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**Subject: Re: Coastal Rail Trail Project Discussion**

**Date:** February 4, 2021 at 2:39:03 PM PST

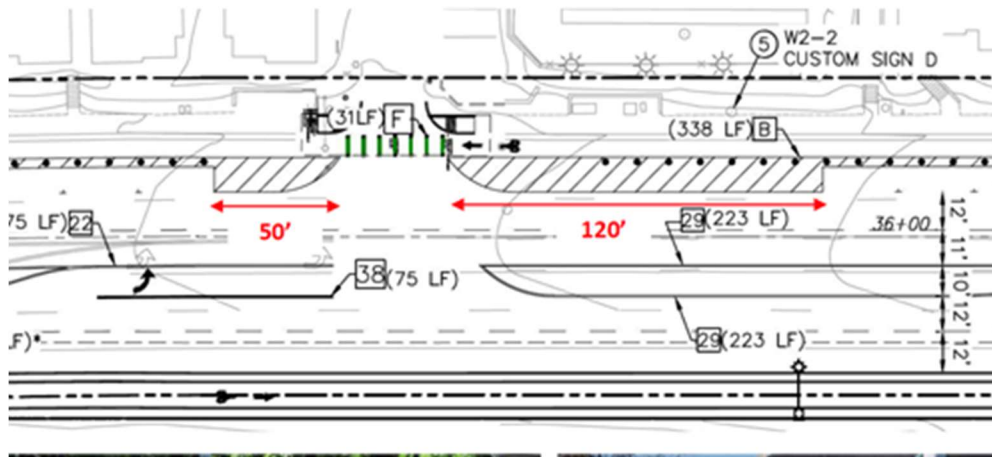
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Hi Diane,

Thank you for forwarding Serge's comments and his proposal. After careful evaluation and thought, please see the points below in response:

- The goal of the Class IV facility is intended to attract wide ridership in this corridor, as it connects to the Class I Rose Canyon Bikeway in the south and to the UCSD and Genesee Avenue bikeway in the north end of the project. 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. 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. There are significant studies and reports that show an increase in ridership when protected bicycle facilities are available.
  - <https://nacto.org/2016/07/20/high-quality-bike-facilities-increase-ridership-make-biking-safer/>
- The project conducted a Local Mobility Analysis/Traffic Impact Analysis and reported peak hour counts of vehicular, pedestrian, and bicycle use. While the bicycle use counts are shown in large numbers in these peak hours, it is expected that the improved bicycle facility will attract more ridership that will be evident and measurable once installed. Please see attached Local Mobility Analysis for your reference.
- The raised median is not proposed in areas where driveways or minor streets intersect the bike facility. As shown in the image below, the raised barrier (or allowed parallel parking) is terminated at least 120 feet north of the upcoming intersection and it is replaced by a painted median with flexible delineators with parking not allowed. The cycle track is also painted green and dashed at the crossing. This provides for increased visibility of cyclists and signage alerts drivers and cyclists of the upcoming crossing.



- While shared lane markings may be placed on roadways with speed limits higher than 35 mph, the CA 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 cycle track. 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.”
- The proposal of a Class II bike lane adjacent to the Class IV, similar to the Friars Road facility, 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, 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.

Please feel free to contact me or Dan if you have any other questions or concerns.

Thank you,

**Alejandra Gonzalez**

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