

From: metamorphosis18 <metamorphosis18@cox.net>

Sent: Tuesday, July 9, 2024 7:08 AM

To: City of Goleta <goleta@public.govdelivery.com>; City Clerk Group <cityclerkgroup@cityofgoleta.org>

Subject: Re: On 7/16/24 the City Council will Discuss the Selection of Cathedral Oaks Rd. Bike Ln. and Parking Striping Alternative

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Good morning,

I refused to let my kids ride their bikes from Los Carneros to Dos Pueblos because the bike lane is so exposed. It would be a relief to me to see a physical curb barrier to separate the bike lane from vehicular traffic on Cathedral Oaks between Los Carneros and Storke / Glen Annie. Thanks for your consideration, as I'm unable to attend this meeting.

Respectfully,
Daniel

On Monday, July 8, 2024 at 05:12:00 PM PDT, City of Goleta <goleta@public.govdelivery.com> wrote:



On July 16, 2024, the City Council will discuss the Selection of Cathedral Oaks Road Bike Lane and Parking Striping Alternative

The City Council will discuss the Selection of Cathedral Oaks Road Bike Lane and Parking Striping Alternative on Tuesday, July 16, 2024, at 5:30 P.M. We are releasing it early to allow the public to have ample time to review. The item can be found here:

[Selection of Cathedral Oaks Road Bike Lane and Parking Striping Alternative](#)

The complete packet of the Tuesday, July 16, 2024, City Council meeting agenda will be released on July 11, 2024. Written comments concerning agenda items may be sent to the City Clerk's e-mail: cityclerkgroup@cityofgoleta.org; or mail: Attn: City Council and City Clerk at 130 Cremona Drive, Goleta, California 93117.



Questions? [Contact Us](#)



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From: Glenn Bjorkman <glennbjorkman@gmail.com>
Sent: Tuesday, July 9, 2024 5:21 PM
To: City Clerk Group <cityclerkgroup@cityofgoleta.org>
Subject: Re: On 7/16/24 the City Council will Discuss the Selection of Cathedral Oaks Rd. Bike Ln. and Parking Striping Alternative

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Please forward my response to City Council.

It is great that this section of road is finally being addressed as its condition is that of a third world country.

I strongly support Option 3 for the following reasons.

1. It maximizes the distance between cars, Pedestrians and Bikers. Currently through out the city bikers rider as wide as six to eight across blocking traffic with no consequences. Also, we now have minors riding double on motorized bikes on sidewalks, middle of the streets in the wrong direction again with no consequences. If done correctly this could greatly add safety by putting a stop to these reckless practices.

2. It would maximize parking in the area.

3. It would create the greatest safety barrier for all involved.

Currently, with the best of intentions the city has provided the worst safety spaces between Bikers and Cars. I suggest that to encourage bike to stay in there lanes that you put in rumble strips in the safety zone to both wake up drivers and keep cyclist in the safe lane that has been created for them. They only way this all works if everyone follows your efforts to keep them safe.

I would request that my district supervisor give me a call to further discuss. I am north of Cathedral Oaks between Carlo and Fairview.

Please pass this along and I look forward to talking to my Supervisor.

Many Thanks!

Glenn Bjorkman

805-689-8200

On Jul 8, 2024, at 5:00 PM, City of Goleta <goleta@public.govdelivery.com> wrote:

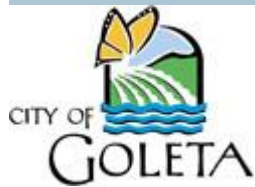


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GOVDELIVERY

From: Jason Chapman <chap0496@kettering.edu>
Sent: Monday, July 15, 2024 11:10 AM
To: City Clerk Group <cityclerkgroup@cityofgoleta.org>
Subject: 7-16 Meeting Comment D.1

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Hello City Council

Thank you for including safety improvements as a part of maintenance projects. While required by the Bike and Pedestrian Master Plan, it's not always done, so it's great to see.

I'd like to recommend option 3, as it provides the most protection for vulnerable road users. Although the angled parking may be tricky, I'm hoping the narrower lanes will help slow through traffic, making it easier for navigating drivers (in addition to safer pedestrian crossing).

Thank you for your consideration,
Jason Chapman

From: Jennifer Smith <jrsmith98@gmail.com>

Sent: Monday, July 15, 2024 12:39 PM

To: Paula Perotte <pperotte@cityofgoleta.org>; Luz Reyes-Martin <lreyes-martin@cityofgoleta.org>; Stuart Kasdin <skasdin@cityofgoleta.org>; James Kyriaco <jkyriaco@cityofgoleta.org>; Kyle Richards <krichards@cityofgoleta.org>

Cc: City Clerk Group <cityclerkgroup@cityofgoleta.org>; Nina Buelna <nbuelna@cityofgoleta.org>

Subject: D.1 Striping on Cathedral Oaks

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

D.1 Striping on Cathedral Oaks

Dear Mayor, Councilmembers, and city staff:

I am writing to support Alternatives #2 or #3 for restriping on Cathedral Oaks, with a preference towards #2.

The City appears to have two main goals - safety for all street users (and no user deaths) and - encouraging bicycling as an alternative to driving cars/vehicles.

Safety

My general understanding is that this area of Cathedral Oaks has not had a high history of collisions or accidents but it would be helpful to the public to see that info. This stretch is not as highly traveled as other areas between Glenn Annie and Patterson, but its use may increase with future housing development. Since this restriping is *not* part of a larger project, we have limited information (no studies etc). I think a critical question is ensuring that any changes do not make the street any less safe for users than it already is. After listening to the discussion from the June meeting and visiting the site, my main concern about option #3 is whether angled parking might be difficult on a road that historically has had a speed limit at 45 miles per hour (even if that changes, it may take time for compliance). Drivers would have to back into the oncoming traffic. In addition, the median in the area of the angled parking is not raised, and I'm wondering if people might try to U-turn from southbound/eastbound Cathedral Oaks to northbound/westbound to park in one of the angled spots. Since the city is trying to incorporate changes without investing more funds for a larger project, I'm concerned about whether enough signage or safety features would be available to ensure that angled parking is safe.

Some very rough online research suggests that parallel street parking is safer than angled street parking, although some of this research was old and other data suggests that the safety is about the same. Does Public Works have an opinion on this point? What I do know

is that residents are already used to parallel parking in that area, and in fact, the stretch between Northgate and Brandon already has a berm where residents parallel park, so this is a familiar process. I am assuming the existing berm would be removed and something similar used to protect the bike path?

Encouraging cycling and alternative transportation

People generally feel more comfortable cycling on roads with a protected bike path. Having a bike path behind parked vehicles will increase safety for cyclists and make people feel more comfortable using that stretch of bike lane. Both options #2 and #3 put the bike path behind the parked cars.

Questions:

- Is there any accommodation for people with disabilities to navigate a berm (designed to protect the bike path) that might block a walker, wheelchair etc?
- Would the existing berm be removed?
- Any new signage if angled parking is approved?

Finally, I noticed an area further west on Cathedral Oaks where the street pavement shows a 45 mph speed limit but the signage next to it says 35 mph. Hopefully, this can separately be fixed.

Thank you for your work on this item.

Jennifer Smith
7270 Tuolumne Drive
Goleta, CA 93117

Hello,

I would like to express my gratitude to you and the other city council members for restriping Hollister. I ride my bike to and from work in Old Town (at Praevium Research) every day and am now able to feel safe while traveling. Projects like these tend to generate much more negative feedback, so I want say how much this means to me. I know many people, including my father, who have been in life-altering collisions while on a bike. In fact, one of my coworkers is on disability from a collision near the airport. This project has made Old Town a safer, quieter, more pleasant place to be in. Thank you so much for experimenting with a design that protects lives and benefits Old Town.

Best,

Guthre Leonard