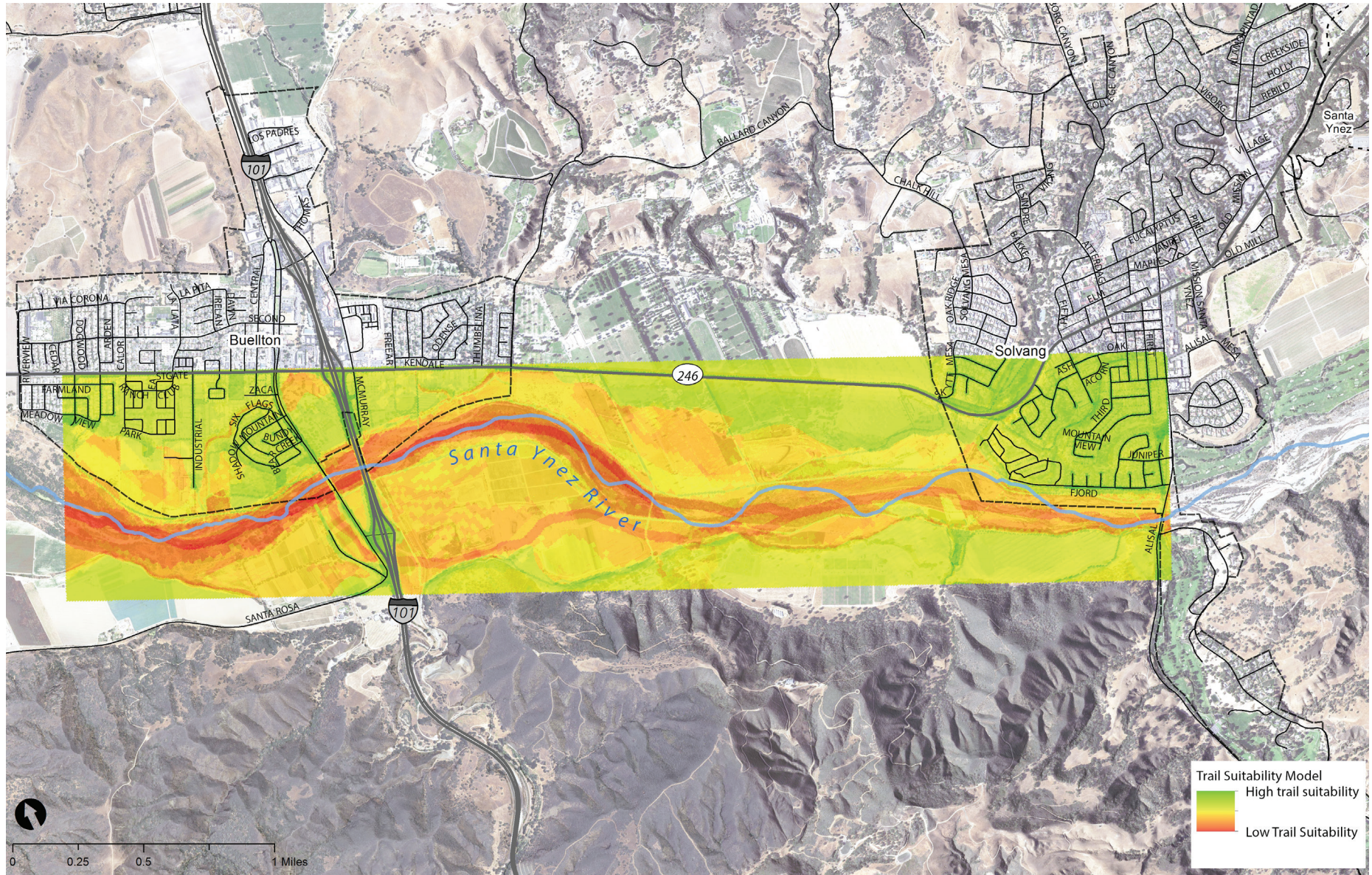


FIGURE 4-2: Trail Suitability Model Results

Model results only apply to the Santa Ynez River corridor and are not intended for the residential areas or SR-246.

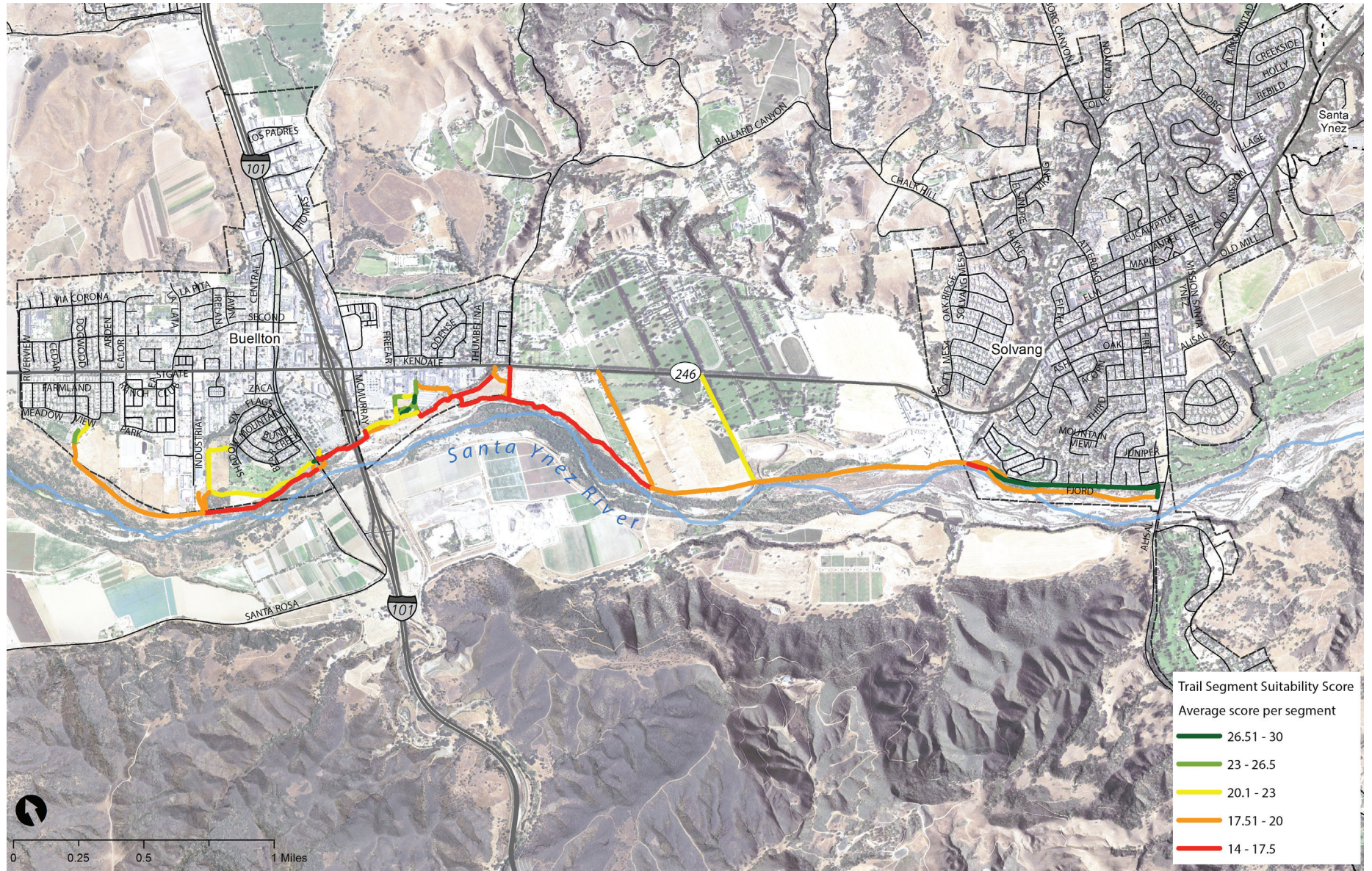


FIGURE 4-3: Trail Suitability Model Score per Trail Segment

Model results only apply to the Santa Ynez River corridor and are not intended for the residential areas or SR-246.

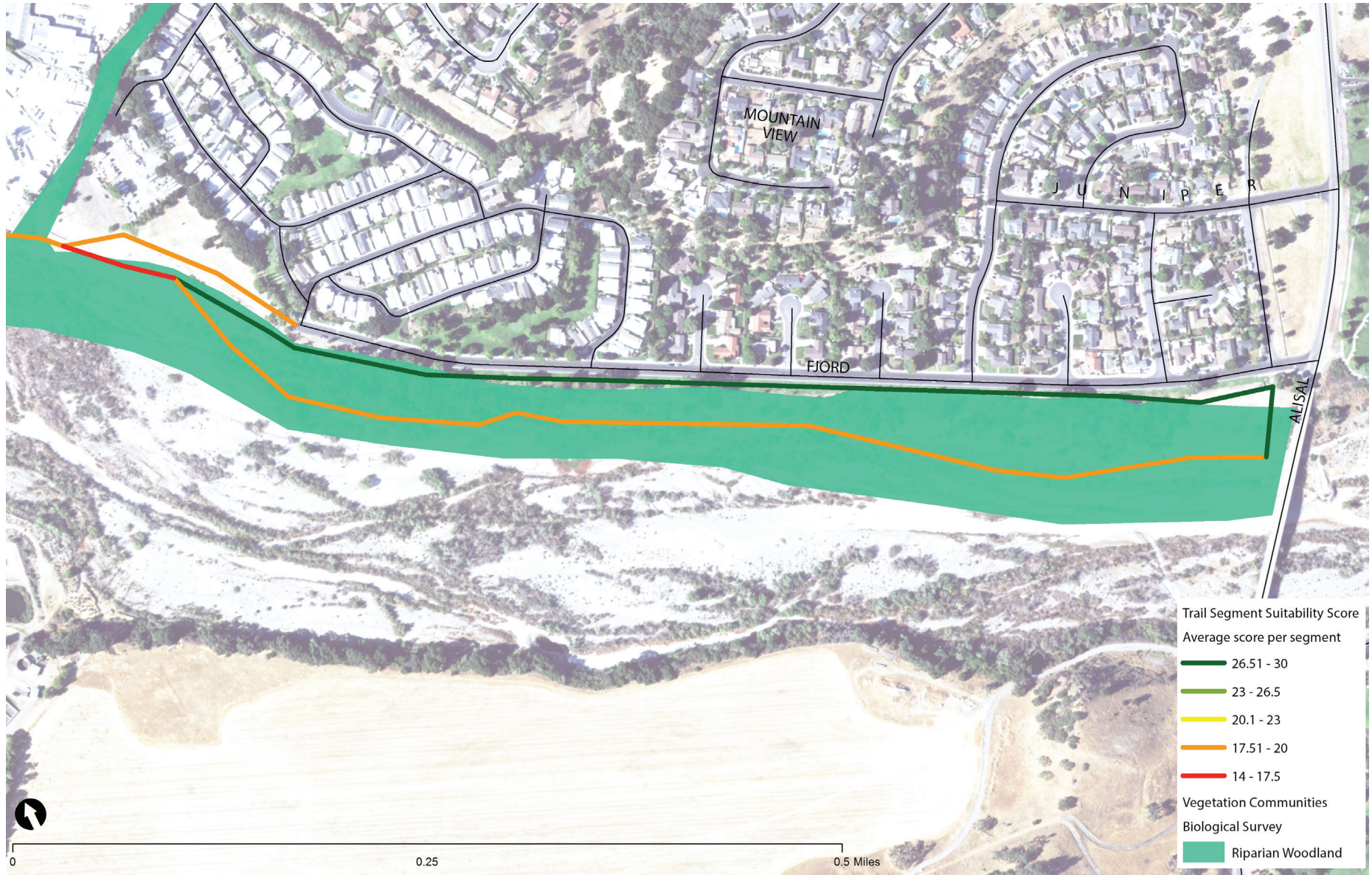
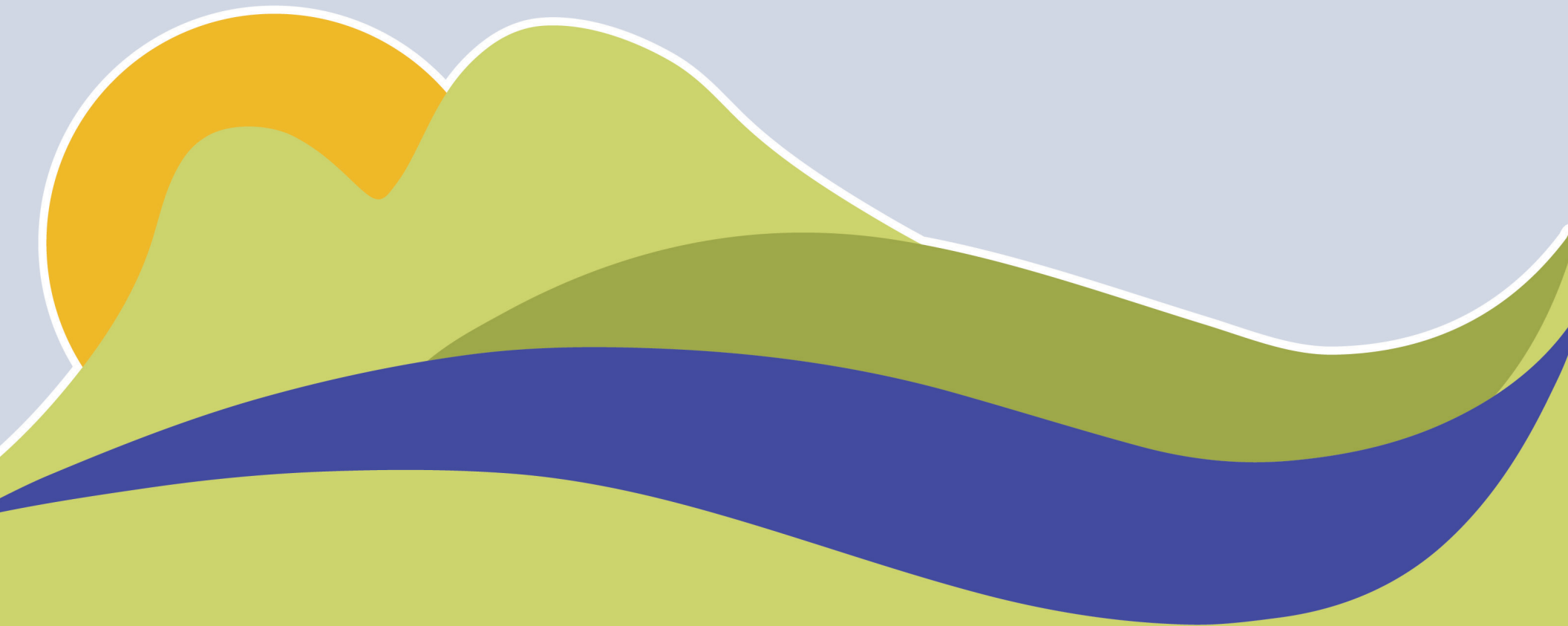


FIGURE 4-4: Example Area where Appropriate Trail Alignment and Design Can Minimize Impacts to Sensitive Resources



Chapter 5

TRAIL DESIGN



5.1 DESIGNING FOR COMFORT AND EASE OF USE

Multiuse paths attract a variety of user groups with potentially conflicting needs. For example, pedestrians may be affected by sudden physical environment changes such as slope or surface type or by other trail users, such as cyclists or equestrian, who generally travel at higher speeds and require greater horizontal clearance. Conflicts are especially an issue for people who cannot react quickly to hazards, such as some of those with mobility impairments. To improve the shared-use path experience for all users, including people with disabilities, designers and planners should be aware of potential conflicts and employ innovative solutions whenever possible.

Conflicts can be reduced by:

- ⦿ Providing information, including signage, in multiple formats that clearly indicates permitted uses and rules of conduct
- ⦿ Ensuring that the shared-use path provides sufficient width and an appropriate surface for everyone, or providing alternate paths for different types of users
- ⦿ Providing sufficient separation for users traveling at different speeds. For example, if travel demand and space permits, cyclists and pedestrians should have different lanes or pathways.
- ⦿ Providing the necessary amenities for all users. For example, cyclists require bicycle racks or lockers.

- ⦿ Considering the needs of people with disabilities within all of the user groups permitted on the path. For example, many individuals with disabilities may use a longer hand cycle or wider tricycle design that may not be compatible with standard bicycle racks, bathroom stalls, or lockers of limited width. Longer and wider equipment may need additional maneuvering space in restrooms and when transferring from the chair to benches.

5.2 DESIGNING FOR MULTIPLE USER TYPES

A “braided” trail system is proposed where sufficient space allows in the chosen trail alignment, meaning a combined paved- and natural-surface paths running parallel to each other. Where possible, they will meander some distance apart and native landscape material may be used to perceptually separate them. While primarily intended to improve overall user experience, this conceptual design emphasis also helps address potential conflicts. Where the distance between parallel natural surface trails serving equestrians and paved paths serving cyclists and pedestrians is less than four feet wide, a physical barrier should be installed. This can be fencing supplemented and enhanced with native plantings. In some cases, plant material may be used in lieu of fencing, especially where visual separation is desired, where if enough buffer space is available.

Multiuse paths are generally paved with asphalt or concrete but may also use prepared surfaces such as crushed stone or soil stabi-

lizing agents mixed with native soils or aggregates. Trails passing through developed areas are commonly surfaced with asphalt or concrete to maximize surface longevity and to support uses such as cycling and in-line skating, as well as ADA compliance.

5.3 TRAIL ACCESS

5.3.1 TRAILHEADS

Trailheads are neighborhood access points via which surrounding communities can access the trail system that can also function as rest and orientation points, especially where two or more trail segments meet. Users can find essential facilities, orientation and informational signage to guide trail use. Trailheads shall be provided at easy-to-find locations that offer safe and convenient access, especially near major roadways and existing public facilities. At a minimum, trail heads shall provide the following elements:

- ⦿ Identifying entry feature
- ⦿ Shade (structures or trees)
- ⦿ Seating (benches, boulders)
- ⦿ Picnic tables
- ⦿ Bicycle parking
- ⦿ Information kiosk (trail system map, notice board)
- ⦿ Water for hikers, cyclists and pets
- ⦿ Directional signage
- ⦿ Trash and recycling receptacles
- ⦿ Restrooms
- ⦿ Landscaping
- ⦿ Fencing and gates (as needed)



5.3.2 STAGING AREAS

A staging area is a parking area with associated space and facilities to prepare for a trail hike or ride. It is also a trailhead in the sense that it should provide a direct connection to the trail, information about using the trail.

Staging areas should be provided at least at the ends of a trail. They should be sited above typical flood flows and should provide users the same elements as a trailhead, with additional parking, potentially pull-through spaces for horse trailers, and staging corral or hitching posts. As the primary endpoints of the trail, security lighting can be provided, but to a minimal degree to respect private property.

5.4 TRAIL LOCATION

The Santa Ynez River corridor has potential to create varied trail experiences while recognizing the constraints of the area. To utilizing a braided trail network, trail locations in relation to the river provide opportunities to separate user types and provide different trail experiences and trail purposes.

The river corridor has been conceptually divided into three zones (Figure 5-1 on page 45). The Type 1 Trail Zone provides a nature-based soft-surface trail experience. The Type 2 Trail Zone provides direct routes for transportation on improved-surface trails.

The Type 3 Trail Zone provides a paved surface that often have striping and markings for the control of bicycle, pedestrian and other non-motorized users, and occur most often near trailheads and staging areas.

Starting at the river edge, Trail Types 1A and 1B provide opportunity for equestrian users and capable hikers, runners, and bicyclists focused on challenging recreation. Trail Type 2A and 2B provide direct routes for transportation-focused users. Trail amenities should be placed to most benefit trail users in this zone. Outside the river corridor, Trail Types 3A and 3B provide direct access to destinations and roads on hard-surface trails.

These trail zone types and their locations are based on creating trails and trail uses that are congruent with the natural and built environment. However, trail types may need cross multiple zones to provide a desired level of access to a major destination; for instance, with appropriate engineering, a Type 3 trail may cross Trail Zones 1 and 2 to provide a needed connection. This study does not map where each zone falls within the Santa Ynez River corridor.

5.5 WAYFINDING

A comprehensive and effective wayfinding signage system ensures that information is provided regarding the safe and appropriate use of all trails, possible destinations and distances, and current location.

Signage helps trail users to:

- ⦿ Assure that they are traveling in the desired direction
- ⦿ Identify their destination upon setting out and upon arrival
- ⦿ Identify their location en route
- ⦿ Navigate junctions and other decision-making points

Destinations noted on wayfinding signage shall be immediately recognizable and meaningful to most users. Every sign shall present a set of destinations accessible from that point. Wayfinding signage also serves the broader role of providing trail users a general understanding of the route they are currently travelling, the areas it serves and its terminus.

Users can use signage to approximate their path to their own destinations or discover new destinations within their region such as parks, shopping, public transit and other local destinations.

5.5.1 WAYFINDING SIGN TYPES

There are four basic wayfinding sign types: confirmation, decision, turn and off-route. Each type has a unique purpose, location and message. The first three sign types move users along a designated trail network. The fourth sign type (off-route) directs them onto the trail network from adjacent streets. A comprehensive wayfinding signage system will incorporate all 4 signage types.

Confirmation:

- ⦿ Indicate to trail users which designated trail they are on
- ⦿ Include destinations and distance or time, without arrows
- ⦿ May be standalone or combined with decision signs

Decision:

- ⦿ Marks trail junctions
- ⦿ Informs trail users of designated route to access desired destinations
- ⦿ Display destinations, distance or time, and arrows
- ⦿ Intended to be used in sets or combined with confirmation signs

- ⦿ Decision signs shall be mounted in order of distance from destinations listed, with the closest first
- ⦿ When combined, confirmation signs shall be mounted above decision signs

Turn:

- ⦿ Indicates where a trail turns, either from one route onto another route or through a difficult or confusing area (may include existing trail markers)

Off-route:

- ⦿ Inform users not on a designated trail that one exists nearby

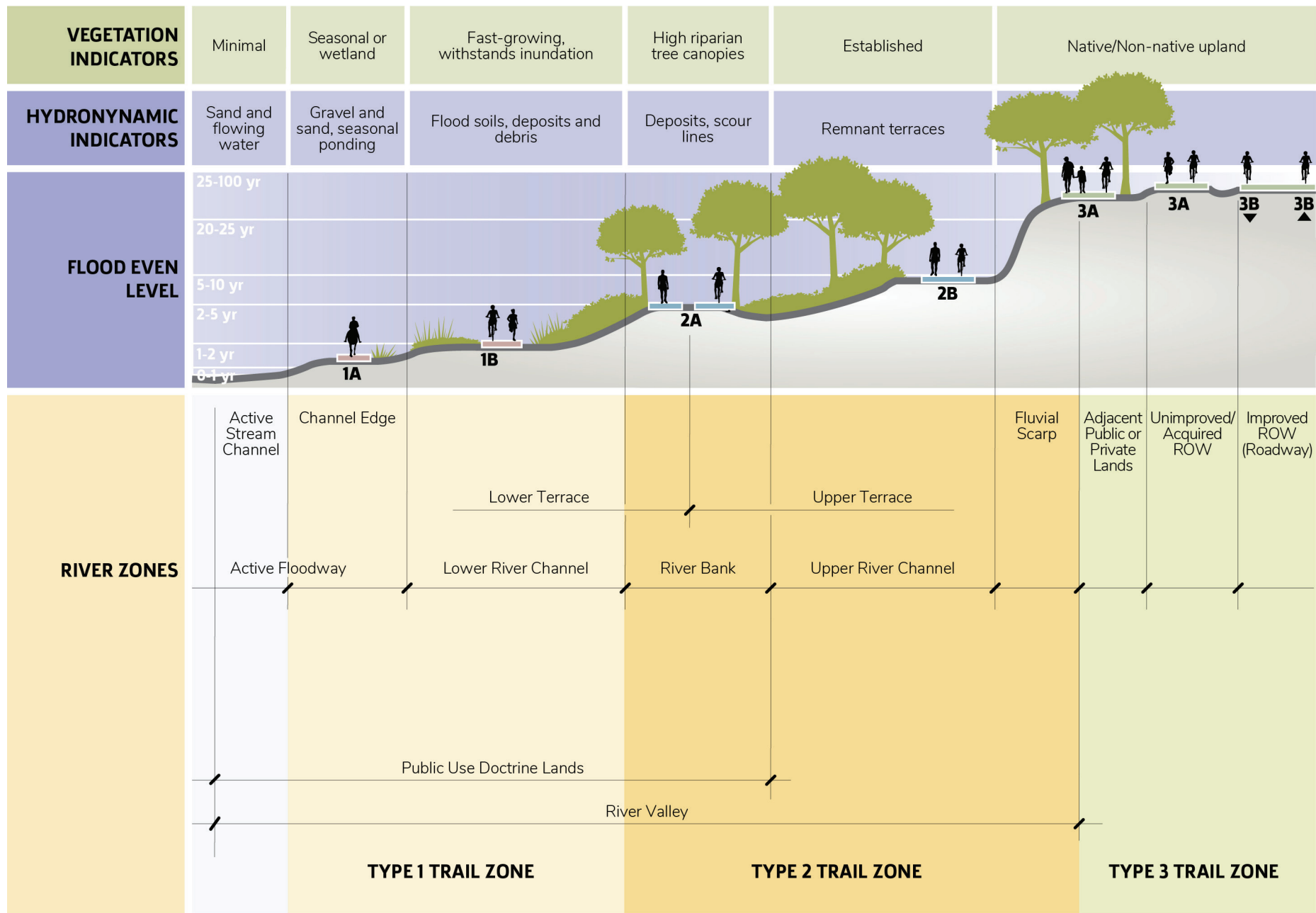
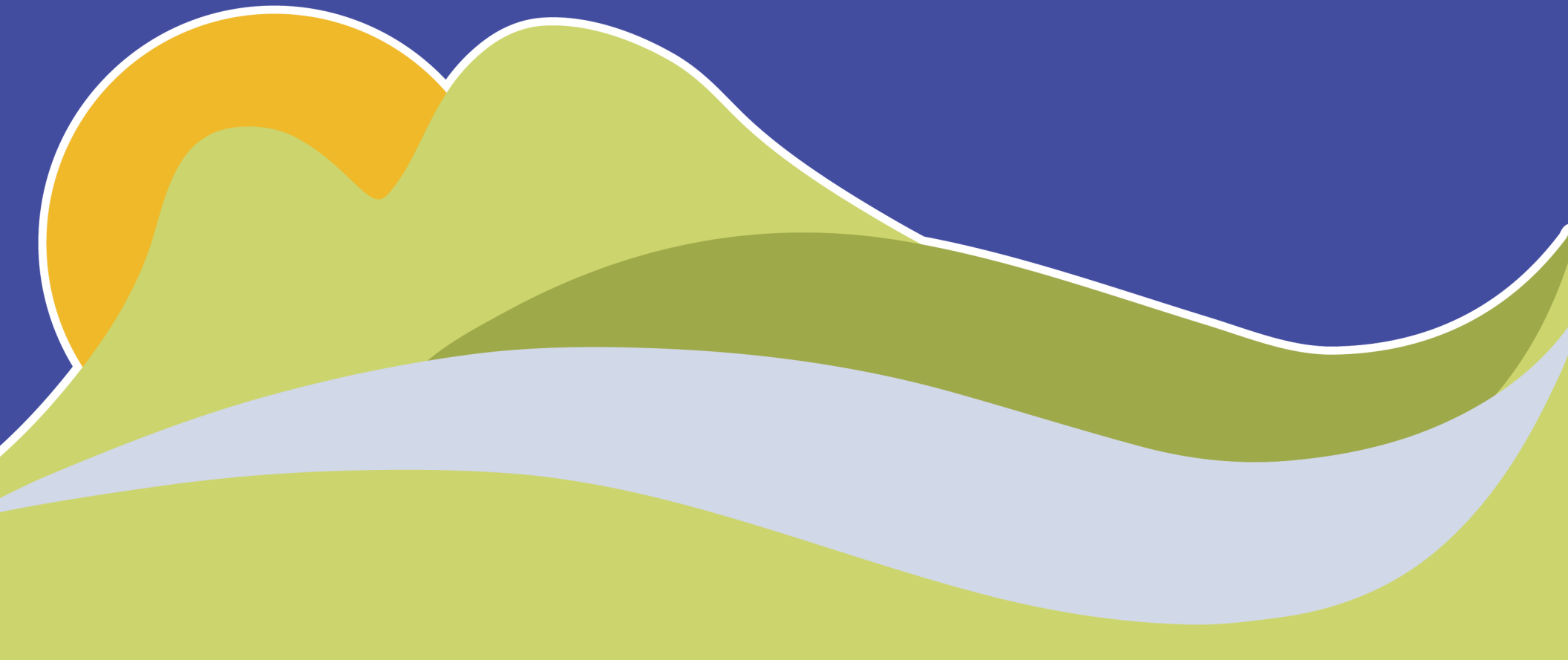


FIGURE 5-1: Trail Zones



Santa Ynez River Trail Alignment Study

APPENDICES





APPENDIX 1: TAC MEETING #1

Date: December 9, 2019

Subject: Technical Advisory Committee Meeting #1: Thursday, November 7, 2:00-4:00 PM

Location: Solvang City Hall, 1644 Oak Street, Solvang, CA 93463

A.1.1 ATTENDEES

In addition to the KTUA team, 13 stakeholders attended the TAC meeting, representing SBCAG, the County of Santa Barbara, CalTrans, the cities of Solvang and Buellton, the Santa Ynez Band of Chumash Indians, and local businesses and community organizations.

A.1.2 ACTIVITIES

Attendees were asked to give input on criteria representing each of the SWOT components (Strengths, Weaknesses, Opportunities, and Threats). Each attendee was given 4 stickers and asked to vote by placing a sticker next to a criterion, or write-in a suggested criterion.

Attendees were also asked to give input on a map of the study area, using colored stickers differentiating among points of interest, neighborhood connections, and river crossing locations. Markers were also provided to for stakeholders to identify preferred trail routes.

A.1.3 RESULTS

SWOT input: 62 total votes were cast, 16 for criteria suggested by the KTUA team and 46 for criteria suggested by stakeholders. The graph and table below summarize the SWOT input.

A.1.4 SWOT INPUT

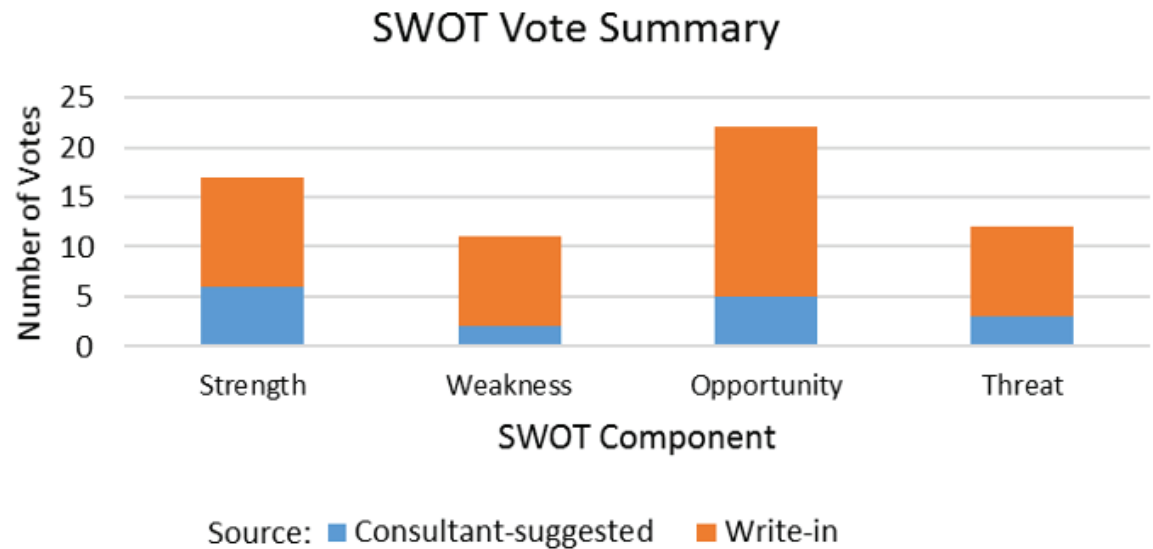
After the workshop, KTUA has added the “Category” field to the SWOT results, to help identify input related to:

1. Trail routing
2. Users and community
3. Challenges and cost
4. Positive externalities

The SWOT categories are summarized below. The input related to the “Trail Routing” category (in bold) is most relevant to creating weights for factors in the trail suitability GIS model.

SWOT Component	Total votes		
	Consultant-suggested criteria	Stakeholder write-in criteria	Total
Strength	35%	65%	100%
Weakness	18%	82%	100%
Opportunity	23%	77%	100%
Threat	25%	75%	100%

SWOT Input Category	Votes
Users / Community	5
Trail Routing	34
Positive externality	12
Challenge / Cost	11
Total Votes	62



A.1.5 STRENGTHS

SWOT Component	ID	Criteria	Category	Source	Votes
Strength	1	Nearby parks	Trail routing	Consultant-suggested	1
Strength	2	Highway 246 has public right-of-way and is the shortest, most direct route travel distance	Trail routing	Consultant-suggested	0
Strength	3	Level topography (easy trails)	Trail routing	Consultant-suggested	1
Strength	4	Equestrian use is common in the area (drivers and trail users expect them)	Users / Community	Consultant-suggested	2
Strength	5	Setting with shade and visual interest (agriculture, ranching, and natural areas)	Trail routing	Consultant-suggested	0
Strength	6	Many existing points of connection to trail from neighborhoods	Trail routing	Consultant-suggested	2
Strength	7	Kid + Family Friendly - far away from cars	Trail routing	Write-in	7
Strength	8	River area currently used as informal trail	Trail routing	Write-in	1
Strength	9	Many visitor serving uses along trail such as ostrich farm, wineries, zip line (experiential tourism)	Trail routing	Write-in	2
Strength	10	Promotes healthy living	Positive externality	Write-in	1

A.1.6 WEAKNESSES AND OPPORTUNITIES

SWOT Component	ID	Criteria	Category	Source	Votes
Weakness	1	Private property	Trail routing	Consultant-suggested	1
Weakness	2	Impacts to sensitive habitat	Trail routing	Consultant-suggested	1
Weakness	4	Ongoing maintenance responsibility	Challenge / Cost	Write-in	4
Weakness	6	Does not necessarily connect "disadvantaged communities" per RTP definition - for grant application purposes	Challenge / Cost	Write-in	1
Weakness	7	Communicating qualitative benefits	Challenge / Cost	Write-in	1
Weakness	8	High cost	Challenge / Cost	Write-in	2
Weakness	9	Homeless encampments	Challenge / Cost	Write-in	1
Opportunity	1	Natural and unique views if made accessible	Trail routing	Consultant-suggested	0
Opportunity	2	Potential to connect many destinations (and reduce car dependency)	Trail routing	Consultant-suggested	5
Opportunity	3	Potential trail corridor is wide (can possibly handle multiple user-types for most of length)	Trail routing	Consultant-suggested	0
Opportunity	4	Safe, away from traffic	Trail routing	Write-in	3
Opportunity	5	Connecting urban people to nature, environmental education	Positive externality	Write-in	1
Opportunity	6	Economic benefits	Positive externality	Write-in	4
Opportunity	7	ATP grants	Positive externality	Write-in	5
Opportunity	8	Public road right-of-way	Trail routing	Write-in	1
Opportunity	9	Easements	Trail routing	Write-in	1
Opportunity	10	Flat terrain	Trail routing	Write-in	1
Opportunity	11	Habitat restoration	Positive externality	Write-in	1

A.1.7 THREATS

SWOT Component	ID	Criteria	Category	Source	Votes
Threat	1	The river swells often and can restrict the type of trail built in the flood plain	Trail routing	Consultant-suggested	3
Threat	2	High traffic volumes on Highway 246	Trail routing	Consultant-suggested	0
Threat	3	Private property owners' objections	Trail routing	Write-in	4
Threat	4	Community opposition	Users / Community	Write-in	2
Threat	5	Mobile home park residents	Users / Community	Write-in	1
Threat	6	Lack of funding	Challenge / Cost	Write-in	1
Threat	7	Economic downturn	Challenge / Cost	Write-in	1

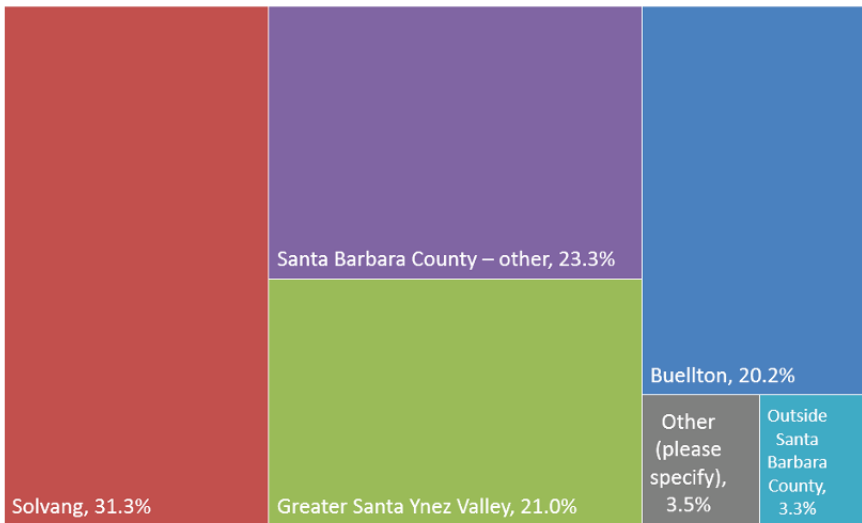


APPENDIX 2: SURVEY AND ONLINE COMMENT MAP RESULTS

The survey and online comment map were available for public input from July 15 to August 14, 2020. 497 individuals participated in the online survey and 53 comments were collected in the online comment map.

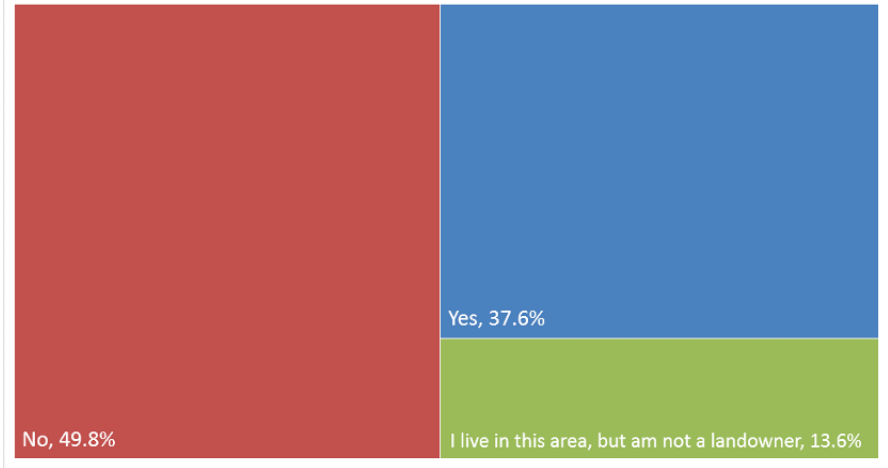
A.2.1 SURVEY RESULTS

Question 1:
Where do you live?



Question 2:

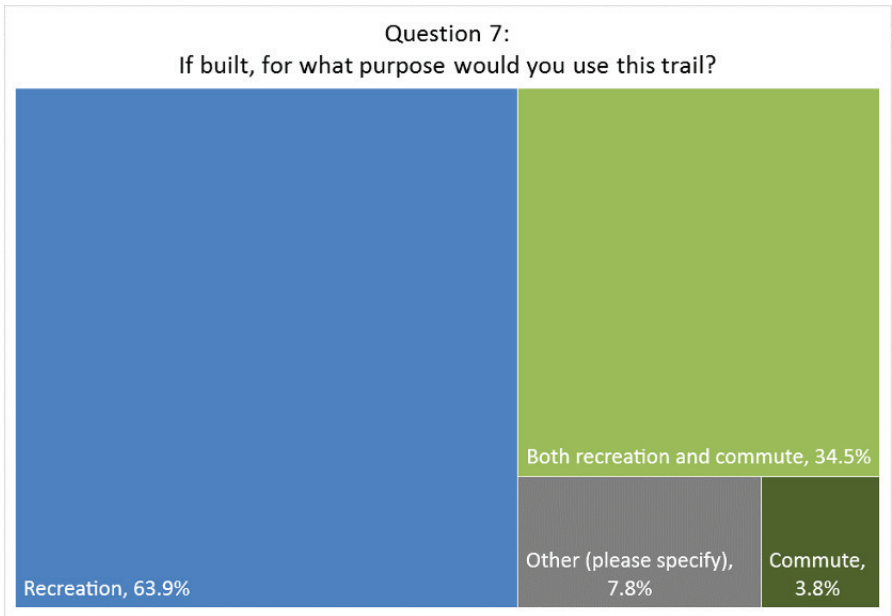
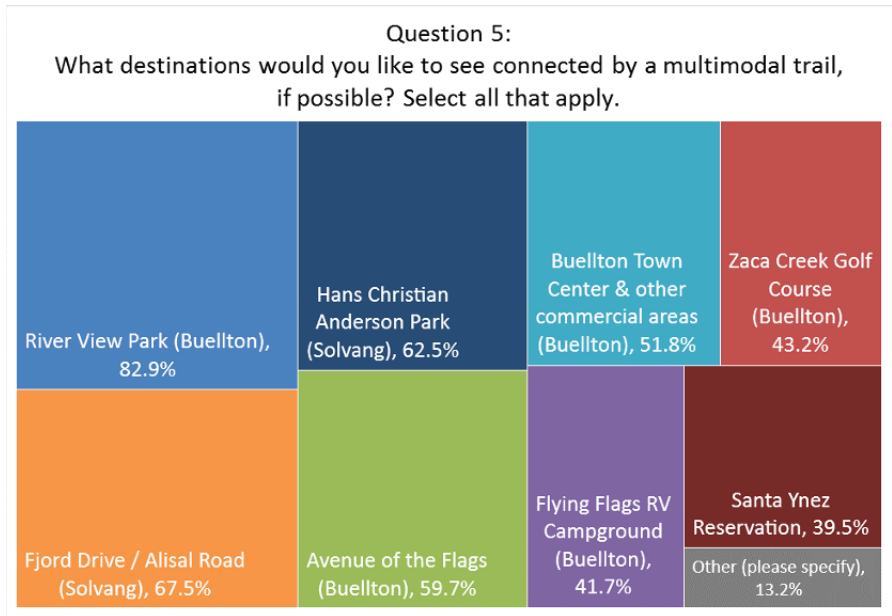
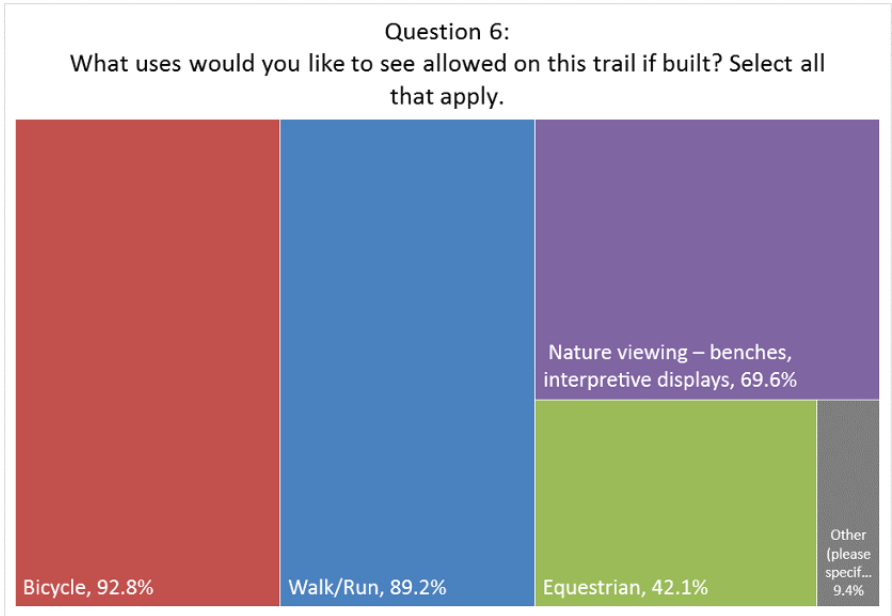
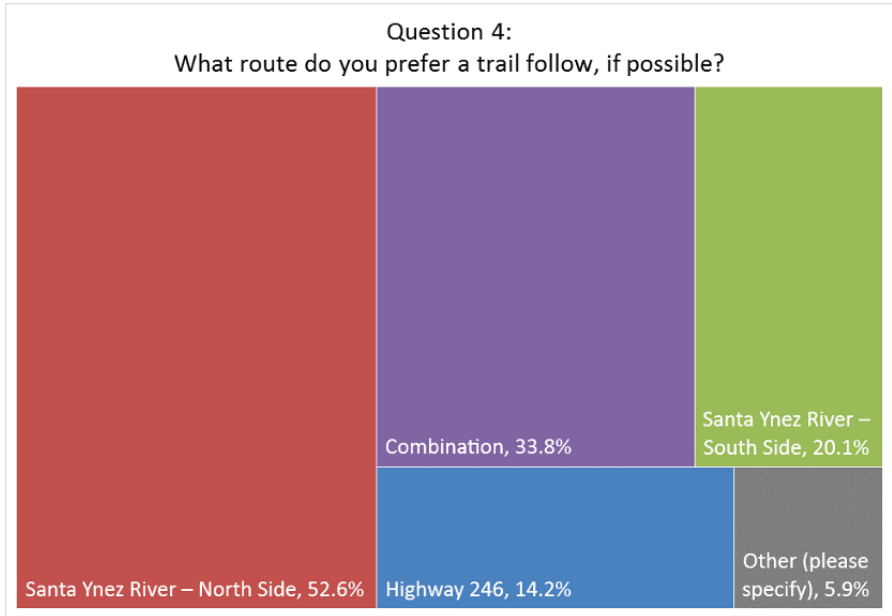
Are you a landowner in the study area (the cities of Buellton, Solvang, or intermediate area between the two cities along Highway 246 and/or the Santa Ynez River)?



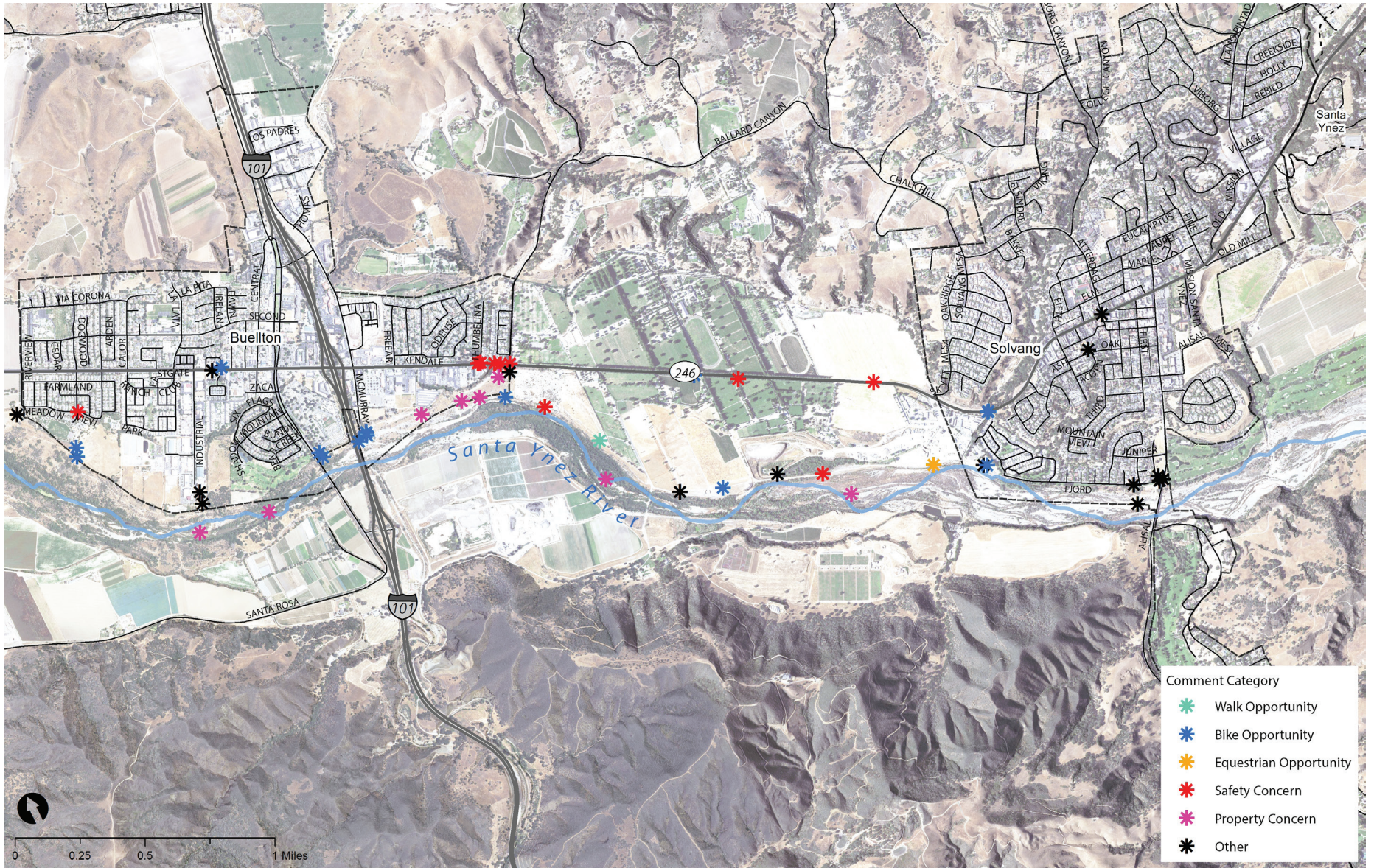
Question 3:

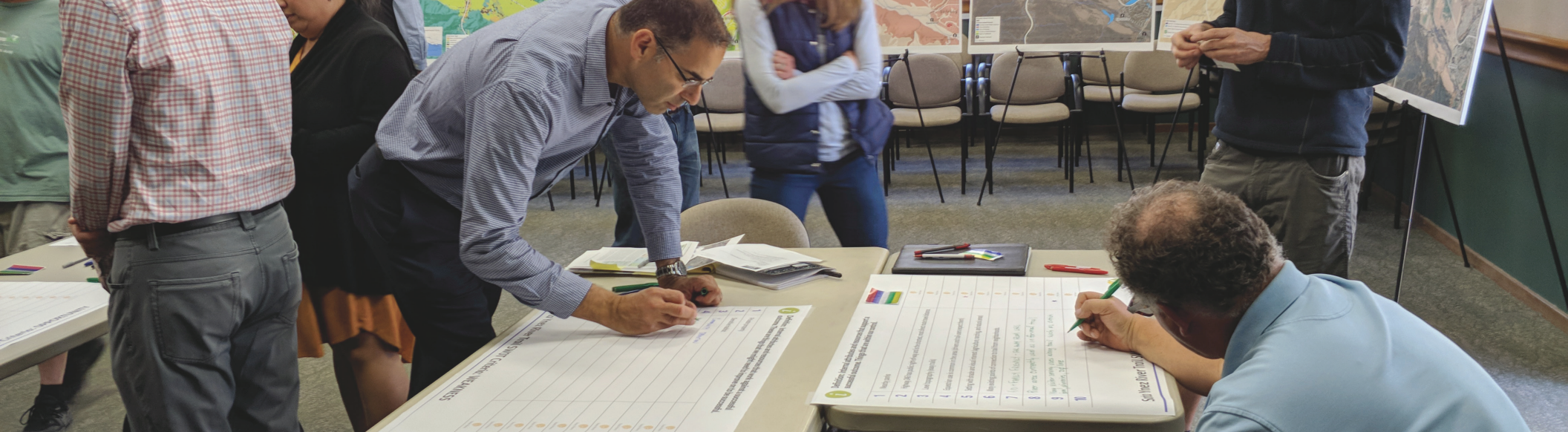
Do you support a multimodal trail connecting Buellton and Solvang?





A.2.2 ONLINE COMMENT MAP RESULTS





A.2.3 ONLINE COMMENTS

The following comments have not been edited for grammar or punctuation. They have been included as received through the survey.

#	Comment	Date
1	Having a safe place commute or recreate by bicycle and Hiker would be a benefit to the community.	Aug 17 2020 05:25 PM
2	Bicycling is such an important activity that, in this car crazy world, it is so helpful to have the fun and efficiency of bicycling available to as many as possible. Experienced cyclists already ride along Hwy 246 and other streets where the majority do not feel comfortable. A trail along Hwy 246 exposes riders to the considerable dust and noise of traffic and will deter many from using the trail for that reason. A good trail away from traffic in a natural environment is hard to find and will be a significant asset to these communities. Also please, please, please separate in some manner the walking/running trail from the biking trail. It will make the trail much more comfortable and usable for everyone and the extra expense of making this provision will pay for itself in accommodating more people safely, encourage exercise resulting in better health, and more people will check out the goings on in town and in shops. If you short change this project or cut corners to save money, the project will end up being a waste of the money you did spend. Please do it right. we all need this.....young and old.	Aug 15 2020 07:10 PM
3	Currently the route is dangerous on a bike, needs to be improved.	Aug 15 2020 10:59 AM
4	We are 1.5 millions deficit due to covid! Bleeding out. NO RECREATIONAL TRAIL,	Aug 14 2020 07:29 PM
5	Over the last couple years the families moving to the Valley have been exponentially more than in the past. They valley is growing and getting this essential infrastructure in sooner than later is essential. Otherwise, kids have to be driven everywhere causing local congestion in surface traffic and More. I grew up in Montecito and we could ride our bikes everyone because traffic was so minimal and they never put in a bike path network. Now it's congested and kids have to taxi everywhere is cars. Let's not make that same failure to plan and do it before it's too late.	Aug 14 2020 06:32 PM
6	for as active as this community is, there is very little safe access between the towns, that in most cases require a motorized vehicle. And as many cyclists as live here, plus as many visiting cyclists, this would greatly appease the locals who feel cyclists do not belong on the road. Safe options.	Aug 14 2020 06:06 PM

#	Comment	Date
7	<p>The Santa Ynez Valley Riders (santaynezvalleyriders.org) has historically been successful at securing the trail system for hikers and equestrians at Live Oak Camp, however, SAFE trails in the Santa Ynez Valley itself, particularly for equestrians, is lacking. Although aligning the Santa Ynez River Trail along the north side of the river is preferable, every effort should be made to design a Class I trail, with a bike lane and mulched equestrian trail separated by a split rail fence similar to the Ventura River Trail that runs from Ojai to the Ventura Fairgrounds. This type of trail specifically designed for safe passage by equestrian AND cyclists is badly needed and would allow for additional tourism opportunities.</p> <p>We would also recommend expanding the study area to extend the river trail to Refugio Road (where there is an existing County easement from the river to the Santa Ynez Valley Equestrian Center - an existing staging area for equestrians - and would provide access to wineries on Refugio Road - for all users).</p> <p>In addition, it is necessary to reach out to local equestrian groups, such as the Santa Ynez Valley Riders, to discuss and develop plans for trail access, trail ROW and/or easement, maintenance and landowner coordination. Most ranches in the project area are associated with equestrian husbandry and would likely be amenable if the trail project included equestrian use in addition to bike and pedestrian use. We speak their language and recognize their concerns.</p> <p>In the long-term, once the trail is constructed, volunteers from various equestrian groups could form patrols to report illegal activities such as homeless encampments and graffiti, similar to the State Park at Pismo Beach and maintain maintenance funding via fundraising.</p> <p>Please add us to the mailing list for any future meeting notices and/or correspondence. You may contact us at info@santaynezvalleyriders.org for more details and a discussion of ideas. We have been working with Supervisor Joan Hartman for the past 18 months on re-establishing Public ROW trails in the Valley and have experience, trail system & land use knowledge, and want to be part of this conversation! FYI we have been following the Equine Land Conservation Resource, a good source of ideas - with proven results - for equestrian trail planning, design, acquisition and maintenance They can be found at the at https://elcr.org/.</p> <p>Thank you for allowing us to comment. We at the Santa Ynez Valley Riders look forward to working with you on this historic trail project.</p>	Aug 14 2020 04:18 PM
8	This would be an incredible resource for the Valley. In addition, it would be a significant economic bonus for the valley too.	Aug 14 2020 02:42 PM
9	This is amazing! I am so excited about this project. I live in Solvang and I own and operate 3 small businesses in here and this is an excellent idea!	Aug 14 2020 02:34 PM
10	The 246 is extremely dangerous to cross without crosswalks at Thumbelina or Ballard Canyon.	Aug 14 2020 02:10 PM
11	A designated trail along the SY River would be detrimental to the ecosystem and would be an attractant to homeless encampments as has occurred in many other communities.	Aug 14 2020 10:24 AM
12	Please consider paving rather than loose bed. Road bicycle tires have a hard time in anything other than solid surface.	Aug 14 2020 09:23 AM
13	I live in Lompoc and cycle to Buellton almost weekly, usually via Santa Rosa Road, and continue on to Solvang often. The proposed trail along the Santa Ynez River would be a very welcome and beautiful alternative to the current high-traffic and low-safety 246 route between Buellton and Solvang.	Aug 13 2020 05:38 PM
14	This project is needed to protect bicycle commuters as well as to promote healthy and environmentally sustainable local transportation. I do bicycle between Buellton and Solvang for errands, shopping, riding home after dropping off cars for repair in Buellton, etc. I do it, but it's frightening to be passed at high speeds by cars on 246. Thank you for the opportunity to complete this survey.	Aug 13 2020 05:04 PM
15	My preference would be a shared path where cyclists are separated from pedestrians and equestrians. It's safer that way!	Aug 13 2020 02:34 PM
16	This opportunity would allow safe transportation throughout Buellton, Solvang, and Santa Ynez also removing vehicles from the current congested roads, it would connect the tourism with all three city personalities to increase profit and provide additional jobs!	Aug 13 2020 12:00 PM

#	Comment	Date
17	Would love to be safe on way to solvang	Aug 13 2020 11:40 AM
18	This really needs to be done. We ride our bikes every week from Buellton to Solvang and it is not safe along 246. This would be an amazing way to open biking to people who don't take the risk like myself and my wife does.	Aug 13 2020 11:18 AM
19	As seniors, bicycle safety is the most important issue for us and a safe, well maintained bike path away from high traffic areas is really important to us. Build the bike path and we will definitely use it for exercise we badly need and visit the Buellton/Solvang are more often. Safe, dedicated bike paths are important to us.	Aug 13 2020 11:01 AM
20	The trail is a great idea! Please make it happen!	Aug 13 2020 10:56 AM
21	We need more Recreational opportunities for the communities	Aug 13 2020 10:28 AM
22	just prepare for the e-bike world	Aug 12 2020 09:14 PM
23	I very much hope to see a safe, clean and well lit trail built connecting Buellton to Solvang. My hope is there will be multiple access points 246 to access this trail including by thumbelina/Ballard Canyon area to safely get to the east end of Buellton and safely get to Solvang. Current access on 246 is dangerous and does not encourage active lifestyles	Aug 12 2020 06:39 PM
24	Anything would be better than having to ride a bike on the highway!	Aug 12 2020 04:57 PM
25	I would like to be able to have a safe place to bike with my family to get to various destinations, teach my kids to be active, and enjoy the outdoors.	Aug 12 2020 02:32 PM
26	No trail	Aug 12 2020 01:33 PM
27	The Santa Ynez Valley is a wonderful spot to explore and having the multi-modal trail will enhance ones ability to explore the area.	Aug 12 2020 11:52 AM
28	There is no reason I can think of that this very thorough plan should not work. This is basically a rural area, notwithstanding two towns that are a few miles apart. Solvang residents as well as most residents who are approaching or in retirement do not like change. This sort of change is of no interest to them because they don't intend to use the proposed lanes. I say, "push it through aggressively".	Aug 12 2020 11:41 AM
29	Riding Hwy 246 between Buellton and Solvang on a bicycle is possible, but doesn't feel very safe given the speed of the adjacent vehicles. Developing a bicycle trail infrastructure in the Santa Ynez Valley, especially from Buellton to Solvang, will attract visitors and tourist dollars. Look at the successful bike infrastructure between Spokane, WA through Idaho to the Montana border. Folks from all over the USA come to ride the North Centennial, Coeur d'Alene, and Hiawatha bike trails. If you build the bike infrastructure in the SY Valley, folks will come to use it. Again and again. Bikers stay in hotels, eat in restaurants, seek out bike shops.	Aug 12 2020 11:07 AM
30	Separate trails or lanes for walkers, horseback riders and cyclists is a better option than one single trail for all as these activities often interfere with each other.	Aug 12 2020 10:26 AM
31	I am very much in favor of this project and a multi-modal trail between these two cities, as an important alternative to travel by cars, which contribute air and noise pollution to our very special environment. Thank you.	Aug 12 2020 09:49 AM
32	Bicycling is a healthy and enjoyable activity that is already widely practiced in the Santa Ynez valley, but primarily for recreation. Increasing bike path connectivity will encourage cycling for commuting or errands, which will reduce traffic congestion and environmental impact.	Aug 12 2020 09:27 AM
33	Bike paths create healthy communities while providing safe and efficient routes for people of all ages. This project is long overdue.	Aug 12 2020 08:53 AM

#	Comment	Date
34	We have a winery in Lompoc and encourage cycling in the area (and ride to Buellton on weekends) - a safer and more scenic way to get to Solvang would be greatly appreciated!	Aug 12 2020 08:01 AM
35	A bike trail would be invaluable to the community and would be attractive to visitors as well.	Aug 12 2020 07:54 AM
36	Cycling is hugely important to me and my family. Creating child-friendly cycling paths is a long-term community investment. I applaud your efforts and am looking forward to the project, thank you!	Aug 12 2020 06:10 AM
37	Safe routes away from traffic are very important to the health and experience for both residents, young and adult, but a very important attraction to active people with the proper financial backing to stay and spend money!!!	Aug 12 2020 05:37 AM
38	Please keep in mind wildlife/nature and incorporate some raised gardens to feature native plants to highlight and focus on in our area.	Aug 12 2020 12:40 AM
39	We think biking should be encouraged in every community and certainly are advocating for more bike trails/access here in Santa Barbara County. Thank you!!	Aug 11 2020 11:16 PM
40	There are enough cyclists in the area to help advocate, and possibly volunteer their time if needed. I'm in Orcutt, and there are many cyclists. Please keep in touch-	Aug 11 2020 10:38 PM
41	Just imagine all the happy and healthy people using the River Trail. I bet even doubters would come to value the trail.	Aug 11 2020 10:01 PM
42	If you build it, they will come. Bike trails are a great community resource. They promote public health , improve public safety, and build community. Building Rideable connections Between towns also gives commute options.	Aug 11 2020 09:48 PM
43	A bike path is a much needed project. Currently bike riders and runners must use 246, which is very unsafe.	Aug 11 2020 09:38 PM
44	A multimodal trail like the one being considered here is an integral part of a healthy community. Biking, especially, allows people of all ages to enjoy the outdoors and provides a great health benefit for the community. A trail like this one is a great asset to a tourist area like the Santa Ynez Valley.	Aug 11 2020 09:37 PM
45	This is fantastic- let's do it! I was standing at Riverview Park this month by the pump track as my little guy was riding and was thinking how great it would be to have the path continue along the river. I didn't know there was this proposal in flight. I hope it comes to fruition! -Randall Kopf - Ballard Canyon (Solvang/Los Olivos)	Aug 11 2020 09:30 PM
46	I love biking but we don't have many safe opportunities to do so with young children.	Aug 11 2020 09:14 PM
47	Cycling is important to someone like me because I have pain issues when walking but not when cycling. This trail would allow more access for me to enjoy life.	Aug 11 2020 08:55 PM
48	Having a safe route for active/non motorized commuting and recreation between Buellton and Solvang is long overdue. Sharing highway 246 with high speed car/truck drivers is not a viable or safe option.	Aug 11 2020 08:44 PM
49	I support all trails that are off the road. My kids and I love to bike and walk trails that are free from road traffic. Drivers do not pay attention due to cell phones, scenery, etc. and it makes for stressful times walking or biking on road-ways.	Aug 11 2020 08:35 PM
50	I've taken Track and Field as well as Cross Country during High School, and still occasionally go on runs. This would be fantastic for students especially in the running sports since it would enable them to actually have a cross country environment to train on, plus we could even bring back cross country meets to the valley since Hans Christian park was closed to those events years ago.	Aug 11 2020 08:33 PM
51	Having a good biking infrastructure would be a great benefit to both residents and visitors, please do this ASAP!	Aug 11 2020 07:44 PM

#	Comment	Date
52	This would be a great enhancement for the Valley!	Aug 11 2020 07:43 PM
53	To me, people of all ages having the opportunity to be active, ride bikes, and be outdoors is such a basic human need. The best vacations for me are ones where I truly get to know a new place and the people that live in it by riding a bike there. It would be even better to have our community connected this way. We deserve to at least have safe options to live an active healthy lifestyle. The benefits to our community are too many to list, making this project a very high priority. The downside I honestly don't see.	Aug 11 2020 07:38 PM
54	I love the freedom of bike riding. And especially love any opportunities to ride without worrying about cars and getting hit. Thank you!	Aug 11 2020 07:33 PM
55	This area desperately needs a state of the art commuter trail to connects Santa Ynes and Buellton. I strongly urge to move forward with this trail in order to provide this needed service to the valley community. I also urge to take strong consideration of the sensitive habitat that this trail may effect. Having this trail along a designated traveling corridor like the 246 will allow for residents and visitors alike to use this trail in a sustainable manner. I strongly urge you to use separated bike lanes and road intersections points that put bicycle and pedestrian travel as a priority.	Aug 11 2020 07:22 PM
56	I would enjoy it and so would many vacationers who come here to ride and anytime there is good infrastructure for cycling more riders who spend big bucks will come here to spend their money. I think this is a win for locals and for our economy here in the valley.	Aug 11 2020 04:19 PM
57	No	Aug 11 2020 11:01 AM
58	We would love a safe way to travel around the valley by bicycle with kids!	Aug 11 2020 10:48 AM
59	Almost getting hit by car while walking dog.	Aug 11 2020 08:21 AM
60	I am a business owner in Solvang and am also a recreational bike rider. I travel to places like Ventura and Avila Beach to use their bike routes, and always end up spending money in those areas for meals, lodging. Not only would I use a bike route in the Santa Ynez Valley, I believe people from out of the area would come to use it, and then spend money in our area.	Aug 10 2020 02:48 PM
61	People NEED to get out of their cars every so often.	Aug 10 2020 11:36 AM
62	Let's make this happen. This will be good for SYV families, homeowners and will build community.	Aug 10 2020 10:03 AM
63	As we age, getting exercise is paramount to living a healthier life. Walking/riding are two of the best ways to do this. Thanks Mike..!!	Aug 10 2020 09:14 AM
64	this trail is a great idea and i would use it multiple times a week. I'm sure it would be a draw for people visiting the area too!	Aug 09 2020 08:51 PM
65	Lived in the Santa Ynez Valley all my life, would love to see this trail happe for us now and future generations!	Aug 09 2020 05:24 PM
66	It's pretty sad that the valley has hardly any dedicated bicycle paths connecting the different towns when it is a destination for a lot of cyclists.	Aug 09 2020 04:30 PM
67	I know many people in the valley that would commute to work from buellton to solvang on a bicycle if the appropriate and safe trails were avail., Including myself. Thank u for this survey I hope to see a trail families and others can safely enjoy in our community.	Aug 09 2020 01:33 PM
68	I moved to Buellton in 2016 from SB/Goleta where I enjoyed riding bikes on the paved trail system from Goleta to Carpinteria. I used it for years for riding for performance, riding with the family, commuting in college, and walking. It's a stellar trail system that is used heavily. When I moved to Buellton I was really surprised how there's no trail system at all, and the bike routes require me to ride along HWY 246. We absolutely need a system like in SB/ Goleta. I can see it used for all sorts of recreation. I realize that SYV seems to move slowly when it comes to change, but this is going to increase the quality of life for so many.	Aug 08 2020 09:28 PM
69	This would be a GIANT step forward for the residents of the Santa Ynez valley!!!	Aug 08 2020 04:02 PM

#	Comment	Date
70	Get ur done people!!!	Aug 08 2020 03:29 PM
71	While the 246 route would be more direct, and route nearer the river with fewer busy road crossings and stop signs would be better for recreational use. My wife and I sometimes drive to Santa Ynez and ride our tandem, and any path here to get us off the 246 will be much appreciated and increase our visits.	Aug 08 2020 10:31 AM
72	I've traveled to many areas that have trail systems connecting communities and even across city and county boundaries. There are so many benefits to having trail systems such as healthy living, pedestrian safety and pure enjoyment. It just makes sense.. build it now.	Aug 07 2020 11:16 PM
73	Mike Hecker suggested I comment on the origins of the existing bike trail along Hyw 246. This was/is the first bike trail proposed by the Calif. Hyw Dept. in the state. At the time the Hyw Dept. requested community input as to where to place the trail, next to the Hyw or away from the Hyw. I headed a group advocating away from the Hyw. Another group advocated next to the Hyw. Obviously, those many years ago, my group prevailed and so today we have the trail away from the Hyw. These trail is maintained now by Caltrans and basically maintenance into the future. Having Caltrans participate in this extension might be considered. Perhaps constructing all of the additions or some parts of it. At any rate a fine idea and good luck to all who participate. Bob Raleigh	Aug 07 2020 01:12 PM
74	I would love to see this trail take shape! We do not have much in the way of safe-feeling nature walks around Buellton and it's a pity we can't get out and enjoy nature more in our beautiful valley.	Aug 07 2020 12:57 PM
75	I work in bicycle tourism and my customers can't believe how little bicycle infrastructure exists in an area recognized internationally and a cycling destination.	Aug 07 2020 12:41 PM
76	Our valley really needs something like this. Our roads are increasingly more dangerous with wine tasters,tourism and reckless driving. Our families need a safe place to walk, run and bike ride!	Aug 07 2020 09:53 AM
77	If you build it they will come! The "they" in this statement is us locals who have long dreamt forever to have a trail like this that helps create a healthier place to live. We desperately need such facilities in the Valley as the one Class 1 Bike path is not sufficient and this needs to be improved. Thank you.	Aug 07 2020 09:08 AM
78	Wonderful way to increase outdoor activity safely, and increase businesses renting bicycles for tourists. Promotes health and well being!	Aug 07 2020 09:03 AM
79	Building this trail will bring the valley up to par with other tourist destinations and provide not only a vital recreational trail but also a real alternative transportation corridor as well. Please don't give into the opposition as they're only concerned with themselves and not for the good of the greater community. Thank you.	Aug 07 2020 09:01 AM
80	This trail would enhance the greater Santa Ynez Valley immensely, while providing a trail away from vehicles for individuals, children and families to safely enjoy.	Aug 07 2020 07:49 AM
81	Thank all of you for your work on this!	Aug 07 2020 07:14 AM
82	I would like to see a robust, multi-use trail that aligns close to the Santa Ynez river, one that is safe for young riders (and avoids Route 246 and other major roads).	Aug 07 2020 07:11 AM
83	Please know that the huge percentage of those wanting this trail far out number the few seniors and NIMBY's that are against it. The Hwy 246 option is just lame.	Aug 07 2020 06:58 AM
84	This would be such a huge additive to the SY Valley and its residents. To be able to enjoy the river and its scenery and to connect those areas safely for commuters, pedestrians, and cyclist would be extraordinary. So many other cities throughout the United States have done so and we have a great opportunity to take advantage of our stunning landscape and improve the lives of so many for generations to come.	Aug 06 2020 10:03 PM

#	Comment	Date
85	Great idea! Get more people on bikes and on foot exploring our beautiful rivershed. Maybe you could get sponsorships for every mile and for benches.	Aug 06 2020 09:13 PM
86	Contact me if you need volunteers marymacduncan@gmail.com	Aug 06 2020 08:27 PM
87	We are way behind most other cities and counties with regard to off-highway bike routes, and this project will help start the catch-up.	Aug 06 2020 04:43 PM
88	Just build this finally!	Aug 06 2020 03:16 PM
89	Excited for this!	Aug 06 2020 02:58 PM
90	This is critical, much-needed infrastructure for the community.	Aug 06 2020 02:39 PM
91	Schools in the SYV do recreational activities around the valley, mostly on roads which is fine, but they would greatly benefit by having a safe, clean, and outdoor recreation area. This is because schools in the valley want to utilise the beautiful landscape and nature that is native to the SYV for educational and physical activities. I think that it is important to communicate that the SYV is capable of having a safe, free, multi use recreation trail to show that we support and honor the beautiful valley we live in.	Aug 06 2020 02:22 PM
92	My preference is for the trail to follow the river. However, if the cost effectiveness means it should follow 246, then I am all for being practical	Aug 06 2020 02:20 PM
93	My family and I have travelEd throughout the United States and have visited many communities that have a multi use bicycle paths. My family has enjoyed many bike rides and such trails and sending this valley would benefit immensely by building the Santa Ynez River Trail.	Aug 06 2020 02:09 PM
94	Make this happen!	Aug 06 2020 01:55 PM
95	Yes! It's about time this backwards valley did something progressive and good for future generations!	Aug 06 2020 01:49 PM
96	The benefits to communities that are fortunate to have such trails are many. From promoting healthier living, to fighting obesity and heart disease to helping to create bicycling culture. The SY River Trail represents a forward thinking approach that this community has not ever embraced. It's time we start planning for the future. Government officials, please allow this 20 year old idea to be built not for today's generations of residents and visitors but for future ones. Thank you.	Aug 06 2020 01:25 PM
97	If that description of Alisal Rd is hard to understand you can call me. Kim Stanley 805-729-2782.	Aug 06 2020 01:02 PM
98	I think this is one of the most amazing ideas for a infrastructure project that has ever been proposed for the valley. It would be great for residents, and visitors alike. Property values are higher in communities that are active and have safe areas to use for exercise and leisure. This would truly have the valley be a stand out community in Santa Barbara County and the State of CA. Nothing but positive things would come if this is approved. It's also a perfect location for the trail, and the impact would be minimal because most of the route is along the river which is a huge plus. Our children will thank us in the years to come if this is done. Great Idea!	Aug 06 2020 11:44 AM
99	PLEASE make this a reality! I live right at the possible entrance on Alisal Rd. Would be so amazing for our kids and all of the kids in our neighborhood as well as all of the adults for great safe walks along the river.	Aug 06 2020 10:35 AM
100	I think it is a great idea. It would be a safer, and more relaxing way to get between Buellton and Solvang, if one is trying to avoid using a car. I understand the resistance to change in the Valley is sometimes pretty high, but I think it would only pay dividends to have a well thought out trail like this. It could be a selling point for tourism as well.	Aug 06 2020 10:06 AM
101	Appreciate the work involved in promoting and building more bike paths!	Aug 06 2020 07:06 AM
102	Why were the residents of Solvang not consulted before this process began???? Seems like a foregone conclusion that this project will go forward. Does not seem quite fair. I have lived here for 30 years and now I have to reconsider my residence.	Aug 05 2020 09:01 PM

#	Comment	Date
103	I would feel so much better if my kids wouldn't have to use 246 with their bikes to get around.	Aug 05 2020 08:36 PM
104	As a former resident and frequent visitor, it would be great to have this as an option to travel between Buellton and Solvang with zero emissions.	Aug 05 2020 08:17 PM
105	I'm an older SB county cyclist who has lots of friends in the valley. I Come over the hill often, ride my bike and hang out with old friends. There needs to be a safe route between those towns! I'm not adding to traffic as I avoid the main roads, I spend plenty of money when there and I just want to enjoy my ride (safely) and my visits with my local friends who have chosen the valley as their home. Build it please what ever makes most sense to the locals!	Aug 05 2020 07:51 PM
106	Please provide a safe bike path between Solvang and Buellton.	Aug 05 2020 04:58 PM
107	Thank you, this would be a wonderful addition for all!	Aug 05 2020 04:53 PM
108	Thanks for doing a good job with this!	Aug 05 2020 02:11 PM
109	The problem with the proposed option of using parts of Hwy 246 is that it is simply not suitable/safe for younger riders. With the 55 mph speed limit. Really anything above 25mph is really scary for any riders below 18 years old. A trail that is closer to the river (either side) would be much safe for our families and tween/teen riders who could then get around without the need for cars!	Aug 05 2020 02:04 PM
110	I think avoiding any use of 246 would benefit younger riders and help parents feel that their child would be safe riding the trail.	Aug 05 2020 01:36 PM
111	The Santa Ynez Valley desperately needs more bike and equestrian trails.	Aug 05 2020 01:28 PM
112	Would like the trail to connect to Santa Ynez so you can start by the high school and go all the way to buellton	Aug 05 2020 11:46 AM
113	I am highly supportive of the Santa Ynez River Trail. I think it will improve the health and wellness of many in our community. It will provide much needed recreational opportunities for many different sectors of our community. We need something like this for future generations too. I have seen similar successful projects in other communities such as the river trail system adjacent to the Rio Grande in Albuquerque and along Rillito River in Tucson. Those even have parking lots and bathrooms at some of the entry points, along with scattered parks.	Aug 05 2020 11:17 AM
114	Excited and can't wait to bike and walk on it.	Aug 05 2020 07:23 AM
115	Connection to existing bike lanes along 246 would be ideal; at both ends of the proposed trail. The trail should consider future extensions both east and west.	Aug 04 2020 10:34 PM
116	There are too many businesses and structures north of the river to allow for safe access for trail users, business and land owners, as well as wildlife. The north side of the river is already a fragile area that is host to numerous wild animals and unique environments that would be further threatened by increased human traffic.	Aug 03 2020 12:35 PM
117	I love this idea! Please make this a priority for planning/construction.	Jul 31 2020 09:03 PM
118	A multi use bike path needs to be separate from car traffic as the highest priority. In order to maximize its use, the river route is the best option as it allows safe exploration of an area currently inaccessible. This would be a major draw for tourism and a huge amenity for those of us that live in and love this amazing Valley! The opportunity for enjoying nature so close to two of our cities would be amazing! The river route could have long term plans to connect through to Santa Ynez and even toward and possibly to Lompoc and even to the ocean out by surf Beach. This small first step is a huge opportunity to bring a first class multi use bike path that stretches along the entire Valley! Adding some sort of path along g the highway would be nice, but it would completely miss the mark of accessing stunning river adjacent natural beauty!	Jul 31 2020 05:20 PM

#	Comment	Date
119	There are elderly and handicapped pedestrians along Fjord Drive on a daily basis. Caregivers come & go daily as well as Dial-a-Ride. Children play along the greenbelt and sometimes in the street. We have a fair amount of wildlife in the area that enter the road including quail, turkeys, coyotes, deer, bobcat and the occasional mountain lion. We do not want a profusion of bicycles, hikers, etc. In this very serene and beautiful piece of our Valley.	Jul 31 2020 11:29 AM
120	Equestrians would likely need their own path. Bikes, runners, and dogs could cause rider and horse stress. Bikes would need a separate path from walkers and runners as well, like in Monterey.	Jul 30 2020 08:52 PM
121	There are endangered birds attempting to breed in the river this year 2020 for the first time in decades. Bell's Vireos were definitely nesting and SW Willow Flycatcher was seen in the river west of the bridges this spring. If the trail is built it should go from Ave of Flags and to the East only, this habitat should not be subject to disruption.	Jul 30 2020 06:13 PM
122	Fantastic ideas! This is a long overdue project.	Jul 30 2020 09:43 AM
123	Creating a network of safe Bicycle-Equestrian-Pedestrian friendly trails throughout the valley is the SINGLE BEST THING we can do to improve the quality of life for everyone in our community.	Jul 29 2020 04:54 PM
124	My husband and I live in Los Olivos, and we ride our tandem on a regular basis for exercise. An off road trail like this would be wonderful. It would be nice to be able to ride to the River View Park in Buellton without needing to ride on Hwy. 246.	Jul 29 2020 03:41 PM
125	No trail. Stop spending funds on tourist Trails for, bike shop owners and a very few special interest groups.	Jul 29 2020 02:32 PM
126	Having grown up in Santa Barbara and Goleta I spent a lot of time outdoors in the 80's & 90's. I walked and biked a lot all over. It was great that I had access to many bikes paths as I navigated my way from Dos Pueblo HS area to East beach on my bike. I did this all the time. I felt so much safer being able to bike away from traffic as much as possible. I also grew up in the Valley too part time as a kid and young adult. I biked to work from country Rd. Off Refugio into Solvang. I only had access to the bike path the runs along 246 near the HS. At the time, I felt safe back in the 80's. However, I wouldn't recommend my teen children bike along Refugio at this time. The population and traffic in this area has drastically increased over the years making it more dangerous, for bicyclists, walkers, runner, and people on horses. The Valley needs to keep up with the increase in traffic and make outdoor means of transportation a priority and safer for those that like to bike, run, walk, or ride their horse. It has been a long time coming to put in bike paths that safely connect people to different parts of the Valley. In my opinion, it must be done. We owe it to the residents and visitors to have a safe place to transverse across our beautiful Valley. I encourage the board to look at other cities who have done this very successfully. One example that comes to mind is Mammoth Lakes. Their scenic bike paths are very impressive and safe. Thank you for taking my input into consideration! Lori Lama	Jul 29 2020 12:08 PM
127	No river trail	Jul 28 2020 02:03 PM
128	Thank you, my family will come to the area more often and spend money there if this trail is built!	Jul 27 2020 06:16 PM
129	My concern is how close to the river will it be and elevation of the trail above the flood plain. A much needed route to get folks off Hwy 246.	Jul 27 2020 05:18 PM
130	Having a trail that connects the two towns is a brilliant and safe idea	Jul 27 2020 02:35 PM
131	This is a must do project for the future of the Valley!	Jul 27 2020 11:49 AM
132	Thanks for working on this. Trails are critical to our communities' health.	Jul 27 2020 10:57 AM
133	Excited about and support the project !! Thank you for all your efforts on this !!	Jul 27 2020 10:19 AM

#	Comment	Date
134	There are sensitive riparian areas along the river that support federally protected species. Please avoid those areas. Also have some concern about loose dogs chasing and disturbing wildlife along river corridor. How will you prevent people from letting their dogs run wild? Reach out to Santa Barbara Audubon for ideas about interpretive signage. I think it's really important for community to have more access to view the river and engage in non-motorized transportation. Way too dangerous to put trail along 246 (I would never use it). Think about ways to prevent access into sensitive habitat while letting people recreate. Thank you for making this a priority.	Jul 27 2020 09:52 AM
135	Equestrian access would be amazing. We need a good amount of space like a wide shoulder to move to the side to safely use the space with bikers and dog walkers.	Jul 27 2020 08:52 AM
136	Even if the trail is not built, there NEEDS to be a safe way to cross 101 in Buellton by bike. Right now, you can either choose to be killed by cars because the bike lane ends right at the on-ramp (genius - not!), or illegally use the sidewalk and annoy pedestrians.	Jul 27 2020 08:22 AM
137	The needs of equestrians and cyclists are so different that there would need to be 2 different trails. Most horses are spooked by bicycles. Horses can step up and down uneven terrain. The equestrians would enjoy walking in the river and crossing the river.	Jul 27 2020 07:39 AM
138	I have horses and bikes and would appreciate the opportunity to connect our three communities along the 246 corridor with a safe, scenic and accessible path.	Jul 26 2020 02:30 PM
139	I think this is a wonderful plan and I fully support it. I am 51 years old and I have wanted a trail system in the SYV since I was a kid! I hope there will be police that ride bikes or horses on the trails to keep them safe by patrolling them daily.	Jul 25 2020 09:41 PM
140	Thanks for doing the survey and ensuring the success of this! If it's used enough, and a busy trail, I think that helps keep the homeless/encampment risk people are concerned about to a minimum. I also would LOVE somewhere else to trail ride my horse!!! Love this idea thank you thank you	Jul 25 2020 07:35 PM
141	Equestrian trails are essential to preserve the heritage of the SYV. We are losing access rapidly as more people move here and fence off property.	Jul 25 2020 10:07 AM
142	Stay along the river and NOT Highway 246. You have to realize that biking is a big tourist attraction to your area. This helps create a positive attitude towards biking safety!	Jul 25 2020 03:54 AM
143	Dear Sir or Madam: Building a trail to allow runners, walkers and bicyclists to get to and fro the communities of Buellton and Solvang is long overdue. My family hopes the good this prospective trail would do for the whole Valley will win out over the greedy selfishness of the few. Thank you very much for your kind attention. Kevin Todd Buellton	Jul 24 2020 07:48 PM
144	If this will be a multipurpose, please consider and address the needs for the safety of the different users. Too often on a multipurpose trail I've observed trails being used by one type of user to the extent that other user cannot use it safely or for the purpose(s) it was made for.	Jul 24 2020 09:47 AM
145	This trail is a great idea and would be a much needed addition to the SYV. The trail would be widely used by locals and visitors alike!	Jul 24 2020 09:36 AM
146	Invest in it. The country needs more investment in alternative forms of transport for our physical health and climate; providing this trail would be a demonstrable step that leaders in this valley can take to address that. I know I grew up disappointed, and continue to be, by the lack of trails in a place as nice as this.	Jul 23 2020 08:59 PM
147	I hope this gets done!!!	Jul 23 2020 05:06 PM

#	Comment	Date
148	Must connect to existing bike path	Jul 23 2020 03:48 PM
149	Whichever trail is created, the landowners and inhabitants of each property along Hwy. 246 should not be disturbed. Horses/livestock, flora/fauna, etc. should not be disrupted by human activity on trails. Where there are ranches, sound walls that reduce noise, (not just fences) will need to be part of the costs of the plan. People crossing into private property will be problematic in many ways. Signage alone will not deter trespassing.	Jul 23 2020 02:28 PM
150	This project is much too costly for Solvang. We don't want or need this!!! Go away please! .	Jul 23 2020 09:45 AM
151	Leave our community be. Stop ruining Solvang with such developments!!	Jul 23 2020 09:39 AM
152	Solvang resident for 25 years. We have been hoping a project like this would happen. We would utilize it ourselves, and also feel it will add to both Buellton and Solvang communities. E-bikes would be a great way for folks to use the trail (those of us who want to ride but don't have the ability to fully self-motor all the way) locals and tourists alike.	Jul 23 2020 06:51 AM
153	What a great idea for the Santa Ynez Valley. Providing a safe, non-vehicle mode of travel between Buellton and Solvang would be great for reducing traffic congestion, the environment and the overall health and appeal of the Valley.	Jul 23 2020 06:50 AM
154	I would like to have a connection of some kind between the Multimodal Trail and Hwy 246 where they come closest together near Nielsen Building Supply. That connection would allow cyclists like us - or even pedestrians - to choose what to do about riding through or reaching downtown Solvang without having to come or go all the way to Alisal Road.	Jul 22 2020 07:59 PM
155	You are being fiscally reckless and irresponsible. FIX THE ROADS. DO NOT WASTE OUR MONEY ON FRIVILIOUS PROJECTS	Jul 22 2020 02:33 PM
156	We dint want this in our city of Solvang. Overwhelming opposition except for a very small special interest group of bicyclists we will fight to oppose this	Jul 22 2020 01:39 PM
157	I live in Van. Village, having previously lived in both Solvang and Buellton, and would be thrilled to drive over and use this trail and would do so frequently. Parking facilities are a must.	Jul 22 2020 11:35 AM
158	Please build as close to river as sustainable, in an environmentally sensitive manner (permeable) and maximize views. Plan for shade trees Thank you this is a very important project that will beautify area for generations	Jul 22 2020 11:17 AM
159	I think this is a well meaning idea that we can't afford financially or environmentally unless it is on Hwy 246. I am not sure what Caltrans would say to that	Jul 22 2020 10:30 AM
160	I do not support this at all. Please stay out of our residential neighborhoods. Do any of you supporters actually live in any of these neighborhoods ??? Probably not.	Jul 22 2020 09:54 AM
161	Yes, I would like you to know that I think your judgment is very skewed. Why the heck would you want to build a new bike path when you can simply build one along 246 to connect the towns. What a waste of money!!!	Jul 22 2020 09:49 AM
162	This is a terrible idea. Why would you not use an existing roadway that actually connects to cities and benefits the businesses along 246, not to mention the costs involved, A very safe bike we was even built along the Ventura Freeway with a barrier. Something like this could be done it still looks good Further, it is unbelievable that you would think to tear into an existing neighborhood and senior home park, creating a dangerous situation with regards to homeless living in the river beds creating very unsafe bikeway for kids as well. . We need to protect our river and this would create tremendous amount of pollution and detriment to our environment & the Santa Ynez River. . Be sensible people !!	Jul 22 2020 09:45 AM

#	Comment	Date
163	It's important to start the trail in Santa Ynez, at the reservation or at least from Refugio Rd, to accommodate greater usage by residents and tourists and to help cut down on safety and pollution issues on the extent of the 246.	Jul 22 2020 07:33 AM
164	Color-coding on the interactive maps is useless for us color-blind folks.	Jul 21 2020 09:42 PM
165	Dint support this or want it.	Jul 21 2020 05:52 PM
166	No on Fjord connector...not through any housing areas or sensitive river habitat or environmental areas as the Santa Ynez River deemed !	Jul 21 2020 05:32 PM
167	Hwy 101 has bike lanes with 65 mph traffic...so Rt 246 should be no problem with least amount of money needed to build !	Jul 21 2020 05:16 PM
168	This would be a travesty. This cannot happen. It will ruin the river.	Jul 21 2020 04:21 PM
169	Love to see it go all the way to the ocean one day :-) This path would become a recreation through-way with safety in mind. Highway 246 keeps our recreational cities apart. This would bring them together.	Jul 21 2020 04:08 PM
170	This is the craziest idea I've heard of since I moved here in 1997. No one that I know supports this. No one wants it. This is not something that belongs in the Santa Ynez Valley. The survey is misleading because if you don't select Other and write NONE in the boxes, it makes it appear as though it is supported under certain conditions. That is not an honest way to ask.	Jul 21 2020 03:52 PM
171	As a homeowner living half-a-block from Fjord Drive it deeply concerns me that planners would want to add a multi-modal road through a quiet residential neighborhood and along the sensitive biological habitat of the Santa Ynez Riverbed. It's simple: Imagine a similar project being built through your back yard. I'm all for valley residents and visitors enjoying this beautiful part of the world. But I am vehemently opposed to the rights and privacy of citizens being trampled and run-over by those with free time and discretionary income. Let's make it safe and fun to travel between Buellton and Solvang, but please let the means to this end not be to rights of the residents along the proposed Fjord route and nature's delicate balance. Respectfully, Jim Palam, Solvang	Jul 21 2020 03:44 PM
172	Love the plan, so much safer for those going across the flats, either cycling or jogging.	Jul 21 2020 02:30 PM
173	If an alignment has not been chosen why do you call it a "SY River Trail"? This survey is premature since there is NO cost estimate, a study of the environmental aspect, etc. Why weren't local residents invited to the March 12 meeting? There has been no local input to or participation in TAC.	Jul 21 2020 12:50 PM
174	This trail has the potential to be an incredible asset to our community. Thank you for all the work you've put into it.	Jul 21 2020 09:56 AM
175	It's a wonderful idea that many people will be able to enjoy for a very long time.	Jul 21 2020 09:45 AM
176	this is a wonderful idea.....hope it works out...	Jul 21 2020 09:33 AM
177	Cost is important element in whether I would support it	Jul 21 2020 07:17 AM
178	We need this! Our community and kids need this!	Jul 20 2020 10:14 PM
179	New to the area! First thing that came to mind. Why is there not a creekside path that connects the two communities.	Jul 20 2020 09:09 PM
180	This is a fantastic idea and I hope it moves forward swiftly.	Jul 20 2020 08:15 PM

#	Comment	Date
181	currently using rte 246 through the flats is dangerous. cyclist are allowed to be in the traffic lane there and could cause significant traffic issues if we rode in the lane. I think horses / bikes on the same path is a recipe for major conflict so there should be some separation between the two .	Jul 20 2020 11:35 AM
182	Love the idea! Very much like the safer route for cyclists between Buellton and Solvang. The east bound climb into Solvang is precarious between the traffic and guardrail. This provides a better alternative.	Jul 20 2020 10:07 AM
183	Landowner's rights need to be carefully considered and trail design should be done in a way that will keep the public out of the private lands that abut the river. Construction should be kept simple to minimize maintenance (no asphalt or interpretive displays).	Jul 20 2020 09:30 AM
184	We need more bike trails like this!. Not down the middle of congested streets like has been done on 246 & ave. of flags!. Bikes need to be away from cars!.	Jul 20 2020 05:41 AM
185	I support every effort to make bicycling, running, walking, a safe, accessible activity in our region. This proposed path will encourage a healthier lifestyle for residents. With the growing obesity and heart disease problem this nation faces, encouraging physical activity among our residents makes sense. Nowadays, with the COVID19 pandemic, we need more outdoor places to spread out and social distance. Who knows when there will be a vaccine? There are also gaps in safe connectivity in this area (246 is very scary to ride/walk/run on) and this project will help resolve this. Please don't let a few loud naysayers destroy this beneficial project. Thank you!	Jul 19 2020 11:21 AM
186	I've lived in the valley my whole life and this project has been proposed many times and never managed to be approved for various reasons, mostly because the powers that be cannot get landowners to acquiesce. I'd love to see a biking trail in our valley. All the power to you all. Thank you!	Jul 19 2020 07:15 AM
187	I have visited large cities where biking and walking trails are combined and it is a constant battle between walkers and bikers. I want walking trails but combined can be cumbersome.	Jul 19 2020 06:51 AM
188	Thank you	Jul 19 2020 06:28 AM
189	The public needs this trail for safe, easy access to many parts of the area.	Jul 18 2020 11:51 PM
190	This has been a needed addition to the valley for many years. This year more than ever, we need to create and provide outdoor recreation for a variety of users. This is an opportunity to increase the value and livability of the valley and provide a safe outdoor venue to enjoy nature and safely exercise. This is a no brainer! Approve this project for the lives who need it, the entire Santa Ynez valley.	Jul 18 2020 05:00 PM
191	I support this 100%	Jul 18 2020 04:21 PM
192	This is such a great project - thank you all for your perverseness!	Jul 18 2020 04:05 PM
193	This is a wonderful project and long overdue. Thank you for your hard work! Please be sure to continue to include equestrians in these plans.	Jul 18 2020 11:42 AM
194	PLEASE, This must happen! We live right in Fjord and would love this so much	Jul 18 2020 09:34 AM
195	The river trail looks more interesting but it goes to Fjord Drive which doesn't connect to the main business area of Solvang without going all the way to Alisal.	Jul 17 2020 10:46 PM
196	Choosing the option following the Santa Ynez River takes it away from busy Hwy 246. There are few destinations between eastern Buellton and Western Solvang so no need to be along the highway.	Jul 17 2020 07:32 PM

#	Comment	Date
197	This could be life changing for those of us that walk, run and bike in the Valley and enjoy nature . Due to a lack of access, the river is a feature of the Valley that is difficult to take advantage of. I can't think of a single thing that would enhance our quality of life more than a beautiful trail along the river. Even when not flowing, the river and surrounding nature are a wonderful source of beauty and inspiration. Let's make this happen.	Jul 17 2020 04:56 PM
198	We are new to the area and have been surprised at the lack of clearly designated public access to the river around Solvang. We hope this project will address that issue. A bike path or separate bike lane along Hwy 24 would be welcome but I doubt I would ever use it for walking.	Jul 17 2020 01:45 PM
199	I don't like having bicycles on the same path as horses. I wonder if the Montecito Trails people allow horses and bicycles on the same paths over there? Maybe there could be times set aside for the equine community to access the path when it wouldn't endanger a walker, a runner or a bicycle. What about cleaning up after the horses? Who will do that? Maybe horses could ride off to either side of the trail - let that fresh manure be away from human feet or bike tires. :)	Jul 16 2020 07:47 PM
200	Absolutely LOVE this plan. It is necessary in creating good personal health for all ages, a safe community and a high level of mental wellbeing ! Thank you.	Jul 16 2020 07:03 PM
201	We need more of this type of thing in the SYV. There are minimal (none?) public recreation areas for biking/running/hiking. There is a ton of private property but nowhere for the community to recreate, especially in Santa Ynez (minimal in Solvang and Buellton). Thanks!	Jul 16 2020 06:02 PM
202	Homelessness is going to emerge as a main talking point. I live near the current "trail" and frequently observe homeless camps. I personally have no idea how an established trail will affect this, but I think it is important to get in front of the issue early and ask city govt's to weigh in on safety measures.	Jul 16 2020 05:19 PM
203	No	Jul 16 2020 05:18 PM
204	No	Jul 16 2020 05:15 PM
205	This would be amazing and I would run it multiple days a week. Thank you!	Jul 16 2020 03:22 PM
206	Safety and Usability has to be paramount for this proposed trail to work. It can't become the front yard for homeless camps as well.....a major problem in other California cities.	Jul 16 2020 02:43 PM
207	If the property owners are willing to give an easement and are in favor, then yes I am very much in favor of this project!	Jul 16 2020 02:05 PM
208	WORST SURVEY TECHNOLOGY EVER!!! Crashed 5 times on my iPad!	Jul 16 2020 01:51 PM
209	I am retired and enjoy hiking and bicycling for recreation and travel. I would like to travel along the SY River corridor safely with stopping points to enjoy nature along the way. Trails that I enjoy include the Bob Jones trail to Avila and the trail from Goleta Beach to Turnpike. There are existing bits and pieces of existing trails along the way which would be great to connect and refine. Horses would need a separated unpaved trail apart from one shared by bicyclists, joggers, walkers, strollers etc. It would be a tremendous benefit to locals and visitors alike. Safety is a concern knowing that there are homeless encampments in some river areas. Wildlife corridors are important as well. Although lighting enhances safety, I think it's important to limit lighting to support our night sky and maintain a natural environment. While I am not likely to access bike trails along Hwy 246, I think that this is an important resource for commuters and those not bothered by traffic noise and exhaust.	Jul 16 2020 12:57 PM

#	Comment	Date
210	A trail along the Santa Ynez River would be a nice community asset the have. However, the majority of the land on both sides of the river within the study zone are private property. The trail would then require easements over private land, which the property owners may not voluntarily give. The foot/bike traffic a trail will produce may also disturb property owners in the area. Due to those issues the Santa Ynez River route is not suitable for a bike path or nature trail. The route along Highway 246 is the most practical, and would not effect property owners in a significant way. However, as the current route provides adequate, while not ideal, options for both foot and bike traffic the cost to conduct further studies, construct plans, and build said path makes this option cost prohibitive. Given the current Covid-19 economic downturn the nation, and in particular the SY Valley is facing, it does not seem a bike/pedestrian path is the most effective use of the Cities money.	Jul 16 2020 11:34 AM
211	There will never be a better time to proceed with this project. Please, please move forward.	Jul 16 2020 11:23 AM
212	Although I don't own property that would be impacted by the trail, I understand how greatly it will effect them. Please take great consideration about how users will overstep, litter and use the land as a restroom.	Jul 16 2020 11:17 AM
213	Great idea that would add value to the attractiveness to the Santa Ynez Valley. Recreation is a great asset to the two towns and would attract tourists as well as people wanting to move to the Valley	Jul 16 2020 10:39 AM
214	Please only consider the HWY 246 alignment. It is the most reasonable and cost-effective route. Anything along the river will negatively impact the environment, private property rights, and long-term maintenance and repair issues.	Jul 16 2020 10:22 AM
215	ABSOLUTELY AGAINST A TRAIL ALONG THE SY RIVER. I ONLY SUPPORT BIKE/WALK PATH ALONG HWY 246. I AGREE WITH THE STUDY THAT FOUND THE RIVER ALIGNMENT "LOW SUITABILITY." NO TRAIL/PATH SHOULD GO THROUGH RESIDENTAL AREAS ALONG FJORD AND THE SY RIVER.	Jul 16 2020 10:18 AM
216	Make this happen please.	Jul 16 2020 10:16 AM
217	I would like to ride my mule on such a trail. To facilitate that it would be very nice to have designated equestrian parking areas at both ends, so we could leave our rigs safely while we explore. A route along the river would certainly be the nicest.	Jul 16 2020 10:00 AM
218	I would love to be able to ride my bike to Solvang from Buellton. Right now the 246 is too dangerous to ride a bike.	Jul 16 2020 09:46 AM
219	I would like to know what studies were done to suggest that taxpayers have been clamoring for a trail between Solvang and Buellton.	Jul 16 2020 08:40 AM
220	Tourist population increases every year. 246 is busy and becoming dangerous to bicyclist, runners and walkers. This alternative would save injuries and lives. Just to mention one of many reasons to have the new trail.	Jul 16 2020 07:55 AM
221	Thank you so much for doing this and for including the community in your analysis. I am a cyclist and avid walker and am strongly in favor of a multi-modal path to connect Buellton and Solvang. If the SYV is truly serious about billing itself as a world-renowned tourist destination, we should at the very least show a progressive, environmentally-friendly dedication to alternative transportation. Oh, and you got the name Avenue of Flags wrong! There's no "the."	Jul 16 2020 07:50 AM
222	Please make this happen for our kids and community. Great idea. There is no down side to this!	Jul 16 2020 07:45 AM
223	Both Cities need to up their commitment to lighting and weed abatement to existing trails. This could be done with volunteers, it doesn't require money. Some people are willing to step up on weed abatement. In addition, there needs to be support for structures to be able to lock bikes up so bike theft is less of an issue. I dream of kids commuting to SYVHS via bicycle, but the current bike rack there is completely inadequate and an absolute joke that is not secure or in a secure area.	Jul 16 2020 03:44 AM
224	The project area map shows a Class I trail existing along Hwy 246 in the unincorporated County area between Buellton and Solvang. There is no Class I trail in this location.	Jul 15 2020 10:39 PM

#	Comment	Date
225	We do NOT need our beautiful countryside invaded by additional traffic, homeless encampments, motorcycles, or the EXTREMELY RUDE bicyclists that are already making our roads unsafe. My family is 100% against this. My neighbors are 100% against this. STOP IT NOW!	Jul 15 2020 09:38 PM
226	Dies not belong on Fjord Drive residential neighborhood! Street dead ends at 162 home Senior Community. PRIVATE PROOERTY.	Jul 15 2020 08:26 PM
227	It's been too long in the planning, however the homeless camps along certain parts may present a problem, possibly moving forward.	Jul 15 2020 05:47 PM
228	Waste of precious resources. No recreational trails. Do not use grant money to support the special interests of a few recreational bicycle enthusiasts.	Jul 15 2020 05:34 PM
229	We need to improve the bike infrastructure in this valley for kids that want to get around the valley safely on a bike...these trails are needed more now than ever due to the isolation of the quarantine. Importantly, improved infrastructure for outdoor activities ties into the fabric of this valley as a great place to live and visit as a tourist. This is important. Thank you for your efforts.	Jul 15 2020 04:51 PM
230	Really excited to hear about this initiative! Looking forward to seeing it enter the next stages.	Jul 15 2020 04:15 PM
231	I love this, I really hope it happens. I lived in San Antonio and they made a trail like this through the city and it connected a couple parks. I really miss that trail and hope we get this one.	Jul 15 2020 02:57 PM
232	We DO NOT SUPPORT this trail in any way going through residential neighborhoods nor on PRIVATE PROPERTY. Also, we do NOT have the funds for this type of tourist recreation trails, regardless of "grants" The costs will be excessive. Finally, it will be very detrimental to the Riparian Corridor and flood zone. NO RIVER TRAIL. Period.	Jul 15 2020 02:46 PM
233	Please do not destroy the beautiful Santa Ynez Valley. If you build this trail you will be disrupting the homes of the wildlife around here. We don't need more concrete and asphalt. Leave nature alone.	Jul 15 2020 01:58 PM
234	Really excited for the new biking/walking trails!	Jul 15 2020 01:10 PM
235	I very excited about this project	Jul 15 2020 12:46 PM
236	I like the trail running along the south shoulder of Fjord Drive (not in the paved roadway).	Jul 15 2020 12:26 PM

A.2.4 EMAILS

From: [Pepperwood Properties](#)
To: [Michael Becker](#); [Marjie Kim](#); [Lauren Bianchi Klemann](#); [Jared Carvalho](#); [council@cityofsolvang.com](#)
Subject: Bicycle Master Plan - River Trail Survey - very poorly conducted
Date: Monday, August 10, 2020 12:17:37 PM

Firstly, the survey you have asked us to complete is a mess. It is extremely hard to navigate and can be submitted numerous times by anyone.... Really? This is not the way to conduct a proper survey and you are only creating more issues between the Solvang residents and the proponents of this plan. It is so obvious what you are trying to do. Bottom line....BAD SURVEY.

I have great concerns. My husband and I have invested our life savings to purchase a beautiful home in the Alisal Glen for our retirement and this is very sad and upsetting to us that you would consider the River Trail option. Please people, be sensible when making these enormous changes that impact our beautiful Solvang residential neighborhoods. And if you do not live in these neighborhoods PLEASE PUT YOURSELVES IN OUR SHOES and try to imagine if you did... I can guarantee you would not be pushing it. Please do not ruin Solvang's residential neighborhoods.

I am strongly opposed to any sort of River Trail. The damage to our neighborhoods would be irreversible, not to mention the destruction of our river corridor and its habitat. As well, homeless encampments will emerge causing us much concern for our safety and for the possibility of camp fires raging out of control only to scream right up the hill to town. Bad scenario!! This is a very poor design and I implore you to think otherwise.

If you feel the need for a trail (not a road) a bike path along 246 could much more easily serve the purpose, costing much less money and providing better safety for our citizens. As an example, you could erect a proper safety barrier as they have along the 101 in Ventura. If you need to bypass 246 along the main section of Solvang then divert to streets that are zoned commercial. Private properties and residential neighborhoods should remain off limits by all means!!!

Respectfully,
 Victoria Smith
 Solvang, CA

From: [Tom Orem](#)
To: [Jared Carvalho](#)
Subject: Bike Trail
Date: Friday, July 24, 2020 6:48:56 PM

Please do not put a bike trail, horse trail, pedestrian trail or especially a road behind my house. I live on Paseo Del Rio right along the River. When I bought I was told the Santa Ynez Mobile Estates Park owned the land to the river and was given the impression it would remain natural as it is today. Sometimes leaving things alone is the best answer. Thanks.

Tom Orem

Solvang

Sent from my iPhone

From: [Jon Macaluso, Sr.](#)
To: [Jared Carvalho](#)
Subject: Buellton-Solvang Trail
Date: Monday, July 20, 2020 5:16:27 PM

I cannot say the word NO enough. The Valley does NOT need this. The long-term (>20 years) residents do not want this. I'm moved here with my family in 1997. Buellton was chosen because it was a small town.

NO, NO, NO!

I do not want this. My family does not want this. My neighbors do not want this. I don't know anyone that wants this that is not looking to make a profit (Dr. J's Bicycles).

--

Jon Macaluso
Sent from my iPhone

From: [Tori Fiore](#)
To: [Michael Becker](#)
Subject: Concerns about Fjord Rd Bike trail in Solvang
Date: Wednesday, November 6, 2019 3:57:39 PM

Dear Director of Planning Becker,

We are looking forward to your coming to our community meeting on November 13th. As a member of the Fjord Rd community, we will share how we are not against bike trails - as long as they are located on the SOUTH SIDE of the Santa Ynez River only.

Our concerns are about fire possibilities in the extremely dry river area, safety for our children and senior citizens, wildlife in this protected area, garbage and horse poop removal, and the homeless destroying the proposed public path along the river and into our community.

With the recent fire in Buellton in a homeless area, we are especially concerned about homeless camps along the trail. As you know, the recent federal law will not allow us to remove the homeless unless there are beds and shelters for them.

Please look at the following information about how the homeless ruined a public path in Santa Rosa - and also articles about homeless problems along other California bike trails.

Sincerely, V Fiore Solvang CA

<https://sanfrancisco.cbslocal.com/2019/10/21/homeless-encampment-takes-over-neighborhood-joe-rodota-trail-in-santa-rosa/>

https://journalstar.com/news/local/crime-and-courts/police-investigating-robberies-along-downtown-lincoln-bike-trail/article_a84d8391-0d62-552e-a392-deaed53126a8.html

Groups of teens robbed two men at gunpoint as the men walked on a downtown Lincoln bike trail Monday night, a police spokeswoman said. Just after 9 p.m., a 23-year-old walking near 22nd and S streets on the Antelope Valley Trail was swarmed by a group that demanded his cellphone and wallet, Officer Angela Sands said.

<https://www.ocregister.com/2017/07/19/santa-ana-river-trail-walkers-cyclists-fear-homeless-give-up-outdoor-jewel/>

Dozens of interviews, emails and online comments reveal that walkers and cyclists fear, or have fled, the 30-mile Santa Ana River Trail after being injured and scared off by the exploding homeless population.

Designated a National Recreation Trail in 1977, even police, elected officials and homeless advocates have given up on salvaging the county's longest cycling and walking trail.

Once used by runners, birders and other outdoor aficionados, the 12-foot-wide ribbon of asphalt with views of the San Gabriel Mountains has become a place to be avoided.

Rather than returning to residents a once-cherished trail that now resembles a post-apocalyptic strip, law enforcement, the county Health Care Agency, elected officials and nonprofits focus on assisting the homeless population and doing what little they can to curtail crime and tamp down dangerously unsanitary conditions.

A 28-mile round-trip ride this week from the 405 Freeway to Yorba Linda and back found debris on the trail, recreational cyclists clustering together for safety, and men, women and children as well as unleashed dogs wandering aimlessly across the path.

https://www.nwjitimes.com/news/local/lake/merrillville-monitors-vandalism-along-hike-bike-trail/article_1965aec4-5fb2-5963-92cd-cc50397b0893.html

MERRILLVILLE — Town officials are focusing on ways to prevent vandalism occurring on one of its trails. ... Merrillville monitors vandalism along hike/bike trail ... Crime.

Sacramento Land Owners Fight Bike Path Proposal — And Eminent ...

www.capradio.org/articles/2018/09/25/sacramento-land..

The city of Sacramento wants to put a bike path on the Sacramento River levee along Pocket Road. ... and crime will move in, like they have along sections of the Parkway. ... and vandalism.

[www.americanriverbiketrail.com/sacramento-ca/category/..](http://www.americanriverbiketrail.com/sacramento-ca/category/)

The Sacramento Bee is reporting some recent violent acts, including rock throwing at bicyclists, along the American River Bike Trail. The article identifies some homeless folks that live in the area as the perpetrators. As always, safety is the highest priority when traveling the American River Bike Trail and other areas.



From: [Mullin, Deborah](#)
To: [Jared Carvalho](#)
Subject: FW: Trail system between Buellton and Solvang
Date: Friday, August 14, 2020 1:52:03 PM

I can sum it up in one word: "Yay!" Finally, there will be a pedestrian-friendly way of going between Solvang and Buellton. I personally never feel safe riding my bike on 246 near the tree-lined ranches. I will look forward to the day when I can walk our dog peacefully on or close to the river. How fun! It will be wonderful to get away from the pavement and noise and get closer to nature.

Bravo for spear-heading this. I really hope this project can come to fruition.

Sincerely,

Deborah K Mullin, J.D.

Please consider the environment before printing this email.

From: [Cindy Douglas](#)
To: [Jared Carvalho](#)
Subject: hi i can't figure out how to comment on Santa Ynez river trail map
Date: Wednesday, July 22, 2020 3:00:49 PM

What is the best way to show my support of this project?

The map commenting is very cumbersome and I'm having a tough time figuring it out even though I watched the UTUBE.

I live in Buellton and support a trail for bikes from Btown to Solvang!

Cindy Douglas

PETER J. LAIRD

Attorney at Law

Solvang, CA 93463

Via US Mail and e-mail "jcarvalho@sbcag.org"

August 3, 2020

Jared Carvalho
Transportation Planner II
Santa Barbara County Association of Governments
260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110

Re: Santa Ynez River Alignment Study

Dear Mr. Carvalho:

I am a resident of the Rancho Santa Ynez Estates Mobile Home Park (RSYME), Solvang, CA. This letter is in response to your e-mail I received from you on or about July 15, 2020 regarding public input on a proposed "alignment" for a proposed multi-modal trail between the cities of Solvang and Buellton. This trail is proposed as part of the "Santa Ynez Valley Bicycle Master Plan". I am one of many citizens and residents of Solvang who reside in the neighborhoods impacted by the proposed Master Plan and in particular any proposed trail alignment along the SY River. Along with many residents, I am strongly opposed to this multi-modal trail alignment. This opposition is based upon many factors.

First, I object to this on-line alignment study as opposed to public study sessions where concerned citizens have the ability to look at scale drawings, maps, photos, etc. and the chance to actually speak to consultants, planners and public officials. The current pandemic should not be an excuse to rush a decision using inadequate means of communication. An August 14 deadline is arbitrary and there is NO reason not to delay the process which will have long lasting consequences for many years.

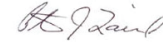
The following are additional reasons for opposition to a River alignment:

1. Calling this study a "SY River Alignment Study" seems like a predetermination for the location of a "multi modal trail" along the river to the exclusion of other potential routes. This appears to be a continuation of the decision by the City of Solvang to paint bike lanes along Fjord Road last year, without any public notice or discussion. These bike lanes lead to nowhere and dead end at private property;

2. The many issues posed by a SY River alignment include environmental, private property rights, potential homeless encampments, and safety issues to the residents along Fjord Drive, to name a few. Safety is of major concern to residents. A SY River Alignment will be a remote, paved trail passing through private residential neighborhoods and commercial property. What safety measures have been considered by consultants as to policing a remote, unlighted, multi-modal trail? Such a remote trail will be a magnet to homeless encampments and criminal activity. Have local police and sheriff officials been consulted regarding a river alignment?
3. Cost issues for the development of a Tier 1 bike lane along the River and Fjord Road have not been considered or even discussed. Costs should be considered before any alignment is determined.
4. There is no discussion on the SY Valley Bicycle Master Plan about the demand for Bicycle ridership, whether increasing or decreasing. Most studies conducted in Santa Barbara County over the last decade show a decline in ridership. Without a definitive showing of a demand for such a project, spending millions of tax payer money is a misuse of public money.
5. The “time line” set forth in the “SY River Alignment Study” shows a “biological survey” to be required between February and March of 2020. Has this study been completed? If so, please provide a copy.
6. There is no established need for “workforce active transportation” in the SY Valley. There is very little commuter traffic between Buellton and Solvang. Most commuter traffic to and from the SY Valley is from Lompoc, more than 18 miles away. There are also no schools between Buellton and Solvang. Getting parents to prefer their children ride a bike or walk to school as opposed to the efficiency and safety to dropping them off and picking them up seems unrealistic. Most kids have after school activities that would require transportation other than walking or bike riding.
7. There is a recorded easement for extending Fjord Road to the west of the existing dead end. A “roadway” easement does not include an expansion of the “use” of a roadway such as Fjord Road, which exists from Alisal Road to the dead end. To expand the roadway use to include a “multi-modal” trail that includes bikes, electric bikes, pedestrians, runners and horses is an expanded use that was not contemplated at the time the easement was created. The US Supreme Court has recently limited the expansion of uses for “unused easements”. Have the consultants taken this limitation into consideration? Has there been “roadway” design created to extend Fjord Road? If so, it should be an exhibit.

Please provide me with a follow-up to my questions and confirm to me that you have received and read this letter no later than August 17, 2020.

Sincerely,



Peter J. Laird

Cc: Marjie Kirin (mkirin@sbcag.org);
 Mike Becker (mbecker@sbcag.org);
 LBianchiklemann@sbcag.org;
 Joan Hartmann (jhartmann@countyofsb.org);

From: [Ian Pendry](#)
To: [Jared Carvalho](#)
Subject: Re: bike trail
Date: Friday, July 24, 2020 6:09:21 PM

Hello,
My name is Ian Pendry. I live at xxx in Buellton. I am super excited about the proposed bike/pedestrian/equestrian trail to connect Buellton to Solvang. Whatever you need to help support the ground breaking of this project, please don't hesitate to ask. This is one of the most imports in local issues for me.

Thank you for what you are doing for our city,
Ian Pendry

From: [Peter Laird](#)
To: [Jared Carvalho](#)
Cc: "[Debra Devette](#)"; "[Denise Rose](#)"; [George Fleming](#)
Subject: RE: Santa Ynez River Trail Alignment Study
Date: Thursday, July 16, 2020 4:30:53 PM

Mr. Carvalho:

I tried taking your survey, but found it difficult to process and I do not know if my answers were sent or not. Also, I found the questions insufficient to respond to the proposed Alignments. There is a presumption in the questions that a trail will be adopted and that certain alignments are preferred by the creator of this map and the survey. I strongly object to the built in bias of the questions and the limited space to respond. Please respond to this e-mail and please keep me on your list for all matters related to this proposed "multimodal trail".

Thank you,

Peter Laird

Peter J. Laird
Attorney at Law

Solvang, CA 93463

From: Jared Carvalho [mailto:JCarvalho@sbccag.org]
Sent: Wednesday, July 15, 2020 2:25 PM
To: Jared Carvalho <JCarvalho@sbccag.org>
Subject: Santa Ynez River Trail Alignment Study

Greetings,

You are receiving this email because you expressed interest in the *Santa Ynez River Trail Alignment Study* and provided the project team with your email address.

Santa Ynez River Trail Alignment Study – Public Input

The project's objective is to determine potential alignments for a multimodal trail to connect the cities of Buellton and Solvang. A public workshop was tentatively scheduled to occur in early April; however, the COVID-19 public health crisis necessitated the need to develop an alternative means to gather public input. A project story map with an embedded survey has been created and is available at this [link](#). The site will be available for public input from July 15th – August 14th, 2020. A PDF flyer is attached with more information.

In addition to this platform, additional comments may be emailed to Jared Carvalho at jcarvalho@sbccag.org, mailed to SBCAG at 260 N. San Antonio Road, Suite B, Santa Barbara, CA 93110. The project team is also available to connect via telephone to discuss this project. Please call SBCAG at 805-961-8900, leave a message and your call will be returned in a timely manner. The study is being conducted through a partnership of SBCAG, the cities of Buellton and Solvang, and the County of Santa Barbara.

Regards,

Jared Carvalho
 Transportation Planner II
 Santa Barbara County Association of Governments
jcarvalho@sbccag.org | 805.961.8906

From: [Peter Laird](#)
To: [Jared Carvalho](#)
Cc: "[Debra Devette](#)"; "[Denise Rose](#)"
Subject: RE: Santa Ynez River Trail Alignment Study
Date: Friday, July 17, 2020 3:01:51 PM

Mr. Carvalho:

Thank you for your response. Why don't you simply adjust your timeline for the study to take into account all the delays and disruptions to public meetings as a result of the "pandemic". This study should not be jammed down the public's throat without adequate time for public comments. The on-line comments are not a satisfactory substitute for open, in-person meetings to review all the maps, exhibits and other materials your consultants have put together. What's the hurry!!

Peter

Peter J. Laird
 Attorney at Law

Solvang, CA 93463

From: Jared Carvalho [mailto:JCarvalho@sbccag.org]
Sent: Friday, July 17, 2020 2:38 PM
To: Peter Laird <pjlaird41@gmail.com>
Cc: Michael Becker <MBecker@sbccag.org>; Lauren Bianchi Klemann <LBianchiKlemann@sbccag.org>
Subject: RE: Santa Ynez River Trail Alignment Study

Dear Mr. Laird,

Thank you for submitting your concerns on the *Santa Ynez River Trail Alignment Study*. We recognize the challenges that the COVID-19 public health emergency has brought in regards for public input and engagement, indeed we had hoped for an opportunity to convene an in-person public workshop by this time. Unfortunately, rescheduling an in-person meeting within the timeline established for the study is not feasible due to the health emergency.

Apologies for the difficulties you have experienced using the online survey. Please feel free to share any additional comments you may have directly to SBCAG by telephone, email or U.S. Postal Service. Public comments provided online and those received directly to SBCAG will be incorporated in the draft and final version of the study.

A pdf version of the potential trail alignment maps has been posted to the SBCAG website, available

at the following link: <http://www.sbcag.org/syvprojects.html>

Contact

Email: JCarvalho@sbacag.org

Phone: (805) 961-8900 (Please leave a message and your call will be returned)

Mail: 260 N. San Antonio Rd Suite B, Santa Barbara, CA 93110

Regards,

Jared

Jared Carvalho

Transportation Planner II

Santa Barbara County Association of Governments

Jcarvalho@sbacag.org | 805.961.8906

From: [Hudson Hornick](#)
To: [Jared Carvalho](#)
Subject: Re: SY River Trail Study
Date: Thursday, August 6, 2020 3:46:17 PM

Hi Jared,

Sorry for calling you Brian on the phone!

Thanks for your email and phone call.

Re: the Santa Ynez River Trail Map:

My name is Hudson Hornick and I am on the board of the homeowners association of Rancho de Maria. Although we share in the excitement most people seem to have about the idea of groomed hiking, biking, and equestrian trailheads, we have a specific concern to address. In 2018, Buellton City Council approved a mixed use project called "The Hub" (APN 099-090-048) on the SE end of Industrial Way, which will abut the Rancho de Maria complex. Prior to Buellton's approval of The Hub, the Rancho de Maria homeowner's association and the owner of The Hub sat down and came to an agreement about how this project would be built. Among other things, the agreement was that there would be one-way pedestrian access to the proposed river trail for Rancho De Maria residents. (The Hub's plans include developing a river trail along its property.) The purpose of this one-way access was to allow Rancho de Maria residents to continue to access the walking and biking trails that the public has enjoyed for decades and which exist along the river now. At the same time, it would prevent future Hub residents from entering Rancho de Maria and utilizing our baseball field, jungle gym, tennis courts, and shared bbq area.

Should the proposed SY River Trail map move forward as currently suggested, there is a trailhead proposed in what would be "The Hub." Should that proposed trailhead be built, it would clearly undermine the intent of the agreement struck between Rancho de Maria and The Hub. All the same, the residents of Rancho de Maria are excited at the possibility of the trailhead and easy access to it. I write not to express disapproval, but merely to ask that if a trailhead is built there, that it conforms to the agreement struck by The Hub and Rancho de Maria - that is, that it provides keyed access for Rancho de Maria residents only. In the alternative, if that trailhead is going to be a public easement, then I would like to know if that easement has been secured by the current owner of APN 099-090-048 (the owner of "The Hub"). Another option would be not to have a trailhead designated there, and perhaps move it to another location. I should also note that Rancho de Maria likely would not oppose and would welcome the trailhead at that location if The Hub does not get developed. Thank you all for your time and attention.

From: [Thomas Hussey](#)
To: [Jared Carvalho](#)
Subject: River Trail Buell>Solvang
Date: Monday, July 20, 2020 9:13:33 PM

Great Idea!!

With Compliments,
~Tom

via iPhone

From: [Mark Massara](#)
To: [Jared Carvalho](#)
Subject: River Trail
Date: Wednesday, July 22, 2020 11:17:52 AM

Thank you for your work on this project. I'm highly supportive and happy to help. When not up north I am in Los Olivos.

Mark Massara

Santa Ynez CA 93460

From: [Peter Schneekloth](#)
To: [Jared Carvalho](#)
Subject: River train between Buellton and Solvang
Date: Thursday, July 30, 2020 6:14:55 PM

The trail is a great concept. Are planners aware that this spring endangered Bell's Vireos were nesting in the river immediately West of the two Buellton bridges?

Peter Schneekloth

From: [Kevin Keating](#)
To: [Jared Carvalho](#)
Cc: [Meaghan Diesterhofer](#)
Subject: Santa Ynez River Trail Alignment Study
Date: Thursday, July 16, 2020 6:38:52 PM
Attachments: [image0.inea](#)
[image1.inea](#)

Dear Mr. Carvalho,

This is in reply to the call for public comments regarding your proposed River Trail between Solvang and Buellton.

I am writing to express my objection to the trail project. Despite the appealing nature of having a trail open to the public, we cannot overlook the fact that bicycle trails throughout California have become prime encampment sites for homeless who cannot be evicted without a court order. It is these very homeless who will use the river for bathing and as a bathroom, who use needles and take drugs like heroin and methamphetamine and who set fires to keep warm or cook food daily. These fires have already caused fires, major damage and pollution in the river- our only source of drinking water and a water supply for protected wildlife and a spawning for State-protected steelhead trout. Again while the intentions are good, the saying applies, "the road to hell is paved with good intentions."

You need to consider REALITY in this plan; where there are bike paths, a river, nice California weather, with fast food restaurants, convenience stores, and a highway nearby, you will have homeless encampments - 100% guaranteed. That means all the negatives: drugs, crime, litigation costs, police costs, firefighting, cleanup and social work costs as well as dramatically reduced quality of life for taxpayers and lower property taxes due to lower property values. In the end, the trail- like our parks in the City of Santa Barbara- will be overtaken by homeless and the people you envisioned using it won't use it at all, save perhaps to attempt trash clean up community days. What a waste and one that can't be reversed. Lompoc simply cannot rid themselves of their homeless problem no matter how hard they try. Do we want that in Solvang and Buellton?

Note the below videos from LA and Orange County are both where the government thought it'd be a good idea to have a bike path by the river:

LA RIVER massive homeless encampments made easy by bicycle path. Easy for dealers to find their clientele. Easy to wheel their carts of stuff to their new camp:

1. <https://youtu.be/kgE0mF0HTMs>
2. Same problem on bike path in Santa Ana RIVER Trail:

https://youtu.be/45qSj4_DVxs

Select fires in Santa Barbara county caused by homeless encampments :

1. Here's a homeless fire in Buellton, right where you're hoping to put the bike path: Note how the homeless camp was so developed he even put up a picket and iron fence and had a big metal stove inside the cave (look at right side of cave entrance).



https://syvnews.com/photos-fire-at-homeless-camp-in-riverbed-outside-lompoc/collection_65b4c50b-18e4-51e8-b502-11d6a631fefb.html

2. Fire in Lompoc near river. Per the article, The fire was the fourth this year (2018) to be extinguished by firefighters in the Santa Ynez riverbed surrounding Lompoc.

https://lompocrecord.com/news/local/fire-threatens-homeless-camps-in-riverbed-in-north-lompoc/article_a2789ce0-ab69-5629-bf02-781008cef179.html

3. Speaking of Lompoc, the river there attracted so many homeless the Police dept had to dedicate an officer full time as a "homeless liaison." Hope you have budgeted for that as well. They eventually had to do a massive cleanup and eviction of the homeless there which left tons of trash and toxic waste behind. As you'll read in the following paragraph, the homeless are right back at it- camping and starting fires just 2yrs later.

https://lompocrecord.com/news/local/better-chance-at-life-lompoc-police-homeless-liaison-hoping-to/article_c22a77eb-331b-5abc-850a-77d623b8f163.html

4. Looks like in spite of the cleanup and "eviction" the homeless predictably returned to the riverbed encampments. Just an hour before I began writing this email there was a fire in the encampment there, started no doubt by one of the homeless people's junky cars parked there. Just look at all the garbage strewn in this important waterway that drains to the ocean. The burning car probably doesn't enhance air and water quality either.



I could go on and on, but my question to you is, what are you thinking even proposing something like this when every other municipality in California that has a riverbed bike trail is inundated by an intractable homeless problem?

Sincerely,

Kevin Keating
Santa Ynez

CC: SBC Supervisor Joan Hartmann

<http://ktuagis.maps.arcgis.com/apps/Cascade/index.html?appid=7420249469394a7eb00448aa99888f5f>

From: [Becky Deutsch](#)
To: [Jared Carvalho](#)
Subject: Santa Ynez River Trail Alignment Study
Date: Sunday, August 16, 2020 5:19:22 PM

Mr. Carvalho,

Thank you so very much for your timely and detailed response to my telephone message this past Friday. Unfortunately I forgot to check my answering machine until Saturday and realize my input is now past the deadline and may not be included for your consideration. But here it is for whatever use it may be.

Bicycling is an activity that few people think about in a world that caters to the convenience of the automobile, but when bicycling is made available it leads to comments such as, "Why haven't I done this before?" One reason is that bikeways are usually alongside moving vehicles and potential cyclists don't feel safe. You have a unique opportunity to build a separated biking facility away from traffic in a natural area and in addition it will connect to shopping and destination areas. This is a perfect recipe for people who would otherwise get in their car to, instead, use their bike. Riding a bike in the country, away from traffic, is fun, invigorating and good exercise. Driving a car in traffic is not. Once an adequate biking trail becomes available, it becomes a way of life to use it. All ages can get the benefit of bicycling and will if they feel safe and the experience made enjoyable. For that reason I think it is extremely important to separate the biking trail from the pedestrian trail. For even the slowest cyclist, having to stop or reduce speed for pedestrians is enough to discourage bicycle use. In summary my points are these:

1. Since you have the opportunity, please build the trail alongside the river bed. Only experienced cyclists will enjoy a trail alongside the highway.
 2. Young and old and tourists will be encouraged to use a bike if the trail is in a pleasant environment.
 3. Keeping the biking and pedestrian trails separated makes use of them more convenient for everybody.
 4. The better the trail the more people will use it instead of their car.
- We have understood the negative consequences of unnecessary dependence on cars for some time....increased traffic, noise, pollution, lack of exercise, green space is paved over to provide more lanes and parking spaces. Using a car is a major expense. I am so excited that such a beneficial alternative may one day be available.

The very best of luck in the pursuit of this endeavor.
Sincerely,
Becky Johnson

From: [Becky Deutsch](#)
To: [Jared Carvalho](#)
Subject: Santa Ynez River Trail
Date: Monday, August 17, 2020 10:13:14 AM

Mr. Carvalho,

My apologies for becoming a nuisance. I wanted it to be clear that I think bicycling is such an important activity that as many as possible should be given the opportunity and encouragement to participate in it as a form of exercise and transportation. It is inexpensive and harmless to the environment. To me the benefits of cycling over the use of an automobile are so great that I would like to see cycling become the primary use of transportation with automobiles used only when necessary. For that reason I think it is a lack of civic responsibility and lack of concern for the health and well being of the community when separated bikeways are not provided whenever, wherever possible (usually when new roads are built).

Building a safe, convenient trail along the northern edge of the river will encourage the greatest number of participants and will, therefore, result in the greatest benefit to both communities.

Thanks very much for listening.
Sincerely,
Becky Johnson

From: [Carol Leshner Peterson](#)
To: [Jared Carvalho](#)
Subject: Santa Ynez Valley River Trail
Date: Monday, July 27, 2020 6:07:35 PM

Hello,

We are the owners of 290 E. Hwy 246, the "bowling alley" property.
Can you please send me the latest path for the trail? Since day one, We were told that if we want our project to be approved, we had to give an easement and path thru our property to the hwy. We had no choice, We agreed that the city would pay for it and we would maintain the path up the hill.

We are now waiting for final approval from the county, and were told that we have to make a 6 foot wide DG path before we can get approval. When I questioned it, I was told it was in the paperwork and I agreed.

I understand this trail may take up to 10yrs to complete AND not all properties have agreed to this. It may never happen. This is insane that we would do this and have the problem of people crossing our property as a shortcut. PLUS having to maintain it.

One of the last maps I saw showed the trail heading up on the east side of our property behind the storage lockers.

I'm asking if the trail path to our property can just start along the top of the hill instead of up our existing path?

People would already be up there and it would be easier for us to control.

Thank you
Carol Peterson

ps. We own a large rental property outside of Portland, and the city wanted to create a walking path. Very short distance, and they sent me a check for \$16,000. You have mine for free. PLUS expect us to improve the path. Is the city buying the easements from all the other properties?

Just curious

From: [John Duncan](#)
To: [Jared Carvalho](#)
Cc: [Hartmann, Joan](#)
Subject: Solvang - Buellton Trail Alignment Study
Date: Thursday, August 13, 2020 2:47:49 PM

Mr. Carvalho,

Thank you for the opportunity to comment on the trail routes proposed to connect Solvang and Buellton. This is a critical part of our circulation infrastructure that needs to be addressed.

I have viewed the proposed routes shown on the online interactive map but I prefer to give you my comments in a simpler fashion.

I support the proposed trail alignment that follows the north side of the Santa Ynez River. This alignment will be far safer than the existing Class I bike path along 246 or a new trail separate from the highway but adjacent to 246. The riverside route would have much higher scenic and recreational values and will not repeatedly cross streets exposing users and drivers to danger. It would also be much quieter than a route alongside 246.

It is true that a routing along 246 would enjoy greater overall connectivity but this can be provided by a few carefully selected connecting points along the riverside route combined with the existing Class I on 246.

You show the riverside route connecting to Fjord Drive in Solvang which is logical but it would also be helpful if there were a connecting link on the western edge of Solvang that would connect with 246 at Skytt Mesa Road.

Once westbound riders and walkers leave Solvang there is really no need to connect with 246 until Ballard Canyon Road. This is a logical connection for both walkers, cyclists, and riders.

On the other hand, it is possible that equestrian facilities along 246 might find the trail useful and might be willing to provide connectivity between the two routes prior to Ballard Canyon. If so, the connecting routing should avoid impacts to the amazing alley of Deodar Cedars.

Other logical Buellton connections could occur at McMurray Road, Avenue of the Flags, and Industrial Way.

Riverview Park and Sycamore Drive are logical end points for this section of trail alignment. The western terminus should consider how it would connect to future westward riverside routing.

Thank you for your work on this project. I served as the Santa Barbara County Third District Planning Commissioner (1995-2000) and I was the chair of the General Plan Advisory Committee that worked on the Santa Ynez Valley Community Plan. So I know there is broad public support for this trail and it has taken many years to get to this point.

Lansing Duncan



Cars Are Basic™

Estab. 1998

16 June 2020

Thru: SBCAG Board

TO: Ex. Director M. Kim

Re: Santa Ynez Valley / Solvang bike plan - transportation plan

Director Kim, as you know Cars Are Basic, Inc. has been involved with this topic, specifically because of requests by members and supporters affected by the Santa Ynez plan.

CAB made the point (using SBCAG official statistics) that the work commute and population numbers in the valley do not support this plan. To justify it as a "unique tourist" draw would require more active bicyclists than were generated in the City of Santa Barbara bike plan in 1980 (high point of bike use).

As a transportation organization for two decades, and having represented or supported numerous neighborhoods or public interest groups before SBCAG, we were disappointed at the latest revelation by SBCAG as reported on KEYT concerning the Santa Ynez River Trail Alignment Study (report). Cars Are Basic previously submitted its position based upon your organization statistics, and has made the point that we represent residents of both Solvang and the Valley. As a Stake Holder Organization in the County we were and are surprised that the "report" by Mr. Becker (as part of TAC) was not provided to us. We were not notified of the presentation, despite our requests to be kept abreast of developments.

The City of Santa Barbara produced an official single day bike count of just over 3,200 in 1980 (zero bike paths). To justify Mr. Becker's plan, the number of daily active bicyclists would need to equal this number from June to September in order to provide the necessary economic stimulus. Any reasonable projection of bike numbers does not justify either the traffic flow disruption or the expense of the proposal. The above-mentioned number, every day in an isolated valley with a town of 6,000 residents, does not compute. This is greater than the numbers generated by the professional bike tour competition of past years.

This is a segment of a much larger unrealistic traffic plan. Regarding the issues of 154 in and around the community of Los Olivos, CAB strongly objects to the proposed roundabouts there.

1180 Eugenia Pl. #220
 Carpinteria, CA 93013
cab@CarsAreBasic.org

Before you were Director, CAB warned Caltrans of the La Purisma and 246 Roundabouts as being incapable of "safely" handling the increasing traffic. Under emergency conditions and because of design error a fire fighter was killed in a single vehicle accident at the La Purisma / 246 roundabout. Law enforcement has been "gagged" from speaking out in opposition to these roundabouts. There have been horrendous accidents at the 154 device, with the most recent a Semi-truck overturned because of design flaws.

We conclude with the words of Mr. Becker who showed pictures of bike use of 60 years ago. He then said this era of outdoor activity and bicycle use is what is hoped would return. How is that possible, with the demographic shifts in age, where the current population is approaching 50 years old?. SBCAG has the statistical evidence that clearly backs CAB's long term positions. To quote your predecessor Mr. Kemp; SBCAG cannot prove increased bike use, reduced auto use, and a clamor for government owned transportation with this type of planning. Santa Barbara City is a classic failure of this planning. (e.g. Using 246 for a bike route will destroy the long term middle class Solvang businesses as has and is still happening on State St. in Santa Barbara.)

CAB recommends the report be rejected since it does not include obvious long term outcomes that have (as Salud Carbajal stated about alternative transportation) failed goals through out the valley..

Respectfully,

Scott Wenz,
President CAB

From: [David Goldstien Architect Inc.](#)
To: [Jared Carvalho](#)
Subject: Solvang to Buellton trail
Date: Thursday, July 23, 2020 9:06:09 PM

Mr. Carvalho,

I read the article in today's SYV News about the proposed Solvang-to-Buellton River Trail, as an avid walker I am very much in favor of developing that amazing resource. I have nothing particular to offer in regards to the different alternate route, I am just anxious to see it completed in a safe and cost effective manner.

As a resident of Santa Ynez I would hope in the future and extension could be considered from Solvang to Refugio Rd. and through to Hwy 154 and beyond. There is a wide right-of-way on the south side of Hwy.154 back to Los Olivos in which a great trail could be developed, but back to reality. YES, I SUPPORT THE PROPOSED TRAIL FOR NOW.

Thanks for your efforts,

David Goldstien Architect

Santa Ynez, CA 93460

From: [Jeff Hartman](#)
To: [Jared Carvalho](#)
Subject: Support for Buellton-Solvang Proposed Trail
Date: Friday, July 31, 2020 10:55:48 AM

Hi Jared,

I recently saw the plan for the proposed trail between Buellton and Solvang and wanted to give you my support on it. My family owns property along the route and we would be happy to have a trail that connects the two towns. It would be a great asset for the community, improve quality of life for residents and be a fantastic activity for tourists as well.

Let me know how I can help. Thanks!

--
Jeff Hartman

From: [Ron Dale](#)
To: [Jared Carvalho](#)
Subject: Trail Plans between Buellton and Solvang????
Date: Thursday, July 23, 2020 1:15:18 PM

Dear Jared:

We own property on the south side of US 246 in Buellton and the County within the UBG boundaries of the city of Buellton since 1953. Please call me concerning your plans and progress on public trails on private property between Buellton and Solvang. We are in the process of planning new expansions of our property development, and we do not want your plans conflicting with private properties we own.

Thank you for your consideration.

Ron Dale

From: [fnemerson](#)
To: [Jared Carvalho](#)
Subject: WE Watch Comments, SY River Trail Alignment
Date: Saturday, July 25, 2020 9:23:45 PM

Mr. Carvalho,

Thank you for the opportunity to provide some comments about the SY River Trail Alignment. When the SYV Community Plan Update was being finalized in 2009, WE Watch supported its trails section and maps. In general, we continue to support trails in the Valley, with a priority for those that enable safe commuter biking for students and adults thus providing reduction in use of other types of vehicles and lessening congestion and air pollution. We would like to see any new trail fully protected from 45 and 55 mph Highway 246 traffic if possible.

We do not have any specific advice about the map's trail routes, but wanted to share our thoughts with you about portions of the two Valley trails being studied right now.

We consider the Highway 246 trail to be the highest priority. Though you are focused in this study on the trail up to 5th Street in Solvang, our concern is how to get through Solvan, given the opposition to removing certain parking spaces in the 246 right of way. There are additional angled parking spaces that are potential danger spots for bike riders.

The River trail route seems doable within Buellton's city limits more or less as outlined on the map and that is good news. However, you must be as concerned as we are about what the response of property owners along the north bank of the Santa Ynez River will be to sharing their property with a trail. We know that in the past many have opposed such a trail. Can incentives be found that would make this more attractive to them (e.g. easements, payments)? Can proponents come up with ways to ensure that there will not be trespass onto their land or damage of any kind to crops, animals, equipment or buildings? (e.g Franklin Trail & Land Trust of SB County action)

The problems go beyond the landowners between Buellton and Solvang. The other problems are within Solvang. Being next to a length of Valley trail would mean considerably more bike traffic on Fjord than the two new bike lanes produce. As you know, the occupants of homes in Rancho Santa Ynez Estates and the homeowners in Alisal Glen, some of whom have driveways entering Fjord, strongly opposed the new bike lanes and now oppose any trail extension. They consider this street an integral part of their neighborhood. You are probably hearing from both groups. If you could achieve a Fjord route, where would users go when they got to Alisal? Alisal Road is a hazardous route once one reaches the former Outlets building, the Mission may not be interested in helping and there may not be any way to get a trail from Alisal to Alamo Pintado.

Please add the WE Watch e-mail, xxx, to your e-mail list.

Sincerely,

Nancy Emerson, WE Watch president