



**TO:** Mayor and Councilmembers

**FROM:** Charles Ebeling, Director of Public Works

**SUBJECT:** Hollister Avenue Old Town Interim Striping (Project No. 9114) Project Update, Preferred Alternative Selection and CEQA Exemption

**RECOMMENDATION:**

- A. Open a public hearing to take verbal and written testimony; and
- B. Receive a status report on the Hollister Avenue Old Town Interim Striping Project; and
- C. Approve staff's recommendation of Alternative 3 – Median Angled Parking and Buffered Curbside Bike Lanes as the preferred project alternative and direct staff to move forward with final design and construction phases.
- D. Adopt Resolution No. 22-\_\_, entitled "A Resolution of The City Council of The City of Goleta, California, Approving the Hollister Avenue Old Town Interim Striping Project and Finding CEQA Exemption."

**BACKGROUND:**

On January 19, 2021, the City Council approved a new Capital Improvement Program (CIP) project titled Hollister Avenue Old Town Interim Striping Project. Council directed staff to develop striping plans that did not adjust the street width or existing sidewalk but implement parking and multi-modal improvements envisioned in the Hollister Avenue Complete Streets Corridor Plan Project, using low-cost materials (e.g., striping). These striping plans would reduce Hollister Avenue from four to two lanes to allow for improved bike lane and pedestrian movements, while enhancing parking.

Staff evaluated the two alternatives in the Hollister Avenue Completes Streets Corridor Plan Project as well as third that adds diagonal parking in the center of Hollister Avenue. Staff analyzed intersection operations and vehicle queuing along the Old Town corridor and found that all project area intersections will operate within required level-of-service thresholds, however there will be instances during the evening peak period where queues may build to up to fifteen (15) vehicles long at the Pine/Nectarine intersection. These short periods of congestion are considered to be offset by the benefits experienced throughout the day.

Stantec completed a topographical survey that ensures the accuracy the interim design as well as the design of the future streetscape project. Staff also reached out to stakeholders previously involved in the Hollister Complete Streets Corridor project, in lieu of a new public outreach effort.

To date, City Council has approved \$159,800 with Stantec Consulting Services, Inc. for project conceptual design, environmental review, final design, and construction oversight.

## **DISCUSSION:**

This status report updates City Council on efforts to date, including the outcome of the conceptual and preliminary design phases, the selection of a preferred alternative. With that alternative selection, staff is recommending that the City Council find that the preferred alternative is categorically exempted under CEQA.

The Hollister Avenue Complete Streets Corridor Plan developed conceptual cross sections that included various combinations of angled parking, Class II bike lanes and one travel lane in each direction. Stantec studied these alternatives (Alternatives 1 and 2 below) in more depth to figure out how well they met the project goals of improving multi-modal conditions and increasing parking supply. Stantec also analyzed a third alternative, that adds angled parking in the center of Hollister Avenue and buffered bike lanes along the curb (Alternative 3 below). The cities of Lancaster and Pismo Beach have implemented similar striping alternatives with positive results.

Given the interim nature of this project - for any of the project alternatives; the existing sidewalks and curb lines will remain unchanged. All alternatives include the coordination of the traffic signals through the corridor and pavement surface treatment within the project limits.

### Project Alternatives

Alternative 1 – The first Hollister Complete Streets Corridor Plan alternative (see Attachment 1) includes:

- Back-in angled parking along the north side of Hollister Avenue
- Buffered bike lanes between parking and traffic lanes in each direction.

#### Pros:

- Limits conflicts between angled parking and bikes on north side of Hollister.
- Allows opportunities for expanded outdoor dining in right-of-way parking areas.
- Increases on-street parking by approximately twenty-five (25) spaces

#### Cons:

- Reduces sight distance from side streets / driveways along north side of Hollister Avenue.
- Limits access to parking by preventing wrong-way (eastbound left turn/head-in) angled parking.

Alternative 2 - The second Hollister Complete Streets Corridor Plan alternative (see Attachment 2) includes:

- Head-in angled parking along the north side
- Buffered bike lanes in each direction between on-street parking and sidewalk.

Pros:

- Improves buffers between bikes and vehicles.
- Reduces conflicts between parked vehicles and bikes.

Cons:

- Reduces on-street parking inventory by approximately twenty (20) spaces.
- Hides bikes from view of right-turning vehicles on Hollister Avenue behind parked vehicles.
- Restricts side street and driveway visibility by moving parking away from the curb.
- Limits outdoor dining expansion opportunities.

Alternative 3 – The third alternative, modeled after successful layouts in the communities of Lancaster and Pismo Beach (see Attachment 3) includes:

- Head-in angled parking for both directions, along the center of Hollister Avenue
- Curbside buffered bike lanes in each direction.

Pros:

- Ends conflicts between parked vehicles and bikes.
- Maximizes sight distance between bikes and vehicles from driveways and side streets.
- Reduces conflicts with through traffic on Hollister Avenue by restricting left turns from driveways
- Increases parking by approximately seventy-five (75) on-street parking spaces added – the most of any alternative.

Cons:

- Requires on-street parking drivers/passengers to walk across one lane of traffic.
- Limits outdoor dining expansion opportunities.
- Restricts left turns to/from private driveways and minor side streets – resulting in circulation changes.

### Public Outreach

The Hollister Avenue Complete Streets Corridor Plan included extensive public involvement of community stakeholders. However, this public outreach is approximately three years old, and City Council found there was a need to reinform the local community about this project.

Stantec reached out to the following stakeholder groups and individuals that were engaged during the Complete Street Corridor Plan development

- Metropolitan Transit District (MTD)
- Santa Barbara Bicycle Coalition + Coalition for Sustainable Transportation (SB Bike + COAST)
- Community Environmental Council (CEC)
- Copy Right Printing
- Larry's Auto Parts
- Neighborhood Resident Representatives

At the time of preparing this report, staff has received the following input:

- SB Bike + COAST – Prefer Alternative 3 but would like to see back-in angled parking.
- MTD – Supportive of the project. Would like markings incorporated that reenforce that bikes and busses share curb space at bus stops.
- Larry's Auto Parts – concerned about reducing number of lanes on Hollister Avenue, but if it is going to two lanes - prefers Alternative 1.

### Preferred Alternative

Staff recommends Alternative 3 because it best achieves the original stated goals of the project. It provides buffered bike lanes, separated from parked vehicles - ending conflicts with vehicle doors swinging into the bike path, and maximizing visibility between bikes and drivers on driveways and side streets. Additionally, it generates more on-street parking than the other alternatives considered.

The full project description of Alternative 3 includes the following: (1) restriping Hollister Avenue between Fairview Avenue and Kellogg Avenue to reduce the number of travel lanes going in each direction from two to one, one new curbside buffered Class II bike lanes in each direction, and angled parking in the center of the street; (2) trenching for installation and repair of traffic signal conduits along Hollister Avenue from Fairview to Kellogg Avenue, (3) installing wheel stops along the center of the roadway, and (4) installing temporary planters in the parking area.

### Environmental Review

Public Resource Code Section 21080.20 exempts bicycle transportation plans in urbanized areas that include:

- Restriping of streets and highways
- Bicycle parking and storage
- Signal timing to improve street and highway intersection operations; and
- Related signage for bicycles, pedestrians, and vehicles

All project alternatives include the above exempted elements and do not involve construction of any permanent public improvements.

This section requires that the lead agency hold a public hearing, noticed in a newspaper of general circulation areas affected by the bicycle transportation plan, to hear and respond to public comments, before finding any project exempt from CEQA review.

City Council has shown public support for this project over the past several years:

- October 16, 2018 - Resolution adopting the Pedestrian and Bike Masterplan (includes Hollister Complete Streets Corridor Plan)
- January 19, 2020 – Expressed support for the Hollister Avenue Complete Streets Corridor Plan and created Hollister Avenue Old Town Interim Striping Capital Improvement Project.

The Hollister Avenue Complete Streets Corridor Plan included 18-months of public outreach, including public surveys, workshops, stakeholder meetings and walking and biking tours of the area, and each of the above City Council meetings were noticed, and public comment was received. In addition, Stantec recently re-engaged stakeholders for added input on the project alternatives.

In addition, Section 15301 (Class 1) of the California Environmental Quality Act Guidelines (CEQA Guidelines) provides that repairs and minor alterations to existing public facilities, including streets and sidewalks, are categorically exempt from further environmental review. The improvements to the traffic signal interconnect system are needed to implement traffic signal timing that will promote improved traffic flow within the project area. In addition, this work would occur completely within the public right of way with no expansion of the roadway.

**Project Costs**

<b>Project Phase</b>	<b>Projected Cost</b>	<b>Actual Cost</b>
Project Development	\$45,000	\$42,000
Conceptual Design (Incl. Public Outreach)	\$40,000	\$20,000
Preliminary Design / Environmental Review	\$40,000	\$15,000
Final Design	\$70,000	TBD
Construction	\$750,000 to \$1,100,000	TBD
<b>Total Project Cost</b>	<b>\$955,000 to \$1,305,000</b>	<b>TBD</b>

<b>Funding Source</b>	<b>Funding Amounts</b>
Measure A (205)	\$185,000
TBD	\$770,000 - \$1,120,000

The design phase of this project is currently under budget and is currently on track to complete the design phase at approximately 60% of the estimated cost.

Project Delivery Schedule

Project Phase	Duration Projected	Duration Actual
Project Development	6 months	6 months
Conceptual Design (Incl. Public Outreach)	4 months	4 months
Preliminary Design / Environmental Review	4 months	3 months
Final Design	4 months	TBD
Bidding/Award Construction	3 months	TBD

The design phase of this project is currently ahead of schedule. Pending City Council direction to continue with final design, the project could be ready to construct by the end of 2022.

**FISCAL IMPACTS:**

Project Components	Estimated Costs	Funding Source	Funding Amounts
Design (Stantec)	\$120,000	Measure A (205)	\$185,000
Staff / Project Management	\$85,000	TBD	\$770,000-\$1,120,000
Construction	\$550,000-\$900,000		
Construction Contingency	\$125,000		
Construction Management	\$75,000		
<b>Total:</b>	<b>\$955,000-\$1,305,000</b>	<b>Total:</b>	<b>\$955,000-\$1,305,000</b>

**ALTERNATIVES:**

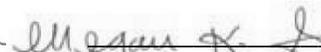
The Council may select a preferred alternative and direct staff to return with conforming documents. This would prolong the amount of time in the preliminary design phase and delay final design and the overall project schedule.

**Reviewed By:**

**Legal Review By:**

**Approved By:**

  
 Kristine Schmidt  
 Assistant City Manager

  
 Megan Garibaldi  
 City Attorney

  
 Michelle Greene  
 City Manager

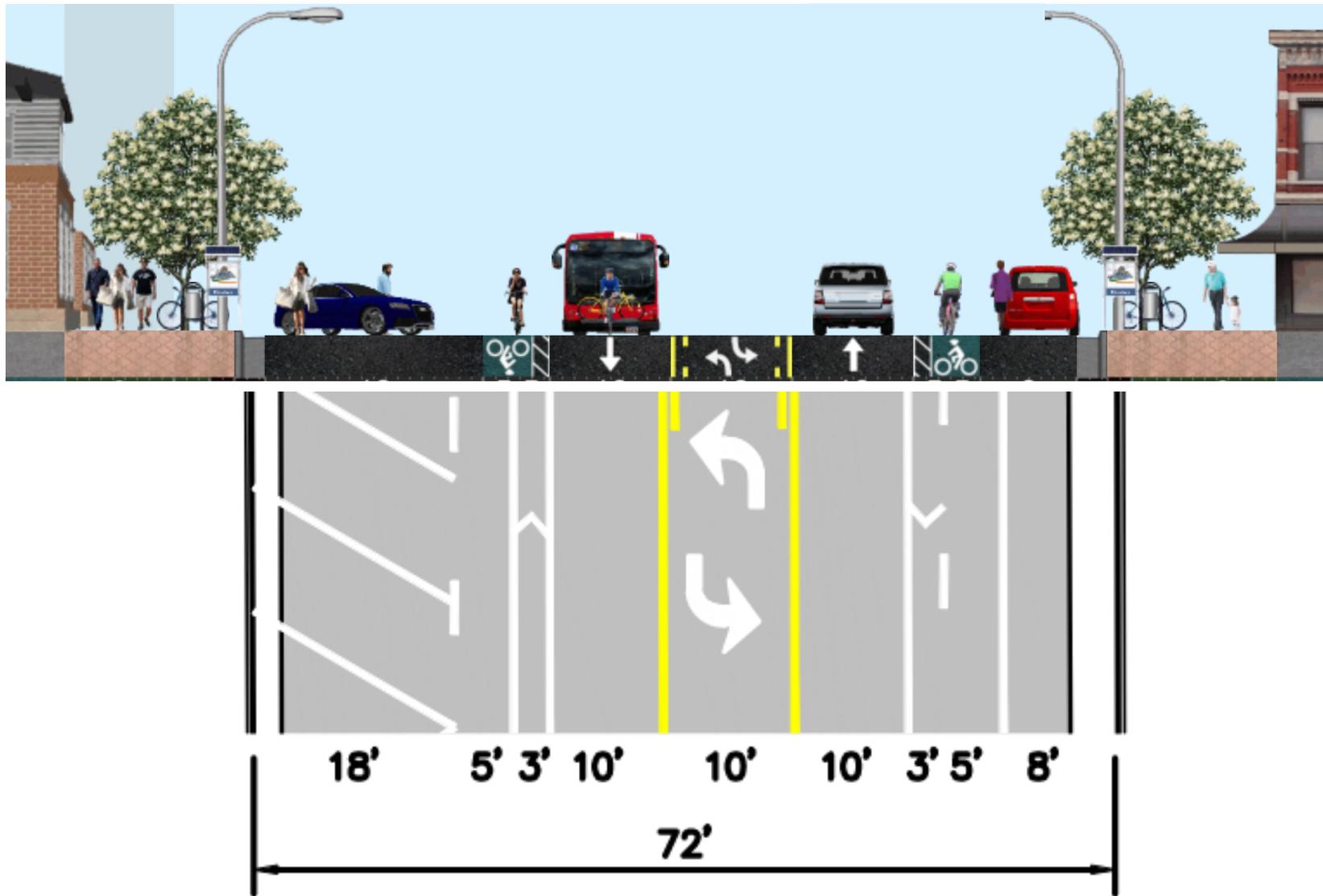
**ATTACHMENTS:**

1. Alternative 1 – Northside Angled Parking and Buffered Bike Lanes
2. Alternative 3 – Northside Angled Parking and Parking-buffered Bike Lanes
3. Alternative 3 – Median Angled Parking and Buffered Curbside Bike Lanes
4. Resolution No. 22-\_\_\_, entitled “A Resolution of The City Council of The City of Goleta, California, Approving the Hollister Avenue Old Town Interim Striping Project and Finding CEQA Exemption.”
5. Hollister Avenue Old Town Interim Striping Project Update Presentation

**ATTACHMENT 1**

OLD TOWN HOLLISTER AVENUE INTERIM STRIPING  
NORTHSIDE ANGLED PARKING AND BUFFERED BIKE LANES  
ALTERNATIVE 1

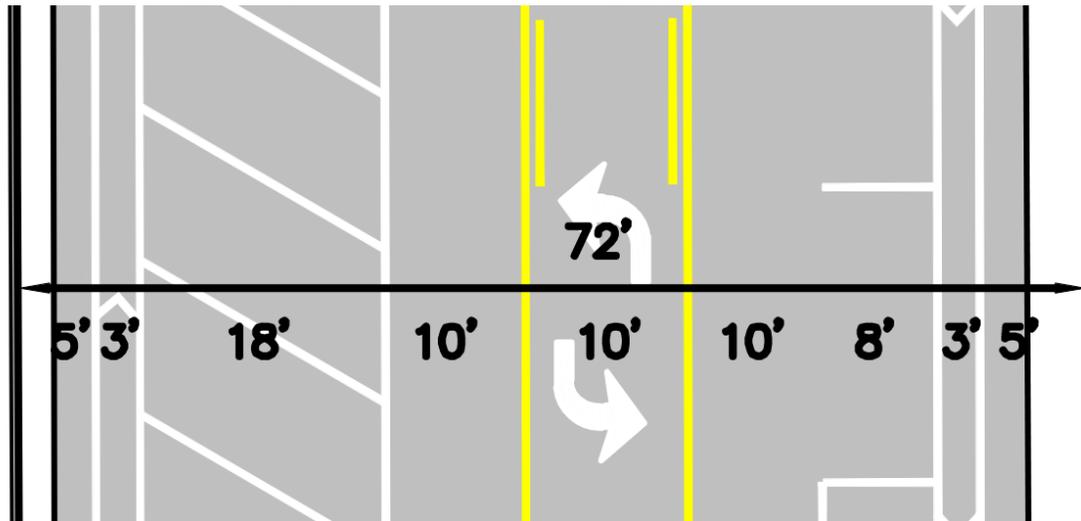
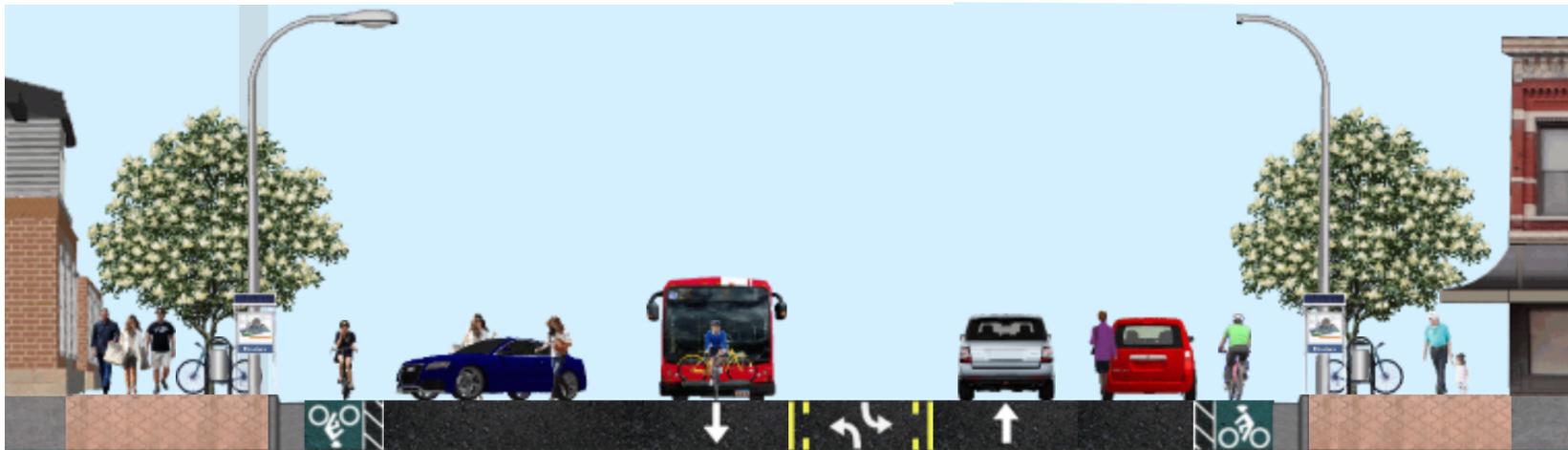
Alternative 1



**ATTACHMENT 2**

OLD TOWN HOLLISTER AVENUE INTERIM STRIPING  
NORTHSIDE ANGLED PARKING AND PARKING-BUFFERED BIKE LANES  
ALTERNATIVE 2

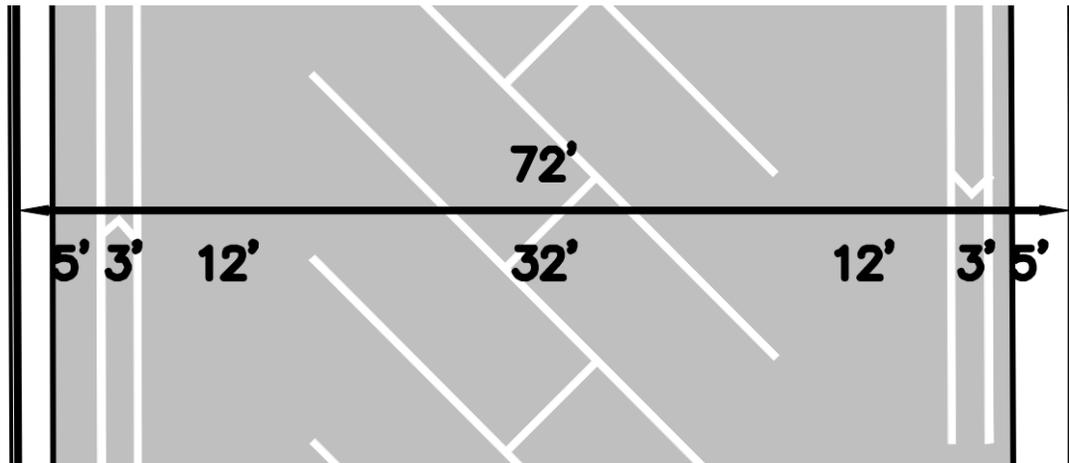
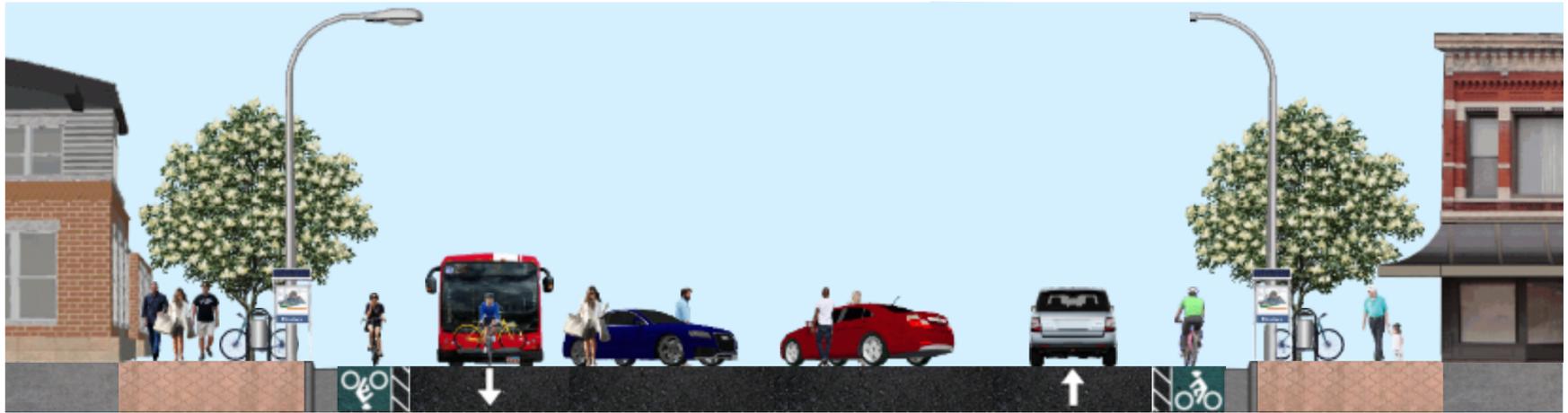
Alternative 2



**ATTACHMENT 3**

**OLD TOWN HOLLISTER AVENUE INTERIM STRIPING  
ALTERNATIVE 3**

Alternative 3



**ATTACHMENT 4**

APPROVING THE PREFERRED ALTERNATIVE FOR THE HOLLISTER AVENUE  
OLD TOWN INTERIM STRIPING PROJECT RESOLUTION

**RESOLUTION NO. 22-\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GOLETA, CALIFORNIA, APPROVING THE HOLLISTER AVENUE OLD TOWN INTERIM STRIPING PROJECT AND FINDING CEQA EXEMPTION**

**WHEREAS**, on September 20, 2016, City Council authorized the Hollister Avenue Complete Streets Corridor Plan, focused on providing transportation improvements for transit, improved pedestrian accessibility and dedicated bicycle lanes.

**WHEREAS**, as part of the Hollister Avenue Complete Streets Corridor Plan, City staff studied traffic conditions, conducted public outreach and developed alternatives.

**WHEREAS**, on January 19, 2020, City Council authorized the Hollister Avenue Old Town Interim Striping Project to develop a two-lane striping plan that improves conditions for bikes and increases on-street parking on Hollister Avenue in Old Town Goleta.

**WHEREAS**, on June 7, 2022, staff presented three alternatives to restripe Hollister Avenue and the City Council selected Alternative 3 to (1) restripe Hollister Avenue between Fairview Avenue and Kellogg Avenue to reduce the number of travel lanes going in each direction from two to one, one new curbside buffered Class II bike lanes in each direction, and angled parking in the center of the street; (2) trench for installation and repair of traffic signal conduits along Hollister Avenue from Fairview to Kellogg Avenue, (3) install wheel stops along the center of the roadway, and (4) install temporary planters in the parking area, as the preferred alternative for the Hollister Avenue Old Town Interim Striping Project (“Project”) as it best meets the City’s goals; and

**WHEREAS**, City staff analyzed the Project in accordance with the California Environmental Quality Act (Public Resources Code, §§ 21000, et seq., “CEQA”) and the regulations promulgated thereunder (14 Cal. Code of Regulations, §§ 15000, et seq., the “CEQA Guidelines”).

**WHEREAS**, the Hollister Avenue Old Town Interim Striping Project is exempt from CEQA as it meets the requirements of Public Resource Code 21080.20 and the definition of a repairs or minor alternations under §15301 (c) of the CEQA Guidelines, and

**WHEREAS**, the City Council conducted a duly noticed public hearing on June 7, 2022, to consider the Hollister Avenue Old Town Interim Striping Project at which time all interested persons were given an opportunity to be heard; and

**WHEREAS**, the City Council considered the entire administrative record, including the staff report, the Notice of Exemption, the Project Plans, and oral and written testimony from interested persons; and

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

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

**SECTION 2.** Findings.

The City Council finds that the Notice of Exemption for the Hollister Avenue Old Town Interim Striping Project, Exhibit 1 of Attachment 4, was prepared in full compliance with CEQA. The City Council finds, in light of the whole record, that the Project is exempt from environmental review pursuant to (1) Public Resource Code 21080.20 that exempts bicycle transportation plans in urbanized areas that include restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations; and related signage for bicycles, pedestrians, and vehicles, provided that a public hearing, noticed in a newspaper of general circulation areas affected by the project, is held to hear and respond to public comments; and (2) CEQA Guideline §15301 (c), where the proposed trenching work for traffic signal interconnect conduit is considered repairs or minor alterations under CEQA.

**SECTION 3.** Action. The City Council hereby:

- A.** Approves Alternative 3 as the preferred alternative for the Hollister Avenue Old Town Interim Striping Project, which would restripe Hollister Avenue in Old Town Goleta to one travel lane in each direction, one curbside buffered Class II bike lane in each direction, and angled parking in the center of the street.
- B.** Directs staff to file the Notice of Exemption attached as Exhibit 1 finding that the Project is exempt from CEQA in accordance with Public Resources Code 21080.20 and 15301 (c) of the CEQA Guidelines.

**SECTION 4.** Reliance on Record. Each and every one of the recommendations in this Resolution is based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Hollister Avenue Old Town Interim Striping Project. The findings and determinations constitute the independent findings and

determinations of the City Council in all respects and are fully and completely supported by substantial evidence in the record as a whole.

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

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

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

**PASSED, APPROVED AND ADOPTED** this 7<sup>th</sup> day of June, 2022.

\_\_\_\_\_  
Paula Perotte, MAYOR

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
DEBORAH LOPEZ  
CITY CLERK

\_\_\_\_\_  
MICHAEL JENKINS  
INTERIM CITY ATTORNEY

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

I, DEBORAH LOPEZ, City Clerk of the City of Goleta, California, DO  
HEREBY CERTIFY that the foregoing Resolution No. 22-\_\_\_\_ was duly adopted  
by the City Council of the City of Goleta at a regular meeting held on the 17<sup>th</sup> day  
of May 2022, by the following vote of the Council:

AYES: COUNCILMEMBERS

NOES: COUNCILMEMBERS

ABSENT: COUNCILMEMBERS

(SEAL)

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DEBORAH LOPEZ  
CITY CLERK

## NOTICE OF EXEMPTION (NOE)

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**To:**  Office of Planning and Research  
P.O. Box 3044, 1400 Tenth St. Rm. 212  
Sacramento, CA 95812-3044

**From:** City of Goleta  
130 Cremona Drive, Suite B  
Goleta, CA 93117

Clerk of the Board of Supervisors  
County of Santa Barbara  
105 E. Anapamu Street, Room 407  
Santa Barbara, CA 93101



**Subject:** Filing of Notice of Exemption

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**Project Title:** Hollister Avenue Old Town Interim Striping Project

**Project Applicant:** City of Goleta, Public Works Department

**Project Location (Address and APN):** Hollister Avenue Public Right of Way between Fairview Avenue and Kellogg Avenue, Goleta, County of Santa Barbara, CA.

**Description of Nature, Purpose and Beneficiaries of Project:**

The City of Goleta will construct within its public right-of-way an asphalt pavement overlay, new striping that will reduce the number of travel lane from two (2) in each direction and a median two-way left turn lane to one travel lane and new Class II buffered bike lanes in each direction and head in angled parking along the center of the roadway. Trenching for installation/repair of traffic signal conduit at a maximum depth of 30-inches shall be along the southern edge of Hollister Avenue from Fairview to Kellogg Avenue. Wheel stops will be installed along the center of the roadway to prevent drivers from driving across the median parking area. Temporary planters will also be installed in the parking area at regular intervals for aesthetics purposes and to delineate the parking area during times when parked vehicles are not present.

This project fulfills the vision of the Hollister Avenue Corridor Plan – an 18-month public outreach effort with the goal of improving conditions for pedestrians, cyclists and business in the area. No trees are removed as part of this project and all work will be done within existing City right-of-way. The project is due to be completed in early 2023. Upon completion, this restripe is expected to better serve Old Town merchants with increased on-street parking supply and pedestrians and cyclists in the area via shorter crossing distances and designated bike lanes.

**Name of Public Agency Approving the Project:** City of Goleta

**Name of Person or Agency Carrying Out the Project:** Derek Rapp, Public Works Department, Contract Traffic Engineer

**Exempt Status:** *(check one)*

- Ministerial (Sec. 15268)
- Declared Emergency (Sec. 15269 (a))
- Emergency Project (Sec. 15269 (b) (c))
- Categorical Exemption: Sec. 15301 (c), (d)
- Other Statutory Exemption: (Public Resource Code 21080.20)

## **NOTICE OF EXEMPTION (NOE)**

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### **Reason(s) why the project is exempt:**

The Project is exempt from CEQA under Public Resource Code Section 21080.20 as it is a bicycle plan that only involves the following:

- Restriping of streets and highways
- Bicycle parking and storage
- Signal timing to improve street and highway intersection operations; and
- Related signage for bicycles, pedestrians, and vehicles.

Section 15301 (Class 1) of the California Environmental Quality Act Guidelines (CEQA Guidelines) provides that repairs and minor alterations to existing public facilities, including streets and sidewalks, are categorically exempt from further environmental review. The above-described improvements to the traffic signal interconnect system are needed to implement traffic signal timing that will promote improved traffic flow within the project area. In addition, this work would occur completely within the public right of way with no expansion of the roadway. For these reasons, it is determined that the project is consistent with the above reference exemption/class. Therefore, the project is deemed exempt from the CEQA in accordance with Public Resource Code 21080.20 and Section 15301 (c) of the CEQA Guidelines.

### **City of Goleta Contact Person and Telephone Number:**

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Lisa Prasse, AICP

Planning Manager

Date

### **If filed by the applicant:**

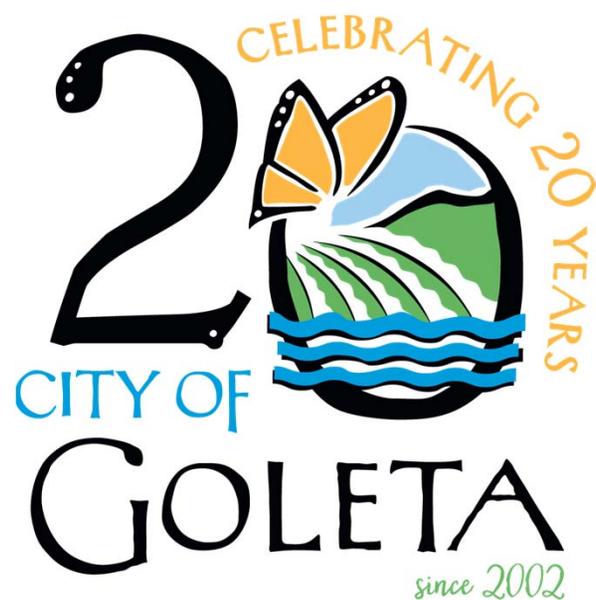
1. Attach certified document of exemption finding
2. Has a Notice of Exemption been filed by the public agency approving the project?  
Yes                      No

Date received for filing at OPR: \_\_\_\_\_

Note: Authority cited: Section 21083 and 21110, Public Resources Code  
Reference: Sections 21108, 21152 and 21152.1, Public Resources Code

**ATTACHMENT 5**

HOLLISTER AVENUE OLD TOWN INTERIM STRIPING PROJECT UPDATE  
PRESENTATION

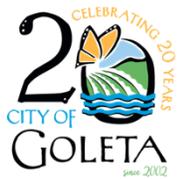


# Hollister Avenue Old Town Interim Striping Project Update

Public Works Department  
City Council Meeting  
June 7, 2022

# Background

- City Council presentation on Jan. 19, 2021
- Council directed staff to pursue one lane in each direction from Orange Ave. to Kinman Ave.
- Detailed topographic survey - refined alternatives
- Public Outreach
  - Hollister Complete Streets Master Plan Stakeholders
  - Local Spanish-speaking community
- Preferred alternative identified
- CEQA exemption determination



# Scope

- Pavement surface treatment and restriping
- One automobile lane each direction from Orange Ave to Kinman Ave.
- Add buffered bike lanes
- Maximize on street parking
- Interconnect and time signals to optimize through traffic

# Project Costs

- \$955,000 to \$1,305,000 Estimated Total Project Costs (Includes Pavement Overlay)

# Schedule

- ASAP – End of 2022/Early 2023



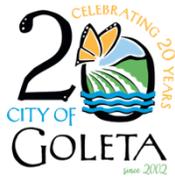
# Traffic Analysis

## 2018 Hollister Complete Street Traffic Study Data and Findings:

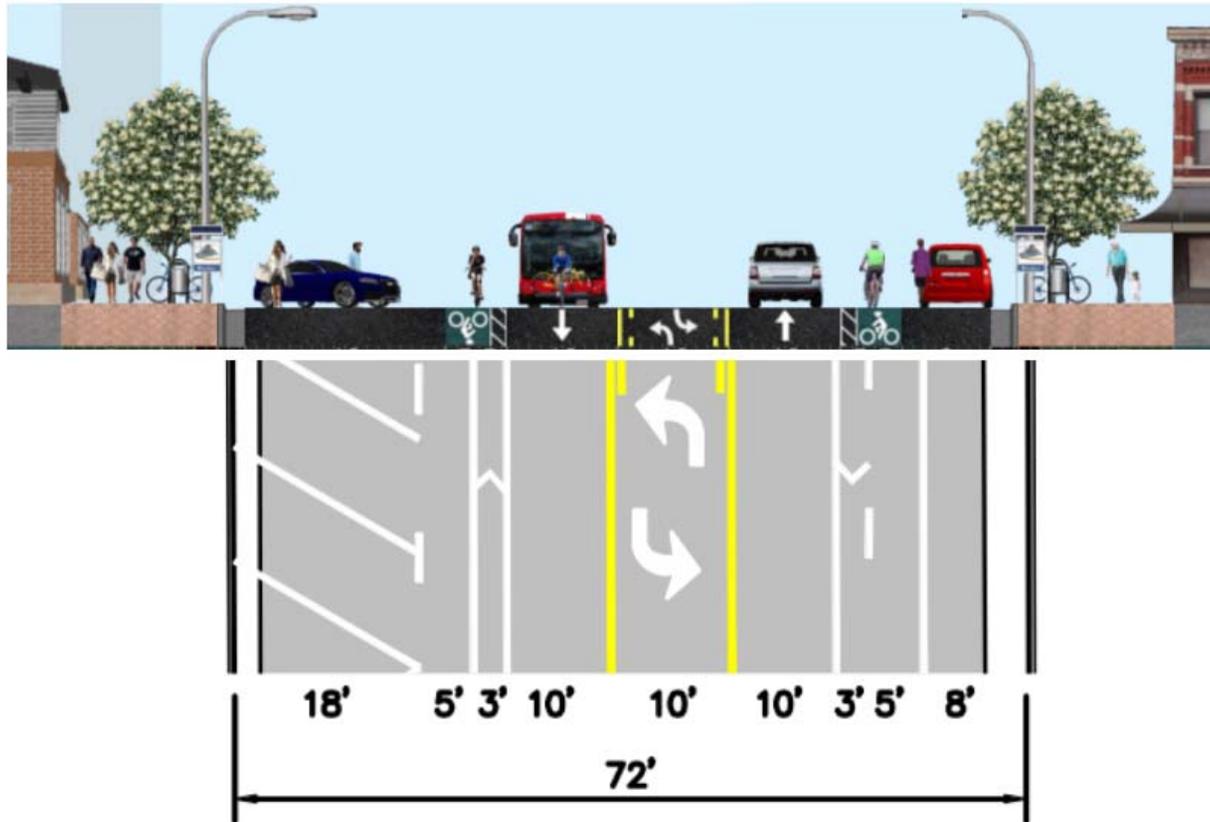
- Data collected in 2017 (best available data due to COVID-19)
- 20,000 ADT
- ~35% cut-through traffic
- Impacted Intersections (Current) – Orange Ave. (side street left turns)
- Impacted Intersections (Lane Reduction) - Orange, Nectarine/Pine, Magnolia and Tecolote

## Analysis assumptions/changes to improve overall operation:

- Used General Plan traffic growth assumptions
- Assumed a portion of cut-through traffic diverts away from Old Town
- Upgrade traffic signal system to be interconnected and coordinated
- Restrict left turns onto Hollister Ave. to signalized intersections (Fairview, Nectarine/Pine and Kinman)
- Resulted in acceptable intersection operations and max. queues of 15 vehicles.



# Alternative 1



# Alternative 1 – Project Elements

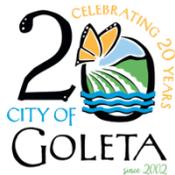
- Back-in angled parking - north side
- Parallel parking – south side
- Buffered Class II bike lanes on automobile side of parking

## ▶ Pros:

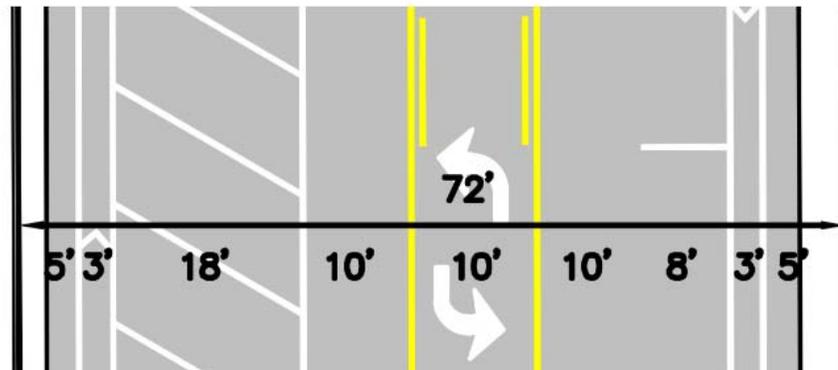
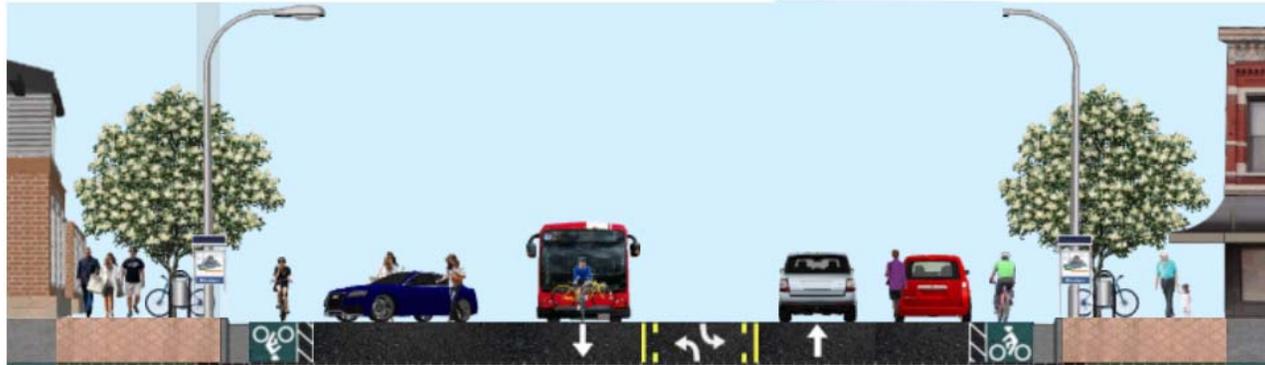
- Fewer parked vehicle door/bike conflicts on north side
- Opportunities for expanded outdoor dining on north side
- Approximately twenty (20) on-street parking spaces added

## ▶ Cons:

- Curbside angled parking reduces sight distance from side streets/driveways
- Difficult to regulate wrong-way (left turn/head-in) parking



# Alternative 2



## Alternative 2 – Project Elements

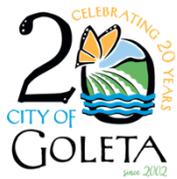
- Similar to Alternative 1
- Bike lanes between parked vehicles and curb

### ▶ Pros:

- Improves buffer between bikes and vehicles
- Eliminates parked vehicle vs. bike conflicts

### ▶ Cons:

- Twenty (20) **fewer** on-street parking spaces to allow for proper visibility of bikes
- Complicates outdoor dining expansion opportunities

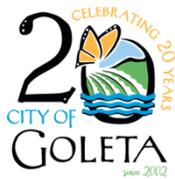


# Alternative 3 – Preferred



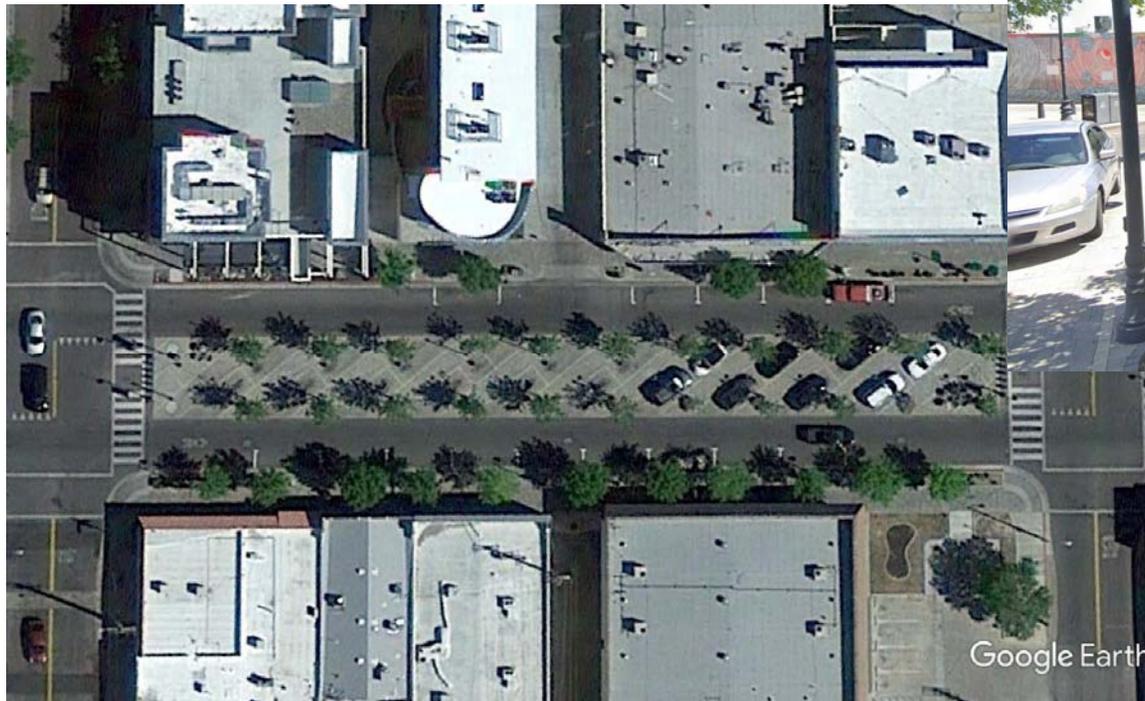
## Alternative 3 – Project Elements

- Angled parking in median (both directions)
- Buffered curbside Class II bike lanes
- ▶ **Pros:**
  - No conflicts between parked vehicles and bikes
  - Maximizes sight distance between bikes and vehicles from driveways/side streets
  - Reduces traffic conflicts by restricting left turns to/from driveways
  - Increases parking by approximately fifty (50) on-street parking spaces
- ▶ **Cons:**
  - On-street parking passengers must cross one travel lane
  - Complicates outdoor dining expansion opportunities
  - Left turn restrictions create traffic circulation pattern changes



# Alternative 3 – Examples

## Lancaster, CA



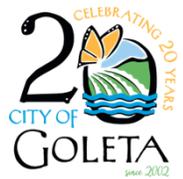
# Alternative 3 – Examples

## Pismo Beach, CA



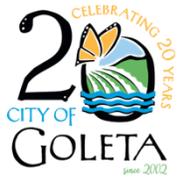
Google Earth

Google Earth



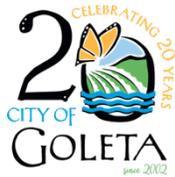
# Public Outreach

- Metropolitan Transit District (MTD)
- Santa Barbara Bicycle Coalition + Coalition for Sustainable Transportation (SB Bike + COAST)
- Community Environmental Council (CEC)
- Copy Right Printing
- Larry's Auto Parts
- Neighborhood resident representatives
- La Guerrerita Mexican Food
- Santa Cruz Market
- La Chapala Market
- La Tapatia
- Altamiranos



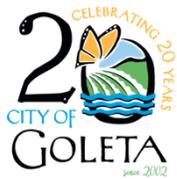
# Public Outreach Feedback

- General support for preferred alternative
- Time-restricted parking and enforcement
- Commercial loading
- Pedestrian safety
- Bike parking
- Public art
- Bike access to/from adjacent neighborhood
- Delineate bike lane shared space at bus stops



# Additional Comments Received

- Concerns regarding Emergency Vehicle Access
- Project Coordination with the Hollister Avenue Bridge and Ekwil Fowler Roadway Extensions Project
- Pedestrian Safety
- Commercial Vehicle Loading and Unloading
- Increase Vehicular Congestion
- Incorporate this Project into the Old Town Visioning Process Project?



# Potential Next Steps

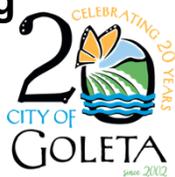
## 1. Continue with Expedited Project Delivery Process (Approximately 6 to 9 Months)

- Proceed with Staff Report Recommendations
- Collect Additional baseline Traffic Data, Prepare Plans and Bid Documents, and return to the City Council for Authorization to Advertise Project

## 2. Continue with a Traditional Project Delivery Process (Approximately 12 to 18 Months)

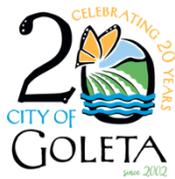
- Proceed with Conceptual Design Phase that includes Public Workshops and additional Public Outreach, Perform Additional Traffic Study and Combine Project with Parking Analysis and Parking Restrictions (Timed Parking) Proposals
- Continue with Environmental Review, Detailed Design and Construction

## 3. Direct Staff to Return with Further Information on the Potential Steps Above Including Additional Information on the Layout Options Presented in the Staff Report



# Recommendation

- A. Approve staff's recommendation of Alternative 3 – Median Angled Parking and Buffered Curbside Bike Lanes as the preferred project alternative and direct staff to move forward with final design and construction phases.
- B. Adopt Resolution No. 22-\_\_, entitled “A Resolution of the City Council of the City of Goleta, California, Approving the Hollister Avenue Old Town Interim Striping Project and Finding CEQA Exemption.”





# Questions?