

2

EXISTING CONDITIONS AND ANALYSIS

EXISTING CONDITIONS

Understanding the existing roadway conditions in Goleta and the adjacent region is imperative to planning for its future. This chapter includes sections on Goleta's demographics, various datasets such as bicycle and pedestrian collisions, and existing infrastructure. This chapter aims to provide meaningful discussions on each of the topics, including how they support or impede bicycle and pedestrian infrastructure development within Goleta.

This chapter also summarizes various analyses models used to understand the City's roadway network and the development of the bicycle and pedestrian projects found in Chapter 4. Each dataset provides valuable information that contributes to the holistic understanding of Goleta's current network and how to improve it.



EXISTING AND PROPOSED LAND USE

Goleta's land use patterns reflect a typical suburban structure, while still maintaining evidence of its agricultural past. Non-residential land uses are concentrated south of US 101, with all remaining agricultural uses and most single family residential located to the north. As Goleta continues to develop, most land use change is slated to occur in the southern region, with little change to the residential and agricultural dominated north. According to the General Plan, most of Goleta's remaining vacant land is slated to become residential, along with considerable amounts of commercial/office and some industrial.

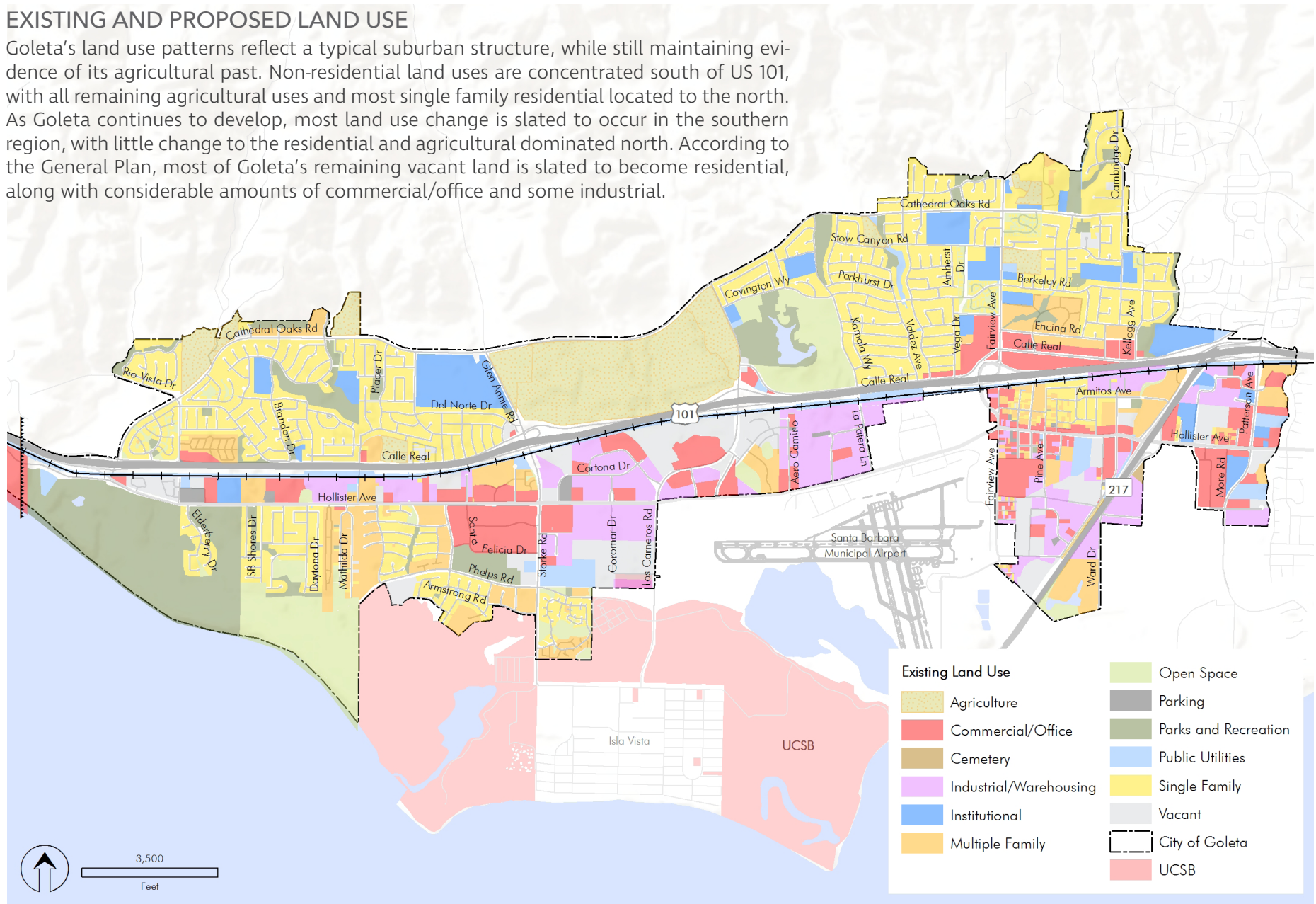


Figure 2-1: Existing Land Use

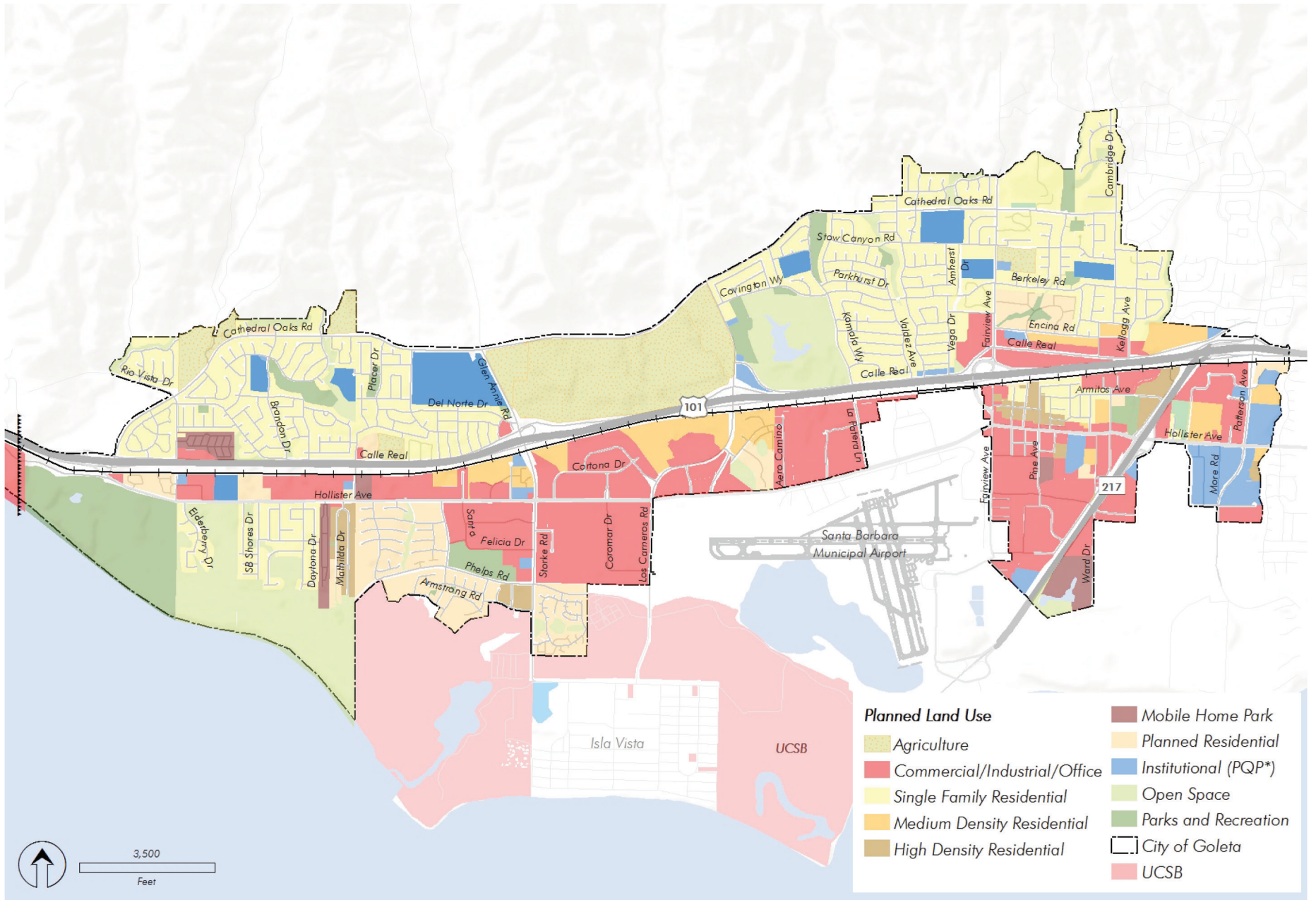


Figure 2-2: Proposed Land Use

* Public and Quasi-public

ACTIVITY CENTERS

To be eligible for State Active Transportation Program funding, a city's bicycle and pedestrian plan must address connections between specific activity center types. Activity centers can be characterized as key destinations including the major employee centers such as office buildings, industrial sites, government sites, retail centers, hospitals, schools, and parks, as well as other tourist attractions.

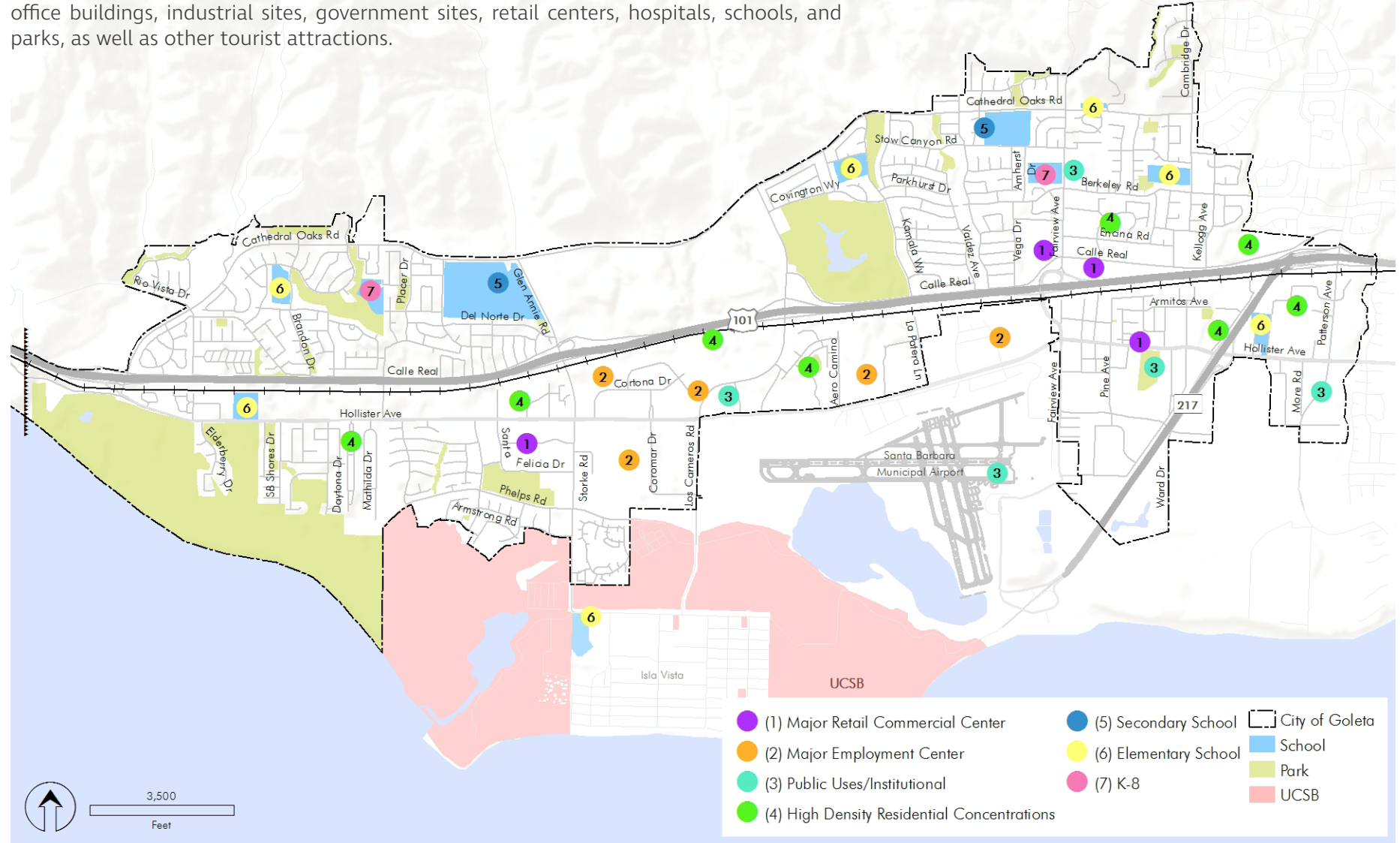


Figure 2-3: Activity Centers

POPULATION, EMPLOYMENT, AND MEDIAN INCOME

According to the U.S. Census 2015 American Community Survey (ACS), Goleta has a population of 30,541 within just under eight square miles, resulting in a population density of 3,865 people per square mile in 11,034 households. Goleta's population has a relatively even age distribution with roughly 16 percent of the population classified as seniors (over the age of 65), and 17 percent as children (under the age of 14), as well as a fairly high household percentage with children under the age of 18 (28 percent). Goleta's ethnic make-up is 69 percent white, eight percent Asian, two percent African American, with remaining residents identifying as other or more than two races. Almost 38 percent of Goleta's population identifies as Hispanic or Latino. (ACS data are based on a five-year average and therefore have a large margin of error.)

The ACS also reports a workforce population estimate of 17,347 and an unemployment rate of nearly six percent. Median household income is \$80,438, almost 28 percent of residents reporting incomes below the national poverty level for a family of four. Lastly, of households surveyed in 2015, only six percent reported lacking access to a vehicle, with most households having access to two or more vehicles.

Population Density

The City's land use directly affects the population density. The large distribution of single-family residential neighborhoods and agricultural land contributes to a lower population density. Conversely, the multi-family, commercial, and industrial portions of the City contribute to a higher density.

Senior Population

Recognizing the City's senior population is essential for identifying and prioritizing pedestrian improvements. The Encina Royale senior community, for example, located in the northeast region of the City, is important to address because its residents regularly travel to the nearby Calle Real Shopping Center on foot. Gathering their feedback for future street improvements was therefore a priority.

Youth Population (Under 14)

Similarly to senior population, recognizing the City's population under the age of 14 is important for identifying zones and corridors that would benefit from pedestrian improvements and separated bicycle infrastructure.



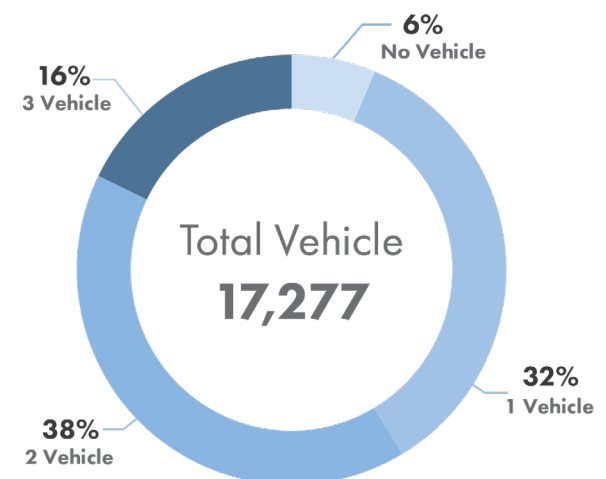
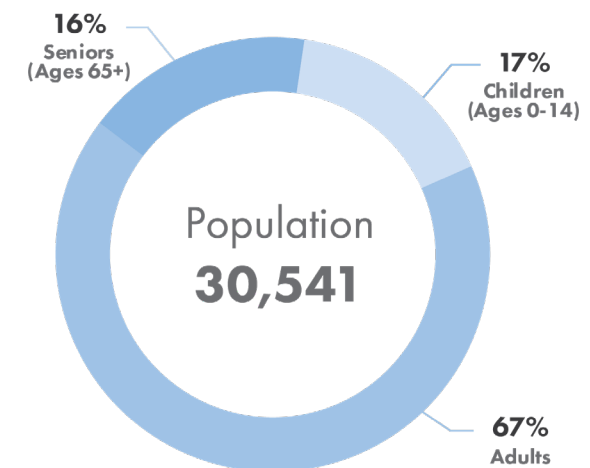
Unemployment **5.6%**



Total Household **11,034**



Median Household Income **\$80,438**



FUNCTIONAL CLASSIFICATION SYSTEM

The majority of Goleta's streets (54 percent) are classified as local per the Federal Highway Administration (FHWA) Functional Classification System [California Road System (CRS) Maps]. These streets are followed in quantity by other freeway or expressway (16 percent), other principal arterial (15 percent), major collector (eight percent) and finally by minor arterials (seven percent). Arterials form a nearly complete loop system throughout the City and are currently the only option for crossing US 101.

Other Freeway or Expressway

Other freeways and expressways are characterized by directional travel lanes and limited on- and off-ramps. Typically the travel lanes are separated by a physical barrier. The primary purpose of this functional class is to maximize mobility, therefore adjacent land uses are not directly served.

Other Principal Arterial

Principal arterials are continuous routes that carry through traffic between various neighborhoods and communities, frequently providing access to major traffic generators such as shopping areas, employment centers, recreational areas, higher-density residential areas, and places of assembly. Driveway access, especially for residential uses, to a major arterial is generally discouraged or kept to a minimum to facilitate traffic flows.

Minor Arterial

Minor arterials serve as a secondary arterial type carrying local through traffic within communities, frequently providing access to shopping areas, employment centers, recreational areas, residential areas, and places of assembly. A minor arterial may connect different neighborhood areas within the City.

Major Collector

Collector streets function to collect traffic from local streets and to carry that traffic to major or minor arterials. Collector roads provide access to local streets within residential and commercial areas or to connect streets of higher classifications to permit adequate traffic circulation. Collectors may also link two arterials, as well as collect traffic from local streets and abutting driveways.

Local

Local streets provide access to abutting individual properties and links such properties and their uses to a collector street. City street standards shall ensure that local streets provide access to abutting properties and should include a variety of designs and spacing, depending on access needs. Local streets are intended to serve only adjacent uses and are intended to protect residents from the impacts of through traffic.