



Planning and Development Department

Office of Long Range Planning

Transmittal Memo

DATE: Wednesday, January 28, 2009

TO: GVPAC Members

FROM: Derek Johnson, Deputy Director
David Lackie, Planner *DJ*
Erika Leachman, Planner

CC: 2nd Supervisorial District Office
John McInnes, Director Office of Long Range Planning

SUBJECT: GVPAC Meeting #8: Mobility and Transportation in the Goleta Valley

The items listed below have been included as part of the meeting materials for GVPAC meeting on Tuesday, February 3, 2009

1. **Meeting Agenda:** Please see the attached agenda for the Tuesday, February 3, 2009. For details, please see discussion of agenda items below. **(Attachment 1, P.1)**
2. **Draft Meeting Minutes:** Staff has provided draft meeting minutes from the January 21, 2009 GVPAC Meeting for review and approval. **(Attachment 2, P.5)**
3. **Draft Workshop Minutes:** Staff has provided draft workshop minutes from the January 24, 2009 GVPAC Goleta Valley Van Tour for review and approval. **(Attachment 3, P.11)**
4. **Tentative Long Term GVPAC Meeting Schedule:** An updated long term schedule has been provided for review. **(Attachment 4, P.19)**
5. **Reference Map Packet:** As we begin to look critically at the transportation networks in the Goleta Valley, it may be helpful to refer to the following basic maps: **(Attachment 5, P.25)**

Goleta Valley Intersection Level of Service (LOS) Definitions and Map (P.27): This chart and map may be helpful in understanding where and how intersections are affected by automobile transportation.

Goleta Valley Bus Transit Routes Map (P.29): This map was prepared by Planning and Development based on the Metropolitan Transit District's (MTD) existing route plan and schedule. It may be helpful in identifying both key transit nodes and areas that are not serviced adequately by public transportation.

Goleta Valley Bicycle Element Route Definitions and Map (P.30): This chart and map indicate both existing and proposed Class I, II, and III bicycle paths. It may be helpful in identifying both key transit nodes and areas that are not serviced adequately by non-motorized vehicle infrastructure.

- 6. Introduction to Multi-Modal Transportation Planning (P.32):** This paper provides a general preface for the GVPAC discussion of mobility in the Goleta Valley. It defines common terms, compares trends in traditional and multi-modal transportation planning, explains the use of a variety of mobility terms and measurements, such as level of service and roadway capacity, and qualifies the many modes of transportation available to people with regard to social equity, environmental protection, and economic viability. Please review this article in preparation for our upcoming discussion of mobility and transportation in the Goleta Valley.

February 3, 2009 Agenda

The following provides additional detail for selected agenda items, as labeled.

Community Plan Discussion: Public Services and Facilities (Item #4)

This item continues the discussion of existing public services and facilities serving the Goleta Valley by addressing mobility and transportation issues. The GVPAC will consider how people living both regionally and locally get from where they live to the services they need, including employment, commercial areas, schools, and recreation, and consider how these patterns are affected by long range land use decisions. The presentation will include details regarding existing plans, current trends, and important issues related to multi-modal transportation infrastructure development and maintenance, mass transit-oriented community planning and design, and linkages with low-impact, well-connected sustainable communities.

The GVPAC will be receiving both technical and theoretical details about modern transportation planning practice and trends in local commutes and mobility. These details are intended to aid in the identification of changes and improvements needed in the Goleta Valley to support a successful and equitable multi-modal transportation system. Please review the Attachment 6 of this packet for a brief introduction to multi-modal transportation planning.

In preparation for this discussion, please consider the following principles and goals from the GVC 20/20 Vision Document and the 1993 Goleta Community Plan.

GVC 20/20 Vision Statement: (GVC pages 6 and 11)

We are a community with a well-planned, safe, and efficient system of transportation. We have made the transition from being a one person-in-a-car, automobile-centric community to one where there are equal opportunities to bike, walk or use public transit.

We are a safe community.

Goal #1: Reduce demand for car travel by improving alternative forms of transportation.

Goal #2: Provide for safe connectivity of modes of transportation to each other and to the places people need to go.

Goal #3: Provide for strategically located local improvement projects.

Goal #4: Encourage increased employer support of “Transportation Demand Management,” meaning ways to reduce traffic congestion (e.g., flex-hours, telecommuting and alternative modes of travel).

Goal #5: Improve pedestrian, bicycle and automobile safety in neighborhoods.

1993 Goleta Community Plan Principles: (reformatted GCP pages 17 and 150)

To ensure that transportation planning is consistent with land-use planning.

To ensure that public facilities and infrastructure be planned which will service the residents and workers of Goleta at acceptable levels.

To ensure that air quality planning is consistent with land use planning.

Public Facilities and Services Super Element Goal: Promote improvements in Circulation, Parking and Other Public Facilities and Services for Commercial, Industrial and Residential Areas for the Benefit of the Entire Community.

Goal CIRC-GV-1: The County Shall Allow Reasonable Development of Parcels Within the Community of Goleta Based Upon the Policies and Land Use Designations Adopted in this Community Plan, While Maintaining Safe Roadways and Intersections.

Goal CIRC-GV-2: The goal of the priority transportation improvement projects is to complete crucial roadway links to divert traffic from currently overburdened roads and congested intersections, to add turn lanes to the most impacted intersections, to provide pedestrian/bike overcrossings over US Hwy. 101 and associated segments of the Class I bike path system in order to access major employment areas and the Old Town, and to provide the most important pilot electric shuttle routes along with improvements to express bus and clean air service.

Also, in preparation for this presentation and discussion, please read the following selected chapters of the Goleta Community Plan:

1. III.H: Traffic, Circulation and Parking

Following the presentation, the GVPAC will have to opportunity to discuss linkages between these topics and the capabilities of land use planning in the Goleta Community Plan. The following focus questions are provided to aid in discussion. Please consider these questions prior to the meeting and feel free to generate additional questions for staff and the GVPAC to augment the discussion.

1. How can land use planning in the Goleta Community Plan best result in multi-modal transportation options for Goleta Valley residents?
2. What land use patterns and components in the Eastern Goleta Valley tend to enhance or minimize options for multi-modal mobility?

3. How best and where can land use planning in the Goleta Community Plan realize improvements and connections to reduce vehicle miles traveled and single-passenger auto trips in the Goleta Valley?
4. How can transportation planning ensure equitable mobility opportunities for all members of the community?

Goleta Valley Van Tour: Post-Tour Debrief and Discussion (Item #5)

During the Goleta Valley Van Tour held on Saturday, January 24, 2009, the GVPAC, staff, and interested community members viewed and discussed areas of interest throughout the Eastern Goleta Valley. During these discussions, broad topics, such as roadway connectivity, residential land use and design, parks and recreation planning, and watershed planning, were raised and connections were made between land use designations in the Goleta Community Plan and the built and natural environment we see today. This item will provide the opportunity for the GVPAC and the public to discuss these broad topics and make conclusions, observations or suggestions based on what was seen, heard, felt, and discussed during the van tour.