



TO: Planning Commissioners

FROM: Peter Imhof, Planning and Environmental Review Director

CONTACT: Charles W. Ebeling, Public Works Director
James Winslow, Senior Project Engineer

SUBJECT: Goleta Bicycle and Pedestrian Master Plan Adoption

RECOMMENDATION:

Adopt Resolution 18-___, entitled "A Resolution of the Planning Commission of the City of Goleta, California, Recommending that the City Council Adopt the City of Goleta Bicycle and Pedestrian Master Plan" (Attachment 1).

BACKGROUND:

The City's General Plan/Coastal Land Use Plan (GP/CLUP) Transportation Element (TE 11.2) and Implementation Action (TE-IA-6) states that the City shall periodically prepare and adopt a Bicycle Transportation Plan (BTP) that addresses the required elements that comprise a BTP, as identified in Section 891.2 of the California Streets and Highways Code. The GP/CLUP states that the BTP shall be regularly reviewed and updated to respond to changing conditions and needs. The City uses the BTP as a reference document to support securing future grant funding for capital projects.

In February 2005, the City adopted an Interim BTP. This plan was essentially an administrative update of the County of Santa Barbara's original 1999 Bikeway Master Plan. No new significant projects were proposed in this interim plan and the plan met the California Streets and Highways Code requirements. In December 2009, the City amended the 2005 Interim BTP, essentially adding the Hollister Avenue Class I Facility to the list of proposed priority projects. City Council has not revisited the BTP since the 2009 amendment.

A Bicycle and Pedestrian Master Plan (BPMP) (Plan) for the City of Goleta is listed in both the Santa Barbara County Association of Governments' (SBCAG) 2040 Regional Transportation Plan/ Sustainable Communities Strategy and the Regional Active Transportation Plan. This BPMP will replace the current Interim BTP (adopted in 2005; amended in 2009), fulfill the requirements of the GP/CLUP and the California Streets and Highways Code, and provide a clear strategy to the City for future projects. The BPMP

combines bicycle and pedestrian components into one master planning document, thereby incorporating pedestrian modes of travel into a document that previously focused only on bicycle modes of travel. This format is more in keeping with the Complete Streets philosophy of planning for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the City.

The BPMP lists future bicycle and pedestrian projects, identifies gaps in the network, provides recommended infrastructure improvements, and identifies barriers to regional bikeway connectivity. These gaps and barriers can significantly affect the community's access to bike lanes, places of employment, and transit centers. The BPMP also incorporates the new Caltrans Active Transportation Plan requirements for active transportation plans, which expands upon the previous California Streets and Highways Code Section 891.2 by adding six new requirements for active transportation plans to be compliant with the Complete Streets Act, AB 1358 (Chapter 657, Statutes of 2008) and be competitive for funding (Attachment 2).

On April 9, 2018, Public Works presented its second update on the BPMP to the Planning Commission. The presentation included a review of the BPMP Vision and Goals, SGC grant objectives, current status, outline of the draft chapters, and next steps. Public Works, Planning and Environmental Review, and the consultant (Project team) continued to refine and edit the draft chapters 1-6, refining the vision statement, and editing the policies. Public Works continued to coordinate the work closely with the designs for the Hollister Complete Streets Plan and Old Town Sidewalk Improvement Project. A table outlining the history of Council and Public Works actions, meetings, and public meetings is provided as Attachment 3.

The BPMP is funded through two grants – a State Department of Conservation, Division of Land Resource Protection, Strategic Growth Council Sustainable Communities Planning Grant (Sustainable Communities Planning Grant) in the amount of \$203,415 and a local Measure A Grant in the amount of \$73,350.

DISCUSSION:

Public Works is presenting the BPMP to the Planning Commission for review and adoption. The final version is based on input from the consultant, Public Works, Planning and Environmental Review, Public Relations departments, the Technical Advisory Committee (TAC), and public comments. This is the penultimate step in the City's adoption of its first BPMP as outlined in the GP/CLUP Transportation Element 11.2 and TE-IA-6.

The main purpose of the City's BPMP is to encourage the development of an integrated bicycle and pedestrian system throughout the City of Goleta with connections to other regional bike systems. The existing Interim BTP does not include an updated list of projects, current next generation mobility planning, or a formal pedestrian planning component. It does not meet the current Caltrans Active Transportation Plan guidelines. The BPMP incorporates these items, as well as the current status, public outreach, and

policies, into a final planning document. In developing the BPMP, the TAC team developed a draft Vision Statement and employed the goals and objectives identified in the Sustainable Communities Planning Grant (listed below).

The City's General Plan Vision Statement (from the *General Plan/Coastal Land Use Plan*, p. 1-2, *bullet no. 13*) states the following:

Goleta's Vision: The Good Land.

This General Plan/Coastal Land Use Plan builds on Goleta's current distinguishing qualities and character by envisioning the future city as a community:

- Where all forms of transportation, including walking, bicycling, bus transit, and automobile, operate efficiently and safely.

Building upon this vision from the General Plan, the TAC team developed a BPMP draft Vision Statement.

To support Goleta's long-term vitality, the City envisions a future where transportation choices for people of all ages and abilities help sustain and improve Goleta's healthy, active, family-friendly, outdoor lifestyle and provide access to jobs, schools, and recreation. This is envisioned through well-connected, safe, accessible bikeways and pedestrian thoroughfares that provide equitable benefits to all road users.

The BPMP goal will be accomplished using the following four key elements:

- 1) Identifying gaps and barriers, both perceived and actual, in the existing network where high priority routes are disconnected;
- 2) Developing a metric and methodology for prioritizing alternative transportation projects including identifying the need in disadvantaged communities such as Old Town, family friendly routes, and a tiered bicycle network that would serve experienced riders and less experienced riders;
- 3) Incorporating bicycle and pedestrian design guidance into City street standards that can be applied to a typology of different streets and provide for a sustainable community; and
- 4) Encouraging the use of walking and biking as viable alternative modes of transportation.

The City's Sustainable Communities Planning grant application lists three primary objectives that are being used to evaluate meeting the goals identified in the grant. The three primary objectives include the following:

1. Promote Public Health,
2. Reduce Automobile Usage and Fuel Consumption, and
3. Promote Equity.

Each primary objective includes corresponding indicators, data source, indicator baseline, grant-term milestones, implementation milestones, and anticipated outcomes. Public Works will use the indicators and metrics to determine meeting the grant goals and objectives.

BPMP

The Project team prepared a the BPMP that generally includes the following elements: vision, goals, scope, objectives, background and history, existing conditions and analysis, collision data, public outreach and summary, recommendations, policies, and funding sources. The recommendations include long-term/visionary corridor projects, infrastructure options, a proposed list of improvements, mapping, policies, and a discussion of current Capital Improvement Program (CIP) bicycle and pedestrian budgeted projects.

Chapter 1 – Introduction

The BPMP draft Chapter 1 is a summary of the background, process, justification, legislation, and best practices. Many of these items are listed above and are part of the original Sustainable Communities Planning Grant application. Chapter 1 identifies the scope, vision, goals, objectives, and study area of the BPMP. Chapter 1 provides a history of the City's bicycle and pedestrian network, connection to local (including references to applicable sections from the City's General Plan Transportation Element and Zoning Ordinance) and regional plans, current best practices, and applicable recent legislation. The chapter concludes with a discussion on the benefits of bicycling and walking, including environmental, health, economic, and social justice benefits.

Part of the initial process included a branding initiative specific to Goleta. The Project team designed and vetted the logo and catch phrase that incorporates pedestrian as well as bicycling activities (see below).



Chapter 2 – Existing Conditions & Analysis

Chapter 2 focuses on the existing conditions and analysis performed. The first half of the chapter discusses the existing and proposed land uses, activity centers, population,

employment, median income, street classifications, traffic volumes, and mobility barriers (both perceived and actual). The chapter includes a section on transportation mode share and commuter mode splits. The rest of Chapter 2 focuses on the analysis of the data. The consultant used Geographic Information System (GIS) spatial analysis, fieldwork, and community and stakeholder input to perform the analysis.

This multi-pronged approach allowed for maximum data capture and cross-referencing of findings. The analysis included reviewing existing bicycle and pedestrian infrastructure, planned and budgeted projects (listed in the City's CIP), a comparison of potential treatments, a review of bicycle and pedestrian versus vehicle collisions, and an analysis of the gaps in the current network. The consultant developed a Bicycle-Pedestrian Priority Model that identified where bicyclists and pedestrians are most likely to be. The model is comprised of three sub-models: Attractor (e.g., schools, employment centers, shopping), Generator (developed from demographic data such as population density or primary modes of transportation), and Barrier (physical barriers such as intersection or gaps or perceived barriers based on level of stress or perceived difficulty) Models.

Chapter 3 – Public Outreach

Chapter 3 provides a discussion on the public outreach employed and results observed during the process. Throughout the two-year public engagement process, the City has received over 2,500 comments on the BPMP. The response thus far exceeds any outreach event in the past and anything the consultant has experienced. Public engagement opportunities included a short presentation on the plan that included the goals and purpose, vision, timeframes, expectations, next steps, and instructions for public participation; a question and answer period; and then an open review and comment opportunity. Participants marked up the maps, took surveys, and provided verbal and written comments on the maps and documents. The maps reflected the existing and planned walking and bicycling routes already identified in the City, providing opportunity to note positive affirmations as well as recommend changes and improvements. The Project team provided Spanish translation services at workshops in Old Town.

The Project team continues to seek and incorporate community feedback on the Plan. The survey and continued community engagement has been a significant outreach success. Community partners also assisted with the public engagement process, volunteering “in-kind” hours they committed to as part of the Sustainable Communities Grant.

Chapter 4 – Recommendations

Chapter 4 presents a discussion of the recommendations. This discussion includes infrastructure options, a proposed list of improvements, mapping of future improvements, proposed policies, a discussion of current CIP bicycle and pedestrian budgeted projects, and future opportunities (especially along corridors). The chapter identifies conventional bicycle and pedestrian infrastructure options followed by newer enhanced options. Public Works reformatted the chapter moving visionary “Corridors of Importance,” – Fairview/US 101 Overcrossing, Storke Road corridor, the “Goleta Loop,” Calle Real, Railroad Multipurpose Path, and Goleta Beach/UCSB – before the short-/intermediate-term list of

potential improvements. The Hollister Avenue corridor in Old Town is discussed in the City's draft Hollister Avenue Complete Streets Plan.

Based on the data analysis, community input, TAC and Project team recommendations, the Project team identified 37 short-/intermediate-term projects. Public Works ranked the list based on the prioritization and weighting factors identified below.

The factors include: safety, collision, corridor, importance to the community score, gap closure potential, an aggregate of the Census data, proximity to schools, proximity to seniors over 65, and grant competitiveness. Two rankings were performed, one as a composite score for each category and a weighted ranking. The table below outlines an example potential project scoring applied using the composite and weighting factors.

Category	Metric Evaluation	Composite Score Example	Weighting Factor	Weighted Score
Importance to Community	(1 low - 5 high)	5	4	20
Safety Assessment	(1 low - 5 high)	5	5	25
Collisions	(1 low - 5 high)	1	4	4
Gap Closure	(1 low - 5 high)	4	4	16
Aggregate Census Data	(1 = 4.7, 3 = 4.8-9.4, 5 = 14.1)	3	3	9
Proximity to Schools	(1=1 mi, 3=0.5 mi, 5=0.25 mi)	3	3	9
Seniors Over 65	(1=none; 3=1; 5=2+)	3	3	9
Grant Competitiveness	(1=least; 5=highly)	3	3	9
Total		27		101
Overall Ranking		2		1

In addition to the list of CIP bicycle and pedestrian projects, the list also includes a recommended list and discussion of long-term visionary projects (Visionary List). This Visionary List focuses on the City's east-west and north-south corridors and future options for improvements based on funding, available right-of-way, US 101 overcrossing replacement schedules, or unfortunate natural disasters that require rebuilding. The future opportunities include a discussion of the "stress network" and recommendations to lower the level of stress along bicycling and walking networks.

The draft document includes a section on school-zone pedestrian improvements. Public Works discusses the recommended improvements that could be implemented in a quarter-mile walkshed at each of the schools within the City boundaries. The schools include: Dos Pueblos High School, Goleta Valley Junior High, Brandon Elementary, Ellwood Elementary, Kellogg Elementary, La Patera Elementary, Santa Barbara Charter School, Montessori Center School, Waldorf School, St. Raphael Elementary, and Coastline Christian Academy.

Chapter 4 includes a discussion of the analysis and recommendations for bicycle and pedestrian integration with the public transit system. The analysis focused on Santa Barbara Municipal Transit District bus routes and stops as well as the Goleta Train Depot. Recommended improvements include removing gaps and barriers in the sidewalk network, bicycle lanes, and bicycle racks and storage.

Chapter 4 also provides a draft list of recommended policies and performance measures. The draft policies are based on input from the state of best practices, other local plans, consultant input based on observations and analysis, community and TAC members, and Project team input and direction. The policies are consistent and support the General Plan.

Chapter 5 – Policies

Chapter 5 presents a discussion of the policies. The BPMP lists eight policy goals. They include the following:

- Goal 1 – Complete Network,
- Goal 2 – Design,
- Goal 3 – Network Maintenance,
- Goal 4 – Bicyclist and Walking Safety,
- Goal 5 – Bicycling and Walking Support Resources,
- Goal 6 – Bicycling and Walking Encouragement,
- Goal 7 – Bicycling and Walking Project Partnering and Funding, and
- Goal 8 – Economic Growth.

Chapter 6 – Funding

Chapter 6 presents a discussion of the potential infrastructure funding sources. The chapter outlines funding sources, the origin, typical approaches, and atypical approaches. Specific funding sources will be identified in the future following the standard Project Delivery Process which includes Council determining a project's priority in the overall CIP list.

Technical Advisory Committee (TAC)

Public Works invited members from other City departments, local adjacent agencies, non-profit groups, and community associations to join the process in two capacities. First, agencies such as the Santa Barbara Bicycle Coalition (SBBike), Coalition for Sustainable Transportation (COAST), and UCSB agreed to partner with the City on the Plan by providing in-kind services towards the grant through staffing the workshops and assisting with the process. The second way is through participating on the TAC. The TAC is made up of members from the Goleta Public Works Department, Planning and Environmental Review Department, County of Santa Barbara, City of Santa Barbara, UCSB, SBBike, COAST, Santa Barbara Metropolitan Transit District (MTD), Santa Barbara County Association of Governments (SBCAG), Goleta Chamber of Commerce, Traffic Solutions, Goleta Neighborhood Clinic, and community associations.

Public Works held nine TAC meetings throughout the process. The TAC provided comments and assistance reviewing the data analysis, potential list of projects, and the draft BPMP.

California Environmental Quality Act (CEQA)

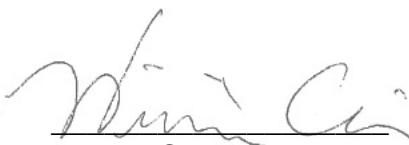
The City's Public Works and Planning and Environmental Review Directors have both reviewed the BPMP for compliance with the State Guidelines for the Implementation of the California Environmental Quality Act (CEQA). Pursuant to CEQA Section 15378(b)(4-5), the development of the BPMP does not constitute a "Project" under CEQA, since adoption of the plan is a simple organizational or governmental activity and does not commit the City to any specific development or construction activity that may result in a potentially significant impact on the environment. Therefore, the adoption of the plan would fall under CEQA Statutory Exemption §15262 [Feasibility and Planning Studies], which, pursuant to §15374, requires only the filing of a Notice of Exemption (NOE). This is typical for a master plan process. Later, as specific projects and recommendations developed within the BPMP are recommended for inclusion in the CIP and Council adopts and prioritizes such CIP projects, Public Works will perform project-specific environmental review in conformance with the provisions of CEQA.

Next Steps

The draft BPMP document is complete, CEQA documentation has been prepared, and the public and stakeholders have been engaged in the process. The Project team recommends the Planning Commission adopt Resolution 18-___, entitled "A Resolution of the Planning Commission of the City of Goleta, California, Recommending that the City Council Adopt the City of Goleta Bicycle and Pedestrian Master Plan" (Attachment 1).

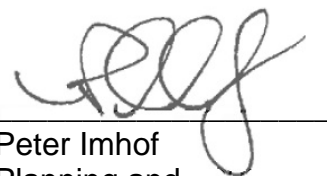
Following Planning Commission adoption, Public Works will take the BPMP to Council for recommended approval and adoption.

Legal review by:



Winnie Cai
Assistant City Attorney

Approved By:



Peter Imhof
Planning and
Environmental Review
Director

ATTACHMENTS:

1. Planning Commission Resolution 18-___: "A Resolution of the Planning Commission of the City of Goleta, California, Recommending that the City Council Adopt the City of Goleta Bicycle and Pedestrian Master Plan."
2. Caltrans Streets and Highways Code 891.2 and Active Transportation Plan Requirements a through q.

3. Table Outlining the History of Council, Technical Advisory Committee (TAC), and Public Meetings and Actions on the Project on the Bicycle and Pedestrian Master Plan Project.

ATTACHMENT 1

Planning Commission Resolution 18-__: “A Resolution of the Planning Commission of the City of Goleta, California, Recommending that the City Council Adopt the City of Goleta Bicycle and Pedestrian Master Plan.”

RESOLUTION NO. 18-____

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF GOLETA, CALIFORNIA, RECOMMENDING THAT THE CITY
COUNCIL ADOPT THE CITY OF GOLETA BICYCLE AND
PEDESTRIAN MASTER PLAN**

WHEREAS, the Goleta General Plan / Coastal Land Use Plan (General Plan) is a comprehensive, long-term plan that guides land use and physical development of the geographic area of the incorporated City limits; and

WHEREAS, the General Plan Policy 11, Bicycle Transportation Plan of the Transportation Element (TE 11.2) states that the City shall periodically prepare and adopt a Bicycle Transportation Plan (BTP) that addresses the required elements set forth in Section 891.2 of the California Streets and Highways Code. This plan is required for submittal of grant funding applications; and

WHEREAS, the General Plan Implementation Action 6 of the Transportation Element (TE-IA-6) states that the City shall periodically prepare and adopt a BTP that addresses the required elements set forth in Section 891.2 of the California Streets and Highways Code; such a plan is required for submittal of grant funding applications; and

WHEREAS, in response to the direction provided in the General Plan, City staff initiated the preparation of a community-wide Bicycle Transportation Plan entitled the City of Goleta Bicycle and Pedestrian Master Plan; and

WHEREAS, the Public Works Department submitted and received a California State Department of Conservation, Division of Land Resource Protection, Strategic Growth Council Sustainable Communities Planning Grant; and

WHEREAS, the Public Works Department included Pedestrian modes of travel as a major component in the BTP; and

WHEREAS, the Bicycle and Pedestrian Master Plan is an informational document only and does not impose requirements on City actions; and

WHEREAS, City staff did not prepare an environmental impact report or negative declaration pursuant to the California Environmental Quality Act (Public Resources Code, §§ 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 Cal. Code of Regulations, §§ 15000, et seq., the "CEQA Guidelines") for the Bicycle and Pedestrian Master Plan. The Bicycle and Pedestrian Master Plan is exempt from CEQA as it meets the definition of a Feasibility or Planning Study under CEQA Guidelines, § 15262; and

WHEREAS, on September 17, 2018, the Planning Commission conducted a public hearing to consider the Bicycle and Pedestrian Master Plan at which time all interested persons were given an opportunity to be heard; and

WHEREAS, the Planning Commission considered the entire administrative record, including the staff report, the Notice of Exemption, the contents of the Bicycle and Pedestrian Master Plan, and oral and written testimony from interested persons.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLETA, AS FOLLOWS:

SECTION 1. *Recitals.* The Planning Commission hereby finds and determines that the foregoing recitals, which are incorporated herein by reference, are true and correct.

SECTION 2. *Findings.*

- A. The Planning Commission finds that the Notice of Exemption for the Bicycle and Pedestrian Master Plan, referred to as Exhibit 1 of Attachment 1, was prepared in full compliance with CEQA. The Planning Commission finds, in light of the whole record, that the Project is exempt from environmental review pursuant to § 15378(b)(4-5), where the development of the BPMP does not constitute a “Project” under CEQA, since adoption of the plan is a simple organizational or governmental activity and does not commit the City to any specific development or construction activity that may result in a potentially significant impact on the environment and § 15262 which exempts Planning and Feasibility Studies for future actions which the agency has not approved, adopted, or funded and does not have a legally binding effect on future actions.
- B. The Planning Commission finds that the Bicycle and Pedestrian Master Plan, referred to as Exhibit 2 of Attachment 1, adequately addresses the required elements set forth in Section 891.2 of the California Streets and Highways Code, that such a plan is sufficient for future grant funding application, and the plan implements the City’s General Plan Transportation Element Implementation Action TE-IA-6

SECTION 3. *Action.* The Planning Commission hereby recommends to the City Council of the City of Goleta adoption of the City of Goleta Bicycle and Pedestrian Master Plan.

SECTION 4. *Reliance on Record.* Each and every one of the recommendations in this Resolution is based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Bicycle and Pedestrian Master Plan. The findings and determinations constitute the independent findings and determinations of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 5. *Summaries of Information.* All summaries of information in the findings, which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact

SECTION 6. This Resolution will remain effective until superseded by a subsequent resolution.

SECTION 7. *Certification.* The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 17th day of September, 2018.

ED FULLER, CHAIR

ATTEST:

APPROVED AS TO FORM:

DEBORAH S. LOPEZ
CITY CLERK

WINNIE CAI
ASSISTANT CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA)
CITY OF GOLETA) ss.

I, DEBORAH S. LOPEZ, City Clerk of the City of Goleta, California, DO
HEREBY CERTIFY that the foregoing Resolution No. 18-__ was duly adopted by
the City Council of the City of Goleta at a regular meeting held on the 17th day of
September, 2018, by the following vote of the Council:

AYES:

NOES:

ABSENT:

(SEAL)

DEBORAH S. LOPEZ
CITY CLERK

EXHIBIT 1

Notice of Exemption for the Goleta Bicycle and Pedestrian Master Plan



NOTICE OF EXEMPTION

Planning and Environmental Review
130 Cremona Drive, Suite B, Goleta, CA 93117
Phone: (805) 961-7500 Fax: (805) 961-7551
www.cityofgoleta.org

PROJECT DESCRIPTION:

City of Goleta Bicycle Pedestrian Master Plan

APNs: City-wide

CIP No. 9059

BACKGROUND:

The City of Goleta's 2018 Bicycle Pedestrian Master Plan (BPMP) is a general planning document that assesses existing conditions and identifies possible improvements to the City's street network to enhance pedestrian and bicycle travel citywide. The BPMP also implements several policies in the City's General Plan/Coastal Land Use Plan (GP/CLUP). The guidelines, design concepts and locations are conceptual in nature and do not constitute engineering level analyses of any project, but instead presents these concepts for future implementation.

The City's BPMP identifies a range of projects including Class I, II, and III bicycle lanes, sidewalk improvements, traffic signal timing and enhancements to assist pedestrians and bicyclists, and traffic calming devices throughout the City. Long-term visionary corridor improvements may include locations such as Fairview Avenue over U.S. 101, Storke/Glenn Annie Road, a Goleta Loop – connecting Hollister Avenue, San Jose Creek bicycle and pedestrian path, and Cathedral Oaks Road, Fairview Avenue to serve UCSB and Goleta Beach, Calle Real, and a railroad multiuse path. A range of School Zone pedestrian improvements and traffic calming measures is also discussed near the City's public and private schools. Table 4-1 and Figures 4-1 through 4-5 of the BPMP list the conceptual improvement projects citywide.

As a local-level feasibility and planning study, the BPMP outlines a broad range of improvements within public rights-of-way that will be developed and constructed when Council directs project funding and prioritization. This process will occur over the next ten to twenty years. When required and depending on the location and scope of each project, project-specific CEQA analyses will be performed for the future projects. Additionally, the City will incorporate the project list through its standard conditions of frontage improvements for development projects going through the City's planning process per the GP/CLUP requirements: TE Chapter 7.1 (Introduction, sub policy Coastal Act Requirements), TE Chapter 7.2 (Guiding Principles and Goals), TE Chapter 7.3 (Coastal Act Policies) – subpolicies 30252 and 30254, and TE 1 (Integrated Multi-Modal Transportation System) – subpolicies TE1.2 (Transportation and Land Use) and TE 1.6 (Development Review). Improvements such as standard sidewalk, curb and gutter, and bike lanes are required today.

FINDING:

The Planning and Environmental Review Department of the City of Goleta has reviewed the above project and found it to be exempt from the provisions of the California Environmental Quality Act (Public Resources Code, §§ 21000, et seq., "CEQA") and the regulations promulgated thereunder (14 Cal. Code of Regulations, §§ 15000, et seq., the "CEQA Guidelines").

- ☐ Ministerial Project
- ☐ Categorical Exemption
- ☒ Statutory Exemption [CEQA Guidelines, § 15262]
- ☐ Emergency Project
- ☐ Quick Disapproval [CEQA Guidelines, § 15270]
- ☐ No Possibility of Significant Effect [CEQA Guidelines, § 15061(b) (3)]

SUPPORTING REASONS:

Requesting funding for the project can be found exempt from further environmental review pursuant to Public Resources Code, § 21102 and § 21150. Furthermore, in accordance with Article 18 (Statutory Exemptions) of the State Guidelines for the Implementation of CEQA, the adoption of the BPMP is not a legally binding activity and is, therefore, exempt from CEQA pursuant to CEQA Guidelines, § 15262 (Feasibility and Planning Studies), which states:

"A project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted, or funded does not require the preparation of an EIR or Negative Declaration but does require consideration of environmental factors. This section does not apply to the adoption of a plan that will have a legally binding effect on later activities."

Consistent with this exemption, the BPMP is a local-level feasibility and planning study, which provides a broad range of improvements within public rights-of-way that will be developed further when project-specific funding and prioritization occurs. The BPMP does not adopt any policy or put in place any action which would cause a physical change to the environment. If any physical project contemplated by the BPMP move forward, a separate analysis of potential environmental impacts pursuant to CEQA will be performed at that time. The BPMP will not have a legally binding effect on later activities as it is only a planning study and does not contain any mandatory measures or amendments to the GP/CLUP and/or Municipal Code.

There is no substantial evidence that there are unusual circumstances (including future activities) resulting in (or which might reasonably result in) significant impacts which threaten the environment. Therefore, the BPMP satisfies all the criteria of CEQA Guidelines, § 15262 and is exempt from CEQA.

Anne Wells
Advance Planning Manager

Date

NOTE: A copy must be filed with the County Clerk of the Board after project approval and posted by the Clerk of the Board for a period of 30 days to begin a 35-day statute of limitations on legal challenges.

EXHIBIT 2

Goleta Bicycle and Pedestrian Master Plan

**The Master Plan is available online at
<http://www.cityofgoleta.org/projects-programs/bicycle-projects/bicycle-pedestrian-master-plan-project> .**

ATTACHMENT 2

Streets and Highways Code 891.2 and Active Transportation Plan Requirements
a through q

CALIFORNIA CODES STREETS AND HIGHWAYS CODE 891.2.

A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

- (a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.
- (b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.
- (c) A map and description of existing and proposed bikeways.
- (d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.
- (e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- (f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.
- (g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.
- (h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.
- (i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.
- (j) A description of the projects proposed in the plan and a listing of their priorities for implementation.
- (k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

Source: California Streets and Highways Code (SHC), Article 3. California Bicycle Transportation Act.

Active Transportation Plan Requirements

An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, AB 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

- a) The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
- b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- c) A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.
- d) A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.
- e) A map and description of existing and proposed end-of-trip bicycle parking facilities.
- f) A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.
- g) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- h) A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
- i) A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.
- j) A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.

- k) A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.
- l) A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.
- m) A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.
- n) A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.
- o) A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.
- p) A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
- q) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution

A city, county, school district, or transit district that has prepared an active transportation plan may submit the plan to the county transportation commission or transportation planning agency for approval. The city, county, school district, or transit district may submit an approved plan to Caltrans in connection with an application for funds active transportation facilities which will implement the plan.

Source: Caltrans Local Assistance Program Guidelines: Chapter 22

ATTACHMENT 3

Table Outlining the History of Council, Technical Advisory Committee (TAC), and Public Meetings and Actions on the Project on the Bicycle and Pedestrian Master Plan Project.

List of Council, Technical Advisory Committee (TAC), and Public Meetings and Actions

Date	Action	Entity	Description
February 2005	City adopts Interim Bicycle Transportation Plan (BTP)	Council	Administrative update of the County of Santa Barbara's original 1999 Bikeway Master Plan.
December 2009	City amended the 2005 Interim BTP	Council	Adds the Hollister Avenue Class I Bike Path to the list of proposed priority projects.
June 2015	Execute State Department of Conservation, Sustainable Communities Planning Grant	Staff	Grant amount \$203,415.
December 2015	Applied for Measure A Grant for Supplemental funds	Staff	Grant amount \$73,350; Additional meetings, pop-up events and design standards.
May 17, 2016	Authorize a Professional Design Services Agreement with KTU&A	Council	Contract amount \$220,000.
July 13, 2016	Kick-off and initial Technical Advisory Committee (TAC) meetings	Team	Project kick-off.
September 25-25, 2016	Pop-up workshops at Lemon Festival and Farmers' Market	Team	Two workshops.
October 3, 2016	Community Outreach Plan	Council	Description of the Community Outreach Plan.
October 2016 - February 2017	Online survey open	Team	Public survey
November/ December 2016	Workshops at Goleta Valley Community Center (GVCC), University of California at Santa Barbara (UCSB), and Encina Royale	Team	Three workshops.
February 2017	TAC Meeting #2	Team	TAC meeting.
February - June, 2017	Data analysis, evaluation, and initial assessment	Team	N/A
May 6, 2017	Walking and Biking Tour of Old Town	Staff	Walking and biking tour and public input.
June 21, 2017	Public Workshop at GVCC	Team	Workshop on the summary of public comments, data analysis, and initial 10 improvements.
June 28, 2017	Parks and Recreation Commission update	Staff	Update and receive input.
June - November, 2017	Draft documents - maps, potential improvements, policy, plan	Team	Ongoing drafts of potential list of improvements, visionary projects, mapping, policy language, and master plan document.
July 27, 2017	TAC Meeting #3	Team	TAC meeting.

List of Council, Technical Advisory Committee (TAC), and Public Meetings and Actions

August 30, 2017	Joint meeting with Complete Streets and Old Town Sidewalk Improvement Projects	Staff and consultants	Internal team coordination meeting.
August 30, 2017	TAC Meeting #4	Team	TAC meeting.
October 9, 2017	Planning Commission update	Planning Commission	Update and receive input.
November 2, 2017	City Open House at GVCC	Team	Open House for public comment.
November 16, 2017	TAC Meeting #5 – policies	Team	TAC meeting specific to discussing the draft policies.
November 30, 2017	TAC Meeting #6 – draft plan	Team	TAC meeting on the draft plan, chapters 1-3.
December 5, 2017	Amendment to Professional Design Services Agreement-KTU&A	Council	Amend KTU&A contract for additional coordination, evaluate Fairview Ave. and Storke Rd., reinstate Mode Shift Goals, and collision comparisons.
March 1, 2018	TAC Meeting #7 – draft plan	Team	TAC meeting on the draft plan, Vision & Policies.
April 3, 2018	Council Update on the BPMP	Council	Update and receive input.
April 4, 2018	TAC Meeting #8 – draft plan	Team	TAC meeting on the draft plan, chapters 4 - 6.
April 4, 2018	Public Workshop at GVCC	Team	Workshop on the draft master plan document, chapters 4-6.
April 9, 2018	Planning Commission update	Council	Update and receive input.
July 19, 2018	TAC Meeting #9 – draft plan	Team	TAC meeting on the draft plan, chapters 1 -6.
July 19, 2018	Public Workshop at GVCC	Team	Workshop on the draft master plan document, chapters 1 -6.
September 5, 2018	Public Workshop at Ilsa Vista Elementary School	Team	Agencies and non-profits joint community meeting on the Storke Road area and multi-jurisdictional collaboration.