

From: [Diane Solomon](#)
To: [TEPublicComment](#)
Cc: [Smith, Ryan](#); [Laveroni, Kyle](#)
Subject: From BPAC a Public Comment Item (d)(2) King Road Sept Ninth T&E Committee Meeting
Date: Monday, September 9, 2024 7:51:52 AM

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(d) Reports to Committee

2. CC 24-378 King Road Complete Streets Plan Status Report

Good afternoon, My name is Diane Solomon. I'm here on behalf of your Bicycle and Pedestrian Advisory Committee.

Your BPAC received a report and presentation from staff on this project at our January 29th meeting. Our BPAC supports the King road complete streets project. In February our letter of support accompanied our City's application for funding to the United States Department of Transportation, to help pay for this project.

On January 29th we were told of the many elements of this project. Staff told us that to reduce speeds and increase traffic safety, King Road's traffic lanes would be reduced, .

We whole-heartedly support this; however, we were shown two design concepts. One design concept had a dedicated bus lane and a separated bike lane, which we support.

Slide six of their January 29th slide deck presentation (which differs from today's slide deck found online) proposes a quote "Peak period shared bus and bike lane" unquote. Staff explained that this design would have one traffic lane, at different times of day shared by both buses and bicyclists.

Online, I reviewed today's slide show presentation, and noticed that this mixed-use lane concept was absent.

Also, Staff's Report "King Road Complete Streets Plan Status Report" dated August 19th and posted online for today's Sept 9th T&E Committee Meeting doesn't mention the mixed-use design concept.

I hope that's because staff abandoned the mixed-use concept after hearing feedback from BPAC and Silicon Valley Bicycle Coalition members at our January 29th meeting.

A mixed-use lane by bus and bicyclists will not be safe—even if its part time—especially between Story Road and Lavonne Avenue—where motorists are entering or leaving Highway

680. We respectfully request no part-time bus lane, yes, full time designated bike lanes that are not shared with busses.

My written comment which I submitted this morning has the URL's to both of these presentations.

Thank you,

Relevant URLs"

The Jan 29th Presentation to BPAC slides

<https://www.sanjoseca.gov/home/showpublisheddocument/109126/638436753882700000>

Here is the January slide six's URL with visual of shared bus/bike lane:

<https://www.sanjoseca.gov/home/showpublisheddocument/109126/638436753882700000>

Presentation for Sept 9th T&E Committee Meeting

<https://sanjose.legistar.com/View.ashx?M=F&ID=13287518&GUID=06AC8F28-60F9-465B-9EBE-E5DF8CF1C6C7>

August 19 Report posted online for Sept 9th T&E Committee Meeting: Doesn't mention a mixed use lane:

<https://sanjose.legistar.com/View.ashx?M=F&ID=13269521&GUID=DA8F9E5D-6B58-40EC-85C0-459CBA246738>

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From: [Jordan Moldow](#)
To: [TEPublicComment](#); [District4](#); [District5](#); [District8](#); [Tam, Wilson](#); [Madou, Ramses](#)
Subject: Public Comment - T&E 9/9 - Item (d)2 "King Road Complete Streets Plan Status Report."
Date: Monday, September 9, 2024 10:09:03 AM
Attachments: [ATT00001.htm](#)

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Thank you for the staff report. I'm excited about this project, and eager to provide feedback on the next round of design concepts when they become available. King Road deserves to be a safe and comfortable street for All Ages and Abilities and all modalities, that meets the needs of the community who live, work, attend school, or play in and around the corridor. This must be done by reducing the speed of motor vehicles through lane width reductions, lane diets, road diets, and other forms of physical infrastructure traffic calming, and giving the extra space to pedestrians, cyclists, and transit. I look forward to this project becoming a reality.

I am confused to not see an update about [the preliminary design concepts](#), which were distributed for [community engagement](#) and [public comment](#) in the winter, between December 2023 and March 15, 2024. The eight high-priority improvements had already been [identified \(from the Summer 2023 Visioning and Needs engagement\) and incorporated](#) into those preliminary design concepts, and the public was asked to give feedback and [public comments](#) on the designs. There were two different designs, one for the wider segments of King Road, and one for the narrower segments.

For me, the concepts for the wider segments seemed like they did a good job of addressing all the project priorities. Whereas I believed that alternatives needed to be explored for the narrower segments. That concept tried to achieve a compromise between bus lanes, parking lanes, and bicycle lanes, but ended up with a result that was poor for all three use-cases, and has the potential to be more dangerous than the current common configuration.

Can staff share the feedback they received on the preliminary design concepts? What did staff learn from the feedback, and how is that feedback (including [feedback from BPAC's January meeting](#)) being incorporated into the next draft of the conceptual designs? And is there an estimate of when in Fall 2024 these draft conceptual designs will be released?

Thank you,
Jordan Moldow (speaking on behalf of himself)
District 3