



Promoting the bicycle for transportation and recreation

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October 4, 2021

Sebastopol City Council
7120 Bodega Avenue, PO Box 1776
Sebastopol, CA 95473

RE: Agenda Item #8 Consideration of Approval of Modification to Bike Plan and Conversion of Existing Bike Lane to Sharrows

Dear Councilmembers:

I must confess that I am completely baffled by this proposal.

The introduction to the staff report states that "This item will provide the Council an opportunity to revise the bike lanes on Morris Street in response to citizen complaints," without specifying what those complaints actually are. I am one of the citizens who has complained quite a bit, and the proposed "solution" does not address the problem that I – and other cyclists – experience.

The problem about which I have complaining for over a year is obstruction of the bike lanes by the RVs parked along the east side of the street. Obstructing a bike lane is prohibited by the California Vehicle Codeⁱ. Sebastopol prides itself on being green and bicycle friendly. Two of your city goals are to

- Create a safe, healthy and attractive environment for residents and visitors.
- Maintain and expand a safe and efficient pedestrian, bicycle and transit network that connects neighborhoods with key destinations to encourage travel by non-automotive modes while also improving public health.

The City installed bicycle lanes on Morris Street in accordance with your Bicycle & Pedestrian Master Plan. According to this staff report, these lanes receive more than average traffic since Morris Street connects the Joe Rodota Trail and the West County Bike Trail.

So...the bike lanes were created to encourage cycling and keep cyclists safe. People are parking in such a way as to compromise that usage. It seems to me that the solution must address the PARKING, not replace the bike lane with an alternative that is LESS SAFE.

I will admit that I hate sharrows. Too many street users, cyclists and drivers alike, don't even know what they mean and the resulting confusion is not helpful to anyone. Research indicates that adding Class I or Class IV bikeways reduces collisions, injuries, fatalities; Class II lanes don't make a huge difference; and sharrows may actually INCREASE collisionsⁱⁱ.

So why on earth would you want to do this?

Option 2, removing parking on the west side and adding width to the remaining lanes, would be acceptable. Option 3, doing nothing, is unacceptable. The unstated remaining option would be to create a sanctioned RV parking area elsewhere.

Thank you for your consideration.

Sincerely,



Eris Weaver, Executive Director

ⁱ California Vehicle Code § 21211.

[\[https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH§ionNum=21211\]](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH§ionNum=21211)

ⁱⁱ Ferenchak & Marshall. Advancing healthy cities through safer cycling: An examination of shared lane markings. International Journal of Transportation Science and Technology 8 (2019) 136–145.

[\[https://www.sciencedirect.com/science/article/pii/S2046043018300583/pdf?md5=ebccfd8e3e8874c332087d04aa329487&pid=1-s2.0-S2046043018300583-main.pdf\]](https://www.sciencedirect.com/science/article/pii/S2046043018300583/pdf?md5=ebccfd8e3e8874c332087d04aa329487&pid=1-s2.0-S2046043018300583-main.pdf)