



# Cars Are Basic <sup>TM</sup>

Estab. 1998

15 January 2019

Mayor and Council  
City of Goleta

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Cars Are Basic, Inc. has the following comments on the City of Goleta's street planning and circulation. We urge the City to reject **D.1 19-009** and **NOT Adopt Resolution No. 19-\_\_**

Staff has stated the TDM is to encourage a reduction of peak-hour car trips, yet past shuttle service during depressed economic times would indicate increased use did not show that to any significant degree. CAB has stated school-related car traffic has not been reduced with any such planning. The Bicycle Coalition stated definitively at the City of Santa Barbara Bike discussion that its multi-year effort to have students ride bikes to school is and was a failure.

With the increased use of hybrid's and electric vehicles and the superior efficiency of vehicles the air quality issue has become a non-issue. CARB has backed this statement with the county supporting it. Mobile sources are now contained.

Traffic Solutions has multi-decade history with significant cost to taxpayers and auto users. Under pressure TS has admitted their goals of shared trips and reduction of commute traffic has not met goals. If outcomes does not meet expectations it is not a success.

CAB has multiple friends/supporters in businesses in Goleta. They clearly state they cannot conduct their business without the flexibility of auto travel or that loss will directly and adversely hurt their business. Two decades ago an anti car contractor composing the advisory guidelines for the City of Santa Barbara stated this would be the outcome for most middle class businesses there. That city has unfortunately seen this destruction of its middle class base of businesses. With this knowledge how can the city continue with this statement "**The City has used its authority under TE 2.4 to require large, non-residential development projects to adopt Transportation Management Plans.**"?

Referring again to Santa Barbara; SB narrowed State from 4 lanes and parking and watched a 40 year decline in downtown. The acceleration of this destruction happened in the past 20 years as

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more and more streets were closed, narrowed, or obstructed. It places an unbearable burden on business at times of slow down or recession.

The City of Goleta attempt to reclassify streets ignores 2 major issues and is intentional to force people to give up car use.

#1 the growth experienced in the City has been encouraged by the City itself. This is trying to put the genie back in the bottle syndrome. They allowed and encouraged more people and growth by direct action.

#2 UCSB has become the major player outside of the City's capability to control. UCSB has significant plans to grow both the size of the work force, student population and control of residential property in IV and immediately adjacent to Goleta. The pressures cannot be reversed.....and the Mayor and Council attempts to change it will result in the type of failures in the City of Santa Barbara and commercial difficulties.

Staff states in your agenda "While this GPA would not have a material effect on the community or the General Plan, the changes ..... would update the General Plan street system classifications to reflect current conditions and standards." Does anyone on Council believe this is nothing more than pre-positioning a permission for future staff action without having to fully vet street and neighborhood changes with the excuse "well it was already voted on"! In this embedded action is the quiet change to CEQA that the Democrat majority in Sacramento voted.

The Environmental community created CEQA, and now has changed it because they now want STACK'M & PACK'M residential/business planning that will increase the number of cars. See the quote from your agenda item.

**CEQA EXEMPT:**

This GPA is exempt from California Environmental Quality Act (CEQA) requirements per Section 15061(b)(3) Review for Exemption of the CEQA Guidelines. Section 15061(b) states, "A project is exempt from CEQA if: (3) the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment.

Your attention to our comments and statements regarding the community plans to narrow streets, and place obstructions like "Bulbouts" / Roundabouts when you have more efficient and modern answers.

On behalf of the Board,

(Electronic Signature)

Scott Wenz  
President, CAB



January 15, 2019

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Case No. 17-021-GPA General Plan Transportation Element Policy

The Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the General Plan Transportation Element Policy referenced above. The Division has no jurisdiction or statutory responsibility for the policy. The Division is mandated by Section 3106 of the Public Resources Code to supervise the drilling, operation, maintenance, and abandonment of oil and gas wells. This is for the purposes of preventing: 1) damage to life, health, property, and natural resources; 2) damage to underground and surface waters suitable for irrigation or domestic use; 3) loss of oil, gas, or reservoir energy; and 4) damage to oil and gas deposits by infiltration of water and other causes.

The City's subpolicy language regarding the four classes of transportation elements should include reviewing the proposed area for the presence of historical oil and gas wells. The division does not recommend building over these types of wells. Constructing roads may prevent access should reabandonment be warranted.

The Division of Oil, Gas, and Geothermal Resources (Division) possesses records regarding oil and gas wells drilled and operated in the State of California (Cal. Public Res. Code, §§ 3215, 3126.). The Division provides the information to facilitate local permitting agencies' exercise of local land use authority regarding use of land where oil and gas wells are situated. The division has online information and maps to aid the planning process. Visit our website at <https://www.conservation.ca.gov/dog>. In contrast, the Division does not possess local land use decision authority, but alternatively has authority for permitting any necessary work on any well in the State. (Cal. Public Res. Code, §§ 3106 and 3203.)

If you have any questions please contact us at 195 S. Broadway Suite 101, Orcutt, CA 93455 or call 805-937-7246.