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Mobility (MOB)

Solvang's transportation network and services provide mobility for residents, the workforce, and visitors, and support the movement of goods throughout the Planning Area through 2045. It's easy to think of transportation as primarily the roadway network, serving vehicles; but this network also serves a wide range of public transit, including bicyclists, pedestrians, and buses. The network also includes tourist- and recreation-oriented travel modes.



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Introduction

The Mobility Element is designed to address all aspects of safely moving people and goods. This Element serves to meet the requirements of the Circulation Element as required for a General Plan. Mobility combines with land use patterns, infrastructure, and access to active transportation options, to influence the character of neighborhoods, the location of specific land uses, and the overall form of the city. Mobility for the city of Solvang will be centered on the creation of transportation methods that focus on strategies for reducing vehicle miles traveled (VMT), enhancing a multimodal transportation system, creating complete streets, and enhancing infrastructure for bicyclists and pedestrians as well as for transit riders.

The Mobility Element establishes goals and policies to improve the mobility of people and goods within and through the city of Solvang. Due to the unique character of Solvang as a tourism destination and as the “Danish Capital of America” this Element will place an important emphasis on improving accessibility for visitors to park and moving around Solvang. This Element also addresses the typical aspects of a transportation network including parking, access, and safety. The goals, policies, and implementation programs in the Mobility Element are consistent and interdependent with the other elements of the General Plan.

Roadway and Functional Classifications

Solvang’s roadway network can be divided into four levels. CalTrans uses five major levels of roadway classification, four of which are represented in Solvang.

- **State Highways.** Caltrans State Route 246 (SR 246) is the major east-west route through Solvang. SR 246 is classified as a State Highway at the east and west ends of the city and is classified as a Primary Arterial within the city limits.
- **Arterials.** Primary arterials serve major activity centers and neighboring areas; they are highest traffic volume corridors and provide a continuous network to facilitate both local and regional travel. Secondary arterials provide access from collectors and local roads to the primary arterial network and facilitate travel for moderate length trips. Mission Drive (SR 246) is the major east-west route through the



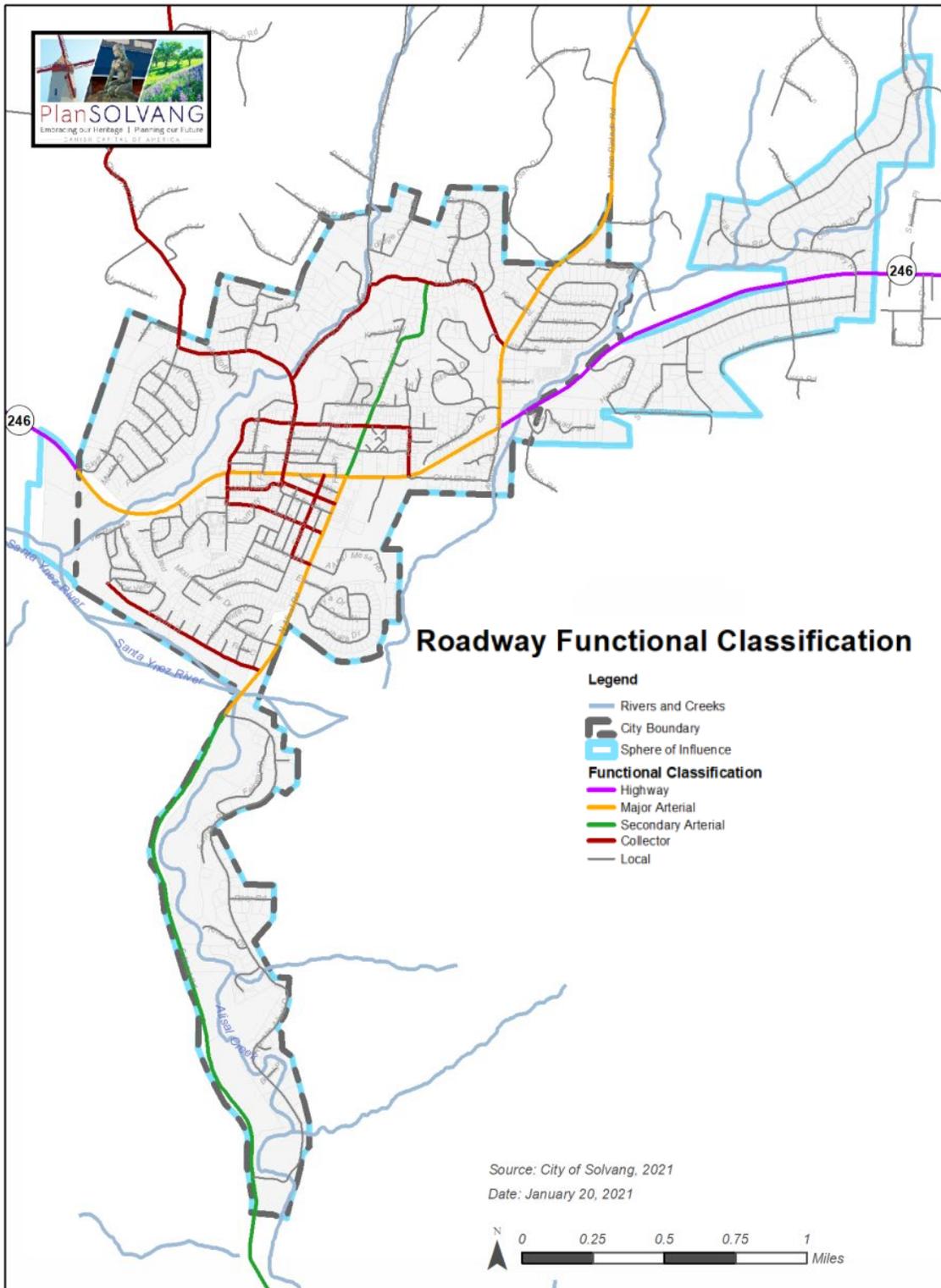
city that has two travel lanes with intermittent center turn lanes. Mission Drive serves as the city's main street where many local businesses, restaurants, and hotels are located. Pedestrians and cyclists are common Mission Drive users within Solvang. Alisal Road is one of the main north-south arterials in Solvang, classified as a Primary Arterial south of Mission Drive, and as a Secondary Arterial north of Mission Drive. South of Solvang, Alisal Road terminates to the southwest near US 101. 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 and Buellton at US 101.

- **Collectors.** Major and minor collectors provide local access to the overall roadway network, channeling traffic from local roadways into the arterial network, 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 road that connects to Ballard Canyon Road. Ballard Canyon Road provides a connection from SR 246 west of Solvang to the north at SR 154 in Los Olivos.
- **Local Roads.** Local roads provide direct access to neighboring land and primarily facilitate local travel to and through residential neighborhoods. Examples of local roads include Sky Mesa Drive, Old Mission Drive, Maple Avenue, and Elm Avenue.

Senate Bill 743

One notable piece of legislation impacting roadway policy is SB 743 (2013). As part of an effort to capture the negative externalities of automobile usage more accurately, SB 743 revised how transportation impacts are identified as part of the California Environmental Quality Act from level of service (LOS) to vehicle miles traveled (VMT).

Figure 1: Solvang Roadway Functional Classifications





Goal MOB-1:

To provide a street network to move people and goods safely and efficiently.

Policies

- MOB-1.1: Transportation Funding.** The City shall identify roadway needs and identify and evaluate potential revenue sources for financing roadway system development and improvement projects and pursue viable revenue sources to meet the roadway system funding needs. This includes coordinating with SBCAG to pursue competitive Federal/State grant funding opportunities.
- MOB-1.2: Transportation System Capacity.** The City shall use its discretionary authority over land use development to ensure that development levels do not exceed the capacity of the City's transportation systems.
- MOB-1.3: Level of Service.** The City shall maintain a minimum level of service D at all intersections during normal peak hours and level of service E during "average tourist season peak hours" to ensure that traffic delays are kept to a minimum.
- MOB-1.4: VMT Thresholds.** The City shall establish VMT thresholds for determining transportation impacts for CEQA as well as screening criteria for CEQA streamlining.
- 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.
- MOB-1.6: Rights-of-way Preservation.** The City shall reserve and protect adequate rights-of-way to accommodate future roadway widening projects.
- MOB-1.7: Mission Drive Improvement.** The City shall coordinate with the California Department of Transportation to make modifications to Mission Drive (SR 246) to improve traffic flow.

- MOB-1.8: Residential Area Parking and Traffic Control.** The City shall preserve the quality of residential neighborhoods by discouraging tourism related parking by providing adequate Village Center parking, enforcing speed limits, and prohibiting truck and bus traffic in these areas.
- MOB-1.9: Safe Speeds.** The City shall enforce speed limits and consider lower posted speeds as warranted.
- MOB-1.10: Residential Traffic Diversion.** The City shall maintain minimum levels of service on city streets in order to avoid diversion of through traffic into residential neighborhoods.
- 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.
- MOB-1.12: Air Quality Impact Reduction.** The City shall work to reduce the air quality impacts of motor vehicle use by reducing traffic congestion and promoting efforts to reduce fossil fuel-based motor vehicle use, including support for a citywide network of all electric charging station types (e.g., Level 1, Level II, Tesla, Mega-charging).
- MOB-1.13: Future Automotive Technology.** The City shall work with Caltrans and other relevant stakeholders to ensure that City streets are designed and striped to safely accommodate connected and autonomous vehicles.
- MOB-1.14: Tribal Coordination on Circulation.** The City shall coordinate with the Chumash Tribe on alternative traffic and circulation mitigation solutions for future projects funded or managed by the Tribe in the City.
- MOB-1.15: Roadway Capacity.** The City shall require roads to be of adequate width for use in times of emergency.



Pedestrian and Bicycle Network

Over the last decade, walking to work has increased within Solvang from 2 percent of commuters in 2014 to 15 percent in 2018. In the last six years of available data, the mode share of commuters walking increased by 15 percent. As walking is important in the city of Solvang, the City uses pedestrian wayfinding in the downtown to direct people to common locations. Additionally, many people use bicycles for recreation or visiting local business.

The 2015 **Santa Barbara County Association of Governments Regional Active Transportation Plan** incorporates a variety of goals to enhance mobility, increase connectivity, promote equity for all users in all communities and improve safety and public health. The plan identified a list of projects to realize these goals. The City of Solvang identified 10 projects that include sidewalk infill and repair, pedestrian bridges, bicycle facility improvements and more. **The Solvang Circulation Element 2008** identified support for expanding the pedestrian and bicycle network to promote safe alternatives to driving alone.

In 2017, the **Santa Ynez Valley Traffic Circulation & Safety Study** was conducted by the SBCAG which provided an analysis of pedestrian and bicycle facilities and volumes. The analysis identified an increase in commuters walking to work in the city of Solvang, as well as bicycles being a form of transportation for recreational use by those living, working, and visiting Solvang.

As bicycles are primarily used for recreation in the area, the 2019 **Santa Ynez Bicycle Master Plan** was developed as a joint effort among the City of Solvang, the Santa Ynez Band of Chumash Indians, SBCAG, the County of Santa Barbara and the City of Buellton to provide a cohesive vision for recreational and utilitarian bicycle travel in the Santa Ynez Valley. The Bicycle Master Plan also identifies project and responsibilities to improve the bicycle mobility within the city of Solvang, as well as provide connections to existing bicycle networks with other jurisdictions.

In 2020, the **Santa Ynez River Trail Alignment Study** identified multimodal pedestrian trails to connect Solvang and Buellton. This study identified in the 2019 Santa Ynez Valley Bicycle Master Plan to address the lack of infrastructure and unsafe conditions for active transportation that currently exist to connect residential, recreational, and commercial destinations. A goal for this study is to connect the River View Park in Buellton with Fjord Drive in Solvang, with other termini possible.

With bicycling being a key element in the **SBCAG Active Transportation Plan**, the Santa Ynez Valley Transit buses operate a route through Solvang and are equipped with bicycle racks which allow transit riders to provide their own last mile transportation by bicycle. Additionally, as recreational bicycling is popular in the region, there are a variety of regional and local routes for bicyclists to explore. Alamo Pintado Road from Solvang to Los Olivos currently has dedicated bike lanes which make up the Dan Henry Bike Route. In 2018, Solvang installed bike lanes on Chalk Hill Road within the city limits to serve students traveling to Solvang Elementary School. A separated two-way bicycle path exists along SR 246 to the east of Solvang, from the Alamo Pintado Creek bridge to Refugio Road. A section of Alisal Road from Elverhoy Way to Juniper Avenue has bicycle lanes in both directions.

Bikeways are classified by Caltrans as Class I, Class II, Class III, and Class IV, as 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/Mission Drive (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.



Figure 2: City maintained Pedestrian Facilities

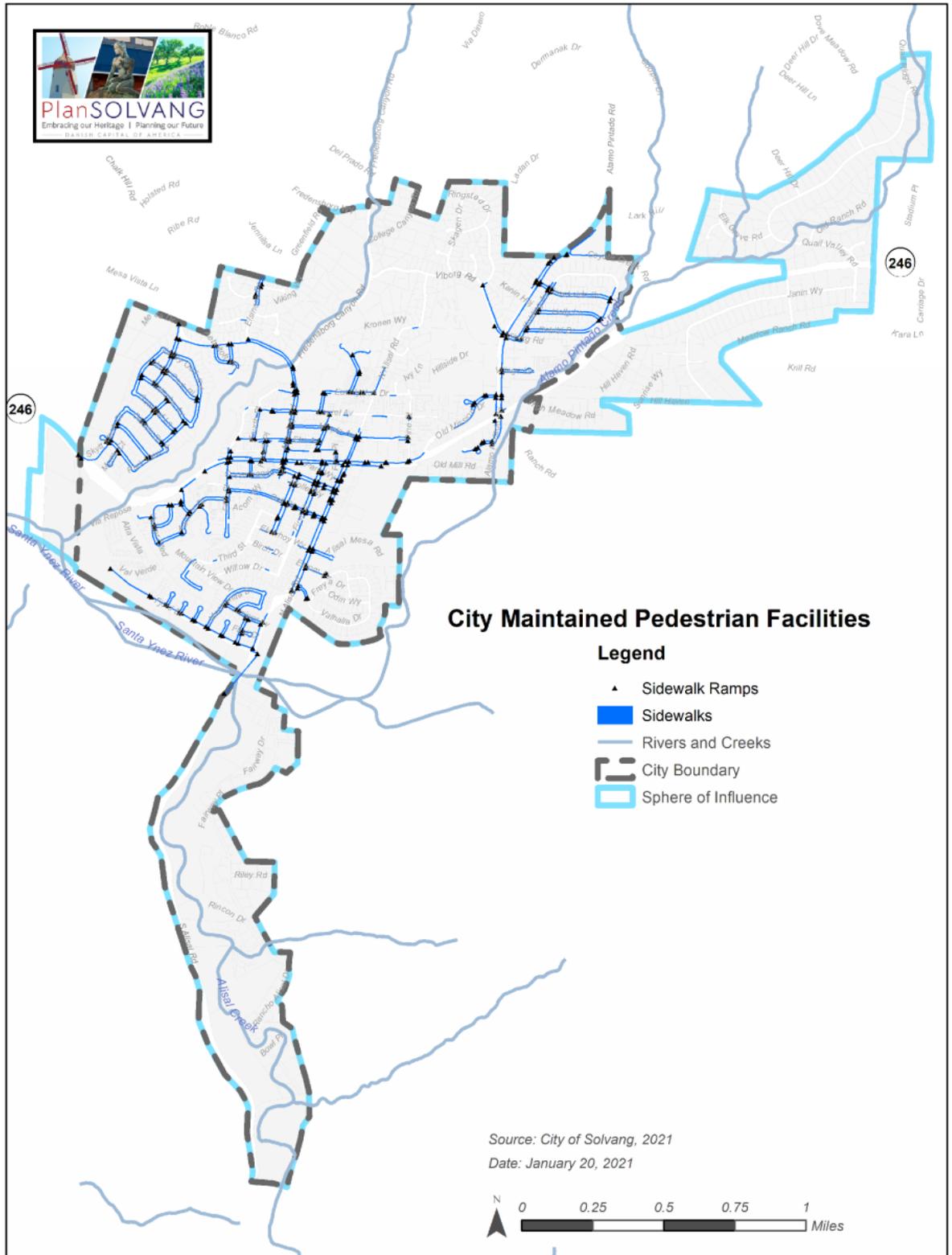
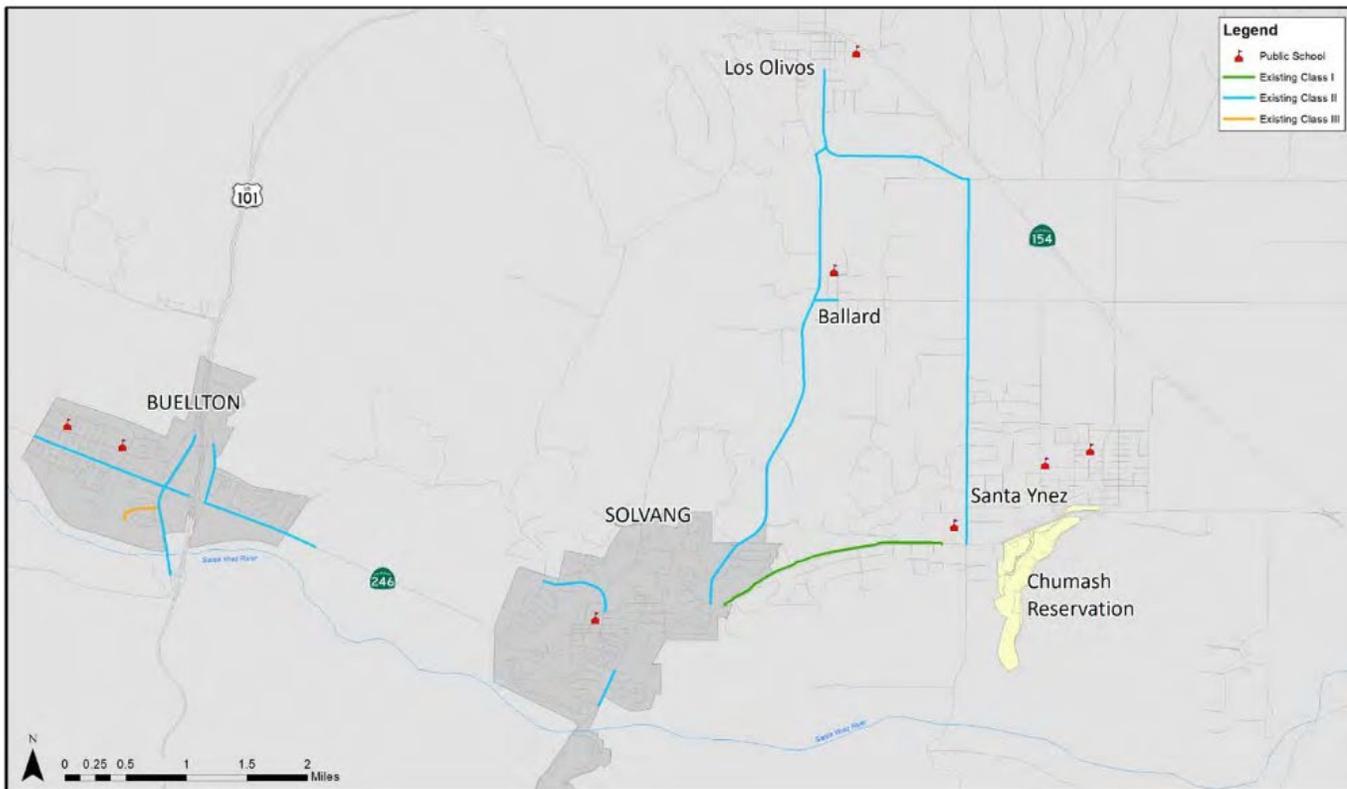


Figure 3. Existing Class I, Class II, Class III facilities in the Santa Ynez Valley



Source: Santa Ynez Valley Bicycle Master Plan



Goal MOB-2:

To promote safe alternatives to motorized transportation that meet the needs of all city residents.

Policies

- 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.
- 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.
- 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.
- MOB-2.4: Pedestrian Facilities.** The City shall provide a system of sidewalks or pathways that provides a safe environment for pedestrians.
- MOB-2.5: New Pedestrian Access.** The City shall require new development to provide adequate pedestrian access.
- MOB-2.6: Wheelchair Ramps.** The City shall require the installation of wheelchair ramps on all new sidewalks.
- 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.

Parking

Solvang residents and visitors generally want to have parking readily available on their neighborhood streets and in commercial centers. On-street parking is provided on most roadways in both residential and commercial areas of the city. Solvang has a variety of parking options throughout the city, including on and off-street parking. On-street parking is managed by the city of Solvang. Off-street parking consists of four public parking lots, overseen by the City.

The City owns and maintains public parking facilities in the village area. The City of Solvang Maintenance Division of the Public Works Department is responsible for the operation and maintenance of many of the public improvements and facilities, including parking lots.

Policies in this section support the provision and management of parking, recognizing that parking provision should be balanced with other City objectives such as encouraging transit uses, bicycling, and walking, as well as reduction in vehicle emissions. The following goals and policies address parking availability, management, and siting.

Goal MOB-3:

To provide an adequate supply of public parking to meet the needs of residents and visitors to the city.

- MOB-3.1: Monitor Parking Needs.** The City shall continue to monitor the parking situation in the downtown area and consider the creation of programs limiting parking if needs arise. This may include revising existing standards, programs, or fees, the implementation of paid parking, the implementation of timed parking, or other programs to limit long-term parking, increase parking capacity, and encourage economic activity.
- MOB-3.2: Parking Construction Coordination.** The City shall work cooperatively with developers and the business community to identify funding mechanisms for the construction of future public parking facilities or maximize use of current underutilized private parking facilities.
- MOB-3.3: Alternative Parking Measures.** The City shall consider all parking alternatives such as valet parking, the construction of a parking structure, remote parking lots, or engaging in a public private partnership as alternative parking measures to address demand.
- MOB-3.4: Parking for New Development.** The City shall require new or expanded development to provide adequate off-street parking or offer the financial means for parking to be provided.
- 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.

MOB-3.6: Increase Turnover of Prime On-street Parking Spaces. The City shall consider parking time limits in the most in-demand parking areas to increase turnover of parking spaces, increase parking opportunities to active shoppers, and reduce instances of employees parking in prime downtown parking.

Complete Streets

The City has supported a balanced circulation system that provides adequate capacity to support the travel demands of existing and future development. This Complete Streets section of the Mobility Element provides a holistic and balanced approach to standards that provide complete streets that are safe, comfortable, and convenient for all users which include pedestrians, cyclists, motorist, and transit riders of all ages and abilities.

The California Complete Streets Act of 2008, as well as recent changes in CEQA and congestion management law, highlight a need for mobility elements to have a broader focus that emphasize other travel modes beyond driving personal vehicles. It requires jurisdictions to provide local streets with facilities that meet the needs of all transportation system users (i.e., pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, youth, and families).

Goal MOB-4:

To provide a safe network of streets that reduce automobile dependence without sacrificing mobility are safe for all users.

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.

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.

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

MOB-4.4: Curbside Management. The City shall analyze access to high-use curb space to facilitate curbside pick-up and drop-off for transportation network and delivery companies without unduly obstructing access for pedestrians and bicyclists.

MOB-4.5: E-Scooters. The City shall study the implementation micro-mobility transportation alternatives.



Transportation Demand/ System Management

The existing roadway network represents vast quantities of investment, and efficient maintenance and upkeep of the roadway network is essential to the vitality of the city of Solvang. Transportation demand management (TDM) programs promote alternatives to single occupant vehicles. Promotion of active transportation (walking and bicycling) and transit, carpool and vanpool, use of tolling, and certain intelligent transportation system (ITS) interventions can be considered TDM. Transportation system management (TSM) programs increase existing roadway efficiency without the construction of new roadway capacity. TSM programs can range from operational improvements, such as signal timing management, park-and-ride lots, and pavement management and fix-it-first programs, to ITS improvements.

Goal MOB-5:

To reduce traffic congestion and vehicle trips through more efficient infrastructure and support for trip reduction programs.

- 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.

- MOB-5.2:** **TDM.** The City shall encourage employers to promote carpooling, public transportation, and allow telecommuting.

- MOB-5.3:** **Park-and-Ride Lots.** The City shall work with the SBCAG to plan park and ride lots at suitable locations serving long distance and local commuters.

- MOB-5.4:** **TSM.** The City shall explore options for telematics-based parking and route management systems to smooth traffic flow.

- MOB-5.5:** **Supporting ITS Infrastructure.** The City shall assess the suitability and adequacy of broadband infrastructure in the city to support future ITS implementation and capacity for telework within the City.

Transit

The city of Solvang is a small community with rural surroundings, Solvang is a destination of tourism both because of its unique community character and proximity to wineries and other agriculture-based tourism. The primary transit service for the city of Solvang is Santa Ynez Valley Transit, or SYVT.

Transit Services and Facilities

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 serving the city of Solvang are as follows:

- **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.
- **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 Valley commuting to their jobs in Goleta.
- **CAE Santa Ynez Valley to Santa Barbara** – Route runs from Santa Barbara to Buellton. The route serves residents of the Valley commuting to their jobs in Santa Barbara.
- **SMART Breeze 200 Bus** – Route runs from Santa Maria to Buellton and Solvang.
- **SYVT** – provides curb-to-curb dial-a-ride service for seniors and ADA certified patrons.

Goal MOB-6:

To participate in a public transportation system that is safe, convenient, efficient and meets the identified need of the Solvang community.

MOB-6.1: Transit Service Use and Expansion. The City shall support the use of the public transportation system as well as the



expansion of transit operations when demand levels are sufficient to warrant increased service.

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.

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.