4.14 Transportation

This section evaluates the 2045 General Plan's potential impact on the local and regional transportation system in Solvang, including potential impacts to vehicle miles traveled (VMT). The regulatory setting in this section is based, in part, on the City's Existing Conditions and Trends Workbook (City of Solvang 2021a). The analysis in this section is based, in part, on the *Traffic Analysis Data Memorandum* prepared by DKS Associates in December 2023 (Appendix G).

4.14.1 Setting

a. Roadway Network and Functional Classifications

Solvang is served by a system of streets and paths that enable connections in the city and to the regional transportation system. They are classified by their function with different characteristics and accommodations for modes of travel and access to adjacent land uses. The system supports multiple modes of travel and contains network elements that support vehicular, bicycle, pedestrian, and transit travel. The roadway classifications serve as the City's policy guidance for the development of multi-modal streets and balance all network elements. Descriptions of roadway classifications and their characteristics in Solvang are described below. The location of existing roadways and their classifications are shown in Figure 4.14-1.

State Highways

State highways provide regional access to and from Solvang. One state highway, State Route (SR) 246 runs through Solvang, east-west and provides regional access to Solvang. SR 246 connects with other major transportation routes in the area, including SR 154 located approximately 3.9 miles east of Solvang and United States Route 101 (U.S. 101) located approximately 2.1 miles west of Solvang.

Primary and Secondary Arterials

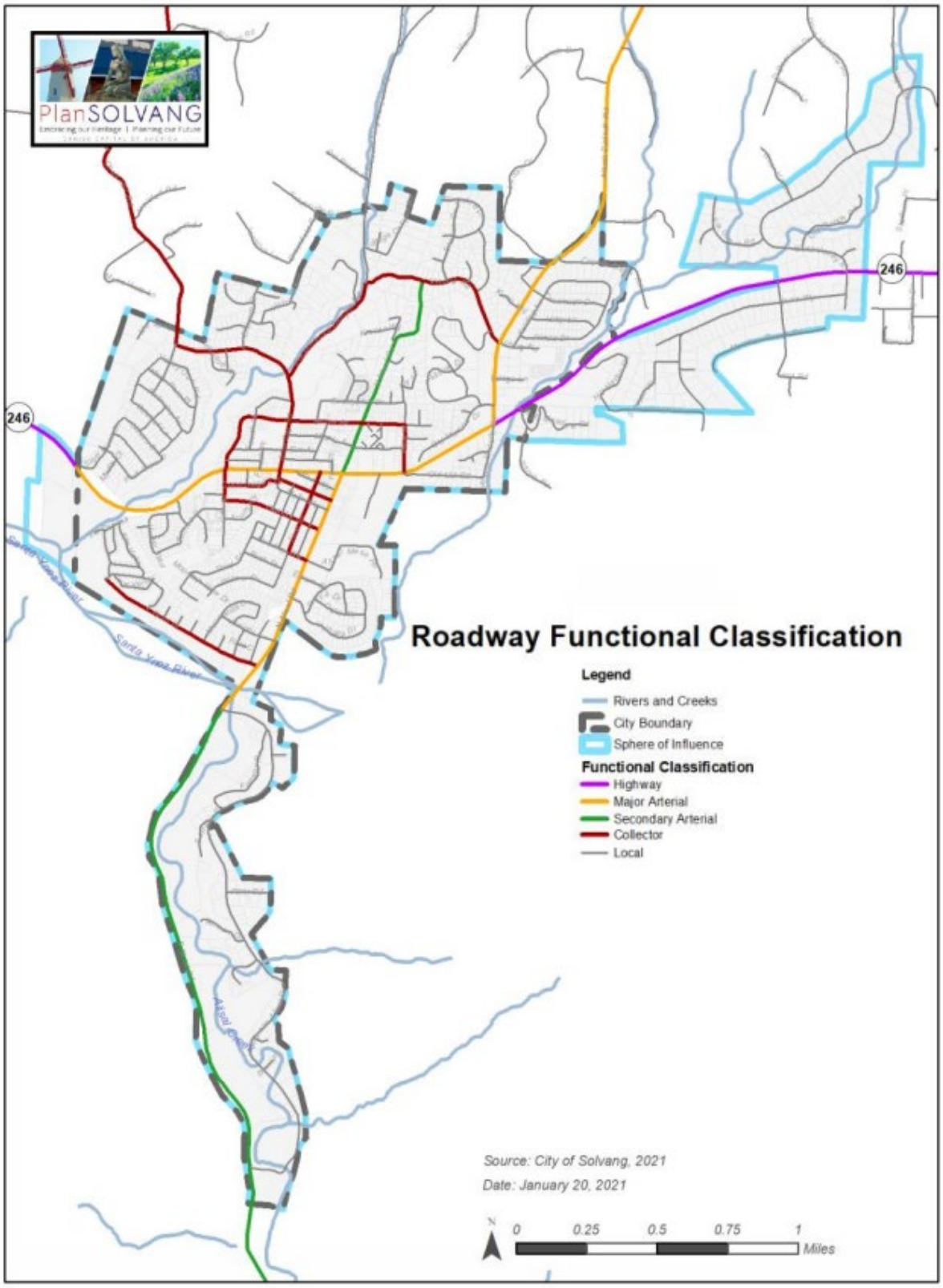
Primary Arterials serve major activity centers, as well as neighboring areas, and the highest traffic volume corridors to provide a network of continuous routes and facilitate both local and inter-regional travel.

- Mission Drive (SR 246) is the major east-west route through the city that has two travel lanes with intermittent center turn lanes. Mission Drive acts as the city's main street where many local businesses, restaurants, and hotels are located. Pedestrians commonly use Mission Drive within the Solvang city limits.
- Alisal Road is one of the main north-south arterials in Solvang, classified as a Primary Arterial south of Mission Drive. South of Solvang bridge and Alisal Ranch, Alisal Road transitions into a rural road in the county for 6.5 miles and terminates approximately at U.S. 101 and Old Coast Highway.
- Alamo Pintado Road, at the east end of Solvang, is a two-lane north-south Primary Arterial that starts in Solvang at Mission Drive and terminates at SR 154 in Los Olivos.

Secondary Arterials serve as activity centers and experience less traffic than Primary Arterial.

- Alisal Road north of Mission Drive is considered a Secondary Arterial.

Figure 4.14-1 Roadway Functional Classification



Major and Minor Collectors

Collectors provide local access to the overall roadway network, channeling traffic from local roadways into the arterial network. Fredensborg Canyon Road, Chalk Hill Road, Laurel Avenue, Oak Street, Viborg Road, and Fjord Drive are all examples of Collectors in Solvang. Chalk Hill Road is a two-lane local Collector that connects to Ballard Canyon Road. Ballard Canyon Road is another Collector in Solvang that provides a connection from SR 246 west of Solvang to the north at SR 154 in Los Olivos.

Local Roadways

Local roads provide direct access to neighboring land and primarily facilitate local travel. Examples of Local Roads include Skytt Mesa Drive, Old Mission Drive, Maple Avenue, and Elm Avenue.

b. Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) is a measure used in transportation planning. VMT measures the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. VMT is calculated by adding up all the miles driven by all the cars and trucks on all the roadways in a region. Since 2005, daily miles traveled within Solvang has increased by 13 percent. VMT on local roads within Solvang has seen a net increase of nearly 28 percent since 2005. Approximately 55 percent of the city's total VMT is on SR 246, with the remaining 45 percent on local roads. As shown in Table 4.14-1, the SBCAG region's existing VMT per capita is 21.74 and VMT per employee is 25.07.

Table 4.14-1 Existing Vehicle Miles Traveled Summary

Area	Scenario	VMT	15 Percent Below Existing VMT
SBCAG Region	Existing Per Capita (2015)	21.74	18.48
	Existing Per Employee (2015)	25.07	21.31

Source: Appendix G

c. Pedestrian and Bicycle Network

Pedestrian Network

Walking as a means of transport has become increasingly popular in Solvang, increasing from 2 percent of commuters in 2014 to 15 percent in 2018. The City's pedestrian facilities consist of a network of sidewalks and sidewalk ramps which are primarily concentrated in the downtown area and along SR 246 but are also present in proximity to residential neighborhoods. In the downtown area, the City uses pedestrian signage to direct people to common locations. Figure 4.14-2 shows the locations of City-maintained pedestrian facilities.

Bicycle Network

The City's bicycle network design is guided by the 2019 Santa Ynez Bicycle Master Plan and the City's Active Transportation Plan (ATP). The Bicycle Master Plan identifies projects and responsibilities to improve the bicycle mobility within Solvang, as well as provide connections to existing bicycle networks with other jurisdictions. Existing bicycle facilities within and surrounding Solvang are

shown in Figure 4.14-3. Bikeways are designated in accordance with the California Department of Transportation (Caltrans) classifications, which are described below:

- **Class I Bikeway.** Class I Bikeway (Bike Path) is a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians, with crossflows by motorists minimized. City of Solvang bicycle facilities with a Class I classification include SR-246 (north side) between Alamo Pintado Road and Refugio Road.
- **Class II Bikeway.** Class II Bikeway (Bike Lane) provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorist. Regional facilities and their classifications within Solvang include Alamo Pintado Road from Solvang to Los Olivos (Dan Henry Bike Route).
- **Class III Bikeway.** Class III Bikeway (Bike Route) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. A Class III bikeway is planned along Viborg Road.
- **Class IV Bikeway.** Class IV Cycle Tracks or Separated Bikeways promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. No Class IV bikeways currently exist in or are planned for Solvang.

d. Transit

The transit system that provides transit service to Solvang is made up of bus services provided by Santa Ynez Valley Transit (SYVT), City of Lompoc Transit (COLT), and Clean Air Express (CAE). Transit routes and services that are provided within Solvang include the following:

- **SYVT Express Route**: Route runs between Buellton, Solvang, and Santa Ynez.
- **SYVT Los Olivos Loop:** The Los Olivos Loop runs between Solvang, Santa Ynez, and Los Olivos.
- **SYVT**: Provides curb-to-curb dial-a-ride service for seniors, ADA certified patrons, and the general public on Sundays.
- **COLT Wine County Express**: The Wine County Express runs between Lompoc, Buellton, and Solvang.
- **CAE Santa Ynez Valley to Goleta:** Route runs from Goleta to Buellton and Solvang. The route serves residents of the Santa Ynez Valley commuting to their jobs in Goleta.
- **CAE Santa Ynez Valley to Santa Barbara:** Route runs from the city of Santa Barbara to Buellton. The route serves residents of the Valley commuting to the city of Santa Barbara.
- **SMART Breeze 200 Bus**: Route runs from Santa Maria to Buellton and Solvang.

Figure 4.14-2 City Maintained Pedestrian Facilities

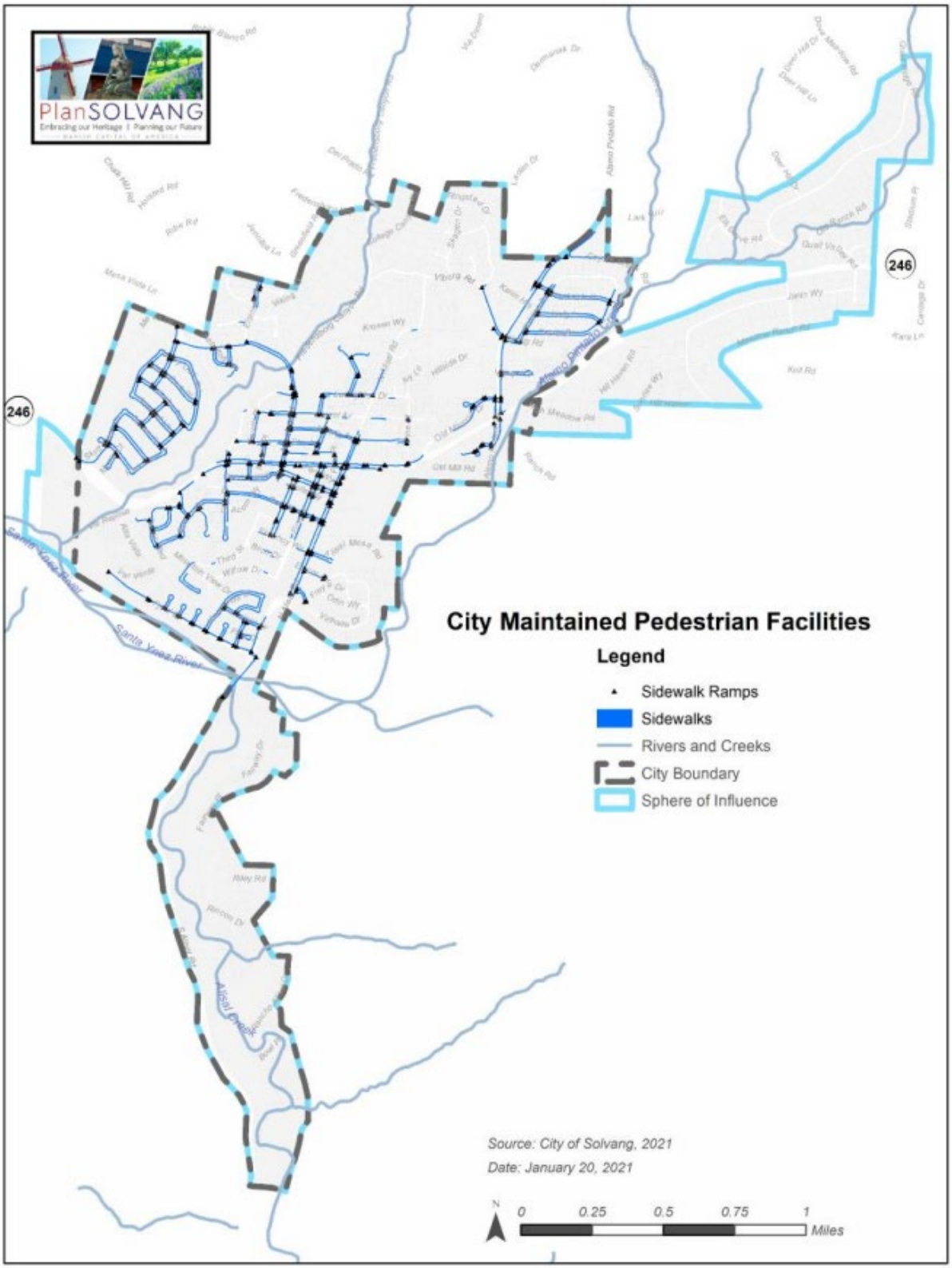
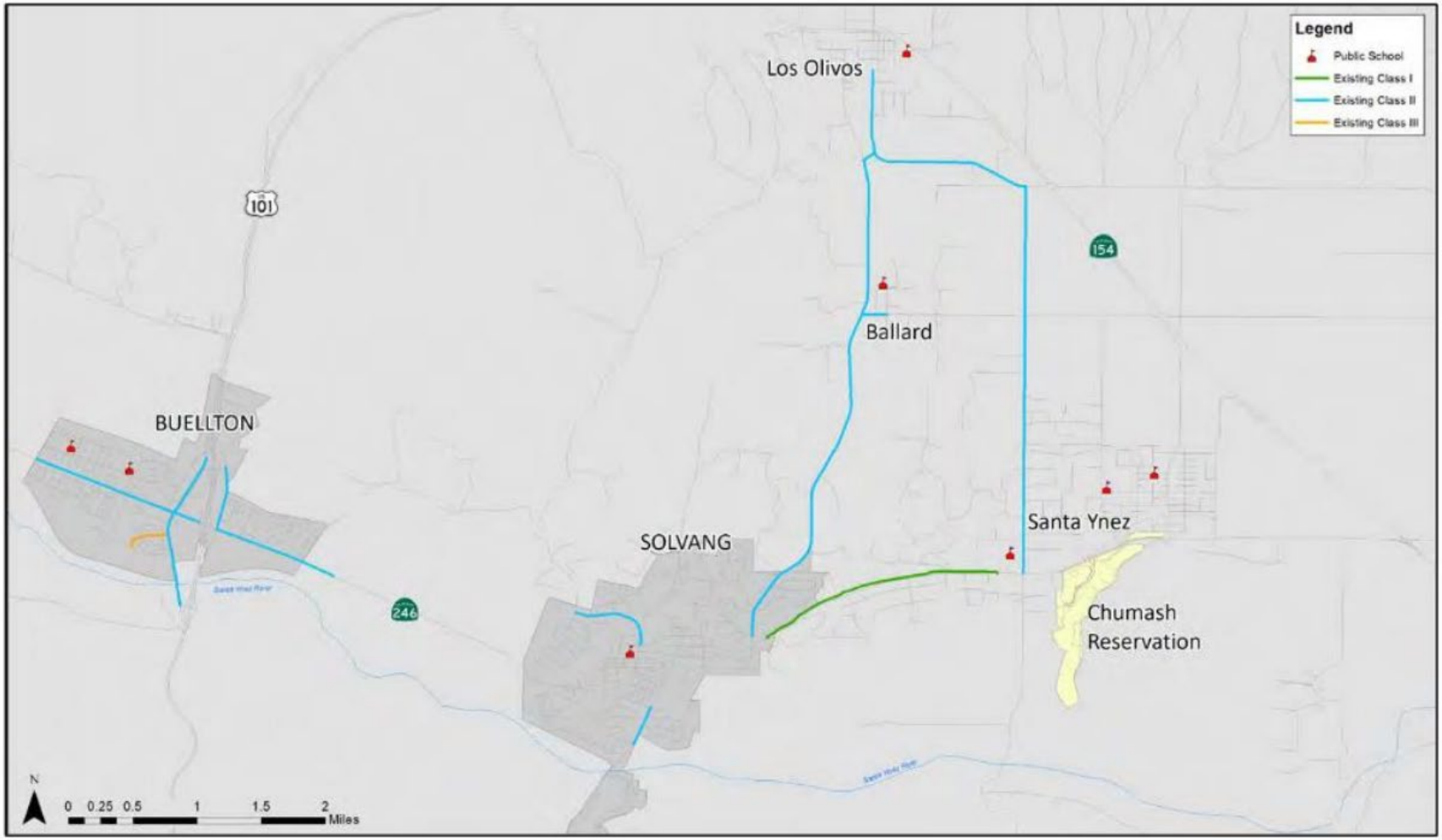


Figure 4.14-3 Existing Class I, Class II, and Class III Facilities in the Santa Ynez Valley



4.14.2 Regulatory Setting

a. Federal Regulations

United States Department of Transportation

The United States Department of Transportation provides a number of grant programs, primarily for the construction and upgrading of major highways and transit facilities. Many of these grants are administered by the State and regional governments. Use of federal grant funding also invokes the National Environmental Protection Act in some cases.

b. State Regulations

Caltrans Authority over the State Highway System

Caltrans is responsible for the planning, design, construction and maintenance of all interstate freeways and state routes. It builds, maintains, and operates the State Highway System in California with a goal to facilitate the safe and efficient use of the state transportation system for all users. Standards established in Caltrans' 2020 Transportation Impact Study Guide focus on the VMT metric. The document is intended to be a reference and informational document that aligns with the standards and thresholds established in the Governor's Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*. This document is available to be used by local governments to uniformly review transportation analysis and assess the operational standards of Caltrans-maintained facilities. The 2020 Transportation Impact Study Guide acts as a replacement for the 2002 Guide for the Preparation of Traffic Impact Studies but is only intended to be used with local land use projects and plans, not to be used for transportation projects on the State Highway System.

AB 32 and SB 375

With the passage of AB 32, the Global Warming Solutions Act of 2006, the State committed itself to reducing statewide GHG emissions to 1990 levels by 2020. CARB is coordinating the response to comply with AB 32.

On December 11, 2008, CARB adopted its Scoping Plan for AB 32, which was subsequently updated in 2013, 2017, and 2022. This scoping plan included the approval of SB 375 as the means for achieving regional transportation related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the State comply with AB 32.

There are five major components to SB 375.

First, regional GHG emissions targets: CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every 8 years in conjunction with the revision schedule of housing and transportation elements. The MPO for the Santa Barbara County region, including Solvang, is the Santa Barbara County Association of Governments (SBCAG).

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet

the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target. The RTP and SCS are further described below.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Allocation numbers must conform to the SCS.

Fourth, SB 375 provides California Environmental Quality Act (CEQA) streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments also qualify if they: (1) are at least 50 percent residential, (2) meet density requirements, and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission. Regional transportation planning agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with California Transportation Commission guidelines.

SB 743

SB 743, which was signed into law in 2013, directed OPR to develop revisions to the *CEQA Guidelines* by July 1, 2014 to establish new criteria for determining the significance of transportation impacts and define alternative metrics instead of traffic level of service. SB 743 requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA by recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (PRC Section 21099, subdivision [b][2]).

Office of Planning and Research Screening Thresholds for VMT

In accordance with the provisions of SB 743, OPR published the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) in December 2018 to assist local agencies in evaluating potential VMT impacts of a project. The Technical Advisory provides methodologies and thresholds of significance that may be used for project-level analysis of VMT impacts. The Technical Advisory also includes suggested screening thresholds to identify when a project should be expected to cause a less than significant impact without conducting a detailed study. The Technical Advisory suggests lead agencies may screen out of VMT impacts using project size, maps, and transit availability, each of which are briefly discussed below.

Project Size

Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with an SCS or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact.

Map-Based Screening

Residential and office projects that are located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data can identify areas currently below threshold VMT. Because new

development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

Transit Availability

Lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop[1] or an existing stop along a high quality transit corridor[2] will have a less-than-significant impact on VMT. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT.

c. Local Regulations

Santa Barbara County Association of Governments Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy

SBCAG is required by State and federal law to prepare, update, and adopt a RTP every four years. The most recent update to the RTP was completed by SBCAG in 2021 (Connected 2050 RTP/SCS) and sets forth the long-range transportation planning goal describing how the region will meet its transportation needs for the 30-year period from 2020 to 2050. The Connected 2050 RTP/SCS provides a collective vision for the region's future that balances transportation and housing needs with social, economic, and environmental goals. The Connected 2050 RTP/SCS helps guide future planning efforts and policy decisions that affect transportation, including its relationship with housing and land use, with the goal to reduce regional greenhouse gas emissions. The Connected 2050 RTP/SCS is based, in part, on SBCAG's Regional Growth Forecast which projects population and employment data to 2050. SBCAG designates Regional Housing Needs Allocation to jurisdictions based on the Regional Growth Forecast.

The Connected 2050 RTP/SCS includes five goal areas – Environment, Mobility & System Reliability, Equity, Health & Safety, and Prosperous Economy – with respective policies to meet each goal areas, which are expected to result in significant benefits to the region, not only with respect to transportation and mobility, but also economic activity, safety, and social equity (SBCAG 2021).

Santa Ynez Valley Community Plan

The Santa Ynez Valley Community Plan is a component of the County's Comprehensive Plan which focuses on long-range planning efforts in the Santa Ynez Valley, including transportation improvements. The Santa Ynez Valley Community Plan includes goals, policies, and development standards for transportation facilities in the Santa Ynez Valley, including policies promoting alternative transportation, bicycle facilities, land use patterns that slow roadway degradation, among other policies.

[1] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").
[2] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

Santa Ynez Valley Bicycle Master Plan

The purpose of this plan is to create a cohesive vision for recreational and utilitarian bicycle travel in the Santa Ynez Valley. The Santa Ynez Valley is governed by four jurisdictions: the County of Santa Barbara, the City of Buellton, the City of Solvang, and the Chumash Nation. Additionally, Caltrans is the owner and operator of three state highways in the study area: SR 154, SR 246, and US 101. Each of these jurisdictions has their own goals and vision for bicycling, yet a cohesive vision is lacking. Travel by bicycle frequently involves crossing a political boundary and without a cohesive vision, a disjointed and uncoordinated bicycle network can be expected. This plan is intended to fill the sub-regional gap in bicycle planning (SBCAG 2019).

Santa Ynez River Trail Alignment Study

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 (SBCAG 2020).

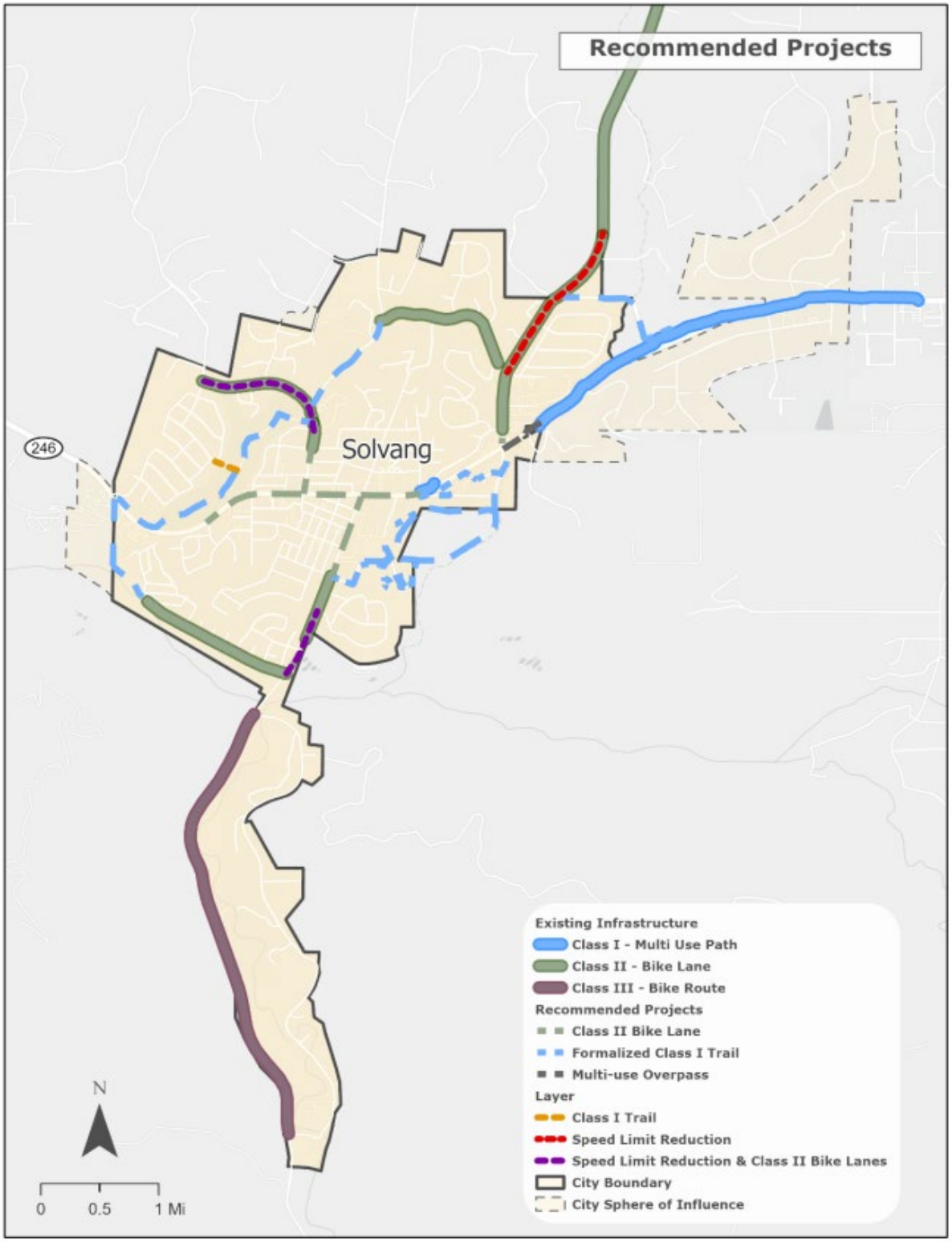
Solvang Local Roadway Safety Plan

The City's Local Roadway Safety Plan addresses traffic safety needs and strategies and provides a framework to improve traffic safety in Solvang. The Local Roadway Safety Plan provides traffic incident analyses, determines high risk locations, establishes goals for traffic safety in Solvang, provides a list of measures to address safety issues at high-risk locations, and identifies safety partners (City of Solvang 2021b).

Solvang Active Transportation Plan

The City is in the process of developing an Active Transportation Plan, anticipated to be adopted in February or March of 2024. Once adopted, the Active Transportation Plan would serve as a guidance document intended to support the provision of a connected bicycle and pedestrian network to provide safe, affordable, and accessible transportation choices in Solvang. The Active Transportation Plan would update Solvang's existing bicycle network, update the City's bicycle facility design guidelines, revise the City's bicycle capital improvement program, establish a future bicycle network, establishes planning level cost opinions to inform capital improvement cost-effectiveness, and establishes a data source to facilitate the development of future bicycle improvements in Solvang. Although subject to change prior its adoption, the draft Active Transportation Plan includes a map of existing and planned bicycle facilities in Solvang, which is provided for informational purposes as Figure 4.14-4 below.

Figure 4.14-4 Draft Active Transporation Plan Bicycle Facilities



4.14.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

The analysis in this section is based, in part, on the *Traffic Analysis Data Memorandum* prepared by DKS Associates in December 2023 (Appendix G). VMT estimates were modeled using the SBCAG travel demand model released in July 2022. The travel demand model uses TransCAD 9.0 transportation planning software. The model consists of a 2015 base-year scenario (existing year scenario) using the most recent data available, and a 2050 future year scenario (future year scenario).

This land use-based model is consistent with SBCAG's travel-demand model assumptions and inputs. The 2015 existing year scenario was chosen consistent with the SBCAG travel demand model baseline. Given the negligible amount of development in Solvang between 2015 and 2022, no adjustment to the existing year scenario is warranted. Although the 2045 General Plan would facilitate development through the year 2045, the future year scenario (2050) from the SBCAG travel demand model is applied to the year 2045 as a conservative approach as it would assume all the potential development would occur by the year 2045 (the General Plan horizon year).

The proposed 2045 General Plan includes Policy MOB-1.5 and Mobility Element Program B which require the City to adopt and implement VMT thresholds for determining transportation impacts and streamlining opportunities for projects subject to CEQA. These VMT thresholds are not yet adopted.

Accordingly, for this EIR, the threshold used for VMT is based on the recommendations of the OPR's Technical Advisory. The Technical Advisory provides methodologies and thresholds of significance that may be used for project-level analysis of VMT impacts, including recommended thresholds of significance applicable to individual residential projects. However, for land use plans such as general plans, area plans, or community plans, the Technical Advisory recommends analyzing VMT outcomes over which the plan may substantively affect travel patterns, including beyond the boundary of the plan or jurisdiction's geography. The Technical Advisory recommends that general plans, area plans, or community plans may have a significant impact on transportation if the VMT increases would exceed a threshold of 15 percent lower per capita or per employee VMT than existing regional development.

In addition, OPR recommends infrastructure projects that result in a net increase in total area VMT may have a significant transportation impact. The Technical Advisory includes evidence connecting this level of reduction to the State's greenhouse gas emission reduction goals including under SB 32 and SB 375 (OPR 2018).

Therefore, for the purpose of this analysis, the 2045 General Plan would be considered less than significant if the future year with project scenario VMT per capita and VMT per employee of Solvang would be 15 percent or more below the existing/base year SBCAG region average VMT per capita and VMT per employee (Appendix G).

While a 15 percent threshold is used in this Program EIR to analyze VMT impacts of the 2045 General Plan, this threshold may not necessarily be utilized by the City as lead agency for future projects. Lead agencies have the discretion to choose the most appropriate methodology to evaluate a project's VMT pursuant to *CEQA Guidelines* Section 15064.3(b)(4).

The City anticipates adoption and implementation of VMT thresholds after adopting the 2045 General Plan in compliance with Policy MOB-1.5 and Mobility Element Program B, discussed above.

Therefore, the 15 percent lower per capita and per employee VMT than existing regional development threshold used to analyze VMT of the 2045 General Plan in accordance with the OPR Technical Advisory may not necessarily be used for future individual projects in Solvang. As lead agency, the City may choose to adopt a lower threshold than OPR's recommended threshold due to its geographical location relative to employment opportunities, topography, and other considerations. Until Implementation Policy MOB-1.5 and Mobility Element Program B are implemented, the City may continue to apply VMT significance thresholds on a case-by-case basis using OPR's recommended thresholds.

Significance Thresholds

CEQA Guidelines Appendix G provides the following significance thresholds to determine if a project would have a potentially significant impact on transportation. For the purposes of this EIR, implementation of the 2045 General Plan may have a significant adverse impact if it would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
4. Result in inadequate emergency access.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact TRA-1 THE 2045 GENERAL PLAN WOULD NOT CONFLICT WITH THE CONNECTED 2050 RTP/SCS, THE SANTA YNEZ VALLEY BICYCLE MASTER PLAN, OR THE SANTA YNEZ RIVER TRAIL ALIGNMENT STUDY, OR ANY OTHER APPLICABLE PROGRAM, PLAN, ORDINANCE, OR POLICY RELEVANT TO THE TRANSPORTATION SYSTEM. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The 2045 General Plan would result in additional residential and commercial density, which would increase multimodal trips (vehicle, bicycle, pedestrian, and transit) onto the circulation network. This increase in multiple modes of travel would be in conformance with the goals and policies contained in the following plans affecting the City's circulation network:

- SBCAG Connected 2050 RTP/SCS
- Santa Ynez Valley Bicycle Master Plan
- Santa Ynez River Trail Alignment Study
- Local Roadway Safety Plan

In addition, the 2045 General Plan's consistency with the City's draft Active Transportation Plan is provided. The draft Active Transportation Plan is subject to change prior to its adoption by the City Council. Accordingly, the discussion of the draft Active Transportation Plan is provided solely for

informational purposes because the document was not approved prior to the baseline date of the Notice of Preparation in June 2023.

A brief discussion of the 2045 General Plan's consistency with SBCAG's Connected 2050 RTP/SCS, the Santa Ynez Valley Bicycle Master Plan, Santa Ynez River Trail Alignment Study, the City's Local Roadway Safety Plan, and the City's draft Active Transportation Plan is provided below.

Connected 2050 RTP/SCS

The 2045 General Plan includes policies in the Mobility Element that support facilitating development to promote regional transportation goals included in the Connected 2050 RTP/SCS to improve access to transit, improve access to alternative transportation, and reduce adverse environmental effects. These policies include:

- **Policy MOB-1.11: Regional Coordination for Roadway Management.** The City shall coordinate with SBCAG, the City of Buellton, the Chumash Tribe, Santa Barbara County, the California Department of Transportation, and other jurisdictions in the planning and funding of regional transportation alternatives. Mission Drive (SR 246) shall not be widened to four lanes through the Village Area instead, emphasis shall be placed on developing regional transportation alternatives.
- **Policy MOB-2.7: New Facilities in Existing Neighborhoods.** The City shall encourage the installation of sidewalks, pedestrian paths, bikeways, and wheelchair ramps in existing neighborhoods, where appropriate and support Safe Routes to Schools funding.
- **Policy MOB-4.1: Complete Streets**. The City shall create guidelines to facilitate the installation of non-automobile serving infrastructure along its streets, including sidewalks and bike trails.
- **Policy MOB-5.1: VMT Management.** The City shall work with SBCAG and the Santa Barbara County Air Pollution District to identify trip and VMT reduction opportunities.
- **Policy MOB-5.2: TDM.** The City shall encourage employers to promote carpooling, public transportation, and allow telecommuting.
- **Policy MOB-6.2: Regional Transit Network.** The City shall work with SBCAG and other nearby cities and jurisdictions to ensure that the regional transit network offers access for those with limited mobility options.
- **Policy MOB-6.3: Transportation Access for Mobility Impaired.** The City shall support the public transportation system to accommodate the mobility needs of residents, especially of transit dependent persons such as the elderly and disabled.

With implementation of the policies included in the proposed Mobility Element, the proposed project would encourage alternative travel, equitable access, and a reduction in vehicle trips, consistent with the regional transportation goals of the Connected 2050 RTP/SCS.

Santa Ynez Valley Bicycle Master Plan

The Santa Ynez Valley Bicycle Master Plan's purpose is to create a cohesive vision for recreational and utilitarian bicycle travel in the Santa Ynez Valley. The primary goal of the plan is to promote connectivity for bicyclists (SBCAG 2019). The 2045 General Plan's Mobility Element includes the following policies and programs that promote the goal of the Santa Ynez Valley Bicycle Master Plan:

- **Policy MOB-2.1: Bicycle Master Plan.** The City shall adopt a master plan of bikeways on public property and shall develop bikeways as needed and feasible.

- **Policy MOB-2.2: Bicycle and Pedestrian Routes on New Roadways.** The City shall incorporate bicycle routes or trails into the design of new or expanded roadways when feasible.
- **Policy MOB-2.3: Safe Bikeway System.** The City shall allocate resources to maintain a safe bikeway system by ensuring pavement is of good quality, mode separation is implemented where feasible, and signs and markings are maintained.
- **Policy MOB-3.5: Micro-Mobility Parking.** The City shall review and consider the use of alternative transportation modes by providing adequate parking for small vehicles such as zero emission vehicles, scooters, and bicycles.
- **Policy MOB-4.2: Street Closures.** The City shall analyze the potential for streets to be closed to vehicular traffic or otherwise modified to improve travel routes available to pedestrians and bicyclists.
- **Mobility Element Program C: Local and Regional Bicycle Network.** The City shall coordinate with SBCAG and participating local jurisdictions to update the Santa Ynez Bicycle Master Bikeway Plan on a regular basis to maintain an adequate system for the safe and efficient movement of bicyclists.

The 2045 General Plan would ensure adequate bicycle facilities are provided to promote bicycle use. The 2045 General Plan Mobility Element Program C would require the use and update of the Santa Ynez Valley Bicycle Master Plan which would promote regional connectivity in accordance with the primary goal of the Santa Ynez Valley Bicycle Master Plan. Therefore, the 2045 General Plan would not conflict with the goals and policies of the Santa Ynez Valley Bicycle Master Plan.

Santa Ynez River Trail Alignment Study

The Santa Ynez River Trail Alignment Study is intended to amplify the goals of existing planning documents, including the Santa Ynez Valley Bicycle Master Plan, by providing planning guidance for a multimodal trail that would connect the cities of Solvang and Buellton (SBCAG 2020). As described in the discussion above, the 2045 General Plan's Mobility Element would require coordination with SBCAG and participating jurisdictions to maintain an adequate regional system for bicyclists. The 2045 General Plan does not propose development that would interfere with the implementation of a multimodal trail to connect Solvang with Buellton. Furthermore, policies proposed within the 2045 General Plan Mobility Element, as described above, promote bicycle connectivity and safety. Accordingly, the 2045 General Plan would not impede the development of the Santa Ynez River Trail identified in the Santa Ynez River Trail Alignment Study.

Solvang Local Roadway Safety Plan

The City's Local Roadway Safety Plan is designed to provide a framework to improve traffic safety in Solvang through installation of design measures on local roadways. Implementation of the 2045 General Plan would not impede the installation of the design measures identified in the City's Local Roadway Safety Plan. Furthermore, the 2045 General Plan's Mobility Element includes policies that promote safe transportation, such as the following:

- **Policy MOB-1.9: Safe Speeds.** The City shall enforce speed limits and consider lower posted speeds as warranted.
- **Policy MOB-2.4: Pedestrian Facilities.** The City shall provide a system of sidewalks or pathways that provides a safe environment for pedestrians.

- **Policy MOB-4.3: Safe Streets.** The City shall pursue and enact traffic calming measures as appropriate to meet the policy objectives, as conditions warrant.

With implementation of these measures, the 2045 General Plan would enhance the goal of the Local Roadway Safety Plan to improve traffic safety throughout Solvang. Accordingly, the 2045 General Plan would not conflict with the City's Local Roadway Safety Plan.

Solvang Active Transportation Plan

Once adopted, the Active Transportation Plan would serve as a guidance document intended to support the provision of a connected bicycle and pedestrian network to provide safe, affordable, and accessible transportation choices in Solvang. The draft Active Transportation Plan includes recommendations for the installation of Class I, Class II, and multi-use trails. The following 2045 General Plan Mobility Element policies would support active transportation projects identified in the draft Active Transportation Plan:

- **Policy MOB-2.2: Bicycle and Pedestrian Routes on New Roadways.** The City shall incorporate bicycle routes or trails into the design of new or expanded roadways when feasible.
- **Policy MOB-2.3: Safe Bikeway System.** The City shall allocate resources to maintain a safe bikeway system by ensuring pavement is of good quality, mode separation is implemented where feasible, and signs and markings are maintained.
- **Policy MOB-2.7: New Facilities in Existing Neighborhoods.** The City shall encourage the installation of sidewalks, pedestrian paths, bikeways, and wheelchair ramps in existing neighborhoods, where appropriate and support Safe Routes to Schools funding.

The 2045 General Plan would ensure adequate bicycle facilities are provided to promote bicycle use, and 2045 General Plan policies would be further supported by active transportation projects identified in the draft Active Transportation Plan. Therefore, the 2045 General Plan would not conflict with the draft Active Transportation Plan.

Conclusion

Overall, implementation of the above Mobility Element policies and programs would ensure consistency with circulation system plans discussed above in relation to roadways and bicycle, pedestrian, and transit facilities. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

Threshold 2:	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Impact TRA-2 THE FUTURE YEAR CITYWIDE VMT PER CAPITA AND VMT PER EMPLOYEE WITH IMPLEMENTATION OF THE 2045 GENERAL PLAN WOULD NOT ACHIEVE AT LEAST A 15 PERCENT REDUCTION BELOW THE EXISTING REGIONAL AVERAGE. AS A RESULT, THE 2045 GENERAL PLAN WOULD BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B). EVEN WITH IMPLEMENTATION OF MITIGATION MEASURE TRA-1, THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

As described in Appendix G, the VMT analysis prepared for the 2045 General Plan follows the methodology recommended by OPR in the Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). The 2045 General Plan's impact on VMT would be less than significant if the City's future year VMT per capita and VMT per employee would be at least 15 percent below the existing VMT per capita for the SBCAG region. Table 4.14-2 and Table 4.14-3 summarize the daily citywide VMT per capita and VMT per employee, respectively, in the future year scenario.

Table 4.14-2 Vehicle Miles Traveled Summary – VMT Per Capita

Area	Scenario	VMT Per Capita
SBCAG Region	Existing (2015)	21.74
Threshold	85% of SBCAG Existing (2015)	18.48
City of Solvang	Future Year With 2045 General Plan	22.18
Does the City of Solvang 2045 General Plan VMT Exceed the Threshold?		**Yes**

Source: Appendix G

Table 4.14-3 Vehicle Miles Traveled Summary – VMT Per Employee

Area	Scenario	VMT Per Employee
SBCAG Region	Existing (2015)	25.07
Threshold	85% of SBCAG Existing (2015)	21.31
City of Solvang	Future Year With 2045 General Plan	21.52
Does the City of Solvang 2045 General Plan VMT Exceed the Threshold?		**Yes**

Source: Appendix G

Taking 85 percent of the countywide existing baseline VMT yields a threshold of 18.48 for VMT per capita and 21.31 for VMT per employee. As shown above, implementation of the 2045 General Plan would result in 22.18 VMT per capita and 21.52 VMT per employee which would exceed the thresholds of significance used in this analysis.

Potential future VMT impacts from individual developments in Solvang would be evaluated based on either OPR recommendations or local VMT thresholds established by the City. While the potential impacts of individual developments in Solvang are speculative, the overall potential impact of the increase in VMT in the Solvang area from implementation of the 2045 General Plan would be potentially significant.

Mitigation Measures

TRA-1 Achieve VMT Reductions for Development Projects

In the interim, prior to the City establishing VMT thresholds for determining transportation impacts for CEQA, per Policy MOB-1.4 of the 2045 General Plan, for individual projects that exceed the City's recommended threshold below the VMT average based on project-specific VMT analysis, the City shall require the project applicant to implement project-level VMT reduction strategies. The City shall design strategies for the proposed project to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The design of programs and project-specific mitigation shall focus on VMT reduction strategies that increase travel choices and improve the comfort and convenience of sharing rides in private vehicles, using public transit, biking, or walking. VMT reduction strategies may include, but are not limited to, the following:

1. Provision of bus stop improvements
2. Pedestrian improvements, on-site or off-site, to connect to nearby transit stops, services, schools, shops, etc. by paying in lieu fees.
3. Bicycle programs, including bike rentals, storage, maintenance programs, and on-site education programs
4. Enhancements to the citywide bicycle network by paying in lieu fees
5. Parking reductions and/or fees set at levels sufficient to incentivize transit, active transportation, or shared modes
6. Cash allowances, passes, or other public transit subsidies
7. Employee-based housing options

Following the City's establishment of VMT thresholds, individual projects shall be evaluated and mitigated in accordance with the procedures outlined in the City's VMT Program.

Significance After Mitigation

Although Mitigation Measure TRA-1 would require project applicants of individual projects with potentially significant VMT impacts to implement VMT reduction strategies, because the uncertainty relating to the feasibility of implementing VMT reduction strategies and the timing that it would take to implement VMT reduction strategies for individual projects, the effectiveness of reducing an individual project's VMT impact is speculative at this programmatic stage. As a result, because specific project-level details are unknown at this level of planning, individual developments facilitated by the 2045 General Plan may exceed VMT thresholds. Adoption and implementation of the City's VMT thresholds in accordance with Policy MOB-1.4 would ensure that development facilitated by the project would generally be consistent with SB 743. However, individual projects that may occur would not be guaranteed to be below thresholds in the adopted VMT Program nor would feasible mitigation therein necessarily reduce VMT below thresholds. Therefore, the project's impacts related to VMT would be significant and unavoidable.

Threshold 3:	Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?
Threshold 4:	Would the project result in inadequate emergency access?

Impact TRA-3 DEVELOPMENT FACILITATED BY THE 2045 GENERAL PLAN WOULD COMPLY WITH STATE, SANTA BARBARA COUNTY FIRE DEPARTMENT, AND CITY REQUIREMENTS RELATED TO TRANSPORTATION DESIGN SAFETY AND EMERGENCY ACCESS. WITH ADHERENCE TO THESE REQUIREMENTS, THE 2045 GENERAL PLAN WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR RESULT IN INADEQUATE EMERGENCY ACCESS, AND THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As stated in Section 8-2-5(A) of the City's Municipal Code, the City has prepared a set of standard construction details, which include, but are not limited to, general specifications, drainage details, curb, driveway, sidewalk and access ramp details, typical street section, water system details and sanitary sewer system details. As stated in Section 8-2-5(B), all improvement plans for projects within the city, including, but not limited to, grading, water, sewer, streets and other surface and subsurface structures, shall be prepared based upon and incorporate the standard construction details as prepared by the city. As individual developments are proposed, project applicants would be required to follow appropriate design guidelines in implementing roadway improvements that are necessary to alleviate transportation hazards. Therefore, implementation of the 2045 General Plan would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Construction activities facilitated by the 2045 General Plan could temporarily impair emergency access points used for emergency access vehicles. However, any construction on State highway systems (i.e. SR 246) would be required to create a temporary traffic control plan that adheres to the standards set forth in the most recent version of the California Manual of Uniform Traffic Control Devices (Caltrans 2023). Construction within a public easement or right-of-way would be required to obtain an encroachment permit from the City's Public Works Department. Pursuant to Section 8-2-10 of the City's Municipal Code, any person who has received a street construction or excavation permit must maintain safe crossings for two lanes of vehicle traffic at all street intersections where possible and safe crossings for pedestrians at intervals of not more than three hundred feet. If any excavation is made across any street right-of-way, at least one safe crossing shall be maintained, when possible, for vehicles and pedestrians. Further, construction activities would be temporary and short-term in nature. Accordingly, construction activities would not result in substantial impairment of emergency access in Solvang.

Operation of development facilitated by the 2045 General Plan could result in alterations to existing transportation infrastructure, including, but not limited to, sidewalks and driveways. Future development would be required to adhere to applicable state and County Fire Department design standards for emergency vehicle access, such as California Code of Regulations Title 19, Article 3, Section 3.05 which requires access roads from every building to a public street to be all-weather hard-surfaced right-of-way not less than 20 feet in width. The Santa Barbara County Fire Department maintains additional requirements for fire apparatus access, including angles of approach and departure, turnaround radius, and Fire Marshal approval (Santa Barbara County Fire Department 2023).

In addition to existing State and local requirements, the 2045 General Plan proposes policies that would ensure transportation safety and maintain adequate emergency access. These policies include the following:

- **Policy MOB-1.5: New Development Access.** The City shall require new development to be served by roads of adequate capacity and design standards to provide reasonable access in accordance with City standards.
- **Policy MOB-1.6: Rights-of-way Preservation.** The City shall reserve and protect adequate rights-of-way to accommodate future roadway widening projects.
- **Policy MOB-1.9: Safe Speeds.** The City shall enforce speed limits and consider lower posted speeds as warranted.

In addition, future development facilitated by the 2045 General Plan would be reviewed by City staff to ensure consistency with all applicable City and State design standards, including standards for project access points, location, and design, sight lines, roadway modifications, provisions for bicycle, pedestrian, and transit connections, and emergency access. As a result, these impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because this impact would be less than significant.

4.14.4 Cumulative Impacts

Regional cumulative impacts consider the City-wide impacts together with similar impacts of reasonably anticipated regional projects/programs. The general approach to cumulative impact analysis used in this EIR, as well as the determination of the cumulative impact analysis area, is discussed in Section 3, *Environmental Setting,* Subsection 3.3, *Baseline and Cumulative Project Setting*.

Cumulative projects would be required to comply with local regulations and policies related to the circulation system, including transit, roadway, bicycle and pedestrian facilities. Cumulative development within Solvang would be required to comply with 2045 General Plan Mobility Element policies. Accordingly, cumulative projects would have a less than significant impact related to conflicts with programs, plans, ordinances or policies addressing the circulation system.

Cumulative development could result in changes to SBCAG baseline VMT conditions that conflict with *CEQA Guidelines* section 15064.3, subdivision (b) and therefore create a significant cumulative impact. Implementation of the 2045 General Plan would be inconsistent with OPR's recommended VMT per capita and VMT per employment thresholds. Because the analysis for the 2045 General Plan is based on citywide VMT calculations in comparison to SBCAG regional VMT estimates, the 2045 General Plan's project-level significant and unavoidable impact on VMT implies that the 2045 General Plan would have a cumulatively considerable contribution toward regional cumulative VMT impacts. Therefore, cumulative VMT impacts would be significant, and the 2045 General Plan would have a cumulatively considerable contribution on VMT impacts.

Some types of transportation impacts are related to site- and project-specific characteristics, and conditions would not be significantly affected by other development outside Solvang. Compliance with applicable regulations and oversight, including Caltrans design guidelines, City design guidelines, and Santa Barbara County Fire Department standards would effectively reduce the potential for individual projects to create a cumulative transportation hazard or emergency access impacts within Solvang, as well as Santa Barbara County. Therefore, cumulative impacts related to transportation hazards and emergency access would be less than significant.