

MOBILITY, CIRCULATION, AND PARKING

FOCUS QUESTIONS

What do you like about Mobility, Circulation, and Parking in the Eastern Goleta Valley?

What needs to be improved about Mobility, Circulation, and Parking in the Eastern Goleta Valley?

What are the goals for Mobility, Circulation, and Parking?

The following list includes, but is not limited to, opportunities that have been discussed by the GVPAC during the planning process and are available for your consideration:

1. Sustainable Transportation Options
2. Alternative Transportation: Sidewalks, Bikepaths, Mass Transit etc.
3. Intersection and roadway improvements
4. Streetscape and Transportation Corridors
5. Air Quality and Greenhouse Gases
6. Child-, Pedestrian- and Bicyclist- friendly/safety oriented neighborhood design
7. Safe routes to schools
8. Enforceable speed limits

Mobility and Transportation
Goleta Community Plan Principle

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

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

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

Goals:

Public Facilities and Services Super Element Goal: Provide improvements in Circulation, Parking and Other Public Facilities and Services for Commercial, Industrial and Recreational Areas for the Benefit of the Local Community.

Local Goal 1: The County shall ensure the development of transit within the Community of Goleta based upon the Public and Land Use Designations adopted in the Community Plan. Other

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Mobility and Transportation
GVC 20/20 Vision Statement:

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

Goals:

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

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

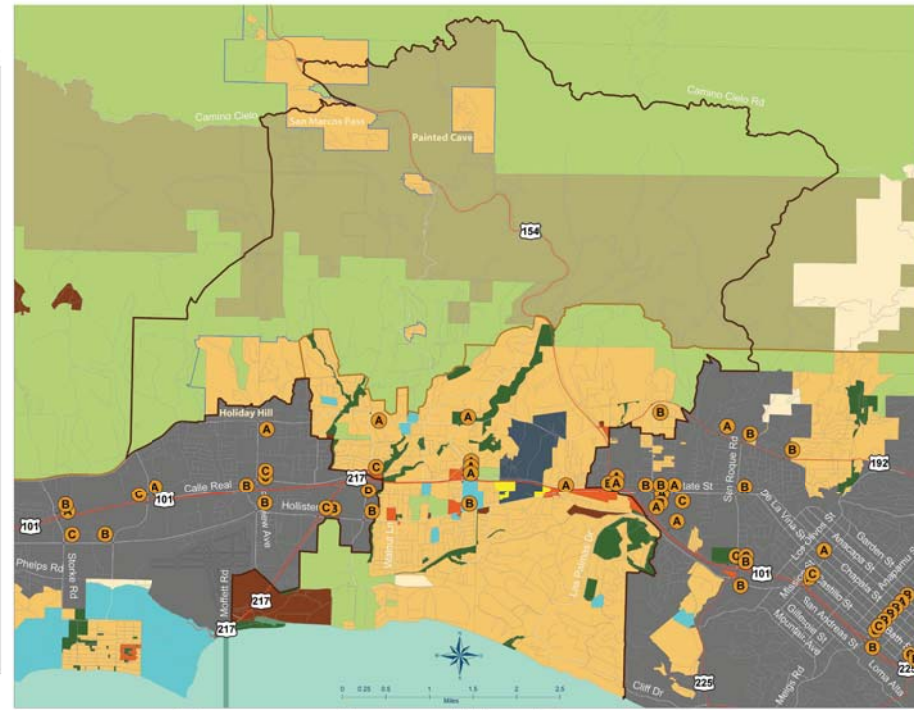
Goal #3: Provide strategically located local improvement projects.

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

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

Legend

- Eastern Goleta Valley
- Urban/Rural Boundary
- EDRN
- Car-Free Routes
- SB County Bus stops
- Existing and Proposed Trails
- Existing and Proposed Bikeways
- Regional Highways
- Hwy 101 Buffer (500ft)
- Roadways
- Parks
- Land Use Designations
- Agriculture
- Commercial
- Community Facility
- Educational Facility
- Industrial
- Institutional
- Mountainous Area
- Open Lands
- Recreation
- Residential
- Transportation Corridor
- Utility



GENERAL LAND USE DESIGNATIONS
Eastern Goleta Valley



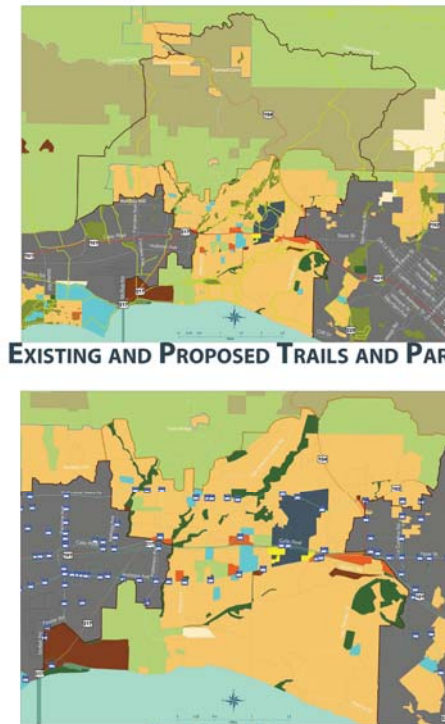
CALLE REAL HWY COMMERCIAL



TURNPIKE T-BONE



UPPER STATE ST BOWTIE



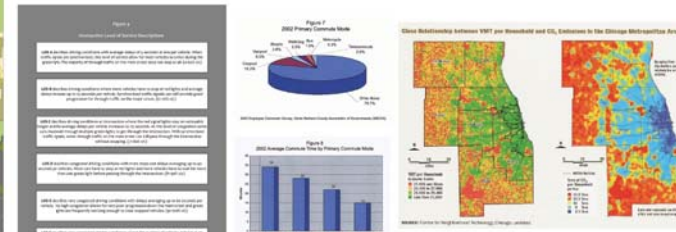
EXISTING AND PROPOSED TRAILS AND PARKS



EXISTING AND PROPOSED BIKEWAYS

CAR-FREE ROUTES:
Bus Lines, Bus Stops, and AmTrak

Roadways and Commuters: LOS -ADT- VMTs



Multi-Modal: Bikes, Peds, Mass Transit, Cars...

Bikeway Classifications

Class I: Bike Path
Class II: Bike Lane
Class III: Bike Route

Streetscape Planning

Sidewalk Design Guidelines

Roadway Safety Improvements

How and where do you want the goals to be achieved?

The following list includes, but is not limited to, planning tools that have been discussed by the GVPAC during the planning process and are available for your consideration:

1. Transit-Oriented Development (TOD)
2. Walkable neighborhoods connecting residents with needed services
3. Compact urban design locating new residences near existing services and transportation nodes/corridors
4. Bicycle Boulevards
5. Class I, II, III bikepath network
6. Increasing connectivity of roadways by removing barriers, such as gates, road blocks, dead ends, etc.
7. Streetscape, median and public space improvements
8. Underground and Off-street parking requirements
9. Passive traffic calming, such as streetscapes, curb cuts, bulb outs, medians, etc.
10. Active traffic calming, such as roundabouts, speed tables, speed bumps, speed humps, signals, stop signs, etc.
11. Land Use Designation changes (i.e. highway commercial to neighborhood commercial, etc.)
11. Other

Goleta Valley Planning Advisory Committee [GVPAC]
Community Planning Workshop
Saturday, July 11, 2009



Planning and Development Dept.
Office of Long Range Planning
County of Santa Barbara

GVPAC Community Workshop Plan

Mobility, Circulation, and Parking

Materials	References	Maps/Graphics	What are the Goals for...	Planning Tools	Focus Questions
Pens Paper Easel(s) Barebones Table Map for notes LOS Diagram Bike Classifications Diagram VMTs/ADTs Diagram GVC vs. GCP Walkability/Bikability Transparency Green Transportation Heirarchy Magnets CO2 Emission Chart SBCAG VMT Charts	GCP TransportationChapters	Bikeways, Roadways (deadends indicated), and MTD Map	<ol style="list-style-type: none"> 1. Sustainable Transportation Options 2. Alternative Transportation: Sidewalks, Bikepaths, Mass Transit etc. 3. Intersection and roadway level of service/traffic congestion 4. Streetscape and Transportation Corridors 5. Air Quality and Greenhouse Gases 6. Child-, Pedestrian- and Bicyclist-friendly/safety oriented neighborhood design 7. Safe routes to schools 8. Enforceable speed limits 	The following list includes, but is not limited to, tools that have been discussed by the GVPAC during the planning process and are available for your consideration: <ol style="list-style-type: none"> 1. Transit-Oriented Development (TOD) 2. Walkable neighborhoods connecting residents with needed services 3. Compact urban design locating new residences near existing services and transportation nodes/corridors 4. Bicycle Boulevards 5. Class I, II, III bikepath network 6. Increasing connectivity of roadways by removing barriers, such as gates, road blocks, dead ends, etc. 7. Streetscape, median and public space improvements 8. Underground and Off-street parking requirements 9. Passive traffic calming, such as streetscapes, curb cuts, bulb outs, medians, etc. 10. Active traffic calming, such as roundabouts, speed tables, speed bumps, speed humps, signals, stop signs, etc. 11. Land Use Designation changes (i.e. highway commercial to neighborhood commercial, etc.) 11. Other 	Which neighborhoods are well connected by adequate, safe, and attractive roadways, bikeways, sidewalks, and other multi-modal transportation facilities in the Eastern Goleta Valley? Which neighborhoods have potential to be better connected, safe, and more attractive through improvements to roadways, bikeways, sidewalks, and other multi-modal transportation facilities in the Eastern Goleta Valley? What goals should be included in the updated Goleta Community Plan for mobility, circulation, and parking? Which planning tools would you like to see used to realize the goals for improved mobility, circulation and parking in the updated Goleta Community Plan?

GOLETA VALLEY COMMUNITY SURVEY Results Summary by Land Use Topic

MOBILITY, CIRCULATION AND PARKING

please indicate on a scale of 1 to 7 how important it will be for the County of Santa Barbara to consider in its plans for the future of the Eastern Goleta Valley.

	Favorable Rating	Neutral	Unfavorable Rating	DK/NA
Reducing roadway congestion by improving traffic flow and municipal transportation systems.	53%	38%	8%	0%
Improving streetscapes, parks, and public spaces.	48%	44%	8%	0%
Improving air quality and greenhouse gas emission levels.	52%	34%	13%	1%

please indicate if the County is doing an excellent job, a good job, only a fair job, or a poor job.

	Excellent Job	Good Job	Fair Job	Poor Job	DK/NA
Enhancing the character and identity of the Eastern Goleta Valley.	4%	19%	37%	25%	15%
Limiting traffic congestion.	3%	24%	40%	25%	7%

please indicate whether you think over the next 10-20 years the County will need a lot more, some more, a little more, or no more of that building type.

	Favorable	Somewhat Favorable	Somewhat Unfavorable	Unfavorable	DK/NA
Sidewalks, bikelanes, bikepaths.	43%	27%	19%	9%	1%
Roadways, intersections widening.	12%	26%	32%	28%	2%
Streetscape improvements.	25%	35%	30%	8%	2%
Bus Routes and frequency.	34%	33%	22%	9%	3%
Parking lots and spaces.	3%	15%	35%	44%	2%

please indicate if you strongly support, somewhat support, somewhat oppose, or strongly oppose the goal for the future of the Eastern Goleta Valley.

	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	DK/NA
Constructing dedicated bikepaths to encourage bike usage and promote safety.	63%	25%	6%	4%	1%
Constructing roadway connections and intersections to increase connectivity in the local transportation network.	27%	39%	20%	9%	5%
Constructing sidewalk connections.	41%	39%	11%	6%	4%
Constructing new and improved opportunities to travel from areas north of Hwy 101 to areas south of Hwy 101 using cars, bikes, pedestrian facilities, and buses.	38%	37%	14%	7%	3%
Installing streetscapes, including landscaping, street trees, benches, planter boxes, public art, signage, lighting, etc.	34%	43%	15%	6%	2%
Implementing traffic calming devices and programs.	21%	27%	20%	23%	8%
Redesigning Hollister Ave to support local car, bicycles, pedestrian, and bus traffic to serve the local community and neighborhoods.	36%	37%	15%	9%	3%
Redesigning Hollister Ave to support regional car and bus traffic to serve as an east-west alternative to Hwy 101 and Hwy 192/Foothill Routes.	15%	27%	22%	29%	5%

