

Espejo, Gina

From: Marie Burns [REDACTED]
Sent: Saturday, August 29, 2020 12:02 PM
To: Espejo, Gina
Cc: andhya@ [REDACTED]
Subject: Public Comment for T & E Committee: Better Bike Plan

[External Email]

Dear T & E Committee,

My name is Marie Burns and I have lived in District 6 for four years. I taught AP Environmental Science in East San Jose for three years before becoming a software engineer. My parents both grew up here (my father grew up in District 6) but moved away in their early twenties. Throughout my childhood we visited family each year in San Jose. My impression of San Jose was that it was car dependent and had no space for biking. I never wanted to live here. For various reasons, I did move here and I found a city that had changed over the decades and I love living here now. One reason I love San Jose is that I am fortunate to live near the Los Gatos Creek trail and several streets with safe bike lanes that allow me to ride my bike for transportation and recreation. I want all citizens in all parts of San Jose to have safe biking options for daily transport and healthy recreation. That is why I am writing to support the fast approval and implementation of the Better Bike Plan 2025.

Thank you to everyone for all the time and effort that it has taken to create this plan. I recognize that it is complicated to design infrastructure that meets the needs of all users, is safe, efficient, and affordable. Overall, the Better Bike Plan 2025 will improve the safety and livability of our communities, raise the quality of life for individuals, and help San Jose address the global issue of climate change. These are long term changes that will benefit multiple generations of citizens.

The sooner the Plan is implemented, the more people can benefit from it. Increased funding to implement it sooner is a good investment because it will provide value to people's lives as soon as they can start safely biking more. I understand that city budgets across the country are facing cuts due to the pandemic. However, I urge you to see that in light of the circumstances of how the virus spreads and how it is affecting our daily lives now and for years into the future, improving our biking infrastructure is crucial now. It is necessary to provide citizens with safe socially distanced transportation and recreation options. Bike sales in San Jose, and across the country, the past 6 months are evidence that people want to bike more so we need to give them safe spaces to ride all those bikes!

As a citizen of San Jose, I fully support the Better Bike Plan 2025 and encourage you to forward it to the council.

Thank you for your support and action to make our streets safer for all users.

Sincerely,
Marie Burns
2032 Southwest Expy

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California Association of Bicycling Organizations

Attention: Gina Espejo
Transportation & Environment Committee
City of San Jose, California

August 29, 2020

Dear Committee Members:

I am the District 4 South director for the California Association of Bicycling Organizations ([CABO](#)). I am writing to express its concern about one aspect of the city of San Jose's Better Bike Plan 2025.

The purpose of CABO is to promote a favorable climate for bicycling in California, by representing the interests of cyclists before the appropriate governmental bodies to protect cyclists' rights and promoting laws, policies, and actions that treat cyclists equitably.

Page 39 of the draft Plan describes the various bikeway types, including Class III, commonly known as Bike Routes, where cyclists may use the travel lane with motor vehicles because the street is not wide enough to fit a Bike Lane. 95 miles of Class III Bike Routes exist in San Jose.

CABO believes, and the California Vehicle Code 21200 substantiates, that bicycling belongs on these Class III routes just as much as they do on any public roadway or dedicated bikeway. Over the past few years, we have endorsed the addition of Shared Lane Markings ("sharrows") on Class III Bike Routes too narrow for side-by-side sharing with motor vehicles. Sharrows are large white bike-symbol stencils on pavement endorsed by various highway departments, including CalTrans – as remedial efforts to effect/change behaviors – behaviors based on the mistaken belief that bicycling must occur out of the way, or as far right as possible. Where sharrows are legal, the law already overrules such thinking. For more information regarding the utility of sharrows, please refer to the appendix following this letter.

When I attended the kick-off public meeting about Better Bike Plan 2025, city staffer John Brazil stated something not written in the bike plan draft, namely that a plan goal was to eliminate use of sharrows in San Jose.

When I contacted John afterward, he indicated that, in fact, sharrow use would continue in the city where appropriate.

However, at a July 2020 meeting of the San Jose Bicycle and Pedestrian Advisory Committee, another member of John's staff stated that sharrows were "obsolete" and indicated that they would disappear as each respective street was repaved.

We are very concerned about the message staff is communicating to the public about the utility of sharrows, and implications about where cyclists may ride. And our concerns are magnified by the fact that miles and miles of Class III facilities are, in fact, a part of Better Bike Plan 2025.

We would like to see the city preserve and maintain existing sharrows on Bike Routes. CABO also recommends use of sharrows on narrow travel lanes adjacent to Class IV bikeways.

We request that a commitment be made to preserve and maintain sharrows on San Jose Class III Bike Routes. Such a commitment would be a welcome improvement to Better Bike Plan 2025.

Sincerely,

Scott Mace
District 4 (South) representative and board member
California Association of Bicycling Organizations (CABO)

Appendix: Utility of Shared Lane Markings (“sharrows”) on Class III Bike Routes

- A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist’s impacting the open door of a parked vehicle,
- B. Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- C. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- D. Encourage safe passing of bicyclists by motorists, and
- E. Reduce the incidence of wrong-way bicycling.
- F. Assist bicyclists with lateral positioning within a traffic circle or roundabout,
- G. Supplement a signed bicycle route that is identified as a Class III bicycle facility, and
- H. Encourage the lateral positioning of bicyclists away from on-street angled parking, and
- I. Indicate that a bicycle can travel straight through a right-turn or left-turn only lane.

Source: 2012 California MUTCD Section 9-C.07, referenced at
<https://dot.ca.gov/programs/safety-programs/camutcd>

Espejo, Gina

From: Andreas [REDACTED] >
Sent: Sunday, August 30, 2020 11:02 PM
To: Espejo, Gina
Subject: Comment on Bike Plan 2025 for Aug. 31 Transportation and Environment Committee meeting

[External Email]

Greetings,

I currently work in North San Jose (Rose Orchard Way) and bicycle commute from Fremont. I am ecstatic to see that several roads that I travel on will have their bike lanes upgraded to protected lanes in the Better Bike Plan 2025 and hope it can be done soon.

Overall, I think the plan is great, especially its emphasis on protected infrastructure and well designed intersections. I can personally attest to the importance of the latter as I had my leg shattered in 2016 when a driver violated my right-of-way in an intersection. I'm healed and back on my bike, but there are still too many intersections I encounter where the road layout encourages conflicts between vehicles and bikes. From my perspective, full implementation of the plan across the entire city cannot come soon enough.

I wholeheartedly support the Plan and hope it is forwarded to Council and approved there. Most of all, I hope it gets funded and implemented quickly.

Sincerely yours,

Andreas V. Kadavanich

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Espejo, Gina

From: Kristal C <[REDACTED]>
Sent: Monday, August 31, 2020 8:07 AM
To: Espejo, Gina; District8; District4; District7; District3; District 6
Cc: sandhya laddha
Subject: Transportation & Environment Committee - Better Bike Plan 2025

[External Email]

Dear Council Members,

I am Kristal Caidoy. I commute to San Jose from Milpitas by bus and bike for the past five years. I support the Better Bike Plan 2025. The commend city staff in drafting the Plan after two years of extensive effort. I have high expectations for this Plan getting adopted, yet eager to see swift implementation.

In the form of larger funds for active transportation programs, protected bike lanes, access to transit for everyone, inclusivity and more. Biking has become popular these days and I see this as an opportunity to bring a new age of bicycling to San Jose.

I support the Plan and encourage you to forward it to the Council.

Thank you!

Sincerely,
Kristal Caidoy

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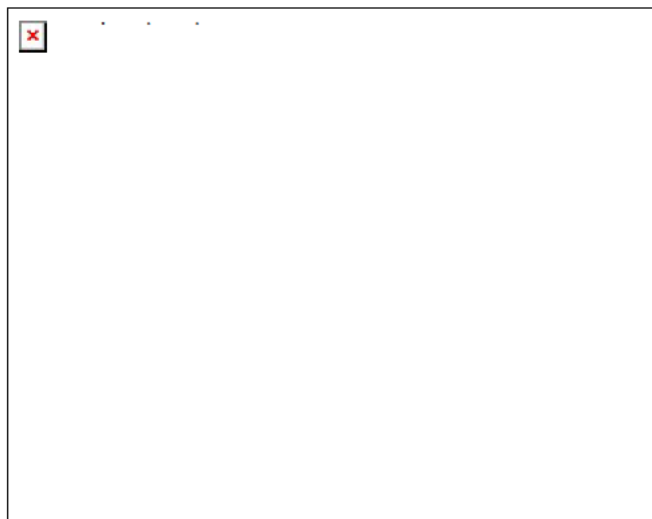
Espejo, Gina

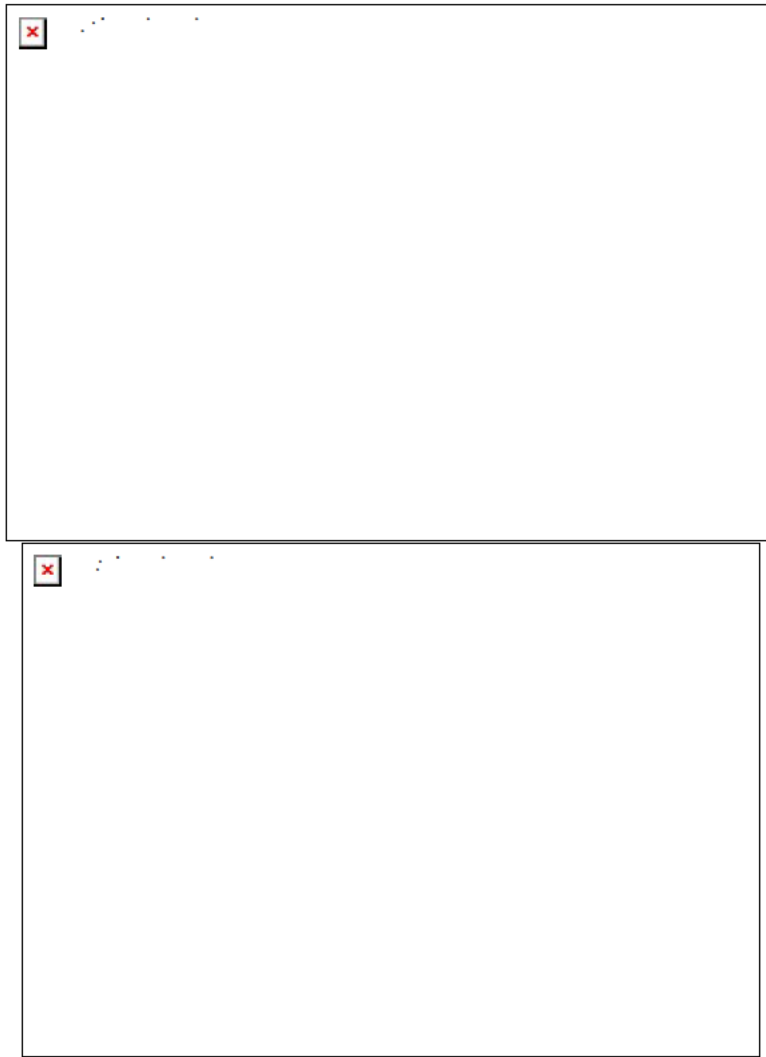
From: Robert Gonzalez [REDACTED] >
Sent: Sunday, August 30, 2020 12:05 PM
To: Espejo, Gina
Subject: T&E Item d(1) - Better Bikeways Update

[External Email]

Hello,

I've lived in San José for all but 2 years of my life, and in those 2 years I was lucky to live in a little cycling heaven of Goleta and the UCSB campus. I'd like to express my support for the Better Bikeways 2025 Plan. I really appreciate staff's work on this, including their efforts to increase community engagement. Vision Zero is an important goal and the funding should reflect that seriousness. 2019 was a dangerous year in terms of traffic safety, and we're moving away from the target. While I understand that Measure B and the Gas Tax have boosted repaving funding and the city continues to look for grant funding, I hope the city can look elsewhere to boost spending on the Better Bikeways and Vision Zero plans to accelerate the pace of completion, such as a \$43 million Measure T funded Police Training facility. Also, the city isn't making meaningful progress towards the mobility goals identified in the Climate Smart San José Plan, which itself cost upwards of \$325,000. In a time when fires ravage the hills and Covid-19 is disproportionately affecting the most vulnerable populations, it's important to prioritize a plan that can help mitigate some of the root causes.





Thank you,
Bobby González

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Espejo, Gina

From: Jai Balani [REDACTED]
Sent: Saturday, August 29, 2020 10:26 AM
To: Espejo, Gina
Cc: sandhya laddha
Subject: Support for Better Bike Plan 2025

[External Email]

Dear Council Member,

I live in Santa Clara. I am writing to express support for the Better Bike Plan 2025. The city staff has done an incredible job in drafting the Plan after two years of extensive effort. I am not only excited to see the Plan getting adopted but also eager to see the rapid implementation of the same.

I am especially excited about the goals the Plan mentions:

- Complete the high priority projects within 5 years
- Add 372 miles of protected bikeways within 5 years
- The strong public engagement process

In the near future, we would love to get more details about the detailed prioritized project list and information about how the city plans to procure funding for completing the projects.

I enthusiastically support the Plan and encourage you to forward it to the Council.
Thank you!

Sincerely,
Jai Balani

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