

Subject: Questions regarding Agenda item 5.4
From: Serge Issakov <serge.issakov@gmail.com>
Date: 12/2/2020, 10:40 PM
To: gjackson@outlook.com
CC: Diane Kane <dkane002@san.rr.com>

Hi,

Regarding Agenda Item 5.4 on Dec 3 I have the following questions:

- 1) Has there been a study of bike traffic and bike-car crashes for this portion of Gilman Drive? What does it indicate? Is it particularly dangerous here? Are we even trying to address any actual safety issues with this project?

- 2) Aren't most studies on cycle track safety made in relatively flat urban environments where most intersections are controlled by traffic lights? Leucadia Blvd in Encinitas had a fairly good safety record until they implemented a Class IV bikeway there; that facility is arguably the cause of the tragic fatality on Saturday when a driver who apparently did not notice in the cycle track turned right across his path causing a fatal collision. That location is a suburban environment on a grade, like Gilman Drive. Cyclists in Class IV bikeways are less relevant and more likely to be overlooked than cyclists in an adjacent Class 2 bike lane, and this becomes especially dangerous on a grade where cyclists are naturally traveling faster. Although this sort of facility makes people who are unfamiliar with safe traffic cycling practices *feel* safer, what evidence is there that it will *actually* be safer, and not more likely to cause car-bike conflicts, crashes and fatalities like the one in Leucadia? What evidence is there that this suburban environment on a grade is going to be actually safer than what we have now?

- 3) Has the project team considered using the additional width for an extra-wide traditional class 2 bike lane with a buffer - similar to the first class facility on the Torrey Pines Grade - rather than a class 4 bikeway? If so, what were the tradeoffs? In addition to exacerbating right hook, driveout and left cross conflict points relative to a class 2, doesn't a class 4 facility also *manufacture* conflicts like with pedestrians crossing the facility to/from parked cars? What led to the decision to go with a Class 4? Can this decision be reconsidered, please, in the name of cyclist safety?

Thank you,
Serge Issakov
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