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Via E-mail Only

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MEMO TO: Benison Tran, City of Santa Clara
FROM: Marie Mai, Callander Associates
RE: **STA/SR CRK TRAIL ON-ST PORTION / response to public comments**

A community meeting was held on November 30, 2010 to review the proposed design concepts for the on-street portion of the San Tomas Aquino/Saratoga Creek Trail. The following are proposed design responses to the comments provided by the public at the meeting.

<i>Public Comment</i>	<i>Response</i>
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1. On-street Portion of Trail

a. Items that the public liked/supported:

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| • Bike buffer along Calabazas Blvd. | Buffer will be retained. |
| • Road diet along Calabazas Blvd. | Road diet will be retained. |
| • Colored bike lanes at intersections and high conflict areas | Colored bike lanes will be retained. |
| • In pavement bicycle logo, crosswalk warning lights, and trail signs | Logo, lights, and signs will be retained. |
| • Trail identification sign with trail map | Map will be retained. |
| • The trail is great | |

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Public Comment

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b. The public had a number of concerns about incorporating left side (buffered) bike lanes along Calabazas Blvd.

- They have the potential to create significant conflicts at the turns.
- The right turn from northbound Pomeroy to eastbound Calabazas is confusing. How do bicyclists signal intent to move from right-side bike lane on Pomeroy to left-side bike lane on Calabazas?
- The transition from the left side bike lane on westbound Calabazas to the left turn bike pocket for southbound Pomeroy is a potential conflict area with vehicles.
- Provide data supporting the safety of a left side bike lane condition.

Comment noted. Left-side bike lanes have similar conflicts as do right-side bike lanes but do require special transitions at turn approaches to transition from the left to right side and vice versa.

Comment noted. Bicyclists would utilize standard bicycle turning hand signals to indicate the right turn. The skip striping and colored bike lane between the right-side to left-side bike lanes will indicate to drivers the intended path of the bicyclist.

Comment noted. This transition is similar to the right-side bike lane condition wherein a vehicular right-turn only pocket is introduced, and vehicles must merge across the bike lane to use the turn pocket. However, there is better visibility of bicyclists on the driver's left side than on the passenger side of a vehicle, so bicyclists merging from the left to right side bike lane will be more visible to drivers.

Comment noted. A 1988 Transportation Research Board article regarding studies done in the late '70s and early '80s on bike lanes on Gorham and Johnson Streets in Madison, Wisconsin indicate that when crash data were compared, the situations on both those streets were better than controls in the rest of the city. Johnson Street has a bike lane on the left side of the road.

Public Comment

Response

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| <ul style="list-style-type: none">• There have been a number of wrong way driving incidents on Calabazas, and adding left side bike lanes may exacerbate the confusion.• The left side bike lanes may encourage young children to ride in the road, which may not be safe. Consider the primary user groups of the trail (likely bicycle commuters and families with young kids).• New York has left side buffered bike lanes which had separate phases for bike left turns and vehicular left turn, which eliminate some of the potential conflicts.• An attendee noted his dislike of the left side buffered bike lanes that he encountered in New York.• At Cabrillo/Calabazas intersection plan, it was suggested that it may be better with standard right side bicycle lanes where bikes move to the left and take the travel/turn lane rather than use a bike turning pocket as shown. <p>c. Other items that the public had concerns about:</p> <ul style="list-style-type: none">• Can the City afford to maintain the colored bike lanes? | <p>Comment noted. Reduction from two lanes to one travel lane will help reduce driver confusion. The colorized treatment of the bicycle lanes will also help improve safety as this will bring motorists' attention back to the striping and delineated areas.</p> <p>Comment noted. Riders will ride where they feel comfortable. The potential for conflicts with turning vehicles (from driveways, intersections, and parking) is much lower for left side bike lanes than right-side bike lanes.</p> <p>Separate turning phases will be incorporated into plans at the El Camino Real intersection.</p> <p>Comment noted.</p> <p>Plans will be revised to eliminate the left turn bike pocket at the Cabrillo/Calabazas intersection.</p> <p>Roadway maintenance budget is a Street Department responsibility and they are aware of the project and will be addressing, but since colorizing treatment is not being applied to the entire length and will be thermoplastic, the cost will not be a major</p> |
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Public Comment

Response

	expense compared to that of a resurfacing cost.
<ul style="list-style-type: none">• Adding another set of stop signs at the Cabrillo/ Calabazas intersection has the potential to result in more confusion. Bikes will have to start and stop twice within a short distance.	Comment noted. Separating Cabrillo/Calabazas into two intersections will help reduce confusion by making it more clear which party has the right-of-way through the intersection(s).
<ul style="list-style-type: none">• Buffer zone (for both left-sided or right-sided bike lane) with striping is not enough to prevent in-attentive drivers from drifting into the bike lane.	Comment noted. No physical barrier will be provided along buffer. Barriers are not needed along low speed and low volume roads such as Calabazas.
<ul style="list-style-type: none">• The Cabrillo Ave/San Tomas Expressway intersection is still problematic. Consider incorporating a left turn for off-street trail access.	Comment noted. A future City project will eliminate the free right turns onto and from Cabrillo and help reduce the potential turning conflicts without introducing an illegal left turn lane.
d. Suggested changes to plans/design	
<ul style="list-style-type: none">• Consider including the name of the trail in the bike logo.	Logo will contain the trail name.
<ul style="list-style-type: none">• Consider including directions and mileage information to points of interest/major streets for wayfinding.	Directional/mileage information will be incorporated into wayfinding signs.
<ul style="list-style-type: none">• Consider adding physical barriers along the bike buffer to increase bike safety. Barriers may help reduce drifting of cars into bicycle lanes.	Comment noted. No physical barrier will be provided along buffer. See response above.
<ul style="list-style-type: none">• Look at speeds on the streets and consider adding speed bumps on Cabrillo to calm down traffic.	Comment noted. Traffic calming analysis of Cabrillo is beyond the scope of this project.
<ul style="list-style-type: none">• Ensure that the pavement markings are made of non-slippery materials.	The bike lane logo, lane color, and buffer hatching will be thermoplastic with crushed

<i>Public Comment</i>	<i>Response</i>
<p>Thermoplastic tends to be slippery and can be unsafe for bikes to ride on.</p> <ul style="list-style-type: none">• Consider using green paint that is also reflective at night.• Check the phasing/timing of loop detectors to ensure bikes can get across.• Look for opportunities to improve priority for trail users at intersections by reducing the number of stops along the trail alignment and/or replacing controlled intersections with a traffic circle. It is especially hard for children to start and stop.• How would the City implement the left side buffered bike lanes and how would drivers and citizens in general be educated about how they are used?• Consider sharing project costs with the public, including long term maintenance costs.	<p>glass for skid resistance.</p> <p>Reflective green thermoplastic will be used.</p> <p>Loop detectors will be checked.</p> <p>Comment noted. Removing stops would decrease safety by encouraging vehicles to increase their speeding in response to the longer distance they are allowed to travel without having to stop.</p> <p>The City would educate the public through the normal public outreach means, which include: Channel 15 public programming, inclusion of change in the public awareness newsletter that is included in the monthly billing inserts, and posting of information on the City website.</p> <p>Comment noted. Proposed materials have similar durability and maintenance cycles as typical street pavement markings so costs are not tracked separately.</p>
<p>2. Off-Street Portion</p> <p>a. Attendee is concerned about safety of the off-street portion.</p> <ul style="list-style-type: none">• Emergency safety response• Concern regarding hiding spots/visibility	<p>Comments noted. The off-street portion of the trail is beyond the scope of this project.</p>

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