

On Feb 4, 2021, at 2:05 PM, Gonzalez Nava, Alejandra <AGonzalezNav@saniego.gov> wrote:

Hi Diane,

Please see below in response to your questions from your below email. Please feel free to reach out if you have any other questions.

1. Can you clarify Gilman's current road classification and the speeds allowed under that classification?

The University Community Plan classification for Gilman Drive is a 4-Lane Major, while the La Jolla Community Plan identifies Gilman Drive as a 4-Lane Modified Collector. The City of San Diego Street Design Manual allows for design speeds of 55 mph for 4-lane Major roads. The northern section between Scholars Drive and Via Alicante functions as a 4-lane Collector with a posted speed limit of 45 mph. The portion of Gilman Drive south of Via Alicante has a posted speed limit of 50 mph.

2. My notes indicate that speed limits are routinely checked when road conditions change. There was a comment from the UCSD transportation guru that the speeds on Gilman would automatically slow down if bikes were added to the traffic stream. Do you agree? In your estimation, would this occur due to adding a protected bike lane, sharrows, or both?

The addition of the protected bike lanes on Gilman Drive includes reducing the width of the travel lanes in some sections of Gilman. Reducing lane widths is likely to reduce speeds as traffic is more condensed and drivers are more wary of the constraints, particularly when a raised median is involved.

3. I am concerned about mixing skilled cyclists with free flow traffic at 50MPH in a sharrow. Although Serge's research of the vehicle code indicates that is not recommended, it is a possibility. Your thoughts?

While shared lane markings may be placed on roadways with speed limits higher than 35 mph, the California Manual on Uniform Traffic Control Devices (MUTCD) does clarify that it may be in cases where "there is no marked bicycle lane and the right-hand traffic lane is too narrow to allow motor vehicles to safely pass bicyclists." In this case, there is a 'bicycle lane' provided by the Class IV bicycle facility. In addition, the CA MUTCD states that "On roadways that have a speed limit above 35 mph, a Class II bikeway or Class IV bikeway is more appropriate to facilitate bicycle travel."

4. The skilled cyclists have safety concerns about the barrier design and have offered alternatives. These range from other "soft" barriers to a bike lane with painted buffers. Can you provide the pros & cons of the city's preferred alternative vs. their alternatives? Is a Class 2 lane inconsistent with the project needs & objectives?

The Class IV facility with the use of a raised concrete median or painted buffer with bollards, as proposed by the Coastal Rail Trail, intends to attract wider and increased ridership in this corridor. The Coastal Rail Trail Class IV facility follows guidance from the National Association of City Transportation Officials (NACTO) and their Urban Bikeway Design Guide to provide a safe, comfortable, and equitable facility that is for bicyclists of all ages and abilities. As more high-comfort bicycle facilities are provided in the bicycle network, more people are drawn to choose bicycling as a mode of commuter transportation or for recreational activities. A Class II bike lane, which is current facility on Gilman Drive, lacks the protection and separation from traffic that seeks to attract cyclists of variable comfort levels. One of the proposed alternatives from the cycling community is to install

a Call II bike lane adjacent to a narrower Class IV cycle track, similar to the facility on Friars Road. While this alternative aims to provide a dual facility for two different comfort levels, there is concern that this arrangement would be prone to user confusion and potentially decrease interest from novice or recreational cyclists. In addition, the minimal width of Gilman Drive would not allow for such arrangement, particularly in areas with existing parking. Crossings at signalized intersections would have difficulty activating the bike crossing when approached from the Class II bike lane and would likely cross with vehicles as they would if the cyclist chooses to ride the traffic lane, and thereby not utilizing the protection and safety of the exclusive bicycle crossing phase as intended for the Class IV facility.

5. How long after a bike facility is installed would the traffic speeds be checked?

Traffic speeds can be checked regularly by the City's Traffic Operations group soon after the bike facility is installed.

6. Can the road width be designed to accommodate a planted median in some locations?

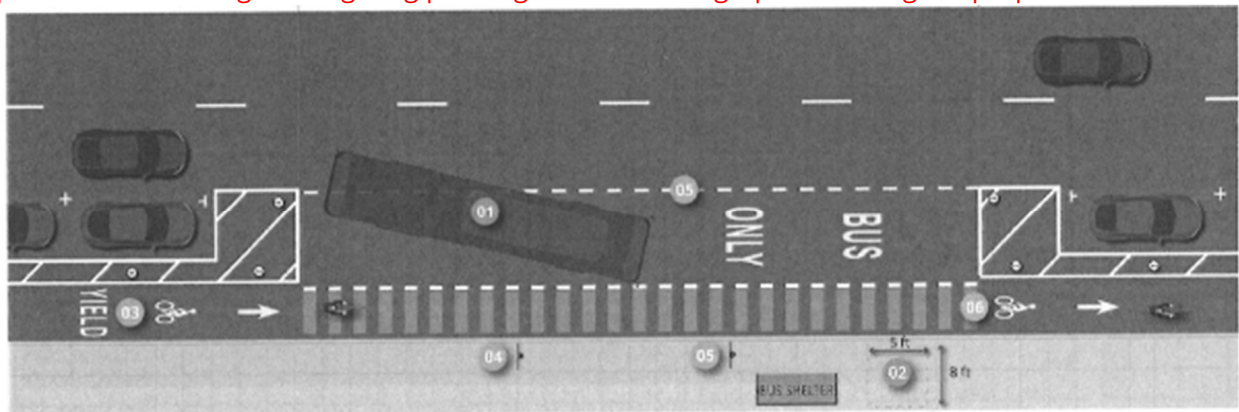
Unfortunately, there are limited locations where a raised street median is included in the corridor, and in these cases, the width of the median ranges from 4-5 feet in width. This width does not allow for appropriate area to accommodate landscaping successfully. In addition, any landscaped median will also require a Maintenance Assessment District to be established in advance in order to secure financing and maintenance plans for the perpetuity of the vegetated median.

7. Do Capital Improvement Project comply with and/or implement the Climate Action Plan?

Yes; all Capital Improvement Plan projects must comply with the City of San Diego Climate Action Plan.

8. How would bus loading platforms work into the road design? Would they be retrofitted after the fact or accommodated during the road widening?

Bus loading platforms are accommodated in the design of the Coastal Rail Trail project by implementing a shared bus stop/bike lane configuration. Transit vehicles are allowed to pull into the stop along the curb, across the separated bike lane. When buses are present, cyclists merge left and pass buses boarding and alighting passengers. See below graphic showing the proposed treatment.



Thank you,

Alejandra Gonzalez

Project Manager
City of San Diego
Engineering & Capital Projects Department