

Attachment 3: Transportation Policies with Coastal Commission Staff Proposed Revisions in Underline and Strikethrough

California Coastal Commission Staff Recommended Transportation Policy Revisions

TE 1: Integrated Multi-Modal Transportation System. [GP/CP]

Objectives: To create and maintain a balanced and integrated transportation system to support the mobility needs of Goleta’s residents and workforce, with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. To reduce the percentage of peak-hour person-trips that are made by automobile, minimize energy consumption, reduce vehicle miles traveled, and provide the facilities that will enable diversion of trips from automobiles to other modes of transportation. To develop, maintain, and operate a balanced, safe, and efficient transportation and complete streets system to serve all persons, all age groups, special-needs populations, coastal visitors, and activities in the community while protecting coastal and inland resources.

TE 1.1: Complete Streets. [GP/CP]

Streets shall be designed to be safe for all users and inclusive of all modes and all age groups where appropriate. The City shall apply Complete Streets design concepts to all roadway projects to the maximum extent feasible, including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.

TE 1.42: Alternative Modes. [GP/CP]

~~The City’s intent shall be to achieve a realistic and cost-effective balance between maximize the network of travel modes, including bikeways, pedestrian circulation, and bus transit.~~ The City shall facilitate and encourage the use of alternative modes of transportation, such as bus transit, bicycling, and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.

TE 1.23: Transportation and Land Use. [GP/CP]

The design of the City’s transportation infrastructure ~~and services,~~ and investments in future transportation improvements, shall ~~be supportive of~~support the buildout and land use ~~plan set forth in the Land Use Element and patterns of the GP/CLUP responsive to the transportation impacts of development located in nearby areas outside the city boundary.~~ The ~~design of and~~ improvements to Goleta’s transportation system ~~should~~shall be designed and limited to accommodate ~~not only existing conditions, but also projected growth based on the Land Use Element of this plan and planned growth~~the needs generated by development or uses permitted within the City as well as development in adjacent jurisdictions, including UCSB, the County, and the City of Santa Barbara.

TE 1.34: Improved Connectivity in Street, Pedestrian, and Bikeway Systems. [GP/CP]

In developing the future transportation system, the City will place priority on creating one or more additional non-interchange crossings of US-101 to connect the community from north to south. The intent shall be to facilitate cross-town traffic, improve bicycle and pedestrian flow and safety, and to relieve traffic congestion on cross-routes with freeway interchanges.

TE 1.45: Multi-Use Street System. [GP/CP]

The City shall emphasize geometric configurations for streets and intersections that will readily accommodate public transit vehicles and other travel modes as well as to improve traffic flows and turning movements for automobiles. The design shall be reflective of public safety, community character, and visual resources. ~~These actions shall be balanced with safety considerations and the value the community places on not widening roads and intersections to the extent that roadways would be inconsistent with desired community character.~~

TE 1.67: Development Review Alternative Transportation in New Development. [GP/CP]

~~As a condition of approval of n~~New non-residential or mixed use development projects, the City shall ~~require developers to~~ provide improvements ~~that will to~~ reduce the use of single-occupancy vehicles. ~~These, including those by employees and patrons, where feasible. Physical~~ improvements or other strategies may include, but are not limited to, the following:

- a. Preferential parking spaces for carpools.
- b. Bicycle storage, bicycle parking spaces, and shower facilities for employees.
- c. Bus turnouts and shelters at bus stops.
- d. Bicycle paths and pedestrian walkways that provide on-site circulation, including connections with neighboring developments.
- e. Other improvements as may be appropriate to the site.

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TE 3: Streets and Highways Plan and Standards. [GP/CP]

Objective: To provide a street network, including appropriate provisions for bicycles and pedestrians, that is adequate to support the mobility needs of city residents, ~~and businesses,~~ and coastal visitors while maintaining and improving safe, efficient roadways with the minimum footprint necessary to support the envisioned buildout and land use patterns of the General Plan and the certified buildout and land use patterns of the Coastal Land Use Plan.

TE 3.1: Overall Street Plan. [GP/CP]

Figure 7-2 shows the traffic circulation plan for Goleta. The map classifies the city's street system by function and identifies major intersections ~~that either have or may require signalization in the future.~~ Future street improvements shall be the minimum necessary to accommodate the existing and future traffic associated with the envisioned buildout and land use patterns of the General Plan and the certified buildout and land use patterns of the Coastal Land Use Plan and consistent with the functional classifications designated in Figure 7-2.

TE 3.2: Freeways. [GP/CP]

US-101 and SR-217 are designated as freeways for their entire length in Goleta, as shown in Figure 7-2. The rights-of-way for these routes are controlled and managed by the California Department of Transportation (Caltrans). The following policies and standards shall apply to roads designated as freeways:

a. Definition/function. A freeway is a four- or six-lane divided highway with full control of access by grade-separated interchanges at intersections. Freeways serve as the principal routes for the inter- and intrastate system of highways, carrying large volumes of high-speed traffic between regions, cities, major traffic generators, and points of interest. As the highest level of road facility, freeways are designed and managed to provide maximum service and safety for through traffic.

b. Design Standards. The following standards shall apply:

1) The number of travel lanes may vary from two to three in each direction.

2) Auxiliary lanes may be provided to allow easy access from one interchange to the next without the need for local traffic to merge into through-travel lanes.

3) Interchanges shall provide for grade separation with cross-routes; priority in signalization at the intersection of ramps with the cross-route should be given to flow of traffic on the freeway.

c. Additional Travel Lanes. One additional travel lane in each direction from Fairview Avenue west to ~~the planned new interchange at Cathedral Oaks/Hollister Avenue~~ Winchester Canyon Road may be provided in the future to create six travel lanes along the entire length of US-101 within Goleta east of Winchester Canyon Road.

d. Interchange Improvements. Appropriate operational improvements may be provided at interchanges to assure maintenance of Level of Service (LOS) standards and safety.

e. Landscaping. Freeway medians and rights-of-way shall be ~~appropriately~~ landscaped with native, drought tolerant plants to the maximum extent feasible and shall consist of non-invasive plant species. The City supports landscaping improvements that will upgrade the visual quality of the freeway corridors.

f. Viewsheds. Improvements to the freeway system shall be provided in a way that will maintain ~~existing~~ views of the ocean and mountains to the greatest extent feasible.

g. Noise Buffers. Where warranted, noise buffers may be ~~provided~~ analyzed along the US-101 right-of-way where necessary to mitigate noise impacts on adjacent residential uses. Noise buffers shall be sited and designed to protect ESHA, native trees, coastal access, and, where feasible, views of the ocean and mountains from Highway 101 and from frontage streets. Noise buffers shall be designed to be compatible with the surrounding environment and, where feasible, landscaped to screen the buffer where visible from public viewing areas, as long as the landscaping will not further impact views of scenic resources from public viewing areas at maturity.

h. US-101 and SR-217 development shall protect and improve existing pedestrian and bicycle access across each freeway to coastal areas and shall require the development of new pedestrian and bicycle accessways connecting the inland portion of the City with coastal access areas where feasible.

i. US-101 and SR-217 development shall not remove any existing bikeways, pedestrian accessways, or coastal access parking and shall not preclude the construction of any proposed bikeways, pedestrian accessways, or coastal access parking without providing comparable or better replacement facilities.

TE 3.3: Principal Major Arterials. [GP/CP]

Routes designated as ~~major~~ principal arterials are shown in Figure 7-2. The following criteria and standards shall apply to these streets:

a. Definition/Function: ~~Major~~ Principal arterials are continuous routes that carry through traffic between various neighborhoods and communities, frequently providing access to major traffic generators such as shopping areas, employment centers, recreational areas, higher-density residential areas, and places of assembly. Driveway access, especially for residential uses, to a principal arterial is generally discouraged or kept to a minimum in order to facilitate traffic flows.

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b. Access to Abutting Properties. Although established patterns of development in Goleta have created driveways along most arterial segments, access to abutting properties shall be managed to maximize safety and functionality for through traffic, including but not limited to the following characteristics:

- 1) Driveways shall have ~~sufficient~~ widths that to minimize conflicts between through traffic and turning movements.
- 2) Driveways shall adhere to safe sight-distance requirements to the extent feasible.
- 3) New development abutting major and minor arterials shall accommodate safe ingress and egress without necessitating backing movements into the arterial.
- 4) Where feasible, sharing driveways with adjoining properties is encouraged, with provision of reciprocal access easements.

Where street standards cannot be fully met and access from the arterial must be approved due to the absence of any other feasible and practicable alternative, development intensity may be reduced on the site to lessen or avoid potential traffic safety hazards and vehicular conflicts.

c. Design Standards. The following standards shall apply:

- 1) A principal ~~or major~~ arterial may be a divided or an undivided multi-lane road, with or without center median.
- 2) The maximum number of through-travel lanes shall be two lanes in each direction except for street segments between US-101 and Hollister Avenue, where the maximum number of lanes shall be three lanes in each direction.
- 3) Lane widths and intersection geometrics shall ~~be adequate to~~ accommodate transit vehicles and large trucks.
- 4) Intersections of arterials with cross-routes are provided at grade, although partial control of access may occur at some locations. Intersection controls shall give priority to traffic flow on the arterial rather than the cross-route.
- 5) Major-Principal arterials shall include facilities to accommodate pedestrians and bicycles.
- 6) At a minimum, principal major arterials shall include curbs, gutters, and sidewalks. Principal Major arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.
- 7) Parking may be provided ~~in appropriate segments~~ on either or both sides of the street.

TE 3.4: Minor Arterials [GP/CP]

Routes designated as *minor* arterials are shown in Figure 7-2. The following criteria and standards apply to these streets:

a. Definition/Function: Minor arterials serve as a secondary type of arterial street carrying local through traffic within communities, frequently providing access to shopping areas, employment centers, recreational areas, residential areas, and places of assembly. A minor arterial may connect different neighborhood areas within the city.

b. Design Standards: The following standards shall apply:

- 1) A minor arterial may be a divided or an undivided multi-lane street, with or without center median.
- 2) The number of through-travel lanes is usually one lane in each direction, although two lanes may be ~~provided~~ analyzed on particular segments, when warranted by traffic volumes.
- 3) Lane widths and intersection geometrics shall ~~be adequate to~~ accommodate transit vehicles and large trucks.
- 4) Intersections of arterials with cross-routes are provided at grade, although partial control of access may occur at some locations. Intersection controls shall give priority to traffic flow on the minor arterial rather than the cross-route, except where the cross-route is a major arterial.
- 5) Minor arterials shall include facilities to accommodate pedestrians and bicycles.
- 6) At a minimum, minor arterials shall include curbs, gutters, and sidewalks. Minor arterials may include landscaped medians and/or landscaped strips between curb and sidewalk.
- 7) Parking may be required ~~in appropriate segments~~ on either or both sides of the street.

TE 3.5: Major Collectors. [GP/CP]

Routes designated as *major collectors* are shown in Figure 7-2. The following criteria and standards apply to these streets:

a. Definition/Function: Major collectors function to collect traffic from local streets and roads and to carry that traffic to principal or minor arterials. Collectors may also link two arterials as well as collecting traffic from local streets and abutting driveways. Collectors are designed to provide access to local streets within residential and commercial areas or to connect streets of higher classifications to ~~permit~~ adequate facilitate traffic circulation.

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b. Design Standards: The following standards shall apply:

- 1) Collectors shall generally not exceed two travel lanes (one lane in each direction) and shall generally be undivided streets.
- 2) Collectors generally should not form a continuous system, so that they cannot easily be used as substitutes for arterials.
- 3) Intersections of collectors with cross-routes are provided at grade. Intersection controls shall give priority to traffic flow on the arterial rather than the collector.
- 4) Collectors shall include facilities to accommodate pedestrians and bicycles.
- 5) At a minimum, collectors shall include curbs, gutters, and sidewalks. Collectors may include landscaped strips between curb and sidewalk.
- 6) Parking may be required ~~in appropriate segments~~ on either or both sides of the street.

TE 3.6: Local Streets. [GP/CP]

All streets not specifically designated in another category shall be classified as local streets as shown in Figure 7-2. The following criteria and standards apply to local streets:

a. Definition/Function. A local street provides access to abutting individual properties and links such properties and their uses to a collector or arterial. City street standards shall ensure that local streets provide access to abutting properties and should include a variety of designs and spacing, depending on access needs. ~~Local streets are intended to serve only adjacent uses and are intended to protect residents from the impacts of through traffic.~~

b. Design Standards. The following standards shall apply:

- 1) Local streets shall be designed in a manner consistent with the character of the adjacent neighborhood and uses and any physical and environmental constraints.
- 2) In appropriate segments, full urban street standards shall be required, including curb, gutter, and sidewalks on both sides of the street. Bicycle lanes ~~should~~ shall be provided if the street is designated as a Class 2 bicycle route in the City's Bicycle Transportation Plan provided that there are no adverse impacts to ESHAs or wetlands.
- 3) Local street standards should encourage residential access points to be located on the least traveled roadway wherever there is an option.
- 4) Parking may be required in appropriate segments on either or both sides of the street.

c. Other. New multi-family residential and commercial development should not have primary access on local streets, except where there is no feasible alternative and impacts to public access are avoided.

d. Traffic Calming. The City shall emphasize the use of local streets for local access and residential traffic in order to minimize traffic noise, congestion, and other hazards to residential uses and pedestrians. Through traffic may be discouraged by a variety of methods, such as installation of traffic calming devices, provided there is involvement and support from the immediate neighborhood.

TE 3.7: Guidelines for Geometric Cross Sections. [GP/CP]

The following guidelines ~~shall~~ apply to determinations of appropriate cross sections for particular street segments, but may be adjusted, to the minimum width necessary for safety in order to protect coastal and inland resources:

- a. Travel lanes ~~should~~ have a typical width of 12 feet.
- b. Turn lanes have a typical width of 11 feet.
- c. The typical width for on-street parking is 8 feet.
- d. Center medians, where required, typically have widths of 14 feet.
- e. The typical width for a bike lane is 5 feet.
- f. The typical width for a sidewalk is 6 feet in residential areas, with a greater width in commercial areas.
- g. The typical width of a parkway or planting strip between curb and sidewalk is 6 feet.

TE 3.9: Right-of-Way Dedications and Improvements [GP/CP]

Existing and future public street rights-of-way may vary in width along different segments of individual streets within a single functional classification, ~~based upon the existing patterns of development along the various segments~~. The ~~appropriate~~ street cross section, frontage improvements, and right-of-way dedications shall be established ~~by the City Engineer when imposing conditions~~ based on site-specific

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parameters, patterns of development, and presence of ~~approval for development applications on abutting parcels.~~ resources. Dedications of right-of-way may be greater in locations where it is appropriate to secure space for utilities, street appurtenances, transit facilities, and landscaped areas.

TE 3.10: Protection of Visual Resources

Roadway improvements, including culverts, bridges or overpasses, shall be designed and constructed to protect public views and avoid or minimize visual impacts, and blend in with the natural setting to the maximum extent feasible.

TE 3.1x: Infrastructure Adaptation [GP/CP]

Transportation infrastructure and facilities shall be sited and designed in a manner that facilitates adaptation to potential long-term climate change impacts, including relocation where hazardous conditions become imminent such as risks from sea level rise.

TE 3.1x: Advance Planning for Transportation Infrastructure.

Segments of transportation infrastructure that are vulnerable or that are expected to become vulnerable to coastal hazards, including those associated with sea level rise, shall be identified in time to plan, fund, and implement adaptation projects before significant impacts to coastal resources and public safety occur. The City shall work with Caltrans and other transportation asset owners and managers to conduct such advance planning in order to avoid the need for emergency shoreline protective devices, to protect coastal resources, and to provide enough time to complete comprehensive planning and implementation processes.

TE 3.13: Recreational Resources

Roadway construction, maintenance, and repair shall be sited and designed to ensure that public access and other recreational resources are not adversely impacted.

TE 5: Planned Street and Road Improvements [GP/CP]

Objective: To identify and describe the major future improvements to the street and highway system that will be needed to accommodate the forecasted future traffic volumes, based upon the Land Use Plan, at acceptable levels of service.

TE 5.1: General [GP/CP]

Proposed major street and highway improvements are shown in Figure 7-3 and Table 7-4. Major proposed improvements are deemed necessary to maintain the City's LOS standards as set forth in this plan. Additional recommended improvements may be appropriate in the long term and are desirable to enhance Goleta's circulation system, but are not necessary to maintain LOS standards. Specific improvements will be implemented as conditions require and funding is available. The design of specific improvement projects will be determined as each project is implemented.

~~TE 5.2: Replacement of the Cathedral Oaks/Hollister Interchange [GP/CP]~~

~~The major planned projects include replacement of the Cathedral Oaks/Hollister interchange with US 101 due to deterioration of the existing overpass structure caused by reactive aggregates in the original construction. The new interchange will be relocated slightly to the east to align directly with Cathedral Oaks Road and Hollister Avenue. The new overpass structure shall include provisions for bicycles and pedestrians.~~

~~TE 5.3: Ekwill-Fowler-South Kellogg Improvements [GP/CP]~~

~~This planned major project includes construction of new segments of Ekwill Street and Fowler Street to connect these streets in a direct alignment with Fairview Avenue and with a southern extension of South Kellogg Avenue, which extends north to Hollister Avenue at its interchange with SR-217. The intent of this project is to more efficiently collect existing and future traffic from the southern portion of the Old Town area and from the Santa Barbara Airport, and to divert a portion of trips having origins or destinations in this area away from a congested segment of Hollister Avenue in Old Town between Fairview Avenue and SR-217. Related purposes of this project are to improve safety for bicyclists and pedestrians along Hollister Avenue in Old Town and to help facilitate revitalization efforts in the Goleta Old Town Redevelopment Project Area.~~

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~~TE 5.7: Connection of Phelps Road [GP/CP]~~

~~This planned project will provide a connection between the present eastern terminus of Phelps Road and Los Carneros Road to the east, aligning with the intersection of Mesa Road and Los Carneros Road. The purpose of this project is to improve LOS on Hollister Avenue, Storke Road, Los Carneros Road, and El Colegio Road by enabling traffic between western Goleta and UCSB to utilize a direct alternative route to these roads. This project will also assist with reducing future congestion at the Storke Road/Hollister Avenue intersection.~~

TE 5.9: Street Frontage Improvements [GP/CP]

These projects are intended to provide substantial operational improvements along South Fairview Avenue and the western segment of Hollister Avenue. The purposes include improvement of traffic flow, better facilities for bicyclists and pedestrians, and increased safety at intersections. A particular intent for the South Fairview Avenue improvement is to help accommodate future increases in auto travel associated with terminal expansion and growth in scheduled air carrier services at the Santa Barbara Municipal Airport.

TE 5.10: Major Intersection Improvements [GP/CP]

Improvements may be made to key intersections identified in Figure 7-3 to increase capacity and improve LOS when warranted as a result of future increases in traffic. Such improvements may include installation of controls such as stop signs or traffic signals, changes in signal timing, addition of through-travel lanes and/or dedicated turn lanes (except where limited by TE 6.5), construction of islands and/or other improvements for pedestrians, and other improvements as determined to be appropriate. Maintaining pedestrian safety and compatibility of the scale of improvements with neighborhood character shall be primary considerations in determining the appropriate improvements at individual intersections.

TE 5.11: Additional Lanes on US-101 West of Fairview Avenue [GP/CP]

This major project, identified as #11 in Figure 7-3, includes the addition of one travel lane in each direction on US-101 from Fairview Avenue west to the new interchange at Cathedral Oaks Road/Hollister Avenue. This improvement will reduce constraints created by high traffic volumes on US-101 and allow diversions of traffic from city streets to the freeway, thereby contributing to improved LOS on local streets.

TE 5.13: Storke Road Capacity Improvements-Whittier to Southern City Limits [GP/CP]

This project, identified as #13 in Figure 7-3, includes the addition of up to one lane in each direction on Storke Road south of Whittier Drive to the southern city limit. This would be accomplished by widening the roadway and/or reconfiguring the existing travel lanes.

Policy TE 6: Street Design and Streetscape Character [GP/CP]

Objectives: To ensure that the standards used for the design and development of new roadways and improvements to existing roadways reflect and support the character of adjacent development and the buildout and land use patterns of the General Plan and the certified buildout and land use patterns of the LCP. To create streetscapes that will enhance neighborhood quality.

TE 6.2 Component Features Included in Street Standards. [GP/CP]

~~The City Engineer will develop s~~Specific geometric and other design standards for street infrastructure that will safely accommodate facilities and services shall be based on site-specific parameters, patterns of development, and the presences of resources and maythat include but are not limited to the standards~~those~~ listed below:

- a. A number of travel lanes consistent with neighborhood character, the functional classification of the roadway, and forecasted traffic volumes.
- b. Accommodation of emergency and service vehicles, including garbage collection and recycling services.
- c. Sidewalks or other facilities for pedestrians.
- d. Bicycle lanes or other appropriate facilities for bicycles, where shown on the Bikeways Plan Map.
- e. On-street parking in appropriate locations.
- f. Public transportation facilities such as bus turnouts and shelters.
- g. Drainage improvements and other utilities.
- h. Landscaping, landscaped medians, planting strips, and street trees.
- i. Street lighting consistent with neighborhood character and safety considerations.

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j. Provisions for mail boxes.

k. Informational and traffic control signs.

The appropriate width of the rights-of-way for individual street segments will be based upon the existing conditions and constraints along each segment (see also TE 3.9).

TE 6.3 Drainage. [GP/CP]

New transportation facilities and improvements ~~should~~ shall be sited and designed in a manner that ~~minimizes impacts on natural drainage patterns and~~ protects ESHA, streams, drainage courses, and water quality ~~while accommodating transportation needs~~. Where feasible, roadway projects should include drainage improvements to reduce erosion and polluted runoff.

[Note: This subpolicy was amended by the City since the last Coastal Commission staff review.]

TE 6.4 Streetscape Amenities. [GP/CP]

Street design standards should incorporate appropriate pedestrian and neighborhood-enhancing elements in roadway design based on the density of development and the type of roadway. These elements may include wider sidewalks, separated sidewalks, planting strips, landscaped medians, benches, street trees, and pedestrian-oriented streetlights.

TE 6.8 Street Lighting. [GP/CP]

Street lighting shall be provided in keeping with neighborhood character and consistent with the policies of the Conservation Element, based upon the following criteria:

- a. Enhancement of pedestrian and vehicular safety.
- b. Existing and projected traffic volumes.
- c. Location of school or transit stops.
- d. Proximity to higher-intensity land uses.
- e. Proximity to nearest intersection.
- f. Proximity to residences.
- g. Other relevant state, federal, local, or utility design requirements.

TE 7: Public Transit (Bus Transportation). [GP/CP]

Objectives: To support the efforts by Santa Barbara Metropolitan Transit District (MTD) and other transit providers to sustain and expand the bus transit system to serve the needs of local and regional commuters, the transit-dependent population, coastal visitors, and other users in a convenient, reliable, and efficient manner. To increase bus ridership levels in order to reduce peak-period automobile trips and vehicle miles traveled on area roadways.

TE 7.1: Transit Network. [GP/CP]

~~The existing (2005) bus route network is shown in Figure 7-4, along with certain proposed future facility improvements.~~ The City supports efforts by MTD and other transit providers to develop and maintain convenient, efficient, and reliable bus transit services in the city and in the Goleta Valley area.

TE 7.2: Linkage between Transit Services and Land Use. [GP/CP]

The City shall work with MTD and other transit providers to ensure that local transit routes within the city offer convenient, reliable, and efficient service to meet the needs of the following uses:

- a. Goleta Valley Cottage Hospital and nearby medical facilities.
- b. Schools, (especially high schools and middle schools), but also including day care and after-school programs.
- c. UCSB.
- d. Local public services, including City Hall and the Goleta Public Library.
- e. Retail commercial centers, including the Hollister Corridor and the Calle Real commercial areas.
- f. Employment centers along the central Hollister Corridor area.
- g. Existing and planned higher density residential areas near the Hollister Corridor.

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- h. Community, recreation, and cultural centers.
- i. Larger community parks, particularly those with sports fields, and open space areas.
- j. Visitor-serving uses.

TE 7.12: Transit Amenities in New Development. [GP/CP]

~~The City shall require new~~ New or substantially renovated development ~~to~~ along bus routes shall incorporate appropriate measures to facilitate and enhance transit use, such as integrating bus stop design or improving existing transit facilities with the design of the development. Bus turnouts, comfortable and attractive all-weather shelters, lighting, benches, secure bicycle parking, and other appropriate amenities shall be incorporated into development, when appropriate, along Hollister Avenue and along other bus routes within the city. ~~Existing facilities that are inadequate or deteriorated shall be improved or upgraded where appropriate and feasible.~~

TE 9: Parking. [GP/CP]

Objectives: To ensure that an adequate amount of parking is provided to accommodate the needs of existing, new, and expanded development, with convenient accessibility and attention to good design. To assure that on- and off-street parking is responsive to the varying and unique needs of individual commercial areas and residential neighborhoods. To ensure that parking is managed and provided in new development sufficient to avoid negative impacts to public coastal access and all other recreational uses throughout the City.

TE 9.3: Parking in Residential Neighborhoods [GP/CP]

~~Any proposed new or~~ New development and expanded use in residential areas shall provide ~~adequate onsite~~ off-street parking ~~to support~~ spaces on the ~~use. Adequate subject site adequate to serve the demand generated by the new development in order to: avoid displacement of public parking shall be provided to minimize spaces that are accommodating parking for public access and recreation; avoid~~ the need for private parking in public rights-of-way; and ~~to~~ avoid spillover of parking onto adjacent uses and into other areas. The existing supply of on-street parking spaces shall be preserved to the maximum extent feasible. Removal of existing on-street parking spaces that serve coastal recreation users shall be consistent with TE 9.8. Off-street parking for proposed new single-family dwellings in all residential use categories shall be provided in enclosed garages. Driveway aprons in single-family residential neighborhoods shall have sufficient widths and depths to allow parking of two standard-sized vehicles in front of the garage.

TE 9.4: Parking within ~~Commercial and Industrial~~ Nonresidential and Mixed Use Areas

The following standards shall apply to parking within nonresidential areas:

- a. ~~An adequate number and appropriate type~~ New development and intensifications in use of nonresidential and mixed use developments shall provide parking ~~spaces shall be provided~~ on site ~~for new development or changes of use in commercial, business park, and other industrial areas.~~ sufficient to serve the parking demand generated by the approved use(s) to:
 1. Avoid impacts to public parking available for coastal access and recreation;
 2. Avoid the need for private parking in public rights-of-way; and
 3. Avoid spillover of parking onto adjacent uses and into other areas.
 - b. ~~Supplemental~~ Businesses shall actively manage on-site parking facilities to ensure that on-street public parking providing public coastal access is not displaced. This may include supplemental satellite parking facilities ~~are encouraged for large employers to prevent spillover parking into neighboring areas.~~
 - c. In determining the adequacy of proposed parking for new or substantially modified development, the City may consider proximity to transit facilities and the provisions of a ~~TMP~~ transportation management plan where it is demonstrated that the plan's measures will sufficiently reduce the demand for onsite parking.
 - d. Electric charging stations shall be provided consistent with the California Green Building Standards Code.
- ~~ed.~~ Conditions of approval for large nonresidential or mixed use projects may include a requirement to prepare a ~~TMP~~ transportation management plan that includes monitoring of parking lot utilization and measures that will be implemented in the event that the supply of onsite parking spaces is inadequate.
- ~~fe.~~ Provision of large amounts of excess parking is discouraged, except that surplus landscaped areas may be identified and reserved for future expansion of parking areas if warranted by future conditions.
 - ~~gf.~~ Compact parking spaces and 90-degree parking stalls are discouraged in parking lots serving high-turnover uses, such as (but not limited to) retail commercial centers.

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TE 9.7: Shared (Joint Use) Parking. [GP/CP]

The ~~City's new Zoning Code~~ City shall ~~include provisions to allow consideration and approval of proposals for~~ encourage shared parking for multiple uses on a single site and/or adjacent sites where some proposed uses have peak demand in the daytime while the peak demand for other uses is in the nighttime hours. The intent shall be to promote efficient use of parking areas and to reduce the amount of paved or impervious surfaces. Shared parking shall be monitored and managed, where applicable, in order to avoid impacts to public coastal access and all other recreational uses throughout the City

TE 9.8: Public Coastal Access Parking Mitigation. [GP/CP]

Restrictions on or elimination of existing on-street public parking for coastal access shall not be permitted unless mitigation is provided or it is demonstrated that such restrictions or elimination will not adversely impact public coastal access. Mitigation shall consist of a comparable number of replacement parking spaces in the immediate vicinity, except where such parking is infeasible and alternatives are found to provide an equal benefit. Such alternatives include, but are not limited to, shuttle service to the immediate area and permanent dedicated coastal access parking nearby.

Policy TE 10: Pedestrian Circulation [GP/CP]

Objective: To encourage increased walking for recreational and other purposes by developing an interconnected, safe, convenient, and visually attractive pedestrian circulation system.

TE 10.1: Pedestrian System Map [GP/CP]

Figure 7-5 depicts the various locations that are planned to serve as pedestrian pathways, including sidewalks within public street rights-of-way, trails, parks, open spaces, and beaches. The map identifies locations of proposed improvements to the pedestrian circulation system, particularly where there are missing links in the existing system as of 2005.

TE 10.4: Pedestrian Facilities in New Development. [GP/CP]

Proposals for new development or substantial alterations of existing development shall be required to include pedestrian linkages and standard frontage improvements and shall not displace existing pedestrian paths unless a comparable replacement is provided. These improvements may include construction of sidewalks and other pedestrian paths, provision of benches, public art, informational signage, appropriate landscaping, and lighting. In planning new subdivisions or large-scale development, pedestrian connections should be provided through subdivisions and cul-de-sacs to interconnect with adjacent areas. Dedications of public access easements shall be required where appropriate.

Policy TE 11: Bikeways Plan [GP/CP]

Objective: To encourage increased bicycle use for commuting and recreational purposes by developing an interconnected circulation system for bicycles that is safe, convenient, and ~~within a~~ visually compatible with the character of the surrounding areas ~~attractive environment~~.

TE 11.1: Bikeways Plan Map. [GP/CP]

Figure 7-6 identifies the locations of planned Class I, II, and III dedicated bike paths and local streets that are intended to serve as bike routes. The bikeways plan is intended to establish a safe, interconnected system of bikeways that is linked to walkways and trails to meet existing and anticipated mobility needs of residents for nonmotorized transportation. The plan includes links with existing and proposed bicycle routes in adjacent jurisdictions to interconnect with the regional system of facilities.

TE 11.3: Design Guidelines. [GP/CP]

The City shall formulate design guidelines that establish standards for construction and maintenance of bikeways. Bikeways should be ~~constructed on both sides of the street and~~ incorporated into roadway and bridge projects located along planned bicycle routes. Where space allows, Class I bicycle lanes shall be the development priority over Class II and III lanes. Existing bike lanes shall not be removed to add traffic lanes unless bike lanes of the same or higher classification will be replaced as part of the roadway improvements.

TE 11.4: Facilities in New Development. [GP/CP]

Bicycle facilities such as lockers, secure enclosed parking, and lighting shall be incorporated into the design of all new development to encourage bicycle travel and facilitate and encourage bicycle commuting. Showers and changing rooms should be incorporated into the design of all new development where feasible. Transportation improvements necessitated by new development ~~should~~ shall

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provide onsite connections to existing and proposed bikeways.

TE 15: Regional Transportation [GP/CP]

Objective: Participate in developing regional transportation solutions to expand multimodal choices for local citizens, make the highway system more efficient while minimizing vehicle miles traveled, improve regional bus service, consider potential commuter rail service, and create an interconnected system of bicycle routes and trails.

TE 15.1: Intercity Travel. [GP/CP]

The City shall coordinate with and participate in partnerships with Santa Barbara County, the City of Santa Barbara, Caltrans, MTD, SBCAG, UCSB, and other agencies to provide adequate facilities for commuter travel, including auto, bus, and rail systems, to serve intercity travel demand. Joint efforts may include transportation improvements outside Goleta that serve intercity travel, such as freeway improvements, park-and-ride lots, express commuter bus services, commuter rail services, and demand-management measures to reduce intercity vehicular travel.

TE 15.5: Regional Transportation Planning [GP/CP]

The City of Goleta shall actively participate with other jurisdictions in Santa Barbara County and the south coast area in planning to improve local and regional transportation systems and choice, particularly where such partnerships will increase the likelihood of obtaining funding. These jurisdictions include Caltrans, SBCAG, MTD, UCSB, Cities of Santa Barbara and Carpinteria, the Santa Barbara County Congestion Management Agency, and others. These efforts may include:

- a. Improvements to US-101, including possible extension of three lanes to ~~the Hollister Avenue/Cathedral Oaks interchange~~ Winchester Canyon Road.
- b. Freeway interchange improvements.
- c. Improvements to regional arterial routes, particularly routes parallel to US-101 such as Hollister Avenue and Cathedral Oaks Road.
- d. Routes that provide access to UCSB and Santa Barbara Municipal Airport.
- e. Improved and expanded regional and local bus service for commuters.
- f. Creation of a Transportation Center in Goleta to improve connectivity of various modes and bus routes.
- g. Study potential for commuter rail on the UPRR tracks between Goleta and Ventura County.
- h. SR-217 adaptation to sea level rise and coastal hazards to avoid the need for emergency shoreline protection and to protect coastal resources, including public access.

TE 15.X Environmental Justice Planning.

The City shall work with local stakeholders to identify vulnerable populations and environmental justice communities – including low-income communities, communities of color, California Native American Tribes, and other historically marginalized communities – that rely upon transportation infrastructure and/or live near existing highways or proposed sites for highway development. Meaningful engagement of such communities in the transportation and adaptation planning process shall be prioritized.

TE 15.X Environmental Justice Impacts.

The City shall evaluate cumulative impacts to environmental justice communities from proposed highway plans and projects, including project alternatives, and evaluate whether adaptation proposals will result in inequitable distribution of benefits and burdens. The City shall choose a final project plan or design that incorporates measures to avoid or mitigate project burdens in environmental justice communities to the maximum extent feasible.

TE 15.X California Coastal Trail.

Consideration shall be provided for the maximum connectivity and continued functionality and utility of the California Coastal Trail in transportation and adaptation projects. Planning for trail alignments should anticipate the effects of sea level rise to ensure continued public access and connectivity near the shoreline, including potential inland relocation over time. Opportunities for partnering with public agencies and other stakeholders shall be fully explored in the development of Coastal Trail plans.

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TE 15.X Emergency Evacuation Routes.

Where transportation infrastructure functions as part of emergency evacuation routes, the City should coordinate with Caltrans to develop contingency plans and alternative routes to utilize when that infrastructure is inoperable due to coastal flooding and/or erosion, in coordination with relevant emergency response planners.