

Subject: Item 5.4. Coastal Rail Trail - Gilman Drive from I-5 to UCSD campus
From: Jim Baross <jimbaross@cox.net>
Date: 12/3/2020, 2:39 PM
To: gjackson@outlook.com
CC: Serge Issakov <serge.issakov@gmail.com>

I am writing about Item 5.4 (Action Item?) on behalf of the California Association of Bicycling Organizations of which I am President.

I am recommending your caution in the decision for installation of an, as proposed, Class IV Separated Bikeway (Cycletrack) on Gilman Ave from I-5 to the UCSD campus. The City of San Diego and most local agencies rely on National and State of California agencies (FHWA, Caltrans, AASHTO, etc.) to provide official guidance for the design, creation, and operation of adequately safe and effective bikeways, including for this proposed Class IV Separated Bikeways (titled "Protected Bike Lanes" in Federal guidance). But Federal and State agencies have yet to effectively provide such guidance and local agencies have been On Their Own. "The Devil is in the details" and the details are not even finalized yet.

Also up until now, the State has failed to provide California Vehicle Codes for the safe and lawful operation of Class IVs - Class IVs are not Bike Lanes, Class II. Issues/questions remain questions for such as: which travel mode must yield to the other when intersecting a Cycletrack; is vehicle use, vehicle parking, or pedestrian use prohibited or allowed; what E-bikes, speed limits, or direction of travel are allowed, etc.

For these and other reasons, I consider the development of Cycletrack types of bikeways to be an ongoing experiment. An experiment that will involve and encourage riding by new, less experienced, and uninformed people lured to go by bicycle.

I and most of the people with adult bicycling experience will be very likely to avoid riding in this bikeway as proposed. Bicycling may and will occur lawfully in travel lanes adjacent to this Class IV bikeway. Cycletracks and not subject to Bike Lane use requirements; CVC 21208 is applicable to Bike Lanes only. CVC 21202 is applicable to roadways but Cycletracks are NOT on or part of the roadway. (Confusing yet?)

If a recommendation for the installation of a Class IV bikeway is made, please include a request/requirement that Shared Lane Markings (Sharrows) and the signs Bikes May Use Full Lane also be installed. This is important to reduce motorist confusion about and harassment of people bicycling who have lawfully chosen to use the lanes adjacent to the Class IV.

Thank you for considering my comments.

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