3.13 TRANSPORTATION AND CIRCULATION

This section describes the following within the existing City boundary:

- environmental setting (existing conditions and regulatory setting) for transportation and circulation relating to the proposed project;
- the impacts associated with transportation and circulation that would result from the proposed project; and
- mitigation measures that would reduce these impacts.

The setting, impacts, and mitigation measures for the future service areas portion of the study area are described in Chapter 4.0, "Future Service Areas." Chapter 5.0, "Alternatives to the Proposed Project," discusses the impacts of the alternatives to the proposed project.

Primary sources of data used in preparation of this section are:

- City of Goleta General Plan (City of Goleta 2006);
- City of Goleta 2005 Transportation Model Calibration Report (PTV America 2005); and
- City of Goleta General Plan 2030 Forecast Report (Dowling and Associates 2006).

3.13.1 Existing Conditions

The City of Goleta is situated on the South Coast of Santa Barbara County along the U.S. Highway 101 (US-101) and Union Pacific Railroad (UPRR) corridors, which traverse the City from east to west and divide it into northern and southern sections. Transportation in and through the City is provided through a variety of modes, including vehicular traffic, bicycle and pedestrian travel, aviation, and rail.

3.13.1.1 Roadways

Regional Highways

US-101 and State Route 217 (SR-217) are designated as freeways for their entire length in Goleta. The rights-of-way for these routes are controlled and managed by the California Department of Transportation (Caltrans). Access into and through the City of Goleta is provided primarily by US-101. SR-217 connects US-101 with UCSB to the south. Table 3.13-1 presents the Average Annual Daily Traffic (AADT) along these highways, within and adjacent to the City of Goleta.

City Street System

Goleta's arterial network includes two east-west arterial roadways that generally parallel the US-101 corridor: Hollister Avenue to the south of the freeway and Cathedral Oaks Road to the north. All major north-south arterials in the City have interchanges with US-101: Patterson Avenue, Fairview Avenue, Los Carneros Road, and Storke-Glen Annie Road. Calle Real is an east-west arterial that runs between Los Carneros Road and Patterson Avenue.

TABLE 3.13-1
HIGHWAY AVERAGE ANNUAL DAILY TRAFFIC (AADT)

	Milepost Number	Description	AADT
US-101	21.41	Junction SR-217 South	119,000
	22.53	Fairview Avenue	92,000
	23.71	Los Carneros Road	80,000
	24.79	Glen Annie/Storke Road	67,000
	26.91	Hollister Avenue	35,000
SR 217	0.94	Santa Barbara, Sandspit Road	16,600
	2.23	Hollister Avenue	16,300
	2.76	Junction US-101	25,000
Source: Caltrans 2005			

Functional classification refers to the different types of functions served by roadways that comprise a complete system. The classification of a roadway depends upon the types of trips that occur on it, the basic purpose for which it was designed, and the relative level of traffic volume it carries. Higher classes (e.g. freeways and arterials) provide a higher degree of mobility with higher volumes at higher speeds and have limited access to adjacent land uses. Lower classes (e.g. local roads) provide access to adjacent land and are not intended to serve through traffic, carrying lower volumes at lower speeds. Collectors generally demonstrate equal emphasis on mobility and access. The definitions of “higher” and “lower” volumes and speeds will vary between different geographic areas and will depend upon local standards. Functional classifications of the roadways in the City of Goleta are defined as follows:

- **Freeways** are four- or six-lane divided highways with full control of access by grade-separated interchanges at intersections. Freeways serve as the principal routes for the inter- and intrastate system of highways, carrying large volumes of high-speed traffic between regions, cities, major traffic generators, and points of interest. As the highest level of road facility, freeways are designed and managed to provide maximum service and safety for through traffic.
- **Major 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 in order to facilitate traffic flows.
- **Minor arterials** serve as a secondary type of arterial facility 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.
- **Collector streets** function to collect traffic from local streets and roads and carry that traffic to a major or minor arterial. Collectors may also link two arterials. Collector roads are designed to provide access to local streets within residential areas and commercial areas, or to connect streets of higher classifications to permit adequate traffic circulation.
- **Local streets** provide access to abutting individual properties and link 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. All roads not specifically designated as major arterial, minor arterial, or collector, are classified as local streets.

Figure 3.13-1 shows the functional classifications of Goleta area roadways. Table 3.13-2 lists existing peak hour volumes on major and some minor arterials within Goleta. Figure 3.13-5 shows the 2005 PM Peak Hour Traffic.

TABLE 3.13-2
EXISTING PM PEAK HOUR VOLUMES ON ARTERIAL ROADWAYS

Segment Location	PM Traffic Count	Count Year
Hollister west of Patterson	1,642	2005
Hollister west of Fairview	2,002	2003
Hollister east of Los Carneros	1,499	2005
Hollister east of Storke	2,023	2005
Hollister east of US-101 Interchange	707	2003
Cathedral Oaks east of SR-154 (County)	1,396	2003
Cathedral Oaks east of Fairview	1,000	2003
Cathedral Oaks east of Los Carneros	902	2003
Cathedral Oaks west of Glen Annie	922	2003
Cathedral Oaks north of US-101 Interchange	206	2003
Calle Real west of Patterson (County)	954	2003
Calle Real east of Los Carneros	782	2005
Calle Real west of Glen Annie	1,020	2005
El Colegio east of Los Carneros (County)	1,679	2005
Glen Annie north of US-101 Interchange	661	2005
Storke south of US-101 Interchange	3,044	2005
Storke south of Whittier Drive	1,650	2005
Los Carneros north of US-101 Interchange	1,144	2005
Los Carneros south of US-101 Interchange	2,551	2005
Los Carneros south of Hollister	1,811	2005
Fairview north of Calle Real	1,274	2005
Fairview south of US-101 Interchange	2,871	2003
Patterson north of US-101 Interchange	2,842	2005
Patterson south of US-101 Interchange	2,548	2005
Turnpike north of US-101 Interchange	1,858	2003

Source: Dowling and Associates 2006
Refer to Figure 3.13-5.

Level of service (LOS) designations measure operational conditions of roadways, taking into consideration such factors as volume, speed, travel time, and delay. LOS is represented by letter grades, A through F. LOS A through C imply traffic flows with minimal delay, LOS D and E imply conditions that approach capacity, and LOS F implies unstable flow with potential for substantial delays (Transportation Research Board 2000). Methods applied to determine LOS are described later in this section under “Methodologies.”

LOS standards are used to evaluate the transportation impacts of long-term growth. In order to monitor roadway operations, cities and counties adopt standards by which the minimum acceptable roadway operating conditions are determined. The City of Goleta has adopted a standard of LOS C, which is applied citywide to major arterials, minor arterials, collector roadways, and signalized intersections. The City’s LOS standard is more stringent than the

County's regional Congestion Management Program (CMP) standard of LOS D, which applies to City intersections designated as part of the CMP system.

GP/CLUP policy subsection 4.2 also lists a modified LOS standard for specific intersections at planned capacity. Any intersection or arterial link that is developed to the maximum permitted number of lanes (see Policy TE 3 and Policy subsection TE 6.5) shall be considered to be at "planned capacity," and the forecasted LOS volume to capacity ratio with all planned transportation improvements shall be the applicable LOS standard. As of 2005, the Storke-Hollister intersection was the only intersection in the city at "planned capacity," with the applicable standard defined as LOS D, with volume to capacity threshold of 0.89.

Traffic operations in urban areas are generally controlled by operations of intersections. Fifty-five intersections located within the City, as shown in Figure 3.13-1, were analyzed for this EIR. Table 3.13-3 lists the analysis intersections and their LOS under existing conditions. The table shows that three study area intersections within the City's jurisdiction are currently operating below the City of Goleta's standard of LOS C.

- Fairview Avenue/Stow Canyon Road—LOS F
- Fairview Avenue/Calle Real—LOS D
- Patterson Avenue/US-101 SB Ramp—LOS D

All other intersections are currently operating within standards.

TABLE 3.13-3
EXISTING INTERSECTION LOS

Map ID	LOS Standard	Intersection Location	Traffic Control	V/C, or Delay (s)[1]	LOS
1	C	Hollister Avenue/Calle Real	Unsignalized	13.9s	B
2	C	Hollister Avenue/Entrance Road	Signal	0.43	A
3	C	Hollister Avenue/Canon Green Drive	Unsignalized	19.3s	C
4	C	Hollister Avenue/Pacific Oaks Road	Signal	0.55	A
5	C	Hollister Avenue/Market Place Drive	Signal	0.57	A
6	C	Hollister Avenue/Storke Road	Signal	0.77	C
7	C	Storke Road/Market Place Drive	Signal	0.56	A
8	C	Storke Road/Phelps Road	Signal	0.42	A
9	C	Cathedral Oaks/Glen Annie Road	Signal	0.62	B
10	C	Glen Annie Road/Del Norte Drive	Unsignalized	9.5s	A
11	C	Glen Annie Road/Calle Real/US-101 NB Ramp	Signal	0.65	B
12	C	Storke Road/US-101 SB Ramp	Signal	0.51	A
13	C	Cathedral Oaks/Alameda Avenue	Signal	0.46	A
14	C	Cathedral Oaks/Los Carneros Road	Unsignalized	19.8s	C
15	C	Los Carneros Road/Calle Real Road	Unsignalized	18.8s	C
16	C	Los Carneros Road/US-101 NB Ramp	Signal	0.56	A
17	C	Los Carneros Road/US-101 SB Ramp	Signal	0.71	C
18	C	Los Carneros Road/Calle Koral Road	Signal	0.70	B
19	C	Los Carneros Road/Castilian Drive	Signal	0.64	B
20	C	Los Carneros Road/Hollister Avenue	Signal	0.69	B
22	C	Los Carneros Road/Hollister Avenue	Signal	0.46	A
23	C	Hollister Avenue/Aero Camino Road	Signal	0.51	A
24	C	Hollister Avenue/La Patera Lane	Signal	0.60	A

(continued on next page)

TABLE 3.13-3 CONTINUED

Map ID	LOS Standard	Intersection Location	Traffic Control	V/C, or Delay (s)[1]	LOS
25	C	Cathedral Oaks/Fairview Avenue	Signal	0.52	A
26	C	Fairview Avenue/Stow Canyon Road	Unsignalized	**70.3s**	**F**
27	C	Fairview Avenue/Encina Lane	Signal	0.46	A
28	C	Fairview Avenue/Calle Real	Signal	**0.81**	**D**
29	C	Fairview Avenue/US-101 NB Ramp	Signal	0.77	C
30	C	Hollister Avenue/Fairview Avenue	Signal	0.68	B
31	C	Hollister Avenue/Pine Avenue	Signal	0.65	B
32	C	Hollister Avenue/Rutherford Street	Signal	0.50	A
33	C	Cathedral Oaks/Cambridge Drive	Signal	0.31	A
35	C	Calle Real/Kellogg Avenue	Signal	0.38	A
36	C	Hollister Avenue/Kellogg Avenue	Signal	0.71	C
37	C	Hollister Avenue/SR-217 SB Ramp	Signal	0.79	C
38	C	Hollister Avenue/SR-217 NB Ramp	Signal	0.68	B
42	C	Patterson Avenue/US-101 NB Ramp	Signal	0.72	C
43	C	Patterson Avenue/US-101 SB Ramp	Signal	**0.89**	**D**
44	C	Patterson Avenue/Overpass Road	Signal	0.56	A
45	C	Hollister Avenue/Patterson Avenue	Signal	0.79	C
51	C	Fairview Avenue/US-101 SB Ramp	Signal	0.62	B
54	C	Hollister/US-101 NB-Ramp	Unsignalized	8.5s	A
55	C	Ellwood Station Road/Calle Real	Unsignalized	8.4s	A
56	C	Hollister Avenue/US-101 SB Ramp	Unsignalized	11.6s	B
57	C	Winchester Canyon Road/Calle Real	Unsignalized	9.0s	A
58	C	Fairview Avenue/Ekwill Street	n/a	n/a	n/a
59	C	Fairview Avenue/Fowler Street	n/a	n/a	n/a
60	C	Ekwill Street/Pine Street	n/a	n/a	n/a
61	C	Ekwill Street/Kellogg Street	n/a	n/a	n/a
67	C	Cathedral Oaks/Calle Real	Unsignalized	10.8s	B
68	C	La Patera/Calle Real	n/a	n/a	n/a
69	C	La Patera/Cathedral Oaks	n/a	n/a	n/a
70	C	Hollister Avenue/Ellwood Station	n/a	n/a	n/a

[1] Data are expressed as Volume to Capacity (V/C) ratios for signalized intersections and as seconds of delay (s) for unsignalized intersections.
Source: Dowling and Associates 2006

LOS of 19 roadway segments was also analyzed for the EIR. Table 3.13-4 lists the analysis segments and their LOS under existing conditions. As described later in this section under "Methodologies", segment LOS is based upon the Average Daily Traffic (ADT) that travels upon the roadway, and the roadway classifications and thresholds are based upon standards established by the City of Goleta. The table shows that three analysis segments, Storke Road south of US-101 Interchange, Storke Road south of Whittier Drive and Los Carneros Road south of Hollister Avenue, are currently operating below the City of Goleta's standard of LOS C. All other analysis segments are currently operating within the standard.

TABLE 3.13-4
EXISTING LOS ON ARTERIAL ROADWAYS

Segment Location	Roadway Classification[1]	Number of Lanes	ADT Threshold for LOS C[1]	Existing ADT		Under Threshold
				Daily	PM Peak	
HollisterAvenue west of Patterson Avenue	Major Arterial	4	34,000	17,800	1,642	Yes
Hollister Avenue west of Fairview Avenue	Major Arterial	4	34,000	21,700	2,002	Yes
Hollister Avenue east of Los Carneros	Major Arterial	4	34,000	15,700	1,499	Yes
Hollister Avenue east of Storke Road	Major Arterial	4	34,000	20,300	2,023	Yes
Hollister Avenue east of US-101 Interchange	Major Arterial	2	14,300	6,500	707	Yes
Cathedral Oaks Road east of Fairview Avenue	Major Arterial	2	14,300	9,500	1,000	Yes
Cathedral Oaks Road east of Los Carneros Road	Major Arterial	2	14,300	9,200	902	Yes
Cathedral Oaks Road west of Glen Annie Road	Major Arterial	2	14,300	9,700	922	Yes
Cathedral Oaks Road north of US-101 Interchange	Major Arterial	2	14,300	2,000	206	Yes
Calle Real east of Los Carneros Road	Major Arterial	2	14,300	8,000	782	Yes
Calle Real west of Glen Annie Road	Minor Arterial	4	30,100	9,100	1,020	Yes
Glen Annie Road north of US-101 Interchange	Major Arterial	4	34,000	8,500	---	Yes
Storke Road south of US-101 Interchange	Major Arterial	4	**34,000**	**40,000**	**3,044**	**No[2]**
Storke Road south of Whittier Drive	Major Arterial	2	14,300	15,800	1,650	No
Los Carneros north of US-101 Interchange	Major Arterial	4	34,000	12,200	1,144	Yes
Los Carneros south of US-101 Interchange	Major Arterial	4	34,000	20,800	2,551	Yes
Los Carneros south of Hollister Avenue	Major Arterial	2	**14,300**	**20,500**	**1,811**	**No[2]**
Fairview Avenue north of Calle Real	Major Arterial	4	34,000	14,700	1,274	Yes
Fairview Avenue south of US-101 Interchange	Major Arterial	4	34,000	25,000	2,871	Yes
Patterson Avenue south of US-101 Interchange	Major Arterial	4	34,000	25,100	2,548	Yes

[1] Described in more detail under "Methodologies" section
[2] Segment with ADT that exceeds threshold is considered to exceed the adopted City standard of LOS C. See Figure 3.13-5.
Source: Dowling and Associates 2006

3.13.1.2 Public Transit

The Santa Barbara Metropolitan Transit District (MTD) provides public bus transit services in Goleta and the South Coast area. The MTD covers approximately 52 square miles in the southern area of Santa Barbara County, between the Ventura County border to the east and Winchester Canyon at the western edge of Goleta. The district encompasses the communities of Santa Barbara, Goleta, Carpinteria, Montecito, Summerland, and Isla Vista.

Figure 3.13-2 shows the bus routes within the City of Goleta. Hours of operation vary by route, but in general they are 5:30 a.m. to 12:00 a.m. on weekdays; 6:00 a.m. to 11:35 p.m. on Saturdays; and 6:15 a.m. to 10:30 p.m. on Sundays. Most routes operate on 30-minute intervals on weekdays. Service is provided along the State/Hollister corridor every 15 minutes. Commuter bus service provided for Goleta includes:

- Clean Air Express—A weekday commuter bus program, serving commuters who work in Santa Barbara or Goleta and live in Buellton, Lompoc, or Santa Maria.

- Goleta Express—A daily subscription commuter service from Camarillo and Ventura to Goleta.
- Valley Express—MTD now operates commuter express bus service between Solvang and Buellton and the Hollister corridor in Goleta and downtown Santa Barbara.

Under the Americans with Disabilities Act, the MTD subsidizes wheelchair-accessible, curb-to-curb paratransit service for persons with disabilities who are unable to ride MTD buses.

While Goleta's low-density suburban residential development pattern presents a challenge to transit providers, the concentration of larger-scale employers and commercial services, particularly along the Hollister Corridor and at the UCSB campus, offers opportunities for bus transit to play a larger role in the future. Additional constraints are caused by limited funding to support public bus transportation services. (Source: Santa Barbara County 2006)

3.13.1.3 Passenger Rail Service

Passenger rail service in Goleta is provided by Amtrak and State-supported service in a corridor extending from San Diego to San Luis Obispo. These services use the UPRR tracks, which are parallel and adjacent to US-101. The terminal facilities in Goleta consist of a passenger platform at La Patera Lane (see Figure 3.13-2). Goleta is directly served by the Pacific Surfliner route, which offers five trains a day in each direction between Paso Robles and San Diego. Although the possibility of instituting commuter rail service along the UPRR corridor between Goleta and Ventura County has been discussed by regional organizations, no commitments or actions have been made as of 2005. (Source: Amtrak 2006)

3.13.1.4 Nonmotorized Transportation

Nonmotorized modes of transportation include all transportation with a power source other than a motor. In the City of Goleta, the main nonmotorized modes are walking and bicycling.

Figure 3.13-3 shows the existing and planned pedestrian system in the City of Goleta. The figure shows that sidewalks are in place, or are planned, along most streets in the City. Figure 3.13-4 shows the bikeways in Goleta. Bicycle facilities are categorized as follows:

- Class 1 Bike Path—An exclusive path completely separate from traffic.
- Class 2 Bike Lane—A lane in city streets exclusively for bicycles.
- Class 3 Bike Route—City streets designated as bike routes, on which bicycles share the road with vehicular traffic.

The figures show that bikeways are in place, or are planned, along most arterial and collector roadways within the City. (Source: City of Goleta 2006) Proposed bikeways along creeks or channels maintained by the Flood Control District are subject to review and approval by the Flood Control District and implemented through a secondary use agreement.

3.13.2 Regulatory Framework

3.13.2.1 Federal and State

General Plan Law Requirements
Each city and county in California is required to prepare and adopt a comprehensive, long-term general plan for the physical development of the community and any land outside the community's boundaries that may have an impact on the community's ability to plan for its future growth (California Government Code Section 65300). A general plan is the essential planning document: the "charter" or "constitution" for all future development within a community. A general plan must contain seven mandatory elements addressing land use, circulation, conservation, open space, noise, safety, and housing.

The Transportation Element, also known in state law as the Circulation Element, guides the continued development and improvement of the transportation system to support land uses planned in the Land Use Element. State planning law requires:

> …a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element plan.

The State General Plan Guidelines recommend that the circulation policies and plans should integrate the transportation and circulation system with planned land uses, promote the safe and efficient transport of goods and the safe and effective mobility of all segments of the population, make efficient use of existing transportation facilities, and protect environmental quality and promote the wise and equitable use of economic and natural resources.

Coastal Act Requirements
The California Coastal Act (CCA) establishes policies that apply to development projects within the City's Coastal Zone, pending certification of the City's Local Coastal Plan (LCP).

Generally, only short segments of Goleta's arterial street and highway system traverse areas within the California Coastal Zone (see Figure 3.13-1 for Coastal Zone Boundary). Provisions of the Coastal Act promote maintenance and enhancement of public coastal access by automobile and transit. New development is required to avoid overwhelming the local circulation system so as to allow ease of public access. New or expanded public roadways must be designed and limited to accommodate needs generated by planned new development. Where existing or planned transportation infrastructure can accommodate only a limited amount of new development, priority shall be given to coastal-dependent land uses so that they are not precluded.

The Coastal Act policies set forth below are adopted as policies of this plan for those areas of Goleta within the California Coastal Zone. The numbers refer to sections of the California Public Resources Code.

- **30252** The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of

serving the development with public transportation, (5) ensuring the potential for public transit for high intensity uses such as high-rise office buildings, and (6) ensuring that the recreational needs of new residents will not overload nearby coastal recreation resources by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

- **30254** New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; however, it is the intent of the Legislature that SR-1 in rural areas of the Coastal Zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services, and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

California Environmental Quality Act (CEQA)
The basic goal of CEQA is to develop and maintain a high-quality environment now and in the future. The CEQA Guidelines, Appendix G, provide a framework for the analysis of impacts to transportation resources.

The criteria by which significant effects are measured for a roadway are established by the agency that has jurisdiction over that roadway. State highways are under the jurisdiction of Caltrans. Other roadways are under the local jurisdiction, either city or county, in which they are located.

3.13.2.2 Local

City of Goleta Ordinances
Development in the City is subject to the City's Inland Zoning Ordinance for those portions of the City outside of the Coastal Zone and the Coastal Zoning Ordinance for those portions of the City within the Coastal Zone. Following the adoption of the GP/CLUP, the existing Inland and Coastal Zoning Ordinances will be replaced by a single, unified zoning code that includes zoning regulations applicable to inland areas and the coastal zone. Existing City zoning ordinances are not applicable in the context of this EIR because state law requires the zoning code to be amended to be consistent with the GP/CLUP within a reasonable period of time following its adoption.

3.13.3 Project Impacts and Mitigation

As required under CEQA, this EIR contains an analysis of the impacts of physical changes that could occur from implementation of the GP/CLUP. The existing traffic conditions represent the baseline for the analysis. This analysis assumes buildout in accordance with the GP/CLUP land use plan when analyzing potential impacts. Proposed project buildout is forecasted for year 2030 without regional traffic growth and without transportation system improvements and is referred to GP-10 in the traffic model report provided in Appendix C of this EIR. Buildout at 2030 with system improvements including regional traffic growth is referred to GP-7 in the traffic model report.

3.13.3.1 Thresholds of Significance

The City of Goleta has established threshold criteria for traffic impact analysis, as described below.

City of Goleta LOS Standard

As described earlier in this section, the City of Goleta has adopted a standard of LOS C. Based upon this standard, a significant impact was identified if:

- analysis showed that the 2030 buildout would result in violation of the standard, as compared to existing conditions; or
- analysis showed that the LOS standard would be violated under existing conditions, but that a higher congestion level would be expected to result from the 2030 buildout.

City of Goleta LOS Significance Thresholds

The threshold criteria and traffic report contents established by the City of Goleta provide a basis for improved analysis of the potential traffic impacts of proposed projects. The criteria and report contents help to standardize traffic impact reports. CEQA Guidelines, Appendix G, state that a project will ordinarily have a significant effect on the environment if it will "cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system." The following threshold criteria assume that an increase in traffic that creates a need for road improvements is "substantial in relation to the existing traffic load and capacity of the street system." It should be noted that the following criteria are guidelines for the majority of potential impacts. The list of criteria is not intended to be all-inclusive because the potential for impact may vary depending upon the environmental setting and the nature of the project.

Threshold Criteria—Significant Adverse Impact

1. A significant traffic impact occurs when:
   a. The addition of project traffic to an intersection increases the volume to capacity ratio (V/C) by the value provided in Table 3.13-5, or adds at least 5, 10, or 15 trips to intersections operating at LOS F, E, and D, respectively.

TABLE 3.13-5
CITY OF GOLETA LOS SIGNIFICANCE THRESHOLDS

LOS (including project)[1]	Increase in V/C greater than
A	0.20
B	0.15
C	0.10
	Or the addition of:
D	15 trips[2]
E	10 trips[2]
F	5 trips[2]

[1] The adopted standard for City roadways and intersections is LOS C; with the exception of the intersection of Hollister Avenue/Storke Road, which has been built to its planned capacity, and thus under GP/CLUP policy subsection TE 4.2 has a standard of LOS D.

[2] For purposes of analysis of the 2030 buildout, it was conservatively assumed that any increase in V/C projected over existing conditions reflects an increase of at least the threshold number of trips defined in this table, indicating a significant impact.

b. Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.

c. Project adds traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use) that will become potential safety problems with the addition of project or cumulative traffic. Exceedance of the roadway's designated Transportation Element Capacity may indicate the potential for the occurrence of the above impacts.

d. Project traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable LOS (A through C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.80) or lower. Substantial is defined as a minimum change of 0.03 V/C for intersections that would operate from 0.80 to 0.85 V/C and a change of 0.02 V/C for intersections that would operate from 0.86 to 0.90 V/C, and 0.01 V/C for intersections operating at anything lower.

If analysis of the 2030 buildout showed that these thresholds would be exceeded when compared to existing conditions, a significant impact was identified.

CEQA Guidelines

Criteria for determining the significance of impacts related to transportation are based upon criteria contained in Appendix G of the CEQA Guidelines. The proposed project would have a significant impact on the environment if it would:

- cause an increase in traffic that is substantial in relation to the existing traffic volumes and capacity of the roadway system (e.g., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections);
- exceed, either individually or cumulatively, a LOS standard established by local jurisdictions for designated roadways or highways;
- result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks;
- substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- result in inadequate emergency access;
- result in inadequate parking capacity; or
- conflict with adopted policies supporting alternative transportation.

Traffic projected as a result of the 2030 buildout was considered significant if, as compared to existing conditions, it is expected to result in violation of either the City's adopted LOS standard or the LOS significance thresholds, as previously described.

3.13.3.2 Relevant Discussion of GP/CLUP Policies

The Land Use Element, Open Space Element, Conservation Element, Safety Element, Visual and Historical Resources Element, and Noise Element of the City's General Plan contain policies related to transportation and circulation, discussed below.

Land Use Element
Transportation-related policies in the Land Use Element focus on population densities and distribution appropriate to transportation infrastructure and services that can support it, as well as support of alternative modes and travel choices. The GP/CLUP Land Use Element includes the following policies related to transportation:

- Policy LU 1: Land Use Plan Map and General Policies
- Policy LU 2: Residential Land Uses
- Policy LU 3: Commercial Land Uses
- Policy LU 4: Office and Industrial Uses
- Policy LU 6: Park and Open Space Uses
- Policy LU 8: Central Hollister Residential Development Area
- Policy LU 12: Land Use In Goleta's Environs

Open Space Element
Transportation-related policies in the Open Space Element focus on the provision of an adequate supply of public coastal access parking in lots or areas that are appropriately distributed along Goleta's shoreline with convenient linkages to regional transportation routes, and the designation, preservation, and expansion of a public trail system that will provide recreation opportunities for multiple types of users in diverse and attractive environmental settings and that will connect various parks and neighborhoods with the regional trail network. The GP/CLUP Open Space Element includes the following policies related to transportation:

- Policy OS 3: Coastal Access Routes, Parking, and Signage
- Policy OS 4: Trails and Bikeways
- Policy OS 6: Public Park System Plan

Conservation Element
Transportation-related policies in the Conservation Element focus on limiting new impervious surface and impacts to water quality and on maintaining and promoting a safe and healthy environment by protecting air quality and minimizing pollutant emissions from new development and from transportation sources. The GP/CLUP Conservation Element includes the following policies related to transportation:

- Policy CE 7: Protection of Beach and Shoreline Habitats
- Policy CE 10: Watershed Management and Water Quality
- Policy CE 12: Protection of Air Quality

Safety Element
Transportation-related policies in the Safety Element focus on provision of adequate emergency access and circulation. The GP/CLUP Safety Element includes the following policies related to transportation:

- Policy SE 7: Urban and Wildland Fire Hazards

Visual and Historical Resources Element
Transportation-related policies in the Visual and Historical Resources Element focus on preserving and enhancing the visual character and public views within and from Goleta's scenic corridors and locations from which scenic vistas can be enjoyed; preserving and enhancing Goleta's visual character though streetscape and site design; and supporting and enhancing pedestrian and bicycle access, safety, and circulation. The GP/CLUP Visual and Historical Resources Element includes the following policies related to transportation:

- Policy VH 1: Scenic Views
- Policy VH 2: Local Scenic Corridors
- Policy VH 3: Community Character
- Policy VH 4: Design Review

Transportation Element
The Transportation Element, also known in State law as the Circulation Element, guides the continued development and improvement of the transportation system to support land uses planned in the Land Use Element. This element contains goals and policies to improve overall circulation in Goleta and ensure that future development is supported by appropriate transportation facilities. The GP/CLUP Transportation Element includes the following policies related to transportation:

- Policy TE 1: Integrated Multi-Modal Transportation System
- Policy TE 2: Transportation Demand Management
- Policy TE 3: Streets and Highways Plan and Standards
- Policy TE 4: Target Level of Service Standards
- Policy TE 5: Planned Street and Road Improvements
- Policy TE 6: Street Design and Streetscape Character
- Policy TE 7: Public Transit (Bus Transportation)
- Policy TE 8: Rail Transportation
- Policy TE 9: Parking
- Policy TE 10: Pedestrian Circulation
- Policy TE 11: Bikeways Plan
- Policy TE 12: Transportation Systems Management
- Policy TE 13: Mitigating Traffic Impacts of Development
- Policy TE 14: Financing Transportation Improvements
- Policy TE 15: Regional Transportation

Noise Element
Transportation-related policies in the Noise Element focus on identifying and implementing measures that will reduce the noise generated by major transportation sources, including the Santa Barbara Airport, UPRR, US-101, and other major roadways. The GP/CLUP Noise Element includes the following policies related to transportation:

- Policy NE 2: Traffic Noise Sources
- Policy NE 3: Airport Noise
- Policy NE 4: Railway Noise
- Policy NE 5: Industrial and Other Point Sources

Housing Element
Transportation-related policies in the Housing Element focus on equal housing opportunities for all persons; providing access between housing and jobs, and creating housing at the places people work; and coordination with regional transportation agencies to encourage transit-oriented housing development. Policies also focus on compatibility between housing design and the transportation system with development that relates to existing street patterns, design of parking and driveway patterns for compatibility with residential and nonresidential uses, and facilitation of affordable housing development where adequate traffic safety and parking are available. The GP/CLUP Housing Element includes the following policies related to transportation:

- Policy HE 1: Equal Housing Opportunities.
- Policy HE 3: Linkage of Housing and Jobs
- Policy HE 4: Variety of Housing Choices and Affordable Housing Opportunities
- Policy HE 5: Special Needs Housing and Support Programs
- Policy HE 6: Adequate Sites to Meet Goleta's RHNA
- Policy HE 7: Opportunities for Mixed-Use Housing
- Policy HE 9: Excellence in New Housing Design
- Policy HE 10: Production of New Affordable Housing

3.13.3.3 Impacts Assessment Methodology

Travel Demand Forecasting Model
The Goleta Traffic Model was developed with the software package, VISUM. This model is an update of the model developed with the TMODEL software package and documented in 2003. A transportation-planning model is constructed to forecast future traffic conditions. The model replicates existing or base-year travel patterns, making it possible to estimate future traffic volumes. This gives transportation planners and engineers the ability to determine the impacts of different scenarios, be they roadway or land use, on the traffic network. This, in turn, allows elected officials and professionals to evaluate economic decisions on potential capital improvements and then make appropriate plans.

The model calibration is documented in "City of Goleta 2005 Transportation Model Calibration Report," (PTV America 2005). The model is a single-mode, PM peak-period model that

addresses auto travel. The Goleta Model was employed to forecast and evaluate future traffic conditions resulting from the Land Use Plan set forth in the Land Use Element. The modeling tested various transportation system alternatives to evaluate the effectiveness of various improvements in maintaining acceptable LOS on City roadways. In addition, the transportation consequences of several land-use alternatives were evaluated. The modeling of various general plan scenarios is documented in "City of Goleta General Plan 2030 Forecast Report" (Dowling Associates 2005) "City of Goleta General Plan 2030 Forecast Report GP-6 Supplemental Analysis (Dowling Associates 2006), and in "City of Goleta General Plan 2030 Forecast Report GP-7 Supplemental Analysis" (Dowling Associates 2006). The major steps of the modeling process are described as follows.

Transportation Analysis Zones
For purposes of transportation modeling, the entire study area is divided into Transportation Analysis Zones (TAZs) that have similar land use characteristics. The geographical domain of the Goleta Travel Model is made up of 162 TAZs. These 162 TAZs are the major units of analysis of the modeling process. They were defined on the basis of socio-economic, topographic, political, and transportation facilities information.

Transportation Network
The roadway network is represented in the computer as a series of links (roadway segments) and nodes (intersections). Characteristics such as capacity, length, speed, and turning restrictions at intersections are coded into the network.

Trip Generation
The trip generation step estimates the total number of trips produced by and attracted to each TAZ in the study area. The trips are estimated using statistical data that take into account population and household characteristics, employment information, economic model output, and land-use information.

The Goleta Travel Model characterizes each internal TAZ by the 29 land use categories. Associated with each land use category are PM peak hour trip generation rates, which when multiplied by the intensity of land use (unit of measurement) within a given zone yields a total trip generation estimate for that zone. The Goleta Travel Model splits the trip generation estimate by production (outgoing trip) and attraction (incoming trip) according to the following six trip types:

- Home to Work (HW) Trips
- Work to Home (WH) Trips
- Home to Other (HO) Trips
- Other to Home (OH) Trips
- Non-Home Based (NHB) Trips and,
- Home-Based College (HBC) Trips.

The trip generation model estimates the number of trips that are generated during the analysis period for each of the purposes under consideration. For its output, the trip generation model estimates the total number of trips produced in each TAZ and the total number of trips attracted to each TAZ, categorized by trip purpose.

Trip Distribution
The trip distribution step allocates the trips estimated by the trip generation model to create a specific zonal origin and destination for each trip. This is accomplished through use of the gravity model, which distributes trips according to two basic assumptions: (1) more trips will be attracted to larger zones (the size of a zone is defined by the number of attractions estimated in the trip generation phase, not the geographical size), and (2) more trip interchanges will take place between zones that are closer together than the number that will take place between zones that are farther apart. The result is a trip matrix (for each of the trip purposes specified in trip generation) that estimates how many trips are taken from each zone (origin) to every other zone (destination). The trips are often referred to as trip interchanges.

Network Assignment
The arterial street system is coded into the computer model as a series of links, which represent roadways, and nodes, which represent the intersection of those roadways. Each roadway link and intersection node is assigned a functional classification, with associated characteristics of length, capacity, and speed. The computer model uses this information to determine the optimum path between all the zones based on travel time and distance. The model then distributes the trips from each of the zones onto the street network.

Model Calibration
A crucial step in the modeling process is the calibration of the model. The modeling process can generally be described as defining the existing street system as a model network and applying trip patterns based on existing land use. The model output, which consists of estimated traffic volumes on each roadway segment, is compared to existing traffic counts and observed travel patterns. Adjustments are made to the model inputs until the modeled existing conditions replicate actual existing conditions within accepted parameters. Once the model is calibrated for existing conditions, it can be used as the basis for analyzing future traffic conditions, as well as potential future improvements, to address existing and future deficiencies.

Model of Future Traffic Conditions
Using the same general process described for modeling existing conditions, the forecasted land-use data is used to estimate the number of trips that will be generated in future travel. These trips are then distributed among the TAZs and assigned to the street network. The result is a model of projected future traffic conditions under the projected future land use scenario.

Three types of Goleta Travel Model output were analyzed for interpretation: (1) PM peak hour and daily roadway segment traffic volumes; (2) PM peak hour intersection turning movements; and, (3) Roadway, intersection and freeway LOS results.

PM Peak Hour Traffic Volumes
PM peak hour model volumes are generated for all City roadway segments included in the Goleta Travel Model. In addition, the model generates PM peak hour intersection turning movement volumes for each identified intersection. LOS analysis was conducted for the intersections using methods described in the following section.

LOS Analysis Approach
LOS is a qualitative indication of the level of delay and congestion experienced by motorists using an intersection. LOS is designated by the letters A through F, with LOS A representing the best conditions and LOS F representing the worst (high delay and congestion). The approaches

used to analyze stop-controlled intersections, signalized intersections, and roadway segments are described as follows.

Stop Controlled Intersections
The methodology for analysis of stop-controlled intersections is the Highway Capacity Manual (Transportation Research Board 2000). This method calculates an average total delay per vehicle on each stop-controlled leg of the intersection.

Table 3.13-6 presents the average delay criteria used to determine the level of service at stop-controlled intersections by the Highway Capacity Manual method.

TABLE 3.13-6
LOS CRITERIA FOR STOP-CONTROLLED INTERSECTIONS

LOS	Average Control Delay (sec/veh)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

Signalized Intersections
The methodology used to determine signalized intersection LOS was the Intersection Capacity Utilization (ICU) methodology. The ICU method calculates an intersection's LOS by taking the sum of each pair of intersection critical movements (movements that compete for the same space within the intersection) and dividing that value by the intersection's capacity. Each critical movement's volume to capacity ratio is then summed and a 10 percent lost time adjustment is added to yield a peak hour V/C. Table 3.13-7 presents the V/C criteria used to determine the level of service at signalized intersections using the ICU method.

Roadway Segments
The methodology used to determine the LOS for roadway segments is based on ADT. Future daily traffic (ADT) volumes on City roadway segments were estimated by applying model derived 2005-2030 peak hour growth factors to existing ADT traffic count measured on City roadway segments. For roadways outside the City's jurisdiction where traffic counts were either not available or exact traffic count locations were not known, daily traffic volumes were estimated by assuming a 10 percent PM peak hour to ADT relationship. Table 3.13-8 summarizes the LOS C threshold ADTs for roadways, based upon their classification and width. The roadway classifications, design capacities, and ADT thresholds are based upon standards established by the City of Goleta. ADT thresholds were developed for each of the analysis segments under the future analysis scenarios, based upon the roadway characteristics. The projected ADT was calculated for each analysis segment. If the projected ADT exceeded the ADT threshold for LOS C, a significant impact was identified.

TABLE 3.13-7
LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

LOS	V/C	Description
A	≤ 0.60	Very Low Delay: This level of service occurs when progression is extremely favorable and most vehicles arrive during a green phase. Most vehicles do not stop at all.
B	0.61–0.70	Minimal Delays: This level of service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.
C	0.71–0.80	Acceptable Delay: Delay increases due to only fair progression, longer cycle lengths, or both. Individual cycle failures (to service all waiting vehicles) may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	0.80–0.90	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression and long cycle lengths. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	0.91–1.00	Unstable Operation/Significant Delays: This is considered by many agencies the upper limit of acceptable delays. These high V/C ratios generally indicate poor progression, long cycle lengths, and high delay. Individual cycle failures are frequent occurrences.
F	≧ 1.00	Excessive Delays: Describes operations with average delay in excess of 60 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with over-saturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

TABLE 3.13-8
ROADWAY SEGMENT LOS THRESHOLDS

Functional Street Classification	Purpose and Design Factors	ADT Design Capacity			LOS C ADT Threshold		
		2 Lanes	4 Lanes	4+ Lanes[1]	2 Lanes	4 Lanes	4+ Lanes[1]
Major Arterial	Continuous roadways that carry through traffic between various neighborhoods and communities, frequently providing access to major traffic generators such as shopping areas, employment centers, and higher density residential areas. Roadways would have a minimum of 12-foot wide lanes with shoulders. Signals are typically spaced at a minimum 0.5-mile intervals.	17,900	42,480	58,750	14,300	34,000	47,000

(continued on next page)

TABLE 3.13-8 CONTINUED

Functional Street Classification	Purpose and Design Factors	ADT Design Capacity			LOS C ADT Threshold		
		2 Lanes	4 Lanes	4+ Lanes[1]	2 Lanes	4 Lanes	4+ Lanes[1]
Minor Arterial	Roadways that serve as a secondary type of arterial facility carrying local and through traffic within communities, frequently connecting neighborhood areas within the City, providing access to shopping areas, employment centers, and higher density residential areas. Roadways would have a minimum of 12-foot wide lanes with shoulders. Signal intervals typically range from 0.25 to 0.5 mile.	15,700	37,680	NA	12,500	30,100	NA
Collector Streets	Roadways designed to collect traffic from local streets and connect to major or minor arterials. Collector Streets provide access to local streets within residential and commercial areas and conect streets of higher calssifications to permit adequate traffic circulation. Generally no more than 2 travel lanes and signalized at intersections with arterial roadways.	11,600	NA	NA	9,280	NA	NA
Local Streets	Roadways designed to provide access to individual properties carrying traffic to and from a collector street. Intended to serve adjacent uses and are not intended for through traffic. Designed with two lanes and close to moderately close driveways.	9,100	NA	NA	7,280	NA	NA

Analysis of Future Scenarios

2030 analysis reflected in this section consists of the following two scenarios:

- **Proposed Project Buildout—Existing (Unmitigated) Transportation Network—No Regional Traffic Growth**
  This scenario represents the proposed project and includes 2030 PM peak hour traffic projections for the future buildout using the existing transportation network. It assumes no roadway infrastructure improvements and tests the effects of buildout on the City's existing transportation system, without traffic due to regional growth outside the City. This scenario is referred to as GP-10 in the traffic analysis report (Dowling and Associates 2006) provided in Appendix C.
- **Proposed Project Buildout with Recommended (Mitigated) Transportation Network—Cumulative with Regional Traffic Growth**
  This scenario represents the proposed project with mitigation and includes 2030 PM peak hour traffic projections for the future buildout assuming construction of recommended infrastructure improvements. It tests the ability of the existing street network plus various programmed and planned infrastructure improvements to accommodate future traffic growth

generated from buildout , as well as other expected traffic due to regional growth, by 2030. This scenario is referred to as GP-7 in the traffic analysis report (Dowling and Associates 2006).

3.13.3.4 Results of Traffic Analysis

The results of the traffic analysis described in Section 3.13.3.3 Impact Assessment Methodology is described below by model scenario.

Proposed Project (2030 Buildout)

The results of the traffic analysis conducted for the proposed project is described below. Table 3.13-9 summarizes PM peak hour intersection LOS projected under these conditions. The table shows that 17 locations are projected to exceed the City standard of LOS C, and experience significant impacts as compared to existing conditions, according to the criteria defined in Table 3.13-5. These intersections and corresponding LOS for the proposed project compared with existing conditions include:

- Hollister Avenue/Canon Green Drive—LOS F projected under the 2030 Buildout, which exceeds the existing LOS C.
- Hollister Avenue/Pacific Oaks Road—LOS D projected under the 2030 Buildout, which exceeds the existing LOS A.
- Hollister Avenue/Storke Road—LOS E projected under the 2030 Buildout, which exceeds the existing LOS C.
- Cathedral Oaks/Los Carneros Road—LOS D projected under the 2030 Buildout, which exceeds the existing LOS C.
- Los Carneros Road/Calle Real Road—LOS E projected under the 2030 Buildout, which exceeds the existing LOS C.
- Los Carneros Road/US-101 SB Ramp—LOS D projected under the 2030 Buildout, which exceeds the existing LOS C.
- Los Carneros Road/Hollister Avenue—LOS D projected under the 2030 Buildout, which exceeds the existing LOS B.
- Fairview Avenue/Stow Canyon Road— LOS F (Delay >> 50s) projected under the 2030 Buildout, which adds additional delay to the existing LOS F.
- Fairview Avenue/Calle Real—LOS D (V/C = 0.90) projected under the 2030 Buildout, which exceeds the existing LOS D (V/C = 0.81).
- Fairview/US-101 NB Ramp—LOS D projected under the 2030 Buildout, which exceeds the existing LOS C.
- Hollister Avenue/Fairview Avenue—LOS D projected under the 2030 Buildout, which exceeds the existing LOS B.
- Hollister Avenue/Kellogg Avenue—LOS E projected under the 2030 Buildout, which exceeds the existing LOS C.
- Hollister Avenue/SR-217 SB Ramp—LOS E projected under the 2030 Buildout, which exceeds the existing LOS C.

- Patterson Avenue/US-101 NB Ramp—LOS D projected under the 2030 Buildout, which exceeds the existing LOS C.
- Patterson Avenue/US-101 SB Ramp—LOS F projected under the 2030 Buildout, which exceeds the existing LOS D
- Hollister Avenue/Patterson Avenue—LOS D projected under the 2030 Buildout, which exceeds the existing LOS C.
- Fairview Avenue/US-101 SB Ramp—LOS D projected under the 2030 Buildout, which exceeds the existing LOS B.

Table 3.13-9 shows that no intersections projected to operate at LOS C or better under the proposed project conditions are expected to exceed the thresholds defined in Table 3.13-5, when compared to existing conditions. Projections show that operations at the following six intersections are expected to improve or stay the same under the proposed project conditions:

- Hollister/Market Place Drive—LOS A (V/C = 0.55) projected under the 2030 Buildout, which would be an improvement over existing LOS A (V/C = 0.57)
- Storke/US-101 SB Ramp—LOS A (V/C = 0.49) projected under the 2030 Buildout, which would be an improvement over existing LOS A (V/C = 0.51)
- Hollister/La Patera—LOS A (V/C = 0.59) projected under the 2030 Buildout, which would be an improvement over existing LOS A (V/C = 0.60)
- Fairview/Encina—LOS A (V/C = 0.45) projected under the 2030 Buildout, which would be an improvement over existing LOS A (V/C = 0.46)
- Hollister/US-101 NB Ramp—LOS A (Delay = 8.0 seconds) projected under the 2030 Proposed Land Use Alternative, which would be an improvement over existing LOS A (Delay = 8.5 seconds)
- Cathedral Oaks/Calle Real—LOS A (Delay = 8.9 seconds) projected under the 2030 Proposed Land Use Alternative, which would be an improvement over existing LOS B (Delay = 10.8 seconds).

Operations at the 25 remaining intersections are expected to be worse under the proposed project 2030 buildout conditions, as compared to existing conditions, but they are all expected to operate at LOS C or better. The resulting differences would be less than the thresholds defined in Table 3.13-9.

TABLE 3.13-9
INTERSECTION LOS—PROPOSED PROJECT (2030 BUILDOUT)

ID[1]	LOS Standard	Intersection Location	Traffic Control	Existing Land Use		2030 Proposed Land Use	
				V/C, or Delay (s)[1]	LOS	V/C, or Delay (s)[2]	LOS
1	C	Hollister Avenue/Calle Real	Unsignalized	13.9s	B	17.6s	C
2	C	Hollister Avenue/Entrance Road	Signal	0.43	A	0.51	A
3	C	Hollister Avenue/Canon Green Drive	Unsignalized	19.3s	C	**>>50s**	**F**
4	C	Hollister Avenue/Pacific Oaks Road	Signal	0.55	A	**0.84**	**D**
5	C	Hollister Avenue/Market Place Drive	Signal	0.57	A	0.55	A
6	C	Hollister Avenue/Storke Road	Signal	0.77	C	**0.91**	**E**

(continued on next page)

TABLE 3.13-9 CONTINUED

ID[1]	LOS Standard	Intersection Location	Traffic Control	Existing Land Use		2030 Proposed Land Use	
				V/C, or Delay (s)[1]	LOS	V/C, or Delay (s)[2]	LOS
7	C	Storke Road/Market Place Drive	Signal	0.56	A	0.64	B
8	C	Storke Road/Phelps Road	Signal	0.42	A	0.46	A
9	C	Cathedral Oaks/Glen Annie Road	Signal	0.62	B	0.69	B
10	C	Glen Annie Road/Del Norte Drive	Unsignalized	9.5s	A	9.8s	A
11	C	Glen Annie Road/Calle Real/US-101 NB Ramp	Signal	0.65	B	0.73	C
12	C	Storke Road/US-101 SB Ramp	Signal	0.51	A	0.49	A
13	C	Cathedral Oaks/Alameda Avenue	Signal	0.46	A	0.51	A
14	C	Cathedral Oaks/Los Carneros Road	Unsignalized	19.8s	C	**35.0s**	**D**
15	C	Los Carneros Road/Calle Real Road	Unsignalized	18.8s	C	**42.7s**	**E**
16	C	Los Carneros Road/US-101 NB Ramp	Signal	0.56	A	0.60	B
17	C	Los Carneros Road/US-101 SB Ramp	Signal	0.71	C	**0.82**	**D**
18	C	Los Carneros Road/Calle Koral Road	Signal	0.70	B	0.73	C
19	C	Los Carneros Road/Castilian Drive	Signal	0.64	B	0.71	C
20	C	Los Carneros Road/Hollister Avenue	Signal	0.69	B	**0.85**	**D**
22	C	Los Carneros Road/Hollister Avenue	Signal	0.46	A	0.61	B
23	C	Hollister Avenue/Aero Camino Road	Signal	0.51	A	0.59	A
24	C	Hollister Avenue/La Patera Lane	Signal	0.60	A	0.61	B
25	C	Cathedral Oaks/Fairview Avenue	Signal	0.52	A	0.57	A
26	C	Fairview Avenue/Stow Canyon Road	Unsignalized	**70.3s**	**F**	**>>50s**	**F**
27	C	Fairview Avenue/Encina Lane	Signal	0.46	A	0.45	A
28	C	Fairview Avenue/Calle Real	Signal	**0.81**	**D**	**0.90**	**D**
29	C	Fairview Avenue/US-101 NB Ramp	Signal	0.77	C	**0.86**	**D**
30	C	Hollister Avenue/Fairview Avenue	Signal	0.68	B	**0.82**	**D**
31	C	Hollister Avenue/Pine Avenue	Signal	0.65	B	0.73	C
32	C	Hollister Avenue/Rutherford Street	Signal	0.50	A	0.68	B
33	C	Cathedral Oaks/Cambridge Drive	Signal	0.31	A	0.35	A
35	C	Calle Real/Kellogg Avenue	Signal	0.38	A	0.43	A
36	C	Hollister Avenue/Kellogg Avenue	Signal	0.71	C	**0.92**	**E**
37	C	Hollister Avenue/SR-217 SB Ramp	Signal	0.79	C	**0.96**	**E**
38	C	Hollister Avenue/SR-217 NB Ramp	Signal	0.68	B	0.70	B
42	C	Patterson Avenue/US-101 NB Ramp	Signal	0.72	C	**0.83**	**D**
43	C	Patterson Avenue/US-101 SB Ramp	Signal	**0.89**	**D**	**1.01**	**F**
44	C	Patterson Avenue/Overpass Road	Signal	0.56	A	0.60	A
45	C	Hollister Avenue/Patterson Avenue	Signal	0.79	C	**0.83**	**D**
51	C	Fairview Avenue/US-101 SB Ramp	Signal	0.62	B	**0.81**	**D**
54	C	Hollister/US-101 NB Ramp	Unsignalized	8.5s	A	8.0s	A
55	C	Ellwood Station Road/Calle Real	Unsignalized	8.4s	A	13.3s	B
56	C	Hollister Avenue/US-101 SB Ramp	Unsignalized	11.6s	B	13.2s	B
57	C	Winchester Canyon Road/Calle Real	Unsignalized	9.0s	A	9.8s	B
58	C	Fairview Avenue/Ekwill Street	n/a	n/a	n/a	n/a	n/a
59	C	Fairview Avenue/Fowler Street	n/a	n/a	n/a	n/a	n/a
60	C	Ekwill Street/Pine Street	n/a	n/a	n/a	n/a	n/a
61	C	Ekwill Street/Kellogg Street	n/a	n/a	n/a	n/a	n/a
67	C	Cathedral Oaks/Calle Real	Unsignalized	10.8s	B	8.9	A
68	C	La Patera/Calle Real	n/a	n/a	n/a	18.5s	C
69	C	La Patera/Cathedral Oaks	n/a	n/a	n/a	12.6s	B
70	C	Hollister Avenue/Ellwood Station	n/a	n/a	n/a	n/a	n/a

[1] The ID number corresponds to the intersection identification number as shown on Figure 3.13-1.

[2] Data are expressed as V/C ratios for signalized intersections and as seconds of delay (s) for unsignalized intersections.

Source: Dowling and Associates 2006

Note: The proposed project is referred to as GP-10 in Appendix C Final General Plan 2030 Forecast Report. It includes the existing (unmitigated) transportation system without regional traffic growth.

Table 3.13-10 lists the analysis segments and their LOS under the proposed project 2030 buildout conditions. The table shows that ADT on the following two analysis segments are projected to exceed the ADT threshold for LOS C:

- Storke Road, south of US-101 Interchange—ADT of 35,300 projected under the 2030 Buildout, which exceeds the LOS C ADT threshold of 34,000.
- Los Carneros south of Hollister Avenue—ADT of 21,350 projected under the 2030 Buildout, which exceeds the LOS C ADT threshold of 14,300.

All other analysis segments are expected to operate within LOS C under the proposed project 2030 buildout conditions.

TABLE 3.13-10
LOS ON ARTERIAL ROADWAYS—PROPOSED PROJECT (2030 BUILDOUT)

Segment Location	Roadway Classification	Number of Lanes	ADT Threshold for LOS C	ADT under 2030 Proposed Land Use	Under Threshold
Hollister Avenue west of Patterson Avenue	Major Arterial	4	34,000	22,200	Yes
Hollister Avenue west of Fairview Avenue	Major Arterial	4	34,000	24,200	Yes
Hollister Avenue east of Los Carneros Road	Major Arterial	4	34,000	19,500	Yes
Hollister Avenue east of Storke Road	Major Arterial	4	34,000	27,500	Yes
Hollister Avenue east of US-101 Interchange	Major Arterial	2	14,300	6,600	Yes
Cathedral Oaks east of Fairview Avenue	Major Arterial	2	14,300	10,200	Yes
Cathedral Oaks east of Los Carneros Road	Major Arterial	2	14,300	10,300	Yes
Cathedral Oaks west of Glen Annie Road	Major Arterial	2	14,300	10,900	Yes
Cathedral Oaks north of US-101 Interchange	Major Arterial	2	14,300	3,600	Yes
Calle Real east of Los Carneros Road	Major Arterial	2	14,300	11,400	Yes
Calle Real west of Glen Annie Road	Minor Arterial	4	30,100	9,200	Yes
Glen Annie north of US-101 Interchange	Major Arterial	4	34,000	11,300	Yes
Storke Road south of US-101 Interchange	Major Arterial	4	**34,000**	**46,400**	**No[1]**
Storke Road south of Whittier Drive	Major Arterial	2	14,300	16,400	No
Los Carneros Road north of US-101 Interchange	Major Arterial	4	34,000	17,300	Yes
Los Carneros Road south of US-101 Interchange	Major Arterial	4	34,000	25,600	Yes
Los Carneros Road south of Hollister Avenue	Major Arterial	2	**14,300**	**24,200**	**No[1]**
Fairview Avenue north of Calle Real	Major Arterial	4	34,000	18,100	Yes
Fairview Avenue south of US-101 Interchange	Major Arterial	4	34,000	30,700	Yes
Patterson Avenue south of US-101 Interchange	Major Arterial	4	34,000	24,500	Yes

[1] Segment with ADT that exceeds threshold is considered to exceed the adopted City standard of LOS C

Source: Dowling and Associates 2006

Note: The proposed project is referred to as GP-10 in Appendix C Final General Plan 2030 Forecast Report. It includes the existing (unmitigated) transportation system without regional traffic growth.

Proposed Project With Recommended Improvements (Mitigation)

The proposed mitigated project assumes construction of recommended infrastructure improvements and includes regional traffic growth, by 2030. Nine major infrastructure improvements are proposed to mitigate the effects of traffic growth created as a result of the proposed project. These improvements are described in Table 3.13-11.

TABLE 3.13-11
RECOMMENDED MAJOR INFRASTRUCTURE IMPROVEMENTS

Improvement Project	Funding Status	Description
Ekwill Road Extension	Proposed Plan Programmed	Extends Ekwill Street from Fairview Avenue to Kellogg Avenue. This 2-lane roadway will create new intersections at Pine Street (roundabout configuration) and Kellogg Avenue (T-intersection).
Fowler Road Extension	Proposed Plan Programmed	Extends Fowler Street from Fairview Avenue to Kellogg Avenue. This 2-lane roadway will create a reconfigured roundabout intersection at Fairview Avenue and a new intersection at Kellogg Avenue.
SR-217 Roundabouts	Proposed Plan Programmed	Reconfigures the existing intersections at Hollister Avenue /SR-217 SB-Ramp and Hollister Avenue /SR-217 NB-Ramp as roundabouts. The SB-Ramp roundabout will have five entry/exit locations—the fifth being the SB Dearborn Place approach.
Hollister Avenue Redesign	Proposed Plan Programmed	Reconfigures Hollister Avenue between Fairview Avenue and Kellogg Avenue to provide improved vehicular and pedestrian movements.
Overpass Road Extension	Proposed Plan Programmed	Extends Overpass Road from its current terminus, north of Hollister Avenue, to Hollister Avenue. A new signalized T-intersection will be created at Overpass Road and Hollister Avenue.
Cathedral Oaks Interchange	Proposed Plan Programmed	Demolishes the existing interchange and reconstructs a new interchange 1/8 mile east of the existing location. The new I/C will reconfigure the US-101 SB off- and on-ramps. New signalized intersections at Cathedral Oaks/Calle Real, Cathedral Oaks/US-101 SB-ramp, and Cathedral Oaks/Hollister Avenue will ultimately be created. Left turn channelization and 8-foot bike lanes will be provided on the new over-crossing.
Ellwood Station Freeway Crossing	Potential Improvement Not Programmed	Provides a new 2-lane crossing of US-101 on Ellwood Station Road between Calle Real and Hollister Avenue. No new access to US-101 will be created. New intersections at Calle Real and Hollister Avenue will be created.
Phelps/Mesa Road Extension	Potential Improvement Not Programmed	Eliminates the gap between Mesa Road and the terminus of Phelps Road east of Storke Road by constructing a 2-lane extension.
La Patera Freeway Crossing	Potential Improvement Not Programmed	Provides a new 2-lane crossing of US-101 on La Patera to Calle Real. No new access to US-101 will be created. A new intersection at Calle Real and a reconfigured intersection at Hollister Avenue will be constructed.
US-101 Widening	Potential Improvement Not Programmed	Provides for widening US-101 to 6 lanes between Fairview Avenue and Glen Annie Road.

Source: Dowling and Associates 2006

In addition to the regional infrastructure improvements, intersection improvements were also modeled under this scenario. These improvements are listed in Table 3.13-12. The source of these improvements is the existing Goleta Transportation Improvement Plan (GTIP), developed by the County when Goleta was unincorporated, and several new improvements being considered by the City for possible GTIP incorporation. Potential sources of funding for proposed GTIP projects, as shown in this EIR in Table 2-5, include City impact fees, Redevelopment Agency (RDA) funds, state and federal funds, and other funding sources that can include, but not limited to, Measure D funds, traffic mitigation funds from other jurisdictions, and City general funds. However, it should be noted that the City cannot use general fund money, such as Measure D funds, to pay for the costs attributed to future development.

TABLE 3.13-12
RECOMMENDED INTERSECTION IMPROVEMENTS

GTIP Improvement Location	GTIP Status	Description
Intersections		
Calle Real at Fairview	Existing GTIP	Add NB left turn lane with NB right turn overlap, and EB through lane
Fairview at US-101 SB-Ramp	Existing GTIP	Add NB right turn lane
Fairview at US-101 NB-Ramp	Proposed GTIP	Add WB through lane and EB left turn lane
Hollister at Patterson	Existing GTIP	Add WB right turn lane with WB right turn overlap
Los Carneros at US-101 SB-Ramp	Existing GTIP	Add NB right turn
Calle Real at Cathedral Oaks	Existing GTIP	New signal
Calle Real at La Patera	Existing GTIP	New signal
Calle Real at Los Carneros	Existing GTIP	New signal
Cathedral Oaks at Hollister Ave.	Existing GTIP	New signal
Cathedral Oaks at Los Carneros	Existing GTIP	New signal
Fairview at Stow Canyon Rd.	Existing GTIP	New signal
Overpass Rd. at Patterson	Existing GTIP	New signal
Patterson at US-101 SB-Ramp[1]	Proposed GTIP	Add SB left turn lane, EB right turn lane, and NB through lane—leads to left turn pocket
Hollister at Kellogg	Proposed GTIP	Add EB right turn, NB right turn, and NB right turn overlap
Hollister at Pacific Oaks	Proposed GTIP	Add NB left turn lane
Hollister at Canon Green Dr.	Proposed GTIP	New signal
Los Carneros at Hollister	Proposed GTIP	Add NB left turn lane and WB left turn lane
Patterson at US-101 NB-Ramp[1]	Proposed GTIP	Add SB through lane – leads to SB left turn pocket
Roadway Segments		
Los Carneros, south of Hollister	Proposed GTIP	Widen, and/or lane reconfiguration (e.g. right turn auxiliary lanes)
Storke Road, south of US-101	Proposed GTIP	Widen from 2 to 4 lanes
Storke Road south of Whittier Drive	Proposed GTIP	Widen from 2-lane to 4-lanes

[1] In order to accommodate the Patterson Avenue improvements, coordination with the County will be needed to implement modifications at the Patterson/Calle Real intersection.

Source: Dowling and Associates 2006

Table 3.13-13 summarizes PM peak hour intersection LOS projected under the proposed mitigated project. The table shows that conditions are improved at almost all intersections. Analysis shows that the recommended improvements would result in acceptable LOS levels at all but the intersection of Hollister Avenue/Storke Road, which would still be projected to operate at LOS D. These intersections are shown in Figure 3.13-6.

TABLE 3.13-13
INTERSECTION LOS—PROPOSED PROJECT WITH RECOMMENDED TRANSPORTATION IMPROVEMENTS

ID	LOS Standard	Intersection Location	Traffic Control[1]	Existing Land Use—Existing Transportation		2030 Proposed Land Use—Existing Transportation		2030 Proposed Land Use + Cumulative—Recommended Transportation	
				V/C, or Delay (s)[2]	LOS	V/C, or Delay (s)[2]	LOS	V/C, or Delay (s)[2]	LOS
1	C	Hollister Avenue/ Calle Real[3]	Unsignalized	13.9s	B	17.6s	C	8.7s	A
2	C	Hollister Avenue/Entrance Road	Signal	0.43	A	0.51	A	0.46	A
3	C	Hollister Avenue/ Canon Green Drive	Signal	19.3s	C	**>>50s**	**F**	0.55	A
4	C	Hollister Avenue/ Pacific Oaks Road	Signal	0.55	A	**0.84**	**D**	0.74	C
5	C	Hollister Avenue/ Market Place Drive	Signal	0.57	A	0.55	A	0.52	A
6	D	Hollister Avenue/ Storke Road	Signal	0.77	C	**0.91**	**E**	**0.89**	**D**
7	C	Storke Road/ Market Place Drive	Signal	0.56	A	0.64	B	0.70	B
8	C	Storke Road/ Phelps Road	Signal	0.42	A	0.46	A	0.59	A
9	C	Cathedral Oaks/ Glen Annie Road	Signal	0.62	B	0.69	B	0.66	B
10	C	Glen Annie Road/ Del Norte Drive	Unsignalized	9.5s	A	9.8s	A	9.7s	A
11	C	Glen Annie Road/Calle Real/US-101 NB Ramp	Signal	0.65	B	0.73	C	0.72	C
12	C	Storke Road/ US-101 SB Ramp	Signal	0.51	A	0.49	A	0.53	A
13	C	Cathedral Oaks/ Alameda Avenue	Signal	0.46	A	0.51	A	0.45	A
14	C	Cathedral Oaks/ Los Carneros Road	Signal	19.8s	C	**35.0s**	**D**	0.64	B
15	C	Los Carneros Road/ Calle Real Road	Signal	18.8s	C	**42.7s**	**E**	0.65	B
16	C	Los Carneros Road/ US-101 NB Ramp	Signal	0.56	A	0.60	A	0.60	A
17	C	Los Carneros Road/ US-101 SB Ramp	Signal	0.71	C	**0.82**	**D**	0.56	A
18	C	Los Carneros Road/ Calle Koral Road	Signal	0.70	B	0.73	C	0.73	C
19	C	Los Carneros Road/Castilian Drive	Signal	0.64	B	0.71	C	0.73	C
20	C	Los Carneros Road/Hollister Avenue	Signal	0.69	B	**0.85**	**D**	0.78	C
22	C	Los Carneros Way/Hollister Avenue	Signal	0.46	A	0.61	B	0.46	A
23	C	Hollister Avenue/ Aero Camino Road	Signal	0.51	A	0.59	A	0.56	A
24	C	Hollister Avenue/ La Patera Lane	Signal	0.60	A	0.59	A	0.73	C
25	C	Cathedral Oaks/ Fairview Avenue	Signal	0.52	A	0.57	A	0.57	A
26	C	Fairview Avenue/ Stow Canyon Road	Signal	**70.3s**	**F**	**>>50s**	**F**	0.61	B
27	C	Fairview Avenue/ Encina Lane	Signal	0.46	A	0.45	A	0.52	A

(continued on next page)

TABLE 3.13-13 CONTINUED

ID	LOS Standard	Intersection Location	Traffic Control[1]	Existing Land Use— Existing Transportation		2030 Proposed Land Use— Existing Transportation		2030 Proposed Land Use + Cumulative— Recommended Transportation	
				V/C, or Delay (s)[2]	LOS	V/C, or Delay (s)[2]	LOS	V/C, or Delay (s)[2]	LOS
28	C	Fairview Avenue/ Calle Real	Signal	**0.81**	**D**	**0.90**	**D**	0.80	C
29	C	Fairview Avenue/ US-101 NB Ramp	Signal	0.77	C	**0.86**	**D**	0.75	C
30	C	Hollister Avenue/Fairview Avenue	Signal	0.68	B	**0.82**	**D**	0.78	C
31	C	Hollister Avenue/ Pine Avenue	Signal	0.65	B	0.73	C	0.62	B
32	C	Hollister Avenue/Rutherford Street	Signal	0.50	A	0.68	B	0.62	B
33	C	Cathedral Oaks/Cambridge Drive	Signal	0.31	A	0.35	A	0.36	A
35	C	Calle Real/ Kellogg Avenue	Signal	0.38	A	0.43	A	0.43	A
36	C	Hollister Avenue/ Kellogg Avenue	Signal	0.71	C	**0.92**	**E**	0.74	C
37	C	Hollister Avenue/ SR-217 SB Ramp	Unsignalized	0.79	C	**0.96**	**E**	19.5s	C
38	C	Hollister Avenue/ SR-217 NB Ramp	Unsignalized	0.68	B	0.70	B	3.9s	A
42	C	Patterson Avenue/ US-101 NB Ramp	Signal	0.72	C	**0.83**	**D**	0.77	C
43	C	Patterson Avenue/ US-101 SB Ramp	Signal	**0.89**	**D**	**1.01**	**F**	0.75	C
44	C	Patterson Avenue/Overpass Road	Signal	0.56	A	0.60	A	0.61	B
45	C	Hollister Avenue/ Patterson Avenue	Signal	0.79	C	**0.83**	**D**	0.74	C
51	C	Fairview Avenue/ US-101 SB Ramp	Signal	0.62	B	**0.81**	**D**	0.71	C
54	C	Hollister/ US-101 NB Ramp	--	8.5s	A	8.0s	A	n/a	n/a
55	C	Ellwood Station Road/Calle Real	Signal	8.4s	A	13.3s	B	0.64	B
56	C	Hollister/ US-101 SB Ramp[4]	Signal	11.6s	B	13.2s	B	0.43	A
57	C	Winchester Canyon Road/Calle Real	Unsignalized	9.0s	A	9.8s	B	11.3s	B
58	C	Fairview Avenue/ Ekwill Street	Unsignalized	n/a	n/a	n/a	n/a	22.0s	C
59	C	Fairview Avenue/ Fowler Street	Unsignalized	n/a	n/a	n/a	n/a	4.2s	A
60	C	Ekwill Street/ Pine Street	Unsignalized	n/a	n/a	n/a	n/a	4.2s	A
61	C	Ekwill Street/ Kellogg Street	Unsignalized	n/a	n/a	n/a	n/a	13.7s	B
65	C	Cathedral Oaks/ Hollister Avenue	Signal			18.2s	C	0.44	A
67	C	Cathedral Oaks/Calle Real	Signal	10.8s	B	8.9	A	0.44	A
68	C	La Patera/ Calle Real	Signal	n/a	n/a	18.5s	C	0.79	C

(continued on next page)

TABLE 3.13-13 CONTINUED

ID	LOS Standard	Intersection Location	Traffic Control[1]	Existing Land Use— Existing Transportation		2030 Proposed Land Use— Existing Transportation		2030 Proposed Land Use + Cumulative— Recommended Transportation	
				V/C, or Delay (s)[2]	LOS	V/C, or Delay (s)[2]	LOS	V/C, or Delay (s)[2]	LOS
69	C	La Patera/ Cathedral Oaks	Unsignalized	n/a	n/a	12.6s	B	12.2s	B
70	C	Hollister Avenue/ Ellwood Station	Signal	n/a	n/a	n/a	n/a	0.71	C

[1] Traffic control in this table reflect recommended transportation network.
[2] Data are expressed as V/C ratios for signalized intersections and as seconds of delay (s) for unsignalized intersections.
[3] Becomes NB-Ramp intersection with recommended transportation network.
[4] Becomes Cathedral Oaks/US-101 SB-Ramp intersection with recommended transportation network.
See Figure 3.13-6.
Source: Dowling and Associates 2006

Note that this analysis includes expansion to six lanes of US-101 between Fairview Avenue and Glen Annie/Storke. With the widening, no mainline deficiencies are projected on US-101 except for the current 6-lane segment between SR-217 and eastern City limit. As documented in the General Plan 2030 Forecast Report provided in Appendix C, mainline LOS deficiencies span both the modeled scenarios without the 6-lane widening of US-101. Operations on SR-217 are forecasted to remain at acceptable levels throughout the forecast horizon of the GP/CLUP under each scenario. Conversely, the merge of SR-217 with Highway 101 (southbound) will continue to degrade to LOS F conditions during the PM peak hour under all future scenarios.

Table 3.13-14 lists the analysis segments and their LOS under the proposed mitigated project. The table shows that ADT on all analysis segments are expected to operate within LOS C under future conditions with recommended mitigation in place. These are also shown on Figure 3.13-5.

3.13.3.5 Impacts and Mitigation

Class I Impacts

Class I impacts are classified as significant adverse impacts that cannot be feasibly mitigated or avoided. For transportation and circulation, significant impacts are defined at locations where: (1) the adopted LOS standard is cannot be met, and/or (2) the significance thresholds summarized in Table 3.13-5 are exceeded. To be classified as a Class I impact, no feasible mitigation is available and the impact is considered significant and unavoidable.

Short-Term Impacts

Implementation of the GP/CLUP would not result in any short-term significant and unavoidable (Class I) impacts on transportation and circulation.

TABLE 3.13-14
LOS ON ARTERIAL ROADWAYS—PROPOSED PROJECT WITH RECOMMENDED TRANSPORTATION IMPROVEMENTS

Segment Location	Roadway Classification	Number of Lanes	ADT Threshold for LOS C	ADT under 2030 Proposed Land Use + Cumulative		Under Threshold
				Daily	PM	
Hollister Avenue west of Patterson Avenue	Major Arterial	4	34,000	21,700	2,050	Yes
Hollister Avenue west of Fairview Avenue	Major Arterial	4	34,000	22,900	2,115	Yes
Hollister Avenue east of Los Carneros Road	Major Arterial	4	34,000	18,900	1,795	Yes
Hollister Avenue east of Storke Road	Major Arterial	4	34,000	25,300	2,515	Yes
Hollister Avenue east of US-101 Interchange	Major Arterial	2	14,300	5,400	590	Yes
Cathedral Oaks Road east of Fairview Avenue	Major Arterial	2	14,300	11,000	1,160	Yes
Cathedral Oaks Road east of Los Carneros Road	Major Arterial	2	14,300	10,200	1,005	Yes
Cathedral Oaks Road west of Glen Annie Road	Major Arterial	2	14,300	11,500	1,095	Yes
Cathedral Oaks Road north of US-101 Interchange	Major Arterial	2	14,300	2,300	235	Yes
Calle Real east of Los Carneros Road	Major Arterial	2	14,300	11,900	1,165	Yes
Calle Real west of Glen Annie Road	Minor Arterial	4	30,100	11,900	1,335	Yes
Glen Annie Road north of US-101 Interchange	Major Arterial	4	34,000	10,900	850	Yes
Storke Road south of US-101 Interchange [1]	Major Arterial	4	47,000	45,700	3,475	Yes
Storke Road south of Whittier	Major Arterial	4	34,000	17,700	1,845	Yes
Los Carneros Road north of US-101 Interchange	Major Arterial	4	34,000	14,900	1,400	Yes
Los Carneros Road south of US-101 Interchange	Major Arterial	4	34,000	24,700	3,025	Yes
Los Carneros Road south of Hollister Avenue [1]	Major Arterial	4	34,000	23,600	2,080	Yes
Fairview Avenue north of Calle Real	Major Arterial	4	34,000	18,000	1,560	Yes
Fairview Avenue south of US-101 Interchange	Major Arterial	4	34,000	30,200	3,465	Yes
Patterson Avenue south of US-101 Interchange	Major Arterial	4	34,000	26,500	2,695	Yes

[1] Lane capacity improvement location.
See Figure 3.13-5.
Source: Dowling and Associates 2006

Long-Term Impacts

Impact 3.13-1. Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways

The following long-term Class I transportation/circulation impact has been identified for this project:

Intersection

- Hollister Avenue/Storke Road—LOS E projected under Proposed Land Use Alternative (GP-10), which exceeds the existing LOS C. Improvement to LOS D is expected with implementation of recommended transportation improvements (GP-7). GP/CLUP policy

subsection TE 4.2 sets the standard at this location to LOS D. However, the planned improvements to improve intersection operations at Storke/Hollister under Plan buildout would not improve operations to the level defined in the City's CEQA significance thresholds (summarized in Table 3.13-5). Therefore, this is considered a significant and unavoidable (Class I) transportation impact.

Analysis shows that all other locations at which significant traffic impacts were identified can be mitigated to less-than-significant levels, as described in the following section.

Class II Impacts

Class II impacts are classified as significant adverse impacts that can be feasibly mitigated or avoided. For transportation and circulation, significant impacts are defined at locations where (1) the adopted LOS standard cannot be met, and/or (2) the significance thresholds summarized in Table 3.13-5 are exceeded. To be classified as a Class II impact, feasible transportation improvements or transportation policies must be available that when implemented would reduce the impact to less-than-significant levels.

Short-Term Impacts

No short-term Class II transportation/circulation impacts have been identified that would result from implementation of the 2030 Buildout.

Long-Term Impacts

Impact 3.13-2. Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways

The following long-term Class II transportation impacts have been identified for this project:

Intersections

- Hollister Avenue/Canon Green Drive—LOS F projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS A is expected with implementation of recommended transportation improvements (GP-7).
- Hollister Avenue/Pacific Oaks Road—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS A. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C increase of 0.19 over existing, which is under the significance threshold defined in Table 3.13-5.
- Cathedral Oaks/Los Carneros Road—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS B is expected with implementation of recommended transportation improvements (GP-7).
- Los Carneros Road/Calle Real Road—LOS E projected under the 2030 Buildout (GP-10), which exceeds existing LOS C. Improvement to LOS B is expected with implementation of recommended transportation improvements (GP-7).
- Los Carneros Road/US-101 SB Ramp—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS A is expected with implementation of recommended transportation improvements (GP-7).
- Los Carneros Road/Hollister Avenue—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS B. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C increase of 0.09 over existing.

- Fairview Avenue/Stow Canyon Road—LOS F (Delay >> 50s) projected under the 2030 Buildout (GP-10), which would add additional delay to the existing LOS F. Improvement to LOS B is expected with implementation of recommended transportation improvements (GP-7).
- Fairview Avenue/Calle Real—LOS D (V/C = 0.90) projected under the 2030 Buildout (GP-10), which exceeds the existing LOS D (V/C = 0.81). Improvement to LOS C is expected with recommended transportation improvements (GP-7).
- Fairview Avenue/US-101 NB Ramp—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C decrease of 0.02 under existing.
- Hollister Avenue/Fairview Avenue—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS B. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C increase of 0.10 over existing, which is under the significance threshold defined in Table 3.13-5.
- Hollister Avenue/Kellogg Avenue—LOS E projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C increase of 0.03 over existing.
- Hollister Avenue/SR-217 SB Ramp—LOS E projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7).
- Patterson Avenue/US-101 NB Ramp—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C increase of 0.05 over existing.
- Patterson Avenue/US-101 SB Ramp—LOS F projected under the 2030 Buildout (GP-10), which exceeds the existing LOS D. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7).
- Hollister Avenue/Patterson Avenue—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C decrease of 0.05 under existing.
- Fairview Avenue/US-101 SB-Ramp—LOS D projected under the 2030 Buildout (GP-10), which exceeds the existing LOS B. Improvement to LOS C is expected with implementation of recommended transportation improvements (GP-7), with a V/C increase of 0.09 over existing.

Roadway Segments

- ADT is projected to exceed the LOS C threshold at the following three locations, under the 2030 Proposed Land Use Plan. However, with implementation of recommended transportation improvements, ADT is projected to be under the LOS C thresholds.
    - Storke Road south of US-101 Interchange—ADT of 46,400 under 2030 Buildout (GP-10), which exceeds the LOS C threshold at that location of 34,000. With implementation of recommended transportation improvements (GP-7), ADT is projected at 45,700 and

the LOS C ADT threshold would increase to 47,000, which would bring ADT at this location to within LOS C standards.

- Los Carneros Road south of Hollister Avenue—ADT of 24,200 under 2030 Buildout (GP-10), which exceeds the LOS C threshold at that location of 14,300. With implementation of recommended transportation improvements (GP-7), ADT is projected at 23,600 and the LOS C ADT threshold would increase to 34,000, which would bring ADT at this location to within LOS C standards.
- Storke Road south of Whittier Drive—ADT of 16,400 under 2030 Buildout (GP-10), which exceeds the LOS C threshold at that location of 14,300. With implementation of recommended transportation improvements (GP-7), ADT is projected at 17,700 and the LOS C ADT threshold would increase to 34,000 which would bring ADT at this location to within LOS C standards

Policies That Would Reduce Impact 3.13-2. The City's policies, as listed below, include modifications to LOS standards and transportation improvements that would reduce identified impacts. In addition, these policies include continuous monitoring of future traffic conditions and standards, to ensure that improvements will be aligned with the traffic conditions that result from future development.

- Policy TE 1: Integrated Multi-Modal Transportation System
- Policy TE 4: Target Level of Service Standards
- Policy TE 5: Planned Street and Road Improvements
- Policy TE 13: Mitigating Traffic Impacts of Development

Class III Impacts

For transportation and circulation, Class III impacts (adverse but less than significant) have been identified at locations where traffic volumes are expected to increase as a result of the proposed project, but neither the City LOS standards nor the threshold criteria, defined in Table 3.13-5, would be exceeded.

Short-Term Impacts

No short-term Class III transportation/circulation impacts have been identified that would result from implementation of the 2030 Buildout.

Long-Term Impacts

Impact 3.13-3. Increased Traffic Volumes, Either Individually or Cumulatively, without Violation of LOS Standards Established by Local Jurisdictions for Designated Roadways or Highways

The following long-term Class III transportation impacts have been identified for the 2030 Proposed Land Use Plan (GP-10):

Intersections

- Hollister Avenue/Calle Real—LOS C (Delay = 17.6 seconds) projected under the 2030 Proposed Land Use Plan (GP-10), with an expected increase of 3.7 seconds average delay over the existing condition. Improvement to LOS A is expected with implementation of recommended transportation improvements (GP-7).

- Hollister Avenue/Entrance Road—Intersection projected to operate at LOS A (V/C = 0.51) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.08 over the existing condition. Improvement to LOS A (V/C = 0.46) is expected with implementation of recommended transportation improvements (GP-7).
- Storke Road/Market Place Drive—Intersection projected to operate at LOS B (V/C = 0.64) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.08 (from LOS A) over the existing condition. LOS B (V/C = 0.70) is projected at this location with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.14 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Storke Road/Phelps Road—Intersection projected to operate at LOS A (V/C = 0.46) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.04 over the existing condition. LOS A (V/C = 0.59) is projected at this location with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.17 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Cathedral Oaks/Glen Annie Road—Intersection projected to operate at LOS B (V/C = 0.69) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.07 over the existing condition. Improvement to LOS B (V/C = 0.66) is expected with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.04 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Glen Annie Road/Del Norte Drive—Intersection projected to operate at LOS A (Delay = 9.8 seconds) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in average delay of 0.3 second over the existing condition. Improvement to LOS A (Delay = 9.7 seconds) is expected with implementation of recommended transportation improvements (GP-7). The expected average delay increase of 0.2 second over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Glen Annie Road/Calle Real/US-101 NB Ramp—Intersection projected to operate at LOS C (V/C = 0.73) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.08 (from LOS B) over the existing condition. Improvement to LOS C (V/C = 0.72) is expected with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.07 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Storke Road/US-101 SB Ramp—Intersection projected to operate at LOS A (V/C = 0.49) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.02 under the existing condition. LOS A (V/C = 0.53) is expected with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.04 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Cathedral Oaks/Alameda Avenue—Intersection projected to operate at LOS A (V/C = 0.51) under the 2030 Proposed Land Use Plan (GP-10), with an expected decrease in V/C of 0.05 over the existing condition. Improvement to LOS A (V/C = 0.45) is expected with implementation of recommended transportation improvements (GP-7).
- Los Carneros Road/US-101 NB Ramp—Intersection projected to operate at LOS A (V/C = 0.60) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.04 over the existing condition. LOS A (V/C = 0.60) is expected with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.04 over the existing condition is less than the significance threshold defined in Table 3.13-5.

- Los Carneros Road/Calle Koral Road—Intersection projected to operate at LOS C (V/C = 0.73) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.03 (from LOS B) over the existing condition. LOS C (V/C = 0.73) is expected with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.03 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Los Carneros Road/Castilian Drive—Intersection projected to operate at LOS C (V/C = 0.71) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.07 over the existing condition. LOS C (V/C = 0.73) is expected with implementation of recommended transportation improvements (GP-7). This brings V/C back to the existing condition, which is less than the significance threshold defined in Table 3.13-5.
- Los Carneros Road/Hollister Avenue—Intersection projected to operate at LOS B (V/C = 0.61) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.15 (from LOS A) over the existing condition. Improvement to LOS A (V/C = 0.47) is expected with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.01 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Hollister Avenue/Aero Camino Road—Intersection projected to operate at LOS A (V/C = 0.59) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.08 over the existing condition. LOS A (V/C = 0.56) is projected at this location with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.05 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Hollister Avenue/La Patera Lane—Intersection projected to operate at LOS B (V/C = 0.59) under the 2030 Proposed Land Use Plan (GP-10), with an expected decrease in V/C of 0.01 under the existing condition. LOS C (V/C = 0.73) is projected at this location with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.13 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Cathedral Oaks/Fairview Avenue—Intersection projected to operate at LOS A (V/C = 0.57) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.05 over the existing condition. LOS A (V/C = 0.57) is projected at this location with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.05 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Fairview Avenue/Encina Lane—Intersection projected to operate at LOS A (V/C = 0.45) under the 2030 Proposed Land Use Plan (GP-10), with an expected decrease in V/C of 0.01 under the existing condition. LOS A (V/C = 0.52) is projected at this location with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.07 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Hollister Avenue/Pine Avenue—Intersection projected to operate at LOS C (V/C = 0.73) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.08 over the existing condition. Improvement to LOS B (V/C = 0.62) is expected with implementation of recommended transportation improvements (GP-7).
- Hollister Avenue/Rutherford Street—Intersection projected to operate at LOS B (V/C = 0.68) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.18

(from LOS A) over the existing condition. LOS B (V/C = 0.62) is projected at this location with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.12 over the existing condition is less than the significance threshold defined in Table 3.13-5.

- Cathedral Oaks/Cambridge Drive—Intersection projected to operate at LOS A (V/C = 0.35) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.04 over the existing condition. LOS A (V/C = 0.36) is projected at this location with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.05 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Calle Real/Kellogg Avenue—Intersection projected to operate at LOS A (V/C = 0.43) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.05 over both the existing condition. LOS A (V/C = 0.43) is projected at this location with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.05 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Hollister Avenue/SR-217 NB Ramp—Intersection projected to operate at LOS B (V/C = 0.70) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.02 over the existing condition. LOS A is projected at this location with implementation of recommended transportation improvements (GP-7).
- Patterson Avenue/Overpass Road—Intersection projected to operate at LOS A (V/C = 0.60) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.04 over the existing condition. LOS B (V/C = 0.61) is projected at this location with implementation of recommended transportation improvements (GP-7). The expected V/C increase of 0.05 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Ellwood Station Road/Calle Real—Intersection projected to operate at LOS B (Delay = 13.3 seconds) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in average delay of 4.9 seconds over the existing condition. LOS B (with signal added, V/C = 0.64) is projected at this location with implementation of recommended transportation improvements (GP-7).
- Hollister Avenue/US-101 SB Ramp—Intersection projected to operate at LOS B (Delay = 13.2 seconds) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in average delay of 1.6 seconds over the existing condition. LOS A (with signal added, V/C = 0.43) is projected at this location with implementation of recommended transportation improvements (GP-7).
- Winchester Canyon Road/Calle Real—Intersection projected to operate at LOS B (Delay = 9.8 seconds) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in average delay of 0.8 seconds (from LOS A) over the existing condition. LOS B (Delay = 11.3 seconds) is projected at this location with implementation of recommended transportation improvements (GP-7).
- Cathedral Oaks/Hollister Avenue—Intersection projected to operate at LOS B (Delay = 18.2 seconds) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in average delay of 5.7 seconds over the existing condition. LOS A (with signal added, V/C = 0.43) is projected at this location with implementation of recommended transportation improvements (GP-7).

Roadway Segments

- Increase in ADT is projected to result from the 2030 Proposed Land Use Plan, compared to existing conditions, at the following roadway segments locations. However, with implementation of recommended transportation improvements, ADT is projected to be under the LOS C thresholds.
  - Hollister Avenue west of Patterson
  - Hollister Avenue west of Fairview Avenue
  - Hollister Avenue east of Los Carneros Road
  - Hollister Avenue east of Storke Road
  - Hollister Avenue east of US-101 Interchange
  - Cathedral Oaks Road east of Fairview Avenue
  - Cathedral Oaks Road east of Los Carneros Road
  - Cathedral Oaks Road west of Glen Annie Road
  - Cathedral Oaks Road north of US-101 Interchange
  - Calle Real east of Los Carneros
  - Calle Real west of Glen Annie Road
  - Storke Road north of US-101 Interchange
  - Los Carneros Road north of US-101 Interchange
  - Los Carneros Road south of US-101 Interchange
  - Fairview Avenue north of Calle Real
  - Fairview Avenue south of US-101 Interchange
  - Patterson Avenue south of US-101 Interchange

Class IV Impacts

For the Transportation Element, Class IV impacts are defined at locations where 2030 conditions are projected to either remain unchanged or improve, with the proposed project in place.

Short-Term Impacts

No short-term Class IV transportation/circulation impacts have been identified that would result from implementation of the 2030 Buildout.

Long-Term Impacts

The following long-term Class IV transportation/circulation impacts are projected to occur as a result of the 2030 Buildout:

Impact 3.13-4. LOS under 2030 Is Expected to Improve or Remain unchanged at Hollister Avenue/Market Place Drive and Cathedral Oaks/Calle Real

LOS under the 2030 Buildout (GP-10) is expected to improve or remain unchanged, as compared to existing conditions, at the following locations:

- Hollister Avenue/Market Place Drive
- Cathedral Oaks/Calle Real

Additional Class IV transportation/circulation impacts resulting from Plan implementation include:

Impact 3.13-5. No Impacts to Air Traffic Patterns
No averse impacts to air traffic patterns.

Impact 3.13-6. Increase Transit Ridership and Support Alternative Modes of Transportation
Proposed bicycle and pedestrian plans are consistent with and reflect proposed improvements per the GP/CLUP. In addition, increased development through 2030 would be expected to result in increased transit ridership as a result of Plan implementation. The following policies support and encourage the use of alternatives mode such as carpool, transit, rail, bicycle, and pedestrian travel:

- Policy TE 1: Integrated Multi-Modal Transportation System
- Policy TE 2: Transportation Demand Management
- Policy TE 3: Streets and Highways Plan and Standards
- Policy TE 6: Street Design and Streetscape Character
- Policy TE 7: Public Transit (Bus Transportation)
- Policy TE 8: Rail Transportation
- Policy TE 10: Pedestrian Circulation
- Policy TE 11: Bikeways Plan
- Policy TE 12: Transportation Systems Management
- Policy TE 15: Regional Transportation

3.13.3.4 Cumulative Impacts

The GP-7 alternative presented in this section reflects cumulative conditions. This means that future conditions projected with the 2030 Proposed Land Use Plan and recommended transportation network take into account traffic expected to occur from other regional growth, regardless of the development that occurs within the City of Goleta. This provides for a more realistic projection of traffic under future conditions. If land use under the GP/CLUP were analyzed without taking into account the cumulative effect of other regional traffic growth, the overall traffic projected under future conditions could be underestimated.

3.13.3.5 Mitigation

Modifications to Proposed General Plan Policies
No modifications are required.

Other Mitigation
No mitigation is identified.

3.13.3.6 Residual Impacts

Even with construction/implementation of all transportation improvements identified in the GP/CLUP, residual transportation/circulation impacts involving the Hollister Avenue and Storke Road as a result of GP/CLUP implementation would remain significant and unavoidable (Class I).

3.13.4 References

Amtrak. 2006. Route and schedule information. http://www.amtrak.com. Accessed in April 2006.

California Department of Transportation (Caltrans). 2005. 2004 Annual Average Daily Traffic. Traffic and Vehicle Data Systems Unit. CA. http://www2.dot.ca.gov/hq/traffops/saferesr/trafdata/. Accessed in April 2006.

Dowling and Associates. 2006. City of Goleta General Plan 2030 Forecast Report.

City of Goleta. 2006. City of Goleta General Plan

PTV America. 2005. City of Goleta 2005 Transportation Model Calibration Report.

Santa Barbara County. 2006. Transit service, route, and schedule summary. http://www.sbmtd.gov/. Accessed April 2006.

Transportation Research Board (TRB). 2000 updates. Highway Capacity Manual. Special Report 209. National Research Council. Washington, DC.

Acronyms

Citations

Tables

Figures

Miscellaneous
Error! No table of figures entries found.

Glossary
Error! No table of figures entries found.