



# Cars Are Basic

Estab. 1998

4 October 2022

Mayor and Council  
City of Goleta  
Goleta, CA

Re: Proposed Patterson multimodal / bike path agenda 4 Oct. 2022

1. CAB understands the desire to have a separate bike path from a road. The question is, is the cost and environmental disruption worth the \$18 Million cost?
2. CAB's physical engineer has estimated the additional cost to the taxpayer will be \$4 Million for half of the original design. Our engineer has worked for Caltrans, as a contractor consultant for various freeway, road, and bridge projects throughout the State, and within the County of Santa Barbara. As such he is well qualified to make this projection.
3. The City of Goleta Public works has stated to do just half of this Bike Project will cost more than entire \$18 Million State grant. City staff and consultants have stated there will be a significant environmental impact of this project "without" including the now cancelled north end (Calle Real to Cathedral Oaks). There has been considerable public objection to this. Since the City has plans in the future, to continue the entire bike project the total environmental impacts will be significant. Even if the \$18 Million were to cover the cost of the ocean side the entire bike / multimodal project could easily cost the City of Goleta \$36 Million without the projected costly over runs.
4. The City of Goleta has repeatedly (both Staff and Council) have referred to multi-bike / multimodal projects within the City as the City's "Project." CEAQ clearly states that large Public Work Projects within a city that impact streets, traffic, and alternatives have to have a CEQA demanded Environmental Impact Report (EIR). The City of Goleta has not done this EIR, nor has the City of Goleta done a city-wide basic bike study to understand demand. Since much of this truncated "Project" falls within the Coastal Zone the State of California Coastal Commission has the same EIR demand as CEQA.
5. This "Project" was proposed before the City of Goleta was formed, by the County of Santa Barbara. The Density of Development and Population makeup have dramatically changed in the past 20 years. This comes under the heading of Epidemiology (population trends). As CAB has stated before Council, CAB has done baseline bike studies on Old Town Hollister during morning commute times. 20 years ago the 7-9 AM count was 65 bike riders, 10 years ago the same count was 45 riders, and our most recent count was June of 2022 with a count of 14 riders.

We bring this to Council to make the point that as population changes - consistent with National, State and County of Santa Barbara changes, have been closely identical, in Goleta. The numbers of people using bikes and bike paths have dramatically reduced. This brings into question the "cost effectiveness" and "need" for this large Public Works Project before the Council and this specific project.

6. A review of the residential housing from Fairview to Patterson (including both sides), and from Cathedral Oaks to Calle Real, reveals very well laid out roads, sidewalks, and bike friendly streets. A comment supporting the Patterson Project, a primary reason for this was so older residents could have safe and attractive space for both pedestrian and bike use. These neighborhoods answer the issue access of activity and fitness.

7. CAB brings up the issue of the City of Goleta mailer to residents in the area requesting response to either accept or reject this project. CAB supporters and a CAB Board member notified us that the outreach letter was received late. To be specific, the letter was received one (1) week after the end date for comment.

8. CAB has monitored the City of Goleta's bike / multimodal projects. The Pacific Oaks to Ellwood path cost the City over \$4 Million. After the initial opening, this path has settled down to no more than previous use, and because of very questionable design factors, has increased accident potential for both bikes, and autos. The City demanded and put in place bike paths on Cathedral Oaks, with no increase in bike use. It is important since much of it was put in place to increase bike use, because of the location of Dos Pueblos High School. The City made sure there was bike paths on Hollister from Fairview to Storke. With the significant expansion of housing from just past Storke Road to Los Carneros, the lack of bike use in these locations is of interest to CAB. There have been a mix of new families and retired. Changes to Ward Drive for bikes, have not increased bike use from these new residents.

9. We need to point out that the City of Santa Barbara's highest bike counts were in the 1980's. There were zero bike paths at that time. After a concerted push to change streets and place over 30 miles of interconnected bike paths (including multimodal) the City of Santa Barbara stopped its bike counts in 2013 because they reported significant rider loss on their Bike Path Project. They could not prove success therefore they refused to continue counting.

We urge the Council to reject this project based upon the above comment items. Financial considerations, Epidemiology factors, in place developments, and the failure to do a CEQA EIR are significant hurdles mitigating against this project.

Respectfully submitted,

(Electronic Signature)

Scott Wenz, President CAB