



**TO:** Mayor and Councilmembers

**SUBMITTED BY:** Luz “Nina” Buelna, Interim Public Works Director

**PREPARED BY:** Derek Rapp, Contract Traffic Engineer

**SUBJECT:** Selection of Cathedral Oaks Road Bike Lane and Parking Striping Alternative

**RECOMMENDATION:**

- A. Receive an update on Sheriff and Fire Department feedback and public outreach regarding bike lane and parking striping alternative along Cathedral Oaks Road between Paseo del Pinon and Northgate Drive; and
- B. Direct staff to implement City Council’s preferred alternative as a part of the 2023 Pavement Maintenance Project.

**BACKGROUND:**

On June 4, 2024, City Council received a report on the existing conditions and proposed striping alternatives on Cathedral Oaks Road between Paseo Del Pinon and Northgate Drive. While not unanimous, feedback from public speakers and City Council was generally positive, with a preference for Alternative 3. However, City Council directed staff to seek input from the Sheriff and Fire Departments and notify affected residents of the proposed changes prior to making any decision.

Cathedral Oaks Road has one travel lane in each direction, varying in width from 46 to 84 feet between Winchester Canyon Road and Paseo del Pinon. A separated bike path connects this segment of Cathedral Oaks Road to Calle Real. Approximately 850 feet of 16-foot-wide raised median exists east of Paseo del Pinon, with 34 feet of roadway on either side of the median.

There are 78 on-street parking spaces along this portion of Cathedral Oaks Road (52 spaces to the north and 26 to the south). On-street parking is prohibited along the south side of Cathedral Oaks Road between Brandon Drive and Evergreen Drive. No residences front Cathedral Oaks Road along the south side of the street, suggesting that drivers that park along the south side live in the multi-family units north of Cathedral Oaks

Road. Much of the existing on-street parking on the south side is not located near the protected crossing at Brandon Drive and likely results in pedestrians crossing Cathedral Oaks Road mid-block or at the unprotected crossing at Paseo del Pinon.

Three striping alternatives are being considered for inclusion in the 2023 Pavement Maintenance Project this summer to improve conditions for cyclists:

Alternative 1: Existing configuration with striped bike lane buffers.

Advantages:

- Striped buffer provides additional comfort and separation from traffic.
- No loss of on-street parking.
- Can add up to 8 on-street spaces on the south side of Cathedral Oaks Road.

Disadvantages:

- No increase in on-street parking on the north side of Cathedral Oaks Road.
- Striping provides less protection to cyclists than physical barriers.

Alternative 2: Bike lane adjacent to the curb and move parallel parking between bike and travel lanes. Relocate south side on-street parking to the east as in Alternative 1.

Advantages:

- Placing on-street parking between bicycle and vehicular traffic provides greater separation and protection for cyclists from traffic.

Disadvantages:

- Loss of approximately 10 on-street parking spaces on the north side of Cathedral Oaks Road due to sight distance obstructions created by moving parking spaces away from the curb.
- Less space for parallel parking maneuvers may increase conflicts with through vehicle traffic.

Alternative 3: Same as Alternative 2 with angled parking on the north side, where road width allows.

Advantages:

- Maximizes separation and protection for cyclists from vehicular traffic.
- Increase of approximately 9 to 13 on-street parking spaces. 6 to 10 spaces on the north and 3 spaces on the south side of Cathedral Oaks Road. Parking count is subject to street sweeping considerations (see discussion).

Disadvantages:

- Angled parking requires maneuvers that may conflict with through vehicle traffic.

**DISCUSSION:**

Public Works and Sheriff’s Department staff met on June 5, 2024. The Sheriff’s staff expressed no issues and was supportive of any of the proposed alternatives.

Exhibits and other supporting information were sent to the Santa Barbara County Fire Department on June 13, 2024. The Fire Department supports Alternative 1 without additional comments. The Fire Department provided comments on Alternative 2 and 3 due to their preference of 20 feet clearance between vertical obstructions. In this case, between the median curb and parked vehicles. Alternatives 2 and 3, as proposed, provide 16 feet clearance. After further discussion, given the relatively short length of existing median (850 feet), the Fire Department could accept a minimum of 17 feet clearance, to allow emergency vehicles to pass a broken-down or pulled-over vehicle. This additional foot of width between the median and parking lane would require reducing the bike lane and buffer width from 10 to 9 feet.

Staff also reached out to Goleta West Sanitary District (GWSD), who provides street sweeping in this area. GWSD sweeps this portion of Cathedral Oaks Road every other Monday. Their street sweeper has a minimum width of 8 feet. The proposed bike lane adjacent to parallel parking meets this minimum width requirement. The bike lane adjacent to the proposed angled parking needs to be widened by 3 feet to 12 feet, to allow for vehicle overhang and street sweeping operations. This would reduce the number of parking spaces added on the north side from 10 to 6 spaces. An alternative would be to restrict the angled parking during street sweeping days, but this would be a challenge to enforce.

Nearby residents were mailed a notice in advance of this City Council meeting, indicating a decision on a striping alternative would be made. This notice was also posted for two weeks on barricades along the affected portion Cathedral Oaks Road.

**FISCAL IMPACTS:**

The fiscal impacts vary, depending on the alternative selected. Alternative 1 is included in the bid price for the 2023 Pavement Maintenance Project. Alternatives 2 and 3 are estimated to increase the project construction costs by up to \$15,000. These additional costs can be covered with the existing project funding. If back-in angled parking and/or street sweeping parking restrictions are selected, up to an additional \$7,000 would be required for signage.

**GOLETA STRATEGIC PLAN:**

This work effort meets the following City Strategic Goals:

**Strategic Goals:**

- 5.2 - Encourage use of alternative transportation methods that reduce vehicle miles traveled
- 5.6 - Incorporate Vision Zero plans into transportation project design

**LEGAL REVIEW BY:** Megan Garibaldi, City Attorney

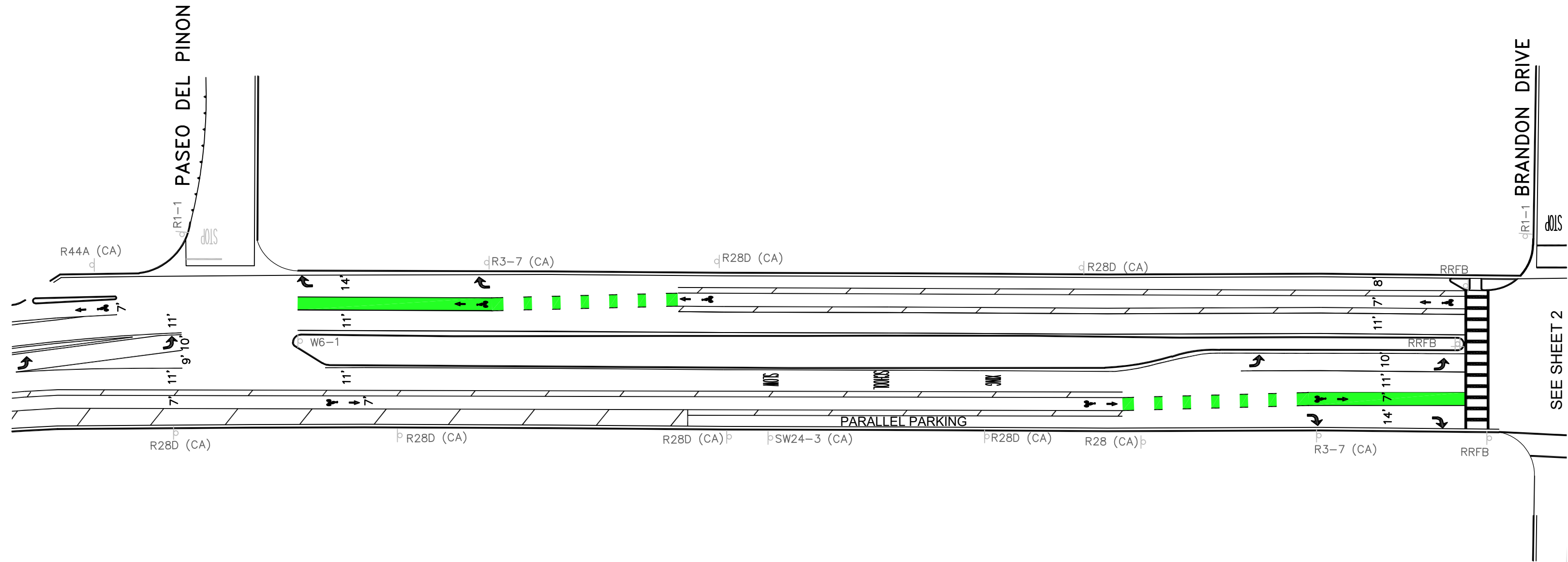
**APPROVED BY:** Robert Nisbet, City Manager

**ATTACHMENTS:**

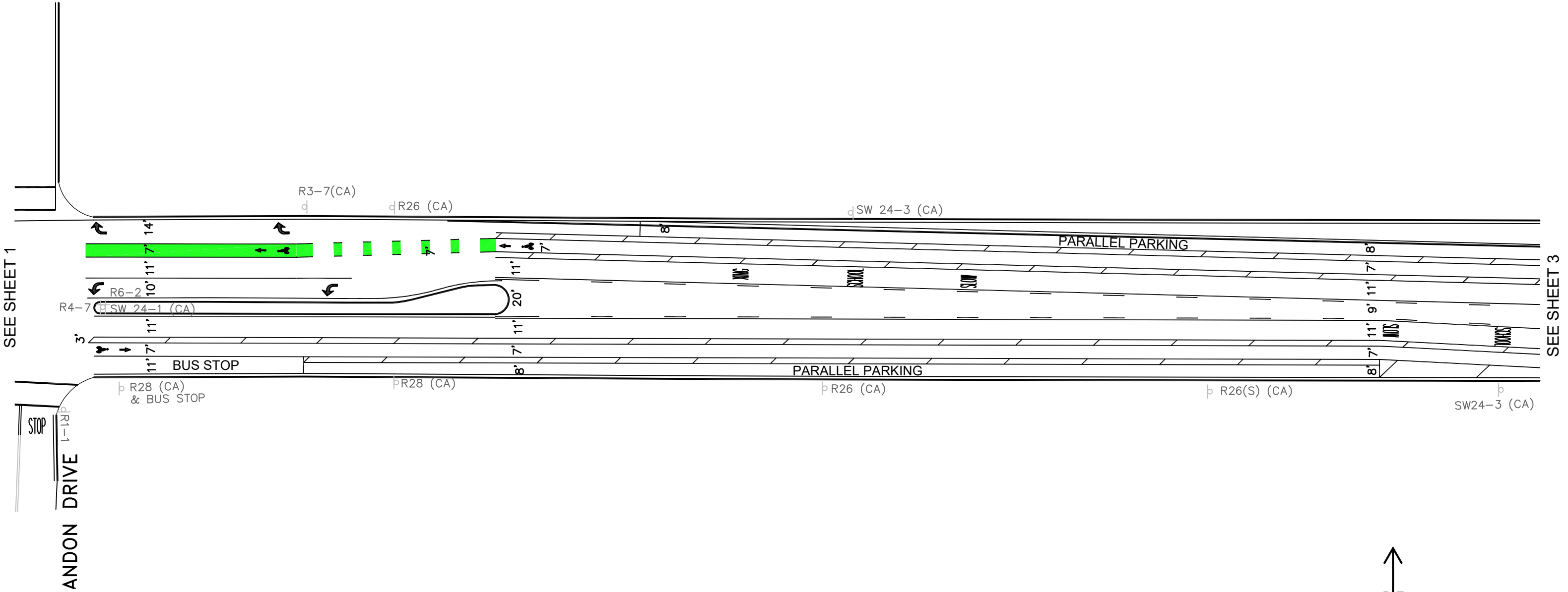
1. Striping Alternative 1
2. Striping Alternative 2
3. Striping Alternative 3
4. Cathedral Oaks Bike Lane and Parking Alternatives Staff Presentation

**ATTACHMENT 1**

Striping Alternative 1

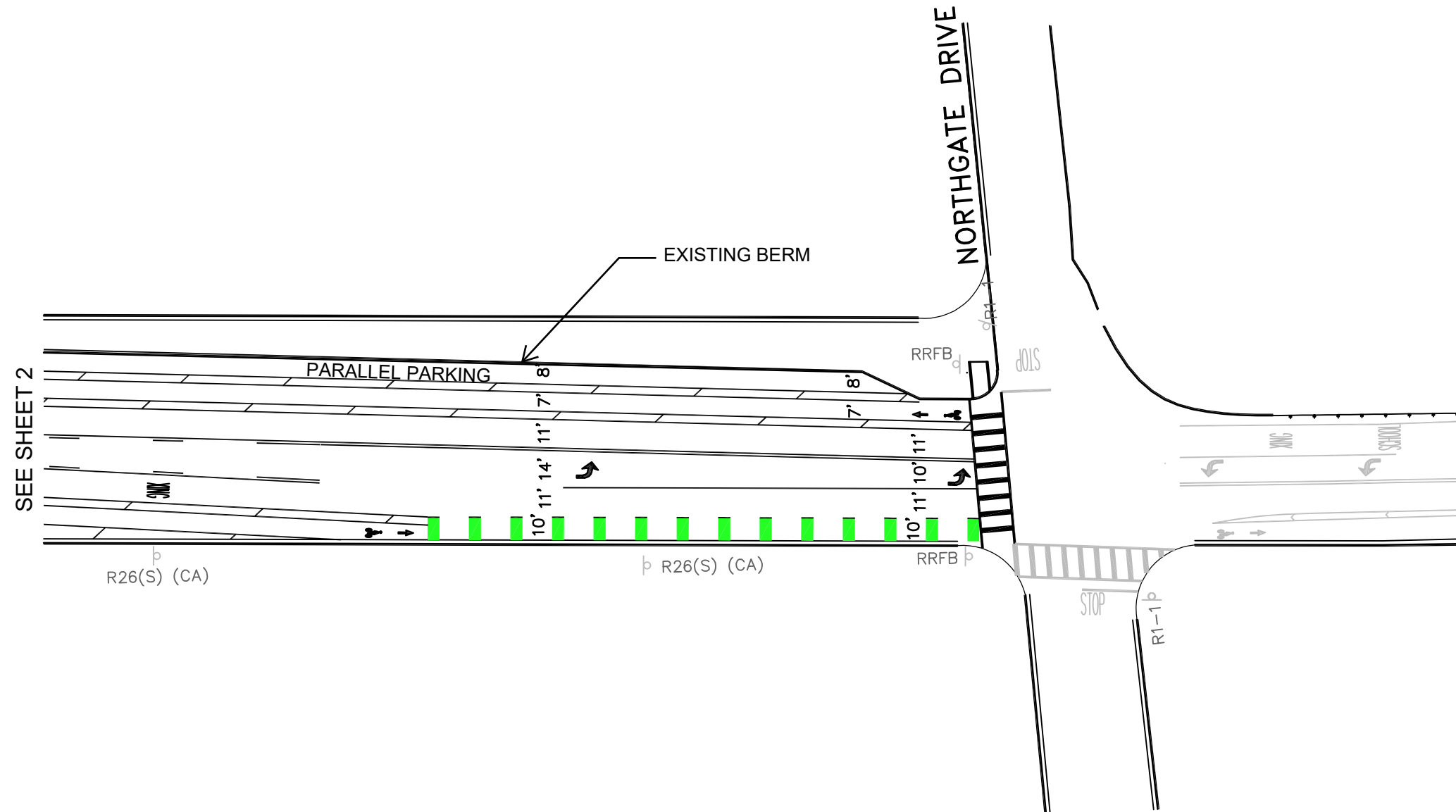


ATTACHMENT 1  
 CATHEDRAL OAKS STRIPING  
 ALTERNATIVE 1  
 SCALE 1"=50'  
 SHEET 1 OF 3



**ATTACHMENT 1**  
**CATHEDRAL OAKS STRIPING**  
**ALTERNATIVE 1**

SCALE 1"=50'  
 SHEET 2 OF 3



SEE SHEET 2

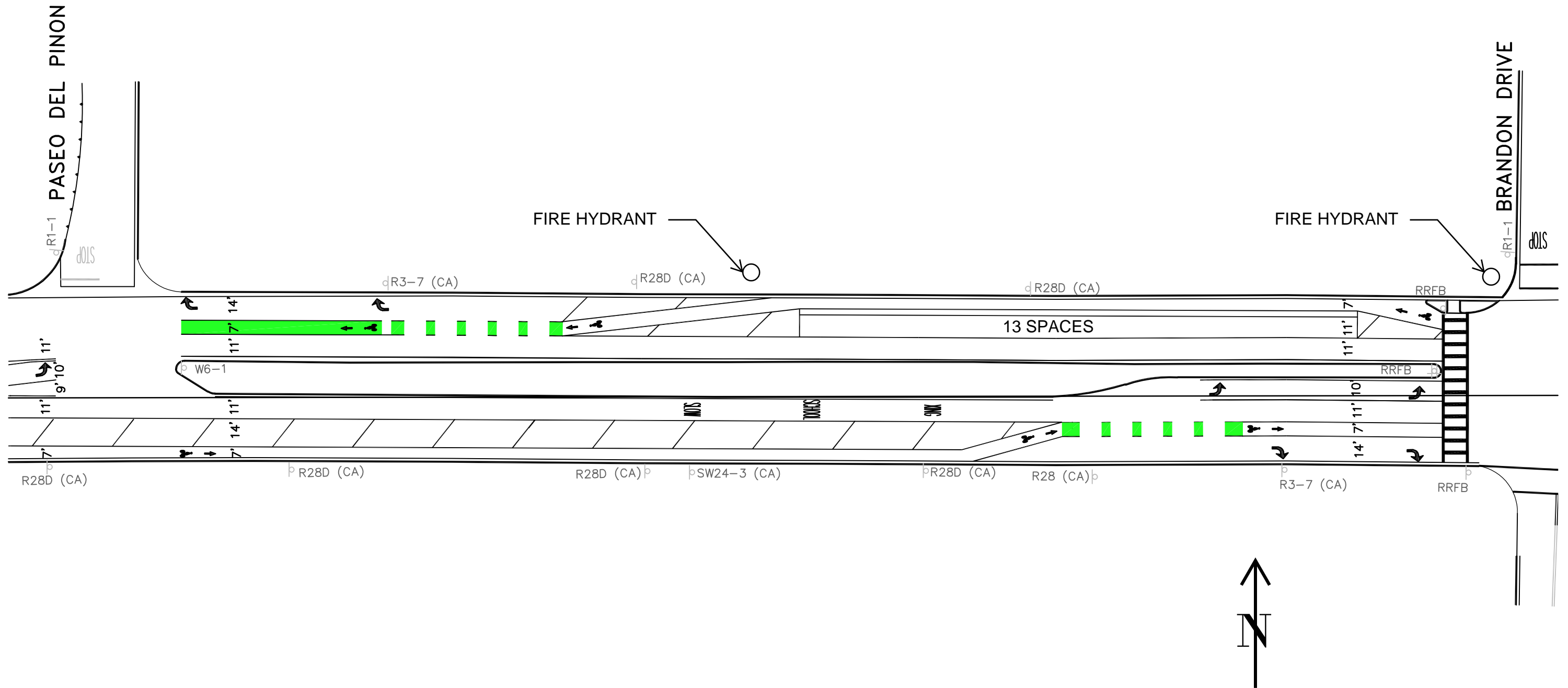


ATTACHMENT 1  
 CATHEDRAL OAKS STRIPING  
 ALTERNATIVE 1  
 SCALE 1"=50'  
 SHEET 3 OF 3



**ATTACHMENT 2**

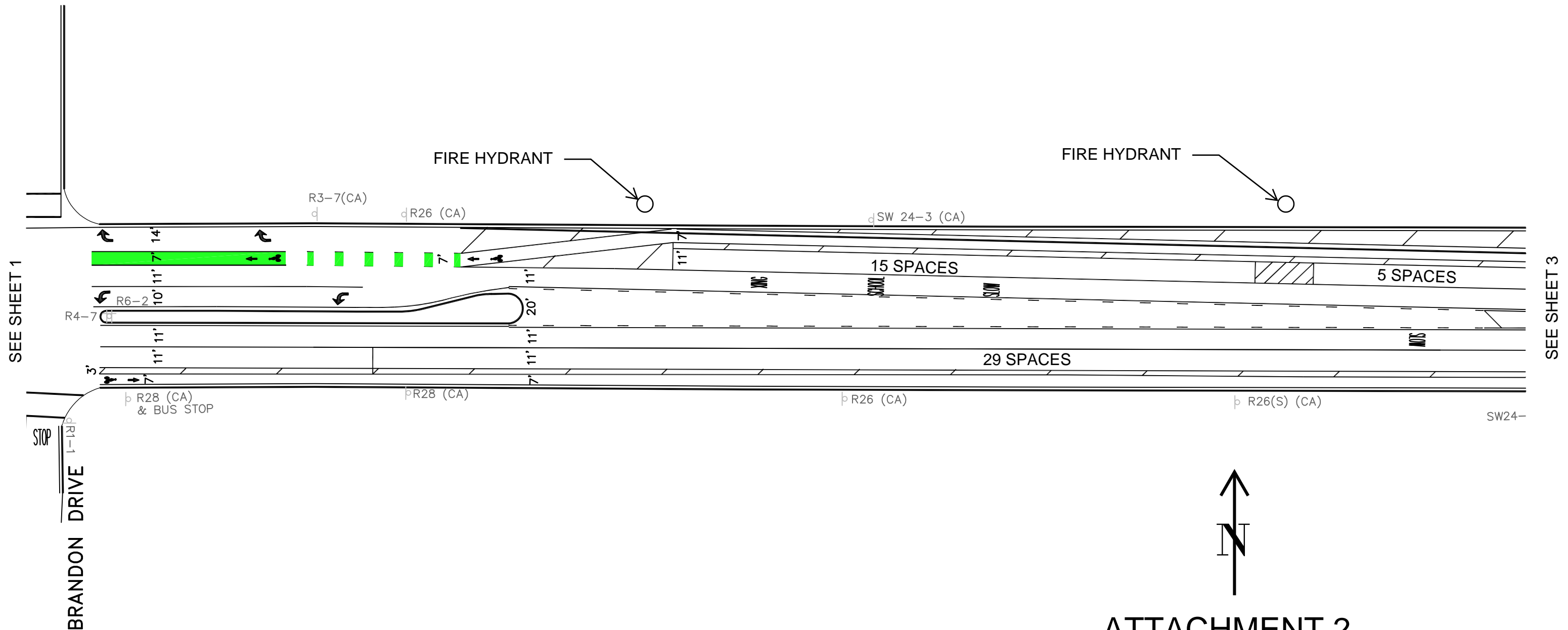
Striping Alternative 2



SEE SHEET 2

# ATTACHMENT 2 CATHEDRAL OAKS STRIPING ALTERNATIVE 2

SHEET 1 OF 3  
1"=50'

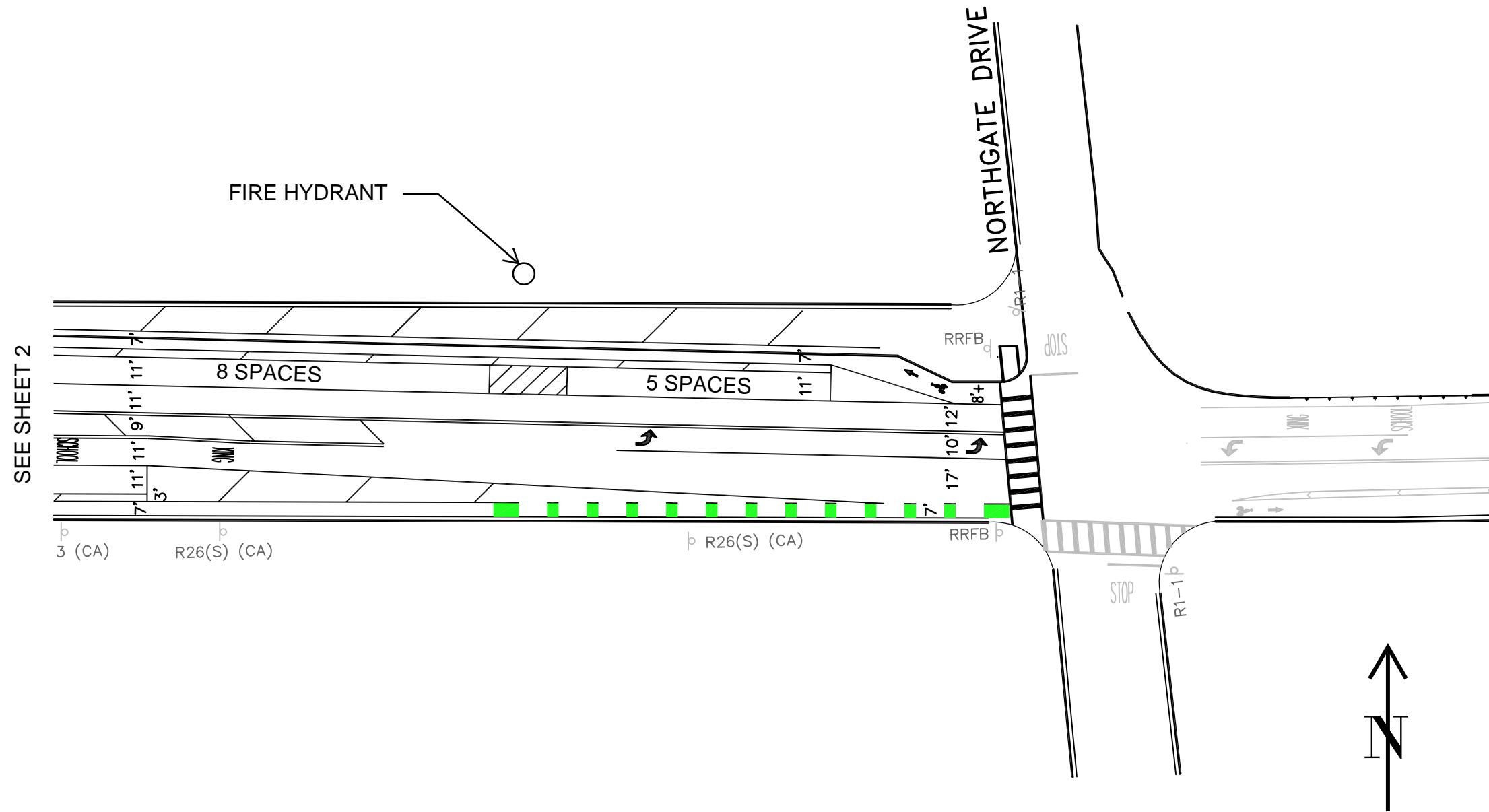


SEE SHEET 1

SEE SHEET 3

# ATTACHMENT 2 CATHEDRAL OAKS STRIPING ALTERNATIVE 2

SHEET 2 OF 3  
1"=50'

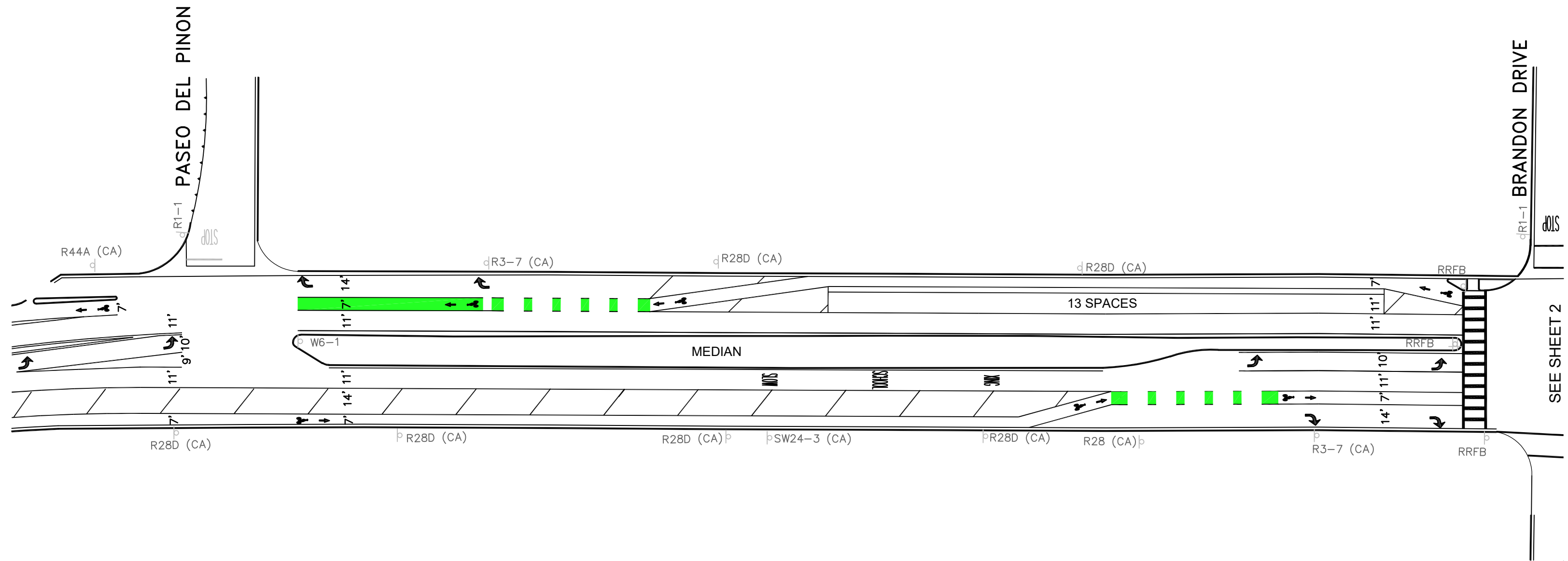


# ATTACHMENT 2 CATHEDRAL OAKS STRIPING ALTERNATIVE 2

SHEET 3 OF 3  
1"=50'

**ATTACHMENT 3**

Striping Alternative 3

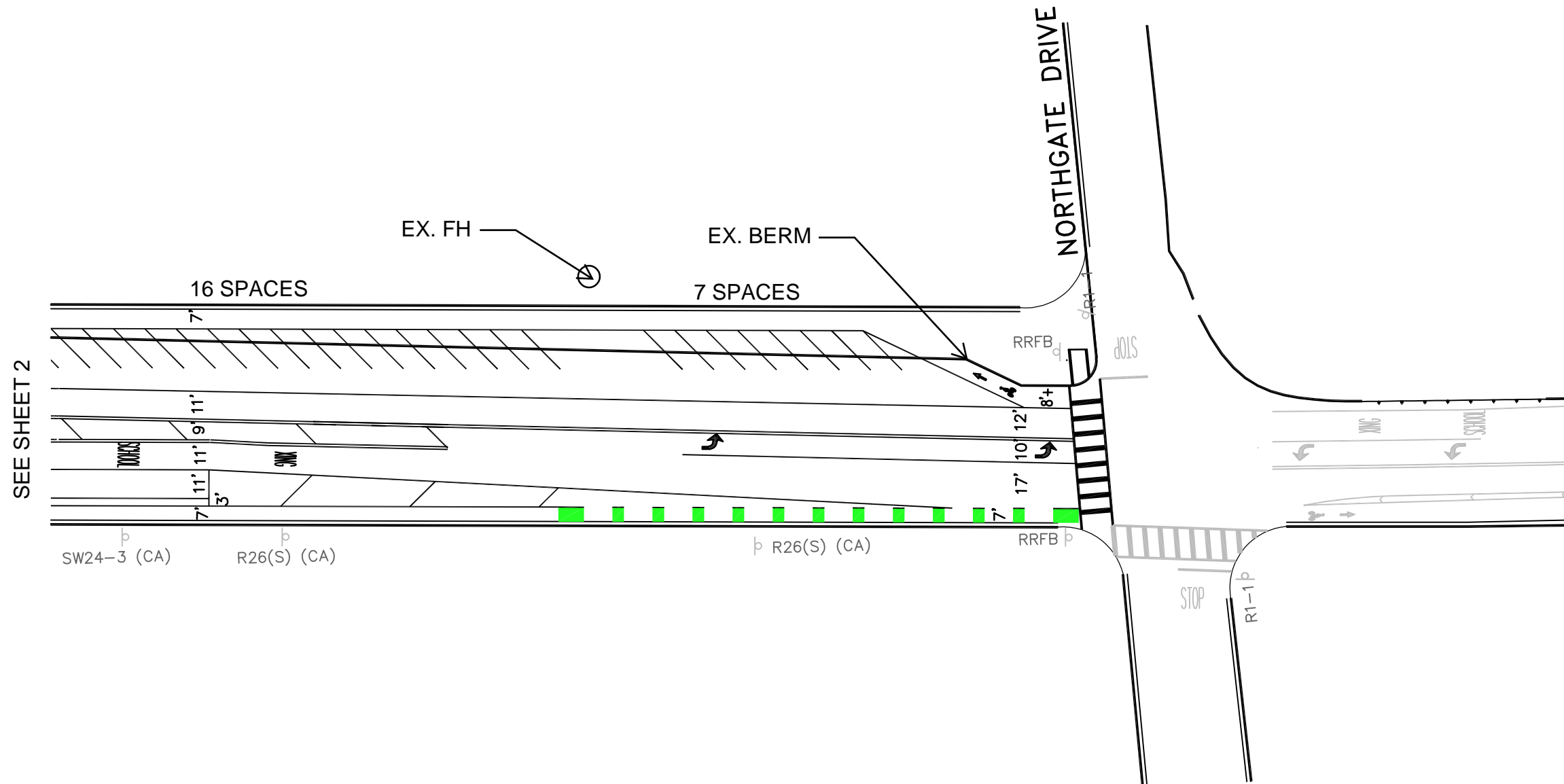


SEE SHEET 2

ATTACHMENT 3  
 CATHEDRAL OAKS STRIPING  
 ALTERNATIVE 3

SHEET 1 OF 3  
 SCALE 1"=50'





SEE SHEET 2



**ATTACHMENT 3  
CATHEDRAL OAKS STRIPING  
ALTERNATIVE 3**

SHEET 3 OF 3  
SCALE 1"=50'



## **ATTACHMENT 4**

Cathedral Oaks Bike Lane and Parking Alternatives Staff Presentation



# Selection of Cathedral Oaks Road Bike Lane & Parking Alternative

City Council Meeting  
July 16, 2024

# Outline

- Background / Existing Conditions
- Striping Alternatives
- Discussion
- City Council Direction

# Background /Existing Conditions

- Staff reviews streets to be maintained to determine whether striping changes can be made to improve safety
- 84-foot wide, 34-foot on either side of 16-foot median
- 78 on-street parking spaces
  - North side = 52 spaces
  - South side = 26 spaces (all west of Brandon Drive)
- Transit stop eastbound, east of Brandon Drive
- RRFB-Protected Crosswalks at Brandon Drive and Evergreen Drive
- No parcels fronting Cathedral Oaks Road on south side

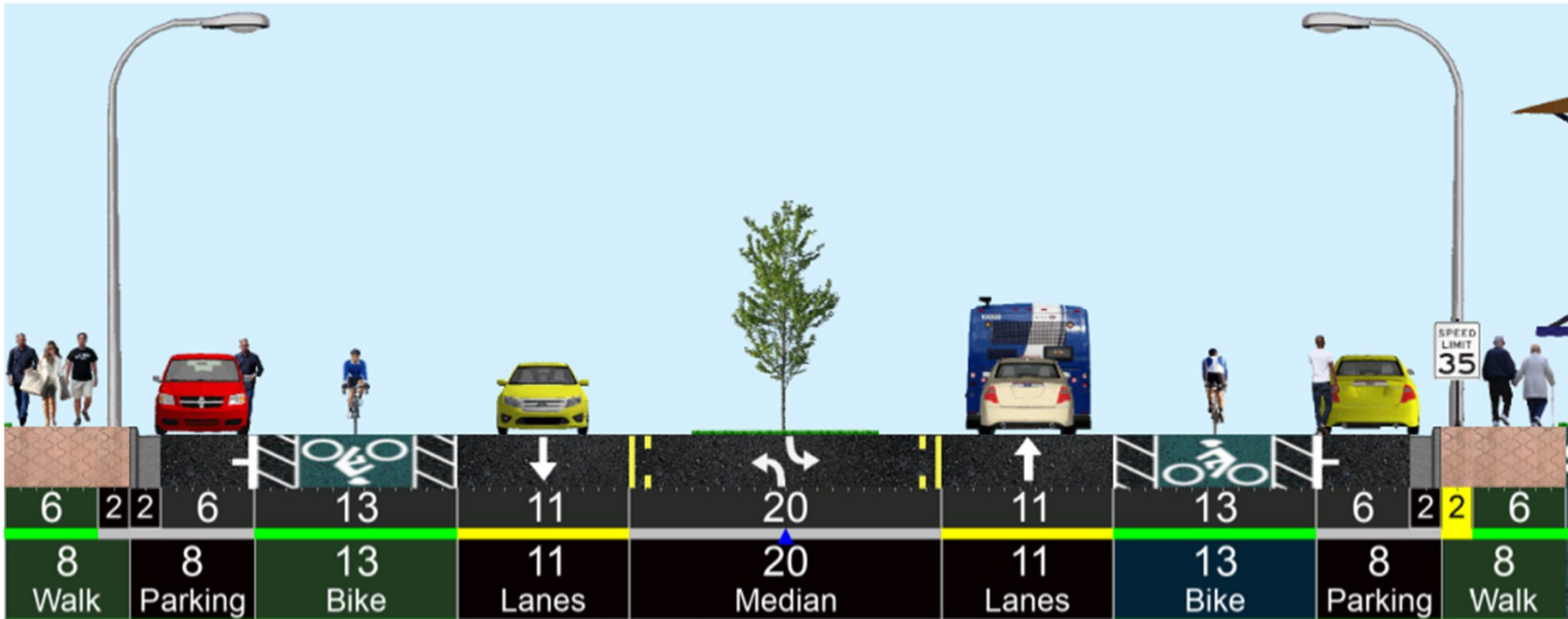


# Striping Alternatives

- **Alternative 1** – Add bike lane buffers to existing configuration. Relocate south side parking closer to protected crossings
- **Alternative 2** - Move bike lanes between the curb and on-street parking
- **Alternative 3** - Alternative 2 + angled parking where roadway width allows



# Alternative 1



# Alternative 1

## Advantages

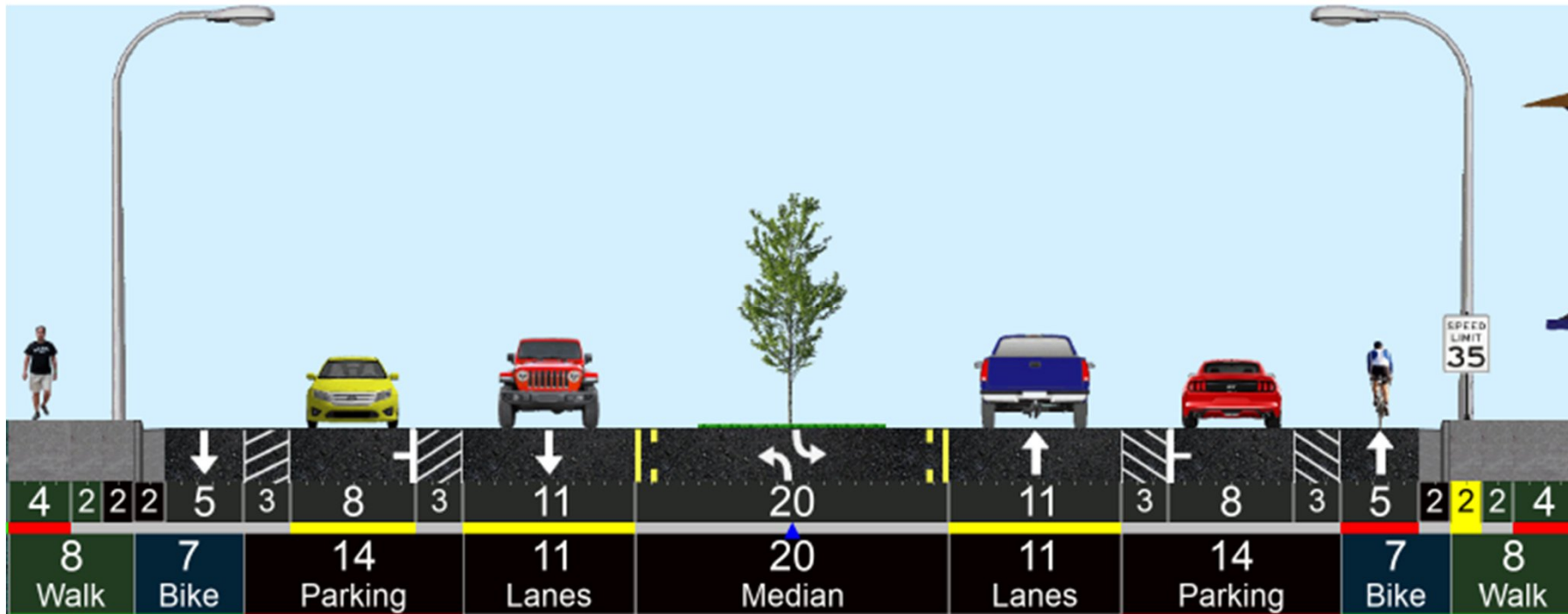
- Painted buffer provides additional comfort and separation from traffic
- Can add up to 8 on-street spaces on the south side of Cathedral Oaks Road

## Disadvantages

- No increase in on-street parking on the north side of Cathedral Oaks Road
- Striping provides less protection to cyclists than physical barriers



# Alternative 2





# Alternative 2

## Advantages

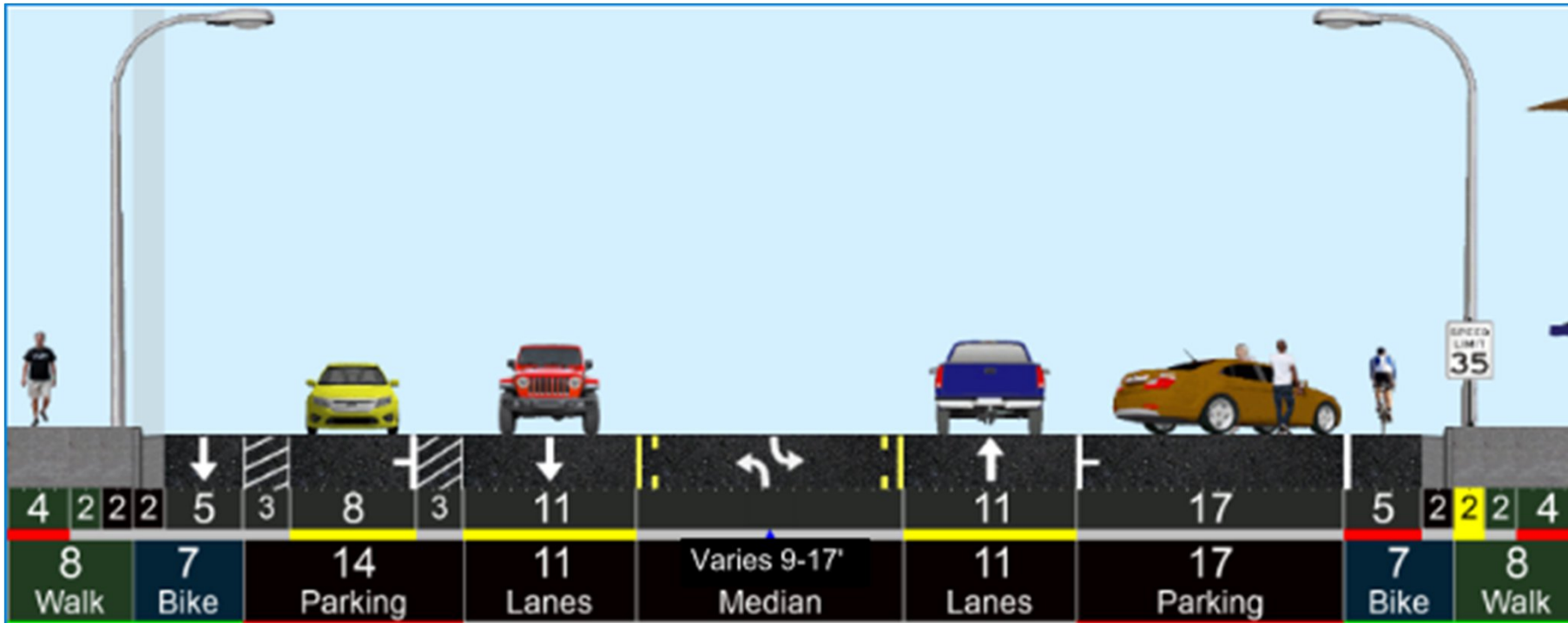
- Greater separation and protection for cyclists from traffic
- Vision Zero Element

## Disadvantages

- Loss of approximately 10 of 84 on-street parking spaces (-12%) due to sight distance obstructions created by moving parking spaces away from the curb
- Less space for parallel parking maneuvers may cause greater conflict with through vehicle traffic



# Alternative 3



# Alternative 3

## Advantages:

- Maximizes separation and protection for cyclists from vehicular traffic
  - Increase of approximately 9 to 13 on-street parking spaces
    - +6\* to 10 spaces on the north side
    - +3 spaces on the south side
- \*Contingent on street sweeping decisions

## Disadvantages:

- Angled parking requires maneuvers that may conflict with through vehicle traffic



# Sheriff and Fire Department Input

- Sheriff's Dept. supports all alternatives.
- Fire Dept. desires 20' clear on roadways.
- Fire Dept. accepts 17' clear in some instances.
- Alternatives 2 and 3 can provide 17' by taking 1' from bike lane.



# Street Sweeping Considerations

- Performed by Goleta West Sanitary District
- Occurs every other Monday
- Minimum equipment width = 8 feet
- Reduces Alt. 3 parking count (+13 to +9 spaces).



# Questions?