

City of Carpinteria
City Council Regular Meeting Agenda
Monday, April 11, 2022

Council Chamber, 5775 Carpinteria Avenue

4:30 p.m. Closed Session - 5:30 p.m. Regular Meeting
In-Person and Virtual Participation Options

Attendance/Viewing Options:

- Attend the in-person meeting in City Council Chambers at City Hall (5775 Carpinteria Ave.).
- View the meeting live through the City's website (<https://carpinteria.ca.us/city-hall/agendas-meetings>) on your computer, tablet or smartphone.
- View the meeting on Government Access Television Channel 21 (broadcast live and rebroadcast on the Wednesday and the Saturday following the meeting at 8:00 p.m. and 5:00 p.m., respectively).
- Call 669-900-9128 (and enter Webinar ID 889 0390 2262) to listen to the meeting on your phone.
- Join the City's Zoom webinar from your computer, tablet, or smartphone by [CLICKING HERE](#). Alternatively, you can join the Zoom webinar by logging on to www.zoom.us, downloading the application, selecting "Join Meeting", and entering Webinar ID 889 0390 2262.

Public Comments

- Provide a live public comment during the in-person meeting in City Council Chambers at City Hall (5775 Carpinteria Ave.). Please note the City has the discretion to limit both the overall and individual speaker time for any meeting or agenda matter. Typically, the Council's practice has been to limit each speaker to three minutes.
- Provide a live comment through the City's Zoom webinar platform (through the link provided above). To make public comments through this platform please use the "raise your hand" feature to notify staff that you would like to make a public comment during designated public comment times. Once it is your turn to provide a public comment, staff will unmute your microphone and you will be given a designated amount of time to provide your comment (typically, the practice has been up to 3 minutes per speaker on each item). At the end of your comment, staff will once again mute your microphone.
- Submit a written comment (as either a general public comment or on a specific agenda item) to be distributed to Council Members by **12:00 P.M. on the day of the meeting** by either submitting your comment via (1) email to PublicComment@ci.carpinteria.ca.us, or (2) the **eComment** link on the City's agenda website (<https://carpinteria.ca.us/city-hall/agendas-meetings>). Please reference the agenda item to which your comment pertains.

Please note that the City will make every effort to make the meeting accessible virtually; however, if one of the above virtual attendance/viewing or public comment options is unavailable due to technological issues, you are invited to take advantage of one of the other participation options outlined above (including attending and providing public comment in-person in the City Council Chambers). Additional options may be made available at the meeting.

Also, please note that Spanish interpretation will be available at the in-person meeting (but will not be available through the City's Zoom webinar).

CALL TO ORDER

ROLL CALL

PUBLIC COMMENT ON CLOSED SESSION MATTERS

CLOSED SESSION

1. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Government Code Section 54957(b)(1); Title: City Manager Dave Durflinger

TEMPORARY ADJOURNMENT TO CLOSED SESSION

CALL TO ORDER

ROLL CALL

CLOSED SESSION REPORT

PLEDGE OF ALLEGIANCE

INTRODUCTIONS, PROCLAMATIONS AND PRESENTATIONS

2. Code Compliance Quarterly Report Presentation.

PUBLIC INFORMATION REPORTS AND ANNOUNCEMENTS

This may include updates on law enforcement activity within the City from a Sheriff's Office representative.

CITY MANAGER'S REPORT

The City Manager will report to the City Council regarding various City and/or community events and/or matters of interest. There will be no City Council discussion except to ask

questions or refer matters to staff; and no action will be taken unless listed on a subsequent agenda.

PUBLIC COMMENT ON MATTERS NOT ON THE AGENDA

This is a time for public comments on matters not otherwise on the agenda but within the subject matter jurisdiction of the City Council. The Public Comment period is limited to 15 minutes and divided among those persons desiring to speak. No person shall speak longer than three minutes; however, the Mayor may establish shorter periods based on the time available and/or the number of persons waiting to speak. Persons wishing to speak on a specific item will be recognized at the time the agenda item is considered. The audio-visual system in the Council Chamber is not available for speaker use during the general Public Comment period.

The City and the City Council are not responsible for the content of statements made during the public comment period, or the factual accuracy of any such statements.

AGENDA MODIFICATIONS: The City Council may modify the regular agenda by tabling items, adding urgency items to the agenda, or changing the order in which items are considered. Changes to the Consent Calendar are considered at the time the Consent Calendar is considered.

CONSENT CALENDAR: Items on the consent calendar are considered to be routine and are normally enacted by one unanimous vote of the Council. If you wish to speak on a consent calendar item please do so during the public comment period provided at the beginning of this item.

3. Approve the minutes of the regular City Council meeting of March 14, 2022.
4. Receive and file the Expenditures for the period beginning March 19, 2022 and ending April 1, 2022.
5. Second Reading of Ordinance No. 752, an Ordinance of the City Council of the City of Carpinteria, California, Amending Title 2 of the Carpinteria Municipal Code to Add a New Chapter 2.06 (CITY COUNCIL DISTRICT ELECTIONS) to Establish District Elections (Requires a roll call vote).
6. Second Reading of Ordinance No. 753, an Ordinance of the City Council of the City of Carpinteria, California, Amending Title 2.06 of the Carpinteria Municipal Code to Add section 2.06.040 to Add Regulations Establishing the Sequence of Elections for Councilmember Districts (Requires a roll call vote).

ADMINISTRATIVE MATTERS: NONE

PUBLIC HEARING: NONE

OTHER BUSINESS:

7. Resolution No. 6118, Adopting the Road Maintenance and Rehabilitation Account Fiscal Year 2022-23 Project List.

Recommendation: Adopt Resolution No. 6118, approving the Road Maintenance and Rehabilitation Account Fiscal Year 2022-23 Project List.

Staff Presenter: John L. Ilasin, Public Works Director

- a. Staff Report
- b. Public Comment
- c. City Council Determination

8. Resolution No. 6119 Approving the Local Roadway Safety Plan.

Recommendation: Adopt Resolution No. 6119 approving the Local Roadway Safety Plan.

Staff Presenter: John L. Ilasin, Public Works Director

- a. Staff Report
- b. Public Comment
- c. City Council Determination

9. Annual report on the progress being made implementing the City's General Plan.

Recommendation: Accept the 2021 General Plan Annual Progress Report and direct the Community Development Director to submit the Report to the Governor's Office Planning and Research.

Staff Presenter: Marysol Smith, Associate Planner

- a. Staff Report
- b. Public Comment
- c. City Council Determination

10. Letter of Support for H.R. 1190, a bill introduced by Salud Carbajal to authorize the President to award the Medal of Honor to retired Colonel Philip J. Conran of the Air Force for acts of valor in Laos during the Vietnam War.

Recommendation: Consider this matter and direct staff as determined appropriate.

Staff Presenter: Dave Durflinger, City Manager

- a. Staff Report
- b. Public Comment
- c. City Council Determination

LEGISLATIVE UPDATE: The City Council will discuss local, state and/or federal legislation under consideration and decide whether to direct staff to place a matter(s) on a future City Council agenda for consideration.

TEMPORARY ADJOURNMENT FOR THE PURPOSE OF HOLDING THE MONTHLY MEETING OF THE CARPINTERIA LIBRARY BOARD OF TRUSTEES

RECONVENE THE REGULAR MEETING OF THE CITY COUNCIL

COMMITTEE REPORTS, INQUIRIES AND OTHER MATTERS PRESENTED BY COUNCILMEMBERS

Informational reports from Councilmember representatives on the committees, commissions and organizations listed below. This is also an opportunity for Councilmembers to request information from staff or seek support from fellow Councilmembers for future agenda items.

1. Representatives to Regional Agencies and Committees
 - a. Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) (Clark/Alt. Carty)
 - b. California Joint Powers Insurance Authority (CJPIA) (Clark/Alt. Carty)
 - c. Channel Counties Division, League of California Cities (Nomura/Alt. Lee)
 - d. Santa Barbara County Association of Governments (SBCAG)(Clark/Alt. Nomura)
 - e. Santa Barbara County Air Pollution Control District (APCD)(Clark/Alt. Nomura)
 - f. Santa Barbara Joint Affordable Housing Task Group (Carty & Alarcon)
 - g. Santa Barbara County Elected Leaders Forum to Address Homelessness (Clark/Alt. Alarcon)
 - h. Home for Good of Santa Barbara County (Clark/Alt. Alarcon)
 - i. South Coast Youth Safety Partnership (Lee & Alarcon)
 - J. Central Coast Community Energy (3CE) (Nomura/Alt. Goleta)
 - k. Multijurisdictional Solid Waste Task Group (Lee/Alt. Alarcon)
2. Joint and Standing Committees
 - a. City Council/Economic Vitality Committee (Carty & Lee)
 - b. City Council/Public Safety Committee (Clark & Nomura)
 - c. City Council/School Board Committee (Lee & Alarcon)
 - d. City Council/Utilities Committee (Lee & Nomura)
 - e. City Council/First District Supervisor Committee (Lee & Carty)
 - f. City Council Finance/Budget Committee (Carty & Clark)

- g. Transportation Committee (Lee & Clark)
 - h. Development Review Committee (Joint Committee membership from City Council, Planning Commission and Architectural Review Board) (CC: Clark & Nomura/Alt. Carty) (PC: Benefield and Callender) (ARB: Reginato and Stein)
 - i. General Plan and Coastal Plan Update Committee (Joint Committee membership from City Council and Planning Commission) (Clark & Lee) (PC: Allen/Callender)
 - j. Public Facility Site Acquisition/Development Committee (Carty & Nomura)
3. Ad Hoc Committees
- a. Library Committee (Lee & Alarcon/Alt. Carty)
 - b. District Elections Committee (Alarcon & Clark)
 - c. COVID-19 Communications Committee (Clark & Nomura)
 - d. COVID-19 Recovery Committee (Carty & Lee)
 - e. Racial Equity and Social Justice Program Planning Committee (Nomura & Alarcon)
 - f. Harbor Seal Advisory Committee (Clark & Lee)
4. City Representatives on other Committees
- a. Community Media Access Center (Gary Dobbins)
 - b. Santa Barbara Mosquito and Vector Management District (Joe Franken)
 - c. Santa Barbara Metropolitan Transit District (Chuck McQuary)
 - d. County Library Advisory Committee (Gail Marshall)

ATTENDANCE OF COUNCILMEMBERS FOR FUTURE MEETINGS

ADJOURNMENT

The next regular meeting of the City Council will be held April 25, 2022 at 5:30 p.m.

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact the City Clerk's Office at 755-4403 or the California Relay Service at (866) 735-2929. Notification two business days prior to the meeting will enable the City to make reasonable arrangements for accessibility to this meeting.

Materials related to an agenda item submitted to the City Council after distribution of the agenda packet are available for public review at the City Clerk's Office.

This agenda was posted on Wednesday, April 6, 2022, in the City Clerk's Office, on the City Hall Public Notices Window, and on the Internet.



2022 Code Compliance

Quarterly Report

January ~ February ~ March

Quarterly Stats at a glance

Parking

Tickets issued: 386

Vehicles towed: 14

Vehicles abated or in compliance: 3

Calls for service: 126

Animal Control

Off Leash Contacts: 42

License issued or renewed: 87

Strays or adoptions: 10

Calls for service: 92

Code Enforcement

Zoning: 53

Public nuisance: 59

Calls for service: 112

Total Calls for Service: 330

Daily Duties

PARKING ENFORCEMENT:

- Patrol parking and street sweep areas, issue citations for violations; respond to contested parking citations.
- Handle parking complaints in commercial and residential neighborhoods, including conducting focused patrols in areas of high frequency complaints/violations. Mark vehicles for 72-hour violations. Return, ticket, and tow if necessary.
- Enforce Vehicle Abatement Program for inoperative, abandoned, wrecked or unused vehicles.

*Heighten Efforts: Heighten patrols of frequent called on areas/violations.
Gearing up for the summer visitors.*

Parking

Officer Name/Badge No.	Totals	Violation	Violation Description	Violations Issued	Value
MENENDEZ, HENRY 5168	Grand Total Summary	CC 10.24.020	NO SIDEWALK CROSSING FROM ALLEY	1	\$38
HERNANDEZ, DAVID 850	Grand Total Summary	CC 10.28.030A-J	NO PARKING AREAS	185	\$7,568
ALONZO, RON 5085	Grand Total Summary	CC 10.28.060	DISPLAY FOR SALE	1	\$38
	Grand Total Summary	CC 10.28.080	72 HOUR PARKING	75	\$8,550
	Grand Total Summary	CC 10.28.120	REPAIRING VEHICLE	2	\$128
	Grand Total Summary	CC 10.32.010	GREEN CURB (24 MIN)	4	\$152
	Grand Total Summary	CC 10.32.070	T PRKG SINGLE SPACE REQUIRED	7	\$266
	Grand Total Summary	CC 10.32.140	BLUE CURB HANDICAPPED ZONE	2	\$541
	Grand Total Summary	CC 10.36.050	PASSENGER LOADING ZONE	1	\$38
	Grand Total Summary	VC 22500(C)	PARKED IN RED ZONE	1	\$38
	Grand Total Summary	VC 22500(H)	DOUBLE PARKIN	2	\$76
	Grand Total Summary	VC 22500(I)	PARKED IN BUS ZONE	2	\$516
	Grand Total Summary	VC 22502(A)	RIGHT SIDE PARALLEL PARK 18 INCHES	3	\$114
	Grand Total Summary	VC 4000A	REGISTRATION REQUIED	11	\$2,717
	Grand Total Summary	VC 5200	DISPLAY OF VEH PLATES (SIGN OFF REQ)	8	\$198
	Grand Total Summary	VC 5204	CURRENT TABS REQ (SIGN OFF REQ)	34	\$1,122
	Grand Total Summary	CC 10.28.090	VIOL/1 HR TRK PARKING IN RES ZONE	1	\$38
	Grand Total Summary	CC 10.32.035	90-MINUTE PARKING	4	\$152
	Grand Total Summary	CC 10.32.040	TWO-HOUR PARKING	26	\$988
	Grand Total Summary	CC 10.48.070	OBSTRUCTING CROSSWALK	1	\$68
	Grand Total Summary	VC 22500.1	PARKED IN FIRE LANE	1	\$38
	Grand Total Summary	VC 22523(B)	ABANDONED VEH ON PUB/PRIVATE PROP	1	\$108
	Grand Total Summary	VC 21461A	FAILURE TO FOLLOW POSTED SIGN	5	\$220
	Total Citations Issued			386	\$24,090

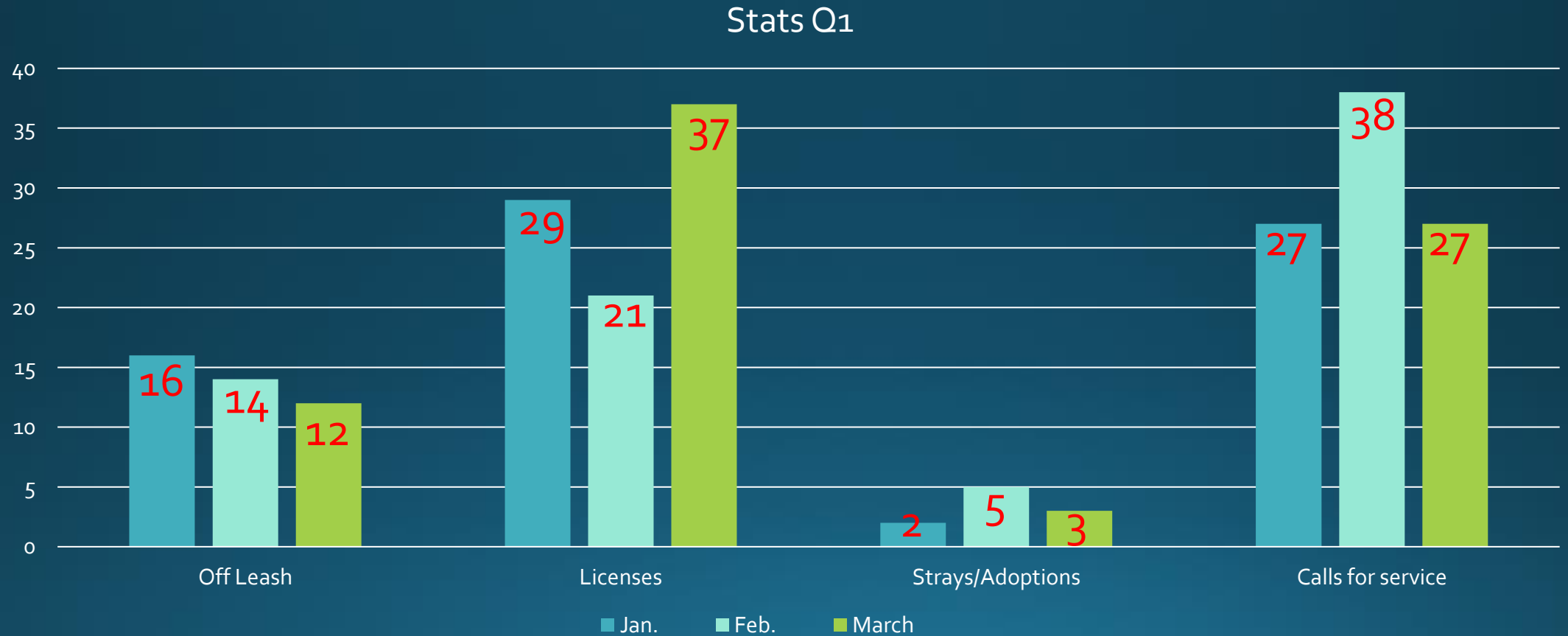
Daily Duties

ANIMAL CONTROL:

- Investigate all dog bites, quarantine dogs and issue quarantine orders. Return to sign off completed quarantine.
- Issue notices to obtain dog license. Issue dog licenses.
- Maintain database for dog license renewal letters, process and mail letters.
- Impound stray animals and issue impound fees. Place strays in kennel or with Dr. Smith, Animal Medical Clinic.
- Leash law, spay and neuter enforcement.

Heighten Efforts: Focused patrols at EL Carro during non off-leash times and areas of concerns/complaints.

Animal Control



Daily Duties

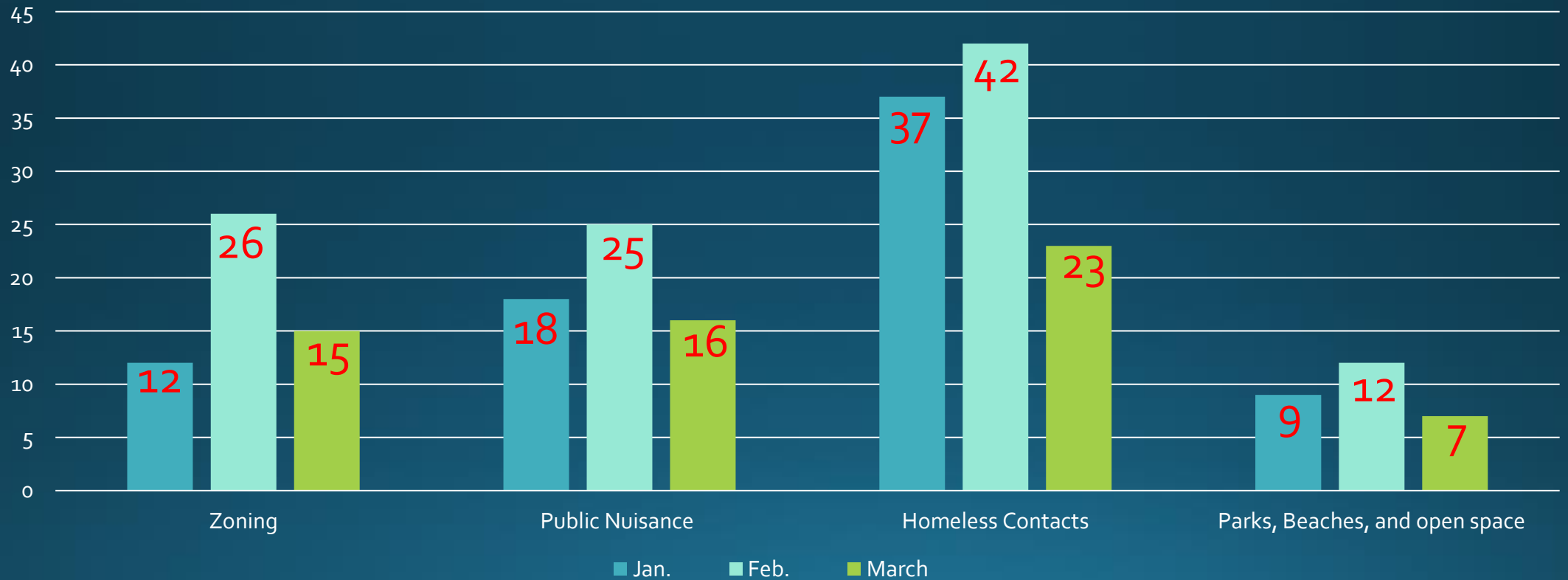
CODE COMPLIANCE:

- Contact business owners and educate on sign or banner permit requirements.
- Conduct business license and short term rental compliance.
- Investigate zoning violations and public nuisance complaints.
- Investigate all unpermitted building and habitation of garages or sheds and abate.
- Respond to calls for service and educate public concerning placement of articles in city right-of-way, i.g. furniture, electronics, etc.
- Patrol parks/beaches for violations of conduct and use regulations.
- Homeless services include collaborating with service providers and participate in case management to assist persons experiencing homelessness. Patrol for violations of the smoking ordinance and/or drinking in public, littering, and damage to ESHA.

Heighten Efforts: Working with New Beginnings to establish a Safe Parking location.

Code Compliance

Stats Q1



**City of Carpinteria
City Council Minutes
Regular Meeting
Monday, March 14, 2022**

In-Person and Virtual

CALL TO ORDER

Mayor Nomura called the meeting to order at 5:35 pm.

ROLL CALL

Councilmembers present:

Councilmember Natalia Alarcon
Councilmember Gregg A. Carty
Councilmember Roy Lee
Vice Mayor Al Clark
Mayor Wade T. Nomura

Staff members present:

Dave Durflinger, City Manager
Jena Shoaf Acos, on behalf of Brownstein Hyatt Farber
Schreck acting as City Attorney of the City of
Carpinteria
Olivia Uribe Mutal, Program Manager
Michael Ramirez, Assistant City Manager (present via
Zoom)
Laura Hernández, Human Resources/Risk Manager
John L. Ilasin, Public Works Director (present via
Zoom)
Matt Roberts, Parks, Recreation and Public Facilities
Director
Steve Goggia, Community Development Director
Syndi Souter, Associate Planner

PLEDGE OF ALLEGIANCE

Mayor Nomura led those present in the salute to the flag.

INTRODUCTIONS, PROCLAMATIONS AND PRESENTATIONS

1. Special City Council Commendation to Retiring Tree Advisory Board Chair Julie Broughton.

There was no public comment.

Motion by Councilmember Lee, seconded by Vice Mayor Clark, to approve the Special City Council Commendation to Retiring Tree Advisory Board Chair Julie Broughton. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura

NOES: None

ABSENT: None

ABSTAIN: None

The motion carried unanimously.

Mayor Nomura and the City Council presented the Special City Council Commendation to Ms. Broughton.

2. Adoption of Resolution No. 6108, congratulating Peter Brown on his retirement and commending and thanking him for 36 years of loyal and dedicated service to the City of Carpinteria. (Following the presentation the Council will recess to the patio for cake.)

Emails distributed: Russell Ruiz

Speakers in-person: Donna Jordan, J. Brad Stein, Fred Shaw, Dick Weinberg, Dylan Johnson, Sarah Knect, Jena Shoaf Acos

Speakers via Zoom: Alexandra Barnhill

Motion by Vice Mayor Clark, seconded by Councilmember Carty, to adopt Resolution No. 6108, congratulating Peter Brown on his retirement and commending and thanking him for 36 years of loyal and dedicated service to the City of Carpinteria. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura

NOES: None

ABSENT: None

ABSTAIN: None

The motion carried unanimously.

The Council and City Manager Durflinger congratulated Mr. Brown and wished him well on his retirement.

Mr. Brown thanked the City Council and provided remarks.

Mayor Nomura and the City Council presented Resolution No. 6108 to Mr. Brown.

Mayor Nomura temporarily recessed the meeting at 6:10 pm for refreshments and cake on the patio.

Mayor Nomura reconvened the meeting at 6:35 pm.

TEMPORARY ADJOURNMENT FOR THE PURPOSE OF HOLDING THE MONTHLY MEETING OF THE CARPINTERIA LIBRARY BOARD OF TRUSTEES

Mayor Nomura temporarily adjourned the meeting at 6:35 pm.

RECONVENE THE REGULAR MEETING OF THE CITY COUNCIL

Mayor Nomura reconvened the meeting at 6:48 pm.

PUBLIC INFORMATION REPORTS AND ANNOUNCEMENTS

Lieutenant Butch Arnoldi with the Santa Barbara County Sheriff's Department provided an update on crime in the City.

CITY MANAGER'S REPORT

City Manager Durflinger reported on the following:

- The Surfliner Inn developer has notified the City via letter that they have suspended the project schedule due to the initiative that has qualified for the November 2022 ballot. The developer's letter and City's response are on the project webpage on the City's website.
- Currently the four cities (including Carpinteria) that contract with the Sheriff's Department have not been able to settle the dispute on the calculation of charges for the final year of the agreement (Fiscal Year 2022-23) and are now working with their respective legal counsels and Sheriff's Office to identify a mediator to begin the mediation process.

PRESENTATIONS BY CITIZENS / PUBLIC COMMENT

Emails distributed: Gail Marshall, Fred Shaw, Russell Ruiz, Lanny Bernstein, and Greg Karpain

Speakers in-person: Michael Baker representing the United Boys and Girls Clubs, Jamie Collins representing Girls Inc. of Carpinteria, and Jim Taylor

Speakers via Zoom: Amrita Salm

In response to Ms. Salm's comments regarding setting a policy on when and how City Council and staff respond to citizens emails and letters, the Council was in favor of having staff return with a policy to consider at a future City Council meeting.

In response to Mr. Taylor's comments regarding an electrification ordinance, the Council was in favor of having staff return with such an item.

AGENDA MODIFICATIONS: NONE

CONSENT CALENDAR:

Motion by Councilmember Lee, seconded by Councilmember Carty, to approve the Consent Calendar Item Nos. 3 through 7. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura
NOES: None
ABSENT: None
ABSTAIN: None

The motion carried unanimously.

3. Approve the minutes of the special Local Appeals Board meeting of February 28, 2022.
4. Approve the minutes of the regular City Council meeting of February 28, 2022.
5. Receive and file the Expenditures for the period beginning February 19, 2022 and ending March 4, 2022.
6. Adopt Resolution Nos. 6105, 6106, and 6107, commending and congratulating the Carpinterian of the Year for 2020, Carpinterian of the Year for 2021, and Junior Carpinterian of the Year for 2021, respectively.
7. Adopt Resolution No. 6104, authorizing the filing of the Transportation Development Claim for Fiscal Year 2022-23.

ADMINISTRATIVE MATTERS:

8. Authorize the City Manager to execute amendment to Agreement for Consultant Services, 2021-11, with National League of Cities' Race, Equity, and Leadership program ("NLC REAL"), to account for revisions to agreement terms due to delays related to COVID-19, as well as updates to workshop titles, sequencing, and offerings.

Recommendation: Approve City Manager to execute amendment to Agreement for Consultant Services, 2021-11, with NLC REAL, on behalf of the City.

City Manager Durflinger presented the staff report.

Speakers via Zoom: Amrita Salm

Motion by Councilmember Lee, seconded by Councilmember Alarcon, to authorize the City Manager to execute amendment to Agreement for Services, 2021-11, with NLC REAL. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura
NOES: None
ABSENT: None
ABSTAIN: None

The motion carried unanimously.

9. Third Amendment to Service Agreement with Granicus, LLC for Public Meeting Streaming and Online Agenda Management Services.

Recommendation: Authorize the City Manager to execute the Third Amendment to the Service Agreement with Granicus, LLC for public meeting streaming and online agenda management services in an amount not-to-exceed \$34,810.35 and extend the term through March 31, 2025. *(This motion requires a roll call vote.)*

City Manager Durflinger presented the staff report.

Speakers in-person: Donna Jordan

In response to Ms. Jordan's comments regarding the public's submittal of eComments through Granicus, Mayor Nomura asked staff to look into whether Granicus can submit a confirmation notice to let the public know their comments have been received.

Motion by Councilmember Alarcon, seconded by Vice Mayor Clark, to authorize the City Manager to execute the Third Amendment to the Service Agreement with Granicus, LLC for public meeting streaming and online agenda management services in an amount not-to-exceed \$34,810.35 and extend the term through March 31, 2025. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura
NOES: None

ABSENT: None

ABSTAIN: None

The motion carried unanimously.

10. Resolution Nos. 6109 and 6110, approving and adopting revisions to the resolutions for Conditions of Employment for Management and Miscellaneous Unrepresented Personnel for Fiscal Year 2021-2022.

Recommendation: Approve Resolution Nos. 6109 and 6110, amending Resolution Nos. 6101 and 6102 concerning Conditions of Employment for Management and Miscellaneous Personnel and authorizing the City Manager to implement the changes effective July 1, 2021.

Human Resources/Risk Manager Hernández presented the staff report.

There was no public comment.

Motion by Councilmember Lee, seconded by Councilmember Alarcon, to adopt Resolution Nos. 6109 and 6110, as read by title only. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura

NOES: None

ABSENT: None

ABSTAIN: None

The motion carried unanimously.

PUBLIC HEARING: NONE

OTHER BUSINESS:

11. Receive Status Report, Award a Construction Contract, and Authorize a Budget Increase for the Carpinteria Skate Park Project.

Recommendation: (1) Receive Status Report of the Carpinteria Skate Park Project. (2) Award a Construction Contract for the Carpinteria Skate Park Project (City Project No. 15124) to Lash Construction, Inc. in the Total Base Bid amount of \$2,089,242. (3) Authorize a budget increase to Capital Improvements Project Fund Expense Account No. 301-403-5780 for Project PK-19-003 and the associated transfer of funds as directed by the City Council. *(This motion requires a roll call vote.)*

Public Works Director Ilasin (present via Zoom) and Parks, Recreation and Public Facilities Director Roberts presented the staff report.

Emails distributed: Cynthia Lynn

Speakers in-person: Jason Rodriguez, Julia Mayer, and Russell Ruiz

Speakers via Zoom: Peter Bonning

Motion by Councilmember Carty, seconded by Vice Mayor Clark, to (1) receive status report of the Carpinteria Skate Park Project, (2) Award a Construction Contract for the Carpinteria Skate Park Project (City Project No. 15124) to Lash Construction, Inc. in the Total Base Bid amount of \$2,089,242, and (3) authorize a budget increase to Capital Improvements Project Fund Expense Account No. 301-403-5780 for Project PK-19-003 and the associated transfer of funds from the General Reserve Fund – Special Projects.

Public Works Director Ilasin requested clarification on the motion in regards to the authorization of a budget increase of \$696,000 from the General Fund Special Projects Reserve. Mayor Nomura and City Manager Durflinger both replied that the motion included authorization to increase the project budget by \$696,000 from the General Fund Special Projects Reserve.

The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura

NOES: None

ABSENT: None

ABSTAIN: None

The motion carried unanimously.

12. At the Request of Councilmembers Alarcon and Clark, City Council to Determine Whether to Reconsider and/or Amend the Motion and Vote Made at the February 28, 2022 City Council Meeting Regarding the Selection of Map A2 as the Proposed Final Map for Consideration of Adoption at the City Council Meeting of March 28, 2022.

Recommendation: Council to consider, upon a majority vote, whether to reconsider and/or amend Council's motion and vote made at the February 28, 2022 City Council meeting selecting Map A2 as the proposed final map for consideration of adoption at the final public hearing. If Council votes to reconsider and/or amend its prior motion and vote, Council will then deliberate and provide direction to staff and consultant regarding selecting a second map,

to be included in addition to Map A2 for Council consideration at the March 28, 2022 City Council meeting.

City Manager Durflinger, Program Manager Uribe Mutal, and Legal Counsel Acos and Paul Mitchell with Redistricting Partners (present via Zoom) presented the staff report.

Emails distributed: Kevin Twohy, Randall Moon, Russell Ruiz, Mike Wondolowski, Lorraine McIntire, Robert Sedivy, Jayne Diaz, Jane Taber, Amrita Salm, and Frank Ochoa

Speakers in-person: Jim Taylor, Fred Shaw, Lorraine McIntire, Tina Fannuchi-Frontado, Jason Rodriguez, Donna Jordan, Susan Mailheau, Kevin Twohy, David Rosso, Gail Marshall, Kathy Henry, Lisa Guravitz, and Janice Sugiyama

Speakers via Zoom: Jim Regunato

Motion by Vice Mayor Clark to elevate Map C to be considered along with Map A2 at the March 28th City Council meeting.

Mayor Nomura noted as a matter of order that the Council needs to first vote on whether to reconsider and/or amend Council's motion and vote made at the February 28, 2022 City Council meeting where Map A2 was selected as the proposed final plan for consideration of adoption at the final public hearing.

Councilmembers provided comments.

Motion by Councilmember Carty, seconded by Vice Mayor Clark, to reconsider the Council's motion and vote made at the February 28, 2022 City Council meeting where Map A2 was selected as the proposed final map for consideration of adoption at the final public hearing. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Vice Mayor Clark, and Mayor Nomura

NOES: Councilmember Lee

ABSENT: None

ABSTAIN: None

The motion carried.

The Council discussed various options for selecting a second map in addition to Map A2, to be considered at the March 28, 2022 City Council meeting.

Mr. Mitchell presented and compared Maps A3 and A2.

Motion by Councilmember Carty, seconded by Councilmember Alarcon, to direct staff to bring forward Maps A2 and A3 as presented for Council's consideration at the March 28, 2022 City Council meeting. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Vice Mayor Clark, and Mayor Nomura
NOES: Councilmember Lee
ABSENT: None
ABSTAIN: None

The motion carried.

Mayor Nomura recessed to a break at 9:28 pm.

Mayor Nomura reconvened the meeting at 9:36 pm.

13. Interim and long-term options for the establishment of City-operated, or sponsored, senior programs, including the provision of a City facility, or facilities, for programming.

Recommendation: Receive and file the report, and direct staff as determined appropriate.

Assistant City Manager Ramirez (present via Zoom) presented the staff report.

Emails distributed: Rosalyn Kohute and Cynthia Macias

Speakers via Zoom: Cynthia Macias (did not speak)

Motion by Councilmember Alarcon, seconded by Councilmember Carty, to receive and file the report.

Assistant City Manager Ramirez summarized the Council's direction to staff to prepare a community needs assessment, prepare feedback and guidance from Ms. Kohute, Ms. Macias, and others and bring back to Council.

The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura
NOES: None
ABSENT: None
ABSTAIN: None

The motion carried unanimously.

14. Community Development Block Grant (CDBG) Committee recommendations concerning the 2022-2023 Public Services Grant Applications and allocation of program funds.

Recommendation: Allocate the CDBG Public Services Grant Funding pursuant to the recommendations of the City's CDBG Committee to equally share the funds between Peoples' Self-Help Housing's Carpinteria Camino Scholars program and the United Boys & Girls Club of Santa Barbara County's Carpinteria Club – College Bound. *(This motion requires a roll call vote.)*

Community Development Director Goggia presented the staff report and PowerPoint presentation.

Speakers in-person: Jamie Collins

Motion by Vice Mayor Clark, seconded by Councilmember Carty, to allocate the 2022-2023 CDBG Public Services Grant Funding equally between the Peoples' Self-help Housing and Carpinteria Boys & Girls Club programs, as recommended by the CDBG Committee. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura
NOES: None
ABSENT: None
ABSTAIN: None

The motion carried unanimously.

15. The City's 2021 Housing Element Annual Progress Report to the State Department of Housing and Community Development on the status of implementation of its goals, policies, and objectives.

Recommendation: Receive the 2021 Housing Element Annual Progress Report and direct that it be submitted to the State Housing and Community Development Department.

Associate Planner Souter presented the staff report and PowerPoint presentation.

There was no public comment.

Motion by Vice Mayor Clark, seconded by Councilmember Carty, to accept the 2021 Housing Element Annual Progress Report on the status of implementation and direct the Community Development Director to submit the document to the State Department of Housing and Community Development. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura

NOES: None

ABSENT: None

ABSTAIN: None

The motion carried unanimously.

16. Highway 101 Fire Incident Emergency Repair update, approval of a budget allocation for the City's potential portion of costs, and authorization for the City Manager to arrange for reimbursement to Caltrans as determined necessary.

Recommendation: (1) Receive and file the report on the Highway 101 Fire Incident Emergency Repair; and (2) Appropriate a not-to-exceed budget amount of \$400,000, for the City's potential portion of repair costs from the Major Asset Replacement Reserve; and (3) Authorize the City Manager, subject to confirmation of liability, to prepare and execute an agreement between the City and Caltrans for reimbursement of the City's portion of repair work costs in an amount determined appropriate and not to exceed \$400,000. *(This motion requires a roll call vote.)*

Public Works Director Ilasin presented the staff report.

There was no public comment.

Motion by Councilmember Alarcon, seconded by Vice Mayor Clark, to (1) receive and file the report on the Highway 101 Fire Incident Emergency Repair; and (2) appropriate a not-to-exceed budget amount of \$400,000, for the City's potential portion of repair costs from the Major Asset Replacement Reserve; and (3) authorize the City Manager, subject to confirmation of liability, to prepare and execute an agreement between the City and Caltrans for reimbursement of the City's portion of repair work costs in an amount determined appropriate and not to exceed \$400,000. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura

NOES: None

ABSENT: None

ABSTAIN: None

The motion carried unanimously.

LEGISLATIVE UPDATE

There was no update.

COMMITTEE REPORTS, INQUIRIES AND OTHER MATTERS PRESENTED BY COUNCILMEMBERS

There were no reports.

ATTENDANCE OF COUNCILMEMBERS FOR FUTURE MEETINGS

Councilmember Lee requested staff bring back a letter to Congressman Salud Carbajal to support HR1190 for Phil Conrad for the medal of honor. Mr. Conrad is a local veteran and is up for review to receive the medal of honor. There was consensus among the Council to fulfill Councilmember Lee's request.

Councilmember Alarcon requested that the Council receive a review on Rosenberg's Rules of Orders. The Council gave consensus to Councilmember Alarcon's request.

ADJOURNMENT

Mayor Nomura adjourned the meeting at 10:40 p.m.

Wade T. Nomura, Mayor

ATTEST:

Brian C. Barrett, City Clerk



City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 11, 2022

ITEM FOR COUNCIL CONSIDERATION

Expenditures for the period beginning March 19, 2022 and April 01, 2022.

STAFF RECOMMENDATION

That the City Council accept this report concerning the current list of warrants pursuant to Carpinteria Municipal Code 2.08.150(F).

DISCUSSION

As part of each regular City Council agenda, a list of all checks (attached) dispersed since the last reporting period is presented to the City Council pursuant to C.M.C. 2.08.150(F). The report is provided for City Council and public information and serves as Staff's verification that the expenditures have been reviewed and are within budgeted appropriations.

FINANCIAL CONSIDERATIONS

The warrant register included as an attachment is designed to communicate fiscal activity since the prior reporting period. No action is requested as part of this report.

ATTACHMENTS

Attachment A: Warrant Register for the period beginning March 19, 2022 and ending April 01, 2022

Staff contact: Alexiss Martinez, Accounting Tech.
(805) 755-4422, AlexissM@ci.carpinteria.ca.us



Signature

Staff contact: Licette Maldonado, Admin Services Dir.
(805) 755-4448, LicetteM@ci.carpinteria.ca.us



Signature

Reviewed by: Dave Durflinger, City Manager
(805) 755-4400, DaveD@ci.carpinteria.ca.us



Signature



Warrant Register

Carpinteria, CA

Date Range: 03/19/2022 - 04/01/2022

Vendor Number Payable # Bank Code: AP Bank-AP Bank	Vendor Name Payable Type Post Date	Payment Date Payable Description	Payment Type	Payment Amount	Number
581966	AFLAC Invoice 03/24/2022	03/24/2022 Regular MARCH 2022 EMPLOYEE PREMIUMS		542.29	100938
22095 22096 22097 22098 22099 22100	AG ENT INC Invoice 03/24/2022 Invoice 03/24/2022 Invoice 03/24/2022 Invoice 03/24/2022 Invoice 03/24/2022 Invoice 03/24/2022	03/24/2022 Regular TEST FEBCO AT FRANKLIN CREEK PARK TEST FEBCO AT SEASIDE BUILDING TEST FEBCO AT SALT MARSH PARK TEST FEBCO AT MONTE VISTA PARK TEST FEBCO AT VIOLA PARK TEST FEBCO AT CARP LIBRARY		585.00	100939
03/03/22	ALICE WISSING Invoice 03/24/2022	03/24/2022 Regular MINUTES FOR PLANNING COMMISSION MEETING ON 02/07		360.00	100940
892204602 892206703	AMERICAN FOOD CORP Invoice 03/24/2022 Invoice 03/24/2022	03/24/2022 Regular FOOD FOR POOL RESALE SNACKS FOR POOL RESALE		316.36	100941
3055660 306797 306799	ANIMAL MEDICAL CLINIC Invoice 03/24/2022 Invoice 03/24/2022 Invoice 03/24/2022	03/24/2022 Regular FEB22 EMERGENCY OUT OF CONTRACT VET SERVICES FEB22 DOG LICENSING ISSUANCE FEB22 CONTRACTED VET SERVICES		1,590.00	100942
594492 595974 596651	BIG GREEN CLEANING COMPANY Invoice 03/24/2022 Invoice 03/24/2022 Invoice 03/24/2022	03/24/2022 Regular JAN22 EMERGENCY CLEAN UP 9TH ST RESTROOM FEB22 EMERGENCY CLEAN UP ON 9TH ST FEB22 REQUESTED HOMELESS ENCAMPMENT CLEAN UP		1,095.00	100943
879540 879542	BROWNSTEIN HYATT FARBER SCHRECK Invoice 03/24/2022 Invoice 03/24/2022	03/24/2022 Regular PROFESSIONAL LEGAL SERVICES THROUGH 01/31/2022 PROFESSIONAL LEGAL SERVICES THROUGH 01/31/2022		60,323.50	100944
28243526	CANON FINANCIAL SERVICES, INC Invoice 03/22/2022	03/24/2022 Regular CANON 5760 & CANON 6275 PRINTERS AT C.H. LEASE		1,249.52	100945
FWVF-7742100972	CHICAGO TITLE COMPANY Invoice 03/24/2022	03/24/2022 Regular PARCEL PURCHASE CHARGES		294,604.68	100946
1004078383	CLEAN HARBORS ENVIRONMENTAL SERVICES Invoice 03/24/2022	03/24/2022 Regular BATTERY PACKING & UW SHIPMENT-02-14-2022		4,365.25	100947
746761 746764	COAST AUTO PARTS, INC. Invoice 03/24/2022 Invoice 03/24/2022	03/24/2022 Regular CIRCUIT BREAKER, SWITCH SWITCHES		51.55	100948
58125	COASTAL VIEW NEWS Invoice 03/24/2022	03/24/2022 Regular ABOP ADVERTISING 03/10/22		322.00	100949
10	CORMAC O'BRIEN DBA SOUTH COAST ANALYTICS INC Invoice 03/24/2022	03/24/2022 Regular RAPID COVID TESTING 3/51/22		1,440.00	100950
MAR22 001 3011 028450702	COX BUSINESS Invoice 03/24/2022	03/24/2022 Regular MAR22-VETS HALL INTERNET SERVICE		135.94	100951
202200918	DUDEK Invoice 03/24/2022	03/24/2022 Regular FEB22 ENVIRONMENTAL SERVICES FOR RINCON MULTI-USE		2,695.00	100952
7207	EASY LIFT TRANSPORTATION Invoice 03/24/2022	03/24/2022 Regular MAR22 COMMUNITY TRANSPORTATION SERVICES		1,000.00	100953
117562 117864	EMPATHIA PACIFIC, INC Invoice 03/24/2022 Invoice 03/24/2022	03/24/2022 Regular JAN22-FEB22 EMPLOYEE ASSISTANCE SERVICES APRIL22-JUNE22 EMPLOYEE ASSISTANCE SERVICES		1,200.00	100954
03560	ENCOMPASS CONSULTANT GROUP, INC Invoice 03/24/2022	03/24/2022 Regular FEB22 ENGINEERING SERV. FOR 2021 CARP PAVE REHAB		232.50	100955
9854 9872	EVERSHADE EXTERIOR CLEANING SOLUTIONS Invoice 03/24/2022 Invoice 03/24/2022	03/24/2022 Regular JAN22 CLEANING OF TRASH CANS ON CARP & LINDEN AVE JAN22 CLEANING OF TRASH CANS ON CARP & LINDEN AVE		900.00	100956
MAR22 805-684-7613-042205-5	FRONTIER COMMUNICATIONS Invoice 03/24/2022	03/24/2022 Regular PHONE & INTERNET SERVICES FOR LG TOWER & BOATHOUSE		144.57	100957
SIN015724	HDL SOFTWARE, LLC Invoice 03/24/2022	03/24/2022 Regular NEW ACCOUNTS PROCESSED, STR FEE		786.94	100958
	HINDERLITER DE LLAMAS	03/24/2022 Regular		4,796.19	100959

SIN015233	Invoice	03/24/2022	CONTRACT & AUDIT SERVICES - SALES TAX Q3 2021		
SIN015435	Invoice	03/24/2022	CONTRACT SERVICES-TRANSACTIONS TAX Q3 2021		
1381856	HOLLIDAY ROCK CO, INC		03/24/2022 Regular	435.65	100960
	Invoice	03/24/2022	CONCRETE FOR SIDEWALK REPAIR		
INV0003486	HOME DEPOT CREDIT SERVICES		03/24/2022 Regular	70.37	100961
	Invoice	03/24/2022	LEAFRAKE, SOCKETS		
22-185	LAE ASSOCIATES INC.		03/24/2022 Regular	2,657.50	100962
	Invoice	03/24/2022	FEB22 UPDATE 5 YEAR CAPITAL IMPROVEMENT PROGRAM		
031622B	LARRY NIMMER		03/24/2022 Regular	150.00	100963
	Invoice	03/24/2022	VIDEO PRODUCTION FOR DISTRICT ELECTIONS YOUTUBE		
14592	LIN CONSULTING INC.		03/24/2022 Regular	6,847.50	100964
	Invoice	03/24/2022	FEB22 DESIGN SERVICES FOR CARP X PALM AVE INTERSEC		
990662	MCCORMIX CORP		03/24/2022 Regular	385.27	100965
	Invoice	03/24/2022	FUEL FOR CITY VEHICLES		
2206	MEARS DESIGN GROUP		03/24/2022 Regular	1,350.00	100966
	Invoice	03/24/2022	FEB22 CONSTRUCTION DOCUMENT FOR SKATEPARK		
516558543	MISSION UNIFORM SERVICE		03/24/2022 Regular	173.34	100967
516602030	Invoice	03/24/2022	MAT & TOWEL REPLACEMENT, UNIFORM CLEANING		
	Invoice	03/24/2022	MAT & TOWEL REPLACEMENT, UNIFORM CLEANING		
79912	MNS ENGINEERS INC		03/24/2022 Regular	1,358.15	100968
79913	Invoice	03/24/2022	FEB22 PLAN & MAP CHECKING FOR LLA REVIEW 5139 8TH		
	Invoice	03/24/2022	FEB22 PLAN/MAP CHECKING FOR 4716 7TH STREET		
791383	NORMAN'S NURSERY		03/24/2022 Regular	1,719.17	100969
	Invoice	03/24/2022	FEB22 TREE REPLACEMENT SERVICES		
INV0003485	PLANNING & DEVELOPMENT-COUNTY OF SANTA BARBARA		03/24/2022 Regular	1,340.90	100970
	Invoice	03/24/2022	FEB22 COUNTY PLANNING CHECKS FOR RINCON MULTIUSE		
2067-PF	PROTECTIVE WEATHER STRUCTURES		03/24/2022 Regular	6,000.00	100971
	Invoice	03/24/2022	ENGINEERING SERVICES FOR CITY HALL ANNEX BUILDING		
MAR22 7900 0110 3770 5400	QUADIENT FINANCE USA INC		03/24/2022 Regular	1,000.00	100972
	Invoice	03/24/2022	POSTAGE FOR CITY HALL 02/15, 03/01, 03/11		
IN0061545	SANTA BARBARA COUNTY EHS / CUPA		03/24/2022 Regular	1,435.00	100973
IN0061546	Invoice	03/24/2022	2022 BUSINESS PLAN LEVEL 1 FOR COMMUNITY POOL		
	Invoice	03/24/2022	2022 BUSINESS PLAN LEVEL 3 FOR CITY HALL		
58115	SANTA BARBARA COUNTY, APCD		03/24/2022 Regular	942.96	100974
58116	Invoice	03/24/2022	EMISSIONS FEE FOR PORTABLE EMERGENCY GENERATOR		
	Invoice	03/24/2022	EMISSIONS FEE FOR PERMANENT EMERGENCY GENERATOR		
1395	SANTA BARBARA COUNTY, SHERIFF'S DEPT		03/24/2022 Regular	381,861.00	100975
	Invoice	03/24/2022	FEB22 CONTRACTED LAW ENFORCEMENT SERVICES		
MAR22 700474689651	SO CA EDISON		03/24/2022 Regular	15.67	100976
	Invoice	03/24/2022	ELECTRICITY-4683 9TH ST		
3502175374	STAPLES ADVANTAGE		03/24/2022 Regular	118.32	100977
	Invoice	03/24/2022	PERMANENT MARKERS, STAPLES, INK, NAME BADGE		
38829746	TREESCAPES		03/24/2022 Regular	3,600.00	100978
	Invoice	03/24/2022	JAN22 TREE MAINTENANCE AT 4631 7TH ST		
1214	TWO TRUMPETS COMMUNICATIONS		03/24/2022 Regular	5,550.00	100979
	Invoice	03/24/2022	FEB22 COMMUNICATIONS SERVICES		
1960	WATER GEAR INC		03/24/2022 Regular	80.31	100980
	Invoice	03/24/2022	BACKSTROKE FLAGS FOR COMMUNITY POOL		
182685	WEST COAST ARBORISTS, INC.		03/24/2022 Regular	6,544.80	100981
	Invoice	03/24/2022	TREE MAINTENANCE 02/01/2022-02/15/2022		
558583200	WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTION		03/24/2022 Regular	10,197.00	100982
	Invoice	03/24/2022	LOCAL HAZARD MITIGATION PLAN THROUGH 02/25/2022		
INV0003478	SEIU LOCAL 620		03/24/2022 Regular	247.88	100983
	Invoice	03/24/2022	Employee Union Dues Contribution		
INV0003479	UNITED WAY OF SANTA BARBARA COUNTY		03/24/2022 Regular	24.00	100984
	Invoice	03/24/2022	Employee United Way Contribution		
INV0003470	VANTAGEPOINT TRANSFER AGENTS - 457		03/24/2022 Regular	4,752.48	100985
INV0003471	Invoice	03/24/2022	ICMA Employee Contributions		
INV0003472	Invoice	03/24/2022	ICMA Employee Contributions		
	Invoice	03/24/2022	Deferred Compensation Contribution		
22101	AG ENT INC		03/31/2022 Regular	195.00	100986
22102	Invoice	03/31/2022	TEST FEBCO AT LINDEN@SANDYLAND BEACH 2/14/22		
22103	Invoice	03/31/2022	TEST FEBCO AT PUBLIC RESTROOMS		
	Invoice	03/31/2022	TEST FEBCO AT HOLLY & SANDYLAND 02/16/2022		

642373	A-OK POWER EQUIPMENT Invoice 03/31/2022	03/31/2022 Regular CHAIN LOOPS FOR CHAIN SAW	117.41	100987
INV0003489	BANNER BANK Invoice 03/31/2022	03/31/2022 Regular 5TH RETENTION PAYMENT FOR 2021 PAVEMENT REHAB	74,624.08	100988
79514 79736	CANNON Invoice 03/31/2022 Invoice 03/31/2022	03/31/2022 Regular FEB22 TECHNICAL ASSISTANCE FOR PETRO PIPE ABANDON FEB22 PLAN CHECKS FOR 700 LINDEN	4,136.50	100989
IN02943148 IN02945847	CCP INDUSTRIES INC Invoice 03/31/2022 Invoice 03/31/2022	03/31/2022 Regular GRAFFITI AND PAINT REMOVER DISPOSABLE BLUE MASKS	152.18	100990
57928	COASTAL VIEW NEWS Invoice 03/31/2022	03/31/2022 Regular SKATEPARK NOTICE TO BIDDERS 12/23/21 & 01/06/22	272.00	100991
11	CORMAC O'BRIEN DBA SOUTH COAST ANALYTICS INC Invoice 03/31/2022	03/31/2022 Regular RAPID COVID TESTING 3/21/22	1,200.00	100992
2091369	DEWBERRY ENGINEERS INC. Invoice 03/31/2022	03/31/2022 Regular FEB22 PROJECT SERVICES FOR CARP AVE BRIDGE PROJECT	730.90	100993
INV0003492	MARK ROCK Invoice 03/31/2022	03/31/2022 Regular REIMBURSEMENT FOR LIVESCAN	24.00	100994
991208	MCCORMIX CORP Invoice 03/31/2022	03/31/2022 Regular FUEL FOR CITY VEHICLES	276.96	100995
INV0003490	MILLENNIUM HOUSING CORPORATION Invoice 03/31/2022	03/31/2022 Regular REFUND OF DEPOSIT	622.53	100996
79743 79970	MNS ENGINEERS INC Invoice 03/31/2022 Invoice 03/31/2022	03/31/2022 Regular JAN22 PROJ OVERSIGHT SERVICES FOR HWY 101 PHASE 4 FEB22 PROJ OVERSIGHT SERVICES FOR HWY 101 PHASE 4	1,785.00	100997
00371162	MUNICIPAL CODE CORPORATION Invoice 03/31/2022	03/31/2022 Regular SUPPLEMENT PAGES, BLANK PAGES, IMAGES, ORDLINK	765.31	100998
2203107	PERMACOLOR INC Invoice 03/31/2022	03/31/2022 Regular DECORATIVE LAMPS AT ASH BEACH PARKING LOT	490.50	100999
39591	ROCKWELL PRINTING Invoice 03/31/2022	03/31/2022 Regular BUSINESS CARDS FOR MAYOR	45.78	101000
BB22-02	SB COUNTY ASSOCIATION OF GOVERNMENTS Invoice 03/31/2022	03/31/2022 Regular BROADBAND STRATEGIC PLAN	8,573.81	101001
FEB22 700163777874 FEB22 700333892838	SO CA EDISON Invoice 03/31/2022 Invoice 03/31/2022	03/31/2022 Regular ELECTRICITY-6145 CARPINTERIA AVE ELECTRICITY-5781 CARPINTERIA AVE	70.22	101002
3502596984 3502596985 3502685378	STAPLES ADVANTAGE Invoice 03/31/2022 Invoice 03/31/2022 Invoice 03/31/2022	03/31/2022 Regular OFFICE SUPPLIES FOR CITY HALL STAFF RED PENS, NAME BADGES, PERM MARKERS A-Z FILE FOLDER FOR LIBRARY	221.71	101003
62864	THE STORAGE PLACE Invoice 03/31/2022	03/31/2022 Regular UNIT 0905 RENT 04/23/2022-05/22/2022	390.00	101004
INV0003488	TORO ENTERPRISES, INC. Invoice 03/31/2022	03/31/2022 Regular 2021 PAVEMENT REHAB AT VARIOUS LOCATIONS	770,761.19	101005
2022 SPONSORSHIP	UC REGENTS-EFP Invoice 03/31/2022	03/31/2022 Regular 2022 SANTA BARBARA FORECAST SPONSORSHIP	1,400.00	101006
80632163 80663499	WAXIE SANITARY SUPPLY Invoice 03/31/2022 Invoice 03/31/2022	03/31/2022 Regular HAND SOAP FOR ALL FACILITIES RESTROOMS SPRAY BOTTLES	75.41	101007
558583177	WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTION Invoice 03/31/2022	03/31/2022 Regular DUNE & SHORELINE PROJECT SERVICES THROUGH 02/25/22	8,664.90	101008
R55435300	YOURMEMBERSHIP.COM, INC Invoice 03/31/2022	03/31/2022 Regular JOB POSTING FOR LIBRARY SPECIALIST	199.00	101009
2022-0214	ZWORLD GIS Invoice 03/31/2022	03/31/2022 Regular MAPPING/GIS SERVICES	2,977.00	101010
INV0003493	CALIFORNIA DEPT OF TAX & FEE ADMIN Invoice 03/22/2022	03/22/2022 Bank Draft 2021 SALES TAX	607.18	DFT0002322
PR06 03/24/22	INTERNAL REVENUE SERVICE Invoice 03/24/2022	03/24/2022 Bank Draft PR06 03/24/22 FEDERAL TAX PAYMENT	17,127.96	DFT0002323
PR06 03/24/22	EDD-SIT Invoice 03/24/2022	03/24/2022 Bank Draft PR06 03/24/22 SIT TAXES	5,188.39	DFT0002324
PR06 03/24/22	EDD-SDI Invoice 03/24/2022	03/24/2022 Bank Draft PR06 03/24/22 SDI TAXES	1,482.15	DFT0002325

03/05/22-03/18/22 PEPRA	CalPERS Invoice	03/24/2022	03/24/2022 Bank Draft PEPRA RETIREMENT 03/04/22-03/18/22 PR06	5,769.99	DFT0002329
03/05/22-03/18/22 CLASSIC	CalPERS Invoice	03/24/2022	03/24/2022 Bank Draft CLASSIC RETIREMENT 03/04/22-03/18/22 PR06	15,564.68	DFT0002330



City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 11, 2022

ITEM FOR COUNCIL CONSIDERATION

Second Reading of Ordinance No. 752, an Ordinance of the City Council of the City of Carpinteria, California, Amending Title 2 of the Carpinteria Municipal Code to Add a New Chapter 2.06 (CITY COUNCIL DISTRICT ELECTIONS) to Establish District Elections.

STAFF RECOMMENDATION

Adopt Ordinance No. 752 (second reading).

Sample Motion: I move to adopt Ordinance No. 752, as read by title only. *(Requires a roll call vote.)*

BACKGROUND

Adoption by a second reading of Ordinance No. 752 is required tonight in order for the City Council to remain in compliance with Resolution No. 5743, declaring its intention to transition from at-large to district-based elections by November of 2022, and to fulfill the Conditional Settlement Agreement and Release of August 14th of 2017, which the City entered into in response to the July 3, 2017 Notice of Violation of California Voting Rights Act.

DISCUSSION

First reading of Ordinance No. 752 was held on March 28, 2022. If approved on second reading, Ordinance No. 752 will go into effect in 30 days.

POLICY CONSISTENCY

Adoption of Ordinance No. 752 follows hearings held by the City as a part of its District Mapping process consistent with Federal and State Voting Rights Act.

FINANCIAL CONSIDERATIONS

Once approved, Ordinance No. 752 will be timely published.

LEGAL AND RISK MANAGEMENT CONSIDERATIONS

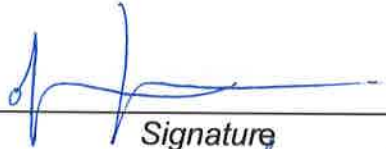
The City Attorney's Office is supporting the District Mapping process and will be available to answer questions concerning this matter.

ATTACHMENTS

A. Ordinance 752

B. City Council Staff Report, dated March 28, 2022.

Staff contact: Olivia Uribe Mutal, Program Manager
(805) 755-4450, OliviaU@ci.carpinteria.ca.us



Signature

Reviewed by: Dave Durflinger, City Manager
(805) 755-4400, daved@ci.carpinteria.ca.us



Signature

ATTACHMENT A

ORDINANCE NO. 752

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA ESTABLISHING DISTRICT-BASED ELECTIONS FOR COUNCILMEMBERS BY AMENDING TITLE 2 OF THE CARPINTERIA MUNICIPAL CODE TO ADD A NEW CHAPTER 2.06 ("CITY COUNCIL DISTRICT ELECTIONS") AND BY ADOPTING THE COUNCIL DISTRICT MAP

WHEREAS, the City of Carpinteria ("City") is a general law city and municipal corporation that uses an at-large method of election for its five council members to a four-year term, including its mayor, who is selected by his or her fellow council members; and,

WHEREAS, in response to a Notice of Violation alleging the City's method of election violates the California Voting Rights Act ("CVRA"), the City adopted a resolution of intention to transition to district elections in time for the November 2022 election, thereby avoiding the high cost of litigation and furthering the City's commitment to diversity and inclusion; and,

WHEREAS, in conformity with Elections Code section 10010, the City Council has held public meetings on this matter on July 31, 2017; August 14, 2017; April 8, 2019; June 28, 2021; July 26, 2021; November 8, 2021; December 13, 2021; January 24, 2022; February 28, 2022, March 14, 2022, and March 28, 2022, in addition to public workshops that were held on September 20, 22, and 26, 2021, in both remote and in-person formats due to the coronavirus (COVID-19) pandemic; and,

WHEREAS, at its regular meeting on March 28, 2022, the City Council held a public hearing at which the public was invited to provide input regarding the content of the draft Council District Maps and the potential sequence of elections; and,

WHEREAS, the Council District Map adopted as part of this Ordinance complies with the legal criteria and order of priority established by Elections Code Section 21601; and,

WHEREAS, this Ordinance is intended to provide for the district-based election of the five Councilmembers of the City; and,

WHEREAS, the City Council has considered all information and public testimony related to this matter, as presented at the public meetings of the City Council and published on the City's District Elections webpage, including any supporting reports by City staff.

NOW THEREFORE, the City Council of the City of Carpinteria does hereby ordain as follows:

SECTION 1. INCORPORATION OF RECITALS

The above recitals are true and correct and are incorporated herein, and are

each relied upon independently by the City Council for its adoption of this Ordinance.

SECTION 2. AMENDING TITLE 2 OF THE CARPINTERIA MUNICIPAL CODE TO ADD A NEW CHAPTER 2.06 ("CITY COUNCIL DISTRICT ELECTIONS")

New Chapter 2.06, titled "City Council District Elections," is hereby added to the City's municipal code as follows:

"2.06.010 – Declaration of Purpose.

Pursuant to Government Code Section 34886, the City Council of the City of Carpinteria intends to change from an at-large election system used since the City's incorporation to district based elections for city councilmembers. Said change is being made in furtherance of the purposes of the California Voting Rights Act of 2001. A district based election system is one where the City is divided into separate geographical areas making up the districts and voters residing within the district elect a representative who also resides within the district.

2.06.020 – City Council Districts Established.

Five City Council districts are established in the City of Carpinteria. The boundaries and identifying numbers of each district shall be as described on the Council District Map approved by the Council and maintained by the City Clerk in the official records of the City and the County Elections Office. The Council District Map may be amended from time to time, such as following the decennial U.S. Census, to ensure that the districts are in compliance with all applicable provisions of law.

2.06.030 – Election of Members of the City Council by-District.

- (a) Upon commencement of "by-district" election in the order established in section 2.06.040 of this Code, members of the City Council shall be elected "by district" as defined in California Government Code Section 34871 and/or any successor statute. Any candidate for City Council must have been a resident and registered voter of the district in which he or she seeks election for at least thirty days before the time he or she files nominating papers or equivalent declaration of candidacy for such office, or such person's appointment to fill a vacancy therein as established in the California Government Code Section 34882. The mayor and vice-mayor shall be selected by their fellow councilmembers. No term of any member of the City Council that commenced prior to the effective date of this ordinance shall be affected by the adoption of this ordinance.
- (b) Registered voters signing nomination papers or voting for a member of the City Council shall be residents of the geographical area making up the district from which the member is to be elected.
- (c) The terms of office of each member elected to the City Council shall be four (4) years.
- (d) Termination of residency in a district by a Councilmember shall create a vacancy for that City Council district unless another residence within the district is

immediately declared and established within thirty (30) days after the termination of residency.

2.06.040 – Reserved.

2.06.050 – Vacancies for the Office of Councilmember.

(a) A vacancy in an office filled by at-large election shall be filled by appointment or election from the city at-large in accordance with California Government Code Section 36512.

(b) A vacancy in an office of a “by district” councilmember shall be filled by a person who resides in and is a registered voter in the district.”

SECTION 3. COUNCIL DISTRICT MAP APPROVED AND RECORDED

The City Council hereby approves and adopts the Council District Map for the District-Based election system for five Councilmembers, attached hereto as Exhibit 1 and incorporated herein by reference. The Council District Map shall be updated as necessary following the decennial U.S. Census, and recorded and maintained by the City Clerk in the official records of the City and by the County Elections Office.

SECTION 4. IMPLEMENTATION

If necessary to facilitate the implementation of this Ordinance, the City Council hereby authorizes the City Manager, or his or her designee, to make technical adjustments to the district boundaries adopted in this Ordinance that do not substantively affect the populations in the districts, the eligibility of candidates, or the residence of elected officials within any district. The City Manager shall consult with the City Attorney concerning any technical adjustments deemed necessary and shall advise the City Council of any such adjustments required in the implementation of the districts.

SECTION 5. CEQA

The City Council finds that the actions authorized by this Ordinance are not subject to the requirements of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Sections 15060(c)(2) and 15061(b)(3) since the actions will not result in a direct or reasonably foreseeable indirect physical change in the environment.

SECTION 6. SEVERABILITY

If any section, sub-section, subdivision, paragraph, clause or phrase in this Ordinance, or any part thereof, is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining sections or portions of this Ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, irrespective of the fact that any one or more sections, sub-sections, subdivisions, paragraphs, sentences, clauses or phrases may be declared invalid or unconstitutional.

SECTION 7. CERTIFIED COPY TO COUNTY BOARD OF SUPERVISORS AND DEPARTMENT OF ELECTIONS

The City Clerk is hereby directed to forward without delay to the Board of Supervisors and to the County Department of Elections each a certified copy of this Ordinance.

SECTION 8. EFFECTIVE DATE

This Ordinance shall become effective thirty (30) days following adoption.

PASSED, APPROVED AND ADOPTED on April 11, 2022, by the following vote:

AYES: COUNCILMEMBER(S):

NOES: COUNCILMEMBER(S):

ABSENT: COUNCILMEMBER(S):

ABSTAIN: COUNCILMEMBER(S):

ATTEST:

Mayor, City of Carpinteria

Brian C. Barrett, City Clerk
City of Carpinteria

I hereby certify that the foregoing Ordinance was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held on April 11, 2022.

Brian C. Barrett, City Clerk
City of Carpinteria

APPROVED AS TO FORM:

Jena Shoaf Acos, on behalf of Brownstein
Hyatt Farber Schreck, LLP acting as
City Attorney of the City of Carpinteria

ATTACHMENT B



City of Carpinteria

COUNCIL AGENDA STAFF REPORT March 28, 2022

ITEM FOR COUNCIL CONSIDERATION

- (1) Review of two draft City Council District Maps (A2 and A3) and selection of a final District Map; and,
- (2) Adoption of Ordinance No. 752, (first reading) approving the final City Council District Map and scheduling for second reading on April 11, 2022.

STAFF RECOMMENDATION

Select one of the two draft District Maps to be used for District Elections beginning in November 2022. Adopt Ordinance No. 752, (first reading) approving the final City Council District Map and schedule for second reading on April 11, 2022

Sample Motion: I move to approve District Map _____ as the final District Map for the City Council District Elections and Ordinance No. 752, on first reading (as read by title only) and schedule the second reading for the City Council meeting of April 11, 2022.

BACKGROUND

This is the fifth of five noticed public meetings required as a part of the City's process for drawing City Council District Maps, which will culminate with the scheduled adoption of the Council District Map by the City Council. At the last noticed hearing, the Council reviewed four draft maps (A, A2, B, C), and voted to elevate Map A2. At the March 14th City Council meeting, at the request of Vice Mayor Clark and Councilmember Alarcon, the Council reviewed and authorized map A3 to also be included for consideration as the final map along with map A2¹.

The purpose of this meeting is to discuss draft Maps A2 and A3 produced by the City's consultant and based on City Council deliberation, to date, public input concerning communities of interest, draft maps submitted by the public, and parameters for map drawing included in the California Voters Rights Act. Pursuant the City's schedule for drawing and adopting a District Map in time for use in the November 2022 municipal

¹ Data on District Maps A, A2, A3, B and C are a part of the complete District Map Plans that can be found with the maps on the City's District Election website at <https://carpinteriaprojects.com/district-elections/>, and are referenced in more detail later in this report.

District Elections Mapping Hearing
March 28, 2022
Page 2

election, the City Council has the opportunity to take action to approve and adopt a final District Map at this meeting.

More information about the Carpinteria City Council Districting process can be accessed through the City website home page here: www.carpinteriaca.gov or by contacting the City at (805) 684-5405. This information includes (1) all maps created by members of the public and/or consultant, (2) all public comments received regarding the district mapping process, and (3) all prior staff reports, minutes, and presentations from prior district election public hearings, meetings and workshops.

Mapping Process

In April 2019, the City Council approved by resolution the formation of a District Elections Ad hoc Committee (Committee), on which Councilmembers Alarcon and Clark were assigned. The City subsequently entered into a consultant services agreement in October of 2019 with Redistricting Partners to assist the City with the process of drawing district boundaries. A primary purpose of the Committee's work included working with the consultant to develop a schedule and a public engagement plan consistent with the California Voting Rights Act (CVRA). The Committee concluded its work on October 20, 2021.

To date, the City Council has held meetings on this matter on July 31, 2017; August 14, 2017; April 8, 2019; June 28, 2021; July 26, 2021; November 8, 2021; December 13, 2021; January 24, 2022; and February 28, 2022.² The City Council also considered an agenda item related to District Elections on March 14, 2022, during which it elevated an additional map for consideration of final adoption. In addition to these meetings, the City held District Mapping public workshops on September 20, 22, and 26, 2021, where approximately 20 residents participated. The workshops were conducted to allow for both in person and remote testimony via the Zoom virtual meeting platform and 20 members of the public attended in total.

The City made two processes available to the public to provide potential District Maps, including digitally drawing a map via a portal on the City's District Mapping website and creating and submitting to the City a hardcopy map.³

The City's schedule for drawing and adopting district maps for the November 2022 municipal election currently includes City Council consideration of final plan adoption at this meeting of March 28, 2022. In order to comply with statutory deadlines, the final adopted map must be submitted to the Santa Barbara County Registrar's Office no later than April 22, 2022. Complying with this schedule is necessary in order for the City to remain in compliance with Resolution No. 5743, declaring its intention to transition from at-large to district-based elections by November of 2022, and to fulfill the Conditional

² Public Hearings required by law included: November 8, 2021; December 13, 2021; January 24, 2022; February 28, 2022 and March 28, 2022

³ All submitted hardcopy maps returned by February 28th have been uploaded on the City's website for ease of detailed viewing by the public.

Settlement Agreement and Release of August 14th of 2017, which the City entered into in response to the July 3, 2017 Notice of Violation of California Voting Rights Act. Based on the above time constraints, staff believes that the latest the Council could consider and act on a final map is March 28, with second reading at its regular meeting of April 11, 2022. By adopting the proposed Ordinance No. 752, on first reading tonight and second reading on April 11, this schedule will be met.

DISCUSSION

The City Council began the process of reviewing draft District Maps at its regular meeting of January 24, 2022. The City's consultant drafted a total of five-district plans for City Council and public review. All draft plans presented to the City Council were based off of the maps submitted by community members, whose robust engagement resulted in 161 community of interest and district boundary maps submitted to date.⁴ The consultant has also confirmed that all draft plans presented to the City Council comply with the criteria required by the Fair Maps Act, including that districts are of relatively equal size, contiguous, maintain "communities of interest", follow city and census designated place boundaries and keep districts compact. Map A2 and Map A3 incorporate feedback provided by members of the City Council at the January 24, 2022 Council meeting and at the February 28, 2022 Council meeting, respectively.

At its January 24 meeting, the City Council reviewed Maps A, B and C. The Council unanimously voted to elevate Map A for further consideration and asked that the boundary of one of the Map A districts (District D) be adjusted to not fall below the freeway. That change was made by the consultant and became Map A2. Map A2 was presented along with Maps A, B and C, at the Council meeting of February 28. At the February 28 meeting, Councilmembers Alarcon and Vice Mayor Clark commented about further changes they wished to see to Map A2, aimed at reducing the 9.6%⁵ population disparity between the largest and smallest Districts, and adjusting the common boundaries between Districts A and B, and B and D. Ultimately, only Map A2 was approved for consideration as the final Map. Subsequently, at its March 14 meeting, the Council elected to reconsider this decision. In response to the Council deliberation on February 28, revisions to Map A2 were made and presented and considered as Map A3 on March 14. The Council then determined to elevate Map A3 along with Map A2 for consideration as the final Map on March 28.

All maps and plans have been published on the City website. An ad was placed in the Coastal View News for two weeks (publication dates of March 17, 2022 and March 24, 2022) to announce that the maps and plans were available to the public online. Posters of Maps A2 and A3 were also created and have been displayed at City Hall. Staff has also made large printed versions of both draft Maps available for members of the public.

⁴ Our consultants have worked with 25 cities including the 10 largest in California, and we received the most map submissions by the public. For comparison, the City of Los Angeles, a city of 3,970,219 received 157 map submission.

⁵ Under the CVRA, the difference between smallest and largest districts by population cannot exceed 10%.

After a final district Map has been selected, a discussion about election sequencing will also be required and is presented as a separate agenda matter.

Comparing Maps A2 and A3

As discussed above, the City Council directed that Maps A2 and A3 (attached) be considered for final Map approval. Both of these Maps are derivatives of Map A that was first presented and considered on January 24, 2022. Map A was one of three Maps prepared by the City's District Elections consultant based on Community of Interest and draft maps submitted by members of the public. As such, Maps A2 and A3 are similar. Both maps have in common a general District organization where the freeway defines the boundary between three Districts on the north side of the freeway and two Districts on the South. The boundaries of the five Districts are also similar. Both Maps have also been prepared and analyzed by the City's consultant to ensure compliance with the Voting Rights Acts.

The following is a review of the criteria used by the City's consultant in the creation of the draft Maps with discussion of each in the context of Maps A2 and A3. This comparison is provided to assist the Council in deliberating on a choice between the two Maps; however, once again, the City's consultant has determined that both Maps A2 and A3 can be found to meet these criteria.

1. Districts are of relatively equal size. The threshold used to meet this criterion is that the population difference between the largest and smallest districts not exceed 10%. For Map A2, the deviation is 9.2% and for Map A3 the deviation is 8.2%. Again, both Maps meet the criteria.
2. Districts must be Contiguous. All Districts on both Maps are contiguous and meet this criterion.
3. Maintain Communities of Interest. This determination is subjective. Identification of Communities of Interest can be derived from the Maps submitted by the public. The City's consultant has determined that either map may be found to appropriately represent Communities of Interest reflected in both the Community of Interest and draft maps submitted by the public.
4. Follow City and US Census designated place boundaries. All Districts that are part of Maps A2 and A3 respect these boundaries.
5. Keep Districts Compact. Arguably, Map A3 may be more compact than Map A2 if evaluating geometric shape. In particular, Districts A, B and D may be found to be more compact in Map A3.

POLICY CONSISTENCY

This hearing is a part of the City Council district mapping process being followed in compliance with Federal and State Voting Rights Act during this transition to district-based council elections.

FINANCIAL CONSIDERATIONS

Cost associated with this work includes a consultant service agreement, which is a part of projected expenses included in the adopted Fiscal Year 2021-22 budget.

LEGAL AND RISK MANAGEMENT CONSIDERATIONS

The City Attorney's Office is supporting the District Mapping process and will be available to answer questions concerning this matter.

ATTACHMENTS

Attachment A: Carpinteria Draft Plan A2 and A3 Prepared by Redistricting Partners including Draft Plan, 2020 Census Data, and Citizen Voting Age Population (CVAP)

Attachment B: Ordinance 752

Attachment C: Coastal View News Ads and Public Hearing Notice, published on March 17, 2022 and March 24, 2022

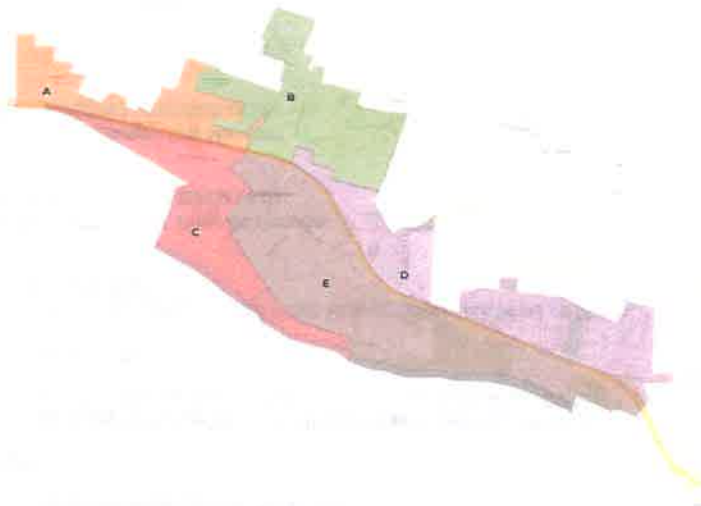
Staff contact: Olivia Uribe Mutal, Program Manager
(805) 755-4450, OliviaU@ci.carpinteria.ca.us


Signature

Reviewed by: Dave Durlinger, City Manager
(805) 755-4400, daved@ci.carpinteria.ca.us


Signature

ATTACHMENT A



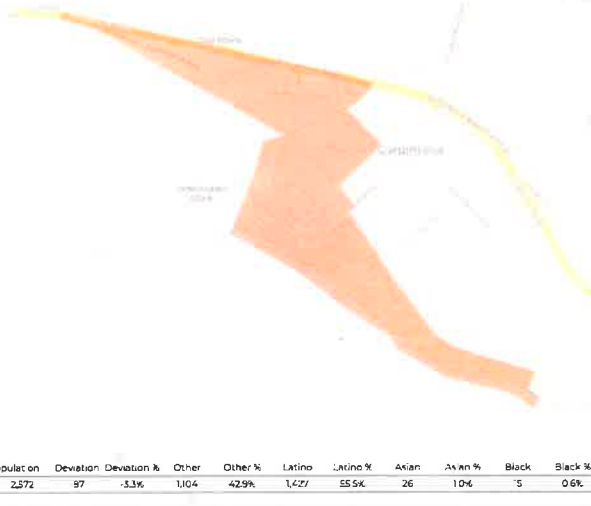
2020 Census

	1	2	3	4	5
Population	2,572	2,679	2,643	2,826	2,573
Deviation	-87	20	-16	167	-86
Deviation %	-3.3%	0.8%	-0.6%	6.3%	-3.2%
Other	1,104	1,191	1,463	1,241	1,435
Other %	42.9%	44.5%	55.4%	43.9%	55.8%
Latino	1,427	1,404	1,111	1,480	1,063
Latino %	55.5%	52.4%	42.0%	52.4%	41.3%
Asian	26	65	59	89	60
Asian %	1.0%	2.4%	2.2%	3.1%	2.3%
Black	15	19	10	16	15
Black %	0.6%	0.7%	0.4%	0.6%	0.6%

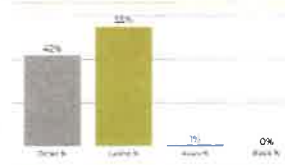
Citizen Voting Age Population (CVAP)

	1	2	3	4	5
Total CVAP	1,476	1,792	1,868	1,701	1,946
Other CVAP	976	1,101	1,402	1,037	1,484
Other CVAP %	66.1%	61.4%	75.1%	61.0%	76.3%
Latino CVAP	496	671	379	551	440
Latino CVAP %	33.6%	37.4%	20.3%	32.4%	22.6%
Asian CVAP	4	14	87	85	8
Asian CVAP %	0.3%	0.8%	4.7%	5.0%	0.4%
Black CVAP	0	6	0	28	14
Black CVAP %	0.0%	0.3%	0.0%	1.6%	0.7%

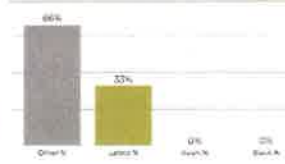
District 1



2020 Census

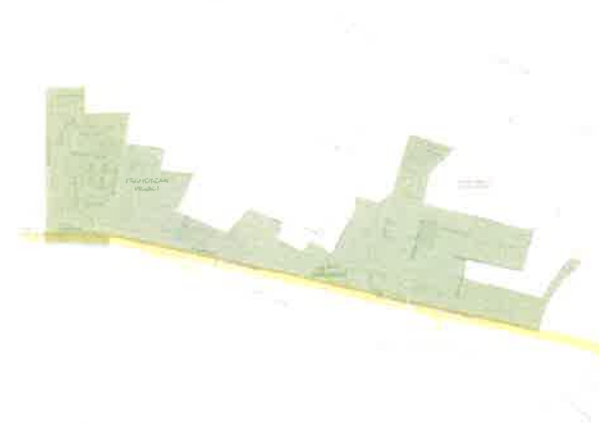


Citizen Voting Age Population

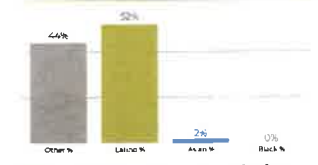


Population	Deviation	Deviation %	Other	Other %	Latino	Latino %	Asian	Asian %	Black	Black %
2,572	97	-5.3%	1,104	42.9%	1,427	55.5%	26	1.0%	5	0.6%
Total CVAP	Other CVAP	Other CVAP %	Latino CVAP	Latino CVAP %	Asian CVAP	Asian CVAP %	Black CVAP	Black CVAP %		
1,476	976	66.1%	496	33.6%	4	0.3%	0	0.0%		

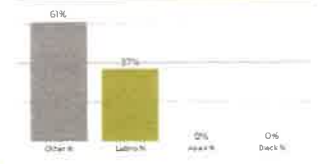
District 2



2020 Census

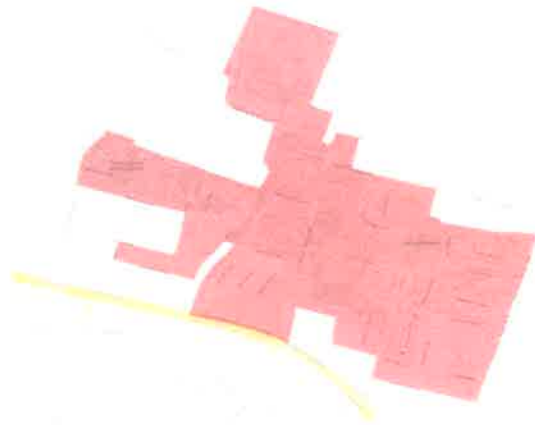


Citizen Voting Age Population

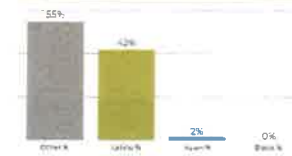


Population	Deviation	Deviation %	Other	Other %	Latino	Latino %	Asian	Asian %	Black	Black %
2,679	20	0.8%	1,191	44.5%	1,404	52.4%	65	2.4%	19	0.7%
Total CVAP	Other CVAP	Other CVAP %	Latino CVAP	Latino CVAP %	Asian CVAP	Asian CVAP %	Black CVAP	Black CVAP %		
1,792	1,121	61.4%	477	37.4%	74	0.8%	6	0.3%		

District 3



2020 Census



Citizen Voting Age Population

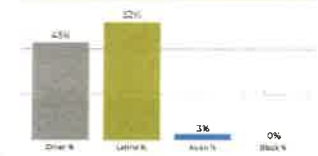


Population	Deviation	Deviation %	Other	Other %	Latino	Latino %	Asian	Asian %	Black	Black %
2,643	-16	-0.6%	1,463	55.4%	1,111	42.0%	39	2.2%	10	0.4%
Total CVAP	Other CVAP	Other CVAP %	Latino CVAP	Latino CVAP %	Asian CVAP	Asian CVAP %	Black CVAP	Black CVAP %		
1,868	1,402	75.1%	379	20.3%	67	4.7%	0	0.0%		

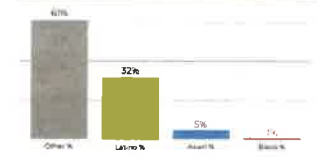
District 4



2020 Census



Citizen Voting Age Population

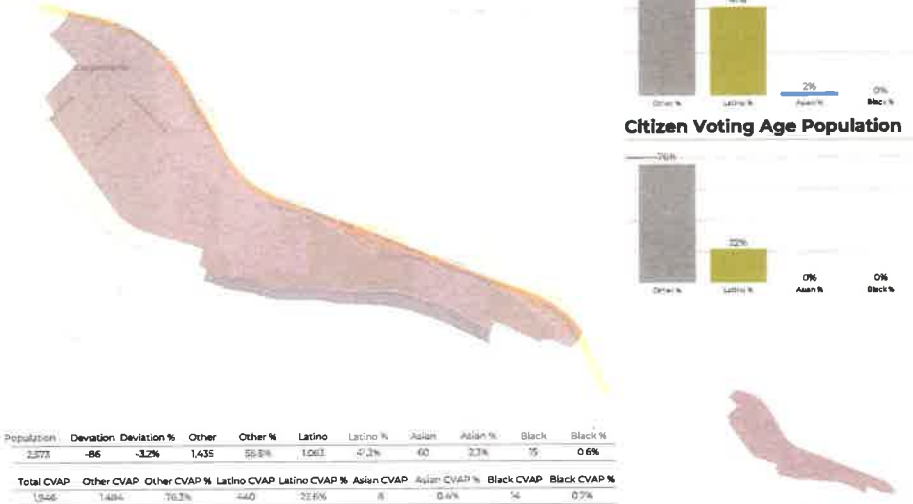


Population	Deviation	Deviation %	Other	Other %	Latino	Latino %	Asian	Asian %	Black	Black %
2,876	167	6.3%	1,241	43.9%	1,480	52.4%	89	3.1%	16	0.6%
Total CVAP	Other CVAP	Other CVAP %	Latino CVAP	Latino CVAP %	Asian CVAP	Asian CVAP %	Black CVAP	Black CVAP %		
1,701	1,037	61.0%	501	29.4%	85	5.0%	28	1.6%		

City of Carpinteria

Draft Plan A2

District 5



DESCRIPTION OF DISTRICTS

District A.

All of that portion of Santa Barbara County bounded and described as follows: Beginning at the point of intersection of the Toro Canyon/Carpinteria census designated place/city line and the Carpinteria city line, and proceeding northerly along the Toro Canyon/Carpinteria census designated place/city line to the Carpinteria city line, and proceeding southerly along the Carpinteria city line to Santa Ynez Ave, and proceeding southerly along Santa Ynez Ave to el Carro Ln, and proceeding easterly along el Carro Ln to Azalea Dr, and proceeding southerly along Azalea Dr to Aragon Dr, and proceeding westerly along Aragon Dr to Chaney Ave, and proceeding southerly along Chaney Ave to Eleanor Dr, and proceeding easterly along Eleanor Dr to Sterling Ave, and proceeding northerly along Sterling Ave to Malibu Dr, and proceeding easterly along Malibu Dr to Franklin Crk, and proceeding southerly along Franklin Crk to el Camino Real, and proceeding westerly along el Camino Real to nonvisible boundary, and proceeding southerly along nonvisible boundary to the Carpinteria city line, and proceeding westerly along the Carpinteria city line to the point of beginning

District B.

All of that portion of Santa Barbara County bounded and described as follows: Beginning at the point of intersection of Santa Ynez Ave and el Carro Ln, and proceeding northerly along Santa Ynez Ave to the Carpinteria city line, and proceeding easterly along the Carpinteria city line to nonvisible boundary, and proceeding westerly along nonvisible boundary to Star Pine Rd, and proceeding westerly along Star Pine Rd to Vallecito Rd, and proceeding northerly along Vallecito Rd to Ogan Rd, and proceeding westerly along Ogan Rd to Pacific Village Dr, and proceeding northerly along Pacific Village Dr to Linden Ave, and proceeding southerly along Linden Ave to el Camino Real, and proceeding westerly along el Camino Real to Franklin Crk, and proceeding northerly along Franklin Crk to Malibu Dr, and proceeding westerly along Malibu Dr to Sterling Ave, and proceeding southerly along Sterling Ave to Eleanor Dr, and proceeding westerly along Eleanor Dr to Chaney Ave, and proceeding northerly along Chaney Ave to Aragon Dr, and proceeding easterly along Aragon Dr to Azalea Dr, and proceeding northerly along Azalea Dr to el Carro Ln, and proceeding westerly along el Carro Ln to the point of beginning.

District C.

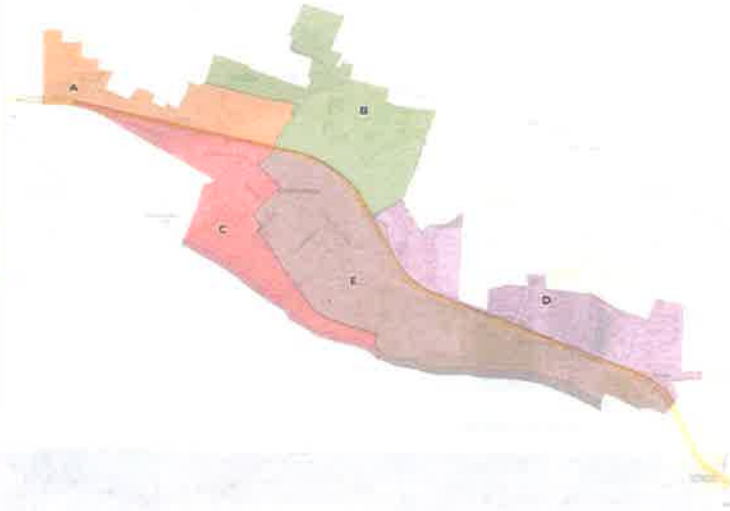
All of that portion of Santa Barbara County bounded and described as follows: Beginning at the point of intersection of nonvisible boundary and the Carpinteria city line, and proceeding northerly along nonvisible boundary to el Camino Real, and proceeding easterly along el Camino Real to Franklin Crk, and proceeding southerly along Franklin Crk to 9th St, and proceeding easterly along 9th St to Elm Ave, and proceeding westerly along Elm Ave to 5th St, and proceeding southerly along 5th St to Linden Ave, and proceeding westerly along Linden Ave to Union Pacific RR, and proceeding southerly along Union Pacific RR to nonvisible boundary, and proceeding southerly along nonvisible boundary to Pacific, and proceeding easterly along Pacific to nonvisible boundary, and proceeding southerly along nonvisible boundary to the Carpinteria city line, and proceeding northerly along the Carpinteria city line to the point of beginning.

District D.

All of that portion of Santa Barbara County bounded and described as follows: Beginning at the point of intersection of Linden Ave and el Camino Real, and proceeding northerly along Linden Ave to Pacific Village Dr, and proceeding easterly along Pacific Village Dr to Ogan Rd, and proceeding easterly along Ogan Rd to Vallecito Rd, and proceeding southerly along Vallecito Rd to Star Pine Rd, and proceeding easterly along Star Pine Rd to nonvisible boundary, and proceeding easterly along nonvisible boundary to the Carpinteria city line, and proceeding southerly along the Carpinteria city line to el Camino Real, and proceeding northerly along el Camino Real to the point of beginning.

District E.

All of that portion of Santa Barbara County bounded and described as follows: Beginning at the point of intersection of Elm Ave and 5th St, and proceeding northerly along Elm Ave to 9th St, and proceeding northerly along 9th St to Franklin Crk, and proceeding easterly along Franklin Crk to el Camino Real, and proceeding easterly along el Camino Real to the Carpinteria city line, and proceeding southerly along the Carpinteria city line to nonvisible boundary, and proceeding westerly along nonvisible boundary to Pacific, and proceeding westerly along Pacific to nonvisible boundary, and proceeding northerly along nonvisible boundary to Union Pacific RR, and proceeding westerly along Union Pacific RR to Linden Ave, and proceeding easterly along Linden Ave to 5th St, and proceeding northerly along 5th St to the point of beginning



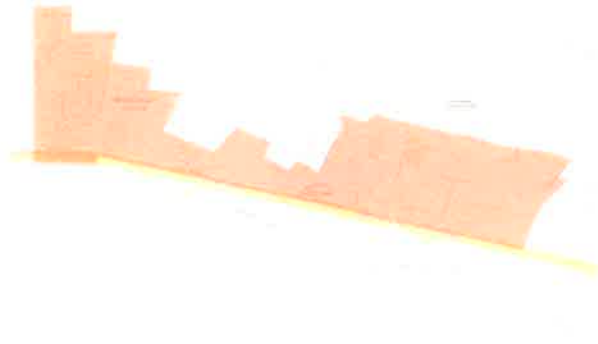
2020 Census

	A	B	C	D	E
Population	2,780	2,789	2,572	2,579	2,573
Deviation	121	130	-87	-80	-86
Deviation %	-4.6%	-4.9%	-3.3%	-3.0%	-3.2%
Other	1,210	1,611	1,104	1,074	1,435
Other %	43.5%	57.8%	42.9%	41.6%	55.8%
Latino	1,477	1,106	1,427	1,412	1,063
Latino %	53.1%	39.7%	55.5%	54.7%	41.3%
Asian	73	63	26	77	60
Asian %	2.6%	2.3%	1.0%	3.0%	2.3%
Black	20	9	15	16	15
Black %	0.7%	0.3%	0.6%	0.6%	0.6%

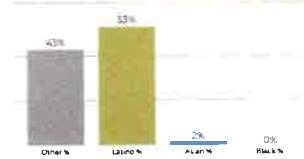
Citizen Voting Age Population (CVAP)

	A	B	C	D	E
Total CVAP	1,841	2,025	1,476	1,495	1,946
Other CVAP	1,126	1,530	976	884	1,484
Other CVAP %	61.2%	75.6%	66.1%	59.1%	76.3%
Latino CVAP	691	383	490	527	440
Latino CVAP %	37.5%	18.9%	33.6%	35.3%	22.6%
Asian CVAP	18	112	4	56	8
Asian CVAP %	1.0%	5.5%	0.3%	3.7%	0.4%
Black CVAP	6	0	0	28	14
Black CVAP %	0.3%	0.0%	0.0%	1.9%	0.7%

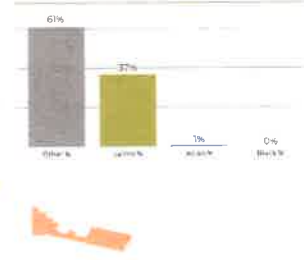
District A



2020 Census

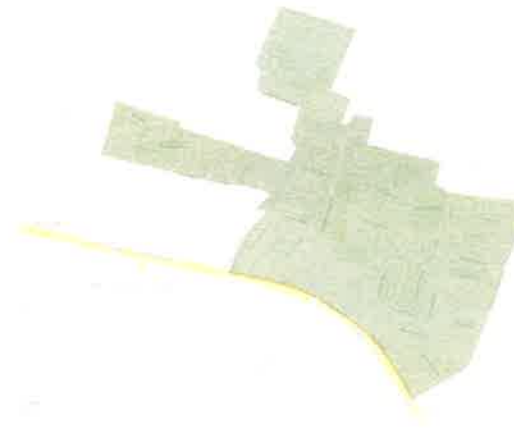


Citizen Voting Age Population

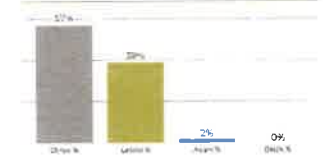


Population	Deviation	Deviation %	Other	Other %	Latino	Latino %	Asian	Asian %	Black	Black %
2,780	121	4.4%	1,210	43.5%	1,477	53.1%	73	2.6%	20	0.7%
Total CVAP	Other CVAP	Other CVAP %	Latino CVAP	Latino CVAP %	Asian CVAP	Asian CVAP %	Black CVAP	Black CVAP %		
1,841	1,126	61.2%	691	37.5%	18	1.0%	6	0.3%		

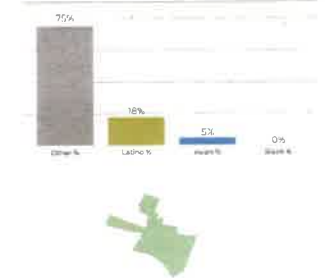
District B



2020 Census

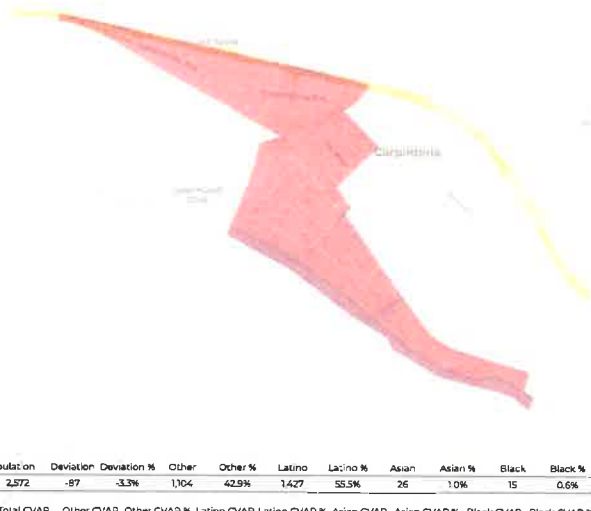


Citizen Voting Age Population

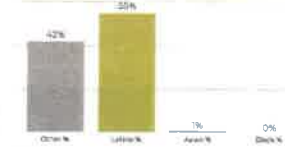


Population	Deviation	Deviation %	Other	Other %	Latino	Latino %	Asian	Asian %	Black	Black %
2,788	130	4.7%	1,611	57.8%	1,106	39.7%	61	2.1%	9	0.3%
Total CVAP	Other CVAP	Other CVAP %	Latino CVAP	Latino CVAP %	Asian CVAP	Asian CVAP %	Black CVAP	Black CVAP %		
2,025	1,536	75.8%	383	18.9%	10	0.5%	0	0.0%		

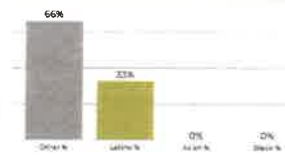
District C



2020 Census

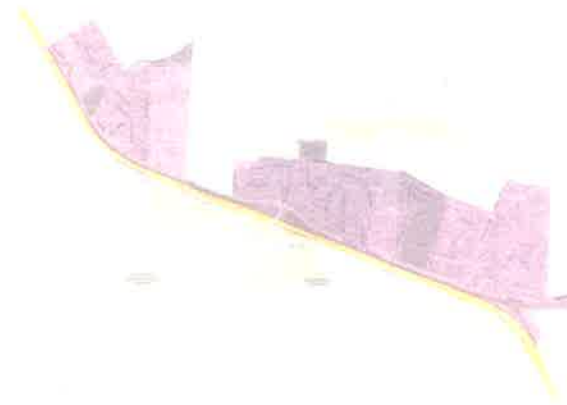


Citizen Voting Age Population

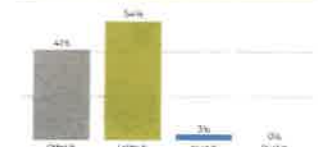


Population	Deviation	Deviation %	Other	Other %	Latino	Latino %	Asian	Asian %	Black	Black %
2,572	-87	-3.3%	1,104	42.9%	1,427	55.5%	26	1.0%	15	0.6%
Total CVAP	Other CVAP	Other CVAP %	Latino CVAP	Latino CVAP %	Asian CVAP	Asian CVAP %	Black CVAP	Black CVAP %		
1,476	976	66.1%	496	33.6%	4	0.3%	0	0.0%		

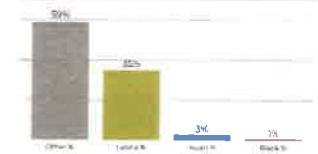
District D



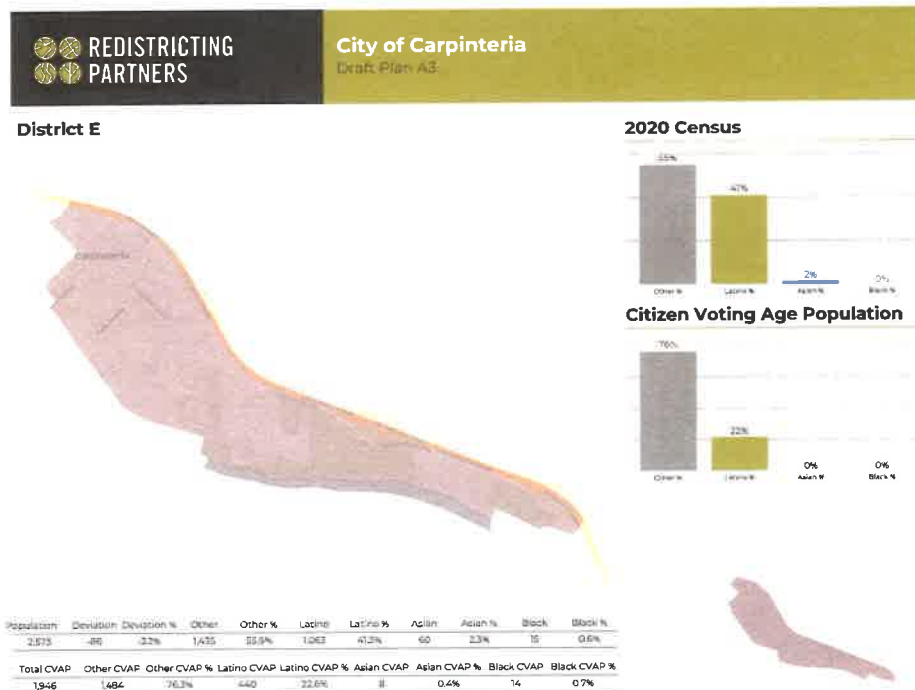
2020 Census



Citizen Voting Age Population



Population	Deviation	Deviation %	Other	Other %	Latino	Latino %	Asian	Asian %	Black	Black %
2,579	-80	-3.0%	1,074	41.6%	1,472	56.7%	77	3.0%	16	0.6%
Total CVAP	Other CVAP	Other CVAP %	Latino CVAP	Latino CVAP %	Asian CVAP	Asian CVAP %	Black CVAP	Black CVAP %		
1,495	884	59.1%	527	35.3%	56	3.7%	28	1.9%		



DESCRIPTION OF DISTRICTS

District A.

All of that portion of Santa Barbara County bounded and described as follows: Beginning at the point of intersection of the Toro Canyon/Carpinteria census designated place/city line and the Carpinteria city line, and proceeding northerly along the Toro Canyon/Carpinteria census designated place/city line to the Carpinteria city line, and proceeding southerly along the Carpinteria city line to Santa Ynez Ave, and proceeding southerly along Santa Ynez Ave to el Carro Ln, and proceeding easterly along el Carro Ln to Azalea Dr, and proceeding southerly along Azalea Dr to Aragon Dr, and proceeding westerly along Aragon Dr to Chaney Ave, and proceeding southerly along Chaney Ave to Eleanor Dr, and proceeding easterly along Eleanor Dr to Sterling Ave, and proceeding northerly along Sterling Ave to Malibu Dr, and proceeding easterly along Malibu Dr to Franklin Crk, and proceeding southerly along Franklin Crk to el Camino Real, and proceeding westerly along el Camino Real to nonvisible boundary, and proceeding southerly along nonvisible boundary to the Carpinteria city line, and proceeding westerly along the Carpinteria city line to the point of beginning

District B.

All of that portion of Santa Barbara County bounded and described as follows: Beginning at the point of intersection of Santa Ynez Ave and el Carro Ln, and proceeding northerly along Santa Ynez Ave to the Carpinteria city line, and proceeding easterly along the Carpinteria city line to nonvisible boundary, and proceeding westerly along nonvisible boundary to Star Pine Rd, and proceeding westerly along Star Pine Rd to Vallecito Rd, and proceeding northerly along Vallecito Rd to Ogan Rd, and proceeding westerly along Ogan Rd to Pacific Village Dr, and proceeding northerly along Pacific Village Dr to Linden Ave, and proceeding southerly along Linden Ave to el Camino Real, and proceeding westerly along el Camino Real to Franklin Crk, and proceeding northerly along Franklin Crk to Malibu Dr, and proceeding westerly along Malibu Dr to Sterling Ave, and proceeding southerly along Sterling Ave to Eleanor Dr, and proceeding westerly along Eleanor Dr to Chaney Ave, and proceeding northerly along Chaney Ave to Aragon Dr, and proceeding easterly along Aragon Dr to Azalea Dr, and proceeding northerly along Azalea Dr to el Carro Ln, and proceeding westerly along el Carro Ln to the point of beginning.

District C.

All of that portion of Santa Barbara County bounded and described as follows: Beginning at the point of intersection of nonvisible boundary and the Carpinteria city line, and proceeding northerly along nonvisible boundary to el Camino Real, and proceeding easterly along el Camino Real to Franklin Crk, and proceeding southerly along Franklin Crk to 9th St, and proceeding easterly along 9th St to Elm Ave, and proceeding westerly along Elm Ave to 5th St, and proceeding southerly along 5th St to Linden Ave, and proceeding westerly along Linden Ave to Union Pacific RR, and proceeding southerly along Union Pacific RR to nonvisible boundary, and proceeding southerly along nonvisible boundary to Pacific, and proceeding easterly along Pacific to nonvisible boundary, and proceeding southerly along nonvisible boundary to the Carpinteria city line, and proceeding northerly along the Carpinteria city line to the point of beginning.

District D.

All of that portion of Santa Barbara County bounded and described as follows: Beginning at the point of intersection of Linden Ave and el Camino Real, and proceeding northerly along Linden Ave to Pacific Village Dr, and proceeding easterly along Pacific Village Dr to Ogan Rd, and proceeding easterly along Ogan Rd to Vallecito Rd, and proceeding southerly along Vallecito Rd to Star Pine Rd, and proceeding easterly along Star Pine Rd to nonvisible boundary, and proceeding easterly along nonvisible boundary to the Carpinteria city line, and proceeding southerly along the Carpinteria city line to el Camino Real, and proceeding northerly along el Camino Real to the point of beginning.

District E.

All of that portion of Santa Barbara County bounded and described as follows: Beginning at the point of intersection of Elm Ave and 5th St, and proceeding northerly along Elm Ave to 9th St, and proceeding northerly along 9th St to Franklin Crk, and proceeding easterly along Franklin Crk to el Camino Real, and proceeding easterly along el Camino Real to the Carpinteria city line, and proceeding southerly along the Carpinteria city line to nonvisible boundary, and proceeding westerly along nonvisible boundary to Pacific, and proceeding westerly along Pacific to nonvisible boundary, and proceeding northerly along nonvisible boundary to Union Pacific RR, and proceeding westerly along Union Pacific RR to Linden Ave, and proceeding easterly along Linden Ave to 5th St, and proceeding northerly along 5th St to the point of beginning

ATTACHMENT B

ORDINANCE NO. 752

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
CARPINTERIA ESTABLISHING DISTRICT-BASED ELECTIONS FOR
COUNCILMEMBERS BY AMENDING TITLE 2 OF THE
CARPINTERIA MUNICIPAL CODE TO ADD A NEW CHAPTER 2.06
("CITY COUNCIL DISTRICT ELECTIONS") AND BY ADOPTING THE
COUNCIL DISTRICT MAP**

WHEREAS, the City of Carpinteria ("City") is a general law city and municipal corporation that uses an at-large method of election for its five council members to a four-year term, including its mayor, who is selected by his or her fellow council members; and,

WHEREAS, in response to a Notice of Violation alleging the City's method of election violates the California Voting Rights Act ("CVRA"), the City adopted a resolution of intention to transition to district elections in time for the November 2022 election, thereby avoiding the high cost of litigation and furthering the City's commitment to diversity and inclusion; and,

WHEREAS, in conformity with Elections Code section 10010, the City Council has held public meetings on this matter on July 31, 2017; August 14, 2017; April 8, 2019; June 28, 2021; July 26, 2021; November 8, 2021; December 13, 2021; January 24, 2022; February 28, 2022, March 14, 2022, and March 28, 2022, in addition to public workshops that were held on September 20, 22, and 26, 2021, in both remote and in-person formats due to the coronavirus (COVID-19) pandemic; and,

WHEREAS, at its regular meeting on March 28, 2022, the City Council held a public hearing at which the public was invited to provide input regarding the content of the draft Council District Maps and the potential sequence of elections; and,

WHEREAS, the Council District Map adopted as part of this Ordinance complies with the legal criteria and order of priority established by Elections Code Section 21601; and,

WHEREAS, this Ordinance is intended to provide for the district-based election of the five Councilmembers of the City; and,

WHEREAS, the City Council has considered all information and public testimony related to this matter, as presented at the public meetings of the City Council and published on the City's District Elections webpage, including any supporting reports by City staff.

NOW THEREFORE, the City Council of the City of Carpinteria does hereby ordain as follows:

SECTION 1. INCORPORATION OF RECITALS

The above recitals are true and correct and are incorporated herein, and are

each relied upon independently by the City Council for its adoption of this Ordinance.

SECTION 2. AMENDING TITLE 2 OF THE CARPINTERIA MUNICIPAL CODE TO ADD A NEW CHAPTER 2.06 ("CITY COUNCIL DISTRICT ELECTIONS")

New Chapter 2.06, titled "City Council District Elections," is hereby added to the City's municipal code as follows:

"2.06.010 – Declaration of Purpose.

Pursuant to Government Code Section 34886, the City Council of the City of Carpinteria intends to change from an at-large election system used since the City's incorporation to district based elections for city councilmembers. Said change is being made in furtherance of the purposes of the California Voting Rights Act of 2001. A district based election system is one where the City is divided into separate geographical areas making up the districts and voters residing within the district elect a representative who also resides within the district.

2.06.020 – City Council Districts Established.

Five City Council districts are established in the City of Carpinteria. The boundaries and identifying numbers of each district shall be as described on the Council District Map approved by the Council and maintained by the City Clerk in the official records of the City and the County Elections Office. The Council District Map may be amended from time to time, such as following the decennial U.S. Census, to ensure that the districts are in compliance with all applicable provisions of law.

2.06.030 – Election of Members of the City Council by-District.

- (a) Upon commencement of "by-district" election in the order established in section 2.06.040 of this Code, members of the City Council shall be elected "by district" as defined in California Government Code Section 34871 and/or any successor statute. Any candidate for City Council must have been a resident and registered voter of the district in which he or she seeks election for at least thirty days before the time he or she files nominating papers or equivalent declaration of candidacy for such office, or such person's appointment to fill a vacancy therein as established in the California Government Code Section 34882. The mayor and vice-mayor shall be selected by their fellow councilmembers. No term of any member of the City Council that commenced prior to the effective date of this ordinance shall be affected by the adoption of this ordinance.
- (b) Registered voters signing nomination papers or voting for a member of the City Council shall be residents of the geographical area making up the district from which the member is to be elected.
- (c) The terms of office of each member elected to the City Council shall be four (4) years.
- (d) Termination of residency in a district by a Councilmember shall create a vacancy for that City Council district unless another residence within the district is

immediately declared and established within thirty (30) days after the termination of residency.

2.06.040 – Reserved.

2.06.050 – Vacancies for the Office of Councilmember.

- (a) A vacancy in an office filled by at-large election shall be filled by appointment or election from the city at-large in accordance with California Government Code Section 36512.
- (b) A vacancy in an office of a "by district" councilmember shall be filled by a person who resides in and is a registered voter in the district."

SECTION 3. COUNCIL DISTRICT MAP APPROVED AND RECORDED

The City Council hereby approves and adopts the Council District Map for the District-Based election system for five Councilmembers, attached hereto as Exhibit 1 and incorporated herein by reference. The Council District Map shall be updated as necessary following the decennial U.S. Census, and recorded and maintained by the City Clerk in the official records of the City and by the County Elections Office.

SECTION 4. IMPLEMENTATION

If necessary to facilitate the implementation of this Ordinance, the City Council hereby authorizes the City Manager, or his or her designee, to make technical adjustments to the district boundaries adopted in this Ordinance that do not substantively affect the populations in the districts, the eligibility of candidates, or the residence of elected officials within any district. The City Manager shall consult with the City Attorney concerning any technical adjustments deemed necessary and shall advise the City Council of any such adjustments required in the implementation of the districts.

SECTION 5. CEQA

The City Council finds that the actions authorized by this Ordinance are not subject to the requirements of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Sections 15060(c)(2) and 15061(b)(3) since the actions will not result in a direct or reasonably foreseeable indirect physical change in the environment.

SECTION 6. SEVERABILITY

If any section, sub-section, subdivision, paragraph, clause or phrase in this Ordinance, or any part thereof, is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining sections or portions of this Ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, irrespective of the fact that any one or more sections, sub-sections, subdivisions, paragraphs, sentences, clauses or phrases may be declared invalid or unconstitutional.

Ordinance No. 752

SECTION 7. CERTIFIED COPY TO COUNTY BOARD OF SUPERVISORS AND DEPARTMENT OF ELECTIONS

The City Clerk is hereby directed to forward without delay to the Board of Supervisors and to the County Department of Elections each a certified copy of this Ordinance.

SECTION 8. EFFECTIVE DATE

This Ordinance shall become effective thirty (30) days following adoption.

PASSED, APPROVED AND ADOPTED on March 28, 2022, by the following vote:

AYES: COUNCILMEMBER(S):

NOES: COUNCILMEMBER(S):

ABSENT: COUNCILMEMBER(S):

ABSTAIN: COUNCILMEMBER(S):

ATTEST:

Mayor, City of Carpinteria

Brian C. Barrett, City Clerk
City of Carpinteria

I hereby certify that the foregoing Ordinance was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held on March 28, 2022.

Brian C. Barrett, City Clerk
City of Carpinteria

APPROVED AS TO FORM:

Jena Shoaf Acos, on behalf of Brownstein
Hyatt Farber Schreck, LLP acting as
City Attorney of the City of Carpinteria

EXHIBIT 1

INTENTIONALLY LEFT BLANK

TO BE INSERTED IN ACCORDANCE WITH FINAL DISTRICT MAP AND DESCRIPTION OF DISTRICTS

DESCRIPTION OF DISTRICTS TO BE SUPPLEMENTED WITH LEGAL DESCRIPTIONS OF EACH DISTRICT ONCE SUBMITTED TO COUNTY ELECTIONS OFFICE

ATTACHMENT C



**MAPS A2
AND A3 WILL
BE
CONSIDERED
BY THE CITY
COUNCIL AT
ITS MEETING
ON:**

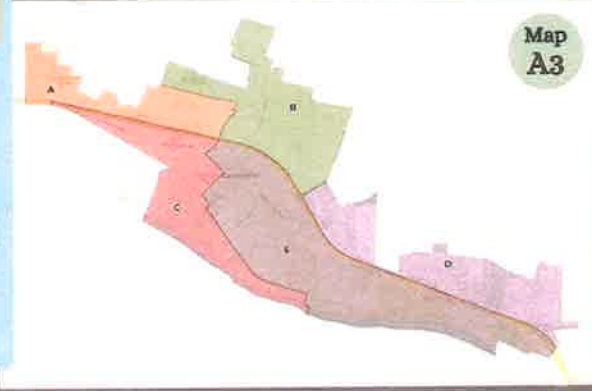
**Monday,
March 28
6:30 p.m.
City Hall**

**THE FINAL
MAP WILL
DEFINE HOW
WE ELECT
OUR FUTURE
CITY LEADERS.**

**LEARN MORE
ABOUT THESE
TWO OPTIONS AT
THE WEBSITE
BELOW OR BY
VISITING CITY
HALL, 5775
CARPINTERIA
AVE.**



**Map
A2**



**Map
A3**



DrawCarpinteria.com

**WHAT IS
DISTRICT MAPPING?**

Starting in the November 2022 election, City Council members will be elected from five districts that are being created now.

These districts will define who can run for a City Council seat and who you will be able to vote for.

The goal is to create election districts that are balanced in size and protect the interest of the communities within those districts.

**HOW CAN I SHARE
MY THOUGHTS?**

Please share your input on the draft maps above before the City Council meeting on March 28th by emailing CarpinteriaDistrictElections@ci.carpinteria.ca.us or calling (805) 688-8406.

Stay informed! Follow City of Carpinteria on social media and sign up for our e-newsletter at Carpinteriaca.gov



MAPS A2
AND A3 WILL
BE
CONSIDERED
BY THE CITY
COUNCIL AT
ITS
MARCH 28
MEETING

THE FINAL
MAP WILL
DEFINE HOW
WE ELECT
OUR FUTURE
CITY LEADERS.

LEARN MORE
ABOUT THESE
TWO OPTIONS AT
THE WEBSITE
BELOW OR BY
VISITING CITY
HALL, 5775
CARPINTERIA
AVE.

 **DrawCarpinteria.com**

HOW CAN I VOICE MY OPINION?

Attend the March 28 meeting, or share your input
on the draft maps above by emailing
CarpinteriaDistrictElections@ci.carpinteria.ca.us
or calling (805) 688-5408.

WHAT IS DISTRICT MAPPING?

Starting in the November 2022 election, City
Council members will be elected from five districts
that are being created now.

The goal is to create election districts that are
balanced in size and protect the interest of the
communities within those districts.

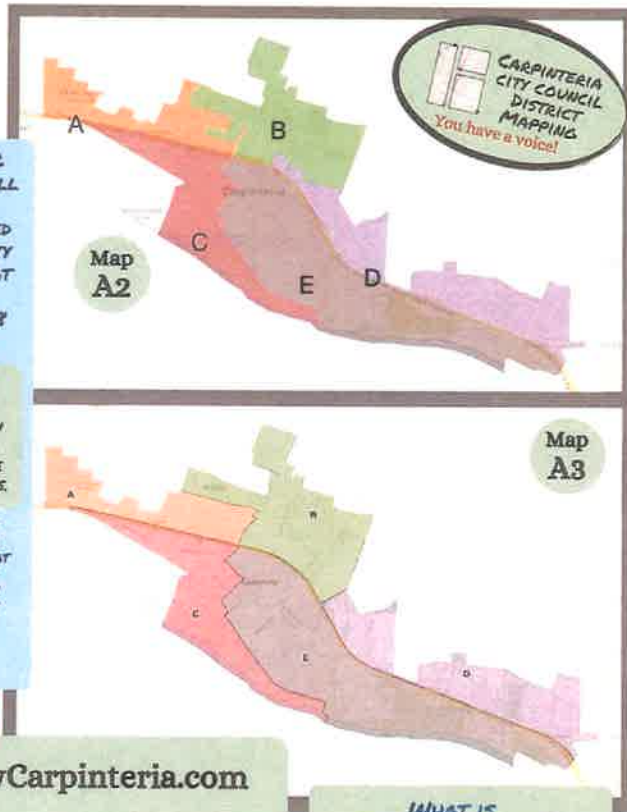
THE CITY COUNCIL WILL HOLD A DISTRICT ELECTIONS PUBLIC HEARING ON MONDAY, FEB. 28 AT 5:30 P.M.
IN THE CARPINTERIA CITY COUNCIL CHAMBER, CITY HALL, 5775 CARPINTERIA AVENUE, CARPINTERIA.

THE GOAL OF THE HEARING IS FOR THE CITY COUNCIL TO SELECT A SINGLE MAP THAT WILL GO TO A
COUNCIL VOTE AT THE FINAL PUBLIC HEARING.

A recommended plan or plans would need to be posted at least 7 days prior to the meeting under the provisions of CYSA Safe Harbor. The full
agenda and associated staff report will be available on Thursday, March 24, 2022 at <https://bit.ly/CityCarpAgendas>.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Brian Barrett,
Acting City Clerk at brianb@ci.carpinteria.ca.us or (805) 782-4446. Notification of two business days prior to the meeting will enable the City to
make reasonable arrangements to ensure accessibility to this meeting.

Stay informed! Sign up for our e-newsletter at Carpinteriaca.gov





City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 11, 2022

ITEM FOR COUNCIL CONSIDERATION

Second Reading of Ordinance No.753 an Ordinance of the City Council, of the City of Carpinteria, California, Amending Title 2.06 of the Carpinteria Municipal Code to Add section 2.06.040 to Add Regulations Establishing the Sequence of Elections for Councilmember Districts.

STAFF RECOMMENDATION

Adopt Ordinance No. 753 (second reading).

Sample Motion: I move to adopt Ordinance No. 753, as read by title only. *(Requires a roll call vote.)*

BACKGROUND

Adoption by a second reading of Ordinance No. 753 is required tonight in order for the City Council to remain in compliance with Resolution No. 5743, declaring its intention to transition from at-large to district-based elections by November of 2022, and to fulfill the Conditional Settlement Agreement and Release of August 14th of 2017, which the City entered in to in response to the July 3, 2017 Notice of Violation of California Voting Rights Act.

DISCUSSION

First reading of Ordinance No. 753 was held on March 28, 2022. If approved on second reading, Ordinance No. 753 will go into effect in 30 days.

POLICY CONSISTENCY

Adoption of Ordinance No. 753 follows hearings held by the City as a part of its District Mapping process consistent with Federal and State Voting Rights Act.

FINANCIAL CONSIDERATIONS

Once approved, Ordinance No. 753 will be timely published.

LEGAL AND RISK MANAGEMENT CONSIDERATIONS

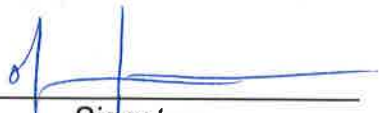
The City Attorney's Office is supporting the District Mapping process and will be available to answer questions concerning this matter.

ATTACHMENTS

Attachment A: Ordinance 753

Attachment B: City Council Staff Report, dated March 28, 2022.

Staff contact: Olivia Uribe Mutal, Program Manager
(805) 755-4450, OliviaU@ci.carpinteria.ca.us



Signature

Reviewed by: Dave Durflinger, City Manager
(805) 755-4400, daved@ci.carpinteria.ca.us



Signature

ATTACHMENT A

ORDINANCE NO. 753

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA AMENDING TITLE 2, CHAPTER 2.06 ("CITY COUNCIL DISTRICT ELECTIONS"), BY ADDING REGULATIONS ESTABLISHING THE SEQUENCE OF ELECTIONS FOR COUNCILMEMBER DISTRICTS

WHEREAS, the City of Carpinteria ("City") is a general law city and municipal corporation that uses an at-large method of election for its five council members to a four-year term, including its mayor, who is selected by his or her fellow council members; and,

WHEREAS, in response to a Notice of Violation alleging the City's method of election violates the California Voting Rights Act ("CVRA"), the City adopted a resolution of intention to transition to district elections in time for the November 2022 election, thereby avoiding the high cost of litigation and furthering the City's commitment to diversity and inclusion; and,

WHEREAS, in conformity with Elections Code section 10010, the City Council has held public meetings on this matter on July 31, 2017; August 14, 2017; April 8, 2019; June 28, 2021; July 26, 2021; November 8, 2021; December 13, 2021; January 24, 2022; February 28, 2022, March 14, 2022, and March 28, 2022, in addition to public workshops that were held on September 20, 22, and 26, 2021, in both remote and in-person formats due to the coronavirus (COVID-19) pandemic; and,

WHEREAS, at its regular meeting on March 28, 2022, the City Council held a public hearing at which the public was invited to provide input regarding the content of the draft Council District Maps and the potential sequence of elections; and,

WHEREAS, the Council District Map adopted as part of this Ordinance complies with the legal criteria and order of priority established by Elections Code Section 21601; and,

WHEREAS, the City Council transitioned to district-based election of the five Councilmembers of the City and added Chapter 2.06 ("City Council District Elections") to the Carpinteria Municipal Code; and,

WHEREAS, the City Council has considered all information related to this matter, as presented at the public meetings of the City Council and published on the City's District Elections webpage, including any supporting reports by City staff.

NOW THEREFORE, the City Council of the City of Carpinteria does hereby ordain as follows:

SECTION 1. INCORPORATION OF RECITALS

The above recitals are true and correct and are incorporated herein, and are each relied upon independently by the City Council for its adoption of this Ordinance.

SECTION 2. AMENDING TITLE 2, CHAPTER 2.06 ("CITY COUNCIL DISTRICT ELECTIONS"), OF THE CARPINTERIA MUNICIPAL CODE TO ADD SECTION 2.06.040

New section 2.06.040 shall be added to Chapter 2.06 ("City Council District Elections") as follows:

"2.06.040 – Commencement and Sequence of District Elections.

(a) The district-based election system established by this chapter shall be first implemented for the general municipal election in November 2022 and every two years thereafter.

(b) Beginning November 2022, and every four years thereafter, the voters in districts 1, 3, and 5 shall elect members of the City Council by district for four (4) year terms. At the general municipal election in 2024 and every four years thereafter, the voters in districts 2 and 4 shall elect members of the City Council by district to four (4) year terms.

(c) The term of office of any council member who has been elected and whose term of office has not expired shall not be affected by any change in the boundaries of the district from which he or she was elected."

SECTION 3. COUNCIL DISTRICT MAP AMMENDMENT

Exhibit 1 of Ordinance 752, District Map, consistent with the sequencing schedule, appended is hereby amended by replacing the alphabetic district labels with numeric district labels as included in Exhibit 1 attached hereto.

SECTION 4. IMPLEMENTATION

If necessary to facilitate the implementation of this Ordinance, the City Council hereby authorizes the City Manager, or his or her designee, to make technical adjustments to the district boundaries adopted in this Ordinance that do not substantively affect the populations in the districts, the eligibility of candidates, or the residence of elected officials within any district. The City Manager shall consult with the City Attorney concerning any technical adjustments deemed necessary and shall advise the City Council of any such adjustments required in the implementation of the districts.

SECTION 5. CEQA

The City Council finds that the actions authorized by this Ordinance are not subject to the requirements of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Sections 15060(c)(2) and 15061(b)(3) since the actions will not result in a direct or reasonably foreseeable indirect physical change in the environment.

SECTION 6. SEVERABILITY

If any section, sub-section, subdivision, paragraph, clause or phrase in this Ordinance, or any part thereof, is for any reason held to be invalid or unconstitutional by a decision

of any court of competent jurisdiction, such decision shall not affect the validity of the remaining sections or portions of this Ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, irrespective of the fact that any one or more sections, sub-sections, subdivisions, paragraphs, sentences, clauses or phrases may be declared invalid or unconstitutional.

SECTION 7. CERTIFIED COPY TO COUNTY BOARD OF SUPERVISORS AND DEPARTMENT OF ELECTIONS

The City Clerk is hereby directed to forward without delay to the Board of Supervisors and to the County Department of Elections each a certified copy of this Ordinance.

SECTION 8. EFFECTIVE DATE

This Ordinance shall become effective thirty (30) days following adoption.

PASSED, APPROVED AND ADOPTED on April 11, 2022, by the following vote:

AYES: COUNCILMEMBER(S):

NOES: COUNCILMEMBER(S):

ABSENT: COUNCILMEMBER(S):

ABSTAIN: COUNCILMEMBER(S):

Mayor, City of Carpinteria

ATTEST:

Brian C. Barrett, City Clerk
City of Carpinteria

I hereby certify that the foregoing Ordinance was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held on April 11, 2022.

Brian C. Barrett, City Clerk
City of Carpinteria

Ordinance No. 753

APPROVED AS TO FORM:

Jena Shoaf Acos, on behalf of Brownstein
Hyatt Farber Schreck, LLP acting as
City Attorney of the City of Carpinteria

ATTACHMENT B



City of Carpinteria

COUNCIL AGENDA STAFF REPORT
March 28, 2022

ITEM FOR COUNCIL CONSIDERATION

Adoption of Ordinance No. 753, (first reading) approving the sequencing schedule for district elections concerning the five Council districts in the City of Carpinteria, and amending the approved District Map by applying numeric District designations consistent with the sequencing schedule.

STAFF RECOMMENDATION

Adopt Ordinance No. 753, (first reading) approving the sequencing schedule for district elections concerning five Council districts in the City of Carpinteria, and amending the approved District Map by applying numeric District designations consistent with the sequencing schedule.

Sample Motion: I move to adopt Ordinance No. 753, on first reading (as read by title only), thereby establishing the sequencing schedule for district elections concerning five Council districts, amending the approved District Map by applying numeric District designations consistent with the sequencing schedule, and setting the second reading for the Council meeting of April 11, 2022.

BACKGROUND

The City of Carpinteria City Council is a general law City with five elected City Council seats. Council members are elected to four-year staggered terms. Elections are held biennially with three Council seats decided on off-year elections and two seats decided on Presidential election years.

During the public hearing process for developing and adopting a City Council Districts map, the City Council must also establish which three Districts will be a part of the November 2022 election and which two will be a part of the 2024 elections (the "sequencing schedule").

The Council has discretion to establish the sequence of elections based on state law. The Council's decision concerning sequencing is guided by section 10010(b) of the California Elections Code Section, which states that the City Council shall "give special consideration to the purposes of the California Voting Rights Act," and "take into account the preferences expressed by members of the districts."

District Elections Sequencing Schedule
March 28, 2022
Page 2

Additionally, Elections Code Section 21606 provides that the term of office of any council member whose term of office has not expired shall not be affected by districting. As such, no matter how sitting Councilmembers places of residence relate to the new Districts, all Councilmembers will finish their respective at-large terms.

DISCUSSION

During the mapping process, both draft maps and the districts within them were identified alphabetically, e.g., Map A, district A, etc. The Final City Council Districts are to be identified numerically 1 through 5. Odd and even numbered districts are up for election in separate years. Districts 1, 3, and 5 are to be considered at the City's first district election, in November 2022, and Districts 2 and 4 in the November 2024 election.

Staff recommends, regardless of whether Map A2 or A3 is chosen, that the City Council consider Districts be numbered according to the below table. Attachment A to this Report illustrates this sequencing schedule numbering for Maps A2 and A3.

Former District Label	New District Label	1 st Election Cycle Year
District C	District 1	2022
District A	District 2	2024
District B	District 3	2022
District D	District 4	2024
District E	District 5	2022

If Map A2 is adopted by the Council, the above recommended district sequencing allows the two incumbent Councilmembers whose terms expire in 2024 (Alarcon and Nomura) to finish their terms to completion prior to an election occurring for the District in which they reside. If Map A3 is adopted, one councilmember whose term expires in 2024 (Nomura) would reside in a District that would come up for election in November 2022.

The above sequencing schedule also ensures, no matter if the Council approves map A2 or A3, that the incumbent Councilmembers up for reelection in 2022 will be in a District that is a part of the 2022 election.

Notwithstanding the above sequencing schedule described, the Council has the discretion to adopt a sequencing schedule as it sees fit. However, once again, the Council should be cognizant that the districts numbered as 1, 3, and 5 will be put to election in 2022 and districts 2 and 4 will be put to election in 2024.

In addition to the sequencing considerations set forth in Elections Code section 10010(b) and 21606, summarized above, the City Council may take other considerations into account when making decisions about how to sequence districts, including:

(1) Prioritizing districts with high Latino CVAP percentages for an earlier election or for a Presidential election year.

For example, the Council may wish to consider a sequencing schedule that prioritizes having one or more of the higher percentage Latino Citizen Voting Age Population ("CVAP") districts be a part of the earliest election, i.e., 2022. Alternatively, the Council could choose a district sequencing schedule that prioritizes putting higher CVAP percentage districts up for election during Presidential election years since studies have shown that voter participation is higher in those years. These are both common considerations city councils have used in determining a sequencing schedule.

The table below illustrates Latino CVAP percentages for Maps A2 and A3.¹ In both Map A2 and A3, there are three districts with a CVAP greater than 30% (shaded in the table).

	Former District Label				
	A	B	C	D	E
Map A2	37.4%	20.3%	33.6%	32.4%	22.6%
Map A3	37.5%	18.9%	33.6%	35.3%	22.6%

(2) Prioritize districts that do not have a current resident council member.

Another factor for the council's consideration in modifying the staff sequencing recommendation is prioritizing District C (proposed District 1 under the City's recommendation) for the 2022 election since it does not currently have a resident council member. For example, the Cities of Woodland and Davis prioritized districts that had never had an elected representative to be a part of the first election after establishing Districts.

(3) Avoid Sequencing Schedule that would preclude incumbents from candidacy at the end of their current at-large terms.

It is common practice as part of the approval of a sequencing schedule for city councils to take into consideration the potential candidacy of incumbents in the next election. In Carpinteria's case, there are three Councilmembers (Clark, Lee and Carly), who's seats are up for election in 2022. The sequencing schedule described above would allow for all three to run for office in 2022, should they choose. The sequencing schedule would also allow for Councilmembers whose terms expire in 2024 to run for office; either as an incumbent candidate in 2024, or as a candidate in a District up for election in 2022.

¹ This and other data on District Maps A2 and A3 are a part of the District Plans that are a part of each map and can be found with the maps on the City's District Election website: <https://carpinteriaprojects.com/district-elections/>

Information Concerning Any Sequencing Schedule Scenario.

Councilmembers whose terms expire in 2022 may continue to serve the City at-large for the remainder of their elected terms and will have the opportunity to run for district-based seats in November 2022, provided they reside in one of the three districts scheduled for that election.

Councilmembers whose terms do not expire until 2024 may continue to serve the City at-large for the remainder of their elected terms, and will have the opportunity to run for district-based seats in November 2024, provided they reside in one of the two districts scheduled for that election.

If multiple incumbents live in the same councilmember district, and an election is held in that district in 2022, the incumbents are eligible to run for election in that district along with any other candidates. The person who receives the most votes will win the seat for that district (and the four-year term that goes with it). Any losing incumbent will drop off the City Council, either immediately (if their elected term expires in 2022) or in 2024 (if their elected term expires in 2024). In other words, even if a current councilmember whose elected term ends in 2024 runs for and is defeated in a bid to win a district-based seat in 2022, that councilmember will continue to serve on the City Council as an at large councilmember until their elected term expires.

If a current councilmember whose elected term ends in 2024 wins a district-based seat in 2022, then they would resign the at-large seat. The council can fill the vacancy pursuant Section 36512 of the California Government Code, by appointment or by a special election.²

After the sequencing schedule is adopted, if no councilmember resides in a district scheduled for the November 2022 election, then only non-incumbents will be qualified to run for election in that district. If no councilmember resides in a district scheduled for the November 2024 election, that district will continue to be represented by the remaining at-large councilmembers until 2024 when its first district-based election will be held.

POLICY CONSISTENCY

This hearing is a part of transition to district-based council elections and as such follows compliance with Federal and State Voting Rights Act.

FINANCIAL CONSIDERATIONS

Cost associated with this work includes a consultant service agreement, which is a part of projected expenses included in the adopted Fiscal Year 2021-22 budget.

LEGAL AND RISK MANAGEMENT CONSIDERATIONS

² Section 36512 of the California Government Code provides that if a vacancy occurs in an elective office provided for in this chapter, the council shall, within 60 days from the commencement of the vacancy, either fill the vacancy by appointment or call a special election to fill the vacancy."

The City Attorney's Office is supporting the District Mapping process and will be available to answer questions concerning this matter.

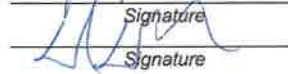
ATTACHMENTS

Attachment A: Maps A2 and A3 with sequencing numbering applied.
Attachment B: Ordinance 753

Staff contact: Olivia Uribe Mutal, Program Manager
(805) 755-4450, OliviaU@ci.carpinteria.ca.us

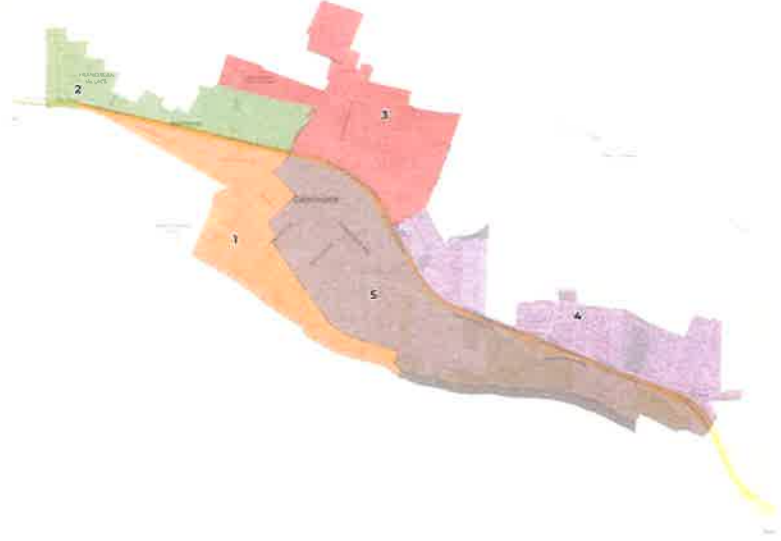
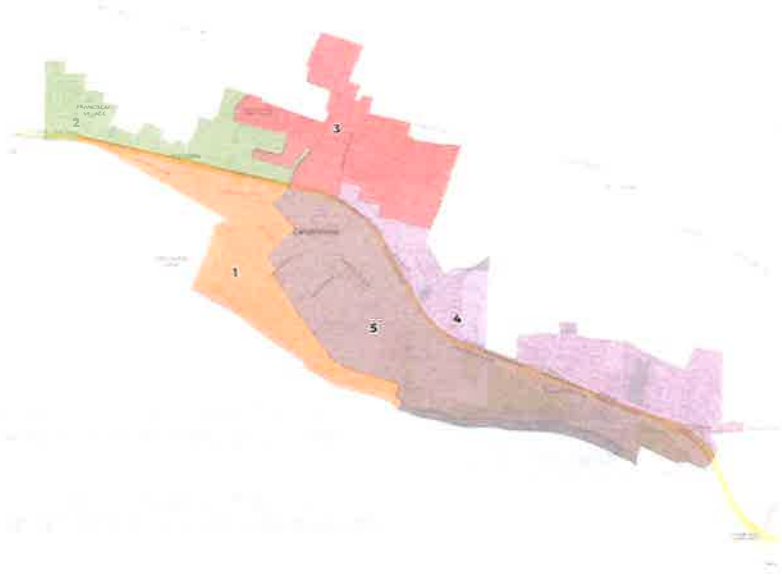
Reviewed by: Dave Durlinger, City Manager
(805) 755-4400, daved@ci.carpinteria.ca.us



Signature


Signature

ATTACHMENT A



ATTACHMENT B

ORDINANCE NO. 753

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
CARPINTERIA AMENDING TITLE 2, CHAPTER 2.06 ("CITY COUNCIL
DISTRICT ELECTIONS"), BY ADDING REGULATIONS ESTABLISHING
THE SEQUENCE OF ELECTIONS FOR COUNCILMEMBER DISTRICTS**

WHEREAS, the City of Carpinteria ("City") is a general law city and municipal corporation that uses an at-large method of election for its five council members to a four-year term, including its mayor, who is selected by his or her fellow council members; and,

WHEREAS, in response to a Notice of Violation alleging the City's method of election violates the California Voting Rights Act ("CVRA"), the City adopted a resolution of intention to transition to district elections in time for the November 2022 election, thereby avoiding the high cost of litigation and furthering the City's commitment to diversity and inclusion; and,

WHEREAS, in conformity with Elections Code section 10010, the City Council has held public meetings on this matter on July 31, 2017; August 14, 2017; April 8, 2019; June 28, 2021; July 26, 2021; November 8, 2021; December 13, 2021; January 24, 2022; February 28, 2022, March 14, 2022, and March 28, 2022, in addition to public workshops that were held on September 20, 22, and 26, 2021, in both remote and in-person formats due to the coronavirus (COVID-19) pandemic; and,

WHEREAS, at its regular meeting on March 28, 2022, the City Council held a public hearing at which the public was invited to provide input regarding the content of the draft Council District Maps and the potential sequence of elections; and,

WHEREAS, the Council District Map adopted as part of this Ordinance complies with the legal criteria and order of priority established by Elections Code Section 21601; and,

WHEREAS, the City Council transitioned to district-based election of the five Councilmembers of the City and added Chapter 2.06 ("City Council District Elections") to the Carpinteria Municipal Code; and,

WHEREAS, the City Council has considered all information related to this matter, as presented at the public meetings of the City Council and published on the City's District Elections webpage, including any supporting reports by City staff.

NOW THEREFORE, the City Council of the City of Carpinteria does hereby ordain as follows:

SECTION 1. INCORPORATION OF RECITALS

The above recitals are true and correct and are incorporated herein, and are each relied upon independently by the City Council for its adoption of this Ordinance.

Ordinance No. 753

SECTION 2. AMENDING TITLE 2, CHAPTER 2.06 ("CITY COUNCIL DISTRICT ELECTIONS"), OF THE CARPINTERIA MUNICIPAL CODE TO ADD SECTION 2.06.040

New section 2.06.040 shall be added to Chapter 2.06 ("City Council District Elections") as follows:

"2.06.040 – Commencement and Sequence of District Elections.

(a) The district-based election system established by this chapter shall be first implemented for the general municipal election in November 2022 and every two years thereafter.

(b) Beginning November 2022, and every four years thereafter, the voters in districts 1, 3, and 5 shall elect members of the City Council by district for four (4) year terms. At the general municipal election in 2024 and every four years thereafter, the voters in districts 2 and 4 shall elect members of the City Council by district to four (4) year terms.

(c) The term of office of any council member who has been elected and whose term of office has not expired shall not be affected by any change in the boundaries of the district from which he or she was elected."

SECTION 3. COUNCIL DISTRICT MAP AMMENDMENT

Exhibit 1 of Ordinance 752, District Map, consistent with the sequencing schedule, appended is hereby amended by replacing the alphabetic district labels with numeric district labels as included in Exhibit 1 attached hereto.

SECTION 4. IMPLEMENTATION

If necessary to facilitate the implementation of this Ordinance, the City Council hereby authorizes the City Manager, or his or her designee, to make technical adjustments to the district boundaries adopted in this Ordinance that do not substantively affect the populations in the districts, the eligibility of candidates, or the residence of elected officials within any district. The City Manager shall consult with the City Attorney concerning any technical adjustments deemed necessary and shall advise the City Council of any such adjustments required in the implementation of the districts.

SECTION 5. CEQA

The City Council finds that the actions authorized by this Ordinance are not subject to the requirements of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Sections 15060(c)(2) and 15061(b)(3) since the actions will not result in a direct or reasonably foreseeable indirect physical change in the environment.

SECTION 6. SEVERABILITY

If any section, sub-section, subdivision, paragraph, clause or phrase in this Ordinance, or any part thereof, is for any reason held to be invalid or unconstitutional by a decision

Ordinance No. 753

of any court of competent jurisdiction, such decision shall not affect the validity of the remaining sections or portions of this Ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, irrespective of the fact that any one or more sections, sub-sections, subdivisions, paragraphs, sentences, clauses or phrases may be declared invalid or unconstitutional.

SECTION 7. CERTIFIED COPY TO COUNTY BOARD OF SUPERVISORS AND DEPARTMENT OF ELECTIONS

The City Clerk is hereby directed to forward without delay to the Board of Supervisors and to the County Department of Elections each a certified copy of this Ordinance.

SECTION 8. EFFECTIVE DATE

This Ordinance shall become effective thirty (30) days following adoption.

PASSED, APPROVED AND ADOPTED on March 28, 2022, by the following vote:

AYES: COUNCILMEMBER(S):

NOES: COUNCILMEMBER(S):

ABSENT: COUNCILMEMBER(S):

ABSTAIN: COUNCILMEMBER(S):

ATTEST: Mayor, City of Carpinteria

Brian C. Barrett, City Clerk
City of Carpinteria

I hereby certify that the foregoing Ordinance was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held on March 28, 2022.

Brian C. Barrett, City Clerk
City of Carpinteria

Ordinance No. 753

APPROVED AS TO FORM:

Jena Shoaf Acos, on behalf of Brownstein
Hyatt Farber Schreck, LLP acting as
City Attorney of the City of Carpinteria

EXHIBIT 1

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TO BE INSERTED IN ACCORDANCE WITH FINAL CITY OF CARPINTERIA DISTRICT MAP WITH NUMERIC
DISTRICT DESIGNATIONS



City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 11, 2022

ITEM FOR COUNCIL CONSIDERATION

Resolution No. 6118, Adopting the Road Maintenance and Rehabilitation Account Fiscal Year 2022-23 Project List.

STAFF RECOMMENDATION

Adopt Resolution No. 6118, approving the Road Maintenance and Rehabilitation Account Fiscal Year 2022-23 Project List.

Sample Motion: I move to adopt Resolution No. 6118, as read by title only, approving the Road Maintenance and Rehabilitation Account Fiscal Year 2022-23 Project List.

BACKGROUND

On April 28, 2017, the Governor signed Senate Bill (SB 1), which is known as the Road Repair and Accountability Act of 2017. SB 1 increased fuel excise taxes, diesel fuel sales taxes, and vehicle registration fees to address basic road maintenance, rehabilitation, and critical safety needs for state highways and local streets and roads.

On November 1, 2017, the State Controller (Controller) began depositing various portions of SB 1 funding into the Road Maintenance and Rehabilitation Account (RMRA). A percentage of the RMRA funding is apportioned by formula to eligible local agencies (i.e. cities and counties) pursuant to California Streets and Highways Code Section 2032(h). The Controller apportions RMRA funds on a monthly basis to eligible cities using a process and system similar to that of Highway Users Tax Account apportionments. RMRA funding is continuously apportioned and is not provided on a reimbursement basis.

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. To be eligible for RMRA funding, local agencies must provide annual RMRA project reports to the California Transportation Commission (Commission). The Commission first receives the project lists, and then determines completeness and compliance with basic statutory requirements, and finally approves and submits a statewide list to the Controller for local agencies that are eligible to receive RMRA funding apportionments.

The purpose of this agenda matter is for the City Council to consider adopting Resolution No. 6118, granting approval of the Fiscal Year 2022-23 RMRA project list for submittal to the State.

DISCUSSION

RMRA funds must be used for road maintenance and rehabilitation, safety projects, railroad grade separations, traffic control devices, complete street components including active transportation purposes such as pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects. RMRA funds may also be used to satisfy a match requirement in order to obtain state and/or federal funds for projects. The key requirements for use of RMRA funds are as follows:

- A list of projects that are proposed to be funded with RMRA funds must be submit to the Commission. All projects proposed to receive funding must be adopted by resolution by the local agency's governing body at a regular public meeting.
- For each fiscal year in which RMRA funds are received and expended, local agencies must submit to the Commission a report that details the expenditure of all RMRA funds.
- A local agency receiving an apportionment of RMRA funds is required to sustain a maintenance of effort (also known as MOE) by spending at least the annual average of its general fund expenditures for street, road, and highway purposes from the city's general fund.
- By July 1, 2023, local agencies receiving RMRA funds must follow guidelines developed by the California Workforce Development Board that address participation and investment in, or partnership with, new or existing pre-apprenticeship training programs. These programs focus on outreach to women, minority participants, underrepresented subgroups, formerly incarcerated individuals, and local residents to access training and employment opportunities.

Project List Submittal

The project list must include project descriptions including the general location of each project, estimated schedules of each project's completion, and estimated useful life of each project. Local agencies may include project information for future fiscal years, but are expected to update the project list as needed every fiscal year prior to submittal to the Commission. Exhibit 1 in the attached Resolution No. 6118, is the City's project list. The project list proposes to use the City's Fiscal Year 2022-23 RMRA funding allocation for the 2022 Pavement Rehabilitation Project.

Last year, the Commission amended the reporting deadline schedule. Now, local agencies must submit a project list and supporting documentation by July 1st of each year to the Commission. All materials must be provided electronically using the state's online submittal tool. After reviewing submittals for completeness, the Commission reports to the Controller the jurisdictions that are eligible to receive RMRA funding.

Upon receipt of the list from the Commission, the Controller is expected to apportion funds to the cities and counties included on the list. All project lists and support documentation as submitted by the local agencies will be posted on the Commission's website.

Project Expenditure Reporting and Auditing

For each fiscal year in which an apportionment of RMRA funds are received and upon expenditure of funds, local agencies must submit documentation to the Commission detailing the expenditure of those funds and include a description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the project. The project expenditure reporting process provides an opportunity for local agencies to report on the progress and expenditures associated with multi-year projects that are not yet complete. Local agencies must also submit a Completed and In-Progress Project Report by December 1 of each year to the Commission. The report must also be submitted electronically to the state.

Upon receipt of project expenditure reports, Commission staff reviews submittals to ensure completeness. All completed project expenditure reports as submitted by local agencies will be posted to the Commission's website. The Commission analyzes the completed project expenditure reports and aggregates the project information to provide both statewide and local level summary information. This information is then posted to the Commission's website within a month of the program update being delivered at the Commission's meeting in January of each year and included in the Commission's Annual Report to the Legislature.

POLICY CONSIDERATIONS

The main requirements for use of RMRA funds are codified in California Streets and Highways Code Sections 2034, 2036, 2037, and 2038.

FINANCIAL CONSIDERATIONS

The City is expecting to receive an estimated \$300,798 in RMRA funding for Fiscal Year 2022-23. Fiscal Year 2022-23 RMRA revenue is estimated to increase by 12.5-percent over the current fiscal year as fuel consumption increases with the easing of the pandemic. The budgeting of RMRA expenditures will be a part of the budget process in Fiscal Year 2022-23.

LEGAL AND RISK MANAGEMENT CONSIDERATIONS

There are no legal or risk management considerations presented with this report.

OPTIONS

The City Council could choose to:

1. Adopt Resolution No. 6118 for the Road Maintenance and Rehabilitation Account Fiscal Year 2022-23 Project List. (Staff recommendation)
2. Amend the proposed project list as determined appropriate.
3. The City Council could choose to not approve the recommendation and direct staff as determined appropriate; however, without an adopted resolution and project list, the City would not receive RMRA funds in Fiscal Year 2022-23. This would represent a loss of revenue for pavement maintenance and rehabilitation projects.

PRINCIPAL PARTIES EXPECTED AT MEETING

There are no principal parties expected at the meeting.

ATTACHMENTS

Attachment A: Resolution No. 6118

Staff contact:

John L. Ilasin, Public Works Director
(805) 880-3402; johni@ci.carpinteria.ca.us



Signature

Reviewed by:

Licette Maldonado, Administrative Services Director
(805) 755-4448; licettem@ci.carpinteria.ca.us



Signature

Reviewed by:

Dave Durlinger, City Manager
(805) 755-4400; daved@ci.carpinteria.ca.us



Signature

ATTACHMENT A
Resolution No. 6118

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RESOLUTION NO. 6118

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2022-23 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and signed into law by the Governor in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of Carpinteria are aware of the projects proposed for funding in the City and which projects have been completed each fiscal year; and

WHEREAS, the City must adopt a list of all projects proposed to receive funding from the Road Maintenance and Rehabilitation Account (RMRA), which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the City will receive an estimated \$300,798 in RMRA funding in Fiscal Year 2022-23 from SB 1; and

WHEREAS, this is the sixth year in which the City is receiving SB 1 funding and these funds enable the City to better maintain and rehabilitate public streets, roads and sidewalks, add active transportation infrastructure, and improve drainage infrastructure throughout the City; and

WHEREAS, the City Council has held a public meeting on April 11, 2022 to ensure public input is included in the process of determining priorities/projects for inclusion on the project list; and

WHEREAS, the City's system-wide Pavement Condition Index is currently a 61 "fair" and the City seeks to improve the overall quality of its roadway pavement system by delivering a greater frequency of pavement management projects; and

WHEREAS, the SB 1 project list and overall investment in City streets, roads and public parking infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide.

NOW, THEREFORE, BE IT RESOLVED as follows:

SECTION 1. The foregoing recitals are true and correct.

SECTION 2. The Fiscal Year 2022-23 list of projects planned to be funded with the Road Maintenance and Rehabilitation Account revenues is listed in the attached Exhibit 1.

SECTION 3. The City affirms the Road Maintenance and Rehabilitation apportionments received will be used towards the Fiscal Year 2022-23 list of projects shown in the attached Exhibit 1 and the associated Road Maintenance and Rehabilitation expenses will be reported on as required by statute and the California Transportation Commission's adopted program guidelines.

PASSED, APPROVED AND ADOPTED on April 11, 2022, by the following vote:

AYES: COUNCILMEMBER(S):

NOES: COUNCILMEMBER(S):

ABSENT: COUNCILMEMBER(S):

ABSTAIN: COUNCILMEMBER(S):

ATTEST:

Mayor, City of Carpinteria

Brian C. Barrett, City Clerk
City of Carpinteria

I hereby certify that the foregoing resolution was adopted at a regular meeting of the City Council of the City of Carpinteria held on April 11, 2022.

Brian C. Barrett, City Clerk
City of Carpinteria

APPROVED AS TO FORM:

Jena Shoaf Acos, on behalf of Brownstein
Hyatt Farber Schreck, LLP acting as
City Attorney of the City of Carpinteria

**EXHIBIT 1 TO
RESOLUTION NO. 6118**

Exhibit 1 to Resolution No. 6118

SB 1 Project List to Utilize FY 2021-22 Road Maintenance and Rehabilitation Account Revenues					
Project Title	Project Description	Project Location	Estimated Useful Life (years)		Estimated Project Schedule
			Minimum	Maximum	
2022 Pavement Rehabilitation Project	Street Rehabilitation	Bailard Avenue (from Pandanus Street to North End) Byrnes Lane (from End to Cameo Road) Callejon Drive (from Concha Loma Drive to End) Cameo Road (from La Brea Lane to Casitas Pass Road) Dorrance Way (from Linden Avenue to Ash Avenue) El Carro Lane (from Sterling Avenue to Santa Ynez Avenue) Retorno Drive (from Concha Loma Drive to South End) Star Pine Road (from East End to Vallecito Road) Vallecito Road (from North End to Carpinteria Avenue)	5	20	October 2022 through March 2023



City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 11, 2022

ITEM FOR COUNCIL CONSIDERATION

Resolution No. 6119, Approving the Local Roadway Safety Plan.

STAFF RECOMMENDATION

Adopt Resolution No. 6119 approving the Local Roadway Safety Plan.

Sample Motion: I move to adopt Resolution No. 6119, as read by title only, approving the Local Roadway Safety Plan.

BACKGROUND

Federal regulations require each state to have a Strategic Highway Safety Plan (SHSP). An SHSP is a statewide data-driven roadway safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public roads. In coordination with federal, state, local, and private sector traffic safety stakeholders, the SHSP establishes goals, objectives, and emphasis or challenge areas. The SHSP addresses the "4Es" of traffic safety- Engineering, Enforcement, Education, and Emergency Services.

While the SHSP is used as a statewide approach for improving roadway safety, a Local Road Safety Plan (LRSP) can be a means for providing local and rural road owners with an opportunity to address unique roadway safety needs in their jurisdictions while contributing to the success of the SHSP. The process of preparing an LRSP creates a framework to systematically identify and analyze roadway safety problems and recommend countermeasures. Preparing an LRSP facilitates the development of local partnerships and collaboration resulting in a prioritized list of countermeasures that can demonstrate a defined need and contribute to the statewide plan. An LRSP offers a proactive approach to addressing roadway safety needs and demonstrates local agency responsiveness to challenges.

An LRSP can guide the organization of stakeholders to identify, analyze, and prioritize countermeasures on local and rural roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues. The LRSP also serves as the record

document in fulfilling one of the major criteria in applying for future Highway Safety Improvement Program federal-aid funds.

The City applied for state-aid funds for preparing an LRSP. On October 1, 2020, the California Transportation Commission awarded \$40,000 to the City. As a requirement of the grant, the City provided a local funding match of \$5,000. On May 10, 2021, the City Council authorized the City Manager to execute a consulting agreement with GHD for the preparation of the LRSP.

The purpose of the agenda matter is for the City Council to adopt Resolution No. 6119, approving the Local Roadway Safety Plan.

DISCUSSION

As mentioned, preparing an LRSP facilitates the development of local agency partnerships and collaboration and is a proactive approach to addressing roadway safety needs and demonstrates local agency responsiveness to challenges. The following local partnerships were formed as a stakeholder group in collaborating for the development of the LRSP:

Stakeholder Group

Boys and Girls Club

California Department of Transportation

Carpinteria-Summerland Fire Protection District

Carpinteria Unified School District

Central Coast Alliance United for a Sustainable Economy

City Committees:

- Public Facility Site Acquisition/Development Committee
- Traffic Safety Committee

County of Santa Barbara

Santa Barbara Bicycle Coalition + Coalition for Sustainable Transportation

Santa Barbara County Association of Governments

Santa Barbara County Sheriff's Department

Santa Barbara Metropolitan Transit District

Ventura County Transportation Commission

The concept of the LRSP was initially presented to the Traffic Safety Committee (TSC) at its meeting in July 2021. In October 2021, staff launched an on-line survey (Carpinteria Social Pinpoint Website) in order to compile and analyze the community's input about traffic safety concerns for the draft LRSP. The on-line survey was conducted for four months.

A draft LRSP was submitted to the TSC at its meeting in January 2022 for review and input. The draft LRSP was then submitted to the Public Facility Site Acquisition/Development Committee at its meeting in March 2022 for further review and input. During the collaboration process, stakeholder group workshops were also

conducted in September 2021 and January 2022. The draft LRSP was revised to incorporate feedback received through the City committee meetings, stakeholder groups, on-line surveys from the community, and internal staff review. The revised draft LRSP is shown in Attachment A. The recommended traffic safety improvements or “countermeasures” included in the draft LRSP for priority street intersections and roadway segments are key outcomes of this collaborative work.

Should the City Council approve the proposed LRSP, staff recommends Resolution No. 6119, as shown as Attachment A, for consideration.

POLICY CONSISTENCY

The Local Roadway Safety Plan addresses many of the goals and policy statements in the City’s General Plan Circulation Element. In particular (emphasis added):

- Objective C-3; Provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community.
- Objective C-4; Improve the Carpinteria Avenue corridor to ensure adequate traffic flow, safe bicycle use and improved aesthetic qualities,
- C-7b; Develop safe and direct pedestrian accessibility between residential areas, schools, parks, and shopping areas in both new and existing urban areas,
- C-7c; Provide safe mobility for the physically handicapped through the design of street improvements and public facilities,
- C-7d; Practice signal timing that is designed for the safe movement of the aged and the handicapped at locations where such needs exist,
- C-8; Support and develop safe, direct and well-maintained bicycle and pedestrian systems and recreational boating facilities that serve all segments of the public.

FINANCIAL CONSIDERATIONS

Other than the City’s local share is in the amount of \$5,000 for the development of the LRSP as required by the grant from the California Transportation Commission, there is no cost in approving the recommendation. An approved LRSP would serve as the record document in fulfilling one of the major criteria in applying for future Highway Safety Improvement Program federal-aid funds and/or other grant funding.

LEGAL AND RISK MANAGEMENT CONSIDERATIONS

By preparing a LRSP, the City is carrying out good risk management practices.

OPTIONS

1. Adopt Resolution No. 6119, approving the Local Roadway Safety Plan (staff recommendation).

2. The City Council could choose to not approve the recommendation and direct staff as determined appropriate. Not approving the LRSP could result in missed opportunities to apply for future Highway Safety Improvement Program federal-aid funds and/or other grant funding.

PRINCIPAL PARTIES EXPECTED AT MEETING

There are no principal parties expected at the meeting.

ATTACHMENTS

Attachment A: Resolution No. 6119

Staff contact:

John L. Ilasin, Public Works Director
johni@ci.carpinteria.ca.us; (805) 880-3402


Signature

Reviewed by:

Dave Durlinger, City Manager
daved@ci.carpinteria.ca.us; (805) 755-4400


Signature

ATTACHMENT A

Resolution No. 6119

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RESOLUTION NO. 6119

A RESOLUTION OF THE CITY OF CARPINTERIA CITY COUNCIL APPROVING THE LOCAL ROADWAY SAFETY PLAN

WHEREAS, each state is required to have a Strategic Highway Safety Plan (SHSP); and

WHEREAS, SHSPs were first mandated under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, which established the Highway Safety Improvement Program (HSIP) as a core federal-aid program; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act both extended the use of the HSIP as a federal-aid program; and

WHEREAS, the FAST Act provides further guidance for the development of a SHSP and requires consultation with safety stakeholders and strategic direction and coordination; and

WHEREAS, while a SHSP is used as a statewide approach for improving roadway safety, a Local Road Safety Plan (LRSP) can be a means for providing local and rural road owners with an opportunity to address unique roadway safety needs in their jurisdictions while contributing to the success of the SHSP; and

WHEREAS, an LRSP is one of the major criteria in applying for HSIP federal-aid funds; and

WHEREAS, an LRSP offers a proactive approach to addressing roadway safety needs and demonstrates local agency responsiveness to challenges; and

WHEREAS, an LRSP facilitates the development of local partnerships and collaboration resulting in a prioritized list of countermeasures that can demonstrate a defined need and contribute to the statewide plan; and

WHEREAS, with public input, the LRSP has been developed, attached herein in as Exhibit 1, and has identified a prioritized list of countermeasures; and

WHEREAS, the LRSP will be periodically updated in order to assess the countermeasures on whether each countermeasure contributed to an increase in safety, whether the countermeasure could or should be installed at other locations, and which factors may have contributed to each countermeasure's success.

NOW, THEREFORE, BE IT RESOLVED as follows:

SECTION 1. The above recitals are true and correct.

SECTION 2. The Carpinteria City Council approves the Local Roadway Safety Plan, dated April 1, 2022, attached herein in as Exhibit 1.

PASSED, APPROVED AND ADOPTED on the 11th day of April, 2022, by the following vote:

AYES: COUNCILMEMBER(S):

NOES: COUNCILMEMBER(S):

ABSENT: COUNCILMEMBER(S):

ABSTAIN: COUNCILMEMBER(S):

ATTEST:

Mayor, City of Carpinteria

Brian C. Barrett, City Clerk
City of Carpinteria

I hereby certify that the foregoing resolution was adopted at a regular meeting of the City Council of the City of Carpinteria held on April 11, 2022.

Brian C. Barrett, City Clerk
City of Carpinteria

APPROVED AS TO FORM:

Jena Shoaf Acos, on behalf of Brownstein
Hyatt Farber Schreck, LLP acting as
City Attorney of the City of Carpinteria

EXHIBIT 1

Local Roadway Safety Plan



Local Roadway Safety Plan

Draft Document

City of Carpinteria

April 01, 2022



Acknowledgements

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

City of Carpinteria

Mayor and Council Members

Public Works Department

County of Santa Barbara

Public Works Department

Sheriff's Department

Santa Barbara County Association of Governments

Carpinteria-Summerland Fire Department

Caltrans, District 5

Santa Barbara Bicycle Coalition & Coalition for Sustainable Transportation

Carpinteria Unified School District

Santa Barbara Metropolitan Transit District

Boys and Girls Club

Ventura County Transportation Commission

Central Coast Alliance United for a Sustainable Economy

Executive Summary

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

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



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

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

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

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

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

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

Priority Intersections and Recommended Countermeasures

Intersection City Jurisdiction	Recommended Countermeasures
Carpinteria Ave / Casitas Pass Rd	Modify signal phasing to implement a Leading Pedestrian Interval (LPI) Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Overall enforcement during school hours
Linden Ave / 9th St ¹	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) OR Evaluate conversion to all-way stop control ²
Carpinteria Ave / Holly Ave	Improve sight distance to intersection (Clear Sight Triangles) Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
Carpinteria Ave / Palm Ave	This intersection is in the process of being converted to a traffic signal and should be evaluated during the next update to the LRSP to allow for sufficient data analysis.
Carpinteria Ave / Linden Ave	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Install pedestrian crossing Install advance stop bar before crosswalk (Bicycle Box)
Carpinteria Ave / Concha Loma Rd	Add intersection lighting Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs Improve sight distance to intersection (Clear Sight Triangles) Install pedestrian crossing at uncontrolled locations (with enhanced safety features)

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

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

Priority Segments and Recommended Countermeasures

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

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

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

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

Systemic Safety Countermeasures

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

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

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

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

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

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

¹ These programs will require funding and support to be implemented

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

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

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

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Appendices

Appendix A	Stakeholder and Public Input
Appendix B	Collision Data
Appendix C	Field Reconnaissance

List of Abbreviations

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

1. Introduction

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

Preparing an LRSP facilitates local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that contribute to California's Strategic Highway Safety Plan (SHSP) overall vision and goals. This SHSP focuses on reducing fatal and severe injury collisions (FSI collisions) with focused challenge areas with a focus on the Five "E's" of Traffic Safety (see **Figure 1**).



Figure 1 California SHSP (2020-2024)

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



Figure 2 FHWA's LRSP Development Process

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

2. Background

2.1 Purpose and Need

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

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



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

2.2 Standards and Guidelines

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

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

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

2.2.1 California Strategic Highway Safety Plan

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



Figure 4 SHSP Challenge Areas

2.2.2 Safe System Approach

The Federal Highway Administration (FHWA) is using the Safe System approach to work towards their goal of zero fatalities in vehicles. This approach coincides with the recent USDOT National Roadway Safety Strategy. In providing a comprehensive approach to safety, the Safe System approach is to design our vehicles and infrastructure in a manner that anticipates human error and accommodates human tolerances with a goal of reducing fatal and serious injuries. The following framework is intended to assist the vehicle and infrastructure communities in making decisions in alignment with Safe System principles. Implementing and selecting safe system practices and design will incrementally improve safety over time.

FHWA defines the Safe System Approach Principles and Elements as follows:

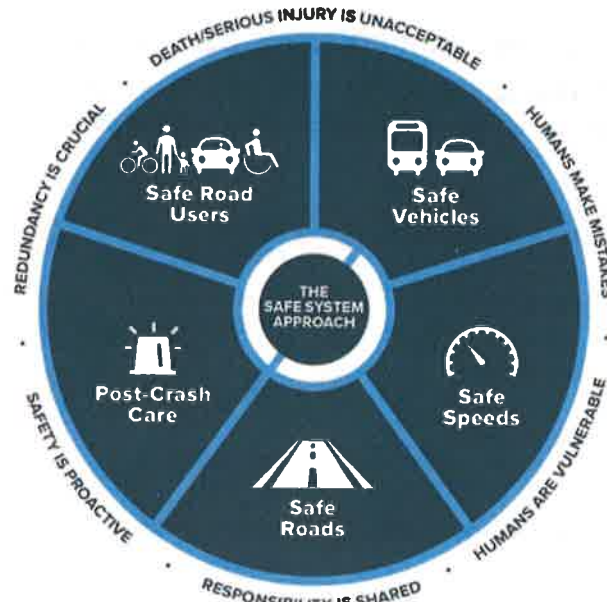
- *Safe Road Users—The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.*
- *Safe Vehicles—Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology.*
- *Safe Speeds—Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.*
- *Safe Roads—Designing transportation infrastructure to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people*

traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

- **Post-Crash Care**—People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

Adopting a Safe System approach does not absolve users of their responsibility. Other safety practices such as speed management strategies, driver education, enforcement, and effective emergency response will remain essential to improving road safety. With the passing of Assembly Bill (AB) 43, there will be flexibility in setting speed limits.

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



Source: FHWA.

Figure 5 Safe Systems Approach

2.3 Methodology

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

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

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

i) Projects were identified for specific locations and systemically.

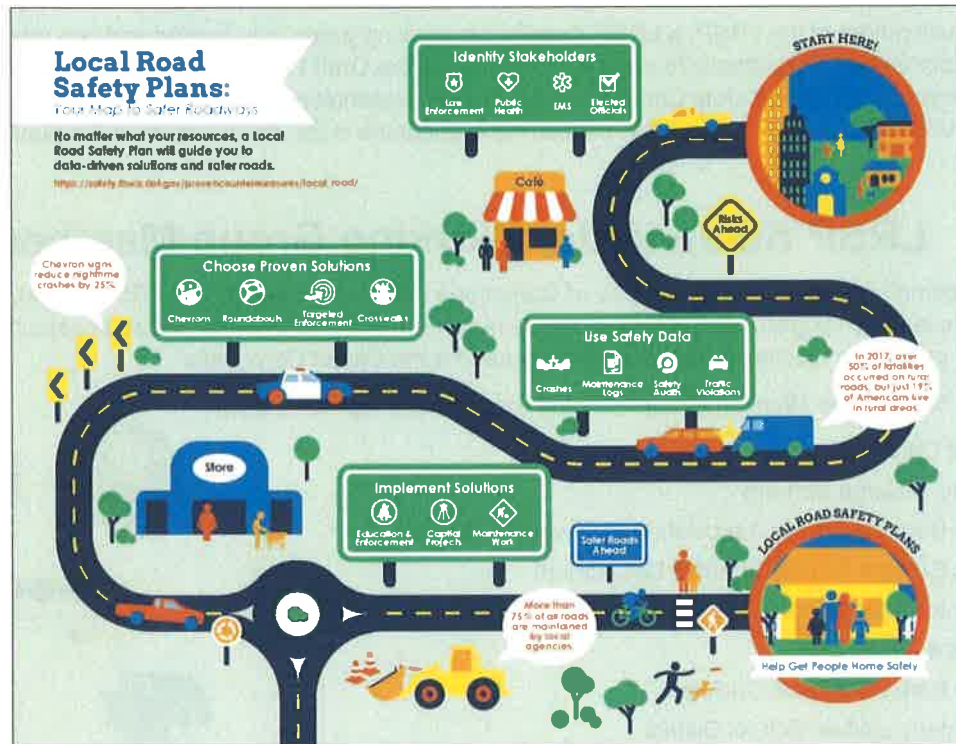


Figure 6 FHWA's LRSP Development Map (Source: Federal Highway Administration)

3. Safety Partners/Stakeholders

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

3.1 LRSP Stakeholder Working Group Members

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

The LRSP Stakeholder Working Group included the following representatives:

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



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

3.2 LRSP Stakeholder Working Group Meetings

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

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

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

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

3.3 Traffic Safety Committee Meetings

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

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

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

3.4 Public Facility Committee Meeting

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

3.5 SHSP Challenge/Emphasis Areas

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

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

3.6 Vision, Mission Statement, and Goals

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

3.6.1 Vision

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

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

3.6.2 Mission Statement

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

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

3.6.3 Goals

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

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

4. Analyze Safety Data

4.1 Recent/Planned Safety Projects

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

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



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



4.2 Collision Data

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

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

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

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

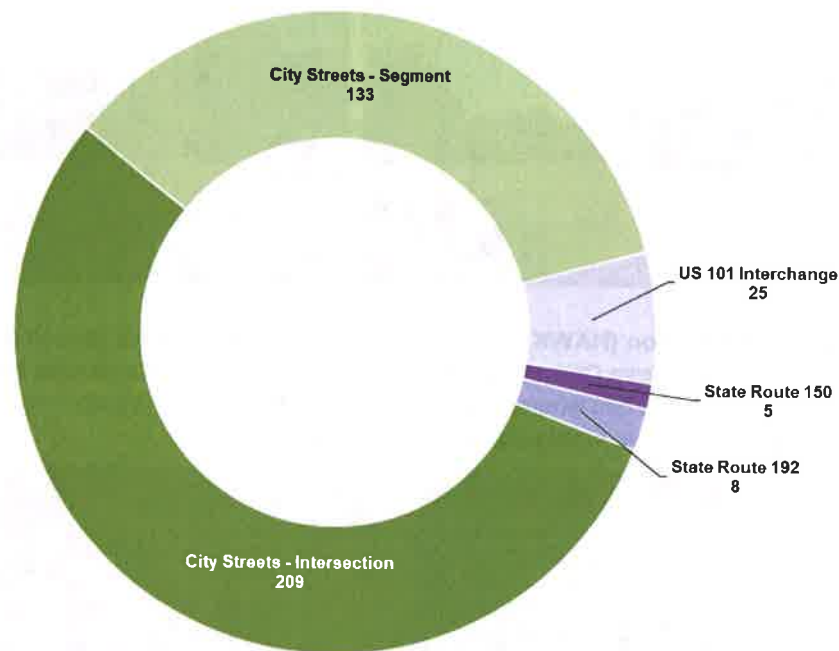


Figure 7 Total Collisions within the City of Carpinteria (2015-2020)

4.2.1 Collisions on City Roadways

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

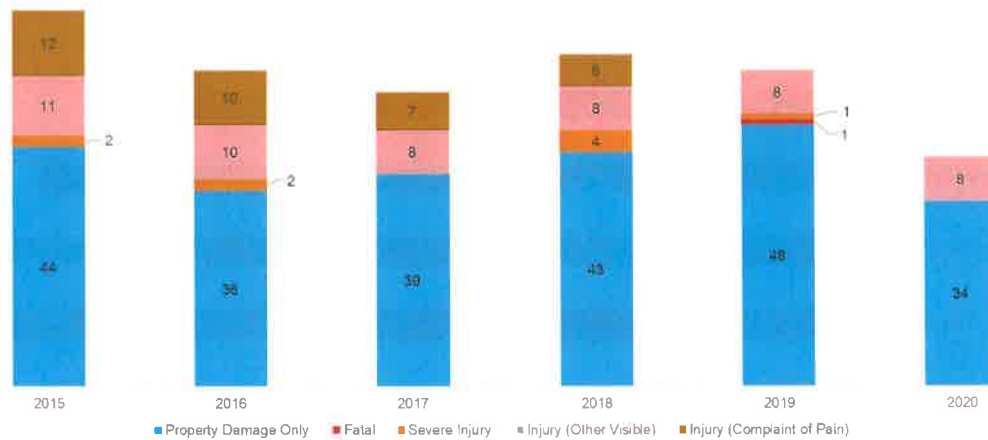


Figure 8 Collisions by Year on City of Carpinteria Roadways (2015-2020)



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

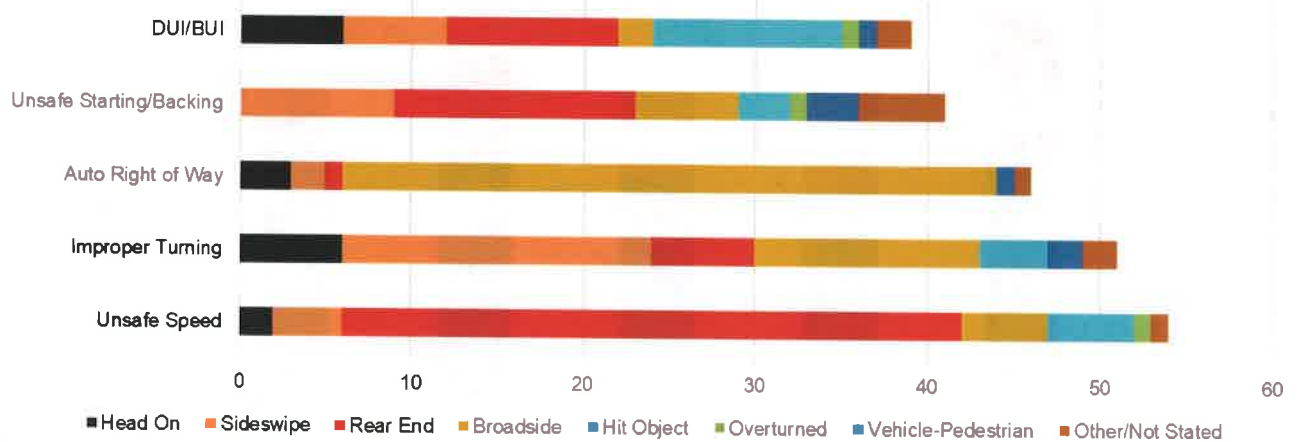


Figure 10 Top Violation Categories for Collisions on City Roadways (2015-2020)

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

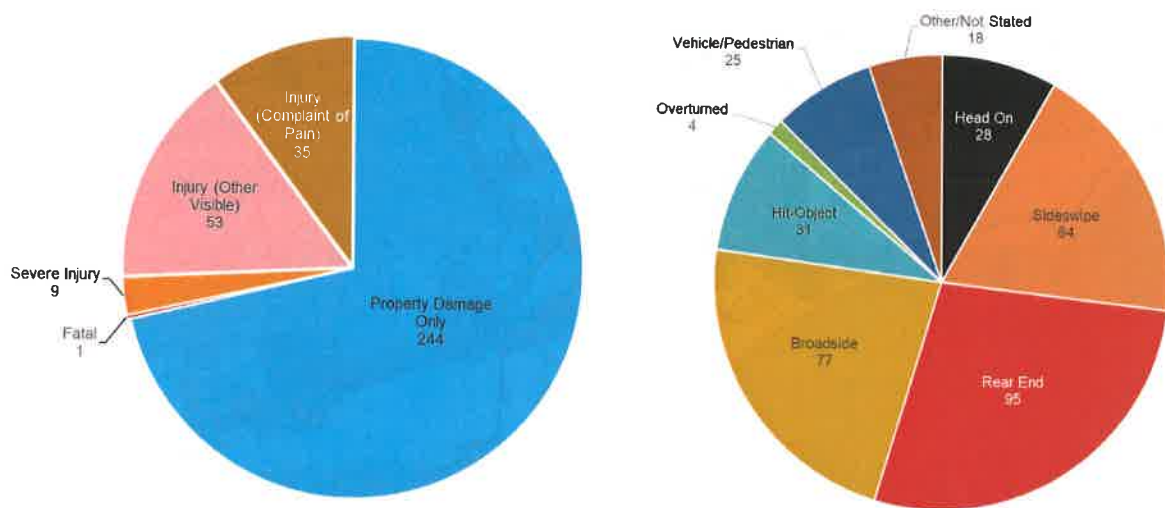


Figure 11 Summary of City Collisions (2015-2020)

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

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

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

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

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

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

Table 2 Top Intersections, per Collision Analysis

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

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

Table 3 Top Segments, per Collision Analysis

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

4.2.2 Collisions on Caltrans Roadways

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



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

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

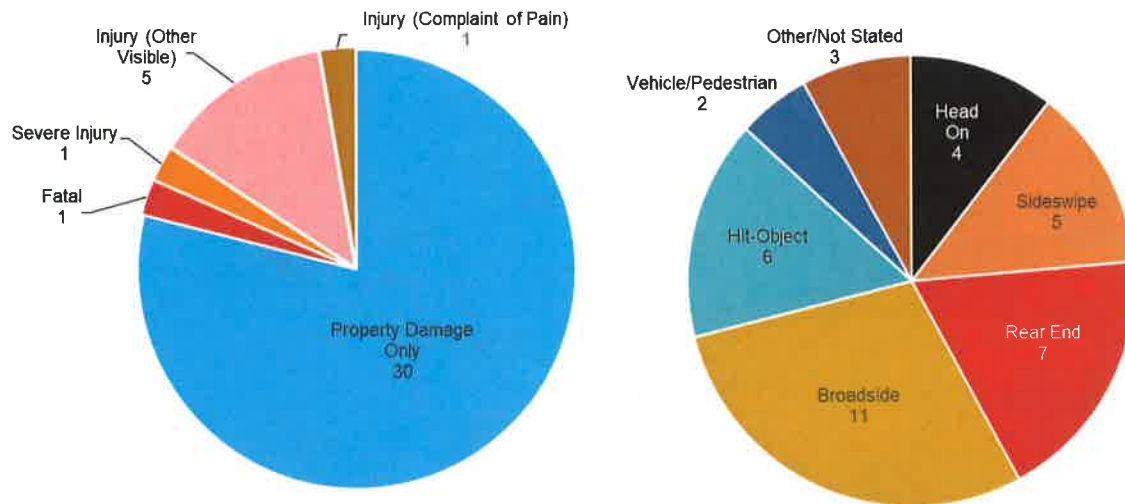


Figure 13 Summary of Caltrans-Related Collisions (2015-2020)

4.2.3 Collisions Related to Challenge Areas

4.2.3.1 Bicyclists

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

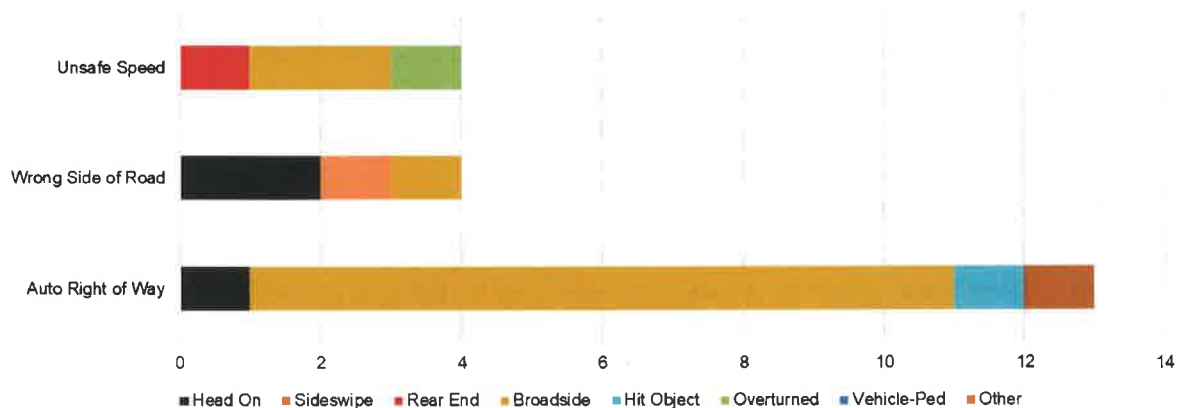


Figure 14 Top Violation Categories for Bicycle-Related Collisions (2015-2020)



Figure 15 Map of Bicycle Collisions (2015-2020)

Trends in bicycle collisions include:

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

4.2.3.2 Intersections

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

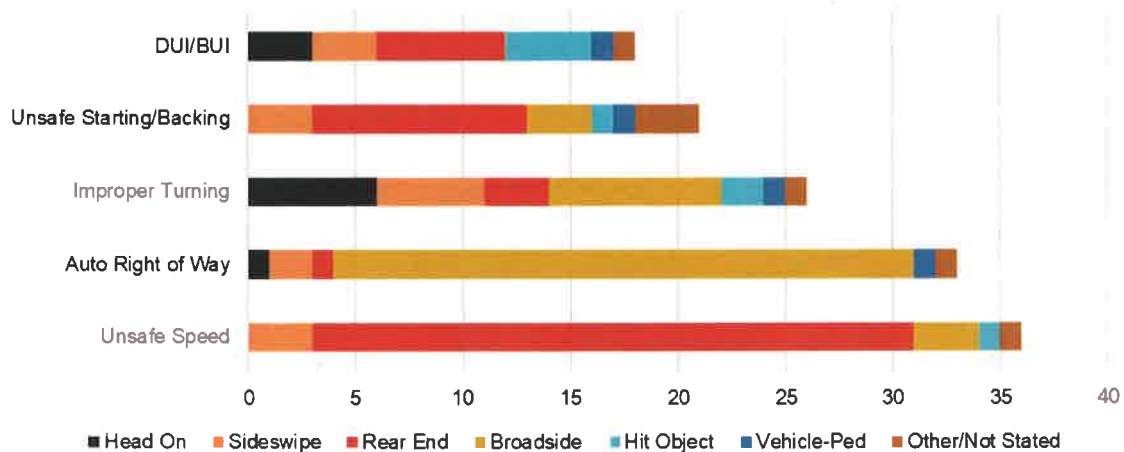


Figure 16 Top Violation Categories for Intersection Collisions (2015-2020)

4.2.3.3 Pedestrians

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

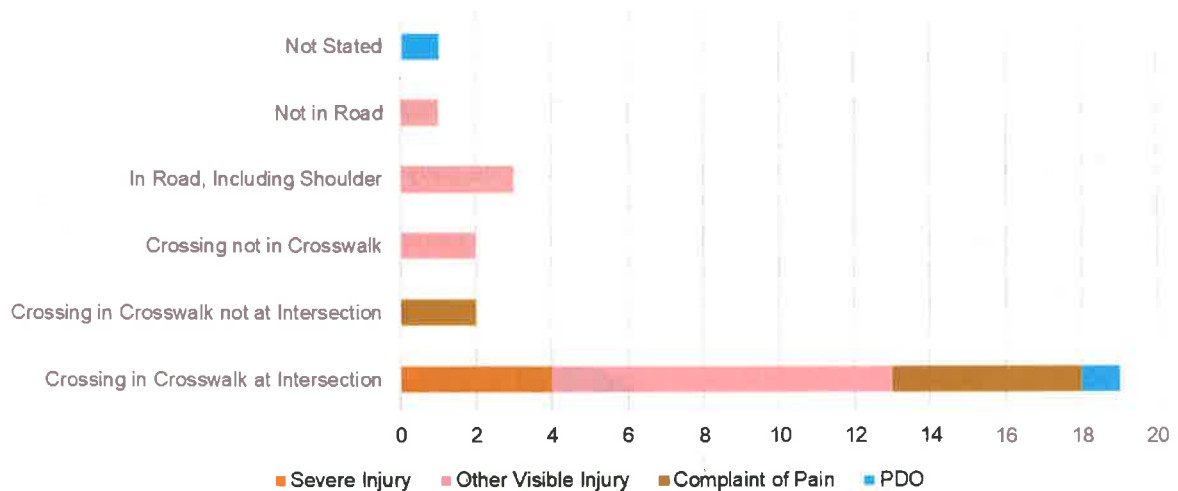


Figure 17 Pedestrian Location at Time of Collision (2015-2020)

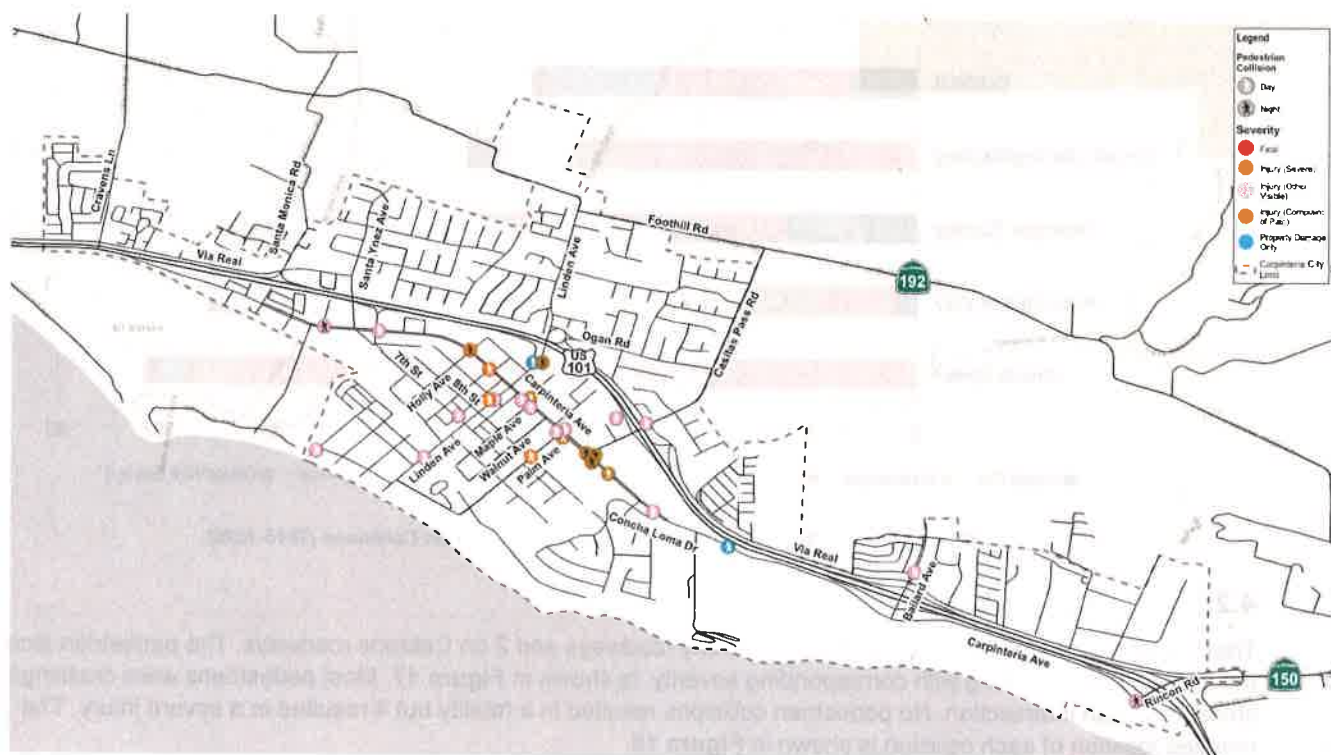


Figure 18 Map of Pedestrian Collisions (2015-2020)

4.2.3.4 Distracted Driving

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

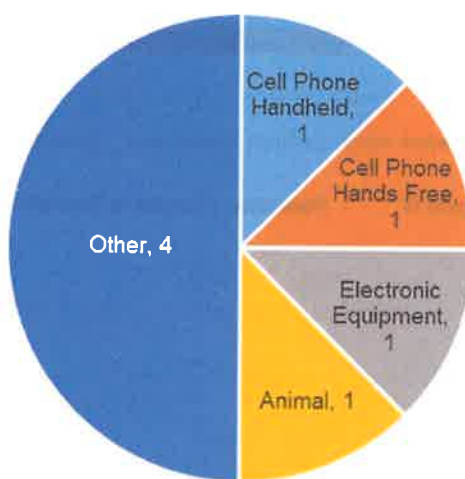


Figure 19 Types of Inattention (2015-2020)

4.2.3.5 Aggressive Driving

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

4.3 Field Reconnaissance

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

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



5. Public Engagement

5.1 Social Pinpoint Website

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

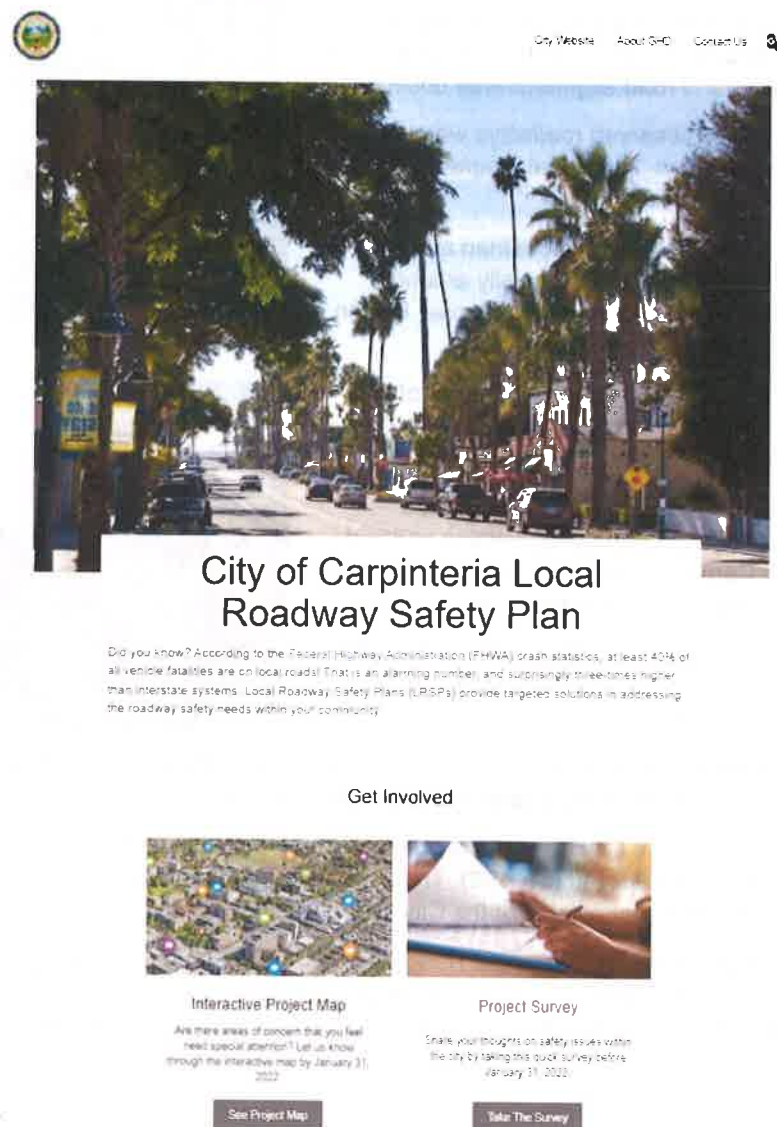


Figure 20 Public Website Home Page

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

5.1.1 Interactive Map

The interactive map feature on the website allowed the public to drag icons to a location within the city and leave a comment regarding driving, pedestrian, or bicycle suggestions at that location. **Figure 21** shows the interactive map feature from the website.



Figure 21 Public Website Interactive Map

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

5.1.2 Public Survey

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

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

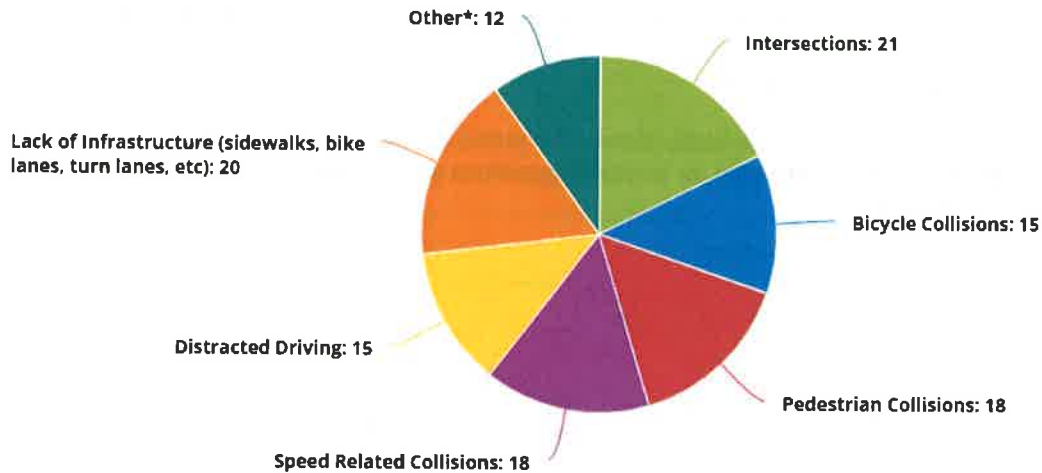


Figure 22 Public-Identified Roadway Issues

Other safety issues identified include:

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

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

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

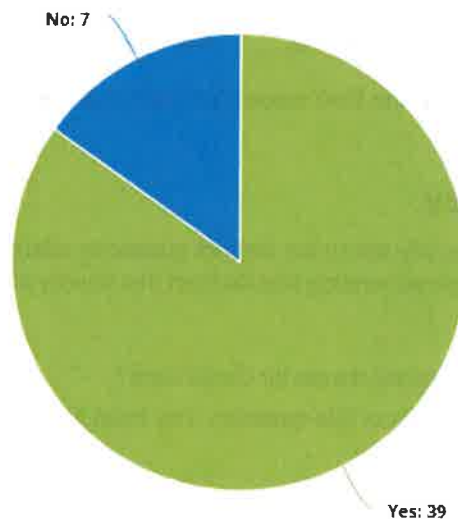


Figure 23 Familiarity with Green Bike Lane Conflict Markings

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

a. Responses to this question include:

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

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

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

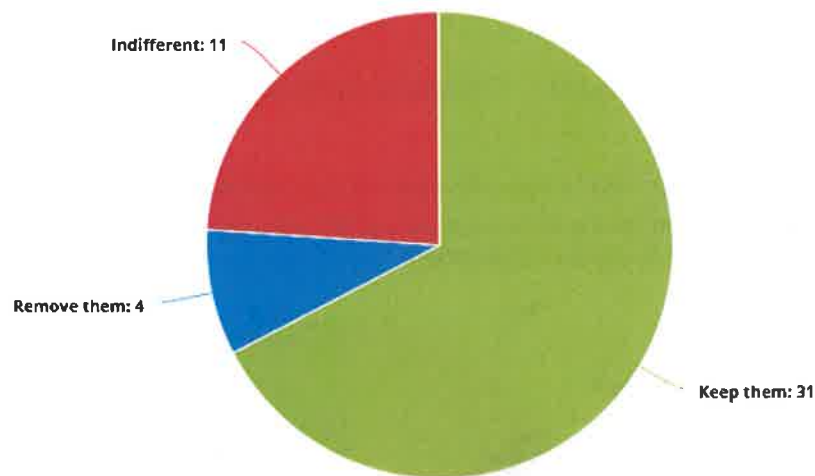


Figure 24 *Thoughts on the Parklets in the Downtown Area*

Explanations to these responses include:

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

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

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

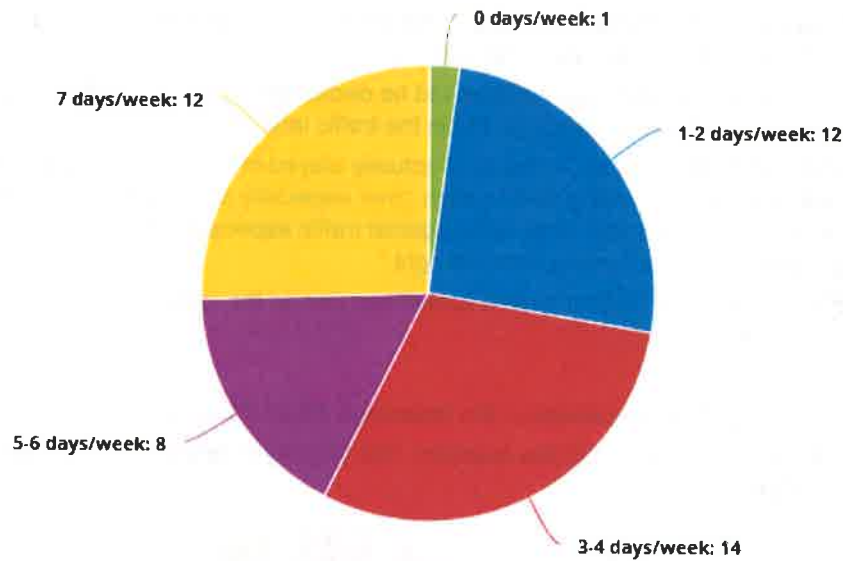


Figure 25 Frequency of Walking/Biking around Carpinteria

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

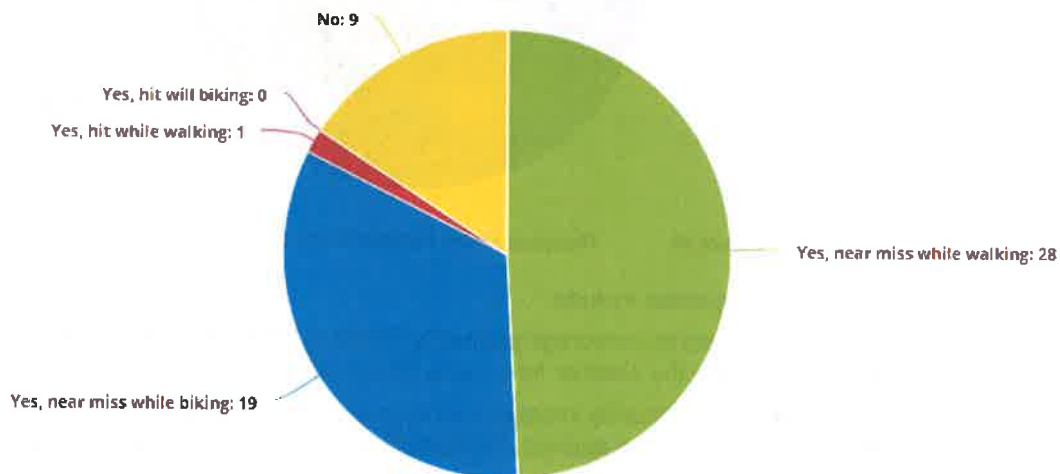


Figure 26 Experiences with Near Misses/Collisions while Walking/Biking in Carpinteria

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

- iii. "Bikes ignore everyone. I've been nearly hit by bikes, cars often ignore pedestrians — however, because of cars parked in carp ave, it's sometimes hard to see someone on the corner ahead — there's one really bad blind spot going south - I think across from jacks or a little further."
 - iv. "Carpinteria is the perfect place to bike and walk. The surface is flat and the scenery is beautiful. The fewer the cars, the better. Car drivers could be more considerate to pedestrians and bicyclists. And bicyclists could do a lot better job of following the rules of the road, too. For example: not riding on sidewalks or riding two to three abreast on the road."
8. What roadway improvements would you like to see in and around school zones?
- a. Responses to this question include:
 - i. "Blinking crosswalks, HAWK system, green bike lanes"
 - ii. "Pedestrian crosswalk across Carpinteria Ave at Reynolds is safety risk. High vehicle speed, poor visibility at times and a lack of additional visibility markers or flashing lights. Many children use this crosswalk in the morning to get to Aliso School. I've had several close calls and so have many of my neighbors living at Lavender Ct & Garden Village. An upgrade similar to other crossings on Carp Ave would greatly improve the safety here."
 - iii. "Slower speeds, curb extensions, flashing beacons and other traffic calming devices."
 - iv. "Bike safety, in this case, it's the kids on bikes ignoring drivers and not following rules - they need to ride with traffic and not surprise drivers by indignantly riding toward them - they are simply not seen of a car is turning right"
9. What other improvements would you like to see?
- a. Responses to this question include:
 - i. "Speed limits/bumpers on El Carro lane. People are very fast on this internal road. Please look into adding safety signs and bumpers on this street. Lots of accidents on this street."
 - ii. "The crosswalks are good, but many of them are not well placed. Often I am startled by a pedestrian stepping into a crosswalk from behind a tree or lamppost. I'd have been stopped already if I could have seen them."
 - iii. "Bike lanes and sidewalks. Several areas in the downtown area don't have sidewalks. Biking around town in Carpinteria is dangerous because there is barely a shoulder."
 - iv. "Improving and maintaining road surfaces are very important for safe cycling."
 - v. "At some of our busy intersections (Santa Ynez & El Carro) there are often large vehicles parked too near the corners and it is very difficult to pull out and make the turn."
10. Additional comments
- a. Responses to this prompt include:
 - i. "Extremely noisy vehicles, cars, motorcycles and trucks along Carp Ave from Reynolds to Holly"
 - ii. "I'm concerned about the intersection of Linden and 5th (Amtrak Station). It already is a safety hazard and now there is a proposed development there, which will create more hazards. Being so close to the train tracks requires extra caution, not less."
 - iii. "Parking enforcement on Cravens Lane is very important. Some vehicles remain without moving for months."

6. Identify Strategies

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

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

6.1 Engineering Strategies

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

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

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

6.1.1 City Intersection Projects

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

Table 4 *Priority Intersection Characteristics*

			Crash Characteristics													
North/South Road	East/West Road	Control	Relative Severity (EPDO)	Total Crashes	Top Type of Collision (Number of Collisions)	Top Violation Category (Number of Collisions)	Fatal + Severe Injury	% at Night	Wet	Ped	Bike	Involv. w/Fixed Object	Pedestrian Not in Crosswalk	Alcohol Involved	Dark with No Streetlights	
City Jurisdiction																
Carpinteria Ave	Castas Pass Rd	Signal	52	12	Rear end (4), Veh-Ped (4)	Ped Right of Way (3), Unsafe Starting/Backing (3)	0	42%	1	3	1	1	0	1	0	
Linden Ave	9th St	TWSC	49	5	Rear end (3)	All Unique PCF	1	0%	0	2	0	0	0	1	0	
Carpinteria Ave	Holly Ave	TWSC	45	6	Rear end (2), Broadside (2)	Following Too Closely (2)	1	33%	1	1	1	1	0	1	0	
Carpinteria Ave	Palm Ave	TWSC	42	7	Rear end (4)	Unsafe Speed (2), Ped Right of Way (2)	0	14%	0	3	1	0	0	0	0	
Carpinteria Ave	Linden Ave	Signal	40	10	Rear end (5)	Unsafe Speed (3)	0	0%	1	0	2	1	0	0	0	
Carpinteria Ave	Concha Loma Rd	TWSC	17	7	Sideswipe (3)	Auto Right of Way (3)	0	29%	1	1	0	0	1	1	1	

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

Table 5 Recommended Countermeasures for Priority Intersections

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

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

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



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

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

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

- Carpinteria Ave / Casitas Pass Rd



Install advanced stop bar before crosswalk (Bicycle Box)

- Carpinteria Ave / Linden Ave



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

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

Install/upgrade pedestrian crossing (signalized intersections)

- Carpinteria Ave / Linden Ave

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

6.1.2 City Segment Projects

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

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

Table 6 *Priority Segment Characteristics*

Primary Road	Limits	Length (mi)	Crash Characteristics												
			Relative Severity (EPDO)	Total Crashes	Top Type of Collision (Number of Collisions)	Top Violation Category (Number of Collisions)	Fatal + Severe Injury	% at Night	Wet	Ped	Pedestrian Not in Crosswalk	Bike	Involv. w/Parked Car	Involv. w/Fixed Object	Alcohol Involved
City Jurisdiction															
Carpinteria Ave	Dump Rd to Ballard Ave	0.65	546	3	Head On (1), Hit Object (1), Veh-Ped (1)	DUI (1), Unsafe Lane Change (1)	1	0	0	1	0	1	0	1	1
Carpinteria Ave	Casitas Pass Rd to Dump Rd	0.42	62	13	Broadside (5)	Auto Right of Way (4)	1	0	0	1	0	2	2	0	1
Casitas Pass Rd	US 101 SB Ramps to Carpinteria Ave	0.14	35	15	Sideswipe (4), Broadside (4)	Improper turning (4)	0	0	1	1	1	1	5	1	3
Ogan Rd	Via Real to Casitas Pass Rd	0.43	31	2	Head On (1), Broadside (1)	Unsafe speed (1), Auto Right of Way (1)	1	1	0	0	0	0	0	1	0
Casitas Pass Rd	Ogan Rd to Via Real	0.28	29	4	Hit Object (2), Overturned (2)	Unsafe Lane Change (2)	0	0	0	0	0	0	0	2	1
Via Real	Cravens Ln to Santa Monica Rd	0.55	12	12	Rear End (5)	DUI (5)	0	0	1	0	0	0	2	3	5
Carpinteria Ave	Santa Ynez Ave to Holly Ave	0.34	17	7	Broadside (4)	Improper turning (2)	0	0	0	0	0	1	1	1	0
Carpinteria Ave	Linden Ave to Casitas Pass Rd	0.32	20	5	Sideswipe (2)	All Unique PCFs	0	0	0	0	0	2	1	1	3

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

Table 7 Recommended Countermeasures for Priority Segments

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

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

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



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

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



Install delineators, reflectors and/or object markers

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



Install dynamic/variable speed warning sign

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

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

6.1.3 Identified Challenge/Emphasis Areas

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

1. **Intersections** – Projects were identified for the top intersections with collision severity and frequency.
2. **Aggressive Driving** – Aggressive driving can include improper speeds, improper turning and improper passing. Engineering strategies were identified for intersections and segments at locations where these issues were identified. Non-engineering strategies to prevent aggressive driving includes enforcement in selective areas.
 - a. Assembly Bill (AB) 43 was signed into law by Governor Newsom on October 8, 2021. This bill will change several aspects of speed setting and enforcement in California with a goal to make roadways safer for all road users. The new law is set to go into effect by June 30, 2024, and allows agencies more flexibility with keeping the previous speed limit, allows business and residential districts to have 15 and 20 mph speed limits, and allows the agency to round down the proposed speed limit based on an engineering study due to a high presence of bicycles or pedestrians.
3. **Bicycling** – Bicycling safety countermeasures/projects were recommended at multiple locations.
4. **Pedestrians** – Providing pedestrian accommodations to include crossing enhancements. Other locations for pedestrian improvements are identified in the engineering strategies. Non-engineering strategies to improve pedestrian safety will be discussed in a later section of the report.
5. **Distracted Driving** – Prevention of distracted roadway usage is addressed through education and enforcement component of the non-engineering strategies. These strategies can be communicated through social media channels and through the schools.

6.1.4 Systemic Safety Countermeasures

When selecting countermeasures, just focusing on locations with current collision issues is a reactive approach to roadway safety planning. A reactive approach targets recent hot-spots and specific problems that are associated with

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

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

Table 8 *Proposed Systemic Countermeasures*

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

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

6.2 Non-Engineering Strategies

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

6.2.1 Education



Education strategies are listed below.

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

6.2.2 Emerging Technologies



Possible emerging technologies strategies are listed below.

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

6.2.3 Enforcement



Enforcement strategies are listed below.

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

6.2.4 Emergency Response



Emergency response strategies are suggested below.

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

6.3 Programmatic Strategies

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

Table 9 *Proposed Programmatic Strategies*

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

¹ These programs will require funding and support to be implemented

7. Prioritize and Incorporate Strategies

7.1 Funding Sources

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

The primary source of potential funding for projects recommended in this plan is HSIP funding. Each cycle has available project funding for Benefit to Cost Ratio (BCR) and funding set-aside projects. BCR projects use expected benefit and estimated cost to determine eligibility and likelihood for receiving funding. The expected benefit is determined using the crash history and the predicted collision reduction from the recommended countermeasures. On the other hand, funding set-aside projects do not require a collision history. However, for HSIP Cycle 10, the maximum funding amount per agency for set-asides was considerably less than the funding amount per agency for BCR projects. The available set-aside projects from this cycle were Guardrail Upgrades, Pedestrian Crossing Enhancements, Installing Edgelines, and Tribes.

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

7.1.1 Disadvantaged Communities

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

Priority Intersections

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

Priority Segments

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

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

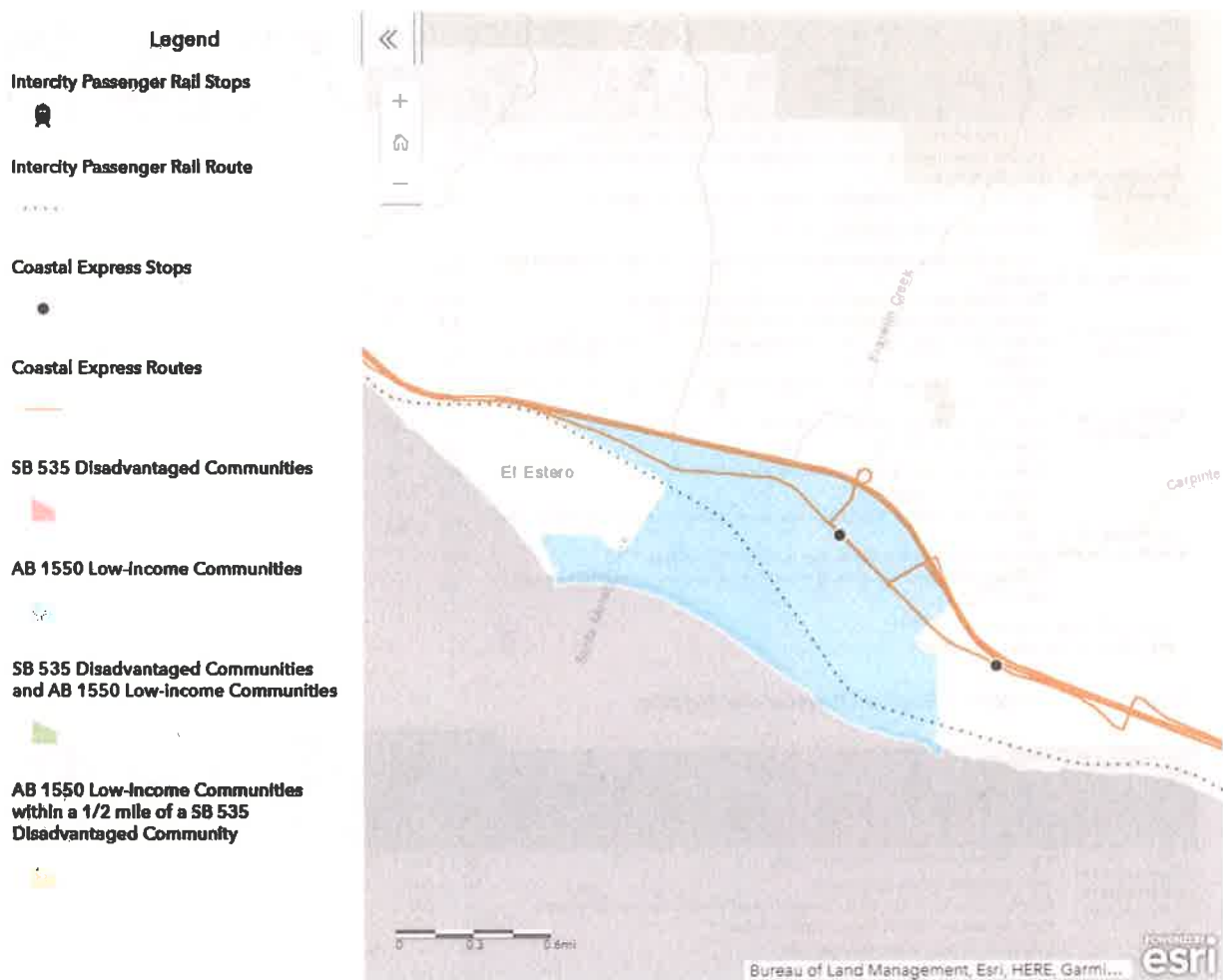


Figure 27 Disadvantaged Communities with Transit Routes & Stops (Source: <http://www.sbcag.org/sb1.html>)

7.2 Implementation Plan

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

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

Table 10 Proposed Intersection Projects and Funding

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

¹ Non-engineering countermeasure

PCE = Pedestrian Crossing Enhancements

Table 11 Proposed Segment Projects and Funding

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

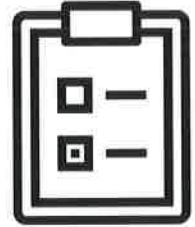
¹ Non-engineering countermeasure

² Not HSIP Cycle 10 countermeasure

PCE = Pedestrian Crossing Enhancements

8. Evaluation Process

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



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

9. Next Steps

The City of Carpinteria plans to send the Local Roadway Safety Plan to City Council for adoption on April 11, 2022. This safety plan will be a living document and will guide the City's roadway safety needs for the next five years. It will be updated as needed and the goals will be monitored.

10. References

Traffic Data

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

Manuals

- "Developing Safety Plans, A Manual for Local Rural Road Owners", Federal Highway Administration, March 2012, http://safety.fhwa.dot.gov/local_rural/training/fhwasa12017/.
- 2020-2024 California's Strategic Highway Safety Plan (SHSP), "California Safe Roads: 2020-2024 Strategic Highway Safety Plan", Caltrans.
- "Local Roadway Safety, A Manual for California's Local Road Owners", Caltrans, Version 1.5, April 2020
- "Highway Safety Manual", American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- "California Manual of Uniform Traffic Control Devices (CA MUTCD)", Revision 5, 2014.
- "National Roadway Safety Strategy", United States Department of Transportation, January 2022, <https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf>.

Websites

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

Surveys

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

Appendix A

Stakeholder and Public Input

Meeting Summary

September 30, 2021

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

The following is GHD's understanding of the discussions and decisions for the above referenced meeting. Please notify GHD of any discrepancies in the information recorded.

This meeting record has been prepared to serve as documentation for the virtual meeting conducted on September 30, 2021, via Microsoft Teams platform. A PowerPoint presentation was used to focus the discussion.

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

1. Introductions

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

2. Background

- a. LRSP Process
 - i. Focused Challenge Areas per Strategic Safety Highway Plan
- b. Purpose of LRSP
 - i. Engages stakeholders representing all E's and other local community stakeholders (neighboring jurisdictions, advocacy groups, and officials) in developing a plan of action to increase safety and create a prioritized list of projects.

3. Data Analysis

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

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

4. Vision, Goals, and Priorities

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

Local Roadway Safety Manual and include results in the LRSP.

5. How Will the Plan be Updated and Monitored?

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

6. Other Items to Discuss

- a. Public Outreach
- b. Next Meeting

Next Steps

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

List of Attendees

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

Meeting Summary

January 06, 2022

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

The following is GHD's understanding of the discussions and decisions for the above referenced meeting. Please notify GHD of any discrepancies in the information recorded.

This meeting record has been prepared to serve as documentation for the virtual meeting conducted on January 6, 2022, via Microsoft Teams platform. A PowerPoint presentation was used to focus the discussion.

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

1. Introductions

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

2. 1st Meeting Summary

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

3. Recent Developments

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

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

4. Safety Countermeasures

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

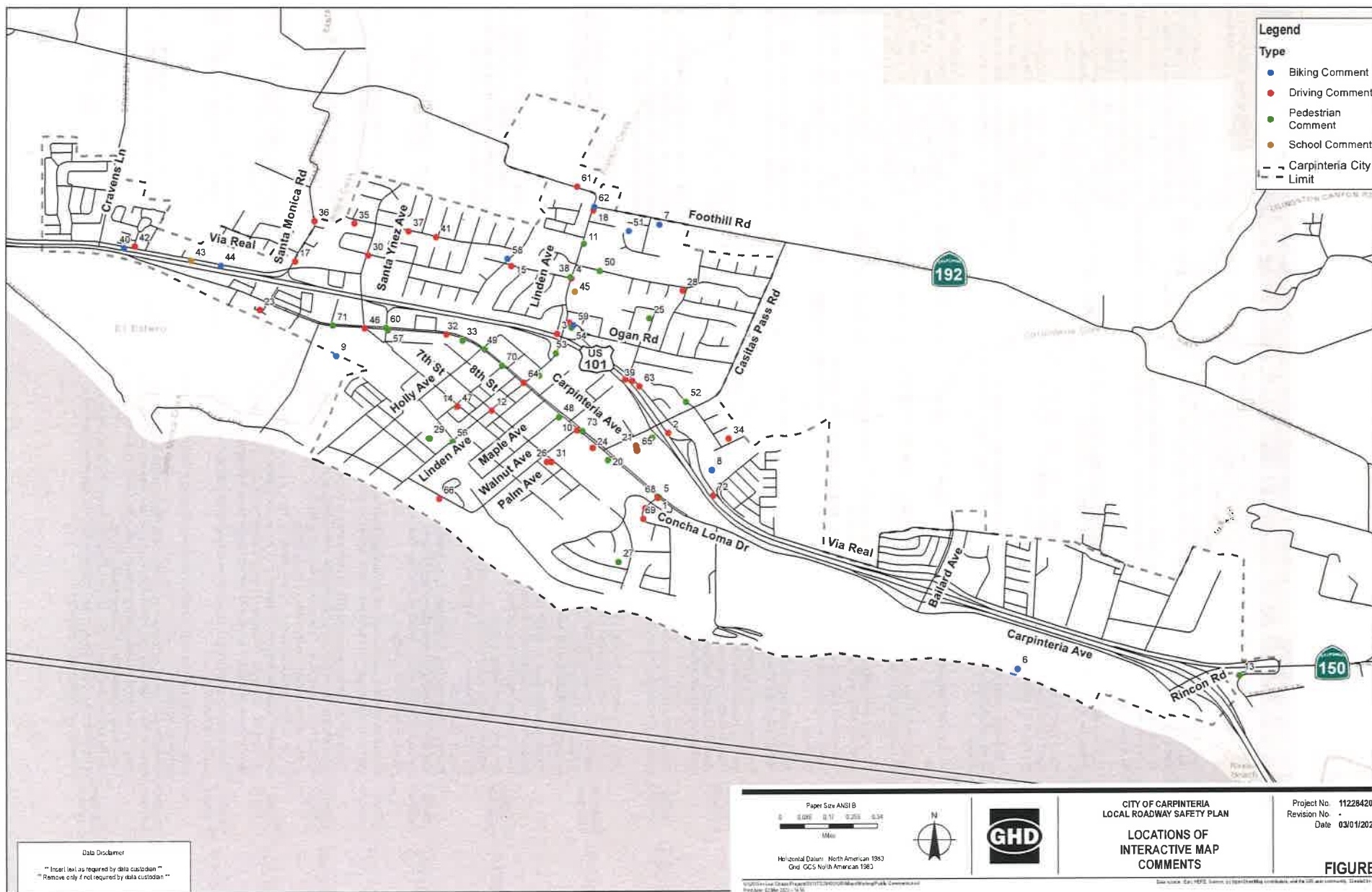
5. Install centerline rumble strips/stripes
 6. Install edgelines and centerlines
 7. Install Rectangular Rapid Flashing Beacons
 8. Remove or relocate fixed objects out of Clear Recovery Zone (where feasible)
 9. Install bike conflict markings at driveways
 10. Improve sight distance at driveways by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

5. Next Steps

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

List of Attendees

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



Interactive Map Comments

ID	Created on	Type	Comment	Latitude	Longitude	Response to Comment
1	10/20/2021 10:58	Pedestrian Comment	There needs to be a crosswalk at the concha loma/bike path: to enter the concha loma neighborhood from the bike path you either need to backtrack or go to dump road- neither are good options-esp for kids who are crossing after school!	34.393175	-119.5116	Thank you for sharing your suggestion. A crosswalk walk has been recommended at this location per the LRSP.
2	10/20/2021 11:17	Driving Comment	On ramp is an accident waiting to happen. There is no time between making the turn from the round-about, gaining freeway speed and trying to see oncoming traffic, all at the same time.	34.396366	-119.511058	Thank you for sharing your concern. This area is under Caltrans jurisdiction and any improvements to this area would need to be addressed by Caltrans.
3	10/20/2021 11:19	Driving Comment	On ramp is an accident waiting to happen. There is no time between making the turn from the round-about, gaining freeway speed and trying to see oncoming traffic, all at the same time.	34.401407	-119.51668	Thank you for sharing your concern. This area is under Caltrans jurisdiction and any improvements to this area would need to be addressed by Caltrans.
4	10/20/2021 11:33	Driving Comment	This intersection could use a 4 way stop. The island in the middle of the crosswalk makes for a tight left turn off Malibu. School traffic makes it a nightmare.	34.404237	-119.515953	Thank you for sharing your suggestion. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD.
5	10/20/2021 12:22	Pedestrian Comment	Agreed with the other commenter that a crosswalk or maybe even a stop sign would make this a much more accessible and safe option for those aiming to get to/from the Concha Loma neighborhood from/to the bike path. A stop sign would also make it easier for cars turning left out of the neighborhood, which can get tricky when the freeway is extra busy and people reroute through side streets.	34.393135	-119.51152	Thank you for sharing your suggestion. A crosswalk walk has been recommended at this location per the LRSP. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD.
6	10/20/2021 12:40	Biking Comment	The Coastal Trail needs to cross over the property occupied by S&S Seeds.	34.384364	-119.493399	Thank you for sharing your suggestion. This, unfortunately, is private property. Any improvements would need to be coordinated with the owner.
7	10/20/2021 12:43	Biking Comment	Foothill/192 is dangerous for cyclists. The City should coordinate with the State to add a bike lane the entire length from Nidever to the 150.	34.406957	-119.511509	Thank you for sharing your concern. This area is under Caltrans jurisdiction and any improvements to this area would need to be addressed by Caltrans.
8	10/20/2021 12:46	Biking Comment	The new paved trail for pedestrians and cyclists under the 101 is an example of what should be done wherever possible around town!	34.394501	-119.508847	Thank you for your feedback. Bicycle and pedestrian safety is addressed in the LRSP.
9	10/20/2021 12:52	Biking Comment	The planned trail connecting Ash Ave. with Santa Claus Lane should be completed ASAP, as it represents an alternate route for cyclists that is safer than Carp Ave. or Via Real.	34.4003	-119.527817	Thank you for your comment. This project is in coordination with Caltrans and is expected to begin construction soon.
10	10/20/2021 12:58	Driving Comment	There needs to be a stop sign here drivers tend to pass pedestrians specially students it is very scary	34.396508	-119.515677	Thank you for sharing your concern. This intersection is currently undergoing improvements to install a signal.
11	10/20/2021 14:33	Pedestrian Comment	This crosswalk is extremely dangerous. Vehicles rarely stop for pedestrians and now that Howard Carden School has moved into the St. Joseph's Church property, this crosswalk is used more heavily. It is also used by Carpinteria High School students regularly. Curb extensions such as those at the Linden Avenue at El Carro Lane crosswalk would help tremendously.	34.405985	-119.515328	Thank you for your feedback. Pedestrian safety is addressed in the LRSP.
12	10/20/2021 14:55	Driving Comment	Please make this a 4 way stop. Vehicles already stop at this intersection and with pedestrians crossing, it adds to the confusion.	34.397519	-119.519982	Thank you for sharing your suggestion. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD.
13	10/20/2021 21:40	Pedestrian Comment	There is no walkway for pedestrians on the south end of via real ([Rincon] to hwy 150) road is often congested with auto commuters weekday and bike traffic on the weekend. Pedestrians regularly use hwy 150 bridge and Ballard bridge to walk over the freeway to get to the bluffs. Both bridges feel unsafe, cars are traveling to fast on congested roads and the bike lanes are not adequately wide for walkers.	34.383989	-119.482176	Thank you for sharing your concern. This area is under Caltrans jurisdiction and any improvements to this area would need to be addressed by Caltrans.
14	10/21/2021 9:55	Pedestrian Comment	Please consider a 4-Way STOP at this corner of 7th & Elm. Trucks, deliveries, rude drivers travel on 7th at a very high speed. Those visiting see the large wide crosswalk and "assume" it's a 4 Way STOP, then after the honking, screeching tire and near misses realize it is not. Daily very close encounters. Also a very busy time when kids are walking to and from school and visitors and residents are trying to cross going to the garden, train, beach. Thank you. Pavement has seriously deteriorated to the point that it's dangerous for bicyclists and cars on Sterling between Malibu and El Carro. Chunks of asphalt are loose and look like they will be coming apart soon. This is a potential lawsuit waiting to happen if someone is injured.	34.397701	-119.521752	Thank you for sharing your suggestion. Before installation of an all-way stop an engineering study would need to be performed to see if the location would meet warrants in the CA MUTCD.
15	10/21/2021 11:02	Driving Comment	Excessive speed. I would seem that the majority find the current posted speed of 25 mph no to their liking. Only a matter of time before there is a serious accident.	34.404847	-119.518998	Thank you for sharing your concern. Overall bicycle safety is addressed in the LRSP.
16	10/21/2021 11:18	Driving Comment	Trucks are frequently parked illegally on Santa Monica Rd near 7-11 (either extending into the red curb on the east side of the street, or in front of the fire hydrant on the west side). This severely limits visibility at the intersection and is a serious safety hazard to cars, bikes, and pedestrians.	34.399084	-119.513226	Thank you for sharing your concern. Speed management is addressed in the LRSP.
17	10/21/2021 12:24	Driving Comment	Linden - 192/Foothill intersection: Unless there's a traffic back-up (morning & afternoon), many vehicles do not bother to come to a complete stop at this intersection. There are a number of cars and small trucks that, after a rolling stop, "gun" engines and speed away from the intersection at unsafe speeds.	34.405071	-119.529906	Thank you for sharing your concern. This plan recommends increased enforcement throughout the city.
18	10/21/2021 13:45	Driving Comment	No right hand turn from Ogan to Linden is completely ignored all times of day. Should be removed	34.407674	-119.51484	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.
19	10/21/2021 14:06	Driving Comment	I walk everyday and there are 3 spots where both myself and daughter are regularly almost hit by cars	34.401969	-119.516089	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.
20	10/21/2021 17:08	Pedestrian Comment	1. Casitas pass and Carpinteria Ave - Cars driving down Casitas fly around the corner turning right onto Carpinteria Ave. Even if we are crossing on a walk sign, many cut in front of you and wave or just don't see you. Given it's a school crossing I can't imagine someone won't be seriously injured.	34.39503	-119.514105	Thank you for sharing your concern. Pedestrian safety, speed management and aggressive driving is addressed in the LRSP.
21	10/21/2021 17:10	Pedestrian Comment	The second area is where it is a danger to pedestrians are the yellow lights outside of Albertsons on Casitas pass. Many cars stop, but a lot speed through. Police enforcement of something is needed	34.39572	-119.512668	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.

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

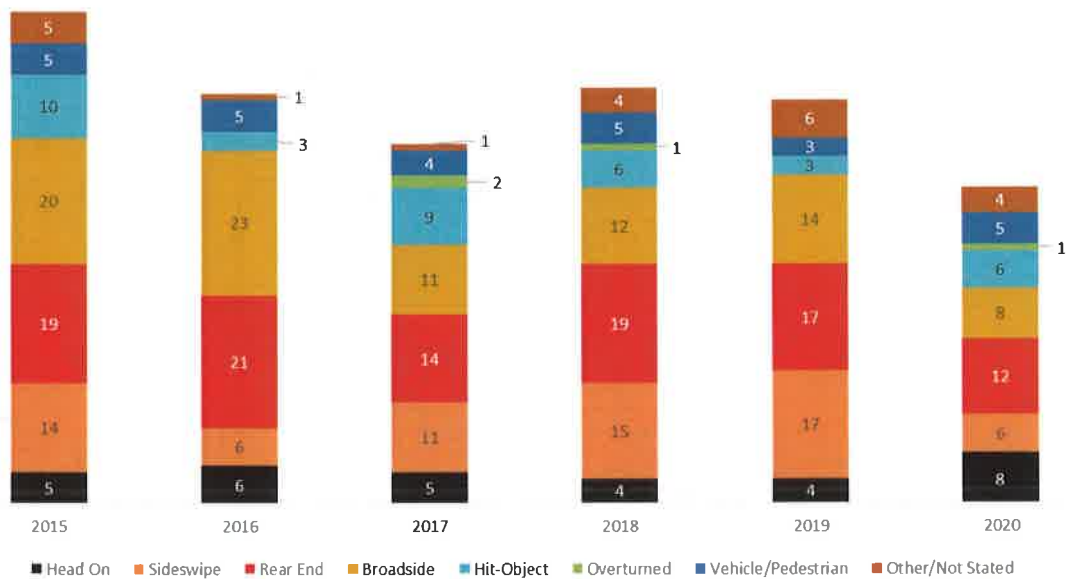
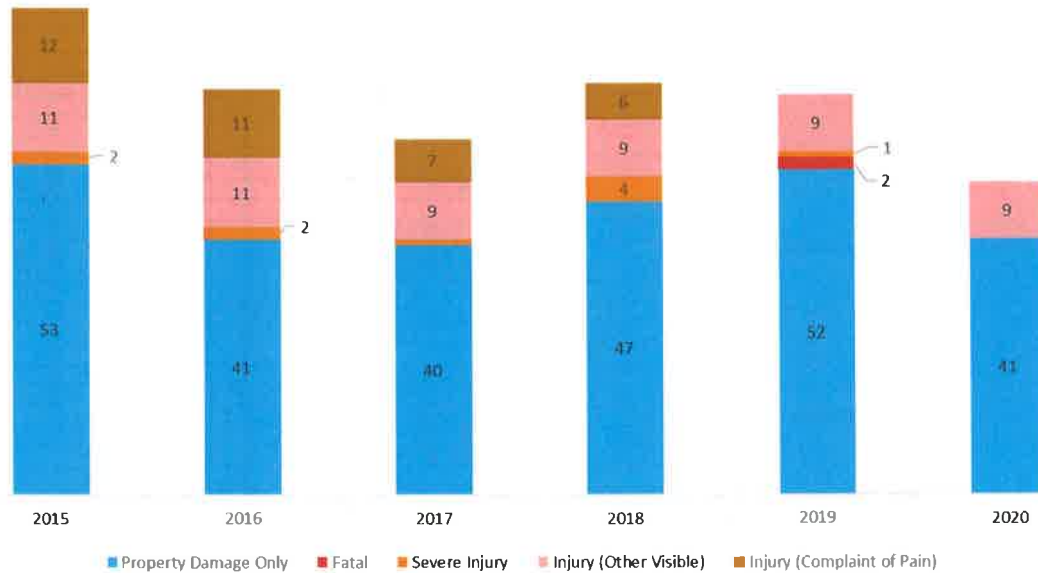
ID	Created on	Type	Comment	Latitude	Longitude	Response to Comment
42	11/4/2021 19:53	Driving Comment	It's so dangerous trying to make a left turn out of Franciscan Village during rush hours. Cars zoom by from the left, but you can't see them coming without pulling across the bike lane, and partially into the lane of traffic. This intersection would benefit from a mirror.	34.405854	-119.537989	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP. The sight distance may need to be evaluated at this intersection.
43	11/4/2021 19:55	School Comment	It would be so lovely for our kids to have a safe route to school along Via Real. Currently you can't bike to school down this street with children due to the narrow unprotected bike lane and the uneven, degraded pavement.	34.405117	-119.535143	Thank you for your feedback. Bicycle and pedestrian safety is addressed in the LRSP.
44	11/4/2021 19:57	Biking Comment	It's nearly impossible to drive down Via Real for any length of time without seeing someone on a bicycle trying to navigate the space with automobiles. For such a common bicycle route, I'm surprised that there isn't more attention paid to maintaining the pavement. Would love to see a protected bike lane here one day.	34.404866	-119.53365	Thank you for your feedback. Bicycle safety is addressed in the LRSP.
45	11/4/2021 20:23	School Comment	Would love to see some smart reworking of the school drop off and pick up zones. The traffic here on school mornings is rough for caregivers and commuters alike. A roundabout perhaps? Or more safe routes to school with protected bike lanes so there is less car transit! There are two lanes on southbound Santa Ynez Ave. The right lane can turn right onto Carpinteria Avenue or continue onto 7th Street; the left lane is left-turn-only onto Carpinteria Avenue. Sometimes people in the left lane think they can continue onto 7th Street. If there is a car in the right lane continuing onto 7th St, this risks a collision. I've seen near misses several times.	34.403581	-119.515779	Thank you for your suggestion. Safe Routes to School are suggested in the report.
46	11/4/2021 21:07	Driving Comment	I suggest adding curved lane striping to the intersection to show that the left lane must turn left. This and many other intersections in Carp have very little visibility because cars are allowed to park right up to the intersection. Red curbs and no parking zones need to accommodate typical view sheds. Otherwise you have to pull into the crosswalks/intersections making it a hazard for pedestrians as well. Many of the crosswalks have poor visibility at night because of the alternating street light pattern. If someone is crossing from a side that doesn't have a light you can't see them until it is almost too late. All of the crosswalks need better lighting and/or those flashing lights.	34.401691	-119.52639	Thank you for your suggestion. Signalized intersections are addressed in the LRSP.
47	11/4/2021 21:54	Driving Comment	Blinking crosswalk lights should be placed (akin to the crosswalks in Old Town Goleta). Especially at night it's hard to see pedestrians trying to cross.	34.397725	-119.52171	Thank you for sharing your concern. The sight distance may need to be evaluated at this location.
48	11/4/2021 21:57	Pedestrian Comment	Please, please create a safe crosswalk on El Carro between the school and the St Joseph's parking lot. Parents and kids cross the street all over the place at busy pickup and dropoff times when there are cars everywhere. This is a tragedy waiting to happen.	34.397189	-119.516577	Thank you for your feedback. Bicycle and pedestrian safety is addressed in the LRSP.
49	11/5/2021 6:09	Pedestrian Comment	early morning speeding. I ride this road most mornings about 6:30 am and the speeding along foothill by the High school is concerning	34.400648	-119.520331	Thank you for your feedback. Bicycle and pedestrian safety is addressed in the LRSP.
50	11/5/2021 6:18	Pedestrian Comment	Street Light is partially obscured by city tree that needs to be trimmed back. Much of the sidewalk is not lighted at night because street lighting is being block by tree.	34.404608	-119.514518	Thank you for your feedback. Bicycle and pedestrian safety is addressed in the LRSP.
51	11/5/2021 7:10	Biking Comment	cross walk here, please. the closest cross walks are blocks away.	34.406618	-119.513054	Thank you for sharing your concern. Speed management and aggressive driving is addressed in the LRSP.
52	11/5/2021 9:42	Pedestrian Comment	A crosswalk is needed over Linden Ave from Ogan Road to the west side of Linden. There is no way for students to get from one side of Linden to the other until they get across the street from the school.	34.397969	-119.510154	Thank you for sharing your concern. Your comment will be passed along to the City.
53	11/5/2021 10:03	Pedestrian Comment	It is almost impossible to hear the audio on the traffic signal. Better audio like the ones at the Carp and Linden intersection is needed.	34.400429	-119.516735	Thank you for your feedback. Bicycle and pedestrian safety is addressed in the LRSP.
54	11/6/2021 20:08	Pedestrian Comment	There really is no designated sidewalk here. What little there is is a bumpy mix of asphalt and cement. There is only enough room to go single file and barely that.	34.401732	-119.515956	Thank you for sharing your concern. Pedestrian safety and crossing enhancements are addressed in the LRSP.
55	11/6/2021 20:14	Pedestrian Comment	Plants are obstructing the passageway almost entirely. This block is not safe for school children. Children must use this sidewalk every day to get to Cannalino School.	34.3993	-119.517582	Thank you for sharing your concern. Pedestrian safety is addressed in the LRSP.
56	11/8/2021 10:29	Pedestrian Comment	Would love a crosswalk on Linden going north from Island Brew side to Parking Lot/City Market side :)	34.395968	-119.521953	Thank you for sharing your feedback. Pedestrian safety is addressed in the LRSP.
57	11/16/2021 8:53	Pedestrian Comment	Pedestrian crosswalk across Carpinteria Ave at Reynolds is safety risk. High vehicle speed, poor visibility at times and a lack of additional visibility markers or flashing lights. Many children use this crosswalk in the morning to get to Aliso School. I've had several close calls and so have many of my neighbors living at Lavender Ct & Garden Village. An upgrade similar to other crossings on Carp Ave would greatly improve the safety here.	34.401612	-119.52521	Thank you for sharing your concern. Pedestrian safety, crossing enhancements, and this segment of Carpinteria Ave are all addressed in the LRSP.
58	11/26/2021 11:01	Biking Comment	I am a cyclist I know carps roads intimately. Sterling at Malibu is extremely poor. A accident waiting to happen. Not to mention the damage it is doing to my bike. I have considered contacting a lawyer about the damage it does to my bike or could cause me to go down. BUT actually all roads in Carpinteria are in very poor conditions. El Carro, Carpinteria ave, casitas pass I dodge pot holes all the time. I head to Ventura county as often as I can. Their roads are MUCH better.	34.405219	-119.51918	Thank you for sharing your concern. Bicycle safety is addressed in this plan.
59	12/4/2021 22:30	Biking Comment	Please add a crosswalk at the corner of Linden and Ogan Road so that pedestrians and cyclists can cross Linden from Ogan Road safely. It is difficult for a cyclist to cross to the west side of Linden so that they can ride towards downtown. Also, the bike lane signage on the west side of Linden bridge is completely faded out and cannot be seen by a driver. This is extremely dangerous.	34.40186	-119.515854	Thank you for sharing your concern. Pedestrian and bicycle safety as well as crossing enhancements are address in this plan.
60	12/13/2021 14:39	Pedestrian Comment	This is dangerous because the sidewalks have ramps but not a painted cross walk. Because there isn't a crosswalk cars roll right past the curb...this is dangerous for the people crossing in front of the Best Western - especially at night. Photo shows someone crossing in the non-crosswalk area.	34.401736	-119.525317	Thank you for sharing your concern. Pedestrian safety and crossing enhancements are addressed in the LRSP.

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

Appendix B

Collision Data

Collision Severity and Type on all Roads



Collisions at Selected Intersections

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

Intersection #	Primary Road	Secondary Road	Severity					Type							Pedestrian	Bicycle	Year						EPDO	Fatal + Injury	Total
			Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Vehicle / Pedestrian	Other/Not Listed			2015	2016	2017	2018	2019	2020			
76	Linden Ave	7th St		1	1				1	1						1	2						17	2	2
76	Linden Ave	8th St				4		1	1	1		1					1	1			1	1	4	0	4
77	Linden Ave	9th St	1	1	1	2				3		2			2		1		2	1	1		49	3	5
78	7th St	Yucca Ln		1									1		1		1						11	1	1
79	Wullbrandt Way	Cactus Ln				1		1													1		1	0	1
80	Maple Ave	8th St				2				1	1						1			1			2	0	2
81	Walnut Ave	6th St				1		1								1			1				1	0	1
82	Palm Ave	8th St	1										1		1		1						30	1	1
83	Concha Loma Dr	Arbol Verde St				1				1										1			1	0	1
84	Arbol Verde St	Calte Pacific				1				1							1						1	0	1
Total			1	6	38	29	150	20	31	74	59	12	19	9	23	24	47	42	38	38	37	22	-	-	224

Collisions at Selected Segments

Segment #	Primary Road	Begin of Segment	End of Segment	Severity					Type							Pedestrian	Bicycle	Year						EPDO	Fatal + Injury	Total	
				Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/ Pedestrian			Other/Not Listed	2015	2016	2017	2018	2019				2020
1	Via Real	Cravens Ln	Santa Monica Rd					12	1	3	5	3						4	2	3	1	1	1	12	0	12	
2	Via Real	Santa Monica Rd	Santa Ynez Ave	1	3			1	1		1			1						2		1	1	14	1	4	
3	El Carro Ln	Santa Ynez Ave	Sterling Ave		1				1									1						1	0	1	
4	Aragon Dr	Santa Ynez Ave	Azalea Dr		1				1															1	0	1	
5	Malibu Dr	Sterling Ave	Linden Ave		1				1											1				1	0	1	
6	Santa Monica Rd	N City Limit	Via Real		1						1							1						1	0	1	
7	Santa Ynez Ave	Aragon Dr	Carpenteria Ave	1	3				1	1	2							2	1		1			14	1	4	
8	Azalea Dr	El Carro Ln	Aragon Dr		1				1														1	1	0	1	
9	Sterling Dr	End	El Carro Ln		1									1										1	0	1	
10	Tomol St	Malibu Dr	Nipomo Dr		1				1									1						1	0	1	
11	Nipomo Dr	Linhere Dr	Linden Ave					1			1							1						1	0	1	
12	Foothill Dr	W City Limit	Linden Ave	1	2	1					1	1	1	1	1		3		1	1	1		1	53	3	4	
13	Foothill Dr	Linden Ave	E City Limit		1						1							1						1	0	1	
14	Jay St	N City Limit	El Carro Ln		1						1													1	0	1	
15	El Carro Ln	Linden Ave	Casitas Pass Rd		2				1			1											1	1	0	1	
16	Camino Trillado	El Carro Ln	Ogan Rd		1	1					1	1							1	1				7	1	2	
17	Ogan Rd	Linden Ave	Via Real		2	1			1		1										1	1		2	0	2	
18	Ogan Rd	Via Real	Casitas Pass Rd	1	1	1			1		1							1					1	31	1	2	
19	Cramer Cir	Via Real	End		1																		1	1	0	1	
20	Casitas Pass Rd	Ogan Rd	Via Real	2	1	1					2	2										2		29	3	4	
21	Carpinteria Ave	US 101 SB Ramp	Pear St	1	4				3		2						1	2	1	1	1			15	1	5	
22	Carpinteria Ave	Pear St	Santa Ynez Ave		3					2	1										1	1	1	3	0	3	
23	Carpinteria Ave	Santa Ynez Ave	Holly Ave	1	6				3		4						1	2	1		2	1	1	17	1	7	
24	Carpinteria Ave	Holly Ave	Linden Ave		1						1										1			1	0	1	
25	Carpinteria Ave	Linden Ave	Casitas Pass Rd	1	1	3			2	1	1	1		1		2	1			2		2	20	2	5		
26	Carpinteria Ave	Casitas Pass Rd	Dump Rd	1	1	2	9		3	4	5		1		1	1	2	2	4		4	2	1	62	4	13	
27	Carpinteria Ave	Dump Rd	Ballard Ave	1	2	1			2		1	1	1	1	1	1	1			1		1	1	546	1	3	
28	Carpinteria Ave	Ballard Ave	Rincon Rd		1										1		1							11	1	1	
29	Via Real	Via Linda	Ballard Ave			5	3				1						2		2		1			5	0	5	
30	Hickory St	Poplar St	Birch St		1				1												1			1	0	1	
31	Ballard Ave	Birch St	Via Real	1	1				1						1	1								12	1	2	
32	Ballard Ave	Via Real	Carpinteria Ave		2						2									1	1				2	0	2
33	Palmetto Way	Jacaranda Way	Via Real		2				1							1						1	1	2	0	2	
34	Lagunitas Ct	Calle Lagunitas	End	1										1										30	1	1	
35	Cindy Ln	Mark Ave	End		2				1		1										1			2	0	2	
36	Rincon Rd (SR 150)	Carpinteria Ave	Via Real		2				1						1				1					2	0	2	
37	Pear St	Carpinteria Ave	End		1						1											1		1	0	1	
38	Cramer Rd	Carpinteria Ave	End		1						1												1	1	0	1	
39	Reynolds Ave	US 101 Ramps	Carpinteria Ave		1	1					2							2						7	1	2	
40	7th St	Reynolds Ave	Holly Ave		4	1	1	1	1	1								1	1			2		4	0	4	
41	8th St	End	Elm Ave	1	1	1			1								1							12	1	2	
42	9th St	9th St Trall	Holly Ave		1					1														1	1	0	1
43	6th St	Linden Ave	Palm Ave		1				1															1	0	1	
44	Holly Ave	Sawyer Ave	Carpinteria Ave		1																1			1	0	1	
45	Holly Ave	Carpinteria Ave	9th St		1				1															1	0	1	
46	Sawyer Ave	Holly Ave	Linden Ave		1					1										1				1	0	1	
47	Linden Ave	Ogan Rd	Carpinteria Ave	2	1						2	1					1		1		1		1	23	2	3	
48	Linden Ave	Carpinteria Ave	7th St		3		1	1		1								2				1		3	0	3	
49	Yucca Ln	Carpinteria Ave	7th St		1				1															1	0	1	
50	Eugenia Pl	End	Carpinteria Ave		1				1										1					1	0	1	
51	Maple Ave	Carpinteria Ave	6th St		2					1		1									1	1		2	0	2	
52	Walnut Ave	Carpinteria Ave	6th St		1																			1	0	1	
53	Palm Ave	Carpinteria Ave	6th St		1				1												1			1	0	1	
54	Casitas Pass Rd	US 101 SB Ramps	Carpinteria Ave	2	13	1	4	3	4	1	1	1	1	1	1	1	1	2	3		1	7	2	35	2	15	
55	Ash Ave	3rd St	End	1										1				1						11	1	1	
56	Holly Ave	3rd St	Sandyland Rd		1				1										1					1	0	1	
57	Elm Ave	3rd St	Sandyland Rd		1				1											1				1	0	1	
58	Concha Loma Dr	Arbol Verde St	Calle Ocho		1						1										1			1	0	1	
59	Arbol Verde St	Carpinteria Ave	Calle Rey Mar	1						1										1				1	0	1	
60	Calle Arena	Concha Loma Dr	Calle Ocho		1					1													1	1	0	1	
61	4th St	Palm Ave	End		1					1									1					1	0	1	
Total				1	4	19	6	121	12	37	28	27	24	4	8	9	5	14	29	21	18	28	27	28	-	-	151

Appendix C

Field Reconnaissance

Field Visit Notes | Carpinteria LRSP

Date: February 2, 2022

Table 1 Notes from Visited Priority Intersections

Intersection	Recommended Countermeasures	Notes
Carpinteria Ave / Casitas Pass Rd Signal (3 Leg) 3 Pedestrian Collisions 1 Bike Collision <i>Top Type:</i> Rear End, Veh-Ped <i>Top Violation:</i> Ped Right of Way/Unsafe Starting or Backing	Modify signal phasing to implement a Leading Pedestrian Interval (LPI) Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number Improve signal timing (coordination, phases, red, yellow, or operation) Overall enforcement during school hours	- The pedestrian crossings have countdown signal heads - There is no LPI - Signal operates with Split phase (3-legged) with protected left turns - At the time of the visit, did not observe too many pedestrians crossing at the intersection. Did not observe any apparent ped vs vehicle conflict. - When trying to cross across Casitas Pass Rd, I had to wait through a few cycle before getting the walk signal. Perhaps the push button is not connected - All push buttons have voice commands - Two of the curb ramps does not have detectable surfaces.
Linden Ave / 9th St Two-Way Stop Control (4 Leg) 1 Severe Injury Collision 2 Pedestrian Collisions <i>Top Type:</i> Rear End <i>Top Violation:</i> All Unique PCF	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) OR Evaluate conversion to all-way stop control (from 2-way control)	- The crosswalk across Linden Avenue does not have RRFB - There were some instances where vehicle did not yield to pedestrians. - Sight distance does not appear to be an issue - The parking lot on east leg is entry only (no outbound vehicles) - Vehicles speeds through Linden Avenue is low
Carpinteria Ave / Holly Ave Two-Way Stop Control (4 Leg) 1 Severe Injury Collision 1 Ped & 1 Bike Collision <i>Top Type:</i> Rear End, Broadside <i>Top Violation:</i> Following Too Closely	Improve sight distance to intersection (Clear Sight Triangles) Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	- Pavement condition is very poor on Holly Avenue Approach - Sight Distance does not seem to be an issue - The crosswalk across Carpinteria Avenue is uncontrolled. - There were some instances where vehicle did not yield to pedestrians. - This is in the edge of downtown area, lots of pedestrian traffic - Advance stop bar may help with pedestrian crossing, vehicles stopping on minor street blocked the crosswalks a few times.

Carpinteria Ave / Linden Ave Signal (4 Leg) 2 Bike Collisions Top Type: Rear End Top Violation: Unsafe Speed	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	- Heavy pedestrian and bicycle activity at the intersection - The pedestrian crossings have countdown signal heads - There is no LPI - Protected left turns - At the time of the visit, there was moderate traffic. Queues cleared within allocated phases.
	Improve signal timing (coordination, phases, red, yellow, or operation)	
	Install pedestrian crossing	
	Install advance stop bar before crosswalk (Bicycle Box)	
Carpinteria Ave / Concha Loma Dr Two-Way Stop Control (3 Leg) 1 Pedestrian Collision Top Types: Sideswipe Top Violations: Auto Right of Way	Add intersection lighting	- There is a street tree blocking view out of the minor street driveway - This is two very closely spaced intersections. - Very low traffic volume when I was there - Parking on Carpinteria Ave is too close to the intersection, vehicles turning right
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	
	Improve sight distance to intersection (Clear Sight Triangles)	
	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	

Table 2 Notes from Visited Priority Segments

Segment	Recommended Countermeasures	Notes
Carpinteria Ave (Dump Rd to Bailard Ave) 1 Fatal Collision 1 Ped and 1 Bike Collision Top Type: Head On, Hit Object, Veh-Ped Top Violation: DUI, Unsafe Lane Change	Install dynamic/variable speed warning signs	- There is a multiuse unpaved trail that runs parallel to the street. Near Bailard Ave, the path is about 20 feet away from the street. - Going Northbound from Bailard Ave, there is a vertical grade decrease, downhill speeds can be high. - There is a decent amount of bike traffic along this corridor – professional riders, going pretty fast. Bikes are on the street and on the parallel trail. - Narrow lanes heavy vehicles and pickup trucks are getting into bike lanes, specially when there are cars coming in the opposite direction - Speed limit signs (40 mph) are on NB side only - Around City Hall - Wider cross section in this area with TWLTL - Speed limit is still 40 mph, but vehicles are traveling fast - Lots of bikes - Did not see any vehicles coming out of the driveways, maybe due to off-peak time - Pavement along Carpinteria Ave is in bad condition.
	Install centerline rumble strips/stripes	
	Remove or relocate fixed objects outside of Clear Recovery Zone (where feasible)	
	OR	
	Install delineators, reflectors and/or object markers	

Carpinteria Ave (Casitas Pass Rd to Dump Rd) 1 Severe Injury Collision 1 Ped and 2 Bike Collisions <i>Top Type:</i> Broadside <i>Top Violation:</i> Auto Right of Way	Evaluate installation of separated bike lanes (where feasible) Install dynamic/variable speed warning signs Improve sight distance at driveways by removing or reducing parking	- Speed limit for this segment is 35 miles per hour (30 mph at approach to Casitas Pass Rd Intersection) - There is parking allowed on approach the bridge near some apartments. These parking are highly optimized (they were all full). Some of the parking here is blocking a speed limit sign. - Did not observe any vehicle/bike and vehicle/ped conflict - Generally vehicular volume was low during time of visit.
Casitas Pass Rd (US 101 SB Ramps to Carpinteria Ave) 1 Ped and 1 Bike Collision <i>Top Type:</i> Broadside, Sideswipe <i>Top Violation:</i> Improper Turning	Install dynamic/variable speed warning signs Remove parking near Carpinteria Ave intersection Install bike conflict markings at driveways	- Speed in this segment was observed to be low - There is a midblock uncontrolled crossing. It has RRFB. It is highly utilized, lots of pedestrians crossing here. - There was no bike traffic observed - Parking is only allowed near the intersection with Carpinteria Avenue. - Parking is not too busy (approximately 3 15-min only spots), 1 car was parked - Parking was not obstructing any sight distances.
Ogan Rd (Via Real to Casitas Pass Rd) 1 Severe Injury Collision <i>Top Type:</i> Head On, Broadside <i>Top Violation:</i> Unsafe Speed, Auto Right of Way	Install edgelines and centerlines Speed enforcement	- Very quiet residential street - There is 2 stop-controlled intersection along Ogan Rd - Did not observe any cut-through traffic. There were no vehicles traveling through it when I drove through
Casitas Pass Rd (Ogan Rd to Via Real) <i>Top Type:</i> Hit Object, Overturned <i>Top Violation:</i> Unsafe Lane Change	Install chevron signs on horizontal curves Install dynamic/variable speed warning signs	- Speed along this segment is slow - Volume was also low - Cars are not crossing over to the other side along the horizontal curve due to low speeds and wide shoulders - There are no Chevron signs - The curve warning sign is faded - There is a midblock crossing at Cameo Road. It does not have any safety features. The crosswalk markings are faded. Signage is bad too.
Via Real (Cravens Ln to Santa Monica Rd) <i>Top Type:</i> Rear End <i>Top Violation:</i> DUI	Install delineators, reflectors and/or object markers Install dynamic/variable speed warning signs Evaluate installation of separated bike lanes (where feasible)	- During the visit there were cars parked along Church and apartment. The parked cars did not block any sight distances as far as I can tell. - I did not see too much traffic on the segment - Speeding did not seem to be an issue, but there were not too many vehicles

Carpinteria Ave (Santa Ynez Ave to Holly Ave) 1 Bike Collision <i>Top Type:</i> Broadside <i>Top Violation:</i> Improper Turning	Evaluate installation of separated bike lanes (where feasible)	• There is a midblock uncontrolled school crosswalk at Reynolds. • Needs RRFB • I did not observe any apparent sight distance issues • There were no traffic backups (unlike Google Maps Streetview), not too busy • No bikes • There is a segment with high number of heavy vehicles right before Lavender Ct
	Improve sight distance at driveways by removing or reducing parking along segment	
	Overall enforcement	
Carpinteria Ave (Linden Ave to Casitas Pass Rd) 2 Bike Collisions <i>Top Type:</i> Sideswipe <i>Top Violation:</i> All Unique PCFs	Evaluate installation of separated bike lanes (where feasible)	• There are a few uncontrolled crossings in this segment. • High number of pedestrians • Did not see any bikes at the time of visit. • Speed seems to be low due to narrow lanes and parking on both sides.
	Install Rectangular Rapid Flashing Beacon (RRFB)	
	Install bike conflict markings at driveways	
	Speed enforcement	

Field Visit Images

Intersections

- Carpinteria Ave and Casitas Pass Rd



- Linden Ave and 9th St



- Carpinteria Ave and Holly Ave



- Carpinteria Ave and Linden Ave



- Carpinteria Ave and Concha Loma Dr



Segments

- Carpinteria Ave – Dump Rd to Bailard Ave



- Carpinteria Ave – Casitas Pass Rd to Dump Rd



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



- Ogan Rd – Via Real to Casitas Pass Rd



- Casitas Pass Rd – Ogan Rd to Via Real



- Via Real – Cravens Ln to Santa Monica Rd



- Carpinteria Ave – Santa Ynez Ave to Holly Ave



- Carpinteria Ave – Linden Ave to Casitas Pass Rd







City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 11, 2022

ITEM FOR COUNCIL CONSIDERATION

Annual report on the progress being made implementing the City's General Plan.

STAFF RECOMMENDATION

Accept the 2021 General Plan Annual Progress Report and direct the Community Development Director to submit the Report to the Governor's Office Planning and Research.

Sample Motion: I move to accept the 2021 General Plan Annual Progress Report and to direct the Community Development Director to submit the Report to the Governor's Office of Planning and Research.

BACKGROUND

Pursuant to California State law, each City and County is required to prepare an Annual Report to its legislative body on the status of the General Plan and progress on its implementation. The law requires that a copy of the General Plan Annual Progress Report (Report) be submitted to the Governor's Office of Planning and Research (OPR) at the same time it is submitted to the legislative body. The Community Development Department will send the report to the State and post the document on the City's website pursuant to Council's direction.

DISCUSSION

Carpinteria adopted an update of its General Plan and Coastal Land Use Plan in January 2003. An updated Housing Element was certified by the State in 2014. The Housing Element Annual Report is reviewed and submitted separately from the General Plan Annual Report. The 2021 Housing Element Report, reviewed and approved by the City Council on March 14, 2022, was submitted to the State Department of Housing and Community Development in March 2021, and is included as an exhibit with the General Plan Annual Progress Report.

The General Plan identifies the central goal of the community.

To preserve the essential character of our small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources and its open, rural surroundings while enhancing recreational, cultural and economic opportunities for our citizens.

Implementation of the central goal is described through objectives and policies organized by eight elements: Land Use, Housing, Community Design, Circulation, Open Space/Recreation & Conservation, Safety, Noise, and Public Facilities & Services.

The 2021 Report was prepared, in part, to comply with the requirements of OPR's General Plan Guidelines. The format and content of the Report has been prepared in accordance with the State's submittal requirements. The report includes a summary of activities and actions taken by the City that implement the objectives and policies of the General Plan. The report is organized by the eight General Plan elements. Each General Plan Element has been identified and is accompanied by a brief summary of its adoption and amendments that followed. Important goals and objectives are then summarized with a description of City activities and achievements that were undertaken to implement those objectives and policies over the last calendar year.

In summary, the Report describes various development, legislative and administrative/regulatory actions that serve to implement the General Plan. The accomplishments include actions taken by the City Council, Planning Commission and various committees and boards in response to private and public development project applications, legislative actions that further the objectives and policies of the General Plan, and supporting administrative and regulatory activities undertaken by City staff.

POLICY CONSISTENCY

As a requirement of Government Code (Section 65400(a)(2)), the Report serves as evidence of implementation of the City's General Plan goals, objectives and policies. By submitting the Report to the Office of Planning and Research and the Department of Housing and Community Development each year, the City fulfills statutory requirements to report certain housing information that shows progress in the local agency's efforts in meeting its share of regional housing needs and local efforts. The Report is also a tool for understanding where General Plan implementation work remains and how related resources may need to be focused to address General Plan policies.

FINANCIAL CONSIDERATIONS

Other than the cost of preparation, there is no anticipated financial impact to the City as a result of submitting this report. Preparation of the annual General Plan Report is an unfunded state mandate.

LEGAL

With submittal of the document to OPR, the City will have complied with California planning law pursuant to §65400(b)(1) of the Government Code.

OPTIONS

1. Authorize the CDD Director to submit the Report to the Governor's Office of Planning and Research.
2. Recommend changes be incorporated into the Report and authorize the Community Development Director to submit the revised Report to OPR.
3. Recommend changes and direct staff to return a revised Report for further review.

PRINCIPAL PARTIES EXPECTED AT MEETING

Interested members of the public.

ATTACHMENTS

Attachment A 2021 General Plan Annual Progress Report

Staff contact:
Marysol Smith, Associate Planner
(805) 755-4451, marysols@ci.carpinteria.ca.us



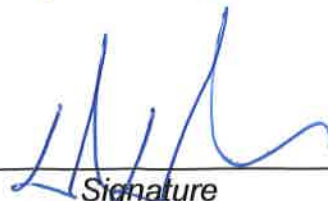
Signature

Reviewed by:
Steve Goggia, Community Development Director
(805) 755-4414, steveg@ci.carpinteria.ca.us



Signature

Reviewed by:
Dave Durlinger, City Manager
(805) 755-4400, daved@ci.carpinteria.ca.us



Signature

Attachment A

2021 General Plan Annual Progress Report

City Council Meeting
April 11, 2022

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City of Carpinteria
General Plan
2021 Annual Progress Report

Report Accepted by City Council

April 11, 2022

City Council

Wade Nomura, Mayor
Al Clark, Vice Mayor
Gregg A. Carty
Roy Lee
Natalia Alarcon

Planning Commission

Jane L. Benefield, Chair
Glenn La Fevers, Vice-Chair
John Callender
John Moyer
David Allen

City Staff

Dave Durflinger, City Manager
Steve Goggia, Community Development Director
Matt Roberts, Parks, Recreation & Public Facilities Director
John Ilasin, Public Works Director
Licette Maldonado, Administrative Services Director
Marysol Smith, Associate Planner

Cover Photo Credit

Nick Bobroff, Principal Planner

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Exhibits

Housing Element Annual Progress Report (2021)	Exhibit 1
Work Plan Accomplishments Table (2021)	Exhibit 2
City Council Staff Report (April 11, 2022)	Exhibit 3

City of Carpinteria

2021 General Plan Annual Progress Report

Introduction

California Government Code Section 65400(a)(2) requires an annual report on the status of the General Plan and the City's progress in its implementation, including progress in meeting its share of regional housing needs. This Annual Report must be submitted to the City Council and the Office of Planning and Research (OPR) each year; a separate annual report detailing the City's progress toward implementing its Housing Element has been submitted to the Department of Housing and Community Development (HCD). The preparation of this report provides an opportunity to review activities and projects of the prior year in the areas of development and other programs that work toward implementing the City's General Plan.

Carpinteria adopted an update of its General Plan and Coastal Land Use Plan in January 2003. The General Plan identifies the central goal of the community:

To preserve the essential character of our small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources and its open, rural surroundings while enhancing recreational, cultural and economic opportunities for our citizens.

Since its adoption in 2003, the City has worked to implement the policies outlined in the General Plan. The various departments that make up the City of Carpinteria work together to implement various aspects of the General Plan. These departments include General Government, Administrative Services, Parks and Recreation, Public Works, and Community Development. The General Plan is designed to be consistent with the California Coastal Act, and the Land Use Plan is a part of the City's certified Local Coastal Program.

This document is a reporting document, and does not create or alter policy. The content is provided for informational purposes only, and is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15306.

This report is organized to comply with OPR's General Plan Guidelines, including environmental justice considerations, and consultation with local tribal agencies. The report includes sections that correlate with the Elements of the General Plan and details important information and events from the 2021 calendar year.

A summary of projects and issues addressed last year is provided below and then discussed in the context of each General Plan Element. Exhibit 1 includes the City Council Adopted 2021 Housing Element Annual Progress Report. Exhibit 2 includes the 2021 Work Plan Accomplishments Table from the City of Carpinteria Annual Work Plan.

Development Activities/Project and Program Review

Throughout 2021, the City reviewed numerous projects through the development review process and participated in many planning efforts. The proposed projects function to implement land use, community design and other elements of the General Plan. The following summaries provide a general overview of the projects, programs and permits that were reviewed. These summaries are general and are not intended to be exhaustive.

BUILDING PERMITS

In 2021, the Building Division issued 260 Building Permits. These permits were issued for commercial remodel projects, residential remodels, solar photovoltaic power systems projects, new construction projects, and various other energy-reducing water heater replacements, LED lighting upgrades, and other minor permits throughout the City. Thirteen Certificates of Occupancy were issued for new residential units and one for a commercial location.

PLANNING PERMITS

The Planning Division processed a variety of planning permits throughout the year, including Development Plans, Conditional Use Permits, Coastal Development Permits, Parcel Maps, and associated environmental review documents, as needed.

The Planning Commission reviewed the following application types in 2021:

- 2 Development Plans/Amendments/Revisions
- 3 Conditional Use Permits/Revisions
- 1 Coastal Development Permit
- 1 Conceptual Review
- 1 Government Code § 65402 Consistency Review

In 2021, the Architectural Review Board reviewed 37 items, which consisted of 32 separate projects (including 22 residential projects). Of those reviewed, 27 projects resulted in favorable recommendations to the Community Development Director or the Planning Commission, 4 received conceptual comments, and 1 project were continued with comments for redesign.

CODE COMPLIANCE

The Code Compliance Division works diligently to abate code violations through voluntary and, if needed, mandatory actions. This year, the Division abated numerous Zoning Code violations, including unpermitted garage conversions, and numerous Building Code violations. Other abated violations include, smoking in public places, public nuisance, and parking violations. Although many violations required formal citations, most violations get resolved through voluntary compliance efforts. During the year, voluntary compliance efforts were successful in abating unpermitted advertising banners, parking violations, weed abatement, fences and many other minor violations.

CITY COUNCIL

The City Council reviewed various programs, projects and regulations in 2021. The following is a summary of key items reviewed.

Carpinteria Library – January 11

The City Council approved entering into consultant services agreement for assistance with the transition of the Carpinteria Library to the City of Carpinteria and make the related budget allocation.

City Council, Joint, Standing, and Ad Hoc Committees – January 11

The City Council approved updates to clarify roles, re-categorize, retire, and/or redefine and extend committees and assigned representatives.

Surfliner Inn Project – January 25

The City Council authorized staff to initiate negotiations for the public/private partnership project, referred to as the Surfliner Inn project and located at 499 Linden Ave.

Interpreter Services Pilot Program – January 25

The City Council approved continuation of interpreter services for the City Council meetings and provided direction to create an outreach plan to increase participation in the interpreter services.

Carpinteria Avenue Bridge Replacement Project - February 8

The City Council authorized agreement for consulting project management services for the Carpinteria Avenue Bridge Replacement Project.

Sidewalk Assessment and Repairs – February 8

The City Council authorized a construction contract for sidewalk assessment and repairs.

Financial Relief for Commercial Tenants and Landlords – February 8

The City Council approved letters to Representative Salud Carbajal, Senator Monique Limón, and Assembly member Steve Bennett requesting financial relief for commercial tenants and landlords impacted by the COVID-19 pandemic.

Measure A Local Program of Projects – February 22

The City Council approved Measure A Five-year Local Program of Projects (Resolution No. 6028).

Racial, Equity and Social Justice program – February 22

The City Council authorized consultant services agreements for assistance with the Racial, Equity and Social Justice program and approval of a related budget allocation dollars from the Measure X Fund balance.

Surfliner Inn Project – February 22

The City Council received a report on advisory measures and options to solicit additional public feedback on the proposed Surfliner Inn Project.

Downtown “T” Parking Demand Analysis Update – February 22

The City Council authorized an agreement with Walker Consultants to provide consulting services for the Parking Demand Analysis Update of the Downtown "T" area.

Bob Hansen Creeks Preservation Program Annual Report – February 22

The City Council received and filed the program report.

2020 Annual Housing Element Report – March 8

The City Council received the annual report on the status of the Housing Element program implementation and directed staff to submit to the State Housing and Community Development Department.

Oil and Gas Plan Decommissioning by Chevron - March 8

The City Council received a presentation on the Carpinteria Oil and Gas Plan Decommissioning process by Chevron Representatives.

Community Development Block Grant (CDBG) Public Services Grant Allocation – March 8

The City Council approved allocation of funds from the CDBG Public Services Grant in an even split between Peoples' Self-Help Housing and United Boys & Girls Club of Santa Barbara County.

New and Proposed State Housing Legislation – March 8

The City Council received a presentation of new and proposed state housing legislation.

Pedestrian Crossing Safety Improvements Project – March 8

The City Council awarded a construction contract for the improvement project.

Conceptual Review of Lodging Development (Auto Camp) – March 29

A Special Joint Meeting of the City Council, Planning Commission, and the Architectural Review Board for conceptual review of a proposed lodging development with 26 Airstream trailer units, a 2,200-square foot clubhouse, a 550-square foot maintenance building, 28 space parking lot, and associated landscape/hardscape improvements on a 2.48-acre parcel.

Downtown Design Overlay Program and Accessory Dwelling Unit Prototypes – April 26

The City Council authorized consulting services agreement to prepare a Downtown Design Overlay program and design Accessory Dwelling Unit Prototypes.

Solid Waste Task Group – May 10

The City Council voted to rejoin the Multi-jurisdictional Solid Waste Task Group.

Urgency Outdoor Business Permit – May 10 and Nov 22

The City Council extended the temporary COVID-19 Outdoor Business Permit to allow businesses to operate in the City right-of-way and other privately-owned outdoor spaces for supporting social distancing and economic recover during the COVID-19 pandemic.

Establishment of a Municipal Library – May 24

The City Council approved establishment of a Municipal Library and Library Board of Trustees and a fulltime position of City Librarian and Library Specialist, and the part-time positions of Library Technician and Library page.

Redistricting Progress Report - June 28

The City Council received and filed progress report on the process for drawing district boundaries as a part of instituting district-based elections for City Council seats.

Skate Park Project Status Report – July 12

The City Council received and filed.

Emergency Housing Voucher Program – October 11

The City Council received the presentation and directed staff to include in the City's pro rata share of Emergency Housing Voucher Program supportive services costs.

Letter of Opinion regarding County Residential Project – October 25

The City Council approved correspondence from the City to the Housing Authority of the County of SB Board of Commissioners objecting to its residential development concept for 173 apartment units on an approximately 7-acre site located at 1102 and 1103 Bailard Ave.

Accessory Dwelling Units – October 25

The City Council received and considered a status report on the proposed amendments to the municipal code to implement housing laws to promote development of Accessory Dwelling Units. The Council provided policy input.

Santa Barbara County Regional Broadband Strategic Plan – November 8

The City Council approved a Memorandum of Understanding with the Santa Barbara County Association of Governments and other jurisdictions concerning the preparation of the Santa Barbara County Regional Broadband Strategic Plan.

Redistricting Pre-Map Hearings – November 8 and December 13

The City Council received and filed a presentation and public comments on the principles of districting, opportunity for pre-map public input on communities of interest and city districts. Receive and file presentation and public comments.

Downtown Carpinteria Parking Study – November 22

The City Council reviewed the Downtown Carpinteria Parking Study and provided staff with direction.

Downtown “T” Parklet Regulations – November 22

The City Council directed staff to initiate the drafting of an ordinance concerning a permanent Downtown “T” Parklet program, and establish a program footprint that mirrors the urgency ordinance.

PLANNING COMMISSION

The Planning Commission reviewed various projects last year, the following are a few examples.

Draft Downtown Carpinteria Parking Study – April 5 and July 6

The Planning Commission reviewed the Draft Downtown Carpinteria Parking Study prepared by Walker Consultants, and made recommendations to the City Council for additions, modifications, and/or deletions.

700 Linden Avenue Adaptive Reuse Project – July 6

The Planning Commission approved, with revised conditions of approval, the Development Plan and Coastal Development Permit to complete a commercial adaptive reuse project to reconfigure and remodel the existing buildings to create a new multi-tenant retail, restaurant, and office development, including a new 3,176 square foot second floor addition, a new central courtyard, and a new 20-space parking lot.

Accessory Dwelling Unit Status Report and Recommendations – October 4

The Planning Commission provided recommendations and direction regarding the Accessory Dwelling Unit program.

Santa Claus Lane Bike and Pedestrian Path – December 6

The Planning Commission approved a Conditional Use Permit and Coastal Development Permit to allow the described multi-use path project.

General Plan Elements and Implementation

This section of the Annual Progress Report discusses specific projects and policies that demonstrate the implementation of the goals detailed in the General Plan during the 2021 calendar year. The 2021 Work Plan Accomplishments Table is attached as Exhibit 2.

LAND USE ELEMENT

The Land Use Element establishes the type and density of land uses and guides growth and development by presenting a plan that reflects the community's desire to maintain and enhance an enjoyable, balanced quality of life. The City's Land Use Map identifies specified land use areas, including Agriculture, Residential, Commercial, Industrial and Open Space/Recreation. Decision-making bodies, such as the Architectural Review Board and the Planning Commission, rely on Land Use Element policies during the discretionary development review process. This basic tenet is expressed in the community's goal:

To preserve the essential character of this small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources and its open, rural surroundings, while enhancing recreational, cultural and economic opportunities for residents.

Key Objectives

- ❖ *Objective LU-1:* Establish the basis for orderly, well planned urban development while protecting coastal resources and providing for greater access and recreational opportunities for the public.
- ❖ *Objective LU-2:* Protect the natural environment within and surrounding Carpinteria.
- ❖ *Objective LU-3:* Preserve the small beach town character of the built environment of Carpinteria, encouraging compatible revitalization and avoiding sprawl development at the city's edge.
- ❖ *Objective LU-4:* Influence land use decision making, use and development patterns in the unincorporated Carpinteria Valley to be supportive of the California Coastal Act and City objectives to preserve unique coastal resources by establishing open-field agricultural use as the predominant use in the unincorporated Valley.
- ❖ *Objective LU-5:* Maintain availability of agriculture, coastal -dependent industry and visitor-serving commercial development including hotels/motels, restaurants and commercial recreation uses.

- ❖ *Objective LU-6:* Create flexible land use and zoning standards for general commercial and industrial parcels that allow opportunities for residential use to expand, as determined appropriate by the City, in response to changing needs relative to the jobs/housing balance locally and in the region, and as incentive toward the development of affordable housing.
- ❖ *Objective LU-7:* Adopt and amend as necessary a Sphere of Influence that serves to establish the basis for annexation of certain land contiguous to city limits.

Land Use – 2021 Implementation Summary

- Zone code updates are underway for new Accessory Dwelling Unit and Density Bonus program, discussed in more detail in this report.
- A project for a 31-unit residential multi-year development was completed. The last group of Certificates of Occupancy were issued for completed units in 2021.
- A project for 5-unit residential development began construction.

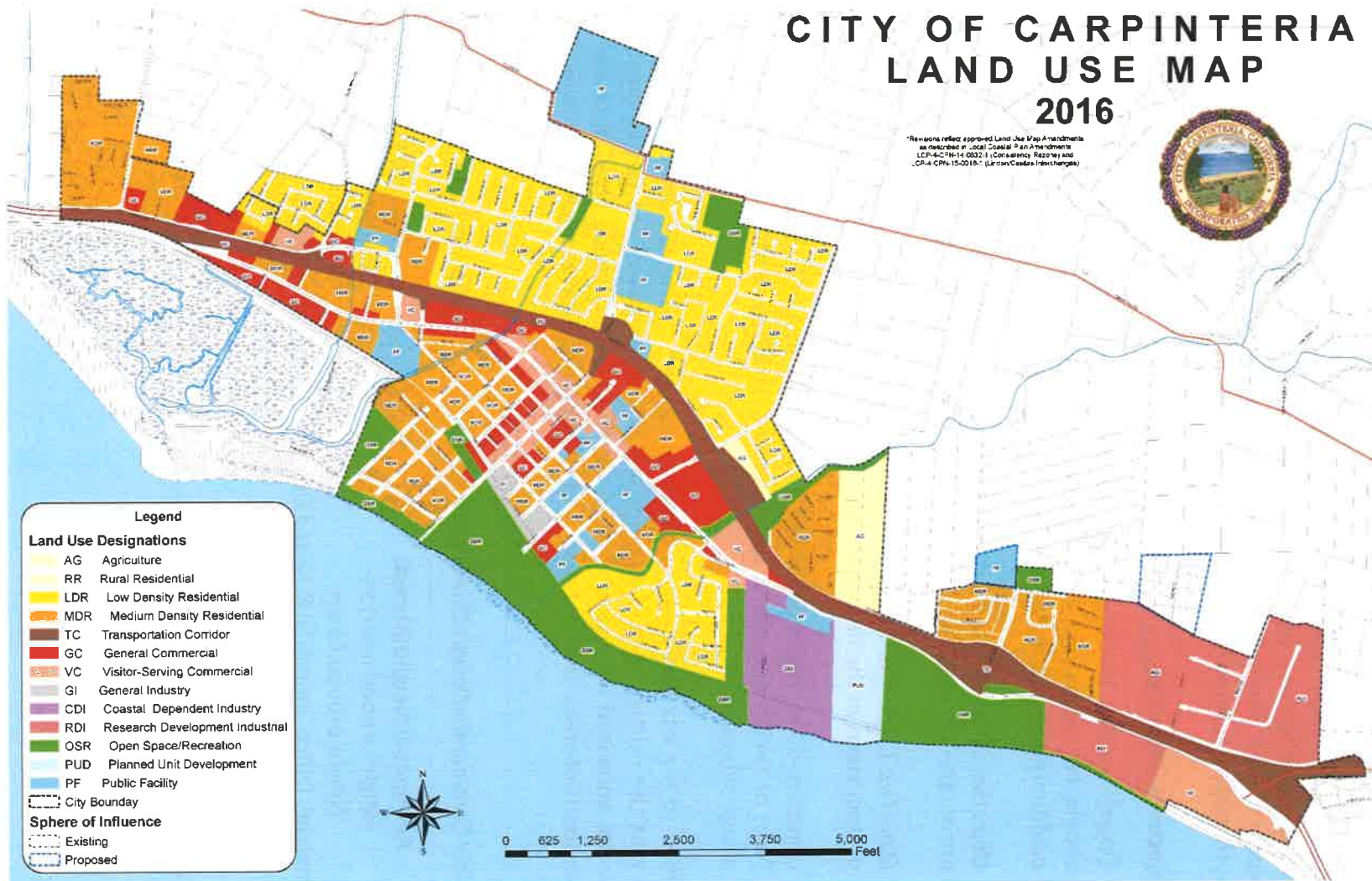
Ongoing Implementation

Carpinteria strives to participate with the County of Santa Barbara in the land use planning process and review of development projects within the Carpinteria Valley. Likewise, the City provides notification to the County when development is proposed adjacent to the City's boundaries. This same process applies to local special districts whose district boundaries include both incorporated and unincorporated lands in the Carpinteria Valley.

Carpinteria identified Sphere of Influence adjustments were made in 2003, 2009, and 2015. In 2009, the Coastal Commission certified an amendment to the Local Coastal Program to rezone one property to allow the development of 34 condominiums on Cravens Lane. The project served as a transition between more urbanized residential development within the City to the south of the site and a more rural area within the County of Santa Barbara jurisdiction to the north. The property was annexed into the City by the Local Agency Formation Commission (LAFCO) in 2009. In 2015, two agricultural parcels were removed from the City's Sphere of Influence to protect future agricultural uses of the sites. In addition, a correction was made to the Sphere of Influence to remove a portion of a parcel which was believed to have been included in error.

CITY OF CARPINTERIA LAND USE MAP 2016

*Revisions reflect approved Land Use Map Amendments
as described in Local Coastal Plan Amendments
LCP-4-CPL-14-0032-1 (Concurrency Rezoning and
LCP-4-CPL-15-0016-1 (Urban Center Interchanges))



COMMUNITY DESIGN ELEMENT

The Community Design Element identifies key design characteristics of the community and establishes objectives and policies to guide future development in a consistent manner. The Community Design Element includes both overarching policies that apply citywide as well as policies that apply to specific subareas of the City.

Key Objectives (Citywide)

- ❖ *Objective CD-1:* The size, scale and form of buildings, and their placement on a parcel should be compatible with adjacent and nearby properties, and with the dominant neighborhood or district development pattern.
- ❖ *Objective CD-2:* Architectural designs based on historic regional building types should be encouraged to preserve and enhance the unique character of the city.
- ❖ *Objective CD-3:* The design of the community should be consistent with the desire to protect views of the mountains and the sea.
- ❖ *Objective CD-4:* These objectives and policies should be implemented through Specific Plans or similar documents based on the identified neighborhood, district and corridor design subareas.

In addition to the citywide design objectives outlined above, the City of Carpinteria seeks to ensure that the existing unique qualities and characteristics of the City's neighborhoods and districts are enhanced through the preservation of both citywide physical characteristics and neighborhood subareas. Each category and neighborhood have specific objectives and policies.

<i>Physical Community Design Characteristics</i>	<i>Neighborhood Design Subareas</i>
Residential Neighborhoods Neighborhood Interiors Neighborhood Edges Commercial, Office, Industrial & Mixed Use Corridors Frontage Design Public Spaces	Downtown Beach Downtown and Old Town Downtown Core District Santa Monica, Canalino and El Carro The Northeast Concha Loma The Bluffs (Areas 0, I, II and III)

Community Design – 2021 Implementation Summary

- Downtown Design Guidelines: Work was initiated and is ongoing to develop design guidelines for the downtown.
- Street Trees: The Street Tree Management Plan and Special Conditions Streets Management Plan.

Ongoing Implementation

On every project that is reviewed, City decision makers apply the unique community design standards applicable to the neighborhood. The Architectural Review Board, Community Development Department staff and Planning Commission consider these design standards in their review of projects on a case-by-case basis to maintain and enhance the quality of the Carpinteria's streetscape.

The City Council created a new ad hoc committee in 2019 to make recommendations to the Planning Commission and City Council on a strategy, tasks, and a schedule for creating policies and regulations capable of reducing uncertainty as a part of the City's development review decision-making process. It is envisioned that the Committee's recommendation to the Commission and Council could include new form-based codes and zoning overlays in addition to recommending modifications to the City's Neighborhood Design Guidelines. The committee's work is ongoing.

The City adopted Beach Neighborhood Design Guidelines in 2012, and Concha Loma Neighborhood Design Guidelines in 2014 establishing standards to guide future development in these neighborhoods. Design guidelines for other neighborhoods, including the Concha Loma neighborhood, is being planned for in the future.

The City conducts meetings with the local agencies regarding development to ensure that adequate consideration is made for the concerns raised by new development. Through these Interdepartmental Agency Group (IDAG) meetings, projects are reviewed in their early stages to anticipate concerns and issues which may impact their design or eventual build-out. Development proposals are transmitted to the Carpinteria-Summerland Fire Protection District for recommendations relating to fire safety. These recommendations are incorporated into a master set of conditions required for the approval of a project.

CIRCULATION ELEMENT

The purpose of the Circulation Element is to designate an efficient system of streets and highways that will provide adequate linkages between land uses in the city. This Element complements the Land Use Element by contributing to the achievement of the economic, physical, and social goals of the community. The Circulation Element describes the existing transportation network and how future transportation needs can be accommodated. Provisions for the use of alternative modes of transportation, including bicycle and pedestrian circulation, are also included in the Circulation Element. The Circulation Element implements coastal access policies as required by the City's Local Coastal Program.

Key Objectives

- ❖ *Objective C-1:* To improve the community's ability to access U.S. 101 and areas north of the freeway through the improvement of interchanges.
- ❖ *Objective C-2:* To designate scenic routes so as to provide for the scenic enjoyment of and maintain and enhance the natural beauty of the lands and views along the roadways of the Carpinteria Valley.
- ❖ *Objective C-3:* Provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community.
- ❖ *Objective C-4:* Improve the Carpinteria Avenue corridor to ensure adequate traffic flow, safe bicycle use and improved aesthetic qualities.
- ❖ *Objective C-5:* Provide a system of safe and functional truck routes.
- ❖ *Objective C-6:* Provide adequate safe railroad crossings and to effectuate community design of buffers that will attenuate rail-related noise.
- ❖ *Objective C-7:* Build demand for alternative transportation use by increasing ease, effectiveness, and social acceptability, and through foresighted planning.
- ❖ *Objective C-8:* Support and develop safe, direct and well-maintained bicycle and pedestrian systems and recreational boating facilities that serve all segments of the public.
- ❖ *Objective C-9:* Promote the use of public transit systems that provide mobility to all city residents, and reduce automobile congestion within the capabilities of the community.

Circulation – 2021 Implementation Summary

- Pedestrian Bridge Inspection Program completed in July 2021.
- Pavement Management Program: The 2021 maintenance projects were completed in June and the rehabilitation projects estimate is ongoing and is estimated to be completed in 2022.
- Carpinteria Avenue Bridge Replacement Project: The Right-of-Way Certification was completed in September 2021. Start of construction would wait until Federal-aid funds are released in 2024.
- Improve Public Transit Services: In June 2021 the Transportation Committee received a status of the Seaside Shuttle (SBMTD Route 36) from SBMTD General Manager Jerry Estrada, who explained they are reassessing the route including the use of micro-transit service.
- Parking Management Plan: The Downtown Carpinteria Parking Study was accepted by the City Council in November 2021. The study will be the basis of the Parking Management Plan.

South Coast Highway 101 Improvement Project

- HOV Lanes – Carpinteria to Santa Barbara Project: Construction of Franklin Creek and Santa Maria Creek bridges, sound walls, drainage, and freeway pavement are in progress. Santa Monica Road and Via Real intersection improvements are complete.
- Linden Avenue-Casitas Pass Road Interchanges and Via Real Extension Project: Caltrans deemed the construction by the freeway contractor as complete with punch list items for City public improvements continue. The landscaping contractor begun implementation of the landscaping plan.

Ongoing Implementation

The City has coordinated with Caltrans and the Santa Barbara County Association of Governments (SBCAG) on several projects to improve freeway accessibility and circulation throughout the community.

Carpinteria aims to provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community. With new development, the City works to improve circulation and enhance safe and efficient traffic patterns.

The City supports various forms of alternative transportation, including bike, bus, van-pool, and train, to serve the wide variety of needs of both residents and visitors. The City aims to encourage and develop safe, direct and well maintained bicycle and pedestrian systems that serve all segments of the public and serve to connect residential areas, schools, parks and shopping areas. The City strives to provide safe mobility for those with access and functional needs through the design of street improvements and public facilities, provide continuous sidewalks in priority locations for safe pedestrian circulation and promote alternative transportation.

The City continues planning efforts to complete the Alternative Transportation Plan, which would guide and influence bikeway and pedestrian policies and programs to make the bicycling and walking experience for residents and visitors safe, convenient and enjoyable.

Paratransit services, like HELP, Easy-Lift, are provided to aid community members with access and functional needs. Circulation Element policies are implemented through these services that provide alternatives to traditional automobile transportation. These forms of alternative transportation also improve access to coastal resources like local beaches and City parks.

Street maintenance projects are an ongoing effort for Public Works through their Pavement Management Program, which is used to establish baselines and improvement strategies to repair and replace aging street infrastructure over time. As part of this program, the Department conducts city-wide inspections and maintenance analysis. Pavement maintenance and rehabilitation capital improvement projects are ongoing. A multi-year Pavement Management Map was completed in 2020. The map shows existing pavement condition, proposed treatment, and treatment schedule for each street.

Through its contract for law enforcement services with the Santa Barbara County Sheriff's Department, renewed in 2019, the City conducts traffic safety operations, in particular, at locations where public safety issues related to speeding and other vehicle code violations have been identified.

OPEN SPACE, RECREATION & CONSERVATION ELEMENT

This combined element describes the community open space, recreation and natural resources that the City manages. This includes natural open space areas, outdoor recreation areas, water habitats, plant and animal life, agricultural land, scenic and cultural resources, and management of open space for public health and safety. Carpinteria has a variety of natural resources that have local, regional and statewide significance such as wetlands, riparian areas, coastal bluffs, beaches and tidal areas.

The City's policies support the preservation and conservation of environmental resources to maintain the quality of the environment and the character of the community. Adopted policies that provide for clean air, water and soil; adequate protection of plant and wildlife habitats; maintenance of visual resources; and preservation and enhancement of special resources including beaches, recreation areas, trails, marshland, creekways, and agricultural land. The Open Space, Recreation, and Conservation Element implements various components of the Local Coastal Program, including coastal access and resource protection.

Key Objectives

- ❖ *Objective OSC-1:* Protect, preserve and enhance local natural resources and habitats.
- ❖ *Objective OSC-2:* Preserve and restore the natural resources of the Carpinteria Bluffs.
- ❖ *Objective OSC-3:* Preserve and restore wetlands such as the Carpinteria Salt Marsh.
- ❖ *Objective OSC-4:* Preserve the biological diversity of shoreline habitats.
- ❖ *Objective OSC-5:* Protect the Harbor Seal Hauling Ground from human disturbance.
- ❖ *Objective OSC-6:* Preserve the natural environmental qualities of creekways and protect riparian habitat.
- ❖ *Objective OSC-7:* Conserve native plant communities.
- ❖ *Objective OSC-8:* Protect and conserve Monarch butterfly tree habitat.
- ❖ *Objective OSC-9:* Encourage and promote open-field agriculture as an independent, viable industry to meet the needs of present and future populations and to preserve the Carpinteria Valley's rural, open space character.
- ❖ *Objective OSC-10:* Conserve all water resources, and protect the quality of water.
- ❖ *Objective OSC-11:* Carpinteria will conduct its planning and administrative activities so as to maintain the best possible air quality.

- ❖ *Objective OSC-12:* Maintain an understanding of the oil industry and its exploration objectives.
- ❖ *Objective OSC-13:* Preserve Carpinteria's visual resources.
- ❖ *Objective OSC-14:* Provide for adequate park and recreation facilities to meet the needs of the community and visitors.
- ❖ *Objective OSC-15:* Maintain the existing trail system and provide additional recreation and access opportunities by expanding the trail system.
- ❖ *Objective OSC-16:* Preserve Carpinteria's cultural resources.

Open Space, Recreation & Conservation – 2021 Implementation Summary

- Carpinteria Coastal Vista Trail – Progress Updates: The project application for the Bluffs II reach was submitted to the Planning Department for review and processing (Project# 2107). Refer to the following section for a summary of the overall multi-year trail project.
- Rincon Bluffs Preserve: A public workshop was held and concept designs were completed for the preserve (previously the Bluffs III property prior to City acquisition).
- Creek Parcel Acquisition: The City opened an escrow with the seller to acquire a 0.61 acre parcel of land just west of Carpinteria Creek and south of Carpinteria Avenue.
- Dog Park Project: Concept designs for a dedicated 2.4 acre dog park and fenced off-leash area have been prepared. A pilot program at El Carro Park has been established and an annual report on the program was presented to the City Council. The pilot program was granted a one-year extension.
- Community Farm Project: Staff conducted a neighborhood meeting to receive neighborhood feedback on the concrete fence. Staff received a cost proposal for the fence. The City is waiting for Caltrans to convey the property to the City.
- Skate Park Planning: Construction drawings were finalized. A permanent easement was negotiated with Chevron to allow for a public parking area to be constructed to serve the project has already been secured. The project will go out to bid in 2022 for construction.

- Linden Beach Plaza and Lifeguard Tower: A grant was applied for to partially fund the project.
- Heath Ranch Park and Playground: Construction for a new playground began.
- Rincon Multi-Use Trail Project: Preparation of plans, specifications and estimate are well underway. Preparation of the Focused Environmental Report is in progress.
- Santa Claus Lane Bikeway Project: The Planning Commission approved the Conditional Use Permit and Coastal Development Permit.

Ongoing Implementation

The City operates approximately 100 acres of parkland. Each park is unique, but most offer some visitor amenities such as picnic facilities, restrooms, ball fields or children's play structures. Ongoing use of the City's fields for adult and youth soccer, softball and baseball remains in high demand as these activities are very important to the local and visiting community. The Parks and Recreation Department continues to conduct a variety of pool and ocean recreation programs for youth and adults.

The Carpinteria Creek Watershed Management Plan provides a framework for implementing various projects to achieve the Coalition's goals. A number of restoration projects along Carpinteria Creek have been accomplished over years as a result of this group's efforts.

Through protection of local creek resources and improvements to infrastructure, like creek crossings and bridges, along with efforts of other local agencies like the Carpinteria Creek Watershed Coalition, the County's Agricultural Commissioner, and many volunteer organizations, the City has implemented both habitat protections and improved public access to areas of natural priority.

The City continues to conduct water quality monitoring in partnership with the cities of Goleta, Buellton, and Solvang and the County of Santa Barbara. All monitoring was done in accordance with the Phase II MS4 Permit 3030(d) Monitoring Plan, approved by the Central Coast Regional Water Quality Control Board. A report is submitted annually to the State Water Board.

The City is continually looking for opportunities to acquire undeveloped property within or adjacent to Carpinteria Creek. In doing so, Carpinteria can preserve important riparian habitat, reduce urban runoff into the creek and maintain an undeveloped riparian corridor for aesthetic and wildlife movement purposes, as well as for contributing to ocean water quality.

The Parks and Recreation Department continues efforts to realize completion of a Coastal Vista Trail, a City-wide hiking/biking trail system. The long-term goal is a trail connection for walking

or biking from Rincon County Beach through Carpinteria's Bluffs Nature Preserve, the Carpinteria State Beach Park, and the City's Salt Marsh Park, through to Santa Claus Lane. The City envisions that a network of trails that would connect northern beaches to the town, improve coastal access and result in significant bike and pedestrian improvements. The Coastal Vista Trail project is dependent on several key linkages detailed below.

Coastal Vista Trail – Key linkages	
Carpinteria Rincon Trail Reach	This trail would connect easterly Carpinteria Avenue and the Carpinteria Bluffs with Rincon County Park
Bluffs II Reach	A public trail easement across the property known as Bluffs II
Bluffs III (Rincon Bluffs Preserve)	The City acquired the property and it is now protected under a conservation easement and endowment
Fifth Street to Carpinteria Avenue	The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency was awarded a grant to pursue various improvements. Locally, a commuter rail station would be improved to include double tracking to allow for trains to pass, a new platform on the south side of the tracks, a railroad undercrossing, and the establishment of key pedestrian linkages. One of the pedestrian routes includes a connection from Fifth Street to Carpinteria Avenue, including a walking bridge over Franklin Creek.
Santa Claus Lane Trail	This trail would link westerly Carpinteria Avenue to Santa Claus Lane in unincorporated Santa Barbara County. The project was incorporated into the freeway widening project and the Rincon Trail project.

SAFETY ELEMENT

The purpose of this Safety Element is to adopt policies that will reduce death, injuries, property damage, and the economic and social dislocation resulting from natural hazards. City policies minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from natural hazards. The Element identifies several issues related to natural hazards including seismically induced hazards, slope stability hazards, soil hazards, flood hazards, fire hazards and hazardous materials.

Key Objectives

- ❖ *Objective S-1:* Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from fault surface rupture in the planning area, from ground shaking due to an earthquake along a fault in the planning area or in the region, from seismically -induced liquefaction in the planning area, and from seismically-induced tsunamis.
- ❖ *Objective S-2:* Minimize the potential risks and reduce the loss of life, property and economic and social dislocations resulting from seismically-induced and naturally – occurring landslides, from mud and debris flows, from rock falls, and from seacliff retreat.
- ❖ *Objective S-3:* Minimize the potential risks and reduce the loss of property and the economic and social dislocations resulting from expansive soils, soil settlement, subsidence, and hydrocompaction.
- ❖ *Objective S-4:* Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding.
- ❖ *Objective S-5:* Minimize the potential risks and reduce the loss of life, property and economic and social dislocation resulting from urban and wildland fires.
- ❖ *Objective S-6:* Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from hazardous materials accidents at large industrial facilities, at facilities handling acutely hazardous materials, and along transportation corridors.

Safety – 2021 Implementation Summary

- Work continues to update the Local Hazard Mitigation Plan and the Multi-jurisdiction Hazard Mitigation Plan is currently being updated. Working through a grant from FEMA, mapping specific to Carpinteria will be incorporated into the updated plans.
- Sea Level Rise Vulnerability Assessment and Adaptation Plan: As part of the preparation for the General Plan Update effort, this assessment and adaptation plan has been completed and biennial updates are planned to keep the document current.
- National Flood Insurance Program Community Rating System: Work on Community Rating System (CRS) Application is in progress. In October 2021, FEMA reviewed the City's existing floodplain management regulations. The amendment to the ordinance of the floodplain management regulations is anticipated to be complete in an upcoming year.
- COVID-19 Pandemic Emergency response and recovery programs continued.

Ongoing Implementation

Through the development review and environmental review process, the City ensures that development meets the standards set forth in the Safety Element. The Building & Safety Department ensures that new construction or retrofit projects are done to meet current safety requirements and that the necessary geotechnical studies are conducted when appropriate.

The City plans and administers preparedness and response programming for all types of human-made and natural disasters that may occur within the City and surrounding areas. City staff actively serve on county-wide committees that facilitate the coordination of disaster planning and response efforts, maintain and update City-wide emergency plans, conduct disaster preparedness and response trainings and exercises for City staff and residents, and participate in other activities that enhance the City's and residents' ability to prepare and respond to disasters and emergencies.

In 2018, the Federal Emergency Management Administration (FEMA) released updated flood maps depicting the 100-year flood plain and the Flood Insurance Rate Map (FIRM). This updated map clarifies what properties are in the flood zone and are therefore required to obtain flood insurance and comply with minimum finish floor elevations to avoid flooding impacts to new development. Through the permit review process, development has been required to meet minimum standards that meet or exceed anticipated flood levels to reduce risk and potential loss of life and structure due to flood hazards. The City continues to work with FEMA to ensure the FIRMs are updated and accurate.

NOISE ELEMENT

Carpinteria is affected by several different sources of noise, including automobile and rail traffic, agricultural and industrial activity, ocean waves and wind, and periodic nuisances such as construction, loud parties or other events. The Noise Element identifies these sources and provides goals and policies that ensure that noise from these sources does not create an unacceptable noise environment. The City believes that controlling noise sources can substantially improve the quality of life for residents as well as visitors to the City.

Key Objectives

- ❖ *Objective N-1:* The City will minimize noise impacts of Highway 101 traffic on residential and other sensitive land uses.
- ❖ *Objective N-2:* The City will minimize the noise impacts of the railroad on residential and other sensitive land uses.
- ❖ *Objective N-3:* The City will minimize the adverse effects of traffic generated noise from City streets on residential and other sensitive land uses.
- ❖ *Objective N-4:* Minimize noise spillover from industrial operations into adjacent residential neighborhoods and other sensitive uses.
- ❖ *Objective N-5:* The City will minimize the effects of nuisance noise effects on sensitive land uses.

Noise - 2021 Implementation Summary

- Ongoing Highway Improvement Project: A variety of measures have been implemented to reduce noise impacts, including sound walls and noise-reducing pavement materials.

Ongoing Implementation

Noise impacts are evaluated during public improvement projects and the development review process. Site-specific noise studies provide recommendations for construction techniques that will mitigate noise impacts for development near Highway 101. Similarly, for highway improvement projects noise studies are used to develop mitigation measures to ensure that new traffic patterns or increased traffic volumes will not significantly affect nearby residents.

The Public Works Department replaces worn or deteriorating asphalt roads with rubberized asphalt to reduce street noise from vehicle traffic. The City analyzes the location of industrial and commercial truck access on property adjacent to residential areas and makes recommendations during site planning to mitigate noise spillover onto sensitive uses.

Through the Code Compliance Division, City staff also responds to noise complaints from neighbors located near commercial or industrial operations. Through amendments to the Municipal Code, the City has placed limitations on the days and hours during which construction may occur in order to protect sensitive land uses. In addition, the Municipal Code grants the Community Development Director and Planning Commission authority to impose more restrictive construction hours as a condition for approval on permits.

PUBLIC FACILITIES AND SERVICES ELEMENT

Local government supplies essential public services, provides for the general welfare of the community and implements regulations in the interest of public health and safety. Preparing for and planning how to accomplish these tasks is addressed in the Public Facilities and Services Element. The Element evaluates the major public and private services and facilities in the Carpinteria Planning Area and includes policies and objectives to plan for future needs.

The City wishes to maintain the best possible police and fire safety services for the community. The City implements development review procedures that incorporate fire district and law enforcement interaction at the earliest possible point in the process. The City seeks to provide a high quality and broad range of public services, facilities and utilities to meet the needs of all current and future residents of the Carpinteria Planning Area.

Key Objectives

- ❖ *Objective PF-1:* To ensure the provision of adequate water supplies by minimizing consumption and investigating new sources either in existing supply or outside existing sources.
- ❖ *Objective PF-2:* Ensure adequate service systems for the transmission, treatment and disposal of sewage and wastewater generated within this area as well as the disposal of trash, green waste and recyclable material.
- ❖ *Objective PF-3:* The City shall strive to maintain the best possible police and fire safety services for the community.
- ❖ *Objective PF-4:* To assist the school district in continued provision of high-quality educational opportunities for all of the community's youth.
- ❖ *Objective PF-5:* To provide a high quality and broad range of public services, facilities and utilities to meet the needs of all present and future residents of the Carpinteria Planning Area.
- ❖ *Objective PF-6:* To ensure that new development is adequately served by utilities and does not impact existing service areas in the community.

Public Facilities & Services – 2021 Implementation Summary

- Via Real Stormwater Project: Federal-aid and state-aid funding awarded. Engineering design is in progress and is estimated to be completed next year.
- Organics Waste Diversion: Ordinance 750 was approved by the City Council in January for incorporating SB 1383 Organics Diversion requirements. The existing franchise agreement is expected to be renegotiated to accommodate the new requirements.
- Central Coast Community Energy: Carpinteria customers were transitioned from Southern California Edison to the new Central Coast Community Energy.
- Carpinteria Branch Library: The City prepared to take over library operations. Submitted requisite information to the State Library Board. The library gained membership in the Black Gold system. Establishment of the Library Board of Trustees. Creation of a Library Advisory Commission. A City Librarian was hired.
- Racial Equity and Social Justice Council Committee: Two consultants were engaged to support the work in creation of a new program. Planning and meetings are scheduled for next year.

Ongoing Implementation

The City continued cooperative work with the Water and Sanitary Districts toward developing a recycled (potable) water project to serve the Carpinteria Valley.

The Strategic Energy Plan was adopted by the City Council in 2019. The focus of the plan is on emergency preparedness as well as long-term energy resiliency. The plan recommends solar photovoltaic installations at City Hall and public parking lots 1, 2 and 3 would be evaluated for installations.

The Public Works Department opens its Antifreeze, Batteries, Oil and Paint (ABOP) Center two weekends each month to provide free services for community members to recycle these types of materials. The ABOP facility is part of the City of Carpinteria and County of Santa Barbara joint effort to reduce the risk of hazardous waste in our landfills and in the environment.

The City also hosted an annual Household Goods and Hazardous Waste Collection Day. Carpinteria residents have the opportunity to safely dispose of hazardous chemicals, cleaning products, used oil, solvents, universal and electronic waste such as computer screens, televisions, household appliances and fluorescent, mercury and other gas filled tubes.

HOUSING ELEMENT

The Housing Element is prepared in accordance with State and Federal Law to identify policies and guidelines that implement City goals to provide and maintain safe and adequate housing for households in all economic sectors. Goals and objectives support affordable housing programs, rehabilitate aging housing stock and provide services to prevent homelessness. The Housing Element Update was adopted by the City Council and certified by the State's Housing and Community Development Department in 2014.

2021 Update

- The update process for the 2023-2031 Housing Element has commenced.

The 2021 Annual Housing Report is attached as Exhibit 1. The document was transmitted to the State Department of Housing and Community Development on March 15, 2022.

General Plan/Coastal Plan and Zoning Code Updates

The General Plan was adopted in April 2003. The General Plan visioning process included planning and goal strategies to plan for a 20-year timeline. The Zoning Code was adopted in 1981 and consistency updates and amendments occur annually.

The City has initiated two separate comprehensive multi-year update programs, for both the General Plan/Coastal Plan and the Zoning Code. In addition to updating all of the required General Plan Elements, new sections would be incorporated that address climate change/sea level rise and healthy community initiatives. The Circulation Element will also receive an update to include Vehicle Miles Traveled (VMT) metrics. The City continues planning for an upcoming comprehensive zone code update project which would in part evaluate vertical consistency between the Land Use Designations and zone districts. This concerted multi-year work effort is in progress.

2021 Updates

- General Plan /Coastal Plan Update Program: The Sea Level Rise Vulnerability Assessment and Adaptation Plan is complete and will inform the General Plan/Coastal Plan update program. Draft policies were reviewed at public committee meetings. Draft Elements are currently under review by the Coastal Commission. Preparation of the CEQA Environmental Impact Report is also underway.
- Accessory Dwelling Unit (ADU) and Density Bonus: Development of a new ordinance and zone code update has commenced for the ADU and Density Bonus sections. Public hearings at the Planning Commission and City Council were held in the fall. An administrative draft has been provided to the California Coastal Commission and the State Housing and Community Development Department for comments before the draft is released to the public.

Goals, Priorities and Objectives

The City of Carpinteria aims to implement the priorities and objectives outlined in the General Plan throughout various activities and functions of local government. Many of the goals outlined for the future of the City are reviewed annually through the City's Annual Work Program process whereby the City Council adopts strategies and goals to direct the staff work effort for the upcoming calendar year. In this way, the implementation of the General Plan is an ongoing endeavor. Some of the primary goals to implement over the course of the next few years will include the following:

- Continue leading efforts and supporting recovery from the COVID-19 pandemic;
- Complete transition of the new Carpinteria branch library;
- Complete updates of the City's Zoning Code and Zoning Map as implementation of the General Plan/Local Coastal Land Use Plan;
- Establish concrete plan for expansion/improvement of local public transit to include better connectivity;
- Continue projects to reduce energy use at City buildings and facilities through equipment replacement and taking advantage of incentives programs;
- Continue to expand and improve the City's emergency preparedness program in order to promote resilient households, neighborhoods and businesses;
- Complete another phase of City Hall campus facility improvements and upgrading of various hardware and software systems;
- Continue to collaborate with Peoples' Self-Help Housing and the County Housing Authority to increase affordable housing opportunities;
- Continue working towards the completion of the Carpinteria Coastal Vista Trail; and
- Continue and expand collaboration and cooperation with other agencies in providing accessible and effective health and human services to the Carpinteria community, including but not limited to County mental and public health services, Central Coast Collaborative on Homelessness, Restorative Policing, and other initiatives.

Conclusion

The General Plan Annual Progress Report illustrates activities undertaken by the City of Carpinteria last year that worked toward implementing the City's General Plan. The City has worked to progressively implement the policies outlined in each element of the City's guiding planning document as outlined in the various sections of this Progress Report. The General Plan represents the community's collective vision for preserving and improving the quality of life in the Carpinteria Valley. Only minor revisions, aside from the Housing Element Update, have been implemented since the General Plan/Coastal Land Use Plan Update was adopted in 2003. The update process for the General Plan was initiated in 2015 and will continue over the next couple of years.

The ideas, proposals and suggestions that have come to the City have all furthered the City's goal to preserve important local resources, improve the local economy and quality of life for the community. The City will continue its efforts in this regard.

The 2021 Work Plan Accomplishments Table is attached as Exhibit 2 and the April 11, 2022 City Council Staff Report is attached as Exhibit 3.

Exhibit 1

2021 Housing Element Annual Progress Report

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City of Carpinteria



2021 Housing Element Annual Progress Report



March 2022

INTRODUCTION

Pursuant to Section 65400 of the Government Code, Community Development Department staff prepares an annual report to the City Council on the status of the General Plan and its Elements and progress being made in implementation. This is an opportunity to review activities and projects of the prior year in the areas of housing development and other programs that implement the City's Housing Element. The City's Housing Element identifies community housing needs and describes how safe, affordable housing can be provided and maintained for City residents. Included in this report are statistics demonstrating progress in meeting regional housing needs.

The 2015-2023 Housing Element was adopted by Resolution No. 5556 by the City Council on November 10, 2014. The State Department of Housing and Community Development certified the Housing Element on November 20, 2014. This update complies with the Housing Element planning period from February 15, 2015 through February 15, 2023 and includes information related to housing in Carpinteria for the 2021 calendar year. The resolution complies with the State Department of Housing and Community Development's requirement for municipalities within the Santa Barbara County Association of Governments (SBCAG) to update their housing elements every eight years and is consistent with the City's General Plan.

2021 Housing Highlights

In 2021, building permits were issued for 11 new residential units in the City of Carpinteria. Five of those units were part of the Faith Lutheran Church/The Cottages development. Two building permits were issued for the Sanctuary Beach Condominiums, which comprises four new condominium units in two duplex structures. The remaining two permits were for Secondary Dwelling Units.

One new housing entitlement was approved in 2021, for the Stein Secondary Dwelling Unit. Sixteen residential units received Certificates of Occupancy in 2021, 10 of which were for the Green Heron/Seahouse condominium development, and four were for the Klentner Condominiums which comprises four new condominium units on a lot that previously contained two units, for a net increase of two units.

The City continues to provide various forms of assistance to increase housing opportunities in Carpinteria. In 2021, staff continued to implement the Workforce Housing Down Payment Loan Program. The program was first funded by the 2011 Development Agreement that allowed the conversion of five affordable residential units at Lavender Court to a payment of \$571,000 to the City's Affordable Housing Trust Fund. Like an in-lieu fee, the funds are used to provide down payment loans for families purchasing homes in the City of Carpinteria. During 2021, no new loans were approved and three loans were repaid. Staff continues to work with the Housing Trust Fund of Santa Barbara County to find interested buyers looking to use the deferred repayment loans to buy homes in Carpinteria. The City also continues to participate in Santa Barbara County's Home for Good program with the regional Creative Housing Solutions Subcommittee, a working group composed of representatives from the County Housing Authority, People's Self-Help Housing Corporation, Home for Good, United Way, and

City staff, along with the local community, to identify and pursue innovative housing opportunities.

Housing Element Review

The Housing Element is organized into two sections that describe the goals and objectives of the City in addressing the community's housing needs. The Housing Element also includes Technical Appendices with detailed information to document compliance with the Government Code. Section 2 of the Housing Element is organized by the five primary program categories which are to be implemented during the planning period. The document also contains a Housing Program which describes 21 specific programs the City implements to realize the goals of the Housing Element. This report explains the housing programs and goals and how the City implemented them throughout 2021.

Program Category 1: Make sites available to accommodate the RHNA

Housing Needs Summary

The Santa Barbara County Association of Governments (SBCAG) allocated a housing need to the City of 163 housing units for the 2014-2022 Regional Housing Needs Allocation Plan. The 2015-2023 Housing Element Table II-1 below shows the City's share of the regional housing need across five income categories.

**Table II-1
Land Inventory Summary**

	Income Category				Total
	Very Low	Low	Mod	Above	
RHNA 2015-2023	39	26	34	64	163
Units completed after 1/1/2014 (Housing Element Table B-2)	33	9	2	5	49
Net remaining RHNA	23		32	59	114
Housing sites (Housing Element Table B-3)	76		6	35	117
Adequate capacity?	Yes		Yes ¹	Yes ¹	Yes

Notes:

1. Reflects excess lower-income sites

Goals

- Attain additions to the housing supply that meet the housing needs of all economic segments.
- Maintain a jobs-housing balance or ratio within the 0.75 to 1.25 range suggested by the Santa Barbara County Association of Governments.

Policies

- *Adequate Sites:* Provide sufficient sites in the General Plan/Coastal Plan and zoning map to meet the housing needs allocated to the City by the Regional Housing Needs Allocation (RHNA) Plan.

- *Housing Types:* In the General Plan/Coastal Plan and implementing ordinances provide for a mix of housing types consistent with the City's needs, including single family detached and multiple family housing.
- *Public Services and Facilities:* Ensure that public services and facilities have the capacity to support the need for the new residential development allocated to the City by the RHNA Plan.

Result

The City keeps an inventory that details the amount, type and size of vacant parcels to assist developers in identifying land suitable for residential development. The City also reports on the number of extremely low, very low, low, and moderate income units constructed annually. If the inventory indicates a shortage of available sites, the City will rezone or identify new sites sufficient to accommodate the City's RHNA. The City also works with developers to ensure that appropriate lot densities are used when planning new development.

In 2021, building permits were issued for 11 new residential units in Carpinteria, 5 of which were for the Faith Lutheran Church/The Cottages project. The Sanctuary Beach Condominiums received building permits for 4 new units. Two additional building permits were issued for Secondary Dwelling Units. These building permits are summarized in Table II below. Another 16 units received Certificates of Occupancy in 2021, 12 of which were for the Green Heron/Seahouse condominium project and 4 of which were for the Klentner Condominiums, as summarized in Table I below.

**Table I: New Residential Units Completed in 2021
(Issued Certificate of Occupancy)**

Project Name	Address	Units	Income Category
Green Heron/Seahouse	1300 Cravens Lane	12	Above Moderate
Klentner Condominiums	1075 Cramer Road	4	Above Moderate
Total Residential Units Completed in 2021: 16			

**Table II: New Residential Units Building Permits Issued in 2021
(Not Completed in 2021)**

Project Name	Address	Number of Units	Income Category
Sanctuary Beach Condominiums	4285 Carpinteria Avenue	4	Above Moderate
Stein Secondary Dwelling Unit	1315 Casitas Pass Road	1	Above Moderate
Able Secondary Dwelling Unit	477 Concha Loma Drive	1	Above Moderate
Faith Lutheran Church/The Cottages	1335 Vallecito Place	5	Above Moderate
Total Residential Units Approved in 2021: 11			

The City's annual RHNA progress for the 2015-2023 cycle is summarized in Table III below. For RHNA, units are counted when the building permits are issued. Although the City has approved 184 new units so far for this RHNA cycle, the Very-Low, Low, and Moderate income categories are below the RHNA allocations. For comparison of units approved (via building permits) versus actual units constructed, see Table IV below which summarizes the numbers of Certificates of Occupancy issued for each year of the RHNA cycle.

**Table III: Regional Housing Needs Allocation (RHNA) Progress
(Based on Building Permit Issuance Date)**

Income Group	2015-2023 RHNA	Units Added 2015	Units Added 2016	Units Added 2017	Units Added 2018	Units Added 2019	Units Added 2020	Units Added 2021	Units Added 2022	Units Added 2023	Total Units Approved
Very Low	39	33	0	0	0	0	0	0	-	-	33
Low	26	9	0	3	0	0	0	0	-	-	12
Moderate	34	2	0	0	0	0	0	0	-	-	2
Above Moderate	64	82	4	0	1	25	14	11	-	-	137
TOTAL	163	126	4	3	1	25	14	11	-	-	184

Table IV: Constructed Units
(Based on Certificate of Occupancy Issuance Date)

Year	Units Completed (Certificate of Occupancy)
2015	44
2016	74
2017	1
2018	0
2019	4
2020	12
2021	16
TOTAL	151

Program Category 2: **Assist in the development of adequate housing to meet the needs of extremely low, very low, low, and moderate income households.**

Goals

- Attain a housing supply that meets a variety of housing needs.
- Attain a housing supply that meets the needs of extremely-low-, very-low-, low- and moderate-income households.
- Attain a housing supply that meets the needs of special population groups.

Policies

- *Infill Development:* Promote infill housing development through land use policies and by deferring or reducing development impact fees where the City wants to encourage infill development.
- *Second Units:* Promote the development of second units consistent with the State law and the City's second unit ordinance.
- *Suitable Housing Unit Sizes:* Provide for a range in the number of bedrooms in assisted housing developments so as to help meet the needs of various household types and special needs populations.
- *Downtown Mixed Use:* Encourage studio and one bedroom units above commercial uses in the downtown district to reduce parking needs and facilitate affordability.
- *Rental Assistance:* Continue participation in the County of Santa Barbara Housing Authority's Section 8 program as the primary means to address the City's rental assistance needs. Allocate HOME funds and In lieu Fees to state and federally assisted housing that provides rent restricted units in existing and/or new residential developments.
- *Acquisition and Rehabilitation of Rental Housing:* Work with non-profit sponsors to acquire and rehabilitate rental housing units in order to maintain long-term affordability of the units. This will include, but not be limited to: (a) technical support needed to obtain funding commitments from county, state and/or federal programs; (b) assistance in

permit processing; (c) possible deferral, reduction or waiver of City fees; and (d) contribution of City housing funds, if available.

- *Critical Workforce Housing:* Implement “set-aside” policies for critical workforce occupations. New housing developed through the Inclusionary Housing Ordinance, current and future Development Agreements and other appropriate Housing Element programs should set aside a percentage of the units for households employed in critical workforce occupations. Examples of critical workforce occupations are law enforcement, firefighters, nurses, teachers and local government.
- *Farm Employee and Supportive Housing:* Allocate in lieu fees for predevelopment activities, including state and/or federal funding applications, to support the sponsors of farm employee housing and supportive housing for special needs populations.
- *Shelter for the Homeless:* Support countywide programs to provide for a continuum of care for the homeless including emergency shelter, transitional housing, supportive housing and permanent housing. Allocate CDBG funds to agencies assisting homeless persons and families to meet shelter and non-shelter needs.

Result

The City worked with the developers of the Green Heron/Seahouse project to market and sell the four new Above-moderate income (121-200% AMI) affordable residential units that were constructed as part of the Inclusionary Housing Ordinance requirements for the development at 1300 Cravens Lane. The affordable lottery was held in late 2020, and the units were sold in early 2021.

Also within Program Category 2, the Community Development Department implements the Secondary Dwelling Unit Program which allows development of secondary dwelling units in the Single Family Residential Zone Districts. The current program allows owners of lots greater than 8,000 square feet in size to be eligible to construct second dwelling units. The program applies to 528 single family residential lots which have adequate lot sizes and do not already enjoy second units. In years past, an average of two second units were permitted annually. During the 2021 period, the Community Development Department issued two building permits for second units. The City’s 2015-2023 Housing Element addresses this issue and recommends that the second-unit development standards be reviewed to ensure that there are no governmental constraints to the development of second units. These development standards, as well as new state regulations regarding Accessory Dwelling Units, will be reviewed in the context of the City’s recent initiation of a zoning ordinance update specifically for Accessory Dwelling Units (Resolution #5915, 9/23/2019). The City will continue to educate interested property owners about second unit opportunities. In 2017, the City reduced the Development Impact Fees for accessory dwelling units, pursuant to Assembly Bill 2299 (Resolution #5750, 9/25/2017).

To assist the local homeless population, the City participates in the Santa Barbara Continuum of Care, known as Home for Good of Santa Barbara County, and facilitates the Carpinteria Regional Coordination Committee. The Coordination Committee has two subgroups: The Creative Housing Solutions Subcommittee, which identifies opportunities and resources for homeless individuals, and the Coordinated Outreach Team, which makes regular contact with those individuals and attempts to connect them with the services and housing they need.

Program Category 3: Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing.

Goals

- Address, and to the extent legally possible, mitigate and/or remove governmental constraints to the maintenance, preservation, improvement and development of housing.
- Implement land use regulations that facilitate meeting affordable housing needs.

Policies

- *Expedite Affordable Housing Development Review:* Affordable housing developments shall receive the highest priority and efforts by staff, the Planning Commission and City Council to: (a) provide technical assistance to affordable housing developers, including community involvement; (b) take into account project funding and timing needs in the processing and review of the applications; and (c) provide the fastest turnaround possible in determining application completeness.
- *Fee Mitigation:* Permit on a case-by-case basis fee reductions and waivers to help owner-builder projects, projects with minimum public service impacts, retrofitting projects and affordable housing developments.

Result

The City has implemented a 50% Development Impact Fee reduction for 100% affordable housing developments to assist in removing governmental constraints to the development of affordable housing. This reduction was applied for both the Dahlia Court and Casas de las Flores Apartments sites in the past and, more recently, for the Habitat for Humanity affordable residential ownership units.

Program Category 4: Conserve and improve the condition of the existing stock of affordable housing.

Goals

- Conserve existing housing important to the community such as rental apartments, mobile home parks and other affordable housing units.
- Maintain the affordability of existing and future affordable housing developments.
- Attain a housing supply free from substandard and deteriorated housing conditions.

Policies

- *Section 8 Housing:* Maintain the numbers of extremely-low-, very-low- and low-income households that are assisted by the Section 8 rental assistance program.
- *Apartment Conservation:* Conserve apartment rental housing by prohibiting the conversion to condominium ownership unless the apartment rental vacancy rate is more than 5%.
- *Mobile Homes, Mobilehome Parks and Manufactured Housing:* Conserve mobile homes, mobilehome parks and manufactured housing as an essential part of Carpinteria's housing supply.
- *Mobile Home Rents:* Continue the Mobile Home Park Rental Stabilization ordinance.

- *Occupancy Inspections:* Conduct occupancy inspections for code requirements for single-family residential units and apartment structures when they are sold.
- *Long-Term Housing Affordability:* Enforce resale controls and income restrictions to ensure that affordable housing provided through the Inclusionary Housing Program remains affordable over time to the income group for which it is intended.
- *Maintenance and Repair:* Promote the maintenance and repair of owner-occupied and rental housing to prevent deterioration within the City.
- *Housing Rehabilitation:* Facilitate the rehabilitation of substandard and deteriorated housing where feasible.
- *Housing Replacement:* Where possible, promote the removal and replacement of those substandard units that cannot be rehabilitated.
- *CDBG Rehabilitation:* Allocate CDBG funds to multi-family rehabilitation programs and retrofitting of existing housing.
- *Acquisition and Rehabilitation of Rental Housing:* Work with non-profit sponsors to acquire and rehabilitate rental housing units in order to maintain long-term affordability of the units. This will include, but not be limited to: (a) technical support needed to obtain funding commitments from County, State and/or Federal programs; (b) assistance in permit processing; (c) possible deferral, reduction or waiver of City fees; and (d) contribution of City housing funds, if available.

Result

Seven mobile home parks provide affordable-by-design housing in the City with a total of 860 mobile home park spaces. The City's Mobile Home Rent Stabilization regulations aim to protect the value of mobile homes for tenants of rental parks. The City also allows manufactured homes to be constructed in all residential zones which may reduce construction costs.

In addition, the City initiated three legislative efforts to preserve affordable housing stock: The Mobile Home Park Closure Regulations, Tenancy-In-Common Ownership Regulations, and Mobile Home Park Residency Law legislative advocacy.

Program Category 5: Promote housing opportunities for all persons.

Goals

- Attain a housing market with "fair housing choice," meaning the ability of persons of similar income levels regardless of race, color, religion, sex, national origin, disability and familial status to have available to them the same housing choices.

Policies

- *Promote Fair Housing:* Promote fair housing opportunities through the City's participation in the County's Community Development Block Grant Program.
- *Information and Referral:* Promote fair housing through the provision of information and referral services to residents who need help on fair housing issues. This includes referring local residents who want to file a housing discrimination complaint to the appropriate local, county, state or federal agency, depending on the nature of the complaint.

- *Fair Housing Information:* Implement activities to broaden resident knowledge of fair housing law.

Result

The City continues to fund services provided by the City of Santa Barbara Rental Housing Mediation Program (RHMP). The RHMP provides dispute resolution resulting from landlord, tenant and roommate issues which arise in rental housing situations. The primary goal of the program is to provide an alternative to the formal judicial system and provide legal advice and mediation when disputes arise. The program provides free legal assistance for residents living at or below the poverty line, while also providing general social service guidance for those with disabilities, seniors and victims of domestic violence. In 2014, the RHMP began outreach programs in Carpinteria to educate local residents about tenant/landlord rights and to answer housing questions. The program shows success in preventing litigation through mediation and conflict resolution. In 2021, the RHMP provided service to 46 Carpinteria tenants and landlords regarding issues related to rental housing and to educate local residents about the services provided by RHMP and other typical concerns related to rental housing. The City continues to look for such opportunities.

Conclusion

The Housing Element Annual Progress Report illustrates activities undertaken by the City of Carpinteria in 2021 that seek to improve the quality and quantity of market rate and affordable housing in Carpinteria. As required by state law, the 2009 Housing Element Update was completed and certified in 2011; given the success of Carpinteria's program, many of the affordable housing strategies were continued into the 2015-2023 Housing Element with modifications made as necessary to meet the City's regional housing needs. The City remains in compliance with Housing Element Law by adoption of its Housing Element update in late 2014 and production of housing units thus far.

Exhibit 1 Housing Element Annual Progress Report Form 2021

Exhibit 1

Housing Element Annual Progress Report Form 2021

City Council Hearing, March 14, 2022

Jurisdiction	Canada
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	5yr Cycle (2018-2022)

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas.

Table A
Housing Development Applications Submitted

[illegible]

2010/2011		2009/2010		2008/2009		2007/2008		2006/2007		2005/2006		2004/2005		2003/2004		2002/2003		2001/2002		2000/2001		1999/2000		1998/1999		1997/1998		1996/1997		1995/1996		1994/1995		1993/1994		1992/1993		1991/1992		1990/1991		1989/1990		1988/1989		1987/1988		1986/1987		1985/1986		1984/1985		1983/1984		1982/1983		1981/1982		1980/1981		1979/1980		1978/1979		1977/1978		1976/1977		1975/1976		1974/1975		1973/1974		1972/1973		1971/1972		1970/1971		1969/1970		1968/1969		1967/1968		1966/1967		1965/1966		1964/1965		1963/1964		1962/1963		1961/1962		1960/1961		1959/1960		1958/1959		1957/1958		1956/1957		1955/1956		1954/1955		1953/1954		1952/1953		1951/1952		1950/1951		1949/1950		1948/1949		1947/1948		1946/1947		1945/1946		1944/1945		1943/1944		1942/1943		1941/1942		1940/1941		1939/1940		1938/1939		1937/1938		1936/1937		1935/1936		1934/1935		1933/1934		1932/1933		1931/1932		1930/1931		1929/1930		1928/1929		1927/1928		1926/1927		1925/1926		1924/1925		1923/1924		1922/1923		1921/1922		1920/1921		1919/1920		1918/1919		1917/1918		1916/1917		1915/1916		1914/1915		1913/1914		1912/1913		1911/1912		1910/1911		1909/1910		1908/1909		1907/1908		1906/1907		1905/1906		1904/1905		1903/1904		1902/1903		1901/1902		1900/1901		1899/1900		1898/1899		1897/1898		1896/1897		1895/1896		1894/1895		1893/1894		1892/1893		1891/1892		1890/1891		1889/1890		1888/1889		1887/1888		1886/1887		1885/1886		1884/1885		1883/1884		1882/1883		1881/1882		1880/1881		1879/1880		1878/1879		1877/1878		1876/1877		1875/1876		1874/1875		1873/1874		1872/1873		1871/1872		1870/1871		1869/1870		1868/1869		1867/1868		1866/1867		1865/1866		1864/1865		1863/1864		1862/1863		1861/1862		1860/1861		1859/1860		1858/1859		1857/1858		1856/1857		1855/1856		1854/1855		1853/1854		1852/1853		1851/1852		1850/1851		1849/1850		1848/1849		1847/1848		1846/1847		1845/1846		1844/1845		1843/1844		1842/1843		1841/1842		1840/1841		1839/1840		1838/1839		1837/1838		1836/1837		1835/1836		1834/1835		1833/1834		1832/1833		1831/1832		1830/1831		1829/1830		1828/1829		1827/1828		1826/1827		1825/1826		1824/1825		1823/1824		1822/1823		1821/1822		1820/1821		1819/1820		1818/1819		1817/1818		1816/1817		1815/1816		1814/1815		1813/1814		1812/1813		1811/1812		1810/1811		1809/1810		1808/1809		1807/1808		1806/1807		1805/1806		1804/1805		1803/1804		1802/1803		1801/1802		1800/1801		1799/1800		1798/1799		1797/1798		1796/1797		1795/1796		1794/1795		1793/1794		1792/1793		1791/1792		1790/1791		1789/1790		1788/1789		1787/1788		1786/1787		1785/1786		1784/1785		1783/1784		1782/1783		1781/1782		1780/1781		1779/1780		1778/1779		1777/1778		1776/1777		1775/1776		1774/1775		1773/1774		1772/1773		1771/1772		1770/1771		1769/1770		1768/1769		1767/1768		1766/1767		1765/1766		1764/1765		1763/1764		1762/1763		1761/1762		1760/1761		1759/1760		1758/1759		1757/1758		1756/1757		1755/1756		1754/1755		1753/1754		1752/1753		1751/1752		1750/1751		1749/1750		1748/1749		1747/1748		1746/1747		1745/1746		1744/1745		1743/1744		1742/1743		1741/1742		1740/1741		1739/1740		1738/1739		1737/1738		1736/1737		1735/1736		1734/1735		1733/1734		1732/1733		1731/1732		1730/1731		1729/1730		1728/1729		1727/1728		1726/1727		1725/1726		1724/1725		1723/1724		1722/1723		1721/1722		1720/1721		1719/1720		1718/1719		1717/1718		1716/1717		1715/1716		1714/1715		1713/1714		1712/1713		1711/1712		1710/1711		1709/1710		1708/1709		1707/1708		1706/1707		1705/1706		1704/1705		1703/1704		1702/1703		1701/1702		1700/1701		1699/1700		1698/1699		1697/1698		1696/1697		1695/1696		1694/1695		1693/1694		1692/1693		1691/1692		1690/1691		1689/1690		1688/1689		1687/1688		1686/1687		1685/1686		1684/1685		1683/1684		1682/1683		1681/1682		1680/1681		1679/1680		1678/1679		1677/1678		1676/1677		1675/1676		1674/1675		1673/1674		1672/1673		1671/1672		1670/1671		1669/1670		1668/1669		1667/1668		1666/1667		1665/1666		1664/1665		1663/1664		1662/1663		1661/1662		1660/1661		1659/1660		1658/1659		1657/1658		1656/1657		1655/1656		1654/1655		1653/1654		1652/1653		1651/1652		1650/1651		1649/1650		1648/1649		1647/1648		1646/1647		1645/1646		1644/1645		1643/1644		1642/1643		1641/1642		1640/1641		1639/1640		1638/1639		1637/1638		1636/1637		1635/1636		1634/1635		1633/1634		1632/1633		1631/1632		1630/1631		1629/1630		1628/1629		1627/1628		1626/1627		1625/1626		1624/1625		1623/1624		1622/1623		1621/1622		1620/1621		1619/1620		1618/1619		1617/1618		1616/1617		1615/1616		1614/1615		1613/1614		1612/1613		1611/1612		1610/1611		1609/1610		1608/1609		1607/1608		1606/1607		1605/1606		1604/1605		1603/1604		1602/1603		1601/1602		1600/1601		1599/1600		1598/1599		1597/1598		1596/1597		1595/1596		1594/1595		1593/1594		1592/1593		1591/1592		1590/1591		1589/1590		1588/1589		1587/1588		1586/1587		1585/1586		1584/1585		1583/1584		1582/1583		1581/1582		1580/1581		1579/1580		1578/1579		1577/1578		1576/1577		1575/1576		1574/1575		1573/1574		1572/1573		1571/1572		1570/1571		1569/1570		1568/1569		1567/1568		1566/1567		1565/1566		1564/1565		1563/1564		1562/1563		1561/1562		1560/1561		1559/1560		1558/1559		1557/1558		1556/1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Jurisdiction	Carpinteria	
Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	02/15/2015 - 02/15/2023

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.
Please contact HCD if your data is different than the material supplied here

Table B													
Regional Housing Needs Allocation Progress													
Permitted Units Issued by Affordability													
		1	2									3	4
Income Level		RHNA Allocation by Income Level	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	39	33	-	-	-	-	-	-	-	-	-	-
	Non-Deed Restricted	-	-	-	-	-	-	-	-	-	-	33	6
Low	Deed Restricted	26	9	-	3	-	-	-	-	-	-	-	-
	Non-Deed Restricted	-	-	-	-	-	-	-	-	-	-	12	14
Moderate	Deed Restricted	34	-	-	-	-	-	-	-	-	-	-	-
	Non-Deed Restricted	-	2	-	-	-	-	-	-	-	-	2	32
Above Moderate		64	82	4	-	1	25	14	11	-	-	137	-
Total RHNA		163											
Total Units			126	4	3	1	28	14	11	-	-	184	82
Notes: Units are permitted by the City of San Jose Planning Department and are subject to final approval by the City Council.													

Note: units serving extremely low-income households are included in the very low-income permitted units totals and must be reported as very low-income units.

Please note: For the last year of the 5th cycle, Table B will only include units that were permitted during the portion of the year that was in the 5th cycle. For the first year of the 6th cycle, Table B will include units that were permitted since the start of the planning period.

Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov

(CCR Title 25 §6202)

Jurisdiction	Carpinteria	Reporting Year	2021	(Jan. 1 - Dec. 31)
Table D				
Program Implementation Status pursuant to GC Section 65583				
Housing Programs Progress Report				
Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.				
1	2	3	4	
Name of Program	Objective	Timeframe in H.E	Status of Program Implementation	
Second Unit Program	14 second units during the planning period	Ongoing	In 2021, two second units were permitted by CDD.	
Energy Conservation Program	Reduce residential energy use throughout the planning period	Ongoing	The Building Division and Community Development Department continue to promote energy efficient and energy saving opportunities on new and redevelopment projects.	
No Net Loss Program	Ensure compliance with no net loss requirements throughout the planning period	Ongoing	The Community Development Department continues to ensure compliance with no net loss of residential units through the review of development permits.	
Section 8 Rental Assistance Program	169 Section 8 Certificates during the planning period	Ongoing	In 2021, 119 Section 8 Certificates were issued by the Housing Authority of Santa Barbara County and the City of Santa Barbara Housing Authority within the City of Carpinteria.	
Affordable Rental Housing Program	43 lower income rental units during the planning period	Ongoing	In 2021, no new low-income rental units were constructed.	
Inclusionary Housing Program	10 Inclusionary Housing Units during the planning period	Ongoing	Staff will continue to identify opportunities for additional inclusionary housing and work with developers which might develop multi-family housing developments. Two projects, Green Heron Spring and Faith Lutheran Church Subdivision/The Cottages Residences, provided a total of five inclusionary units within this Housing Element cycle.	
Density Bonus Procedures	Continue to offer density bonus incentives throughout the planning period	Ongoing	Although no density bonus units were developed in 2021, staff will continue to provide density bonus incentive information to qualifying developments through the planning and development review process.	
Facilitate Lot Consolidation	Continue to facilitate consolidation of small lots during the planning period	Ongoing	Although no lots were consolidated in 2021, staff will continue to identify opportunities and work with developers to consider consolidation of small lots.	
Regulatory Concessions and Incentives	Facilitate construction of affordable units commensurate with the City's needs throughout the planning period	Ongoing	Although no projects were approved in 2021 which took advantage of the concessions and incentives provided for affordable housing, the Community Development Department is in discussions regarding both affordable rental units and affordable ownership condominiums.	
Fee Mitigation Program	Facilitate construction of affordable units commensurate with the City's needs throughout the planning period	Ongoing	Although no projects were approved in 2021 which took advantage of the concessions and incentives provided for affordable housing, the Community Development Department is in discussions regarding both affordable rental units and affordable ownership condominiums. In 2017, the city lowered the Development Impact Fees for Accessory Dwelling Units to facilitate the permitting of such units.	
Special Needs Housing Program	Continue to implement zoning regulations that facilitate construction of housing for persons with special needs through the planning period	Ongoing	One building permit for a Secondary Dwelling Unit was issued in 2021 with a reasonable accommodation request for the occupant.	
Conservation of Mobile Home Parks	Facilitate preservation of seven mobile home parks and moderate rental rates throughout the planning period	Ongoing	The city has continued to monitor rental rates in mobile home parks through the Mobile Home Rent Stabilization Program and has had no conversion of the seven mobile home parks in Carpinteria.	
Condominium Conversion Ordinance	Facilitate preservation of existing units throughout the planning period	Ongoing	During the 2021 calendar year, no residential rental units were converted to condominiums due to provisions of the Condominium Conversion Ordinance related to rental vacancy rates.	
Housing Code Compliance	Facilitate preservation of existing single-family rental housing units throughout the planning period	Ongoing	The Community Development Department's Building and Code Compliance divisions conducted several site inspections and enforced the housing and building and safety codes through compliance orders and administrative citations.	
Single Family Housing Rehabilitation	Rehabilitation of two units occupied by extremely-low income owner household and three units occupied by very-low income owner households during the planning period	Ongoing	The city will continue to encourage eligible very-low income homeowners to contact the USDA Rural Housing Repair and Rehabilitation Program for loans to help modernize and improve their homes to remove health and safety hazards.	
Multi-family Rehabilitation	Rehabilitation of two extremely-low income units, one very-low income unit, and six low income units during the planning period	Ongoing	The city will continue to seek grant funds and assist in the rehabilitation of multifamily housing in need of repair.	
Fair Housing Information and Referral	Continue to disseminate fair housing information to residents, landlords, and other interested parties throughout the planning period; conduct annual fair housing workshops in cooperation with the Rental Housing Mediation Program	Ongoing	The city continues to partner with the City of Santa Barbara's Rental Housing Mediation Program to provide tenants, landlords, and interested parties with information and mediation services related to housing and rental disputes. In 2021, 46 residents received rental-related consultation via phone or in person. The city also refers residents to the Legal Aid Foundation of Santa Barbara County and California Rural Legal Assistance to address concerns related to disability access, those living on fixed incomes, and victims of domestic or elder abuse.	
Workforce Homebuyer Down Payment Loans	Continue to facilitate home ownership for local workforce throughout the planning period	Ongoing	The city continues to provide down payment loans, in collaboration with the Housing Trust Fund of Santa Barbara County. No loans were funded in 2021.	

Jurisdiction	Carpinteria	
Reporting Period	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	02/15/2015 - 02/15/2023

ANNUAL ELEMENT PROGRESS REPORT **Housing Element Implementation** (CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

Table F
Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)

Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.

Activity Type	Units that Do Not Count Towards RHNA* Listed for Informational Purposes Only				Units that Count Towards RHNA * Note - Because the statutory requirements severely limit what can be counted, please contact HCD to receive the password that will enable you to populate these fields				The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1*
	Extremely Low-Income*	Very Low-Income*	Low-Income*	TOTAL UNITS*	Extremely Low-Income*	Very Low-Income*	Low-Income*	TOTAL UNITS*	
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Mobilehome Park Preservation									
Total Units by Income									

Jurisdiction	Carpinteria	
Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	02/15/2015 - 02/15/2023

Building Permits Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		11
Total Units		11

Note: Units serving extremely low-income households are included in the very low-income permitted units totals

Units by Structure Type	Entitled	Permitted	Completed
SFA	0	0	12
SFD	0	5	0
2 to 4	0	4	4
5+	0	0	0
ADU	1	2	0
MH	0	0	0
Total	1	11	16

Housing Applications Summary	
Total Housing Applications Submitted:	1
Number of Proposed Units in All Applications Received:	1
Total Housing Units Approved:	1
Total Housing Units Disapproved:	0

Use of SB 35 Streamlining Provisions	
Number of Applications for Streamlining	0
Number of Streamlining Applications Approved	0
Total Developments Approved with Streamlining	0
Total Units Constructed with Streamlining	0

Units Constructed - SB 35 Streamlining Permits			
Income	Rental	Ownership	Total
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	0	0	0

Cells in grey contain auto-calculation formulas

[illegible]

Completed Entitlement Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		1
Total Units		1

Building Permits Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate	Deed Restricted	11
	Non-Deed Restricted	0
Total Units		11

Certificate of Occupancy Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		16
Total Units		16

Exhibit 2

2021 Work Plan Accomplishments Table

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GENERAL GOVERNMENT
2021 Work Plan Accomplishments

Activity	Comments
Program: Legislative & Policy	
Legislative Advocacy. Establishing and maintaining good communication and working relationships with county, state and federal officials including elected representatives. This may include conducting advocacy and/or building coalitions for City positions, drafting legislation, making presentations, and providing testimony before other agencies or directly to legislators.	The City, primarily, relies on the League of California Cities to advocate the State legislature on matters of local government interest and to assist the City in identifying issues of unique local interest. City advocacy efforts in support of the League's work and regarding other matters included: Housing. The City Council approved taking a position against SB 9, concerning state preemption of local control over land use/zoning and the permitting of housing development. Council also authorized the Mayor to work with staff to take positions consistent with SB 9 Opposition on a myriad of state housing legislation that served to undermine local control. The City Council acted to terminate memorandum of understanding negotiations with the County Housing Authority concerning collaborating on affordable housing at the north end of Bailard Avenue, and approved sending various communications opposing the project to the Housing Authority Trustees and county Board of Supervisors. The decision of the Council was supported by staff's report that the project being put forth by the Housing Authority was inconsistent with the California Coastal Act and related City policies and regulations. Anti-Hate Resolution No. 6040 and letters. Adopted Resolution No. 6040 and communicated to state and federal representatives to condemn hate crimes, hateful rhetoric and hateful acts against Asian Americans and Pacific Islanders.

<u>Legislative and Policy Research & Development. Local legislative and policy responses to new/changed federal and state laws, legal or practical mandates, and changing community needs/expectations.</u>	California Voting Rights Act. The City hired a consultant to assist the transition from at-large to district City Council elections, including drawing of the district lines. Residents were engaged and informed about the transition and districting process via several workshops, public hearings, and a specially made district elections website that provides mapping tools to assist the public in drawing and submitting maps compliant with state law. Library. As a part of its work to take over management and operation of the Carpinteria branch library, the City took various legislative actions, including creating the Board of Trustees and joining the Black Gold cooperative library system via a Joint Powers Agreement. COVID-19 Pandemic Response and Recovery. Extended the emergency legislation creating the temporary program for outdoor use areas by restaurant and retail businesses. The City Council initiated a process to consider legislation that would establish regulations for a permanent program allowing for limited commercial use of streets and other outdoor areas. The program, if adopted, would succeed the temporary program for use of outdoor areas established in response to COVID-19 restrictions. Short-Term Rental Program. In November, the City Council received an update on the City's short-term vacation rental program, and directed amendments to administrative regulations in response to issues identified to date. ADU/JADU Legislation. Draft regulations were prepared and considered by the Planning Commission and City Council. The regulations concern changes to the City's zoning standards for uses and development in residential zones as necessary to accommodate Accessory Dwelling Units and Junior Accessory Dwelling Units consistent with the Coastal Act.
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Activity	Comments
	Objective Design Standards Consultant Services. The City Council approved the budget and a consultant services agreement for work necessary to establish objective design standards for certain development types in response to new preemptive state laws. Mobile Home Regulations. Staff are implementing AB 2782 (2020), which ended the long-term lease exemption from local rent control, consistent with the City's Mobile Home Park regulations. This implementation work is expected to include legislative responses to update the City's Code or administrative procedures to reflect current law. Affordable Housing/Homelessness. The City continued to explore measures capable of helping to protect the affordability of local housing, e.g., "no cause" eviction ordinance, multi-family rent control, affordable housing in-lieu, enforcing and updating as needed Short Term Rental regulations, and fees/inclusionary requirements. Other work anticipated in the coming year includes: Subdivision Ordinance Update, Update of City fees and charges, Response to new state allowance for microenterprise kitchens in residential zones. The City received a presentation in March on the New Beginnings Safe Parking Program. The program operates in much of Santa Barbara County and has become a national model for effective community response to assist people living out of vehicles while mitigating impacts. Council directed staff to work with New Beginnings to find a suitable location(s) in the city for the program and to return to Council with the proposed site, including locations suitable for the placement of portable 24-hour restrooms. Subsequently, the county determined to prepare a model ordinance for the program. Citizen Initiative Proposal. A citizen ballot initiative prompted by the Surfliner Inn Project, that would make certain zoning and general plan

Activity	Comments
	changes, qualified for consideration by the City Council in January 2022. At that time, the Council will either adopt the legislation or schedule it for a vote at a future election. During the year, the City Clerk's office, in consultation with the City Attorney's office, ensured that requisite Elections Code steps were followed. The City also prepared a report pursuant to Elections Code 9212, to analyze the impacts of the proposed Initiative and assist the City Council in determining how it wishes to act in January. AB1383, State Organic Waste law, Implementation. The City drafted regulations as required to implement new state regulations concerning diversion of organic waste from landfills. Ordinance No. 750 was approved on first reading by the Council in December and is expected to be adopted and become effective in early 2022. The Ordinance would add Article V (Specific Regulations for Organics Waste Disposal, Reduction, Recycling, and Solid Waste Collection) to Chapter 8.08 (Integrated Waste Management) of the Carpinteria Municipal Code. Harbor Seal Protection. In response to citizen requests, the City Council initiative a public process to evaluate Carpinteria harbor seal habitat conditions and local regulations aimed at protecting seals and habitat. The process includes the formation of a committee that is expected to make recommendations concerning, in part, any necessary amendments to City regulations.

<u>Regional Programs Collaboration and Cooperation. City Council members and staff participate on a number of regional committees and groups. Council member assignments to these entities are listed on the City Council agenda and include Joint Committees of elected representatives of the City and School Board, Sanitary District and Water District for example, as well as representatives to regional organizations such as the Air Pollution Control District (APCD), and the Santa Barbara County Association of Governments (SBCAG).</u>	COVID-19 Pandemic Emergency Response and Recovery. The City of Carpinteria works cooperatively with the County of Santa Barbara and the other cities in the County to prepare and respond to disasters. The City is a part of the Operational Area Council for emergency response, which meets quarterly. Since March, 2020, the City has been participating in numerous staff and elected official meetings concerning county-wide collaborative work on pandemic response and recovery. The City also initiated and carried out cooperative work with local service providers to provide necessary assistance to residents. This included logistical support for food distribution, e.g., traffic control, and \$100,000 in supplemental community service support program funding to Carpinteria Children’s Project, Boys & Girls Club, Girls Inc, and the Community Action Commission, among others, involved in food distribution, child care and meeting other health and human service needs of the Carpinteria Community. The City elected also to join with the County of Santa Barbara to contribute its share of emergency Community Development Block Grant fund to support the county-wide Emergency Rental Assistance Program. Subsequently about two dozen Carpinteria residents benefitted from this assistance that is designed to avoid renters being displaced during the pandemic. Although County Operational Area meetings and direct assistance work has wound down, certain work continued throughout 2021, including maintaining local Communications Committee and carrying out related work to inform the public regarding Health Orders and other pandemic response activities. The City has also consummated an agreement with the Carpinteria Children’s Project to support a new position that, in part, assists with
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Activity	Comments
	coordination and communication between agencies providing health and human services in Carpinteria. Sustainability/Renewable Energy. In October, Carpinteria electricity customers were transitioned from SCE to the new Central Coast Community Energy (CCCE). The City coordinated with and assisted CCCE to get information out to the public about the transition and benefits from being a CCCE customer. Work included holding public meetings and disseminating information via the City's website and social media accounts. Regional Transportation Projects. The City is a member of the Santa Barbara County Association of Governments (SBCAG) where Vice Mayor Clark is its representative on the Board that, among other things, oversees regional transportation project and program funding and delivery. The City continues to work cooperatively with Caltrans and SBCAG to ensure satisfactory completion of the Linden-Casitas Interchange Project while also engaging in review and assistance with related 101 Widening project mitigation such as the Santa Monica / Via Real Intersection improvements. Two hiking/biking trails are also a part of the freeway improvements: the Rincon Trail and the Santa Claus Lane Trail. The City is working cooperatively with Caltrans and SBCAG to ensure delivery of both of these important regional trail connection projects. The City also monitored progress this year made by SBCAG and the Los Angeles – San Diego – San Luis Obispo Rail Corridor Authority (LOSSAN) on planning and permitting of improvements to the Carpinteria Amtrak platform that would double its capacity by adding a second platform and parallel track/siding. The City Council has previously issued a letter of support for related grant funding for the project. Regional Sediment Management. The City initiated efforts this year with BEACON and the

Activity	Comments
	County of Santa Barbara to establish plans and permits, through flood control and other projects and programs, for the regional management of beach sediment sufficient to ensure that sediment is safely and efficiently deposited to benefit beaches and help counter coastal erosion. The City also received a grant to complete a coastal dune restoration study that could serve as the basis for a capital project coordinated between City, County and state jurisdictions. Housing/Homelessness. The City continued to financially support and collaborate with the County of Santa Barbara Public Health Department and local volunteers, to respond to people experiencing homelessness in Carpinteria and to connect them with housing and other supportive services. The City has also continued discussion with the Housing Authority of Santa Barbara County on the acquisition and development of a site for an apartment development that would include affordable housing. The Council authorized negotiating a Memorandum of Understanding and a report on that is expected to return to the Council later in the year. Broadband. The City entered into a Memorandum of Understanding with the Santa Barbara County Association of Governments; County of Santa Barbara; and the cities of Buellton, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang concerning the preparation of the Santa Barbara County Regional Broadband Strategic Plan. The purpose of the Strategic Plan is to streamline grants and other funding, establish policy alignment among jurisdictions, increase accuracy of asset identification and provide community education, in furtherance of improving the coverage, quality and reliability of broadband services in the county. Diversity, Equity and Inclusion. A Santa Barbara county regional collaboration between cities and the

Activity	Comments
	county was initiated in 2021 as a means to support agencies in undertaking this important work in their respective communities. Work could include: Shared training, community forum, and surveys of community members and elected officials.
<u>Library: Preparation to begin operations of a municipal library</u>	City Council Ad hoc Library Committee and Working Group meetings continued in 2021, with work focusing on preparing for taking over Library Operations on July 1, 2022. Key milestones met included: • Gaining membership in Black Gold and submitting requisite information to the State Library Board. • Discussions with City and County regarding the transition, including amending the facility lease and per capita revenue, are occurring on a monthly basis. • The Library Board of Trustees was established. • A Library Advisory Commission was created and bylaws for this commission were adopted • A City Librarian was hired and has joined the City Staff
Racial Equity & Social Justice. Establishment of a Racial Equity & Social Justice (RESJ) program that implements the policy intent embedded in City Council Resolution No. 5981 and subsequent City Council actions.	The City Council formed a Council Committee to assist with steps to create this new program. Two consultants were engaged to support the work and planning meetings held. Meetings are being scheduled and the work will be begun in earnest since the Assistant City Manager has joined the City Staff.
<i>Program: Community Promotion and Communications</i>	

Activity	Comments
<u>Neighbor to Neighbor</u>	The Neighbor to Neighbor program is on hold due to the COVID-19 Pandemic
<i>Program: Emergency Services</i>	
<u>Community Preparedness & Engagement</u>	All community training classes were cancelled in 2021 due to the COVID-19 Pandemic.
<u>Emergency Response Capacity Building</u>	Work continues on the Local Hazard Mitigation Plan Update and the Multijurisdictional Hazard Mitigation Plan Update. Working through a grant from FEMA, mapping specific to Carpinteria is being added. COVID-19 Response Activities: • Communication efforts continue through added editions of the City E-newsletter, press releases, social media posts and the local newspaper providing up to date information on health orders and protective measures. • Signs are being updated with COVID-19 messages and posted on A-frames throughout the downtown area in response to new Santa Barbara County Department of Public Health – Health Officer Orders. • The Ad Hoc COVID-19 Communication Committee resumed meeting every other week starting in July 2021
City Staff Training & Exercise. As mandated by FEMA and Cal OES, City Staff will participate in trainings to maintain their FEMA certifications and to increase their ability to effectively operate the City's Emergency Operations Center (EOC). Additionally, to test the City's Emergency Operations Plan (EOP), a city-wide disaster exercise will be held, involving City Special Districts and First Responders.	Staff has been trained on current safety protocols needed during the COVID – 19 pandemic.

Activity	Comments
Program: Volunteer Services	
Volunteer Management. Over 200 active volunteers assist City Departments in a variety of capacities. Volunteers provide critical support through the HOST and CERT Programs, as dog walkers, as docents, and more. To continue to manage and sustain a growing and dynamic volunteer corps, critical steps will continue to be taken to create practices and procedures for managing, recognizing, training and communicating with volunteers and minimizing risk within the program.	While CERT training are currently on hold, the 2021 HOST season began July 4th and ended Labor Day Weekend. The Schedule was limited to two days (Fridays and Saturdays from 10:00 a.m. to 4:00 p.m.) and averaged 200 contacts per weekend. No new active recruitment of volunteers occurred.
Program: Elections	
Establishing District-Based Elections. Transition from at-large method of elections to district-based election by 2022	Actions to implement District Based Elections continued in 2021: • The City Council Ad hoc District Elections Committee developed three recommendations which the City Council approved on July 26, 2021: (1) direct that maps be prepared for its consideration with five City Council districts; (2) determine the order in which districts will come up for election by relying on the related provisions of Elections Code Section 10010 (b); and (3) direct that drafting of maps by the public be facilitated through multiples means including the DistrictR software platform and paper maps, through online and manual resources, web based and in-person instruction. • Workshops were held in September on the transition to district elections and to map Communities of Interest. • Outreach continues online, in print and at meetings to provide information about the transition to district elections

Activity	Comments
	• Maps and instructions were mailed to all residences within City limits to invite the public to participate in drawing 5 districts. • Public Hearings began in October to identify 5 districts and will continue an iterative process until March 2022.

ADMINISTRATIVE SERVICES DEPARTMENT

2021 Work Plan Accomplishments

Activity	Comments
Program: Financial Management Services	

<u>5-Year Financial Plan</u>	The objective is to hire a consultant that can provide a new 5-Year Financial Plan that will allow the City to better assess the long-term outlook, more closely define the size and duration of fiscal challenges, and make better decisions accordingly for both the short and long run. Bill Statler was hired in August 2021 and expected to be completed by February 2022.
<u>Business License and Short-Term Rental Enforcement Program</u>	The objective is to create an enforcement program in which three City departments, Administrative Services, Community Development- Code Compliance and General Government- Legal Services, work together to ensure City-wide compliance with Business License and Short-Term Rental policies. The Administrative Services Department tracks revenues, collects data and communicates information. The Code Compliance division works out in the field to ensure local businesses and short-term rentals are licensed and comply with City policies. The General Government- Legal Services team provides professional consulting services. An Enforcement Program will outline the way in which these departments work together to better administer these licensing programs. This project has not been started and expected to be completed by June 2022.
<u>Cost of Service Analysis</u>	The objective is to hire a consultant that can provide a new Cost of Service Analysis on City programs that will provide a revenue to cost comparison system that can be used to determine the level of fees that would have to be imposed in order to meet the cost recovery percentages as stipulated by the City's municipal code (CMC 3.34.040). This project has not been started and expected to be completed by June 2022.
<u>Updates to the Carpinteria Municipal Code</u>	The objective is to make updates to various Carpinteria Municipal Code sections related to financial policies and regulations, including fiduciary, bonding, business license, and purchasing sections. Performed on an as-needed basis, updates to the Municipal Code ensure that the city's policies and procedures will continue to safeguard City assets and ensure the City's long-term financial health. This project has not been started and expected to be continuous throughout calendar year 2022.

Program: Management Information Services	
<u>Information Technology (IT) Services</u>	The objective is to prepare an RFP form and begin the review of services process which will allow the department to compare current contract pricing with other vendors, learn of any additional services that are available, and modernize any of the City's current services that might not be up to date or industry standard. The City released the Request for Proposal (RFP) on September 15, 2021 with a deadline of October 15, 2021. The City received 5 proposals that are currently being reviewed by Admin Staff. This project is in progress and expected to be completed by February 2022.

PUBLIC WORKS

2021 Work Plan Accomplishments

Activity	Comments
Program: Public Works Administration	
National Flood Insurance Program Community Rating System	Work on Community Rating System (CRS) Application is in progress. In October 2021, FEMA reviewed the City's existing floodplain management regulations, and provided CRS requirements and recommendations for amending the floodplain management regulations. The amendment to the ordinance of the floodplain management regulations is anticipated to be complete in Spring 2022.

<u>Pedestrian Bridge Inspection Program</u>	Pedestrian Bridge Inspection Program completed in July 2021.
Program: Sustainability and Environment	
<u>Sustainable Resources</u>	• Via Real Stormwater Project. In addition to receiving federal-aid funds from the Hazard Mitigation Grant Program from FEMA in June 2020, the California Natural Resources Agency approved state-aid funds from the Urban Flood Protection Grant Program for the engineering design and construction. The engineering design is in progress and is estimated to be complete in February 2022. • Ordinance No. 750 was approved by the City Council on January 10, 2021, for incorporating SB 1383 Organics Diversion requirements. The existing Franchise Agreement is expected to be renegotiated to accommodate the new requirements. • Central Coast Community Energy, formerly Monterey Bay Community Power, rolled out services to the south coast agencies in October 2021.
Program: Street Maintenance	
<u>Pavement Management Program</u>	• 2021 Pavement Maintenance Project. Construction completed in June 2021. • 2021 Pavement Rehabilitation Project. Construction is estimated to be complete in February 2022.
<u>Street Tree Management Plan Update and Special Conditions Streets Management Plan</u>	Street Tree Management Plan and Special Conditions Streets Management Plan were adopted by the City Council on July 12, 2021.

Program: Capital Improvements	
<u>Carpinteria Avenue Bridge Replacement Project</u>	Right of Way Certification completed in September 2021. Federal-aid funds for construction will not be available until Federal Fiscal Year 2024-2025 (October 1). Start of construction is estimated in fall 2024.
<u>Rincon Multi-Use Trail Project</u>	Plans, specifications, and estimate at 60-percent completion. The Subsequent Mitigated Negative Declaration was accepted and certified by the Planning Commission in January 2020. The Petition for Modification was submitted to the California Public Utilities Commission in July 2020. Preparation of the Focused Environmental Report is in progress.
U.S. Highway 101 Projects	• Highway 101 HOV Carpinteria to Santa Barbara Project. Construction of Franklin Creek and Santa Monica Creek bridges, sound walls, drainage, and freeway pavement are in progress. Santa Monica Road and Via Real intersection improvements are complete. • Highway 101 Linden Avenue-Casitas Pass Road Interchanges and Via Real Extension Project. Caltrans deemed the construction by the freeway contractor as complete. Punch list items for City public improvements are in progress. Landscape contractor on site. • Santa Claus Lane Bikeway Project. SBCAG is currently acting as the implementing agency of the environmental phase, and Caltrans is the CEQA/NEPA lead agency. The Mitigated Negative Declaration was certified in January 2020. The Conditional Use Permit and Coastal Development Permit were approved by the Planning Commission on December 6, 2021.
Program: Transportation, Parking, and Lighting	
Improved Public Transit Services	On June 7, 2021, the Transportation Committee received a status of the Seaside Shuttle (SBMTD Route 36) from SBMTD General Manager Jerry Estrada. SBMTD is reassessing the route including the use of micro-transit service.
Parking Management Plan	The Downtown Carpinteria Parking Study was accepted by the City Council on November 22, 2021. The Downtown Carpinteria Parking will be the basis of the Parking Management Plan.

PARKS & RECREATION & FACILITIES MAINTENANCE

2021-22 Work Plan Accomplishments

Activity	Comments
Department Staffing	Hiring of an Aquatic Supervisor and a Park and Facilities Maintenance technician has been completed.
Parks Landscape Maintenance Contracting	A new Service Provider has been awarded a three-year contract to perform all park and ROW landscape maintenance.
Carpinteria Bluffs III Acquisition / Improvements	Completed March 30, 2020. Held workshop on proposed design for trails and other amenities has been completed. Concept design has been completed.
Dog Park Project	Staff published a Dog Park Feasibility Study that concluded the 2.4 acre Lagunitas property may be a viable site, as well as consideration of a shared use park at El Carro. Staff has completed the acceptance of the offer to dedicate the Lagunitas park property. The City now owns it. Concept designs for a dedicated dog park and fenced off-leash areas have been prepared. An unfenced off-leash area in El Carro Park has been established as a pilot program. First annual report has been presented to City Council and Pilot Program has been extended another year.
Community Farm Project	Staff has negotiated an amendment to the condition of approval related to the transfer of the Whitney property from the State to best reflect the City's interest. Staff has conducted a neighborhood meeting to receive neighborhood feedback on the concrete fence. Staff has received a cost proposal for the fence. City is waiting for Caltrans to convey the property to the City.

Activity	Comments
Carpinteria Shoreline Feasibility Study	The Study has come to a decision point where the ACOE staff believes it is best to transfer the study from the Feasibility Study Program to a Continuing Authority Program (CAP). City is still waiting for study to transfer over to CAP program.
Carpinteria Creek Side Parcel Acquisition	The City has opened an escrow with the seller to acquire a 0.61 acre parcel of land just west of Carpinteria Creek and south of Carpinteria Avenue.
Carpinteria Coastal Vista Trail	After acquisition of a grant to partially fund acquisition, the City has acquired the trail easement in the Bluffs 2 planning area. A trail design has been prepared and a CDP application has been assembled for submittal to allow the City to consider permits to build the project. The application has been submitted and is waiting for a planning department response.
Skate Park Planning and Permitting	The Project was given final approval and has obtained necessary permits to construct. A permanent easement has been negotiated with Chevron to allow for a public parking area to be constructed to serve the project. The construction of the park is now out to bid with a bid opening due on January 27, 2022.
Linden Beach Plaza and Lifeguard Tower	Concept plans have been prepared that improve coastal access and ambiance. The concept lifeguard tower has also been drawn in an attempt to capture an iconic California Beach style. A grant has been applied for to partially fund the project.
Historical Marker Park AKA La Concha Park	A concept Design for a park at this location has been prepared. The next step was to have a public meeting on the concept. This has been delayed due to Covid-19 control protocols. A covid safe public relations effort is being designed.

Activity	Comments
Heath Ranch Park Playground	A new playground is under construction with completion expected in January 2022.

**COMMUNITY DEVELOPMENT
2021 Work Plan Accomplishments**

Activity	Comments
Program: ADMINISTRATION	
Digitize / Modernize - Digitize remaining approved building plan sets and address files. - Lease/purchase a large format scanner	Ongoing. The Department continues to move forward scanning approved building plans, project files and address files. The Departments have investigated the lease / purchase of a large format scanner, although the effort has been temporarily put on hold as due to the City Hall remediation project, lack of space for the scanner and a reduction in the budget for this equipment.
Program: ADVANCED PLANNING: General/Coastal Plan Update	
- Draft Sea Level Rise Vulnerability Assessment and Adaptation Plan - Draft General/Coastal Plan Document - Draft CEQA Document - Staff reports for public hearings - Updated General Plan/Local Coastal Land Use Plan	Ongoing. This represents a multi-year project. The Department retained the services of Wood Environment & Infrastructure Solutions, Inc. to prepare the City's General Plan/Coastal Plan update in May 2017. The Sea Level Rise Vulnerability Assessment and Adaptation Plan is complete, although biennial updates are planned to keep the document current. Following public review of the draft Policies at the Update Committee meetings, the draft Elements are currently under review by the Coastal Commission before the first-round review by the Planning Commission. The accompanying CEQA EIR is now being prepared. The City is currently in negotiations with Wood to bring a third modification of the consultant's contract to the Council for approval in the near future in order to continue with the project.
Program: ADVANCED PLANNING: Zoning Code Update	
- Public Draft Zoning Code - Staff Report/Public Workshops - Planning Commission and City Council Hearings - Submittal to Coastal Commission - Final Zoning Code (after CCC review)	Ongoing. Review of the draft Zone Code materials was put on hold as the work effort was focused on the rollout of the short-term rental program, the County and City's own cannabis programs, and the Department's increased workload due to COVID-19. In this first year of the three-year contract with the City's new Principal Planner in our Advanced Planning Division, we have begun with the Accessory Dwelling Unit (ADU) and Density Bonus updates using primarily grant funds. See below.

Program: ADVANCED PLANNING: Response to State Housing Legislation ADU and Density Bonus provisions	
• Staff Report/Public Workshops • Planning Commission and City Council Hearings • Submittal to Coastal Commission and State Housing and Community Development Department.	Ongoing. Updates to the Accessory Dwelling Unit (ADU) and Density Bonus Sections of the Zone Code have commenced with public hearings at the Planning Commission and City Council focusing on key provisions of the ADU Ordinance. Input from these bodies has been incorporated into the Administrative Draft Ordinance provided to the California Coastal Commission and the State Housing and Community Development Department. We expect to present the Draft Ordinance at several public workshops before consideration by the Planning Commission in early spring 2022. The Density Bonus Ordinance modifications will follow shortly behind.
Program: ADVANCED PLANNING: Housing Element Update	
• Staff Report/Public Workshops • Planning Commission and City Council Hearings • Submittal to State HCD.	Ongoing. On August 9, 2021 the City Council authorize the City Manager to sign the Agreement between the City of Carpinteria and JHD Planning LLC, to prepare the City's 2023-2031 Housing Element for an amount not-to-exceed \$64,680. Initial meetings and information gathering have just commenced.
Program: ADVANCED PLANNING: Design Standards and Guidance	
• Staff Report/Public Workshops • Planning Commission and City Council Hearings • Submittal to Coastal Commission	Ongoing. Work on the Downtown Design Guidelines is underway. Staff is planning to present an update and request input from the Ad-Hoc Design Review Committee this Spring. Work on updating the Residential Design Guidelines has not commenced due to limited staff and funds to carry out the work effort (i.e., grants are not available for these efforts).



City of Carpinteria

COUNCIL AGENDA STAFF REPORT April 11, 2022

ITEM FOR COUNCIL CONSIDERATION

Letter of Support for H.R. 1190, a bill introduced by Congressman Salud Carbajal to authorize the President to award the Medal of Honor to retired Colonel Philip J. Conran of the Air Force for acts of valor in Laos during the Vietnam War.

STAFF RECOMMENDATION

Consider this matter and direct staff as determined appropriate.

Sample Motion: I move to authorize the Mayor to sign a letter of support for approval of H.R. 1190, and to transmit the letter of support to Congressman Carbajal.

BACKGROUND

At a recent City Council meeting, Councilmember Lee requested and the Council concurred to considering whether to send a letter of support of H.R. 1190, a bill introduced by Congressman Salud Carbajal to authorize the President to award the Medal of Honor to retired Colonel Philip J. Conran of the Air Force for acts of valor in Laos during the Vietnam War.

The purpose of this matter is to afford the City Council the opportunity to consider and, if determined appropriate, authorize sending a letter supporting approval of H.R. 1190 to Congressman Carbajal.

DISCUSSION

Congressman Carbajal has introduced a bill, H.R. 1190, (attached) which has been referred to the Committee on Armed Services, and if approved and signed by the President would award the Medal of Honor to retired Colonel Philip J. Conran of the Air Force for acts of valor in Laos during the Vietnam War.

As a part of the findings proposed in H.R. 1190, the story of retired Colonel Philip J. Conran's acts of valor is recited.

POLICY CONSISTENCY

It is within the discretion of the City Council to take positions concerning federal and state legislation.

FINANCIAL CONSIDERATIONS

Taking a position concerning H.R. 1190 does not involve any financial considerations.

LEGAL AND RISK MANAGEMENT CONSIDERATIONS

Taking a position concerning H.R. 1190 does not involve any Legal or Risk Management considerations.

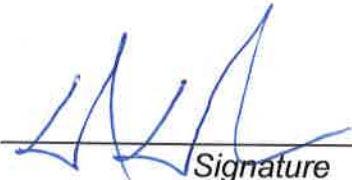
PRINCIPAL PARTIES EXPECTED AT MEETING

None

ATTACHMENTS

A. H.R. 1190 Text

Staff Contact: Dave Durflinger, City Manager
(805) 755-4400, daved@ci.carpinteria.ca.us


Signature

ATTACHMENT A

117TH CONGRESS
1ST SESSION

H. R. 1190

To authorize the President to award the Medal of Honor to retired Colonel Philip J. Conran of the Air Force for acts of valor in Laos during the Vietnam War.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 18, 2021

Mr. CARBAJAL introduced the following bill; which was referred to the Committee on Armed Services

A BILL

To authorize the President to award the Medal of Honor to retired Colonel Philip J. Conran of the Air Force for acts of valor in Laos during the Vietnam War.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. AUTHORITY FOR AWARD OF THE MEDAL OF**
4 **HONOR TO RETIRED COLONEL PHILIP J.**
5 **CONRAN FOR ACTS OF VALOR IN LAOS DUR-**
6 **ING THE VIETNAM WAR.**

7 (a) FINDINGS.—Congress finds the following:

8 (1) While a Major in the United States Air
9 Force, Philip J. Conran demonstrated extraordinary

1 heroism in military operations against an opposing
2 armed force as Aircraft Commander of a CH-3E
3 helicopter of the 21st Special Operations Squadron,
4 56th Special Operations Wing, Nakhon Phanom
5 Royal Thai Air Base, Thailand, in action in Laos on
6 October 6, 1969.

7 (2) The military referred to Laos as “a classi-
8 fied location in Southeast Asia” until decades after
9 the Vietnam War ended when the role of the United
10 States in Laos was declassified.

11 (3) While attempting to rescue the crew of a
12 downed helicopter, Major Conran’s aircraft was hit
13 by intense hostile ground fire, yet despite the hostile
14 ground fire, Major Conran continued the rescue op-
15 eration and landed in the vicinity of the downed
16 crewmen.

17 (4) Once on the ground, he successfully evacu-
18 ated his aircraft and assumed a major role in de-
19 fending the crash site against an overwhelming hos-
20 tile force until rescue was possible six hours later.

21 (5) Major Conran repeatedly exposed himself to
22 heavy barrages of enemy automatic weapons fire to
23 extract essential equipment from the downed heli-
24 copters.

1 (6) In spite of receiving a severe leg wound
2 while exposed to enemy fire and trying to strengthen
3 their position, Major Conran continued to encourage
4 the others and did not mention his wound until he
5 had lost all feeling in his leg.

6 (7) Major Conran's decision to come to the aid
7 of his downed comrades, his heroic actions above
8 and beyond the call of duty while under severe hos-
9 tile fire, and his positive attitude throughout the or-
10 deal were instrumental in enabling the two heli-
11 copter crews and 44 friendly troops to withstand su-
12 perior odds until a rescue could be made.

13 (b) AUTHORIZATION.—Notwithstanding the time lim-
14 itations specified in section 9274 of title 10, United States
15 Code, or any other time limitation with respect to the
16 awarding of certain medals to persons who served in the
17 Armed Forces, the President is authorized to award the
18 Medal of Honor under section 9271 of such title to retired
19 Colonel Philip J. Conran Air Force for the acts of valor
20 in Laos described in subsection (a).

○



H.R.1190 - To authorize the President to award the Medal of Honor to retired Colonel Philip J. Conran of the Air Force for acts of valor in Laos during the Vietnam War.

117th Congress (2021-2022) | [Get alerts](#)

Summary(1) Text(1) **Actions(2)** Titles(1) Amendments(0) Cosponsors(0) Committees(1) Related Bills(0)

[Bill History – Congressional Record References](#)

2 results for All Actions | [Compact View](#)

☐ Actions Overview [1] ☐ All Actions Except Amendments [2] ☒ All Actions [2]

Action By

☐ House [2]

House Committees

☐ Armed Services [1]

Date	All Actions
02/18/2021	Referred to the House Committee on Armed Services. Action By: House of Representatives
02/18/2021	Introduced in House Action By: House of Representatives

CARPINTERIA LIBRARY BOARD OF TRUSTEES
5775 Carpinteria Avenue
Carpinteria, CA 93013

REGULAR MEETING AGENDA
MONDAY, APRIL 11, 2022
5:30 P.M.

1. Call to order and roll call.
2. Confirmation of legal noticing and procedural requirements of meeting.
3. Public Comment – This is the time for public comments on matters not otherwise on the agenda but within the subject matter of the Carpinteria Library Board of Trustees.
4. Approval of minutes of regular meeting held March 14, 2022.
5. Update on the Library Transition Process (verbal report).
6. New Business & Discussion
7. Adjournment.

The Carpinteria Library Board of Trustees agenda and any associated staff reports will be available on Thursday, April 7, 2022 on the City's Website: <https://carpinteria.ca.us/city-hall/agendas-meetings/>. The Carpinteria Library Board of Trustees agenda and staff reports are part of the City Council agenda for its regular meeting of April 11, 2022. Please see "[TEMPORARY ADJOURNMENT FOR THE PURPOSE OF HOLDING THE MONTHLY MEETING OF THE CARPINTERIA LIBRARY BOARD OF TRUSTEES](#)." Details and procedures on how to provide public comment and participate in the meeting through telephonic means are available on the posted City Council agenda at <https://carpinteria.ca.us/city-hall/agendas-meetings/>.

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact Brian Barrett, City Clerk at brianb@ci.carpinteria.ca.us or (805) 755-4446. Notification two business days prior to the meeting will enable the City to make reasonable arrangements for accessibility to this meeting.

CARPINTERIA LIBRARY BOARD OF TRUSTEES
5775 Carpinteria Avenue
Carpinteria, CA 93013

REGULAR MEETING MINUTES
MONDAY, MARCH 14, 2022

1. Call to order and roll call.

President Nomura called the meeting to order at 6:35 pm.

Boardmembers present: Boardmember Natalia Alarcon
Boardmember Gregg A. Carty
Boardmember Roy Lee
Vice President Al Clark
President Wade T. Nomura

Staff members present: Dave Durflinger, Chief Executive Officer
Jena Shoaf Acos, on behalf of Brownstein Hyatt
Farber Schreck, LLP acting as City Attorney of the
City of Carpinteria
Olivia Uribe Mutal, Program Manager
Jody Thomas, City Librarian

2. Confirmation of legal noticing and procedural requirements of meeting.

Program Manager Uribe Mutal acknowledged that all legal noticing and procedural requirements have been met.

3. Public Comment

There was no public comment.

4. Approval of minutes of regular meeting held February 14, 2022.

Motion by Boardmember Lee, seconded by Vice President Clark, to approve the minutes of the regular meeting held February 14, 2022. The voice vote was as follows:

AYES: Boardmember Alarcon, Boardmember Carty, Boardmember Lee, Vice
President Clark, and President Nomura
NOES: None
ABSENT: None
ABSTAIN: None

The motion carried unanimously.

5. Update on the Library Transition Process (verbal report).

City Librarian Thomas reported on the following:

- The re-barcoding of books will start tomorrow.
 - Santa Barbara Public Library will not be sharing or loaning materials with Carpinteria via holds request beginning tomorrow; however, Carpinteria will begin sharing and loaning with other Black Gold libraries.
 - There are six libraries in the Black Gold system - Paso Robles, Lompoc, Santa Maria, Goleta Valley, Santa Paula, and Carpinteria will be joining in July.
 - Carpinteria patrons can let Santa Barbara Public Library staff know they want to keep their card with Santa Barbara Public Library as long as they do so by April 13th at 5 pm.
 - Received funds dedicated to freshening the library from a grant and a private donation and staff will return to the next meeting to incorporate the funds into the City budget.
 - Made conditional offer of employment to a second librarian.
 - The new library cards are available.
6. Whether to migrate patron data to new system without outstanding balances on patron accounts.

Recommendation: To establish the Carpinteria Community Library without previously existing fines and fees.

City Librarian Thomas presented the staff report.

There was no public comment.

Motion by Boardmember Lee, seconded by Boardmember Alarcon, to direct the City Librarian to migrate patron data into the new Carpinteria Library system without outstanding balances on patron accounts. The roll call vote was as follows:

AYES: Boardmember Alarcon, Boardmember Carty, Boardmember Lee, Vice President Clark, and President Nomura
NOES: None
ABSENT: None
ABSTAIN: None

The motion carried unanimously.

7. New Business & Discussion

Boardmember Carty asked that the tour of the Veterans Hall building be rescheduled in the near future. The Library Board of Trustees agreed to hold a special meeting to tour the Vets Hall before the next regular City Council meeting on March 28th.

Boardmember Alarcon asked if the establishment of fees and fines will be brought to the Library Board of Trustees as well as the establishment of the Library Committee. City Librarian Thomas replied that the Board will review and determine the library policies including fees and fines at an upcoming meeting as well as the establishment of the Library Committee.

8. Adjournment.

President Nomura adjourned the meeting at 6:48 p.m.

Brian C. Barrett, Secretary