

**From: Peter Stanger**  
**To: Bicycle Advisory Committee**  
**Re: Public comments for item #4. BAC meeting August 9, 2021**

Dear BAC,

I am very pleased with the newly installed bike lane on the east end of Soquel Village.

I can't count how many times motor vehicles came close to harming me in that spot.

Now, if only the bike lane could be marked in Aptos Village to prevent vehicles from parking with half the vehicle obstructing the bike lane. It is EXTREMELY common in front of the haircut shop and contractor's office.

Could the right-margin of the bike lane please be delineated there? That would make it clearer to the motorists that they have encroached in the free-flow of the bike lane.

Thank you again for the improvements in Soquel Village.

Regards,

Peter Stanger

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**From: Rick Hyman**  
**To: Bicycle Advisory Committee**  
**Re: Public comments for item #13. BAC meeting August 9, 2021**

From: bikerick [mailto:bikerick@att.net]

Sent: Thursday, April 16, 2015 11:43 AM

To: Grace Blakeslee

Cc: Cory Caletti; Amelia Conlen

Subject: Unified Corridors survey and workshop

Hi: Since the on line Unified Corridors survey is rather limited and generalized, here are my specific observations concerning bicycling along the Soquel Ave/Drive corridor:

First, the vast improvements to this corridor that have already occurred should be recognized and preserved. It took a concerted effort over time to obtain standard bike lanes on many segments, some improved intersections (e.g., at Capitola Rd, at 41st Ave) and frequent street sweeping. It is important to preserve these enhancements when faced with competing demands for travel or turn lanes, on-street parking, or funding.

As a result, although this corridor is one of the better arterials to bicycle on, the following remain primary deficiencies:

- 1.. Eight segments with no bike lanes (e.g., Pacific to Front, wb (west bound), Branciforte to Ocean, wb);
- 2.. Segments with substandard bike lanes (i.e., less than a minimum 4 feet wide or 5 feet wide when next to parked motor vehicles). Even where the minimum 5 foot width is provided next to parallel parked cars, a danger to cyclists is opening of driver side doors; this danger is exacerbated and the bike lane's utility is diminished by the many vehicles observed parked over the parking stall markers into the bike lanes.

3.. Intersections. As you know, most bike/motor vehicle collisions occur at intersections. In addition to the typical universal intersection conflict points, several intersections along the Soquel corridor are especially challenging and/or inconvenient for bicyclists:

- those that have two travel lanes in one direction requiring the turning-off-Soquel cyclist to cross both to get into the left hand turn pocket lane (e.g., to turn into Dominican Hospital) and the turning-onto-Soquel cyclist to cross up to 5 lanes of traffic to get into the bike lane (e.g., from Chanticleer to wb Soquel)
- those that are not four way crossroad intersections requiring tricky navigation through them (e.g., at Morrissey/Water)
- those that have travel lane jogs (e.g., at Riverside, Frederick)
- those that have synchronized traffic signals that stay red even when there is no cross traffic, frustrating waiting cyclists
- those that have free right turn lanes (e.g., at Soquel Ave/Dr, Highway One)
- those that are T's with full traffic signals, forcing cyclists to stop even when there is no conflicting traffic (e.g., 7th and Soquel Ave/Dr wb, Winkle Av and Dover Dr eb)

Additional deficiencies observed included instances of faded bike lane stripes and uneven pavement, utility covers, drainage grates, debris, buses, pedestrians and empty waste barrels left in the bike lanes.

Thus, priorities for improving the Soquel corridor for bicycling would be to:

- 1.. Install bike lanes where they are not present. For the bridge over- and under-crossings, until they can be widened, then either adjacent parallel bypass bike paths need to be installed or better road markings and signs need to be installed to direct bicyclists into the travel lane and direct motorists to slow and yield to bikes.
- 2.. Widen substandard bike lanes and relocate parking adjacent to bike lanes to off street parking lots or, where space exists, further away from the travel lane.
- 3.. Employ a variety of physical intersection realignments and innovative treatments (e.g., bike boxes, left turn bike lane markings, bicycle traffic signals, accurate bicycle loop or camera detection, sufficient green signal time for cyclists to cross intersection, allowance for bicyclists to treat opposite side signalized T intersections as stop signs, pavement markings/coloring for cyclists' routing through intersection) to better direct and prioritize cyclists through the intersections and ensure that motorists do not cut off or crash into cyclists

Furthermore, improving the Soquel corridor for pedestrians by eliminating sidewalk gaps would also benefit cyclists because pedestrians would not have to walk in the bike lanes. And, improving the corridor for transit by constructing bus stop bays would also benefit cyclists because buses would not have to stop in the bike lanes.

Following is a detailed, although not necessarily complete, inventory of impediments to smooth, convenient and safe bicycle travel along the corridor:

Eastbound:

Riverside intersection: jog in bike lane

Riverside intersection: deep drain channel in bike lane

Oceanview to Caledonia: parked vehicles partially in bike lane

Cayuga to Seabright: faded bike lane stripe  
At Staff of Life driveway: substandard bike lane width adjacent to parking space  
Frederick intersection: jog in bike lane  
Pacheco intersection: jog in bike lane  
Hagemann intersection: uneven pavement at gutter pan which juts out around drain grate  
Forest intersection: uneven pavement at gutter pan which juts out around drain grate  
Forest intersection: jog in bike lane  
Capitola Road intersection: jog in bike lane  
La Fonda intersection: uneven pavement (brick crosswalk and utility covers)  
La Fonda to Capitola Rd extension: faded bike lane stripe  
7th to Soquel Ave/Dr: uneven pavement (utility covers)  
Soquel Ave/Dr intersection: free right turn  
Freeway on ramp: free right turn  
Winkle intersection: signalized T intersection  
Dover: signalized T intersection  
Daubenbiss to Main: parked vehicles partially in bike lane  
At Play it Again: substandard bike lane width adjacent to parking space  
Main to Center: no bike lane; vehicles parked in paved shoulder that bikes could use  
Beyond Center intersection: uneven pavement, drainage grate in bike lane  
First Cabrillo College driveway (on opposite side): signalized T intersection  
Along Cabrillo College: substandard bike lane width adjacent to parallel parking  
Park Ave. intersection: free right turn  
State Park Dr intersection: free right turn  
Aptos Wharf Rd to far end of bridge: no bike lane  
Aptos Creek Rd intersection: parked vehicles partially in bike lane adjacent to undefined/ unchannelled business parking area  
After Bay Federal to beyond underpass: no bike lane  
Before 9030 Soquel: vegetation growing into bike lane, bike lane stripe faded  
Around 9042 Soquel: vegetation growing into bike lane  
Rio del Mar Blvd intersection: free right turn

#### Westbound:

Around 9670 Soquel: parked vehicles partially in bike lane adjacent to unimproved vehicle parking area  
At 9659 Soquel: low vegetation overhanging bike lane  
At tall retaining wall beyond 9659 Soquel: vegetation, dirt, potholes in bike lane  
By 9099 Soquel (near covered bridge): rough and sunken pavement in bike lane  
Across from 9030 Soquel: debris, vegetation growing onto bike lane  
Aptos St to Trout Gulch: no bike lane  
Before Aptos Creek Rd: perpendicular parking adjacent to bike lane  
After 8017 Soquel to beyond end of overpass: no bike lane  
Aptos Rancho Dr intersection: jog in bike lane  
Before Sunset Way: gap in bike lane striping, broken pavement, drain grate in bike lane  
By 7575 Soquel and Windmere Ln intersection: vegetation growing onto bike lane  
After Aptos Hill Ln intersection: drain grate, uneven pavement in bike lane  
Along Cabrillo College: substandard bike lane width adjacent to parallel parking  
Last Cabrillo College driveway intersection: free right turn  
Park intersection: free right turn  
Center to Main: no bike lane

Porter intersection: free right turn  
Rodeo Gulch intersection: jog in bike lane  
Freeway on ramp intersection: diagonal crossing of pathway cyclists must take to stay on Soquel by motor vehicles entering freeway  
End of freeway overpass: pavement bump in bike lane  
Soquel Ave/Dr intersection: T intersection  
Around Soquel Ave/Dr intersection: utility covers in bike lane  
7th Ave intersection: T intersection  
La Fonda intersection: uneven pavement (brick crosswalk)  
Morrissey to Poplar left turn lane to continue on Soquel, separated by raised markers: no defined bike routing to access and use this narrow lane  
Poplar intersection: no bike lane stripe around the narrow corner turn lane; sharp turn for cyclists in order not to be in path of motor vehicles  
At Rite Aid driveway: poor pavement in bike lane  
Branciforte to Ocean: no bike lanes  
Front St intersection: bike lane ends abruptly at traffic signal island  
Front to Pacific: no bike lanes (removed when parking garage constructed).

I will not be at Thursday's workshop, but look forward to participating in this process so that these observed deficiencies can be remedied.

Rick Hyman