



**Agenda Item C.1**  
**DISCUSSION/ACTION ITEM**  
**Meeting Date: December 9, 2019**

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**TO:** Planning Commission Chair and Members

**FROM:** Peter Imhof, Planning and Environmental Review Director

**CONTACT:** Jaime Valdez, Senior Project Manager  
Claudia Dato, Senior Project Manager  
Gerald Comati, P.E., Project Manager, COM3 Consulting, Inc.

**SUBJECT:** Goleta Train Depot 2019 Station Area Master Plan (SAMP)

**RECOMMENDATION:**

Recommend that the City Council adopt the Goleta Train Depot 2019 Station Area Master Plan (SAMP) and determine that the SAMP is exempt from the California Environmental Quality Act.

**BACKGROUND:**

On April 26, 2018, the California State Transportation Agency (CalSTA) notified the Santa Barbara County Association of Governments (SBCAG) that SBCAG had been awarded \$13 million in funding as a result of submitting an application prepared by the City of Goleta under the Transit and Intercity Rail Capital Program (TIRCP).

The Goleta Train Depot Project (Project) is the development of a new, multi-modal train station at the location of the existing Amtrak platform with the intent to increase rail ridership and reduce greenhouse gas (GHG) emissions. Through the completion of a full-service station, the project will improve connections to bus transit, accommodate transit service to/from the Santa Barbara Airport and the University of California Santa Barbara (UCSB), add new bicycle and pedestrian facilities, and allow accommodation for potential future additional train storage that will support increased commuter rail needs. These improvements will create a new, safer, more functional and inviting rail station in Goleta. The Project site is adjacent to the existing Amtrak platform at the northern end of South La Patera Lane.

On May 31, 2018, the City closed escrow on the purchase of the approximately 2.5-acre property located at 27 S. La Patera Lane for \$6.7M as part of the future Goleta Train Depot Project and, on December 18, 2018, the City Council authorized the Mayor to execute the TIRCP Grant Funding Agreement between SBCAG and the City. The initial key work product required by the TIRCP Grant is the completion of a Station Area Master Plan (SAMP) for the Goleta Train Depot Project. To facilitate development of the SAMP, the City Council awarded a contract to Rincon Consultants, Inc. on January 15, 2019. The resulting SAMP is provided as Attachment 1 to this staff report.

## **DISCUSSION:**

### Overview

The TIRCP grant stipulates the City will complete the following:

- Work with the City of Santa Barbara to host an internal workshop led by the City of Goleta, to identify development objectives and goals within a mile radius of Goleta Train Depot.
- Host public meetings to seek input on Station area development objectives and needs.
- Prepare a Draft Station Area Master Plan.
- Host one or more public meetings to review the Draft Station Area Master Plan.
- Prepare a Final Station Area Master Plan.

Staff has completed all of these tasks. The completed Goleta Train Depot Station Area Master Plan (SAMP) examines the existing site, surrounding area characteristics, and the existing mobility network, and includes recommendations informed by public input for on-site and off-site accessibility improvements to create a successful multi-modal train depot. It was prepared by collecting and utilizing community input, examining the opportunities and constraints of the Depot and surrounding area, and reviewing the existing mobility network. Subsequent phases of the Project include the preliminary architectural and engineering design of facilities and infrastructure, environmental review and analysis, the acquisition of additional transit vehicles, and construction of the Depot and off-site improvements, including enhanced bicycle and pedestrian improvements along La Patera Lane (as a separate project).

### Community Engagement

Public outreach and community engagement played an important part in the development of SAMP recommendations for the Goleta Train Depot. The goal of the public outreach approach was to identify train Depot use constraints and opportunities as well as preferred amenities. Outreach efforts included the identification of key stakeholders, meetings with these individuals and the community-at-large, and the solicitation of additional input via an online survey.

In addition to the online survey, two Community Open House Meetings were held on May 2, 2019, at the City of Goleta Council Chambers and on May 8, 2019, at the Goleta Valley Community Center. The majority of the participants at the meetings stated that convenience or lack thereof was an important factor in their decision regarding train ridership. The top amenities desired at the new Goleta Train Depot include restrooms, digital signage, more parking, and safety features such as complete sidewalks, lighting and security. Participants also would like bicycle racks and better connections to public transit at the Depot.

The online survey was available between May 1 and 24, 2019. A total of 301 responses were received during that period. When asked how often they ride the train, 43 percent of the participants reported riding the train a few times per year, 14 percent indicated they are daily riders, and 25 percent said that they ride the train “very rarely” or never. In response to why they did not ride the train, more than half of the participants stated that the train schedule was inconvenient. Please refer to Section 4 of the SAMP for additional information on community outreach and public input.

### Goals and Objectives

The goals and objectives articulated in the SAMP were created after obtaining feedback from a stakeholder meeting held on May 2, 2019, and the public input received at the two Community Open House meetings, as well as the comments from the online survey. The goals and objectives were tailored to meet what the participants had to say about the existing train station and what they wanted to see in the future. In addition, the goals and objectives were created to meet the TIRCP objectives and the projected and future operations of the LOSSAN Rail Corridor, the coastal rail line between San Diego, Los Angeles and San Luis Obispo. The LOSSAN Rail Corridor Agency is a joint-powers authority that works to increase ridership, revenue, capacity, reliability, coordination and safety within the Corridor that includes Goleta. The following goals are included in the SAMP:

- Create a full-service, multi-modal train depot.
- Contribute to implementation of State and regional transit and rail plans.
- Improve regional connectivity of the local transit system to the Goleta Train Depot.
- Improve bicycle and pedestrian facilities.
- Reduce regional greenhouse gas emissions.
- Utilize green building practices during design, construction, and operation of the Goleta Train Depot.
- Develop a train station that creates civic pride and identity and is more attractive for travelers and commuters.

Detailed objectives for these goals are articulated on page 11 of the Plan.

### Site Characteristics and Mobility (Access and Connectivity)

Section 5 of the SAMP details the site characteristics of the Depot location and surrounding areas, including opportunities and constraints. Accessibility to the Depot site is limited since all modes of travel must enter and exit through South La Patera Lane. Ease of access has a determining effect on whether potential riders choose to use the train or not. Other constraints of the existing facility include lack of sufficient amenities for rail passengers such as insufficient parking, lack of sheltered waiting area and wireless internet, no food or beverage options, minimal bicycle facilities, safety concerns from poor lighting, insufficient pedestrian facilities/access, and lack of convenient connections to bus service.

Santa Barbara MTD does not have any main transit route bus stops adjacent to the Depot, the nearest stop being along Hollister Avenue. However, SBCAG has contracted with MTD to operate bus service for peak hour rail commuters during a two-year pilot program which began on April 2, 2018. In addition, South La Patera Lane lacks bicycle facilities and is characterized by inconsistent pedestrian conditions including absence of curbing and sidewalks in some segments, insufficient sidewalk width in other areas, and lack of crosswalks. As part of the Goleta Train Depot overall project, roadway improvements providing complete sidewalks, landscaping and Class II bike lanes will be provided. Because of the timing and budgeting constraints of the TIRCP Grant, the SAMP did not include a dedicated analysis of the conceptual and unfunded undercrossing/overcrossing project at S. La Patera Lane, as this would be beyond the scope of the Goleta Train Depot Project.

Despite the existing constraints, the Goleta Depot site offers a number of opportunities related to its location. One of the main assets of the Goleta Train Depot is its proximity to large employment centers. The Depot is situated within two miles of UCSB, the largest employment center in Santa Barbara County, and a major regional airport, both of which will continue to serve as important passenger generators. Opportunities also exist to increase circulation and access, including a new connection from Los Carneros Road to South La Patera Lane called for in the Goleta Bike/Pedestrian Master Plan.

## Recommendations

### *Site Plan and Station Design*

There is currently no building or other facilities present on-site, with the exception of a small structure providing restrooms. The City of Goleta purchased the former Direct Relief International property adjacent to the Depot site with the intent of using the property to develop a new, multi-modal Goleta Train Depot. As planned, the new Depot would connect to the existing platform, although there are also plans to expand train storage at the Depot site (on UPRR property) in order to accommodate projected increases in Pacific Surfliner service. For the new Depot, the SAMP recommends that the building be located in the northern portion of the property, adjacent to the UPRR right-of-way and railroad tracks. The siting of the building at this location would allow passengers to easily access the train platform and would minimize conflicts with vehicles and bicycles entering from South La Patera Lane. The remainder of the site would be dedicated to expanded parking (requested by the public), increased roadway circulation, enhanced pedestrian areas (ample, wider sidewalks and pathways), secure bicycle parking, and new landscaping. The SAMP also recommends creating a clearly designated ride-hailing pick-up and drop-off location in a designated location which does not impede surrounding traffic flow. Please refer to Figure 7-1 Station Schematic Plan on page 71 for a visual depiction of the proposed site plan improvements.

Many major train stations become iconic architectural buildings and public spaces. To acknowledge Goleta's rail transportation history and the historic Goleta Depot, the SAMP recommends that the design of the Goleta Train Depot consider Goleta's train heritage and incorporate elements of the historic depot's architectural style, while providing an attractive, modern station.



Amtrak has four levels of stations, which are based primarily on passenger volume. Based on the projected future ridership at this location, the Goleta Depot would be classified as a Caretaker Station with no staff and limited amenities. However, additional amenities may be provided at the discretion of the state-sponsored or funding agency. Unlike most other Caretaker Stations, the Goleta Depot is located in a fairly isolated location of the City, which does not have nearby commercial amenities. For this reason, the SAMP recommends that the Depot include some kind of food service, such as a café or small restaurant, to be open at a minimum during peak travel times.

Other amenities recommended by the Master Plan include wireless internet (*WiFi*) throughout the Depot, Crime Prevention Through Environmental Design (*CPTED*) techniques (e.g., ample lighting throughout, good visibility of spaces, use of bollards or planter boxes as a security barrier, and active control surveillance with remote monitoring), a visitor center or an interactive, informational display, newspaper boxes, public art component, and significant program of wayfinding and signage, including potentially a historical display honoring the history of rail travel in the area and the historic Goleta Depot.

#### *Landscaping, Storm Water Treatment and Sustainability*

Based on the public outreach process, ample use of shade trees is recommended to provide a cooling effect for parked vehicles and potentially waiting passengers where structural coverage is not provided. It should be noted that the height of the recommended tree species at maturity would need to comply with any height restrictions established by the City and the Santa Barbara County Airport Land Use Compatibility Plan. Development of the Depot will also be required to provide landscaped setback areas per the City's applicable zoning requirements. It is also recommended that planter areas be used to collect and treat stormwater runoff and mimic pre-development hydrology. In addition to City of Goleta standards and bioretention technical specifications, the Central Coast Low Impact Development Initiative (*LIDI*) provides a plant guidebook which contains ideas for bioretention plant palettes, including a variety of drought tolerant and native plant options which are preferred by the City due to their low water needs.

In October 2012, the City of Goleta adopted Green Building Policies, which require new municipal buildings over 2,000 square feet or greater to achieve the US Green Building Council (*USGBC*) Leadership in Energy and Environmental Design (*LEED*) Silver Certification or comparable rating. Based on these policies, the Goleta Train Depot shall be constructed to include a number of sustainable features which may include LED lighting, photovoltaic solar panels, electric vehicle charging stations, recycling receptacles, recycled water for landscaping, and energy efficient building materials.

#### *Off-Site Improvements*

As mentioned in part above, improvements are needed to South La Patera Lane to improve bicycle and pedestrian travel. These improvements are currently being designed as called for in the 2018 Goleta Bicycle and Pedestrian Master Plan.

The project design is expected to include continuous sidewalk on at least one side of the street, on-street parking, and Class II bike lanes between the Goleta Train Depot and Hollister Avenue, along with a new crosswalk at Lindmar Drive. The Bicycle and Pedestrian Master Plan also recognizes Hollister Avenue as a critical east-west bicycling corridor and identifies long-range, multi-jurisdictional projects to create a low-stress bicycling corridor. The SAMP recommends that the City of Goleta work with the City of Santa Barbara to prioritize improvements to the Hollister Avenue corridor between Los Carneros Road and Fairview Avenue prior to, or concurrently with, construction of the new Depot. The City of Santa Barbara has control of a large segment of Hollister Avenue in this area due to the location of the airport property.

For a multitude of reasons, the SAMP recommends that a turnaround at the north end of South La Patera Lane be retained. This turnaround serves Santa Barbara MTD connecting bus routes that serve the current commute-hour Surfliner service and Amtrak buses that on occasion access the Depot. It also would provide access to the Depot and parking areas located on both sides of South La Patera Lane. The current turnaround serves as an area designated for passenger drop-off and pick-up.

Finally, if the afore-mentioned peak hour rail commuter MTD bus shuttle is found to be successful, the SAMP recommends that the MTD consider adding the Depot to the East Goleta shuttle route which currently includes UCSB. The SAMP also recommends that the City of Goleta work with UCSB to determine if expanded bus service could benefit employee and student commuters and to identify potential funding sources.

### Environmental Review

Once preliminary architectural and engineering design of the Depot facilities and infrastructure has been completed, in-depth environmental analysis will be undertaken. Staff has reviewed the SAMP for compliance with the California Environmental Quality Act (CEQA). Pursuant to CEQA Section 15378(b)(4-5), the preparation of the SAMP 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 SAMP would fall under CEQA Statutory Exemption §15262, which involves feasibility and planning studies for possible future actions that has not been approved. The SAMP is a feasibility and planning study about how a future train depot should be configured. The approval of the design of the train depot will be go before Council at a future date with the appropriate environmental analysis. CEQA Guideline §15275(a) also states that CEQA does not apply to certain mass transit projects, including those that increase passenger or commuter service on existing rail lines. Pursuant to §15374, only the filing of a Notice of Exemption (NOE) is required. This is typical for a master plan process.

### **CONCLUSION:**

The SAMP is the initial phase of the new Goleta Train Depot Project. It is intended to determine the appropriate recommendations and provide guidelines to be implemented in the design of a successful multi-modal train Depot. The consulting firm of Anil Verma Associates, Inc. has been brought on board to lead the design process for the Goleta

Train Depot. Staff requests that the Planning Commission review the SAMP and recommend it for adoption by City Council.

The SAMP is expected to go forward to the City Council on January 21, 2020.

Legal Review By:



Winnie Cai  
Assistant City Attorney

Approved By:



Peter Imhof  
Planning Director

**ATTACHMENT:**

1. Goleta Train Depot 2019 Station Area Master Plan (SAMP)

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## **ATTACHMENT 1**

### **Goleta Train Depot 2019 Station Area Master Plan (SAMP)**

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# GOLETA TRAIN DEPOT 2019 STATION AREA MASTER PLAN



**Draft**

October, 2019



*Prepared for*

**City of Goleta**

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*Prepared by*

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# Acknowledgments

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AMTRAK

City of Santa Barbara

COAST

Goleta Chamber of Commerce

Santa Barbara Airport

Santa Barbara Bicycle Coalition

Santa Barbara County Fire Department

Santa Barbara County Sheriff's Department

Santa Barbara Metropolitan Transit District

University of California, Santa Barbara

## Consultant Team

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Rincon Consultants, Inc.

Steer

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GOLETA

AMTRAK  
STATION



## 1: Introduction

Opened in 1998, the Goleta Train Depot is a passenger rail station served by the Pacific Surfliner. Although the Pacific Surfliner service is one of the nation's busiest rail routes, the Goleta Train Depot is not heavily utilized, with an average of 150 passengers boarding and 130 passengers disembarking the train at this location. The existing Depot does not encourage train ridership as the platform lacks connectivity to station users' final destinations; has inadequate parking and transit accessibility; provides only limited and marginal restroom facilities; has no covered waiting area or food services; doesn't connect to bus service; offers poor pedestrian and bike access; and has minimal bike storage. Commuters, residents, and tourists desire alternatives to vehicular travel for economic and environmental reasons. As transportation patterns shift, improvements to the Depot would allow the City to deliver a more dynamic, attractive, user-friendly experience with greater multi-modal choices and opportunities for the region's residents, students and visitors.



Goleta Train Depot

The Goleta Train Depot is located near several key destinations and residential and employment areas, providing opportunities to increase its use.

- 1.** Goleta Old Town, known as the historic center of the City, is located less than one mile east of the Station along Hollister Avenue. The City of Goleta is currently encouraging redevelopment and reinvestment in the Old Town area to promote the return of hospitality and mixed uses to the heart of the City.
- 2.** The Depot is also located approximately two miles north of the University of California, Santa Barbara (*UCSB*), which has a student population of 25,000 and a faculty/staff population of 6,500 (*UCSB 2019*). UCSB is the largest employer in Santa Barbara County, with many staff members commuting over 50 miles to and from the campus each way.
- 3.** The Santa Barbara Airport is also located less than two miles from the Depot, and serves destinations across the United States.
- 4.** The cities of Santa Barbara, which is located approximately ten miles to the east, and Goleta have been established as regional employment and tourism destinations in the area.
- 5.** The Central Coast of California, ranging from the City of San Luis Obispo to Santa Barbara, is a regional tourist destination for its wine country, beaches, historic towns, and outdoor recreation opportunities.



Central coast wine country



UCSB and coastal beaches





The Depot's proximity to employment, commercial, and residential centers presents a unique opportunity to create a regional transportation hub although the facilities must be significantly improved to attract additional ridership.

To facilitate this multi-modal rail station, the Santa Barbara County Association of Governments (SBCAG) and the City of Goleta applied for and received Transit and Intercity Rail Capital Program (TIRCP) grant funding. This grant will accommodate the construction of a modern rail depot that will attract new ridership and accommodate regional transportation plans for rail service along this corridor. This Master Plan is the initial phase of the project: determining the appropriate recommendations and guidelines that shall be implemented to create a successful multi-modal train Depot.









## 2: Existing Depot and Project Background

### 2.1 History

The City of Goleta has a rich railroad history, dating back to the late 1880s when the Southern Pacific Railroad Company completed construction on a large portion of the Coast Line, from San Francisco to Santa Barbara. In 1901, the Goleta Depot opened, demonstrating the importance of the railroad on patterns of settlement, agriculture, economic development, and tourism in the region, and serving the local community with the transfer of goods by freight, passengers, and communications.

Over the years, transportation patterns shifted. With economic downturns and the advancements in automobile travel across the California highway system, rail dominance began to fall throughout the 1950s and 1960s. The Southern Pacific Railroad Company closed and abandoned the Goleta Depot in 1973 after the elimination of passenger trains. In 1981, the Depot building was moved to nearby Lake Los Carneros County Park, where it remains today, serving as the home of the South Coast Railroad Museum.

## 2.2 Existing Depot

In the 1990s, the State made the decision to expand the Pacific Surfliner service north of Los Angeles and identified the need for a new station in Goleta. The new Goleta Train Depot opened in 1998 at the northern terminus of South La Patera Lane, north of Hollister Avenue. The Pacific Surfliner is a State-supported passenger rail service operated by Amtrak and located on Union Pacific Railroad (UPRR) land and tracks. In its current configuration, the Depot consists of an 800-foot long platform with a 40-foot long canopy over seating within the UPRR right-of-way, ticketing machines, accessible restrooms, bicycle racks, and bicycle lockers.

The current facility also has ticketing machines located at the eastern end of the platform, and ADA accessible ramps. The configuration of the Depot has changed slightly over the years with

the addition of a restroom facility, bicycle racks, and a bus turnaround; however, the Depot now lacks many amenities to serve the needs of today's train passengers.

The northern terminus of South La Patera Lane provides a turnaround and driveway access to parking lots on the west and east sides of the street. The turnaround includes a canopied seating area that serves as a joint transit and ridesharing stop and a vehicular drop off/pick up area. US 101 right-of-way is located just north of the Depot and the UPRR right-of-way.



Entrance to Train Depot



## 2.3 Planning Context

Improvements to the Goleta Train Depot are necessary to accommodate anticipated population growth, commuter patterns, and traffic congestion. The City of Goleta ranks second in the Santa Barbara-Ventura County region for its proportion of in-commuters due to a large number of commuters who travel from Ventura County to Santa Barbara and Goleta each morning. The Coastal Express, a bus service operated by the Ventura County Transportation Commission and the Santa Barbara County Association of Governments (SBCAG), carried about 260,000 passengers during the 2016-2017 fiscal year; 75 percent of which were Ventura County residents commuting to Santa Barbara County (VCTC 2018).

Regional planning efforts have focused on reducing current traffic congestion levels. SBCAG's 101 In Motion Plan seeks to address traffic congestion on U.S. Route 101 (U.S. 101) between Ventura and Santa Barbara counties through the expansion of Highway 101 and the addition of a High Occupancy Vehicle (HOV) Lane. However, recent Caltrans research found that completion of the U.S. 101 HOV widening project, construction of the lane, and forecasted growth will actually add congestion on the U.S. 101, while the need for an effective rail alternative will increase (Caltrans 2018b). SBCAG's 101 In Motion Plan does include a strategy to implement commuter rail services between the cities of Camarillo and Goleta to assist with a reduction in traffic congestion.

### U.S. Route 101

Established in 1926, US 101 is part of the California Freeway and Expressway System and one of the original routes of the National Highway System. It is the major coastal north-south transportation route; linking Los Angeles with San Francisco and the northern, coastal areas of California. In its entirety, US 101 extends through California, Oregon and Washington.



Statewide planning efforts have also acknowledged the need for additional rail services. The Caltrans 2018

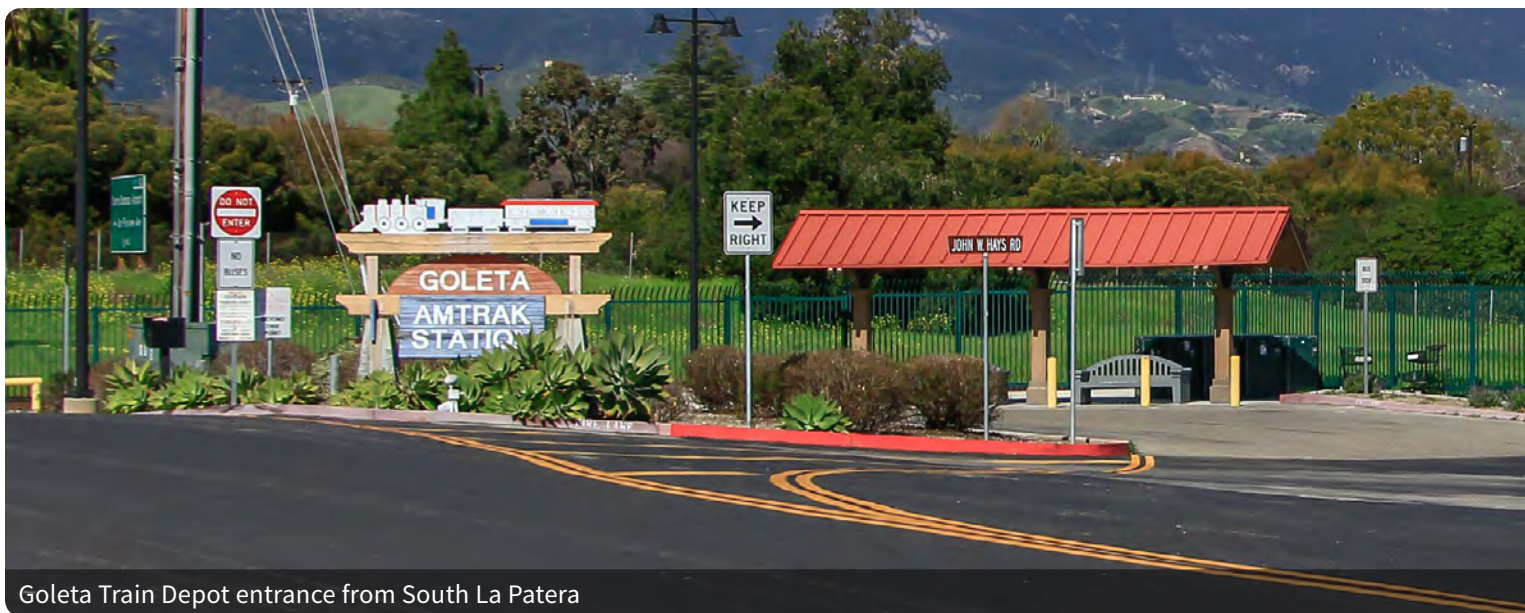
California State Rail Plan (*Rail Plan*) contains service goals and proposed improvements for rail service at the Goleta Train Depot. The 2027 mid-term goals reflected in the Rail Plan call for Pacific Surfliner rail service every two hours to Goleta, while 2040 long-term goals call for hourly service to Goleta. As a first step towards meeting these goals, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), the nine-member joint powers agency that administers and operates the Pacific Surfliner rail service, recently revised the Pacific Surfliner schedule to operate peak hour rail service between Ventura County and the Santa Barbara/Goleta area (Caltrans 2018a).



## 2.4 Goleta Train Depot Project

The Goleta Train Depot and surrounding area has long been considered for development of a regional transportation hub, consistent with regional transportation goals and policies. SBCAG, in association with the City of Goleta, submitted a Transit and Intercity Rail Capital Program (*TIRCP*) application to fund the transformation of the existing platform into a modern, multi-modal train Depot. The TIRCP provides grants to fund transformative capital improvements that modernize California's intercity, commuter, and urban rail systems in order to reduce greenhouse gas emissions, roadway congestion, and vehicle miles traveled. SBCAG was awarded \$12 million in TIRCP 2018 transportation funds, and subsequently entered into a funding agreement with the City of Goleta to implement the Depot project.

To facilitate the project, the City of Goleta purchased an approximately 2.5 acre property located adjacent to the UPRR right-of-way and existing Amtrak platform. The property contains an existing industrial structure which would be demolished as part of the project. It is envisioned that a new structure, vehicle parking, and associated facilities, would be constructed on this site and would collectively be known as the Goleta Train Depot. The existing platform would remain for train boarding and alighting. The property has a Business Park (*BP*) land use designation and a Zoning designation of Industrial Research Park (*M-RP*). The properties surrounding the Depot have been developed with light industrial and commercial uses, providing a number of nearby jobs.

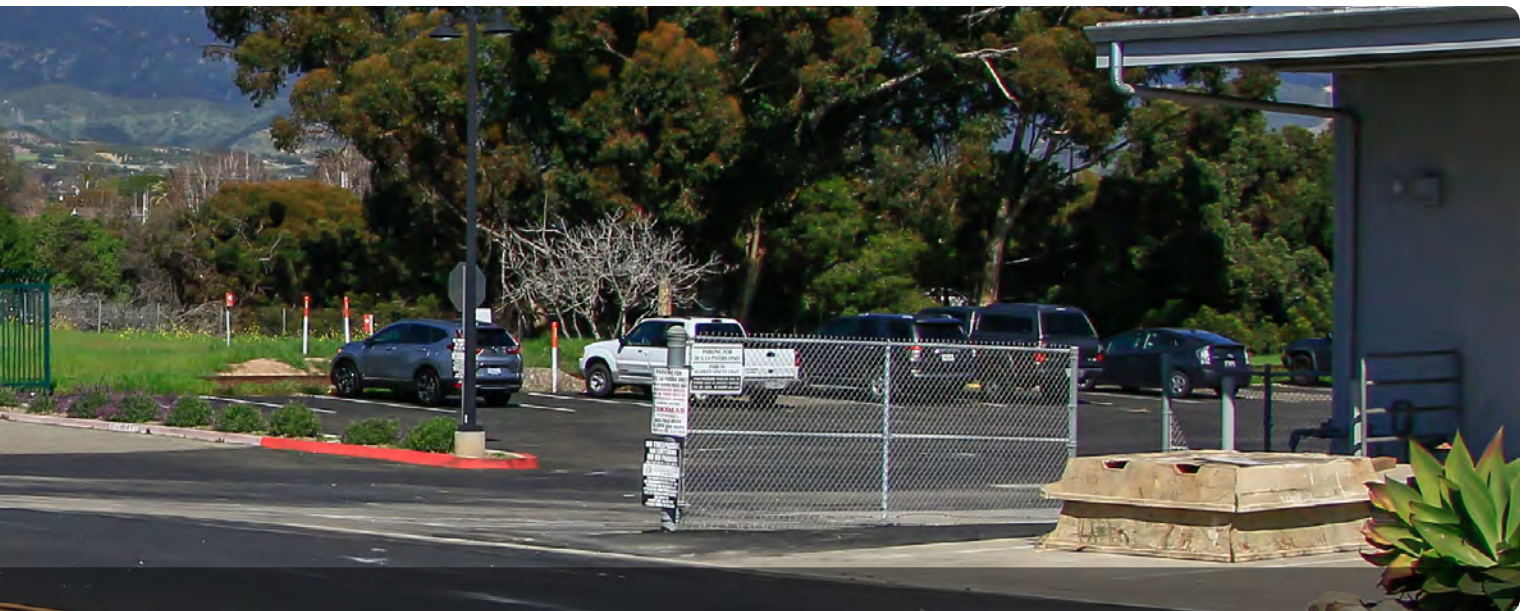
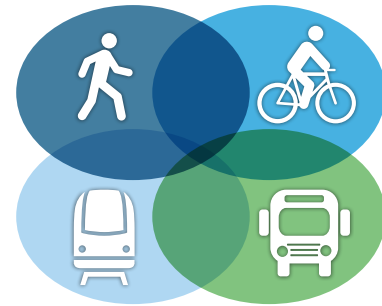




This Master Plan is the initial phase of the project, examining the existing site and surrounding area characteristics, the existing mobility network, and public opinion to inform recommendations for on-site and off-site Depot and accessibility improvements to create a successful multi-modal train depot. It was prepared by collecting and utilizing community input, examining the opportunities and constraints of the Depot and surrounding area, and reviewing the existing mobility network. Subsequent phases include the preliminary design and environmental analysis, engineering design of facilities and infrastructure, the acquisition of additional transit vehicles, and construction of the Depot and off-site improvements. The estimated completion date for the Depot is 2023.

### Multi-Modal Transportation Hub

A multi-modal transportation hub is one in which coordination and integration of different modes of travel take place in order to meet individual travel needs, provide greater convenience for travelers, reduce travel time, enhance the environment, and builds social capital.









## 3: Goals and Objectives

### Mobility

#### **GOAL:** Create a full-service, multi-modal train depot.

- **OBJECTIVE:** Provide access to a variety of transportation options for first/last mile service.
- **OBJECTIVE:** Develop shuttle service to transport passengers from the Depot to strategic locations.
- **OBJECTIVE:** Provide efficient and effective accommodations at the Depot for shuttle, bus, and personal vehicles.
- **OBJECTIVE:** Provide on-site amenities to serve a diverse group of train passengers.

#### **GOAL:** Contribute to implementation of State and regional transit and rail plans.

- **OBJECTIVE:** Stimulate the use of LOSSAN Rail Corridor Agency's updated Pacific Surfliner schedule to serve peak hour rail service between Ventura and Santa Barbara Counties for increased

commuter opportunities, and between San Luis Obispo and San Diego Counties for increased travel and leisure activities.

- **OBJECTIVE:** Allow capacity for additional train storage to improve scheduling and operational flexibility while maintaining optimum function of the Depot.
- **OBJECTIVE:** Assist with achieving the Caltrans 2018 Rail Plan mid-term goal (by 2027) for rail service every two hours to Goleta and long-term goals call for hourly service to Goleta.
- **OBJECTIVE:** Maintain Hollister Avenue as a transit corridor, as recognized by SBCAG's Regional Transportation Plan, by making it an integral connection to the new Goleta Depot.



### **GOAL:** Improve regional connectivity of the local transit system to the Goleta Train Depot.

- **OBJECTIVE:** Provide transportation connections for neighborhoods with low-income populations to job and education centers and employment opportunities along the Hollister Avenue corridor.
- **OBJECTIVE:** Coordinate Pacific Surfliner rail and Santa Barbara Metropolitan Transit District (MTD) transit arrival times.
- **OBJECTIVE:** Provide services and amenities to connect UCSB students and employees to the Goleta Train Depot.
- **OBJECTIVE:** Provide services for a direct transit connection from the Santa Barbara Airport and Goleta Train Depot.
- **OBJECTIVE:** Establish a regional transit hub.



Santa Barbara MTD Bus

Source: Oran Viriyincy

### **GOAL:** Improve bicycle and pedestrian facilities.

- **OBJECTIVE:** Complete pedestrian and bicycle facilities along South La Patera Lane to complete the connection between Hollister Avenue and the Depot, and improve bicycle safety.
- **OBJECTIVE:** Provide crosswalks and sufficient safety features for pedestrians accessing and walking through the Depot.
- **OBJECTIVE:** Provide a variety of bicycle storage options to better serve all users.



Existing bike racks





## Sustainability

**GOAL:** Reduce regional greenhouse gas emissions.

- **OBJECTIVE:** Increase transit ridership, especially among commuters.
- **OBJECTIVE:** Establish a multi-modal train depot with facilities for bicycles, transit, shuttles, TNC services, and pedestrians to entice the use of alternative transportation methods to and from the train depot.
- **OBJECTIVE:** Reduce vehicle miles traveled from automobiles.



Transit riders using the Surfliner

**GOAL:** Utilize green building practices during design, construction, and operation of the Goleta Train Depot.

- **OBJECTIVE:** Integrate sustainable features into the Depot structures and landscape design.
- **OBJECTIVE:** Achieve LEED-silver certification for any future Depot building(s).



Sustainable energy and more

## User Experience

**GOAL:** Develop a train station that creates civic pride and identity, and is more attractive for travelers and commuters.

- **OBJECTIVE:** Acknowledge local railroad history.
- **OBJECTIVE:** Provide on-site amenities to serve train passengers.
- **OBJECTIVE:** Improve safety at the Goleta Train Station.



Indoor train station waiting area







## 4: Community Outreach

Community engagement played an important role in the development of Master Plan recommendations for the Goleta Train Depot. The goal of the public outreach program was to identify train Depot use constraints and opportunities as well as preferred amenities. Outreach methods included the identification of key stakeholders, meetings with these individuals and the community-at large, and the solicitation of additional input via an online survey.

The City and consultant team identified the following key area stakeholders:

- Groups with large numbers of train Depot users (*i.e. Goleta Chamber of Commerce, UCSB*)
- Organizations located near the train Depot (*i.e. Santa Barbara Airport, MTD*)
- Groups involved in train Depot operation (*i.e. Amtrak, Santa Barbara County Sheriff's Department*)
- General interest groups (*i.e. COAST*).

The team organized one formal meeting with stakeholders and held subsequent informal meetings with individuals who requested additional information.



Community Open House Meeting held on May 2, 2019 at the City of Goleta Council Chambers

Two Community Open House Meetings were held on May 2, 2019 at the City of Goleta Council Chambers and on May 8, 2019 at the Goleta Valley Community Center. Members of the general public were invited to join the City and consultant team to learn more about the project and to provide input on their use of the train Depot, as well as their preferences regarding amenities and landscaping for the future train Depot.

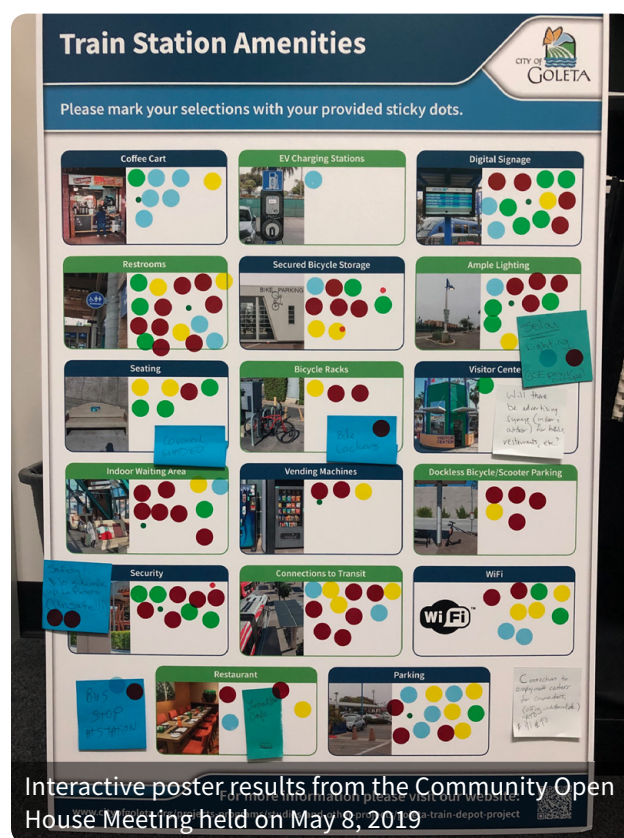


Community Open House Meeting held on May 8, 2019 at the Goleta Valley Community Center

Participants from the Community Open House meetings reported that they are most likely to arrive at the Depot via automobile, followed by transit and ride-sharing services. Convenience was the most commonly cited factor for not using the train, pointing to a lack of automobile parking at the Depot, difficulty with the existing train schedule, and the length of time.

Convenience was an important factor in decision making regarding train ridership. The majority of participants from the meetings also state that the existing train schedule and the length of time it takes to reach destinations are the main reasons why they avoid taking the train. This is followed closely by a lack of automobile parking at the Depot.

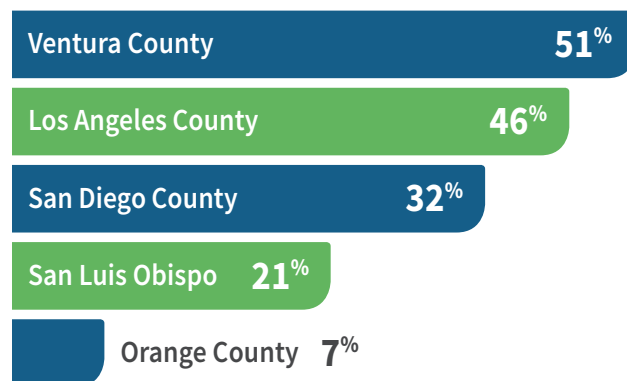
The top amenities desired at the new Goleta Train Depot include restrooms, digital signage, parking, and safety features such as complete sidewalks and security. Participants also would like bicycle racks and better connections to public transit at the Depot.



Interactive poster results from the Community Open House Meeting held on May 8, 2019



Additional input was solicited via an online survey. The survey was available between May 1 and 24, 2019. A total of 301 responses were received during that three week time period. When asked how often they ride the train, 43 percent of the participants in the online survey reported riding the train a few times per year, and 25 percent responded that they ride the train “very rarely” or never. A smaller number (14 percent) are daily riders. When asked about where they ride the train, many survey participants stated that they ride the train to multiple destinations. The majority of online participants stated that they ride the train to the following destinations:



Five percent of riders use the train to get to Riverside County or San Bernardino (*three and two percent, respectively*), while other riders use the train to head to the Bay Area and Northern California (*five percent*), and out of state (*one percent*).

When participants in the online survey were asked why they did not ride the train, more than half of the participants stated that the train schedule was inconvenient. Thirty percent felt trips were too far or took too much time, and 28 percent noted that their desired destination was not accessible by train. Nearly a third of participants found that travelling by train was simply not convenient enough, and 19 percent felt that the Goleta station was too isolated. Access to and from the Goleta station was also important for ridership decisions.

When asked what would entice them to ride the train more often, responses included:

- Connections to local transit.
- Direct shuttles to UCSB, employment centers, other local destinations
- Additional shuttle stops.
- Punctual trains.
- Affordable ticket prices.
- Additional train stops.
- Improving train station amenities.

Open house and online survey participants ranked restrooms, digital signage, ample lighting, security, and wireless internet access as priority amenities. Many participants also valued indoor waiting areas, seating, secure overnight car parking, and secure bicycle storage.







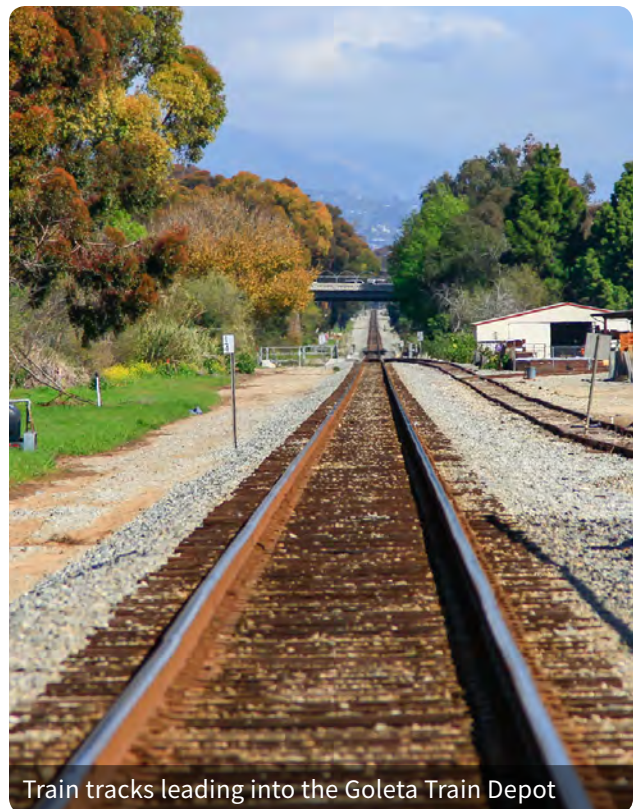
## 5: Site Characteristics

### 5.1 Depot Service Area

The Goleta Train Depot's service area is comprised of the Regional and Local Service Areas. These service areas have distinct differences, yet work together to meet the needs of train passengers throughout the region.

#### Existing and Projected Pacific Surfliner Ridership

According to the 2018 TIRCP Application, the existing Pacific Surfliner ridership that utilizes the Goleta Station is about 60,700 passengers annually. Of these passengers, approximately 4,000 utilize the train depot to reach UCSB.



Train tracks leading into the Goleta Train Depot

## Regional Service Area

The Regional Service Area is the area serving passengers who neither live nor work in Goleta but use the Goleta station to travel to other destinations served by Amtrak or to access the Santa Barbara Airport. **Figure 5-1** shows the station's regional service area.

**FIGURE 5-1: Primary Regional Service Area**



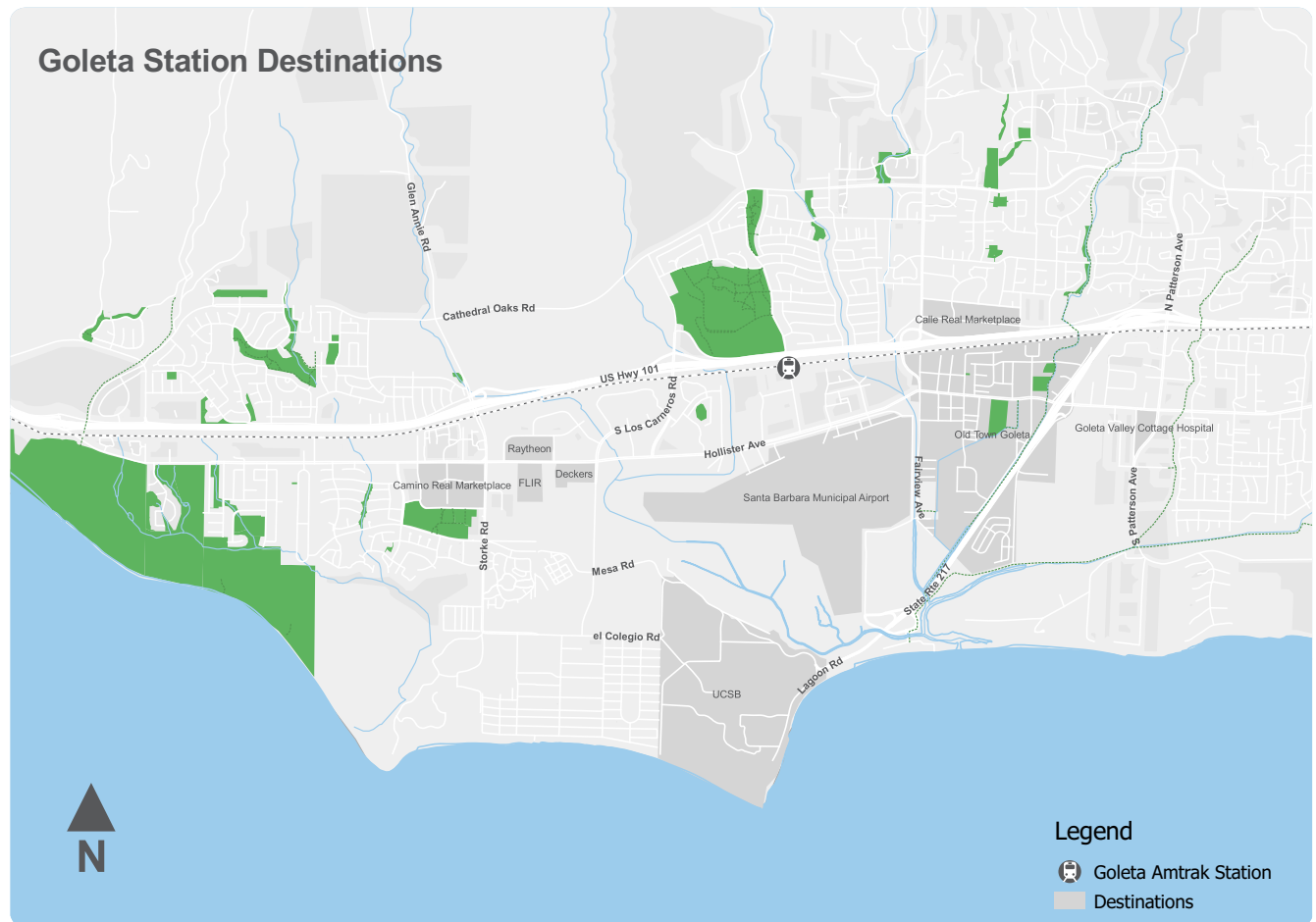




## Local Service Area and Key Local Destinations

The Local Service Area (*LSA*) is a smaller geographical area that serves local passengers who either reside or work in the City of Goleta or nearby key destinations. The Depot's LSA is shown in **Figure 5-2**.

**FIGURE 5-2: MTD Local Service Area**



## 5.2 Site Opportunities

One of the main assets of the Goleta Train Depot is its location near large employment centers. The Depot is situated within two miles of the largest employment center in the County of Santa Barbara, UCSB, and a major regional airport, both of which will continue to serve as important passenger generators. The area

immediately adjacent to the Depot consists of light industrial and commercial development, and is expected to grow into a high-quality transit corridor with new residential and mixed use development. This will serve as an important catalyst for the long term utilization of the Depot.

### UCSB

Located two miles south of the Goleta Depot, UCSB is the largest employer in the County of Santa Barbara and has a student population of about 25,000 and a faculty and staff population of 6,500 (*SBCAG 2013*). A majority of employees reside either south of Santa Barbara or north of Goleta and make the daily commute to and from the University. Many UCSB students did not grow up in the Santa Barbara region, and utilize the train to travel home during holidays or weekends.



### Santa Barbara Airport

The Santa Barbara Airport is the busiest airport on the California coast between Los Angeles and San Jose, serving 750,000 passengers annually. The Goleta Depot is located just 1.9 miles from the Airport entrance. An improved Depot with enhanced connections to the Santa Barbara Airport could allow travelers or Airport employees to take the train to access the Airport.





## Commuter Use

Median home prices are greater than 100 percent higher in Santa Barbara County than those in Ventura County which explains the large numbers of people who live in Ventura County and travel to jobs in Santa Barbara County. Approximately 11,000 vehicles per day travel from Ventura County north to Santa Barbara County/Goleta. Many commuters with destinations in Goleta, will use rail with the addition of peak hour service and a more functional Goleta Train Depot.



## Old Town Goleta

Hollister Avenue serves as a main east-west corridor in the City of Goleta, travels through Old Town, and provides access to businesses and residences. The Santa Barbara Metropolitan Transit District (MTD) operates a number of bus routes along Hollister Avenue to connect to other areas in the City and region. The SBCAG's 2040 Regional Transportation Plan and Sustainable Community Strategy (RTP/SCS) identifies Hollister Avenue as a transit priority area and high-quality transit corridor. In coordination with the City of Goleta, the 2040 RTP/SCS identifies areas along Hollister Avenue to locate high density mixed-use residential uses. The Goleta Station is located only 0.3 mile from Hollister Avenue, and enhancements and redevelopment along this corridor would provide greater connectivity and integration of rail and transit.



Source: Antandrus



## Population Changes

There are a number of disadvantaged, low-income, low-mobility, and predominantly Hispanic populations that reside in Goleta, as well as the City of Santa Barbara, City of Carpinteria, and parts of the Cities of Lompoc, Santa Maria and Guadalupe. An improved Depot would benefit these communities while increasing ridership by providing greater convenience and safety when accessing schools, places of employment, or housing.



## Regional Transit Improvements

The Goleta Depot service goals outlined in the 2018 California State Rail Plan, SBCAG's 101 in Motion Plan, and the implementation of peak-hour train service by LOSSAN are major assets to the Goleta Depot site. With the increased transit services between Ventura and Santa Barbara Counties and throughout the entire San Diego to San Luis Obispo corridor, ridership on the Pacific Surfliner is projected to increase.

U.S. 101 is the only coastal route between southern California, central California, and northern California. Due to the large number of people commuting from Ventura County to Santa Barbara County and Goleta for employment, significant congestion occurs in these areas. The South Coast 101 High Occupancy Vehicle (HOV) Lanes Project will add HOV lanes along this stretch of highway, but implementation of a commuter rail service as an effective alternative is still needed.







## 5.3 Site Constraints

### Location and Access

The location of the existing Depot poses a barrier to the accessibility of the site and the desire to utilize the Depot. As currently configured, access to and from the Goleta Train Depot is a challenge. Due to the surrounding street network, all modes of travel must enter and exit through South La Patera Lane. In addition, the US 101 freeway to the north, and Santa Barbara Airport to the south, precludes direct access to the Depot from surrounding areas. Public outreach participants identified the isolation of the Depot location as a barrier to using the existing Depot.

In addition to the Depot's perceived isolation, physical access to the Depot is not convenient and incomplete in some areas. South La Patera Lane currently lacks continuous sidewalks, sidewalks of appropriate width for pedestrians and travelers, and complete street bicycle and pedestrian facilities. Pedestrians and transit users traveling to the Goleta Train Depot frequently walk within the street with their luggage and personal belongings, which poses a safety and accessibility challenge for users of the existing rail platform.

Hollister Avenue is the primary bicycle corridor serving the Depot. Many segments along Hollister Avenue have high traffic volumes and traffic speeds, and its Class II lanes fail to provide a low-stress environment for bicyclists. Certain street segments lack curb and gutter, the bike lanes are narrow, there is vegetation overgrowing into the lane, and debris collects on the edge of the road within the bike lanes. In addition, segments of Hollister Avenue are within a different jurisdiction.



## Lack of Amenities

The current Depot lacks sufficient amenities for rail passengers and deters residents, commuters, UCSB students and other riders from utilizing the existing Depot. There is a lack of parking for personal vehicles at the Depot, no waiting area shelter or structure for passengers, minimal bicycle amenities, no food or beverage options, safety concerns from poor lighting, and a lack of convenient amenities such as Wi-Fi or personal electronic device charging areas. The Depot is surrounded by business park

development and does not have any nearby retail food or commercial options. According to the TIRCP application, SBCAG and the City of Goleta determined that few air travelers utilize the Goleta Depot to get to or from the Santa Barbara Airport, primarily due to the fact that the Pacific Surfliner schedule does not align with the flight schedules.

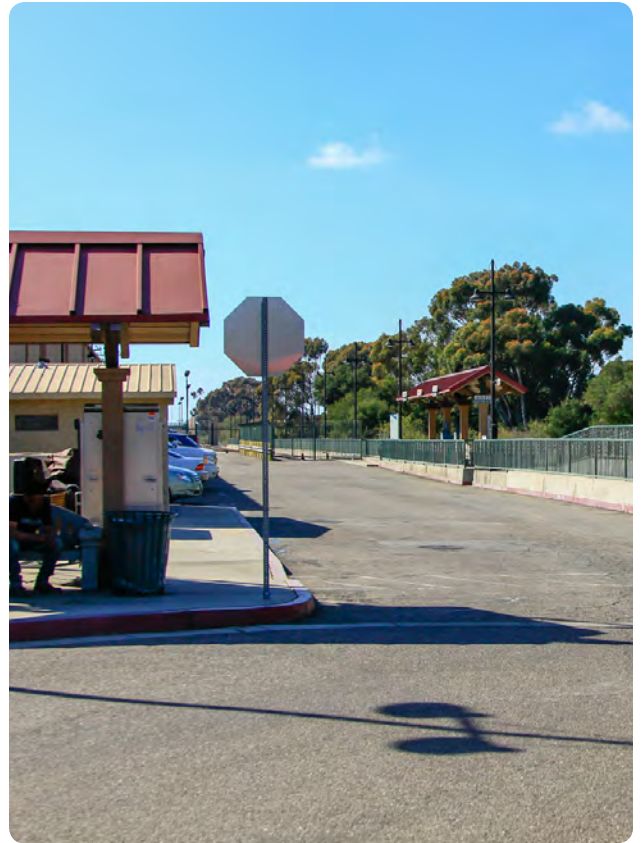






## Lack of Transit Connections

Individuals may use a number of types of transportation to get to their destination. Bus and rail service often form the core of the trip, but individuals must first walk, bike, drive, or use some other form of transit to reach the station and their destination from a station, which is referred to as the first/last mile (*FLM*) of the individual's trip. Santa Barbara MTD does not have any main transit route bus stops adjacent to the Depot. The nearest stop is located along Hollister Avenue, and people utilizing public transportation would have to walk approximately ten minutes along South La Patera Lane to access the Depot. The existing Santa Barbara MTD FLM shuttle routes, which are undergoing a two-year trial, have a limited service area and connection to the City of Goleta. Key destinations require using multiple MTD routes, which does not incentivize the use of the train or MTD FLM shuttles for certain destinations.



## Convenience

The train is currently not seen as a convenient mode of transit for many residents and potential train passengers. Peak hour train service was implemented to/from Ventura County in 2018. However, many still perceive that rail travel takes too long to reach destinations which, coupled with consistent delays, is cited as the main reason people avoid taking the train to and from the Goleta Train Depot.







## 6: Mobility Network

### 6.1 Regulatory Framework

This section of the Master Plan provides a discussion of the local multi-modal mobility network, proposed improvements, and recommendations for improved connectivity to the Goleta Train Depot.

#### Goleta General Plan

The City of Goleta General Plan contains policies and projects which affect access to the Goleta Train Depot.

##### **New US-101 Freeway Crossing at La Patera Lane** (*Policy TE 5.5*)

To link northern and southern portions of Goleta, the City identified the need for two new grade-separated freeway crossings without interchanges at US-101. One of these crossings is at La Patera Lane. This crossing would divert vehicle trips away from existing heavily used cross-routes with freeway interchanges onto the new crossings, which in turn would increase vehicle traffic on La Patera Lane.

This new crossing would also provide direct pedestrian, bicycle and potentially transit access to the Depot.

While this new crossing of US-101 is identified in the General Plan, the construction of this crossing is listed as a long-range project and may not be feasible due to cost constraints.

### Intermodal Transportation Center near Goleta Depot (*Policy TE 7.3*)

The General Plan identifies a new intermodal transportation center near Goleta Depot. The purpose of the transportation center would be to provide a convenient and safe hub for transfers between bus, shuttle, train, automobile, bicycle,

and pedestrian modes. The General Plan states that the future site for the transportation center should allow convenient and safe drop-off and pick-up areas without adversely affecting surrounding traffic flows.

### Accommodate commuter-oriented rail passenger service along the UPRR Corridor (*Policy TE 8*)

The General Plan includes a goal aimed at facilitating commuter rail service to accommodate long-distance work trips between Ventura County and Goleta. This policy contains a number of individual sub-policies including:

- **TE 8.1 - Commuter Rail Service** – City to consider new facilities such as track sidings or a turnaround to accommodate the new service.
- **TE 8.2 Rail Terminal** – The City will cooperate with Amtrak to promote the development of an expanded multimodal transportation center that includes a rail station, including an Indoor waiting area, ticketing, information kiosks, restrooms, parking, pick-up and drop-off area, and ancillary commercial uses
- **TE 8.3 Coordination of Bus Service with Commuter Rail** – Consideration of scheduled / demand responsive service between the station and local employment areas.
- **TE 8.4 Linkage of Land Use with Potential Commuter Rail** – City support of higher-density land uses near the railroad corridor to support potential commuter rail service.
- **TE 8.5 Amtrak and Caltrans-supported Passenger Rail Services** – City encouragement for retention and expansion of existing Caltrans and Amtrak service.
- **TE 8.6 Rail Freight Transportation** – City intent for safe joint use of railroad by passenger and freight trains.
- **TE 8.7 Retention of Railroad Right-of-Way** – City support for retention of railroad right-of-way in the event of UPRR abandoning railroad.



## 6.2 Existing Depot Access

### Vehicular Access and Parking

Vehicular access to the Depot is provided via Hollister Avenue to South La Patera Lane. Regionally, Hollister Avenue can be accessed via primary interchanges on US 101 (*North Los Carneros Road and North Fairview Avenue*) and via an interchange with Ward Memorial Boulevard (*State Route 217*). Locally, Hollister Avenue can be accessed by a number of local streets. However, access from the part of the city north of US 101 is restricted to the six interchange crossings serving the City of Goleta.

Access between the Depot and the Santa Barbara Airport is primarily via South Fairview Avenue and James Fowler Road which provides access to the airport terminal. Access between the Depot, UCSB and Isla Vista is via three primary local routes (*South Fairview Avenue/James Fowler Road/Moffett Place/Ward Memorial Boulevard (State Route 217), Los Carneros Road, and Stokes Road*).

### Vehicular Traffic Levels

Intersection Level of Service (LOS) analyses are typically prepared during the planning stages of new development or facilities to determine if capacity modifications (*e.g., additional lanes, longer turn lanes, changes in signal timing, etc.*) are required to accommodate any additional vehicular traffic generated by the new development or facility and maintain performance standards established by the City. The City of Goleta's General Plan Policy TE 4.1 establishes a performance standard of LOS C for intersections on major and minor arterials, and collector streets during the morning (AM) and afternoon (PM) peak hours.

#### Level of Service

Level of service (LOS) is a qualitative measure of an intersection's performance using a letter grade system ranging from LOS A (representing free flowing traffic with negligible delays) to LOS F (representing congested conditions with long delays). The letter grades are based on the "average controlled delay" measured in seconds per vehicle and computed using the methods published in the Highway Capacity Manual (latest edition), Transportation Research Board.



Hollister Avenue and South La Patera Lane provide primary vehicular accessways to the Depot. Hollister Avenue is a four-lane divided arterial street intersecting with the two-lane South La Patera Lane at a signal controlled three-leg intersection. The intersection is configured with two travel lanes in each direction of Hollister Avenue and an eastbound left-turn lane from Hollister to South La Patera Lane. South La Patera Lane is configured with

two southbound lanes approaching Hollister Avenue (*one left turn and one right turn lane*) and a single northbound travel lane. Pedestrian crosswalks are provided on the north side of Hollister Avenue, crossing South La Patera Lane, and on the west side of South La Patera, crossing Hollister Avenue. Both crosswalks provide access to the MTD bus stops located on Hollister Avenue.

### Existing Conditions

To establish existing conditions, vehicle turning movement counts of the Hollister Avenue and South La Patera Lane intersection were conducted on Tuesday, July 23rd, 2019 during the AM (7:00 - 9:00) and PM (4:00 - 6:00) peak periods. Traffic counts were increased using a seasonality factor of 20% to form a conservative

approximation of volumes during times of the year when school is in session. Current data indicates that the signalized intersection of Hollister Avenue and South La Patera Lane operates at a LOS A in the morning peak hour and a LOS B in the afternoon peak hour.

### Existing + Project Conditions

Development of the Goleta Train Depot is expected to increase traffic numbers over existing conditions. In order to estimate the increase, vehicular traffic generation in existing and future conditions is analyzed. Existing + Project Conditions can be defined as the existing conditions plus the addition of estimated traffic generated by the new development, in this case the train depot. In this case, the vehicular trip generation of train stations is influenced by the number of parking spaces provided at the station. The difference in traffic generated at the existing Depot, and estimates of traffic

that will be generated by the Depot following construction provides the expected incremental increase in traffic added to existing traffic volumes. The analysis of this growth in traffic at the Hollister Avenue and South La Patera Lane intersection identifies if any improvements would be required as part of the Goleta Train Depot project.

**Table 6-1** presents the estimated trip generation of the train station determined by calculating the difference between the estimated traffic generated by the current and future stations.

**TABLE 6-1: Estimated Trip Generation of Goleta Train Station**

Independent Variable	Rate (Trips/Space) Average Daily		AM Peak Hour			PM Peak Hour		
			14% of Daily Trips	70% IN /30% OUT	Total	15% of Daily Trips	30% IN /70% OUT	Total
Parking Spaces	2.5	Space	Inbound	Outbound		Inbound	Outbound	
27 Existing Spaces	68	Trip	7	3	10	4	8	12
128 Future Spaces	320	Trips	32	14	46	15	34	49
<b>Net Change</b>	<b>252</b>	<b>Trips</b>	<b>25</b>	<b>11</b>	<b>36</b>	<b>11</b>	<b>26</b>	<b>37</b>

Source: SANDAG 2002

The net difference based on the number of existing and projected parking spaces at the station equals 252 daily trips on average with about 36 net new trips in the morning peak hour and about 37 net new trips in the afternoon peak hour. As shown in **Table 6-2**, the addition of the net new peak hour trips to the seasonally

adjusted existing traffic counts results in no change in the existing level of service (LOS A in the AM peak hour and LOS B in the PM peak hour) with only a slight change in the volume to capacity ratio (V/C)—the metric used to determine LOS.

**TABLE 6-2: Intersection Level of Service (LOS) for Hollister Avenue / South La Patera Lane**

Scenario	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
Existing	0.441	A	0.621	B
Existing + Project	0.460	A	0.643	B

Level of service (LOS) based on Intersection Capacity Utilization (ICU) method using PTV Vistro software

The analysis concludes that the existing lane and signal configuration of the Hollister Avenue / South La Patera Lane intersection is adequate to accommodate the increase in peak hour traffic estimated to be generated with development

of the new train depot. Further, the intersection operates within the City's performance standard of LOS C or better and, therefore, no intersection modifications are required.

## Transit Access

Santa Barbara Metropolitan Transit District (MTD) provides bus service to the Cities of Santa Barbara and Goleta. There are four MTD routes that provide connection to Goleta Depot as described in Table 3.

**TABLE 6-3: Buses connecting to Goleta Train Station**

Route	Name	Frequency
6	Goleta	20 –30 minute peak
12X	Goleta Express	35 minute peak

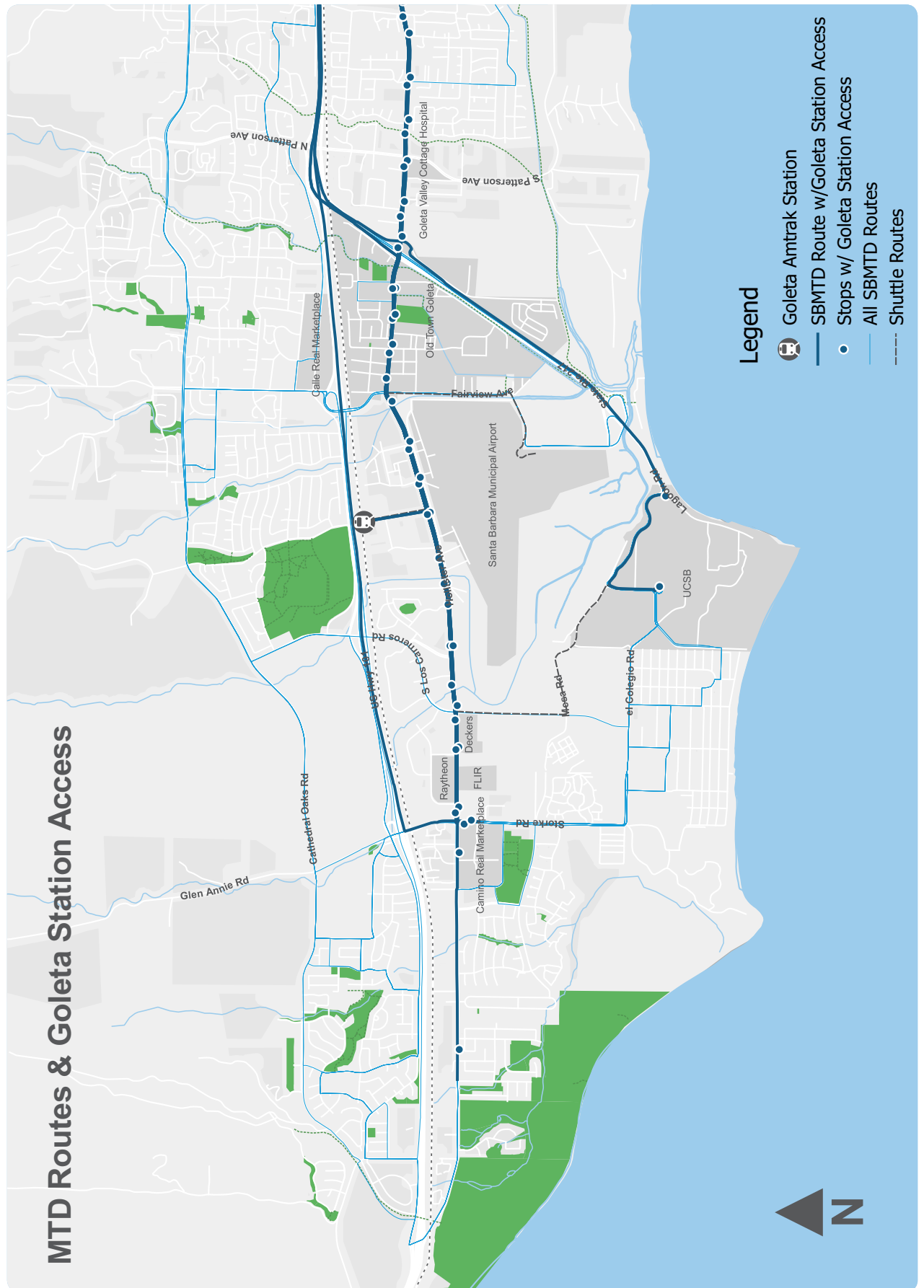
Routes 6 and 12x stop on Hollister Avenue, in both directions, just past the South La Patera Lane intersection. Using these stops to access the Depot requires a walk of approximately 1,900 feet (0.3 miles). In addition to the two MTD fixed bus routes, SBCAG has contracted with

MTD to operate free shuttle service for peak hour rail commuters, during a two year pilot program. Santa Barbara MTD's Routes 90 and 91 serve as Goleta Train Depot FLM shuttle service, which provides connecting service to the Goleta Train Depot and local destinations. The shuttle service operates under a two-year pilot program that began on April 2, 2018; corresponding with the start of Pacific Surfliner early morning service. One shuttle connects the station to stops at Hollister Avenue and Palo Alto Drive, and serves major business parks and the Camino Real Marketplace within the Hollister corridor. The second shuttle serves Old Town Goleta and UCSB. These shuttles only serve the station during the Pacific Surfliner morning and afternoon commute periods. Figure X details the transit service that connects to the Goleta Train Depot.





FIGURE 6-1: MTD Routes and Goleta Station Access



## Rideshare

Ridesharing services such as Uber and Lyft are available throughout the City of Goleta. Rail passengers utilizing rideshare services to get to/from the Depot normally use the passenger pick-up/drop-off zone located on the South La Patera Lane turnaround. While ridesharing services are convenient, they can be costly if commuters are forced to use them on a daily basis.



## Bicycle Access

The City of Goleta's existing bicycle network consists of 33 miles of bicycle facilities, ranging from Class I multi-use paths to Class III bike routes. The majority of the existing bicycle infrastructure in the City of Goleta is classified as Class II bike lanes, running along major arterials. Hollister Avenue, which serves as the main access point to the Goleta Train Station for all modes of travel, contains a Class II bicycle facility, and serves as the main east-west bicycle path connecting the northern residential uses to UC Santa Barbara, the Santa Barbara Municipal Airport, and industrial uses to the south.





## Hollister Avenue

According to the Goleta Bicycle and Pedestrian Master Plan, Hollister Avenue was assigned a Bicycling Level of Traffic Stress (*LTS*) of 4, the most stressful type in which riding is primarily tolerated by only the most experienced riders (*Goleta 2018*). As a Class II bikeway, the bike lanes on Hollister Avenue near South La Patera Lane and the Goleta Train Depot are clearly delineated with markings and signs. However, certain features, or lack thereof, present safety concerns for all but the most experienced cyclists. The bikeway along Hollister Avenue in Old Town consists of a Class III bikeway with painted arrows that indicated shared use, also referred to as sharrows. Constraints to biking to the Goleta Train Depot include:

- **Lack of curbs** – The southern portion of Hollister Avenue east of Los Carneros Road lack curbs or other barriers to protect bikers from the vegetation to their right. Uneven terrain, dirt, and overgrown shrubs all contribute to an unsafe environment for bikers. While some portions of Hollister Avenue are within the City of Santa Barbara’s jurisdiction, and therefore were not identified as a Capital Improvement Project (*CIP*) for the City of Goleta, this is an important accessway to the Goleta Train Depot and facilities enhancements should be prioritized by the Cities of Goleta and Santa Barbara.
- **High-volume and speed vehicular thoroughfare** – As a major vehicular thoroughfare with high volumes of traffic and speeds, Hollister Avenue may be perceived as an uncomfortable and unsafe bikeway for most riders. According to Figure 2-5 of the Goleta Bike and Pedestrian Master Plan, Hollister Avenue had a peak AM hour traffic count between 1,499-2,023 cars and PM hour traffic count between 1,795-2,500 in 2016. The high rate of vehicular traffic can be a safety issue, as bikers must leave the bike lane and merge into vehicle traffic to turn onto a different road off Hollister Avenue.
- **Narrow bike lanes** – The bike lanes along Hollister Avenue are quite narrow, measuring 4 feet in width throughout. While this may be sufficient on perfect road conditions, this does not allow much buffer space for bikers to avoid an obstruction on the road or pass one another.



Due to a mixture of the presence or lack of bicycle facilities, their characteristics, and high vehicular volume and speeds, Hollister Avenue has a low likelihood of being routinely utilized as a bicycle route. Furthermore, it also presents safety concerns as increased speeds also increase the likelihood and severity of crashes.



Bike Sharrows on Hollister Avenue heading west towards Goleta Depot



Hollister Avenue bike lanes heading east towards Goleta Depot



## South La Patera Lane and Goleta Train Station

South La Patera Lane is a major collector street off Hollister Avenue and serves as the only access point for drivers, pedestrians, and transit riders to the Goleta Train Depot. There are no dedicated pathways for bikers to reach the

Depot. Without a bike lane or sharrows markings, bikers are forced to strike a balance between giving enough space for moving cars and traveling too close to parked vehicles risking being hit by vehicle doors as they are opened.



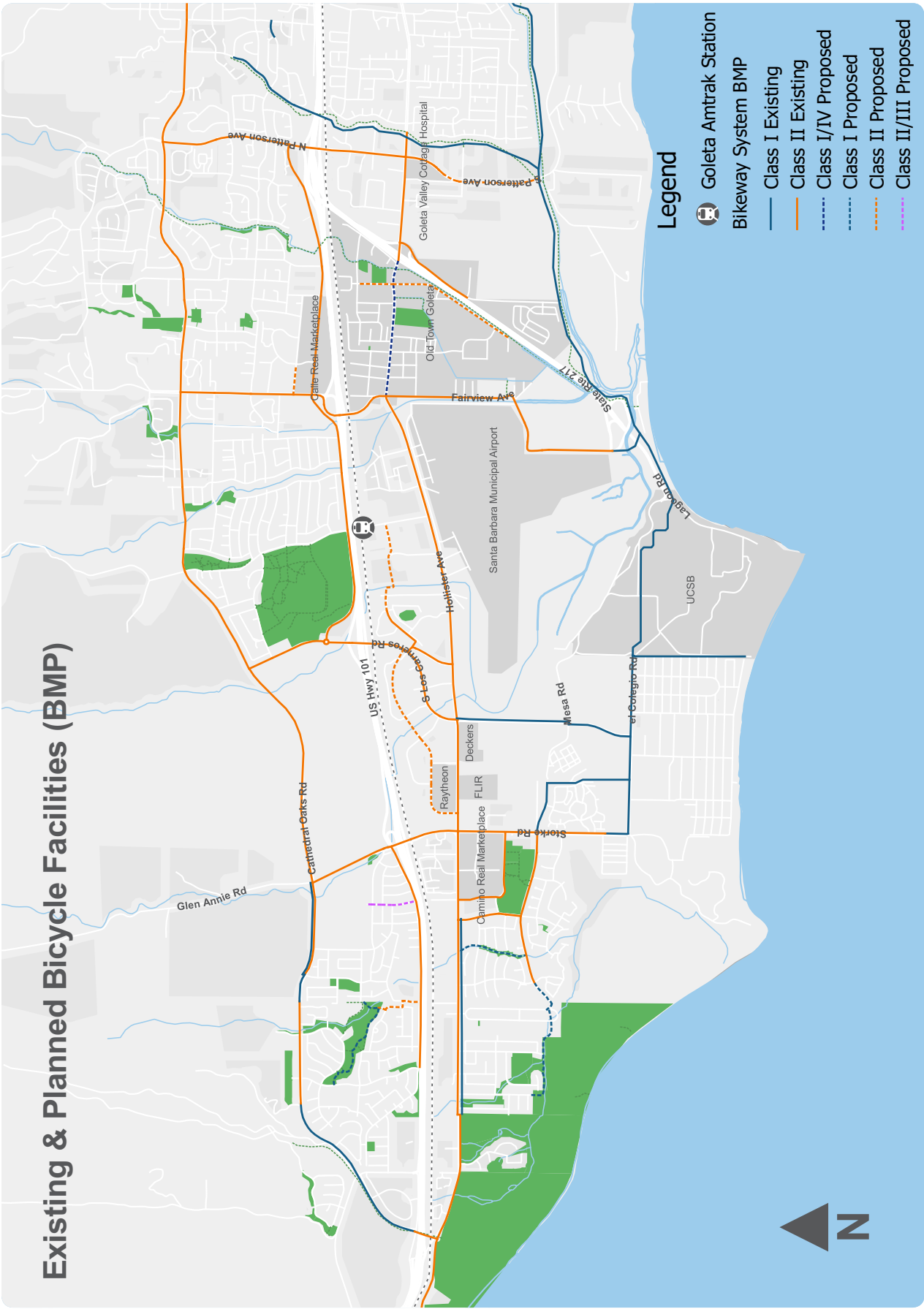
La Patera Lane heading north towards Goleta Depot from Hollister Avenue



Los Carneros Road bike lanes heading north towards Hollister Avenue from Isla Vista



FIGURE 6-2: Existing and Planned Bicycle Facilities







## Pedestrian Access

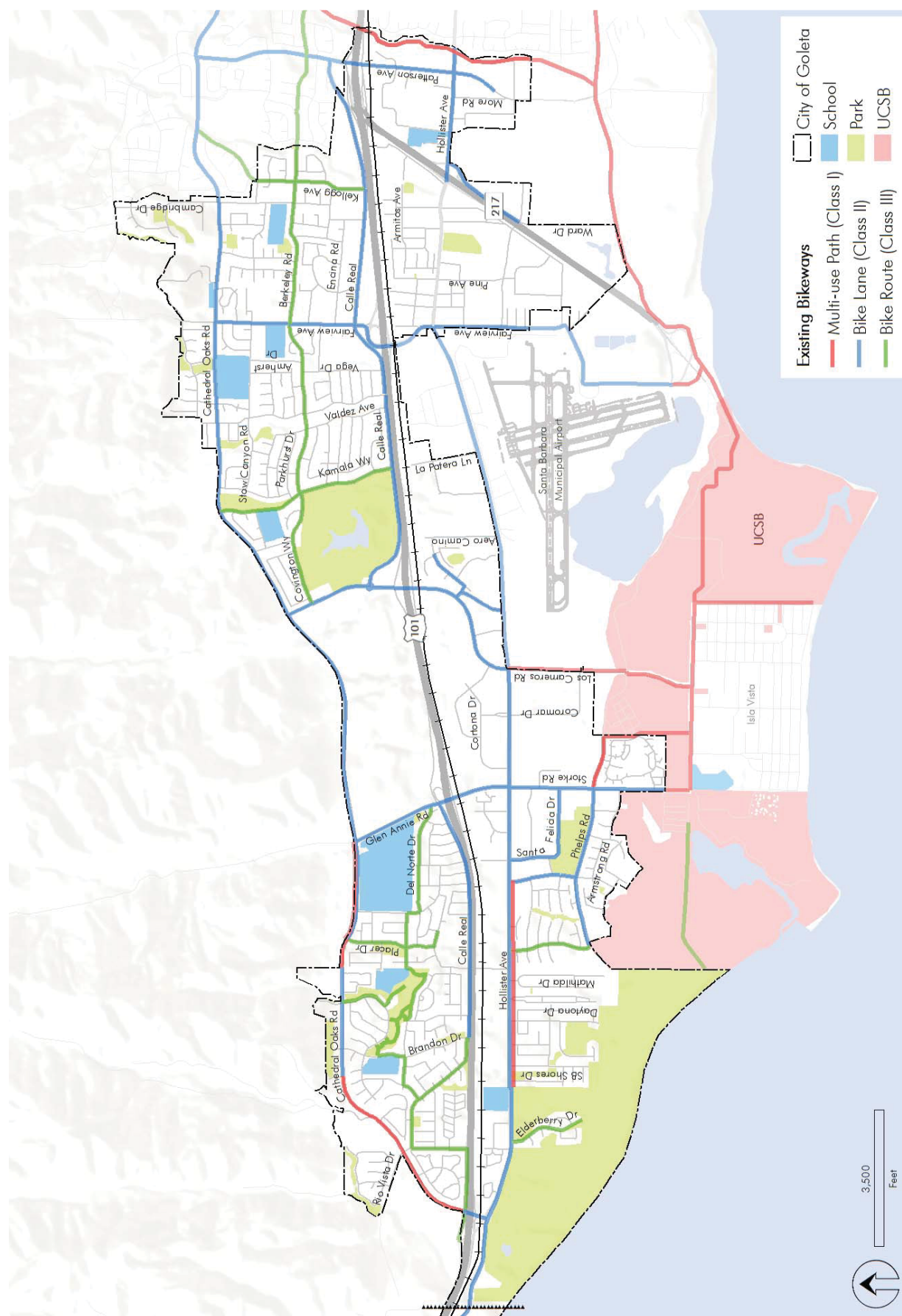
The Goleta Train Depot is accessible by car, public transit, taxi, ridesharing services, biking and walking. However, due to the street network around the Depot, all modes of travel must enter and exit through South La Patera Lane, including pedestrians walking from transit stops. Santa Barbara MTD Routes 6 and 12X do not stop directly at the Goleta Train Depot. Instead, the nearest bus stop on Hollister Avenue is 1,900 feet (*0.3 miles*) from the Depot. The current streetscape on Hollister Avenue and South La Patera Lane offers inconsistent pedestrian conditions including:

- **Lack of curbs** – The sidewalk on the western side of South La Patera Lane is not fully connected with certain segments consisting of simple dirt paths with trees, parked cars, and driveways obstructing the pathway. Pedestrians are forced to walk directly on the road itself, often into incoming traffic. This presents additional complications for university students or airport users traveling with rolling luggage or heavy packs.
- **Lack of crosswalks** – South La Patera Lane functions as one continuous road interspersed with driveways for vehicular ingress and egress for the various businesses. Not only does this present an uninteresting pedestrian experience without much variety, it creates a stressful and potentially unsafe situation for pedestrians as vehicles come from multiple directions. Furthermore, the single intersection at Lindmar Drive lacks a marked crosswalk for pedestrians.
- **Insufficient waiting area** – The Depot provides a 40-foot long canopy for passengers waiting for the arrival of their train. While this may be sufficient on a normal weekday, this is severely inadequate in supporting the volume of UCSB students departing from this Depot during a holiday or quarter break.



Lack of Sidewalks along South La Patera Lane

**FIGURE 6-3: Existing and Planned Bicycle Facilities (BMP)**







## 6.3 Planned Improvements

### Goleta Bicycle and Pedestrian Master Plan

The City's Bicycle and Pedestrian Master Plan was developed to accommodate transportation choices for people of all ages and abilities, help sustain and improve Goleta's healthy, active, family-friendly lifestyle, and provide access to jobs, schools, and recreation. The planned bicycle infrastructure improvements would improve the journey ambiance and safety of bicycle trips in the vicinity of Goleta Depot, encouraging more bicycle trips to and from the Depot. There are several identified bicycle infrastructure improvements in the immediate vicinity of Goleta Depot, including:

- **South La Patera Lane** – The identified South La Patera Lane improvements include accommodations for bicyclists and pedestrians. The South La Patera Lane Improvement Project is discussed below.

Further improvement of La Patera Lane by the implementation of an undercrossing or overcrossing of US-101 and the railroad (*Policy TE 7.3*) is also identified in the Bicycle and Pedestrian Master Plan.



- **Hollister Avenue** – Upgrade existing Class II Bicycle Lanes to either Class 1 Multi-Use Path or Class IV Separated Bikeway.



- **New Connection from Los Carneros Road to South La Patera Lane** – This planned improvement is the construction of a new roadway with bicycle infrastructure, proposed in an east-west configuration between US-101 and Hollister Avenue. The planned route runs along Calle Koral, Camino Vista, Aero Camino to an unnamed industrial road that links to Lindmar Drive, then along Lindmar Drive to its intersection with South La Patera Lane.





Beyond the immediate Depot area, but along primary bicycle routes to the Depot, the following long-range (*visionary*) bicycle improvements were identified in the Bicycle and Pedestrian Master Plan:

- **Fairview Avenue** – A key section of Fairview Avenue is the grade-separated crossing of the US-101, as this represents the closest crossing and the shortest path to the Depot for bicycle trips to and from northern Goleta. Unbuffered bicycle lanes in both directions cause safety concerns from bicyclists. A narrow sidewalk is currently provided on one side of the street. The Bicycle and Pedestrian Master Plan identifies a multi-use path as the preferred improvement to increase users' perception of safety and greatly facilitate bicycle access between the northern and southern parts of Goleta.

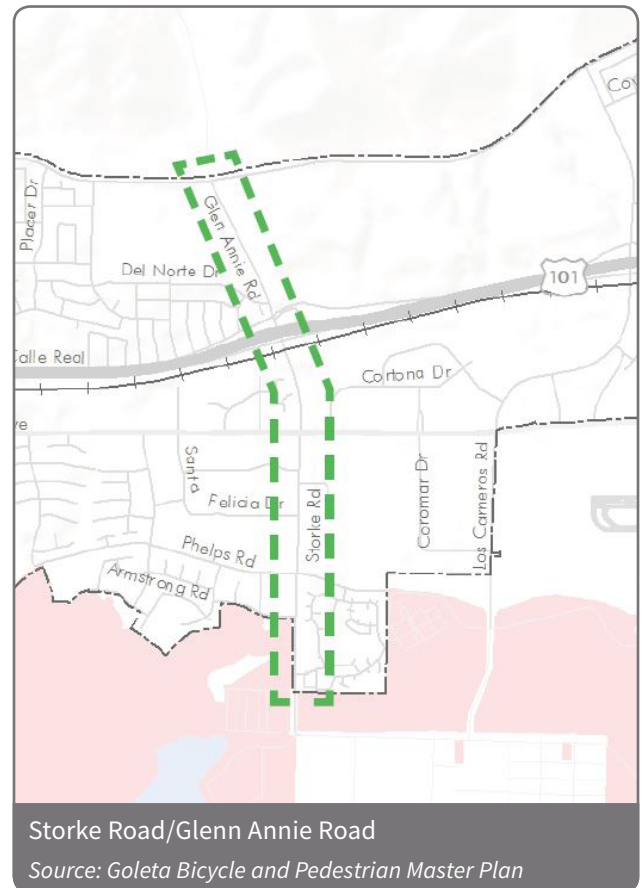
The Bicycle and Pedestrian Master Plan also identifies conversion of the existing unbuffered Class II bicycle lanes on Fairview Avenue south of Hollister Avenue to a Class I multi-use path connecting to UCSB and Goleta Beach Park.

- **Railroad/Highway 101 Multi-Use Path** – There are currently no pedestrian or bicycle facilities within the US-101 right-of-way. The Bicycle and Pedestrian Master Plan identified this right-of-way as a possible opportunity for a multi-use path and identified Goleta Depot as a potential access point.





- Goleta Loop** – The Bicycle and Pedestrian Master Plan identifies the Goleta Loop as a safe cycling, walking and jogging facility in a predominantly east-west loop across the width of the City. The identified east-west streets include Cathedral Oaks Road to the north and Hollister Avenue to the south. These two streets currently intersect at the western end of the loop, and a connection between these two streets would be developed along San Jose Creek, at the eastern end of the loop.
- Storke Road / Glenn Annie Road** – Existing unbuffered Class II bicycle lanes on Storke Road/Glenn Annie Road provide a crossing of the US-101, connecting the north-west part of Goleta to the rest of the city. The Bicycle and Pedestrian Master Plan recommends a study to assess improvement of these bicycle lanes to fully protected Class IV separated bikeways extending south across Hollister Avenue to the city limit, south of Willowgrove Drive.



## Hollister Avenue Corridor Complete Streets Plan

The City is currently developing a Complete Streets Corridor Plan along Hollister Avenue between Fairview Avenue and Ward Memorial Boulevard. This section of Hollister Avenue serves as a main corridor in Old Town Goleta, providing access to the businesses and neighborhoods. The Complete Streets Corridor Plan will identify and prioritize infrastructure improvements to enhance safety and improve access and mobility for all modes of transportation. When implemented, the project will provide safe and convenient multi-modal connections to residents, employees, and visitors and improve quality of life by making Hollister Avenue appealing to walk, cycle, and drive.



## South La Patera Lane Sidewalk Infill and Bike Lanes Project

The South La Patera Lane Improvement project was identified in the Bicycle and Pedestrian Master Plan as a gap closure project that could be funded through grants associated with the redevelopment of the Goleta Depot.

Planned improvements include upgrades to South La Patera Lane between the Depot and Hollister Avenue. South La Patera Lane currently has one traffic lane in each direction and unrestricted parking on both sides of the street. Sidewalk provision is currently inconsistent with gaps in some sections. The exact scope of the bicycle and pedestrian improvements will be developed during the preliminary design phase of the Goleta Train Depot project. The City of Goleta Public Works Department will

develop a range of options for bicycle and pedestrian improvements that will meet the needs of this important access corridor.







## Old Town Sidewalk Project

The Old Town Sidewalk project area is located in Old Town Goleta, roughly one half of a mile to one mile to the east of the Goleta Train Depot. The project area, because of its development over time, contains some streets which lack sidewalks and other streets with narrow discontinuous sidewalks. The project will provide most streets with at least one sidewalk to improve pedestrian safety in the area. The City was recently awarded an Active Transportation Planning (ATP) Grant for the project.



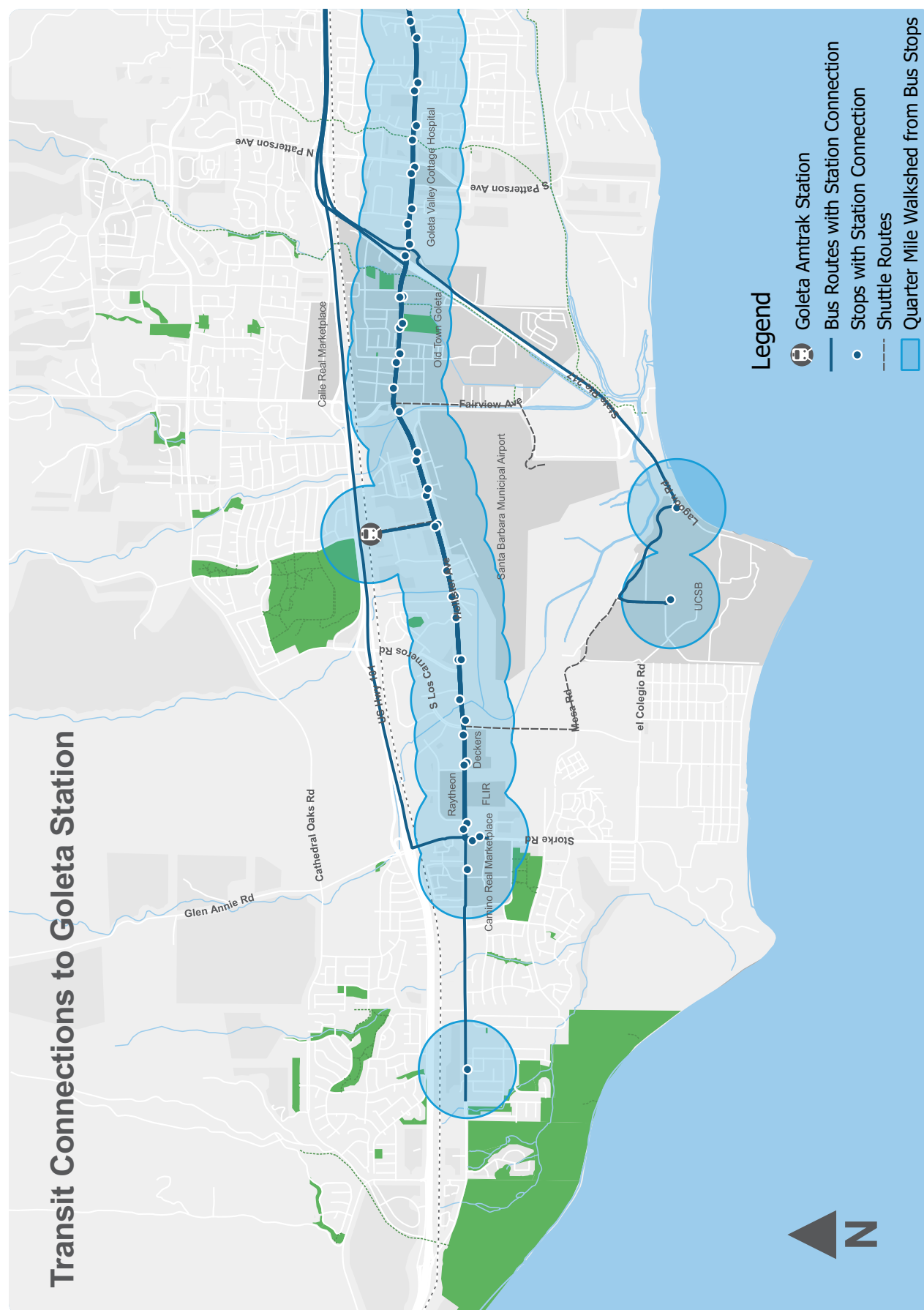
## Passenger Train Storage Expansion Project

LOSSAN received TIRCP funding to expand train storage in Goleta in order to accommodate planned increases in Pacific Surfliner service. Initial conceptual design will begin in the summer of 2019. The new railroad track improvements and facilities would be entirely within the UPRR right-of-way.



Source: Prayitno ⓘ

**FIGURE 6-4: Transit Connections to Goleta Station**





## 6.4 Depot Connectivity Analysis

Connectivity describes the ease and ability for a person in the surrounding area to access the Goleta Train Depot. This ease of access will depend significantly on mode selected, which is evaluated below, but also on an individual's level of mobility which is not captured in this analysis. Through evaluating Depot access by mode this analysis aims to:

- Identify areas with high connectivity to Goleta Depot.
- Identify gaps in connectivity and opportunities to improve Depot access.

Connectivity plays closely into choice; both in terms of determining the options of route that can be chosen, and in turn, by influencing the means by which an individual chooses to get to a destination. Ease of access has a determining effect on whether potential riders choose to use the train or not. Due to its importance to transportation decision making, connectivity influences travel habits, and ultimately long-term travel behavior.

### Service Area of Bus Stops Serving Goleta Depot

Areas with access to the Depot by MTD buses 6 and 12x and the FLM shuttle service are shown in the blue quarter mile buffer area in **Figure 6-4**. This buffer shows areas within a 5-minute walk of an MTD stop that serves a bus route that runs to and from Goleta Depot. MTD route 6 and

12x buses stop at the intersection of Hollister Avenue and South La Patera Lane, which is a third of a mile or a 10-minute walk to the Depot. The MTD FLM shuttle service picks up and drops off at the Depot directly.

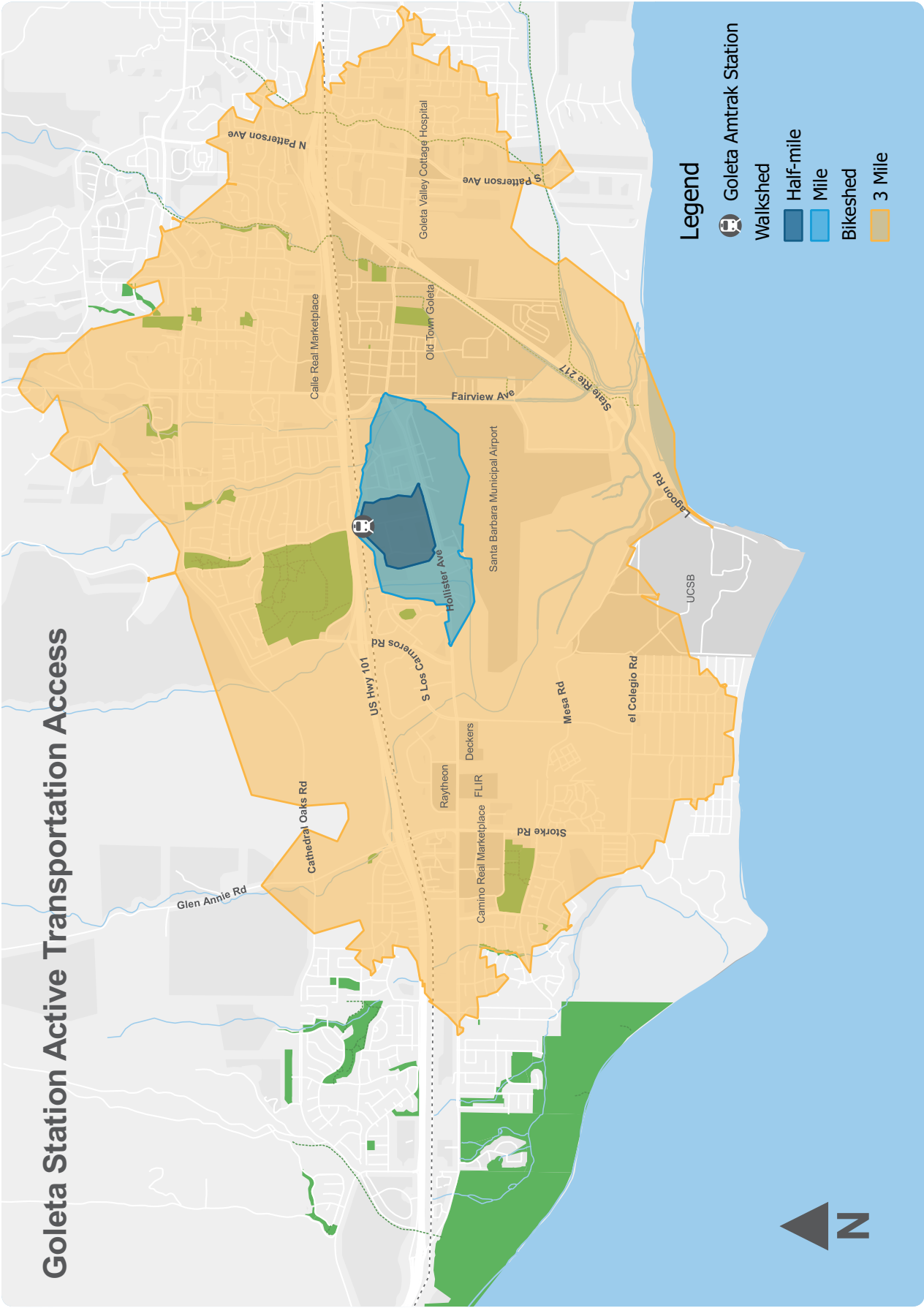


Santa Barbara MTD Bus

Source: Oran Viriyincy ①©



FIGURE 6-5: Existing Bicycle Facilities and Station Vicinity





## Walking and Biking to the Goleta Depot

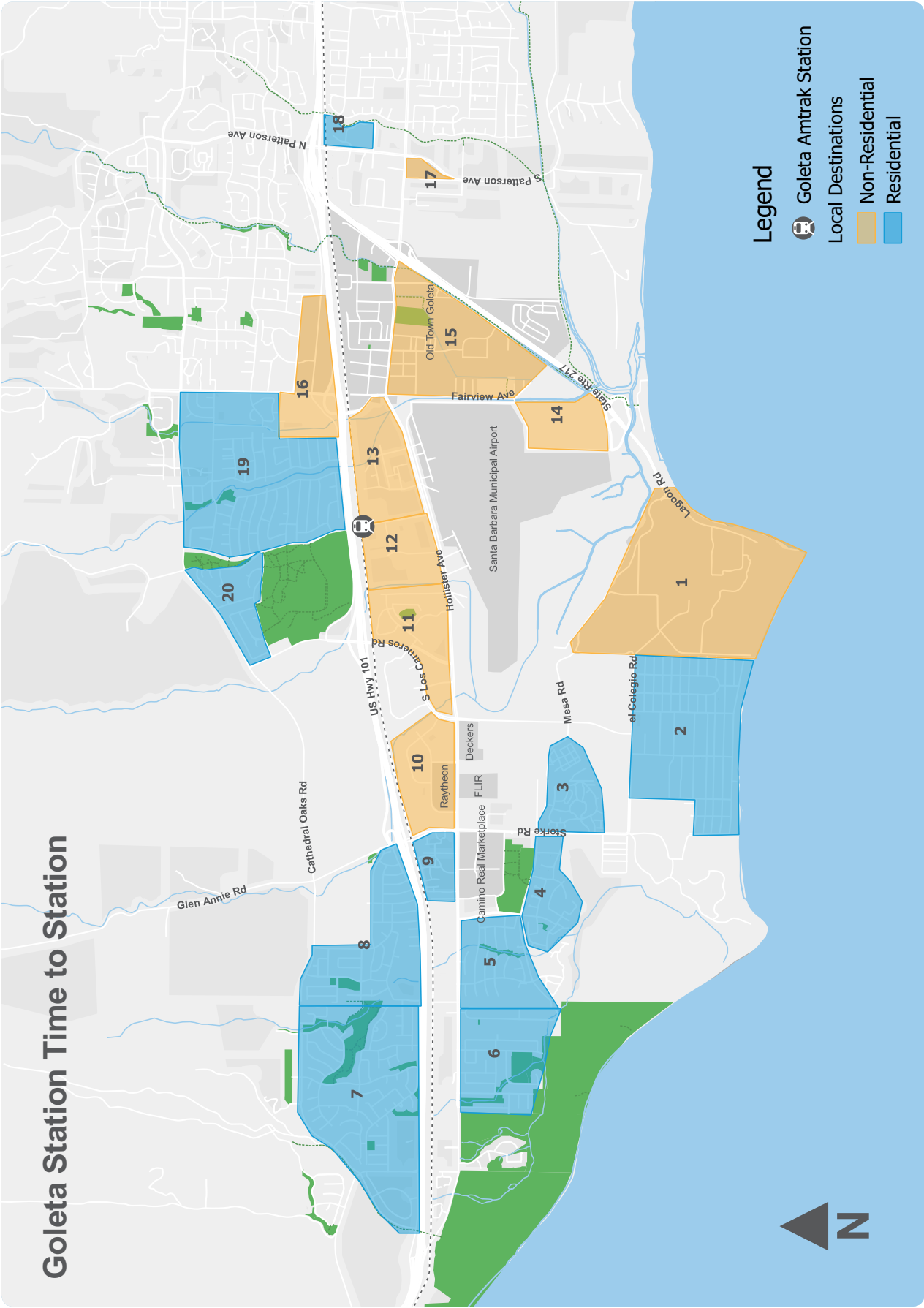
According to the US Department of Transportation, most people who are able are willing to walk five to ten minutes in order to access a transit stop (DOT 2019). **Figure 6-5** shows areas within a walking or biking distance to the Depot, taking into account road network and total distance based on route.

- A 10-minute walk (*1/2 mile*)
- A 20-minute walk (*1 mile*)
- A 15-minute bike ride (*3 miles*)

Barriers to active pedestrian Depot access include: the 101 freeway, limited access, egress routes, and general isolation, distance from Hollister Avenue, and the Santa Barbara Airport to the south. In order to reach the bus stop located on Hollister Avenue a 10-minute walk is required, while a 20-minute walk is required for a pedestrian to reach the edge of Old Town Goleta. Bike access is much further reaching, with bicyclists able to access many key destinations within Goleta during a 15 minute bike ride from the Depot, including residential neighborhoods to the north and Isla Vista, a residential neighborhood with a high concentration of UCSB students.



FIGURE 6-6: Time to Goleta Station











## Goleta Depot Access Time

Travel time to the Goleta Train Depot by mode was assessed for different residential and non-residential areas in the City and Depot vicinity, as seen in **Figure 6-6**. The following chart

describes the time taken to access the Depot from each location identified on the area map by car, bus, on foot and by bike.

Minutes to Goleta Station				
Area				
#1	10	28	62	17
#2	7	31	56	15
#3	8	25	52	14
#4	7	27	58	16
#5	7	25	58	16
#6	8	25	68	18
#7	10	35	97	21
#8	7	36	58	17
#9	6	20	46	13
#10	5	18	36	11
#11	5	17	27	8
#12	2	6	6	2
#13	3	15	15	4
#14	4	30	42	11
#15	4	18	31	9
#16	4	23	30	9
#17	7	16	45	13
#18	8	30	56	15
#19	6	33	42	12
#20	6	29	47	15







## 7: Recommendations for On-Site Improvements

This section of the Master Plan provides a discussion of on-site design recommendations and proposed features, based on Amtrak Guidelines, public input, and analysis of existing opportunities specific to the site and surrounding area. A graphical representation of all improvements is provided at the end of this section, in Figure 7-1.

### 7.1 Site Development Design Guidelines

#### Depot Designation

The Goleta Train Depot will be redeveloped and designed to accommodate the proposed expansion of Amtrak services, enhance on-site amenities, encourage alternative modes of transportation for trips to and from the Depot, and ultimately increase ridership. Amtrak has four levels of stations which are based primarily on passenger volume.

- **Category 1:** Large stations that are fully staffed with multiple transit services and amenities
- **Category 2:** Medium stations with lower levels of staff with some supporting transit and amenities
- **Category 3:** Caretaker station with no ticket agent or staff and an enclosed waiting area with limited amenities
- **Category 4:** Unstaffed station with platforms with shelters or canopies



Following completion of the new Depot, ridership projections indicate that the Depot would be categorized as a Caretaker station, providing shared commuter rail services with no permanent on-site staff (*Amtrak 2013*). The Amtrak Station Program and Planning Guidelines include standards for various features and elements required in Caretaker stations, including:

- Platform
- Platform Canopy
- Station Building
- Auto/Taxi Pick-up/Drop-off Lanes

### Site Plan

The existing Depot consists of a covered boarding platform with basic amenities. There is currently no building or other facilities present on-site. The City of Goleta purchased the property adjacent to the boarding platform with the intent of developing the site with a new, multi-modal Goleta Train Depot. The new Depot would connect to the existing platform.

Vehicles accessing the Depot would enter the site from the eastern property line, off South La Patera Lane. It is recommended that the Depot building be located in the northern portion of the property, most adjacent to the railroad tracks and UPRR right-of-way. The siting of the building at this location allows passengers to easily access the train platform, while minimizing conflicts with vehicles and bicycles. The remainder of the site would be dedicated to parking, roadway circulation, pedestrian areas, and open space.

- Bicycle Racks
- Amtrak Station Signage
- MUTCD Regulatory Signage
- Site Lighting
- Trash Pick-up

In addition, the Amtrak Station Program and Planning Guidelines recommend including the following amenities at the discretion of the state-sponsored or funding agency:

- Quik Trak/e-Ticketing
- Passenger Information Display Systems
- Emergency Platform Call Box
- Vending Machine

Future development would be required to comply with City of Goleta development standards. The Depot cannot encroach into the required setbacks nor exceed the allowable height or lot coverage required by the City’s development regulations included in **Table 7-1**.

**TABLE 7-1: Site Development Standards**

Development Standard	Requirement
Front Setback	50 feet from center of S. La Patera Lane
Side Setbacks	10 feet
Rear Setback	10 feet
Lot Coverage	35 percent
Height	35 feet



The height of future development on the Depot site is restricted due to the site's location within the approach zone for the Santa Barbara Airport. Per the Santa Barbara County Airport Land Use

Compatibility Plan, no objects, including mobile and temporary objects such as construction cranes, shall have a height that would penetrate airspace protection surfaces.

## The Station as a Civic Symbol

Transit stations are integral to the public realm and include elements that represent civic pride and identity. Major transit hubs and stations can themselves become iconic architectural spaces and buildings. To acknowledge Goleta's rail transportation history, and the location of the nearby South Coast Railroad Museum and the historic Goleta Depot, the design of the Goleta Train Depot should reflect architectural characteristics of Goleta's heritage and the historic Goleta Depot's Victorian stick-style structure. It is recommended that elements of the original architectural style be incorporated into the new Depot in an attractive, modern manner.



## 7.2 Mobility Improvements

### Parking

Based on public outreach efforts and the constraints/opportunities analysis, an increase of, and improvements to, personal vehicle parking emerged as a major desire for the new Depot. Public outreach found that a majority of train passengers use an automobile (*single-occupancy and transportation network companies (TNCs)*) to access the Depot. Driving must be recognized as an important FLM mobility choice, and vehicular parking should be provided based on Goleta zoning requirements or LOSSAN's ridership projections, whichever is greater. The parking lot should have designated areas for short- and long-term parking, as well as disabled parking spaces.



### Pedestrian and Bicycle

Pedestrian improvements should include the construction of ample sidewalks and pathways that are wide enough to accommodate multiple passengers and their rolling luggage. The grade of pathways should be taken into account as well, as train passengers are unable to push luggage up steep grades. For this reason, the use of stairs in areas where passengers will be carrying luggage is also discouraged.

Bicycle and shared mobility amenities should also be included in the design of the Depot. Inclusion of these amenities will enhance access to the Depot. Recommended amenities include:

- Secure long-term bicycle parking. This parking may be provided in the form of an indoor bike parking room utilizing vertical racks to minimize space requirements, or as outdoor individual bicycle lockers.
- A full or part-time staffed “bicycle station” with valet parking, sale of bicycle accessories, and bicycle repair.



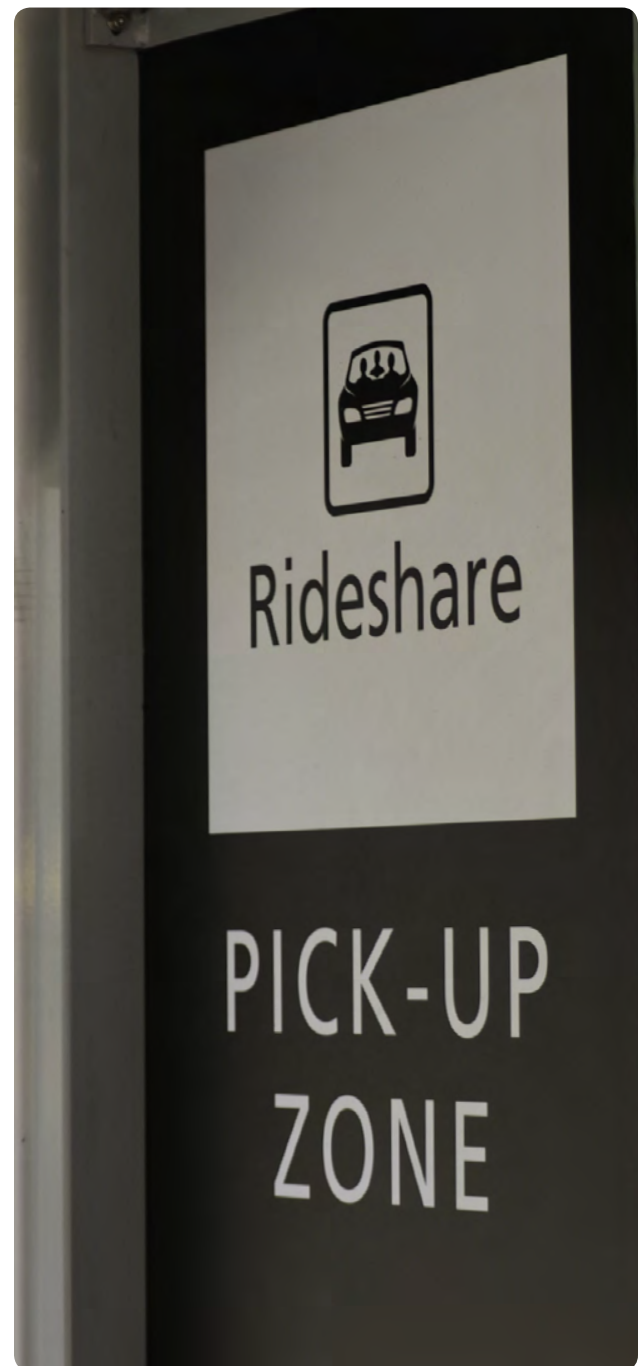




## Transportation Network Companies/Services

TNCs (such as Uber, Lyft, and local taxis) allow people to use smart phones to book rides in private vehicles to their destinations. These services are increasingly being used as a comfortable, convenient, and cost-effective method for door-to-door transportation. Until local public transit becomes equally convenient or more affordable, ride-hailing services can provide a key FLM solution.

This Master Plan recommends the establishment of a clearly designated ride-hailing pick-up and drop-off location. The area should be provided in a designated pull-out or location which does not impede traffic flow in the internal Depot roadways. The area should be large enough to accommodate the stacking of multiple ride-hailing vehicles during busy periods of train arrivals and departures. The designated area shall be located near the Depot entrance and near pedestrian walkways and crosswalks to prevent safety concerns. Signage or curb paint should clearly identify the area for the vehicles and passengers.



## 7.3 On-site Amenities

Although Amtrak's Caretaker station designation prescribes no staff and limited amenities, this plan recommends a number of on-site provisions. Unlike many other Caretaker stations, the Goleta Train Depot is located in a light industrial portion of the City and

does not have retail or commercial amenities nearby. Due to its somewhat isolated location, the Depot should consider including the following amenities and specifications to create a convenient, multi-modal transit hub.

### Café/Restaurant

As stations become centers for mobility, food services and amenities become important contributions to a station's significance and traveler convenience. Currently, there are no easily accessible food options for people waiting for the next train or for those disembarking and heading to their destination. A café or restaurant use would provide a convenient way for commuters and travelers to get coffee, breakfast, or snacks while passing through

the Depot. The café or restaurant should be open and staffed on a regular schedule to coincide with peak travel times. Since there are no nearby food or retail options, a café or restaurant could also serve the surrounding businesses and employees during lunch breaks and provide additional revenue for the Depot and City of Goleta.





## Personal Electronic Devices

The use of mobile phones and personal electronic devices, such as laptops, is now widespread, especially among working commuters and college students. Given the Depot's proximity to local employment centers and UCSB, the availability of wireless internet (*WiFi*) throughout the Depot is desired by many users. WiFi access should be provided and accessible in the waiting areas of the Depot. Electrical outlets for charging personal devices and phones should be located throughout the waiting area in the Depot building to

provide a convenient and desired amenity for train passengers.



## Safety and Security

Security and safety risks at a train station can include vandalism, graffiti, theft, drug dealing, fire, and acts of terrorism. During the stakeholder meetings, the Santa Barbara Sheriff's Office (*SBSO*) spoke of the potential for law enforcement to be present at the train station. In the addition, of on-site amenities will lead to an increase in passenger and staff activity at the Depot throughout the day, which will decrease isolated areas and opportunities for criminal activity. The design of the Depot should implement Crime Prevention Through Environmental Design (*CPTED*) techniques to increase security at the Depot. Additional recommendations to further increase security at the Depot include:

- Designated space for an office or substation for the SBSO
- Good visibility of public spaces to customers and employees
- Ample lighting and no "hidden corners,"

- The provision of active control surveillance at station spaces with remote monitoring by the Goleta Police Department or other security entity

### Crime Prevention Through Environmental Design



CPTED is an approach to safety and security through urban and environmental design and the

management of built environments. Through four main principles (*natural surveillance, natural access control, territorial reinforcement, and maintenance*), CPTED focuses on anticipating the opportunities for criminal activity and creating an environment that discourages this behavior. In regards to transit stations, CPTED techniques can be as simple as keeping areas well lit, using landscaping to direct foot traffic into a well-controlled, visible area, and making sure that vandalism is repaired quickly.



## Visitor Information Center

The City of Goleta and Santa Barbara County are major tourism destinations along California's central coast. The Depot currently lacks visitor information on destinations in Goleta and the region. A staffed visitor information office in the Depot would be a helpful resource to provide travel and tourist information on lodging, entertainment, restaurants, and transit connections. At a minimum, an interactive, informational display should be provided.



## Automated Teller Machine (ATM)

Travelers and commuters commonly have a need for cash to purchase items while visiting Goleta, or to purchase food or drink on the train. An ATM would provide a convenient amenity for train passengers.





## Newspaper Boxes

Newspapers for train passengers would provide an important amenity for people while waiting for the next train or while traveling to their destination. The Master Plan recommends having newspaper boxes at the Depot to improve passenger experience.



## Station Artwork

As the Depot is utilized by thousands of riders each year, it provides an opportunity to feature public and private artwork inside the station and on the grounds. Artwork could acknowledge railroad history or feature local artists. Any artwork would comply with City of Goleta standards for public art installations.



## 7.4 Wayfinding and Signage

Signage and wayfinding features connect all the services available at the Depot. Amtrak has established a set of signage standards and criteria for stations which will be used to provide convenient wayfinding for the Goleta Train Depot, including the platform, building, parking, and related facilities. Consistent design with other Amtrak stations will provide an enhanced passenger experience by using recognizable signage, which would be in conformance with the Americans with Disabilities Act (ADA). Developing and installing signage shall be closely coordinated with LOSSAN, the administrator and operator of the Pacific Surfliner service.



Signs at the Depot will comply with the standards and specifications of the Amtrak Signage Manual. Signs that should be implemented in the Depot from the Manual include, but are not limited to:

- **Platform Sign** – to identify the City and Depot to passengers
- **Platform Sign** – to identify the location of boarding areas.
- **Service Identification Signs** – to identify services and amenities at the Depot including but not limited to food, ticketing, ATM, water fountains, bicycle parking, and public transit bus service
- **Curb Identifier Sign** – to identify the designated ride-hailing location for passengers and vehicles.
- **Vehicle Directional Signage** – for personal and ride-hailing vehicles assessing the Depot.
- **Station Information Wall Mounted Display Case** – located inside and outside the Depot to provide information on train schedules, specific Depot information, and contact information.
- **Freestanding Display Case** – near platform to provide information on shuttle services to UCSB or Santa Barbara Airport, Santa Barbara MTD bus schedules and routes, and train schedules.
- **Monument sign** – to identify the Goleta Train Depot to vehicles and pedestrians accessing the site.





## Historical Display

To commemorate the history of rail travel in the area, rail travel, and the historic Goleta Depot, a historical display should be erected in a prominent location in the Depot. The City should work with the South Coast Railroad Museum to include railroad artifacts, a historic display showing the evolution of the railroad in the area from 1901 to present, and brochures and directions to the museum located in Los Carneros Park. This display should also address the history and settlement of the Santa Ynez Band of Chumash Indians around the original contours of the Goleta Slough.



Overhead MCAS Santa Barbara in April of 1944



## 7.5 Lighting and Safety Features

Depot lighting and safety were among the top concerns raised during the community meetings. Addressing safety concerns and issues will be an important way to increase ridership and create a well-utilized Depot.

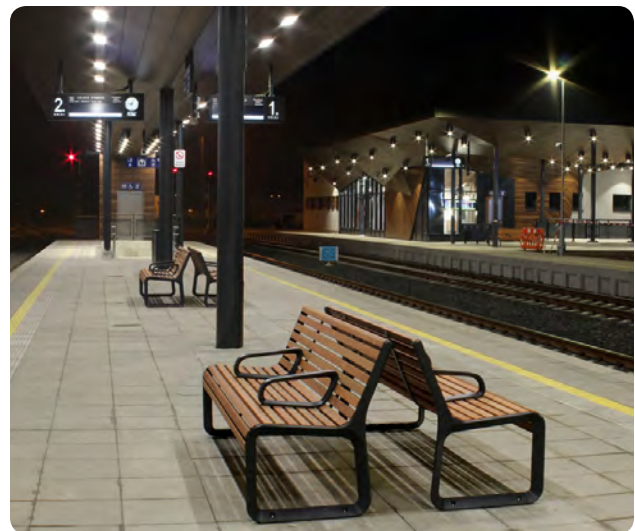
Lighting is important to create a safe and accessible transit hub for people utilizing the Depot. Lighting should be provided in parking areas, pedestrian walkways, the platform, and throughout the Depot for trains and passengers which arrive during the evening. Lighting design principles for the Depot include:

- Creation of a lighting program which highlights and illuminates the Depot structure and establishes the identity structure. This program would establish a lighting theme that will be carried throughout the Depot.
- Use of energy efficient lights through the Depot.
- Strategic placement of lights near signs and message boards for increased visibility of important information.
- Compliance with the City of Goleta Outdoor Lighting Guidelines and reduce flight hazards.



All exterior and outdoor lighting should be full cut-off with light sources fully shielding and downcast. Lighting aids in passenger perception of safety. Pedestrian and passenger safety is a concern at the Depot, especially during nighttime hours and periods of time immediately before and after train arrivals/departures at the Depot, due to the number of vehicles driving to and through the Depot. Additional safety features shall be incorporated into the Depot, including:

- Pavement design to identify pedestrian crossing areas
- Bollards or planters for a security barrier to protect the Depot building and platform from vehicles
- Emergency Platform Call Box
- Frequent patrols by the Goleta Police and Santa Barbara County Sheriff to monitor the safety of personal vehicles parking in the Depot parking lot.

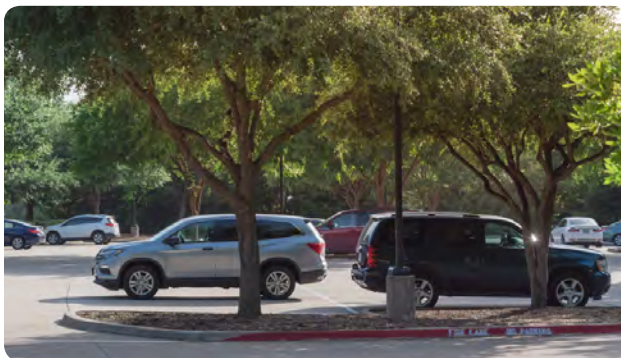




## 7.6 Landscaping

Landscaping provides beneficial services when thoughtfully implemented in project design. The public outreach process found a preference for the use of shade trees, which would provide a cooling effect for both waiting riders and parked vehicles. Future development will be required to incorporate a 20 foot wide landscape strip adjacent to the common property line (*10 feet on either side of the property line*) in order to comply with the applicable zoning requirements.

The design of planted areas can act as a location for collecting stormwater, effectively reducing runoff and the flow of pollutants into local waterways. In order to lessen the energy and water consumption associated with landscape maintenance, the City of Goleta recommends using low-water plant varieties. These include native and non-native plant species ranging from succulents and grasses to shrubs and trees. The height of the recommended tree species at maturity would need to comply with any height restrictions established by the City and the Santa Barbara County Airport Land Use Compatibility Plan.





## 7.7 Storm Water Treatment

Central Coast Water Board adopted Order R3-2013-0032, with stringent Post-Construction Requirements (PCRs). PCRs mandate that projects use Low Impact Development (LID) standards to detain, retain and treat runoff. LID incorporates and conserves on-site natural features, together with constructed hydrologic controls, to more closely mimic pre-development hydrology and watershed processes.

Runoff is dispersed to landscaped areas or routed to LID facilities throughout the site. LIDs provide the following advantages: treats stormwater runoff, creates attractive landscaping, maintains natural hydrologic condition, requires maintenance similar to landscaped areas, and it is above ground and easy to inspect. LID features are to be included in the Storm Water Control Plan, site design, architectural design and landscape design. The LID Facilities Operation and Maintenance Plan is used to plan, direct, and record maintenance of stormwater treatment facilities. LIDs implemented in parking medians, parking islands, street setbacks, side and rear setbacks, other landscaped areas. Typical LID design consists of a runoff routed towards LID landscaped area which has a highly porous sand/compost mixture, laid on top of a bedded gravel layer which is routed to a storm drain, which lies on top of native soil that allows infiltration of runoff water. The City of Goleta provides LID Initiative Bioretention Technical Specifications outlining required design and dimension specifications, facility

media, hard infrastructure specifications, and landscaping guidelines.

Central Coast Low Impact Development Initiative (LIDI) provides a plant Palette Guidebook, which contains some ideas for bioretention plant palettes. There is a variety of drought tolerant and native plant options that are appropriate for LIDs, which support water conservation, provide habitat for wildlife, and are able to survive local climate conditions. The bioretention areas typically include two types of plants, Zone A which can withstand periodic stormwater ponding, and then Zone B which do not require the need to withstand ponding and can include a wider variety of plants on the outside edges of the bioretention area. One requirement is that the plants are able to thrive in sandy soils, have low water and maintenance requirements, exhibit an attractive appearance, and do not have aggressive/invasive root systems. LIDI provides a list of Zone A recommended plants, with their corresponding light preferences, water tolerance and if they are California Native.





## 7.8 Sustainability



The City of Goleta adopted a Green Building Policy, which requires new municipal buildings over 2,000 square feet or greater to achieve the US Green Building Council (*USGBC*) Leadership in Energy and Environmental Design (*LEED*) Silver Certification. Therefore, the Goleta Train Depot shall be constructed to meet LEED Silver certification.

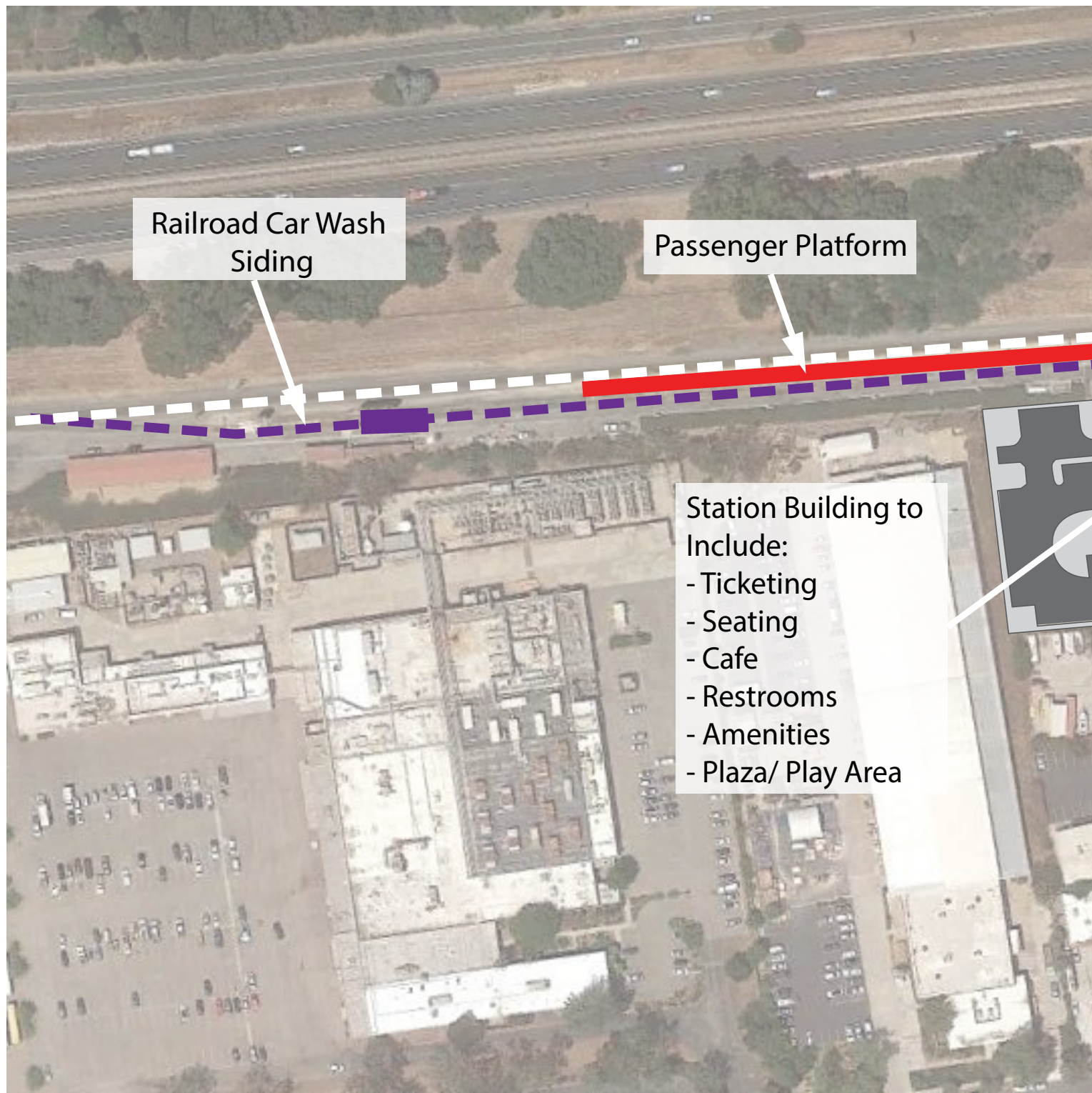
Architectural design, materials, and features can have a substantial impact on a building's energy consumption and efficiency. Through the implementation of sustainable design features, and the use of sustainably sourced materials, future operational costs at the Depot, and the overall environmental footprint, can be effectively reduced. Sustainable features will be incorporated into the Depot design, including:

- LED lighting throughout the Depot
- Photovoltaic solar panels on Depot building roof or parking area
- Electric Vehicle charging stations
- Recycling receptacles
- Recycled water use in landscaping
- Energy efficient building materials
- Locally sourced materials and materials from suppliers focused on environmental practices

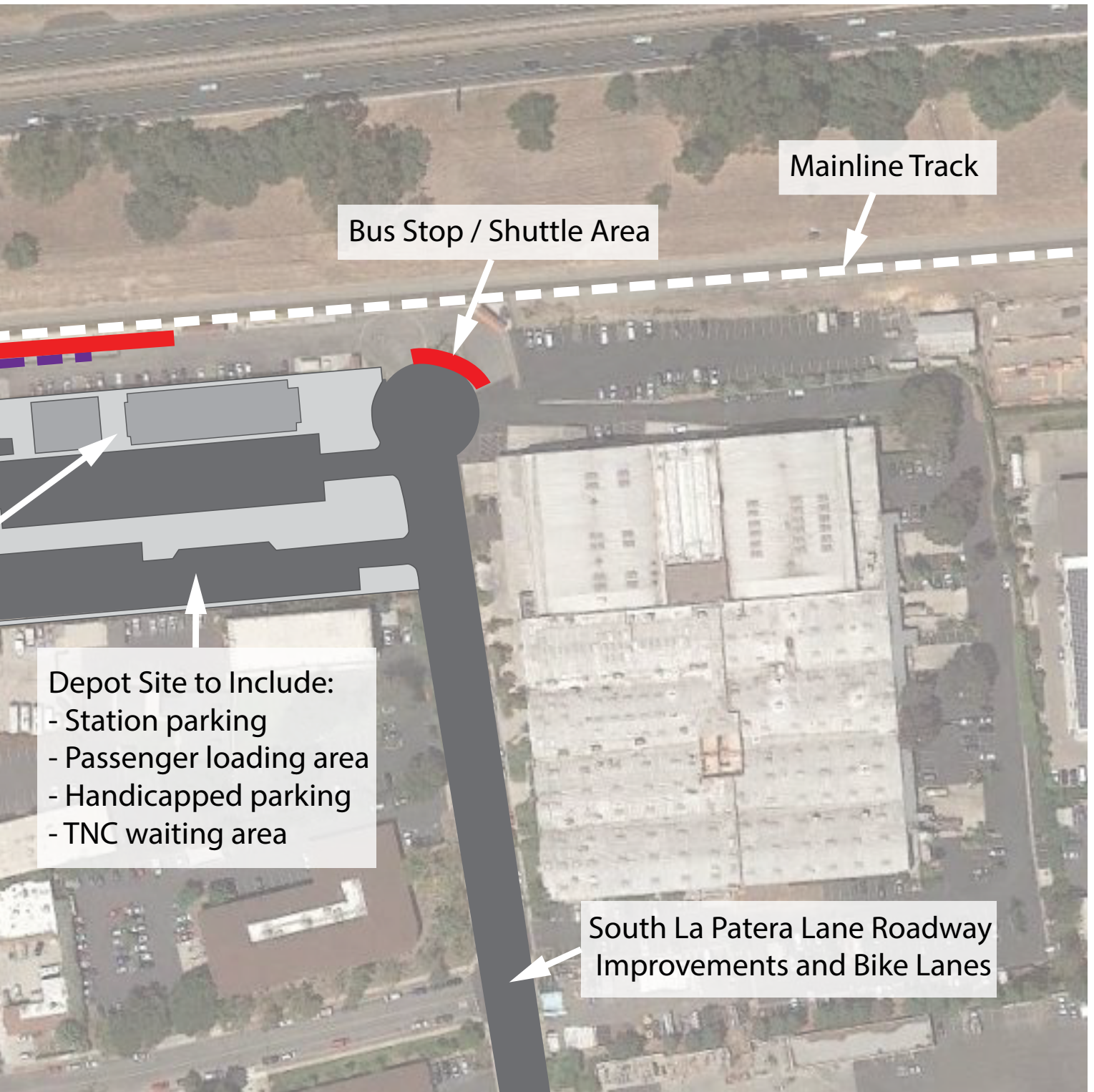
Any features that may cause visual hazards to aircraft in flight or landing, such as photovoltaic solar panels, must comply with the Federal Aviation Administration rules and regulations.



FIGURE 7-1: Station Schematic Plan















## 8. Recommendations for Off-Site Improvements

This section summarizes recommendations for off-site improvements to improve access to the Depot. Some of the recommended off-site improvements also identify associated on-site improvements that support and/or strengthen the off-site recommendations.

### 8.1 Improvements to South La Patera Lane

A project aimed at improving South La Patera Lane was identified in the October 2018 Final City of Goleta Bicycle and Pedestrian Master Plan (*CIP #9079*). The project proposes to improve South La Patera Lane to include continuous sidewalks, on-street parking, and bike lanes on both sides of the street between the Goleta Train Depot and Hollister Avenue, along with new crosswalks at Lindmar Drive. The purpose of these improvements is to:

- Address existing pedestrian connectivity gaps where sidewalks are missing and ensure a continuous walking path between the Hollister Avenue and the train Depot.
- Improve sidewalks and intersections to conform to current ADA standards.
- Add Class II bicycle lanes between Hollister Avenue and the train Depot.



The original design of the South La Patera Lane improvement project identified the improvements within the existing 60-foot right-of-way of South La Patera Lane. The final design options will be developed by the City during the subsequent phases of the project including

the preliminary design and engineering design of facilities and infrastructure. Public input received during the development of the Master Plan and subsequent phases of the project will be considered by the City in the design of the off-site improvements to South La Patera Lane.

## 8.2 Hollister Avenue Bicycle Improvements

Hollister Avenue is the primary bicycle corridor serving the Depot and is equipped with Class II bicycle lanes along most of its length. One of the most critical segments is the portion of Hollister Avenue between Los Carneros Road and Fairview Avenue which connects the City's entire bicycle system to South La Patera Lane. This segment of Hollister Avenue has relatively high traffic volumes and traffic speeds and its Class II lanes fail to provide a safe environment for bicyclists. This is particularly evident along the segment of eastbound Hollister Avenue adjacent to the Santa Barbara Airport property where the street lacks curb and gutter, the Class II lanes are narrow, there is vegetation overgrowing into the lane, and debris collects on the edge of the street. This segment of Hollister Avenue is within the City of Santa Barbara.

The City of Goleta Bicycle and Pedestrian Master Plan recognizes Hollister Avenue as an important bicycling corridor and identifies long-range, multi-jurisdictional projects to transform Hollister into low-stress bicycling corridor. Specifically, the Plan identifies improving the corridor to include either a Class I multi-use path parallel to Hollister Avenue or converting the existing Class II bicycle lanes into a Class IV separated bike facility.

This Master Plan recommends that the City of Goleta coordinate with the City of Santa Barbara to prioritize improvements to the Hollister Avenue corridor between Los Carneros Road and Fairview Avenue prior to, or concurrently with, construction of the new Depot. This recommendation supports either the Class I multi-use path (*with an appropriate connection between the path and the intersection of Hollister Avenue / South La Patera Lane*) or a Class IV separated bike facility particularly in the eastbound, unimproved segment along the Santa Barbara Airport property (*potentially combined with an eastbound bicycle left-turn lane on Hollister Avenue at South La Patera Lane*).





## 8.3 Retention of the Bus Turnaround

The existing turnaround at the north end of South La Patera Lane serves multiple functions:

- It serves as the stopping point and turnaround for Santa Barbara MTD connecting bus routes that serve the current commute-hour Surfliner service.
- It serves as the stopping point and turnaround for Amtrak buses that may, on occasions, access the Depot.
- It provides access to the Depot and private property parking areas located on both sides of South La Patera Lane.
- It provides space for trucks to back into the loading bays located in the buildings on the east side of the street.
- It provides an area designated for passenger drop-off and pick-up.
- It provides a turnaround for large vehicles using South La Patera Lane, especially emergency vehicles that require access to the Depot's platform and adjacent tracks.

The turnaround is partially located in UPRR right-of-way, and in 2010, the City of Goleta partnered with the State to expand the bus circle and entered into easement agreements with Union Pacific and the owner of the parcel immediately East of La Patera. This potential impact has been recognized by the City of Goleta in its preliminary site planning which shows the turnaround being relocated southward outside of the UPRR right-of-way.

However, retaining the turnaround (*and even maximizing its diameter*) in the design of the train Depot is important for the following reasons:

- It will continue to provide a bus stop and turnaround for Santa Barbara MTD FLM bus service to the Depot, or public and private shuttles in the future. In addition, if MTD chose to extend fixed bus route service to the Goleta Depot, the bus stop would already be in place.
- It will continue to serve as access to the train Depot and private parking lots located on the east side of South La Patera Lane.
- It will continue to serve as emergency access to the Depot platform and tracks and will connect to the future 20-foot wide emergency access lane proposed to be located between the tracks and the new Depot.

After completion of the Depot, the passenger drop-off / pick-up function will be relocated to the new Depot parking and circulation area. However, the turnaround will continue to function as space for trucks to access the loading bays on the east side of the street and the redesigned turnaround will need to accommodate this continuing function.

## 8.4 Shuttle Services

The existing Santa Barbara MTD's Goleta peak hour rail shuttle service provides connecting service during the two-year pilot of the Pacific Surfliner new early morning service that began April 2, 2018. These shuttles only serve the Depot during the Pacific Surfliner morning and afternoon commute periods.

The pilot routes have a limited service area, and changing between MTD routes is required for many key destinations. The Master Plan recognizes that the peak hour shuttle service is a part of a two-year pilot project funded by SBCAG to determine their efficacy and viability. If the shuttles are found to be successful and become a part of the permanent MTD system, the Master Plan recommends MTD consider adding the Santa Barbara Airport to the East Goleta shuttle route which currently includes UCSB.

The Master Plan also recommends that the City of Goleta work closely with UCSB to determine if expanded shuttle service could benefit commuters and potential funding sources. In addition, public outreach efforts found that many UCSB employees are not aware of the shuttle service between the Depot and the University. Additional promotion of the shuttle service to UCSB employees may entice employees to commute to the university via train rather than in their personal vehicle.







## 8.5 Wayfinding Signage

The existing Goleta Train Depot is located in an isolated area in the City, within an existing business park area. In order facilitate the Goleta Train Depot becoming a successful destination, the Master Plan recommends placing the Goleta Train Depot on existing or proposed wayfinding signage in the City, or implementing a wayfinding signage program which include the Goleta Train Depot. Wayfinding not only guides people to their destination, but brings awareness to locations that may otherwise be unknown or missed. Wayfinding signage also brings a level of community identity. The Goleta Train Depot is envisioned to be a multi-modal transportation hub and important identity for the City of Goleta. Well placed, branded, and ample wayfinding signage would strengthen this identity.

