

From: STEVE NELSON <nelsound@mac.com>
Sent: Tuesday, November 03, 2020 10:41 AM
To: City Clerk Group <cityclerkgroup@cityofgoleta.org>
Subject: City Council Meeting 11/5/20 Item C.1

Good Morning Goleta!

Attached please find my letter to City Council regarding Agenda Item C.1 for Thursday's meeting. There are also three photographs to be included.

I would like my comments and photos distributed to Council and I would like to speak on this matter.

I'm also including my comments in the body of this email.

Thank you.

—steve

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Goleta City Council

Meeting – 11/5/20

**Agenda Item C.1: Pavement Management Program (PMP) Update and 2020/2021
Pavement Rehabilitation Project Priority List**

Mayor, Councilmembers, and Staff,

The simply terrible condition of one of Goleta's major thoroughfares, Cathedral Oaks Road, from Los Carneros to Calle Real, is painfully well-known to anyone who has traveled it on any wheeled conveyance. This is memorialized in today's PMP Update, as is the seemingly impossible cost of the renovation required. I am hopeful that this will be resolved in a timely manner, as the road is crumbling ever more rapidly.

I'm addressing you to bring to your attention a related urgent and dangerous condition, from a slightly different perspective. Our region has made great strides in improving bicycle infrastructure, Cathedral Oaks has generous bike lanes, which are widely used by cyclists of all ages and abilities, it being the major east-west route in North Goleta, accessing several schools. The recently resurfaced section really kicks it up several notches. As a Goletan and a cyclist, and as president of Echelon Santa Barbara, the area's largest cycling club, I ride this road very frequently and have been privy to its deterioration over the years, in that very intimate way unique to cyclists – we feel every bump. While the surface of the bike lanes themselves is for the most part almost decent (with a few notable exceptions), it is extremely dangerous to cyclists because of the deterioration of the roadway. As motor vehicles travel over the many cracks, fissures, and holes in the road, chunks of asphalt, fist to half-brick sized, are thrown onto the bike lanes where they present a very dangerous hazard. One of those will stop your bike in an instant, ruining your day, possibly your bike, and maybe your life. I know of several people who have hit them, resulting in minor to major injury; Avalon Jenkins-Balker, an Olympic cyclist, hit one in 2011 and suffered permanent neurological damage.

These can be hard to see as they are the same color as the road surface. At night it is worse. Under the pandemic there are more people cycling than ever; one day it will be over, and kids will again be riding to school on this road.

It is terrifying to contemplate, and I now make a practice of stopping, dismounting and tossing these deadly obstacles off the road. Some days I stop a couple of times, other days it might be a half dozen

before I give up. I know others do, too. If you look off the road you might see a growing collection of these chunks, the former road surface, piling up in the dirt. (See attached photographs.)

This will be remedied by new road construction, but the problem is accelerating and cannot wait. The heroic work of patching the innumerable cracks and holes as they develop is appreciated but clearly inadequate. While we await full renovation more needs to be done to prevent a catastrophic or tragic accident. I would suggest sweeping the bike lanes at least daily. Perhaps there is a cost-efficient method of keeping the asphalt in place while we wait; I can only leave this to those more expert than I. I will say emphatically that this is a very unsafe situation and must be remedied.

In general, the bike lanes in the Cathedral Oaks corridor from Los Carneros to Calle Real are rideable, with a PMI approximating 60 – far from ideal, but tolerable. In my estimation, were it not for the random, dangerous chunks of asphalt, a cyclist of average skill could ride here without much danger, though not always comfortably. There are, however, at least three sections that are in much worse condition and need repair to make them safe for cyclists.

Westbound: (1) Immediately after the recently repaved section, latitudinal cracks are very bad. The cracks or seams pucker, rising from the road an inch or more making harsh bumps every ten feet or so. This is made worse by the transition from smooth, new surface. This persists for about .15 mile.

Eastbound: (2) Approaching Gerard and beyond there are latitudinal ripples in the portion of the bike lane closest to the curb which force the rider beyond the bike lane, out into the road. Half the bike lane is unrideable. From Winchester to Gerard, about .14 mile. (3) West from Alameda and continuing to Glen Annie and beyond the intersection, there are many bad latitudinal cracks, seams, bumps, and divots which are amplified by the increased speed of the downhill. The area where cyclists are meant to cross the intersection at Glen Annie is unsafe and gets worse at the section on the other side of the crossing, continuing up the hill for another hundred yards or so. West from Alameda and partly up the hill across Gen Annie, approximately .45 mile. This last section is of course immediately adjacent to the High School, making it the most highly traveled.

Cyclometer for scale (2 3/4" x 2")







Dear Mayor Perotte and City Council Members,

We at COAST and SBBIKE recognize the **great need** to repair our roads in Goleta. There are many locations where the deteriorating road surface is a danger to bicycles, pedestrians and of course vehicles. We hope that you will approve **Scenario #1** in the staff report thereby increasing the budget in the PMP to 5.8M/ year, and allotting more resources than are currently available to support pavement maintenance.

Of **most importance**, however, is to recognize that when implementing road improvements, it is the **ideal time** to install, upgrade and enhance safety infrastructure for pedestrians and bicycles. Crosswalks, curb extensions, crossing islands, green bike lanes, painted bike boxes and buffered bike lanes to name a few. We ask that you direct staff to welcome our engagement when considering the scope of the PMP projects and add and/or upgrade pedestrian and bicycle infrastructure to all your pavement maintenance projects.

Roads are not just for cars- they should be safe and accessible for all users.

Thank you for all you do,

Melissa Cunningham and Heather Deutsch
COAST and SBBIKE

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