

APPENDIX **A**

PRIORITIZATION RESULTS

PRIORITIZATION PROCESS

Project prioritization was an iterative process that combined data-driven analysis consisting of cumulative scores derived from the various inputs (criteria), with City staff and stakeholder feedback to determine initial project priority. The inputs used for the prioritization process were as follows:

- » Number of Attractors (points of interest)
- » Number of Schools
- » Number of Parks
- » Reported Collisions
- » Public Transportation to Work
- » Walk to Work
- » Bike to Work
- » Households Without Vehicles
- » 2010 Population Density (Residents/acre)
- » 2010 Employment Density (Employed per Residents 16)
- » Seniors over 65
- » Active Transportation Network/ Gap Closure
- » Number of Comments Received from Community Engagement Process
- » Grant Competitiveness

The prioritization process used a default weighting score to produce an initial list of ranked projects. The initial list was then reviewed by City staff and stakeholders, and subsequently modified to address additional criteria, and to adjust some criteria weighting to closer reflect local conditions. The final project list table with assigned weighting is included on the following pages.

The numbering used to identify projects in the following section does not necessarily imply which project should be built first. Implementing the proposed improvements has no specific time line, since the availability of funds for implementation is variable and tied to the priorities of the City's capital projects.

If there is desire, recommended projects can be implemented at whatever interval best fits funding cycles, or to take into consideration the availability of new information, new funding sources, updated collision statistics, updated CIP lists, etc.

Goleta Bicycle and Pedestrian Master Plan - Potential Improvements List

ID #	Type	Segment	Between		Infrastructure Type	Source	# of Comments	Importance	Safety	Collisions	Gap Closure	Aggregate Census Data	School Proximity	Seniors Over 65	Grant Competitiveness	Composite Score	Prioritization Ranking	Estimated Timeframe**	ROW Acquisition	Joint Jurisdiction	Comments	Response
1	Bike/ Ped	Fairview	Calle Real	Hollister	Class I	Community Input, Collision Data	200+	5	5	1	4	3	3	3	4	28	1	2019-20	Yes	Caltrans and City of Santa Barbara	Safer crossings desired. Add Class I path to separate people from vehicle traffic.	Conduct feasibility study to closely analyze corridor. Corridor requires Complete Street improvements.
2	Bike/ Ped	Encina	Fairview	Moreton Bay	Class II	Community Input, Collision Data	11-50	2	4	1	4	3	5	5	3	27	3	2020			Hard to cross, stop sign not respected by drivers, speeding	Buffer bike lanes, narrow lanes, enhanced crosswalks, decrease curb radii on north side. Corresponds with road resurfacing.
3	Ped	Calle Real	Fairview	Kellogg	Crossing Improvements	Community Input, Collision Data	11-50	2	4	1	1	3	3	5	3	22	12	2021			Safer crossings desired.	Reduce curb radii, install curb extensions, enhanced crosswalks, modify signal timing. Corresponds with road resurfacing projects.
4	Bike/ Ped	Convington Way at San Pedro Creek			Bridge and Signage	Community Input	11-50	2	2	1	1	3	3	3	5	20	23	2022			Narrow bridge.	Add 4-way stop signs on streets at both ends of bridge. Replace with wider bridge.
5	Bike/ Ped	Los Carneros	Hollister	Coast Route	Class II	Community Input	11-50	2	4	1	4	5	1	1	2	20	15	2025		City of Santa Barbara	Hard to transfer from Hollister bike lane to Los Carneros path. Add bike lanes on southbound Los Carneros.	Enhanced crosswalks, crossing markings southbound to intersection, reduce curb radii, buffer bike lane, modify signal timing. GTIP improvements include Class II bike lanes.
6	Bike/ Ped	Hollister	Cathedral Oaks	Elderberry	Class I or IV	Community Input	11-50	2	4	1	4	3	5	5	4	28	2	2025		Coastal Zone Permitting	Difficult to cross at Cathedral Oaks and Hollister. Install continuous path.	Upgrade Class II bike lane to Class I multi-use path. Install curb ramps, enhanced crosswalks. Long-term vision plan for Hollister Avenue.
7	Bike/ Ped	Storke at Hollister			Crossing Improvements	Community Input, Collision Data	51-99	3	4	1	3	3	3	3	3	23	7	2030			Safer crossings desired. Insufficient crossing time.	Enhanced crosswalks, modify signal timing. Hilton Garden Inn to improve ROW conditions.
8	Bike/ Ped	Glenn Annie	Cathedral Oaks	US 101 Overpass	Buffered Class II	Community Input, Collision Data	11-50	2	5	1	5	3	5	1	2	24	5	2024			Heavy student bike and walk traffic, safer crossings desired.	Buffer bike lanes where possible, intersection crossing markings, bike boxes, modify signal timing, enhanced crosswalks
9	Bike/ Ped	Los Carneros at Calle Real			Markings/ Signage	Community Input	11-50	2	2	1	1	3	3	1	1	14	35	2020			Add signage to let bicyclists know they can ride on sidewalk.	Install yield sharks teeth, signage that lets cyclists know they can ride on sidewalk around the traffic calming circle, green-backed sharrows through roundabout.
10	Bike	Cathedral Oaks	Paseo Del Piñon	King Daniel	Class II	Analysis	1-10	1	2	1	1	3	5	3	5	21	18	2025				Buffer bike lanes, or convert to Class I or IV.
11	Bike	Hollister ***	Fairview Rd	Eastern City Limit	Class I or IV	Community Input	1-10	1	3	1	5	5	5	1	5	26	4	2028-27		City of Santa Barbara	Consider as part of Hollister Corridor.	Coordinate with Hollister Avenue Complete Streets Project.

Notes:

* Combination of: *Bike to work (1=up to 8.5 residents, 3=8.6-17 residents, 5=17.1-25.5 residents)*
Walk to work (1=up to 6.5 residents, 3=6.6-13 residents, 5=13.1-19.5 residents)
Public Transit to work (1=up to 3.5 residents, 3=3.6-7 residents, 5=7.1-10.5 residents)
Households with no vehicles (1=2+ vehicles; 3=1 vehicle; 5=0 vehicles)

** Preferred City timeline. Actual delivery needs to match City budget.

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12	Bike	Calle Real	Los Carneros	Eastern City Limit	Class I or IV	Community Input	1-10	1	2	1	2	1	5	3	2	17	28	2028-37				Class II already. City restriping east of Fairview. Coordinate eastern end with County.	
13	Bike	Fairview	Cathedral Oaks	Calle Real	Class I or IV	Community Input	1-10	1	3	1	3	3	5	3	3	22	13	2025-35				CIP 9060 to add sidewalk and Class II through parts of this section.	
14	Bike	Fairview	Hollister	Sandspit	Class I	Community Input	1-10	1	5	1	5	3	1	1	5	22	8	2025-35		County and City of Santa Barbara, UCSB		Potential joint grant application/project between all three agencies and possibly UCSB.	
15	Bike	Cathedral Oaks	San Pedro Creek	Eastern City Limit	Class I or IV	Community Input	1-10	1	3	1	2	3	5	3	5	23	10	2030-40				Class II bike lanes exist.	
16	Bike	Cortona	Hollister	Los Carneros	Class II	Community Input	1-10	1	1	1	3	3	3	3	1	16	30	2030-40	Yes		Bike connection through business park to Marketplace and Goleta Train Depot.		
17	Bike/Ped	Mendocino at US 101			Overcrossing	Community Input	1-10	1	1	1	5	3	5	3	1	20	19	TBD				Bike/ped bridge overcrossing.	Not a selected alternative in 101 Crossing Project analysis.
18	Bike	Lindmar	Robin Hill	La Patera	Class II	Community Input	1-10	1	2	1	4	3	1	1	1	14	34	2020-25	Yes		Bike connection to train station.	Identified connection goes through private property (Raytheon).	
19	Bike	Carlo	Cathedral Oaks	Calle Real	Class III	Community Input	1-10	1	2	1	3	3	5	3	2	20	20	2020-25			Sharrows, add wayfinding signage.	Potential for SBBike to add wayfinding signage as part of overall South Coast Wayfinding Program.	
20	Bike	Convington Way/ Berkeley	Los Carneros	Eastern City Limit	Class III - Bike Boulevard	Community Input	1-10	1	1	1	1	1	5	3	2	15	36	2020-30			Add wayfinding signage to brand as a bike boulevard.	Potential for SBBike to add signage as part of overall South Coast Wayfinding Program.	
21	Bike	Santa Barbara Shores	Hollister	Trailhead to Ellwood Beach	Class III	Community Input	1-10	1	1	1	1	3	5	3	3	18	29	2020-25			Better connection to Ellwood Beach.	Install signage and sharrows. Potential for SBBike to add wayfinding signage as part of overall South Coast Wayfinding Program.	
23	Bike	Barling Terrace	Stow Canyon	Convington Way/ Berkeley Bridge	Class III	Community Input	1-10	1	1	1	1	3	5	3	1	16	32	N/A		Private/HOA	Install bike route signage and wayfinding to make clear this is a bike route for students.	Private street within HOA.	
24	Ped	Fairview at Cathedral Oaks			Crossing Improvements	Community Input	1-10	1	3	1	1	3	5	3	4	21	17	2020-25			Pedestrian crossing improvements for students are desired.	Enhanced crosswalks, modify signal timing for pedestrians, re-locate utility poles in sidewalk, trim hedges.	
25	Bike	Mendocino	Dos Pueblos HS	Calle Real	Class II or III	Community Input	1-10	1	1	1	1	3	5	3	1	16	33	2030-40			Install Class II or 3, install bike signal at Calle Real.	Already residential area. Evaluate most used routes to schools for students.	

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26	Bike/ Ped	Hollister at Palo Alto			Mid-block crossing improvements	Community Input, Collision Data	1-10	1	3	1	3	3	5	3	3	22	14	2020-30			Need better N/S crossings on Hollister Ave between Pebble Beach and Ellwood.	Install mid-block crossing with PHB and enhanced crosswalk. May be reduced need with new Class I. Re-evaluate following installation.
27	Bike/ Ped	Cathedral Oaks at Alameda			Crossing Improvements	Community Input	1-10	1	3	1	1	3	5	3	3	20	21	2020-30			Safer crossing desired.	Enhanced crosswalks, curb extensions.
28	Ped	Dos Pueblos HS	Cathedral Oaks		RRFB or PHB	Community Input	1-10	1	3	1	3	3	5	3	4	23	9	2020-30				Install RRFB or PHB at road/driveway between Alameda Ave and Glen Annie.
29	Ped	Marketplace at Storke			Crossing Improvements	Community Input	1-10	1	3	1	2	3	1	1	3	15	31	2020-21				Enhance crosswalks, modify signal timing. Partial component of CIP 9062.
30	Bike	Patterson	More	Coast Route	Class II	Previous City Planning	1-10	1	3	1	4	3	3	3	3	21	16	2022-30		County of Santa Barbara		Potential asphalt curb and re-striping - Coordinate with County.
31	Ped	Berkeley at Kellog			Crossing Improvements	Community Input	1-10	1	3	1	2	3	5	3	5	23	11	2018-25			Enhance crosswalks, intersection crossing markings.	Improve crosswalks, signage and striping.
32	Bike	Univ Village Park /Flood Control	Hollister	Ellwood Mesa Open Space	Class I	Previous City Planning	1-10	1	1	1	2	3	5	3	5	21	22	2022-30		County Flood Control	Install Class I path to connect to other Class I paths and trails.	PWD identified and public comments to connect Hollister Class I to Open Space and UCSB multipurpose trail system.
33	Bike/ Ped	Evergreen Acres Park	Brandon Elem School	Waldorf School	Class I	Community Input, Previous City Planning	1-10	1	1	1	3	3	5	2	4	20	24	2022-30			Install Class I path to connect schools and park.	General Plan TE.
34	Bike	Ellwood Station	San Blanco	Calle Real	Class II	Previous City Planning		0	3	1	3	3	5	2	2	19	25	2022-30				General Plan TE.
35	Bike	San Milano	Evergreen Park Trailhead	San Blanco	Class II	Previous City Planning		0	1	2	3	3	5	2	3	19	26	2022-30				General Plan TE.
36	Bike/ Ped	Sperline Preserve - Northeast Edge	Ellwood Beach	Cannon Green	Class I	Previous City Planning		0	2	3	3	3	1	2	3	17	27	2025-35				General Plan TE.
37	Bike	Kellogg	Armitos	Kellogg Wy	Class II	Previous City Planning		0	3	5	3	5	3	3	2	24	6	2022-30				General Plan TE.
38	Bike	Hollister	Storke	Los Carneros	Buffered Class II	Community Input	1-10	2	2	1	1	3	3	3	3	18	37	2022-30				General Plan TE.

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Potential Improvements Identified in Capital Improvement Program (CIPs)																						
9001	Bike	Holister ***	Fairview	SR 217	Class II	Previous City Planning													2019-20			Hollister Complete Streets Corridor Plan, Hollister Avenue Bridge Replacement Project, and Future Hollister Construction Project.
9002	Bike	Ekwill	Fairview	SR 217	Class II	Previous City Planning													2020-21			Ekwill Street Extension.
9006	Bike/ Ped	San Jose Creek Path	Cathedral Oaks	Coast Route	Class I	Previous City Planning													2020-21	County of Santa Barbara		San Jose Creek Bike Path - South Segment.
9007	Bike/ Ped	San Jose Creek Path	Cathedral Oaks	Coast Route	Class I	Previous City Planning													2019-20	County of Santa Barbara		San Jose Creek Bike Path - Middle Segment.
9012	Bike	Armitos nue	Kellogg	San Jose Creek Path	Class II	Previous City Planning													2020-21			Armitos Avenue Bridge; One traffic lane each direction, and pedestrian and bicycle facilities.
9027	Bike	Ellwood Station	US 101	Hollister	Class II	Previous City Planning													2020-21			101 Overpass Project; vehicular, pedestrian and bicycle overpass.
9031	Bike	School Bus/ Technology	Pine	School Bus/ Kellogg	Class II	Previous City Planning													2019-20			New road project; partially Old Town Sidewalk Improvements Project and Ekwill Street Extension Project.
9033	Bike	Holister	Fairview	SR 217	Class II	Previous City Planning													2019-20			Hollister Complete Streets Corridor Plan, Hollister Avenue Bridge Replacement Project, and Future Hollister Construction Project.
9042	Bike	Storke	Camino Real Marketplace Entrance	Southern City Limit	Class I or IV	Community Input	1-10												2020-21		Bigger vision plan for Hollister Corridor.	Class II bikes lanes part of Storke Road Widening, Phelps Road to City Limits, and future Class I or IV project.
9044	Bike	Hollister	Storke	280' west of Glen Annie	Class II and sidewalk	Previous City Planning													2019-20			Hollister Widening
9058	Ped	Calle Real	Kingston	Kingston	PHB	Previous City Planning													2018-19			PHB on mast arms over travel lanes
9058	Ped	Hollister	Chapel St	Chapel St	RRFB	Previous City Planning													2018-19			RRFB on mast arms over travel lanes.

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9060	Bike/ Ped	Fairview	Goleta Library	Stow Canyon	Class II and sidewalk	Previous City Planning												2018-19				Add northbound travel lane, bike lane, and new sidewalk.
9061	Bike/ Ped	Cathedral Oaks	Glen Annie	San Pedro Creek	Class I	Previous City Planning												2021-22				Class I on north side of Cathedral Oaks Road.
9062	Ped	Marketplace at Storke			Intersection improvements	Community Input	1-10											2020-21				Enhance crosswalks, modify signal timing. Partial component of 9062.
9070	Bike/ Ped	Fairview	US 101	Calle Real	Class II and sidewalk	Previous City Planning												2018-19				Reconstruct 160 feet of sidewalk on north side of S. Fairview, close existing bicycle and pedestrian ramp leading to Calle Real.
9072	Bike/ Ped	La Patera at US 101	Goleta Train Depot	La Patera	Bridge over/under UPRR/US 101	Community Input												2021-22			Install bike/ped bridge.	La Patera Road Overcrossing/Undercrossing.
9073	Bike	La Patera	US 101 (Train Depot)	Hollister	Class II and sidewalk	Previous City Planning												2021-22				Class II bike lanes and sidewalk infill.
9078	Ped	Rancho La Patera	N. Los Carneros	Covington Way	Sidewalk	Previous City Planning																Pedestrian path repairs and new paths.
9079	Bike/ Ped	La Patera	Goleta Train Depot	Hollister	Class II and sidewalk	Previous City Planning																Class II lanes, sidewalk infill and other bicycle/pedestrian infrastructure at Goleta Train Depot
9088	Bike	Cathedral Oaks	Multiple Intersections		RRFBs	Previous City Planning												2017-18				Rectangular Rapid Flashing Beacon (RRFB) Improvements at school crossings.
9091	Bike/ Ped	Calle Real	La Patera	Los Carneros	Sidewalks	Previous City Planning												2020-21				Construct approx. 3,190 feet of sidewalk.
9092	Bike/ Ped	Fowler Road	Existing Fowler	Technology	Class II and sidewalk	Previous City Planning												2020-21				Folwer Road Extension.
9095	Bike/ Ped	Storke/ Glen Annie	US 101			Previous City Planning												2020-21				Storke/Glen Annie Interchange analysis.
9097	Bike/ Ped	Fairview	Calle Real	Technology	Class II	Previous City Planning												2020-21				Study: Class I multi-use path along Fairview Ave.
9098	Ped	S. Kellogg	at Hollister/ Kellogg Park		Crosswalk	Previous City Planning												2020-21				Crosswalk with curb extensions, RRFB on S. Kellogg at Hollister/Kellogg Park.
9099	Ped	Calle Real	at Fairview Center		Crosswalk	Previous City Planning												2020-21				Crosswalk and PHB on Calle Real west of Fairview Ave at Fairview Center.
9100	Bike/ Pde	Holister	Fairview		Roundabout/ Intersection Improvements	Previous City Planning												2020-21				Roundabout and intersection improvements including bicycle and pedestrian elements.
9811	Bike/ Ped	Ellwood - Devereux Open Space				Previous City Planning																Open space trails restoration design

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Potential City-wide Improvements																								
Traffic Signals and Bike Detection	Hollister at Pacific Oaks				Community Input, Collision Data	1-10																Install bike signal on westbound Hollister Ave.		
	Berkeley at Fairview				Community Input	1-10																Traffic light does not respond to cyclists. Install/replace bike detectors.		
Street Lighting	Cathedral Oaks	Hollister	Eastern City Limit		Community Input	1-10																Install street lighting.		
Pavement Maintenance	City-wide				Community Input	1-10																Replace and maintain road surface, including Class I path surfaces and sweeping bike lanes.		
Bike Parking	City-wide				Community Input	1-10																Install more bicycle parking.	Future City-wide analysis to determine best locations.	
Long-term Vision (Future Opportunities)																								
Fairview at 101				Class I and or IV; bridge; Intersection improvements	Previous City Planning/Community Input	200+																	Re-building of interchange to more equitably serve all uses and to better connect segments of Goleta north and south of US 101.	
"Goleta Loop" (Cathedral Oaks/Hollister Class I/Class IV)				Class I and/or IV	Previous City Planning/Community Input	1-10																	Complete off-street, low-stress loop incorporating Cathedral Oaks and Hollister.	
Goleta Beach/UCSB Access (Fairview Class I/Class IV)				Class I and/or IV	Previous City Planning/Community Input	1-10																	Off-street, low-stress route connecting "Goleta Loop" and beach/UCSB.	
Calle Real (Los Cameros to Patterson Class1/Class IV)				Class I and/or IV	Previous City Planning/Community Input	1-10															City and County of Santa Barbara		Low-stress route with multiple destinations, also connecting Goleta and Santa Barbara	
UCSB/Marketplace Connection (Storke Rd Class I)				Class I or IV	Previous City Planning/Community Input	1-10																UCSB, City of Santa Barbara		Class II bikes lanes part of Storke Road Widening, Phelps Rd to City Limits, and future Class I or IV project.
Los Cameros Class I (Cathedral Oaks to Phelps)				Class I or IV	Previous City Planning/Community Input	1-10																County, UCSB		Future Class I or IV bike lanes on Los Cameros from Phelps Rd to Cathedral Oaks.

APPENDIX **B**

TOP TEN PROJECTS PLANNING LEVEL COST ESTIMATES

Project 1: Fairview Avenue Multi-Use Path

Demolition				
Items	Unit Cost	Unit	QTY	Cost
Remove Curb and Gutter (includes grading)	\$15.00	LF	2,640	\$39,600
Concrete Pavement	\$15.00	SF	13,200	\$198,000
Removing Traffic Stripes (Grinding Only)	\$2.00	LF	18,480	\$36,960
Demolition Totals:				\$274,560
Paving				
Items	Unit Cost	Unit	QTY	Cost
Curb Ramps	\$3,200	EA	10	\$32,000
Paving Totals:				\$32,000
Bicycling Facilities, Markings, and Signage				
Items	Unit Cost	Unit	QTY	Cost
Multi-use Path (Raised Curb)	\$100	LF	2,640	\$264,000
Regulatory Signs (Stop signs, etc)	\$350	EA	14	\$4,900
Signage Totals:				\$268,900
Road Striping				
Items	Unit Cost	Unit	QTY	Cost
Travel Lane Striping, Thinmill	\$0.60	LF	18,480	\$11,088
Centerline Striping Double Yellow with reflectors	\$1.50	LF	2,640	\$3,960
Crosswalk Striping, Continental, 12" Solid Thermoplastic	\$2,800	EA	8	\$22,400
Striping Totals:				\$37,448
Enhanced Safety Measures				
Items	Unit Cost	Unit	QTY	Cost
Bicycle Activated Signal	2,500.00	EA	4	\$10,000
Safety Measure Totals:				\$10,000
Base Line Cost:				\$622,908

CONSTRUCTION COST	
Contingency (25%):	\$155,727
Bonding / Mobilization / Contractor Internal Management (10%):	\$62,291
Total Construction Cost:	\$218,018
DESIGN / MANAGEMENT / PERMITTING / ENGINEERING	
Engineering / Design (15%):	\$93,436
Environmental Clearance (5%):	\$31,145
Permitting (2%):	\$12,458
Bid Support Services (3%):	\$18,687
Project Management (5%):	\$31,145
Traffic Management Services (5%):	\$31,145
Total Soft Cost:	\$218,018
Planning-Level Estimated Cost:	\$1,058,944

Project 2: Hollister Avenue Multi-Use Path

Paving				
Items	Unit Cost	Unit	QTY	Cost
Curb Ramps	\$3,200	EA	6	\$19,200
Paving Totals:				\$19,200
Bicycling Facilities, Markings, and Signage				
Items	Unit Cost	Unit	QTY	Cost
Multi-use Path (Raised Curb)	\$100	LF	1,848	\$184,800
Green Transition Striping	\$12	LF		\$0
Pavement Markings (Arrows, School Xing, etc)	\$250	EA	12	\$3,000
Bike Lane, Solid 6" White Thinmill	\$1.00	LF		\$0
Bike Buffer Paint	\$7.00	LF		\$0
Regulatory Signs (Stop signs, etc)	\$350	EA	5	\$1,750
Signage Totals:				\$189,550
Road Striping				
Items	Unit Cost	Unit	QTY	Cost
Crosswalk Striping, Continental, 12" Solid Thermoplastic	\$2,800	EA	4	\$11,200
Striping Totals:				\$11,200
Enhanced Safety Measures				
Items	Unit Cost	Unit	QTY	Cost
Rectangular Rapid Flashing Beacon/Pedestrian Signal	\$22,250	EA	2	\$44,500
Safety Measure Totals:				\$44,500
Base Line Cost:				\$264,450

CONSTRUCTION COST	
Contingency (25%):	\$66,113
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$19,834
Total Construction Cost:	\$85,946
DESIGN / MANAGEMENT / PERMITTING / ENGINEERING	
Engineering / Design (15%):	\$39,668
Environmental Clearance (4%):	\$10,578
Permitting (2%):	\$5,289
Bid Support Services (3%):	\$7,934
Project Management (3%):	\$7,934
Traffic Management Services (3%):	\$7,934
Total Soft Cost:	\$79,335
Planning-Level Estimated Cost:	\$429,731

Project 3: Encina Road Bike Lanes and Pedestrian Improvements

Demolition				
Items	Unit Cost	Unit	QTY	Cost
Removing Traffic Stripes (Grinding Only)	\$2.00	LF	850	\$1,700
Demolition Totals:				\$1,700
Paving				
Items	Unit Cost	Unit	QTY	Cost
Bulb-out/Curb Extension	\$30,000	EA	4	\$120,000
Truncated Dome	\$400.00	EA	4	\$1,600
Paving Totals:				\$121,600
Bicycling Facilities, Markings, and Signage				
Items	Unit Cost	Unit	QTY	Cost
Bike Lane Marking (MMA)	\$400	EA	6	\$2,400
Pavement Markings (Arrows, School Xing, etc)	\$250	EA	5	\$1,250
Bike Lane, Solid 6" White Thinmill	\$1.00	LF	1,700	\$1,700
Regulatory Signs (Stop signs, etc)	\$350	EA	4	\$1,400
Signage Totals:				\$6,750
Road Striping				
Items	Unit Cost	Unit	QTY	Cost
Centerline Striping Double Yellow with reflectors	\$1.50	LF	850	\$1,275
Crosswalk Striping, Continental, 12" Solid Thermoplastic	\$2,800	EA	6	\$16,800
Striping Totals:				\$18,075
Base Line Cost:				\$148,125

CONSTRUCTION COST	
Contingency (25%):	\$37,031
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$11,109
Total Construction Cost:	\$48,141
DESIGN / MANAGEMENT / PERMITTING / ENGINEERING	
Engineering / Design (15%):	\$22,219
Environmental Clearance (4%):	\$5,925
Permitting (2%):	\$2,963
Bid Support Services (3%):	\$4,444
Project Management (3%):	\$4,444
Traffic Management Services (3%):	\$4,444
Total Soft Cost:	\$44,438
Planning-Level Estimated Cost:	\$240,703

Project 4: Hollister Avenue Separated Bikeway

Demolition				
Items	Unit Cost	Unit	QTY	Cost
Removing Traffic Stripes (Grinding Only)	\$2.00	LF	43,824	\$87,648
Demolition Totals:				\$87,648
Bicycling Facilities, Markings, and Signage				
Items	Unit Cost	Unit	QTY	Cost
Bike Lane Marking (MMA)	\$400	EA	220	\$88,000
Green Transition Striping	\$12	LF	5,000	\$60,000
Separated Bikeway (Raised Curb)	\$84	LF	43,824	\$3,681,216
Regulatory Signs (Stop signs, etc)	\$350	EA	150	\$52,500
Signage Totals:				\$3,881,716
Road Striping				
Items	Unit Cost	Unit	QTY	Cost
Travel Lane Striping, Thinmill	\$0.60	LF	132,000	\$79,200
Centerline Striping Double Yellow with reflectors	\$1.50	LF	2,000	\$3,000
Striping Totals:				\$82,200
Enhanced Safety Measures				
Items	Unit Cost	Unit	QTY	Cost
Rectangular Rapid Flashing Beacon/Pedestrian Signal	\$22,250	EA		\$0
High Visibility Pedestrian Beacon/HAWK	\$60,000	EA		\$0
Bike Detector in Lane	4,000.00	EA	28	\$112,000
Safety Measure Totals:				\$112,000
Base Line Cost:				\$4,163,564

NOTE: This estimate includes the section of Hollister Avenue currently being studied in the Hollister Avenue Complete Streets Corridor Project

CONSTRUCTION COST	
Contingency (25%):	\$1,040,891
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$312,267
Total Construction Cost:	\$1,353,158

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (15%):	\$624,535
Environmental Clearance (4%):	\$166,543
Permitting (2%):	\$83,271
Bid Support Services (3%):	\$124,907
Project Management (3%):	\$124,907
Traffic Management Services (3%):	\$124,907
Total Soft Cost:	\$1,249,069

Planning-Level Estimated Cost: \$6,765,792

Project 5: Glenn Annie Road Buffered Bike Lanes and Pedestrian Improvements

Demolition				
Items	Unit Cost	Unit	QTY	Cost
Remove Curb and Gutter (includes grading)	\$15.00	LF	300	\$4,500
Concrete Pavement	\$15.00	SF	1,300	\$19,500
Removing Traffic Stripes (Grinding Only)	\$2.00	LF	11,500	\$23,000
Demolition Totals:				\$47,000
Paving				
Items	Unit Cost	Unit	QTY	Cost
Sidewalk	\$12.00	SF	8,800	\$105,600
Curb Reconstruction	\$18,000	EA	4	\$72,000
Paving Totals:				\$177,600
Bicycling Facilities, Markings, and Signage				
Items	Unit Cost	Unit	QTY	Cost
Bike Lane Marking (MMA)	\$400	EA	26	\$10,400
Green Transition Striping	\$12	LF	420	\$5,040
Pavement Markings (Arrows, School Xing, etc)	\$250	EA	6	\$1,500
Bike Lane, Solid 6" White Thinmill	\$1.00	LF	4,646	\$4,646
Bike Buffer Paint	\$7.00	LF	4,646	\$32,522
Regulatory Signs (Stop signs, etc)	\$350	EA	8	\$2,800
Signage Totals:				\$56,908
Road Striping				
Items	Unit Cost	Unit	QTY	Cost
Travel Lane Striping, Thinmill	\$0.60	LF	9,100	\$5,460
Centerline Striping Double Yellow with reflectors	\$1.50	LF	2,400	\$3,600
Crosswalk Striping, Continental, 12" Solid Thermoplastic	\$2,800	EA	2	\$5,600
Striping Totals:				\$14,660

Enhanced Safety Measures					
Items	Unit Cost	Unit	QTY	Cost	
Bike Boxes	1,350.00	EA	3	\$4,050	
Bicycle Activated Signal	2,500.00	EA	3	\$7,500	
Radar Speed Control Sign	3,000.00	EA	2	\$6,000	
Pedestrian Lighting	\$5,000	EA	14	\$70,000	
Safety Measure Totals:				\$87,550	
Base Line Cost:				\$383,718	
CONSTRUCTION COST					
Contingency (25%):				\$95,930	
Bonding / Mobilization / Contractor Internal Management (7.5%):				\$28,779	
Total Construction Cost:				\$124,708	
DESIGN / MANAGEMENT / PERMITTING / ENGINEERING					
Engineering / Design (15%):				\$57,558	
Environmental Clearance (4%):				\$15,349	
Permitting (2%):				\$7,674	
Bid Support Services (3%):				\$11,512	
Project Management (3%):				\$11,512	
Traffic Management Services (3%):				\$11,512	
Total Soft Cost:				\$115,115	
Planning-Level Estimated Cost:				\$623,542	

Project 6: Kellogg Avenue Bike Lanes

Demolition				
Items	Unit Cost	Unit	QTY	Cost
Removing Traffic Stripes (Grinding Only)	\$2.00	LF	10,620	\$21,240
Demolition Totals:				\$21,240
Bicycling Facilities, Markings, and Signage				
Items	Unit Cost	Unit	QTY	Cost
Bike Lane Marking (MMA)	\$400	EA	34	\$13,600
Bike Lane, Solid 6" White Thinmill	\$1.00	LF	7,100	\$7,100
Regulatory Signs (Stop signs, etc)	\$350	EA	16	\$5,600
Signage Totals:				\$26,300
Road Striping				
Items	Unit Cost	Unit	QTY	Cost
Centerline Striping Double Yellow with reflectors	\$1.50	LF	3,540	\$5,310
Parking Stripes, Solid 6" White Thinmill	\$0.80	LF	7,100	\$5,680
Crosswalk Striping, Continental, 12" Solid Thermoplastic	\$2,800	EA	8	\$22,400
Striping Totals:				\$33,390
Enhanced Safety Measures				
Items	Unit Cost	Unit	QTY	Cost
Bike Boxes	1,350.00	EA	2	\$2,700
Bicycle Activated Signal	2,500.00	EA	2	\$5,000
Safety Measure Totals:				\$7,700
Base Line Cost:				\$88,630

CONSTRUCTION COST	
Contingency (25%):	\$22,158
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$6,647
Total Construction Cost:	\$28,805
DESIGN / MANAGEMENT / PERMITTING / ENGINEERING	
Engineering / Design (10%):	\$8,863
Environmental Clearance (4%):	\$3,545
Permitting (2%):	\$1,773
Bid Support Services (3%):	\$2,659
Project Management (3%):	\$2,659
Traffic Management Services (3%):	\$2,659
Total Soft Cost:	\$22,158
Planning-Level Estimated Cost:	\$139,592

Project 7: Storke Road at Hollister Avenue Pedestrian and Bicycling Improvements

Paving				
Items	Unit Cost	Unit	QTY	Cost
Curb Ramps on Existing Sidewalks	\$3,200.00	EA	2	\$6,400
Truncated Dome	\$400.00	EA	3	\$1,200
Paving Totals:				\$7,600
Bicycling Facilities, Markings, and Signage				
Items	Unit Cost	Unit	QTY	Cost
Green Transition Striping	\$12	LF	910	\$10,920
Regulatory Signs (Stop signs, etc)	\$350	EA	4	\$1,400
Signage Totals:				\$12,320
Road Striping				
Items	Unit Cost	Unit	QTY	Cost
Crosswalk Striping, Continental, 12" Solid Thermoplastic	\$2,800	EA	6	\$16,800
Striping Totals:				\$16,800
Enhanced Safety Measures				
Items	Unit Cost	Unit	QTY	Cost
Bike Boxes	1,350.00	EA	4	\$5,400
Bike Detector in Lane	4,000.00	EA	4	\$16,000
Signal Timing / Pedestrian Crossing Time Analysis	5,000.00	LS	1	\$5,000
Safety Measure Totals:				\$26,400
Base Line Cost:				\$63,120

CONSTRUCTION COST	
Contingency (25%):	\$15,780
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$4,734
Total Construction Cost:	\$20,514
DESIGN / MANAGEMENT / PERMITTING / ENGINEERING	
Engineering / Design (15%):	\$9,468
Environmental Clearance (4%):	\$2,525
Permitting (2%):	\$1,262
Bid Support Services (3%):	\$1,894
Project Management (3%):	\$1,894
Traffic Management Services (3%):	\$1,894
Total Soft Cost:	\$18,936
Planning-Level Estimated Cost:	\$102,570

Project 8: Fairview Avenue Multi-use Path

Demolition				
Items	Unit Cost	Unit	QTY	Cost
Remove Curb and Gutter (includes grading)	\$15.00	LF	2,425	\$36,375
Concrete Pavement	\$15.00	SF	10,300	\$154,500
Removing Traffic Stripes (Grinding Only)	\$2.00	LF	29,600	\$59,200
Demolition Totals:				\$250,075
Paving				
Items	Unit Cost	Unit	QTY	Cost
Curb Ramps	\$3,200	EA	18	\$57,600
Paving Totals:				\$57,600
Bicycling Facilities, Markings, and Signage				
Items	Unit Cost	Unit	QTY	Cost
Multi-use Path (Raised Curb)	\$100	LF	7,285	\$728,500
Regulatory Signs (Stop signs, etc)	\$350	EA	22	\$7,700
Signage Totals:				\$736,200
Road Striping				
Items	Unit Cost	Unit	QTY	Cost
Travel Lane Striping, Thinmill	\$0.60	LF	14,800	\$8,880
Centerline Striping Double Yellow with reflectors	\$1.50	LF	14,800	\$22,200
Crosswalk Striping, Continental, 12" Solid Thermoplastic	\$2,800	EA	5	\$14,000
Striping Totals:				\$45,080

Enhanced Safety Measures				
Items	Unit Cost	Unit	QTY	Cost
Rectangular Rapid Flashing Beacon/Pedestrian Signal	\$22,250	EA	4	\$89,000
Prefabricated Bike-Ped Bridge	\$1,500	LF	180	\$270,000
Safety Measure Totals:				\$359,000

Base Line Cost: \$1,447,955

CONSTRUCTION COST

Contingency (25%):	\$361,989
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$108,597
Total Construction Cost:	\$470,585

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (15%):	\$217,193
Environmental Clearance (4%):	\$57,918
Permitting (2%):	\$28,959
Bid Support Services (3%):	\$43,439
Project Management (3%):	\$43,439
Traffic Management Services (3%):	\$43,439
Total Soft Cost:	\$434,387

Planning-Level Estimated Cost: \$2,352,927

Project 9: Dos Pueblos High School Pedestrian Improvements

Paving					
Items	Unit Cost	Unit	QTY	Cost	
Truncated Dome	\$400.00	EA	11	\$4,400	
				Paving Totals:	\$4,400
Road Striping					
Items	Unit Cost	Unit	QTY	Cost	
Crosswalk Striping, Continental, 12" Solid Thermoplastic	\$2,800	EA	8	\$22,400	
				Striping Totals:	\$22,400
Enhanced Safety Measures					
Items	Unit Cost	Unit	QTY	Cost	
Pedestrian Lighting	\$5,000	EA	12	\$60,000	
				Safety Measure Totals:	\$60,000
				Base Line Cost:	\$86,800

CONSTRUCTION COST	
Contingency (20%):	\$17,360
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$6,510
Total Construction Cost:	\$23,870

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$8,680
Environmental Clearance (4%):	\$3,472
Permitting (2%):	\$1,736
Bid Support Services (3%):	\$2,604
Project Management (3%):	\$2,604
Traffic Management Services (3%):	\$2,604
Total Soft Cost:	\$21,700

Planning-Level Estimated Cost: \$132,370

Project 10: Cathedral Oaks Road Multi-use Path

Demolition				
Items	Unit Cost	Unit	QTY	Cost
Remove Curb and Gutter (includes grading)	\$15.00	LF	6,336	\$95,040
Concrete Pavement	\$15.00	SF	30,000	\$450,000
Demolition Totals:				\$545,040
Paving				
Items	Unit Cost	Unit	QTY	Cost
Curb Ramps	\$3,200	EA	8	\$25,600
Paving Totals:				\$25,600
Bicycling Facilities, Markings, and Signage				
Items	Unit Cost	Unit	QTY	Cost
Multi-use Path (Raised Curb)	\$100	LF	6,336	\$633,600
Regulatory Signs (Stop signs, etc)	\$350	EA	20	\$7,000
Signage Totals:				\$640,600
Road Striping				
Items	Unit Cost	Unit	QTY	Cost
Crosswalk Striping, Continental, 12" Solid Thermoplastic	\$2,800	EA	10	\$28,000
Striping Totals:				\$28,000
Enhanced Safety Measures				
Items	Unit Cost	Unit	QTY	Cost
Rectangular Rapid Flashing Beacon/Pedestrian Signal	\$22,250	EA	2	\$44,500
Safety Measure Totals:				\$44,500
Base Line Cost:				\$1,283,740

CONSTRUCTION COST	
Contingency (25%):	\$320,935
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$96,281
Total Construction Cost:	\$417,216
DESIGN / MANAGEMENT / PERMITTING / ENGINEERING	
Engineering / Design (15%):	\$192,561
Environmental Clearance (4%):	\$51,350
Permitting (2%):	\$25,675
Bid Support Services (3%):	\$38,512
Project Management (3%):	\$38,512
Traffic Management Services (3%):	\$38,512
Total Soft Cost:	\$385,122
Planning-Level Estimated Cost:	\$2,086,078



APPENDIX

CITY COUNCIL RESOLUTION, NOTICE OF EXEMPTION, & LETTER OF SUPPORT

RESOLUTION NO. 18-57

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA, ADOPTING THE CITY OF GOLETA BICYCLE AND PEDESTRIAN MASTER PLAN

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

WHEREAS, the General Plan Policy 11, Bicycle Transportation Plan of the Transportation Element (TE 11.2) and General Plan Implementation Action 6 (TE-IA-6) states that the City shall periodically prepare and adopt a Bicycle Transportation Plan (BTP) that addresses the required elements set forth in Section 891.2 of the California Streets and Highways Code. This plan is required for submittal of grant funding applications; and

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

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

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

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

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

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

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

WHEREAS, the Planning Commission recommended the City Council adopt the City of Goleta Bicycle and Pedestrian Master Plan through Resolution 18-08 with the amendment that staff should review the California Streets and Highways Code Section 891.2 and Active Transportation Requirements to ensure full compliance with what is delineated as mandatory requirements ("shall include") for the lists; and

WHEREAS, the City Council conducted a duly noticed public hearing on October 16, 2018, to consider the Bicycle and Pedestrian Master Plan at which time all interested persons were given an opportunity to be heard; and

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

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

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

SECTION 2. *Findings.*

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

and Highways Code, that such a plan is sufficient for future grant funding application, and the plan implements the City's General Plan Transportation Element Implementation Action TE-IA-6

SECTION 3. Action. The City Council hereby adopts the City of Goleta Bicycle and Pedestrian Master Plan.

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

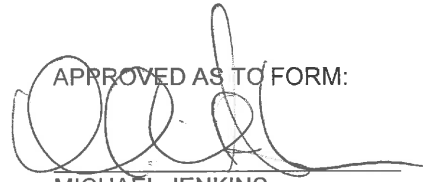
SECTION 5. Summaries of Information. All summaries of information in the findings, which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact


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

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

PASSED, APPROVED AND ADOPTED this 16th day of October, 2018.


PAULA PEROTTE
MAYOR

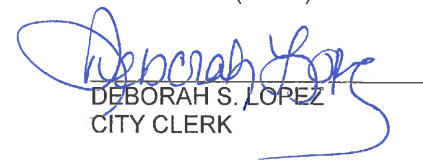
APPROVED AS TO FORM:

MICHAEL JENKINS
CITY ATTORNEY

ATTEST:

DEBORAH S. LOPEZ
CITY CLERK

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

I, DEBORAH S. LOPEZ, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing Resolution No. 18-57 was duly adopted by the City Council of the City of Goleta at a regular meeting held on the 16th day of October, 2018, by the following vote of the Council:

AYES: MAYOR PEROTTE, MAYOR PRO TEMPORE KASDIN, COUNCILMEMBERS ACEVES, BENNETT AND RICHARDS
NOES: NONE
ABSENT: NONE
ABSTENTIONS: NONE

(SEAL)

DEBORAH S. LOPEZ
CITY CLERK



NOTICE OF EXEMPTION

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

PROJECT DESCRIPTION:

City of Goleta Bicycle Pedestrian Master Plan
APNs: City-wide
CIP No. 9059

BACKGROUND:

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

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

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

FINDING:

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

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

SUPPORTING REASONS:

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

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

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

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


Anne Wells
Advance Planning Manager

10/22/18
Date

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



October 12, 2018

Mayor Perotte & Councilmembers
City of Goleta
City Hall
130 Cremona Dr. #B
Goleta, CA 93117

Support Goleta Bicycle & Pedestrian Master Plan Adoption with Increased Targets

Mayor Perotte & Councilmembers,

The Santa Barbara Bicycle Coalition (SBBIKE), Coalition for Sustainable Transportation (COAST), and the Community Environment Council (CEC) support adoption of the Goleta Bicycle & Pedestrian Master Plan (BPMP). The BPMP is an important first step to making Goleta a state and national leader in active transportation. During the impressive public outreach process to inform the BPMP’s development, community member made it clear that visionary projects and programs to create a more walkable and bikeable Goleta are a community priority.

As members of the BPMP Technical Advisory Committee (TAC), we appreciate staffs’ responsiveness to our questions and concerns throughout the planning process. City staff’s work to incorporate both TAC and community input is evident in the BPMP’s evolution from a list of infrastructure projects to a more substantive plan that includes policies and goals. Now it is time to adopt the plan – with one important change: the BPMP needs to include stronger mode share targets that will move projects forward from inception to physical realities so more Goleta residents can confidently bike and walk their communities.

The current BPMP targets would increase the combined mode share for walking and biking to 10 percent by 2025 and 15 percent by 2030. As noted in the BPMP, Goleta’s current combined mode share for walking and bike is already 8 percent, so the 2025 target only aims to achieve a small 2% increase in bicycling and walking trips over the next 7 years. The 2030 target wouldn’t even double the current mode share.

In a [comment letter submitted to City Council on October 17, 2017](#), our organizations advocated for stronger targets that are more consistent with the long-term vision articulated in the BPMP. We urge the City to adopt the following mode share targets:

- A 15 percent combined mode share for walking and biking by 2025, which would nearly double the share of bicycling and walking trips over the next 7 years
- A 20 percent combined mode share for walking and biking by 2030

These proposed Goleta targets are attainable and would position the City as a statewide and national leader in active transportation. A higher mode share target will also reinforce community values, support Goleta’s implementation of the Climate Action Plan (CAP) implementation, and build progress towards the City’s STAR objectives (see the attached).

To ensure swift and effective implementation of the Goleta BPMP, we encourage the City to devote the necessary funding and staff time to deliver key BPMP projects and programs. To provide this funding, we anticipate future actions that are consistent with the BPMP’s designation as a “living document”, including updates to the General Plan Transportation Element and Goleta Transportation Improvement Program plans (GTIP).

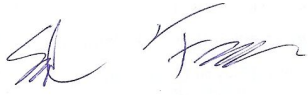
We also support the implementation of the BPMP Action Measure 7.1.7 to designate a coordinator who can work to swiftly and effectively implement priority projects - especially the Fairview Avenue and Storke Road corridor studies and projects. The BPMP coordination could support the Hollister Avenue Complete Streets project to ensure that it is consistent with BPMP implementation and lead development of the Vision Zero implementation study, which should become a priority project after BPMP adoption. The addition of strong targets to an already robust list of BPMP projects and policies will help the City secure plentiful grant fuding to support the staff coordinator’s work.

We recognize that Goleta of is entering a period of institutional changes that has the promise to further improve the City’s local government services, capacity, and infrastructure improvements. By their nature, BPMP projects and programs require collaboration across different departments and engagement with the community. With sufficient resources and staff time, the City can implement the BPMP in ways that will increase interdepartmental collaboration and support the institutional improvements that are underway. Since the transportation sector is in a period of fast-paced change, the City can also use BPMP implementation to establish processes and project delivery pipelines that will be crucial for deftly integrating the new transportation technologies and shared mobility options that are rapidly emerging.

Thank you for your work on the BPMP, which is pivotal to the future of the Goodland’s transportation and high quality of life. We look forward to continuing our partnership with the City and supporting implementation of programs and projects in the BPMP. Consistent with that, we strongly advocate that you vote to adopt the BPMP with the needed change for a bike and pedestrian mode share goal of 15% by 2025 and for 20% by 2030. Let’s recognize the hundreds of Goleta residents who took the time to inform the BPMP plan and support the vision for a multimodal transportation system that serves all road users.

Sincerely,

Edward France, for the Santa Barbara Bicycle Coalition



Michael Chiacos, for the Community Environmental Council



Joanna Kaufman, for the Coalition for Sustainable Transportation (COAST)



Attachement: STAR Objectives

Based on our organizations' assessment, BPMP implementation will help the City increase its scores for the following STAR objectives:

- Built Environment 3: Compact & Complete Communities - Concentrate development in compact, human-scaled, walkable centers and neighborhoods that connect to public transit, offer diverse uses and services, and provide housing options for families of all income levels
- Built Environment 7: Transportation Choices - Promote diverse transportation modes, including walking, bicycling, and public transit, that are safe, low-cost, and reduce vehicle miles traveled
- Climate & Energy 2: Greenhouse Gas Mitigation - Achieve greenhouse gas emissions reductions throughout the community
- Climate & Energy 3: Greening the Energy Supply - Transition the local energy supply for both transportation and non-mobile sources toward the use of renewable, less carbon-intensive, and less toxic alternatives
- Education, Arts, & Community: Community Cohesion - Promote socially cohesive neighborhoods where residents are connected, have a sense of place, and feel committed to their community
- Business & Economy 3: Green Market Development (via Bicycle Tourism) -
- Equity & Empowerment 3: Environmental Justice (via increased access to affordable, clean, and safe mobility options)
- Equity & Empowerment 4: Equitable Services & Access - Establish equitable spatial access to foundational community assets within and between neighborhoods and populations
- Health & Safety 1: Active Living - Active Living: Enable adults and kids to maintain healthy, active lifestyles by integrating physical activity into their daily routines
- Health & Safety 7: Safe Communities (via reduced traffic collision injuries and fatalities through enforcement and Vision Zero) - Prevent and reduce crime and increase perceptions of safety through interagency collaboration and with residents as empowered partners

APPENDIX **D**

ACTIVE TRANSPORTATION PLAN & CALIFORNIA STREETS AND HIGHWAYS CODE REQUIREMENTS CHECKLIST

CALIFORNIA CODES STREETS AND HIGHWAYS CODE 891.2.

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

(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

[See Chapter 2](#)

(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

[See Chapter 2](#)

(c) A map and description of existing and proposed bikeways.

[See Chapter 2 and Chapter 4](#)

(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

[See Chapter 2](#)

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

[See Chapter 2](#)

(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

[See Chapter 2](#)

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

[See Chapter 4](#)

(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

[See Chapter 3](#)

(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

[See Chapter 1](#)

(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.

[See Chapter 4 and Appendix A](#)

(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

[See Appendix B and Appendix E](#)

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

ACTIVE TRANSPORTATION PLAN REQUIREMENTS

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

a) The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.

[See Chapter 2 and Chapter 4](#)

b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.

[See Chapter 2](#)

c) A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.

[See Chapter 2](#)

d) A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.

[See Chapter 2 and Chapter 4](#)

e) A map and description of existing and proposed end-of-trip bicycle parking facilities.

[See Chapter 2](#)

f) A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.

[See Chapter 5](#)

g) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

[See Chapter 2](#)

h) A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.

[See Chapter 2 and Chapter 4](#)

i) A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.

[See Chapter 4](#)

j) A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.

[See Chapter 5](#)

k) A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.

[See Chapter 4](#)

l) A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.

[See Chapter 3](#)

m) A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.

[See Chapter 1](#)

n) A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.

[See Chapter 4 and Appendix Z](#)

o) A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.

[See Appendix A and Appendix E](#)

p) A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.

[See Chapter 4](#)

q) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution

[See Appendix C \(Pending\)](#)

Source: Caltrans Local Assistance Program Guidelines: Chapter 22

APPENDIX **E**

CITY'S PAST EXPENDITURES ON BICYCLE FACILITIES

CITY'S PAST BICYCLE AND PEDESTRIAN EXPENDITURES

The City's annual budget and past budget reporting identify the items and amounts the City has expended on bicycle and pedestrian projects and programs. The funding sources include General Fund, Measure A Local, Measure A grants, Transportation Development Account, Development Impact Fees [including the Goleta Transportation Impact Program (GTIP)], and state and federal grant programs such as the Active Transportation Program (ATP) and Highway Safety Improvement Program (HSIP). The information can be found on the City's website, including past City budgets, at <http://www.cityofgoleta.org/city-hall/finance/finance-administration-budget>.

Source: City of Goleta Public Works Department