

**Marisa Welling**

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**From:** Lisa Bernard Jicha <lasslisa137@gmail.com>  
**Sent:** Tuesday, October 22, 2024 5:11 AM  
**To:** Clerk  
**Subject:** Please accept the plans to improve bike safety along De La Cruz and Walsh

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Dear Santa Clara city council,

I have been looking for months now for a safe and comfortable path to bicycle from my home in Sunnyvale to my work in San Jose, as a former bike commuter who would like very much to do so again. I have been stymied by wanting to find a route around De La Cruz. Both areas you are considering today, Walsh/Martin and the De La Cruz improvements, are on my planned route and having a safe protected lane there would make it so much easier and more appealing to ride that way. Please adopt the recommended improvements to help protect and encourage bicycling!

Much thanks,  
Lisa Jicha

Item #6

**Marisa Welling**

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**From:** Haojun Li <haojun.li95@gmail.com>  
**Sent:** Wednesday, October 16, 2024 12:26 PM  
**To:** Clerk  
**Cc:** Betsy Megas  
**Subject:** Public Comment for Council Meeting October 22nd regarding Bikeway Planning

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Hello Santa Clara County Clerk,

Please include my public comment as part of the Agenda packet for Council Meeting on October 22nd in regards to the Final Public Draft De La Cruz/Coleman Avenue Bikeway Planning Study:

Dear Council Members,

My name is Haojun, and I am a resident of San José in ZIP code 95126. I am writing to express my strong support for the Final Public Draft of the De La Cruz/Coleman Avenue Bikeway Planning Study.

As a frequent user of this area, I often visit the Larry J. Marsalli Dog Park, Reed Street Dog Park, and the Costco near the Caltrain Station. While I regularly bike to Costco, I am forced to take alternative routes, like Park Avenue and the pedestrian underpass at the station, because Coleman Avenue feels extremely unsafe for cyclists. The absence of safe and continuous bike infrastructure also makes it impossible for me to bike to Reed Street Dog Park with my dog trailer, as Lafayette Street lacks any dedicated cycling infrastructure. This project would greatly enhance bicycle connectivity between San José and Santa Clara, creating a safer, more accessible option for all users, and for that reason, I offer my full support.

However, I urge the Council to recognize that a two-way cycle track without dedicated bicycle signals at intersections is not a complete solution. Left-turning vehicles frequently fail to check for cyclists coming from the opposite direction, particularly at night. This poses a significant safety risk. Therefore, I recommend that all intersections along this corridor be equipped with robust lighting and clear, dedicated bicycle signals to ensure the safety of cyclists and pedestrians alike.

Lastly, I must express my disappointment that the study neglects to address the tri-level interchange for pedestrians and cyclists. As it stands, the only safe crossing of the train tracks is the Santa Clara Caltrain Station's pedestrian underpass, which is inadequate for both station access and cross-traffic. With the future BART station set to increase foot traffic, this issue will only become more pressing.

I urge the Council to adopt the bikeway study and address these safety concerns to ensure that we build infrastructure that truly reflects our city's commitment to sustainability, safety, and equity.

Sincerely,  
Haojun  
San José, CA 95126