

PUBLIC HEARING ITEM B.1

GENERAL PLAN AMENDMENT TO TRANSPORTATION ELEMENT



Planning Commission

December 10, 2018

Presentation by:

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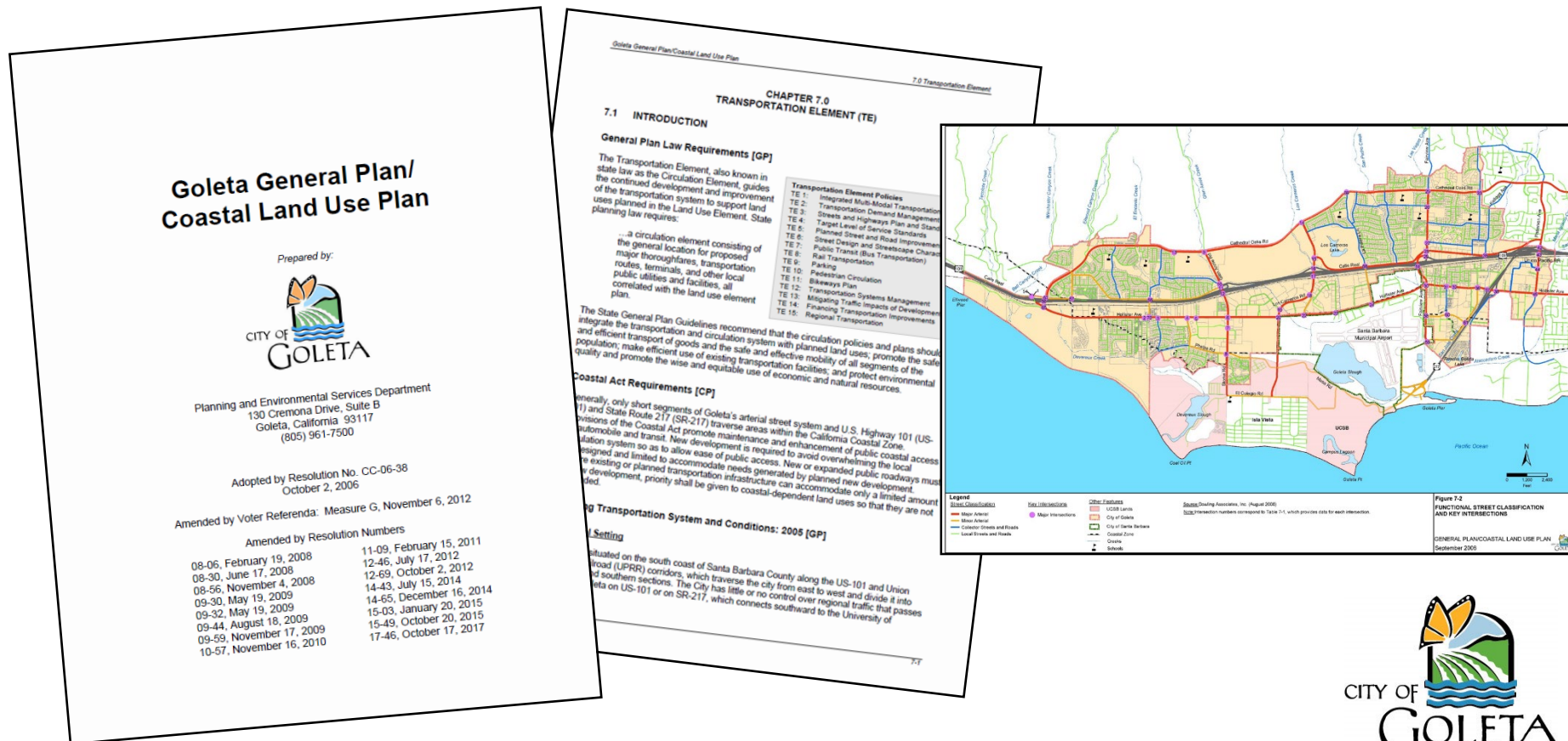
Purpose of Hearing

Consider City-initiated GPA for the purpose of:

1. Updating street classifications, as presented on Transportation Element Figure 7-2 to reflect existing standards;
2. Updating Transportation Element Policy TE 3 Streets and Highways Plan and Standards and Definitions; and
3. Provide a recommendation on the GPA and CEQA Exemption to the City Council

The General Plan

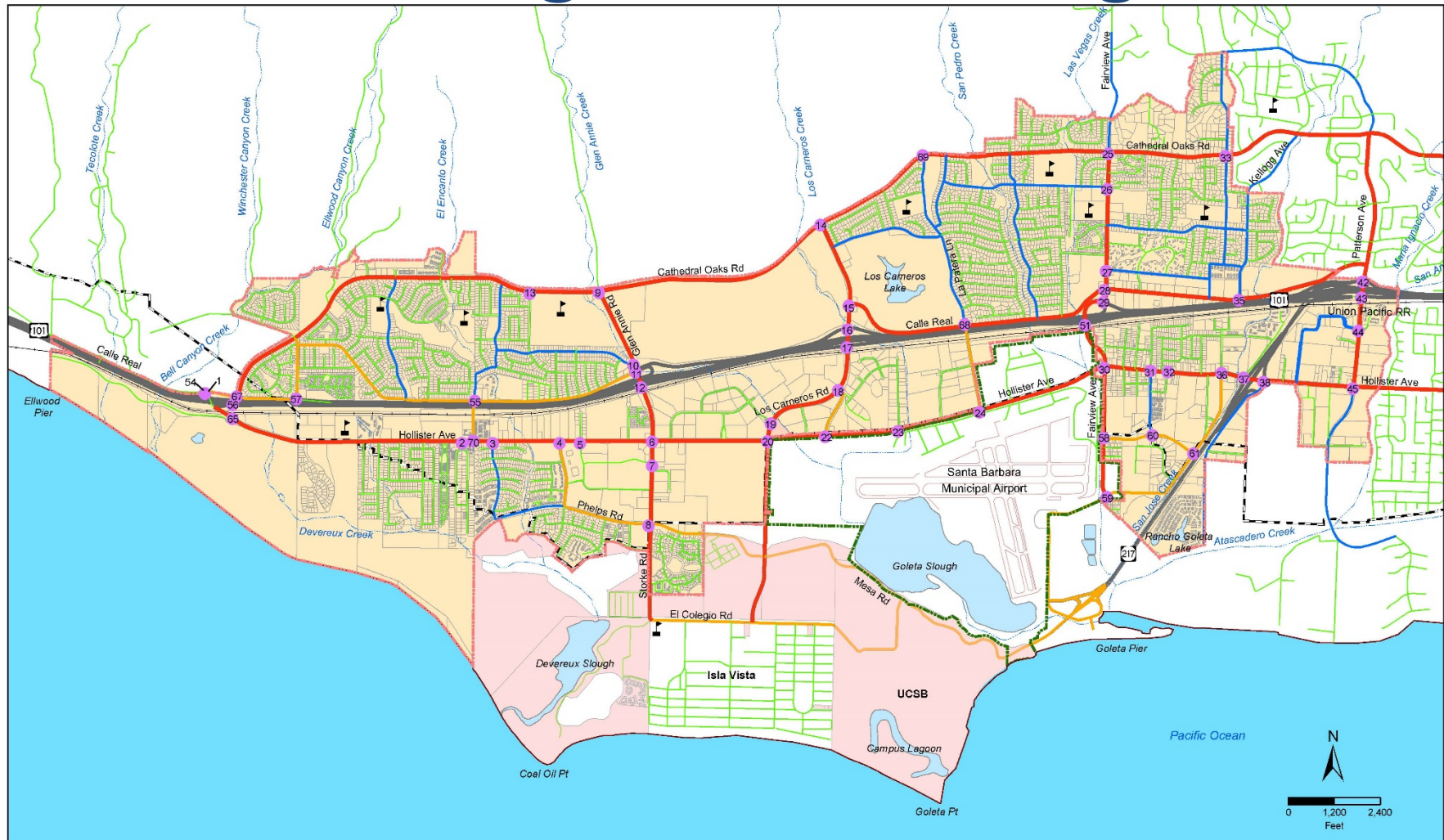
- Goleta General Plan adopted 10-2-06; Amended 18 times
- 2017 Council GPA Initiation to Transportation Element



Background

- The CA Vehicle Code defines roadway classifications as recorded in the CA Roadway System (CRS) records.
- To enforce 25 mph speed limits, a street must meet certain design standards and be properly classified on CRS map.
- The City's Transportation Element Figure 7-2 depicts street classifications.
- Definitions and standards are further detailed in subpolicies of GP Policy TE 3.
- Align City's GP classifications to those in the CRS.

General Plan Figure 7-2: Existing



Legend

Street Classification

- Major Arterial
- Minor Arterial
- Collector Streets and Roads
- Local Streets and Roads

Key Intersections

- Major Intersections

Other Features

- UCSB Lands
- City of Goleta
- City of Santa Barbara
- Coastal Zone
- Creeks
- Schools

Source: Dowling Associates, Inc. (August 2006)

Note: Intersection numbers correspond to Table 7-1, which provides data for each intersection.

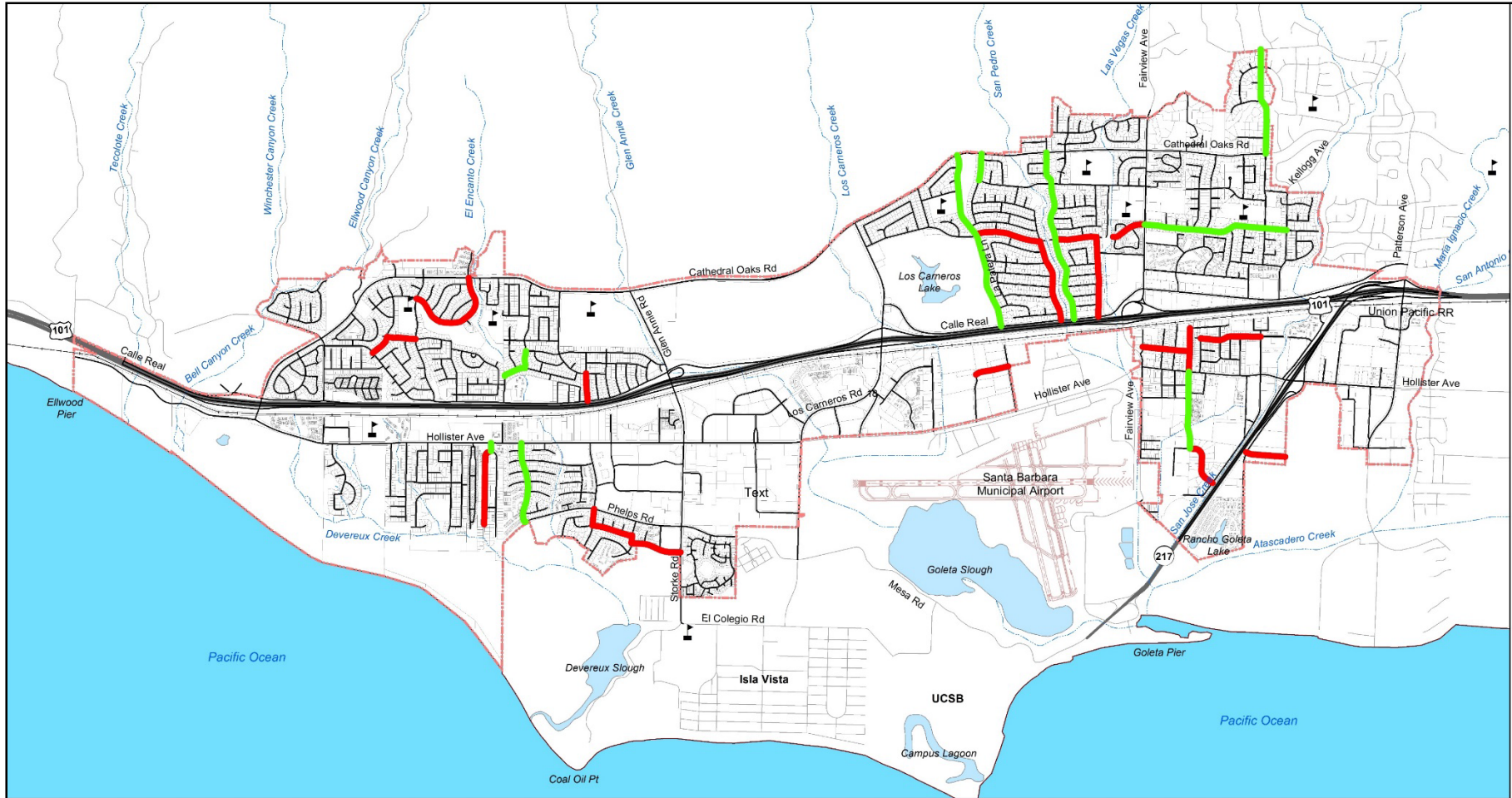
Figure 7-2

FUNCTIONAL STREET CLASSIFICATION
AND KEY INTERSECTIONS

GENERAL PLAN/COASTAL LAND USE PLAN
September 2006



CRS Map / City GP Changes

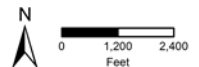


FUNCTIONAL STREET CLASSIFICATION

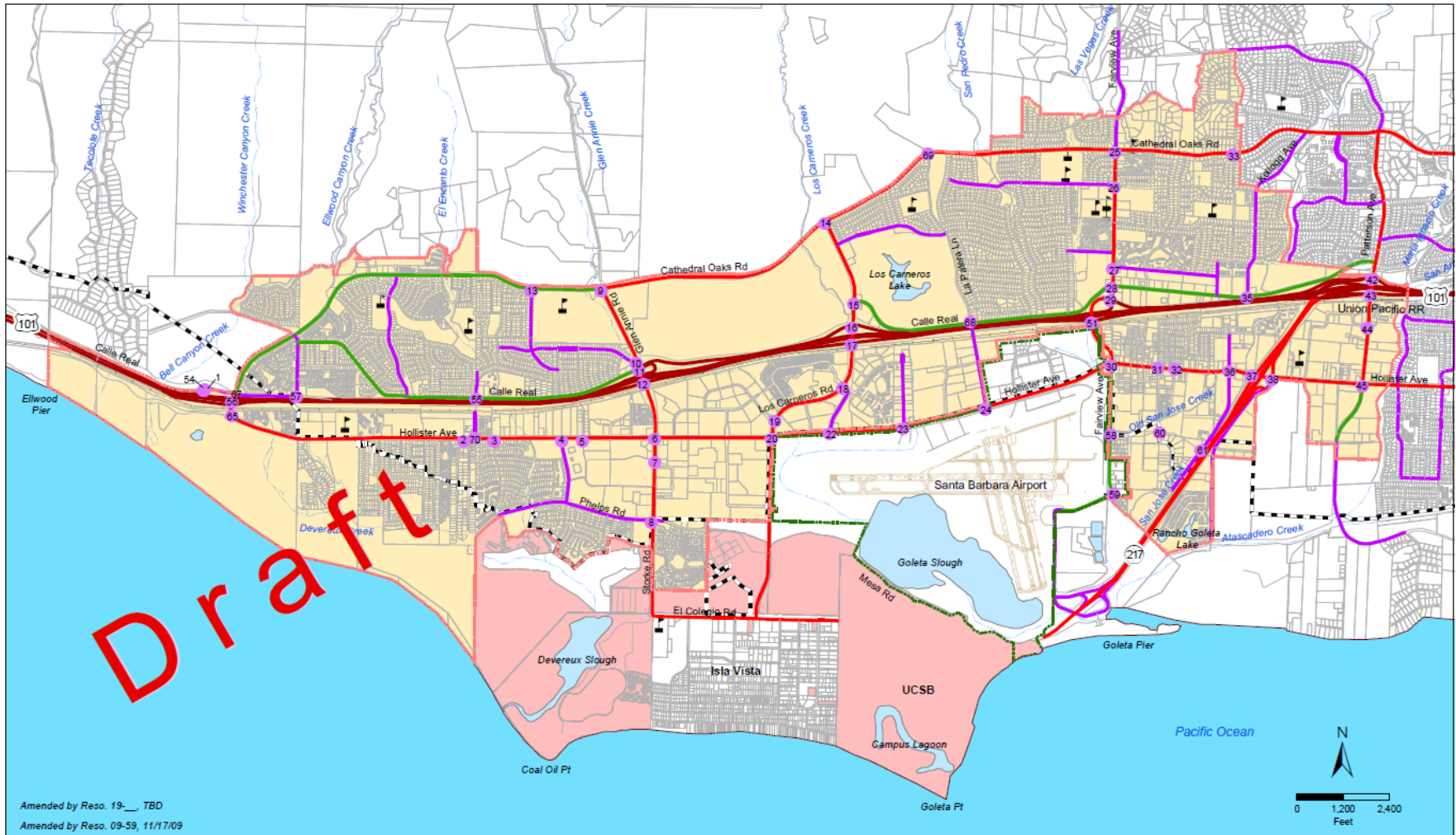
Road segments in RED proposed to be changed from "Major Collector" class to the "Local Roads" class

Road segments in GREEN proposed to be changed from "Major Collector" class to the "Local Roads" class

AND would need a future General Plan Amendment if the functional classification change occurs







General Plan Figure 7-2: Proposed



GP / CRS Classifications








Current City Street Classifications

Street Classification

-  Major Arterial
-  Minor Arterial
-  Collector Streets and Roads
-  Local Streets and Roads






Note: Based on FAU system

CRS Map Street Classifications

INTERSTATE	1	
OTHER FWY OR EXPWY	2	
OTHER PRINCIPAL ARTERIAL	3	
MINOR ARTERIAL	4	
MAJOR COLLECTOR	5	
MINOR COLLECTOR	6	
LOCAL	7	

PROPOSED Classifications

Street Classification

-  Freeway or Expressway
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Local Street

General Plan TE 3 Subpolicies: Revisions

TE 3.3

Principal Arterials. [GP/CP] Routes designated as principal arterials are shown in Figure 7-2. The following criteria and standards shall apply to these streets:

- Definition/Function:** 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.
- 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 width 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 principal 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.

- Design Standards.** The following standards shall apply:
 - 1) A principal arterial may be a divided or an undivided multi-lane street, 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) Principal arterials shall include facilities to accommodate pedestrians and bicycles.



Principal Arterial—Los Cameros Overpass

TE 3.4

Minor Arterials. [GP] Routes designated as minor arterials are shown in Figure 7-2. The following criteria and standards apply to these streets:

- 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.
- 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 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:

- Definition/Function:** Major collectors function to collect traffic from local streets 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 traffic circulation.
- 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.

TE 3.6

- 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.

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:

- 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 uses and are intended to protect residents from the impacts of through traffic.
- 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 be provided if the street is designated as a Class 2 bicycle route in the City's Bicycle Transportation Plan.
 - 3) Local street standards should encourage residential access points to be located on the least traveled street wherever there is an option.
 - 4) Parking may be required in appropriate segments on either or both sides of the street.
- Other.** New multi-family residential and commercial development should not have primary access on local streets, except where there is no feasible alternative.
- 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 or setting lower speed limits, provided there is involvement and support from the immediate neighborhood.



Local Street

Recommendation

Adopt Resolution No. 18-__ entitled, “A Resolution of the Planning Commission of the City of Goleta, California, Recommending to the City Council approval of a General Plan Amendment to amend the City’s Transportation Element, Figure 7-2: Functional Street Classification and Key Intersections Map and to amend related Transportation Element policies in Policy TE 3: Streets and Highways Plan and Standards and to Determine that the General Plan Amendment is Exempt from CEQA, Pursuant to CEQA Section 15061(b)(3)”