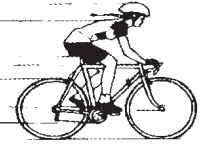


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# ChainGuard

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Volume 18 No. 1

San Diego County Bicycle Coalition

January–February 2004

*On guard for bicyclists throughout the San Diego region.*

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## **City Historical Resources Board Declares Rail Right-of-way a Historic Resource, Throws Monkey Wrench in Plans to Extend Bayshore Bikeway**

For several years engineers and planners at the City of San Diego have planned to use a section of rail right of way between Saturn Avenue and 13<sup>th</sup> Street as the next piece of the Bayshore Bikeway. This piece will allow bicyclists to get from Imperial Beach to Chula Vista without having to ride on Palm Avenue.

Although the owner of the property, the Metropolitan Transit District, has already reached an agreement with the City to lease the property to the City to use as a bike path, railroad and historical activists have been fighting to stop the removal of tracks from the right



*Future bike path?*

of way. Despite the efforts of Supervisor Greg Cox and Coronado Councilman Phil Monroe, on December 19<sup>th</sup> the railroad activists won a battle—the San Diego City Historical Resources Board voted to declare the right of way a historical resource. This means that any use of the right of way will require the City to mitigate for potential loss of historical resources. This will greatly increase the amount of money required for the project and throws into question whether or not the bike path can even be built. Currently City engineers are continuing to work on the environmental documentation for the project and will have some more definitive answers in the next few months. We're keeping our fingers crossed that some compromise can be reached that allows the construction of this important link in the Bayshore Bikeway.

## Fanita Bike Path

*Philip Erdelsky*

When California Highway 125 was extended north of Interstate 8, it obliterated part of Fanita Drive between Navajo Road and Grossmont College Drive. Bicyclists traveling north or south through this area had to detour through the Grossmont College campus.



That part of Fanita Dr. has not been rebuilt, but a bike path has been built roughly where it used to be.

The path begins on the north side of Navajo Road, just west of the exit from southbound Highway 125 (Thomas 1251 A4). Large one-way and do-not-enter signs next to the path apply to the exit ramp, not the bike path!

The path runs north along the west edge of Highway 125 to the south side of Grossmont College Drive, just west of the entrance to southbound Highway 125. It then turns northwest, runs 0.05 miles along the southwest side of Grossmont College Drive, and ends at the south end of the parking lots for Grossmont College (Thomas 1251 A3).

The path is paved with smooth asphalt, approximately 14 feet wide. It has street lights.

## Sweetwater River Bike Bridge Nears Completion

After a hiatus for bird season, work on the Sweetwater River Bike Bridge began again in September, and the bridge is currently slated to be complete in March of 2004. This piece of the Bayshore Bikeway will connect E Street and Bay Boulevard in Chula Vista to Pepper Park in National City, eliminating the need for bicyclists to cross I-5 and SR54 to cross the Sweetwater River. Says Stephan Vance, SANDAG bike guy, "It's been a long time coming, it's been a hard project, and it's cost a lot of money, but it's going to be worth it." Amen! Watch this space for information on the big ribbon-cutting ceremony sometime this spring.

### SDCBC Board

#### San Diego County Bicycle Coalition's Officers

*Chair:* K.C. Butler  
*Vice Chair:* Trevor Bourget  
*Treasurer:* Ken King  
*Secretary:* Jim Baross

#### SDCBC Board Members

Jim Baross – Sierra Club Bike Section  
Carol Carr – N. County Cycle Club  
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Jeremy Neuner  
Judith Talner  
Stephan Vance

Executive Director – Kathy Keehan  
Board meetings are held **the second Wednesday** of each month at 6:30 PM.  
Locations noted in Calendar Section.

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[www.sdcbc.org](http://www.sdcbc.org)

# Solana Beach Breaks Ground on Portion of Coastal Rail Trail



In December the City of Solana Beach broke ground on the Coastal Rail Trail. The linear park project includes creating a paved bike and pedestrian path, landscaping, and historic/interpretive markers to highlight the history and culture of Solana Beach. Covering just over a mile, the total construction costs of the project are estimated to be \$3 million dollars, most



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of which is coming from federal Transportation Enhancement Act funds. Thanks to all those elected officials who made this project fly, especially Solana Beach Mayor Joe Kellejian and Solana Beach City Councilmember Tom Golich.

# City of San Diego Buys Bike Path Sweeper

## Institutes Sweeping Schedule

Bike path riders rejoice! The City has finally purchased a bike path sweeper and dedicated a person to run it and do other bike path maintenance full time. Here is the monthly schedule for bike path cleaning:

Week 1 — West Bernardo Drive Bike Path, Coral Cove Bike Path, Carmel Mission Park, SR-56 Black Mountain east.

Week 2 — Bayside Walk, Mission Bay, San Diego River.

Week 3 — Fay Avenue Bike Path, 805 Bike Path, Balboa Ave, I15 Bike Path, Erma Rd. to Poway Road, Rose Canyon Bike Path, Rose Creek Bike Path.

Week 4 - Friars Road Bike Path, Mission Bay interchange, Quivera Way to Sea World Drive, Murphy Canyon, Qualcomm Stadium, Ocean Beach Bike Path, Saturn Avenue Bike Path, SR 94 Bike Path at Kelton.

If there are sections of bike path missing from this schedule, or you have other bike-related maintenance issues in the City of San Diego, call (619) 527-7500.

# Bike Shorts!

Jim Baross



## Escondido Gets \$ to Complete Date St. Bridge

The SANDAG Bicycle Pedestrian Working Group, a committee that provides the SANDAG Board with recommendations for spending portions of Transnet and other funding on bicycle projects, recommended awarding an additional \$84,310 to the City of Escondido. The money will be used for putting in a 72-foot-span steel walk/bike bridge across the Escondido Creek at Date Street. The bridge will provide for connecting another section of the planned off-street route through the City of Escondido.

## San Luis Rey River Path

This path in Oceanside passes under the the College Avenue, Douglas Drive, Foussat Road and Benet Road bridges. The bridges were formerly unsigned, but as of October 12 there were signs on the sides of the bridges visible from the path. They should be very helpful for bicyclists who aren't familiar with the area. It is no longer necessary to count bridges to know which one is next!

# SANDAG Proposes 4% of Transnet Funds Go to Bikes/Peds/Smart Growth

Since 1988, San Diego County residents have been paying a ½ cent sales tax for transportation projects called TransNet. This money has been used to fund hundreds of millions of dollars in roadway improvements, and \$1 million per year has been allocated specifically for bicyclists. SANDAG has used the bike portion for everything from bike lane striping and bike path construction to bike parking, children education programs and Bike to Work Day.

The original TransNet tax expires in 2007, but the need for transportation dollars is greater than ever. So SANDAG is proposing a new TransNet ordinance to go on the November 2004 ballot. This new TransNet would continue the ½ cent sales tax, but spend it slightly differently. For bicyclists, the biggest change proposed will be to eliminate the

*next column*

## East Escondido Creek Bike Path

The East Escondido Creek Bike Path is closed at and near Ash St. (Thomas 1130 A1). It appears that it may remain closed until the planned path under Ash St. is built. Eastbound bicyclists should follow the path on the north side of the creek, turn left onto Date St., right on E. Washington Ave., right on Harding St. and left into the path. Westbound bicyclists should turn left on Harding St., right on E. Valley Pkwy., right on Beech St. and re-enter the path on the south side of the creek at the end of Beech St.

\$1 million per year set-aside specifically for bikes and instead spend a percentage of the total Transnet funds on what they are calling the "Livable Communities Incentive Program" (LCIP). This program would fund bike, pedestrian, traffic calming and smart growth projects that would make more bike and pedestrian-friendly communities.

The question for bicycle and pedestrian advocates and the SANDAG Board has been how large a percentage of TransNet funds to allocate to the LCIP. Early proposals suggested something between 2% and 5% of the total TransNet monies be used for this program. With a lot of hard work from the SDCBC, Walk San Diego, and others, the current TransNet proposal is for 4%—\$380+ million dollars over 30 years, to be spent on the LCIP program. It's thanks to elected officials like Joe Kellejian in Solana Beach, Maggie Houllihan in Encinitas, Phil Monroe in Coronado, and Scott Peters in San Diego, who have spoken up in the TransNet meetings for bicyclists and pedestrians that we are getting closer to the larger fraction of funds.

The good news for bicyclists is that bike projects would be eligible for more TransNet money in this ordinance than ever before. The not-so-good news is that bike projects would be competing for that money with pedestrian, traffic calming, and smart growth projects. Our work will be cut out for us in the coming years to ensure that TransNet passes in November, and that cities create great bike projects that will compete well for the available money.

# Dangerous Merge at Mission Bay Drive

Tandem riders Dave and Betty Johnson were struck by a vehicle on October 11 while merging with traffic coming off the I5 freeway north onto Mission Bay Drive in Pacific Beach. At this writing Betty remains in serious condition with multiple fractures.

The Coalition is working with Caltrans to investigate what can be done to improve bicycle safety and access at this potentially dangerous merge. Caltrans officials Dan Gallagher, the District 11 Bicycle & Pedestrian Coordinator, and James Floyd, a Transportation Planner, have agreed to conduct the investigation. No date has been given for completion of the study.

Photos taken of the intersection indicate the difficulty of seeing any fast-approaching cars,

especially if they are in the shadows of the freeway overpass.

Effective Cycling Instructor Jim Baross says, "I am familiar with the intersection. Many of us are, since it's a funnel/choke point on many northbound bike rides. I have used it on Effective Cycling training rides—practice dealing with a merge across two lanes of freeway off-ramp traffic, high speed differential—one of the highest skills for bicyclists."

For now, bicyclists are encouraged to use extreme caution when exiting De Anza Cove at Mission Bay Park and making the left onto Mission Bay Drive, where the freeway offramp is just ahead on the right.

The Coalition Board sends our sympathy to both Dave and Betty, and our heartfelt hopes for a full and speedy recovery.

## SDCBC Calendar

**Wednesday, February 11<sup>th</sup> – SDCBC Board Meeting.** 6:30–8:30 PM, Standley Recreation Center, 3585 Governor Drive, San Diego. Open to everyone.

**Wednesday, February 25<sup>th</sup> – Volunteer night.** 6:30–8:30 PM, Location TBD. Envelope stuffing and story sharing. Come join the fun.

**Wednesday, March 10<sup>th</sup> – SDCBC Board Meeting.** 6:30–8:30 PM, Standley Recreation Center, 3585 Governor Drive, San Diego. Open to everyone.

**Wednesday, March 24<sup>th</sup> – Volunteer night.** 6:30–8:30 PM, Location TBD. Folding the next edition of this newsletter, eating pizza and having fun. Don't miss it!

### Leftover Holiday money?

Has your membership expired? Check your address form on this newsletter. If your membership has expired, or is set to expire soon, why not take a moment to renew?

Regular individual annual membership is only \$25.00 to help support SDCBC and to bring you the *ChainGuard* for a year. Or join for "A Buck A Week" (\$52 per year) and receive a SDCBC bumper sticker and a copy of "Street Smarts". Join for \$100 a year and get a special SDCBC T-shirt to show your "Velorevolutionary" spirit!

Other levels of membership, tax-deductible donations, and bicycle club member discounted memberships are available. Call (858) 487-6063, e-mail to [execdir@sdcbc.org](mailto:execdir@sdcbc.org), or visit our web site at [www.sdcbc.org](http://www.sdcbc.org) for more information and registration.

Or just send your (large) check and this registration form to: SDCBC, P.O. Box 34544, San Diego CA 92163

#### Membership Registration Form

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please do not share my name with other organizations.

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# The Bridges at Lake Hodges

Carol Carr

There are three bridge projects affecting bicyclists near the I15 freeway at Lake Hodges in Escondido. The Coalition has been putting in long hours working with planners and government officials on all three projects, to assure that bicyclists' needs are met.

Designs for a new bicycle and pedestrian bridge over Lake Hodges just west of I15 are grinding slowly through the permit process, with construction beginning, at best, in September 2004. North access will be from the San Dieguito River Park path that starts at Sunset Drive. South access will be from West Bernardo Drive/Pomerado Road where it crosses over the I15 freeway.

Second, the bike lanes on the existing freeway bridge over the lake (the I15 bridge) were recently enclosed by K-rails. With the I15 managed-lanes multi-year construc-

tion project starting, Caltrans has tentatively agreed to keep the bike lanes open in both directions during construction. The Coalition is asking Caltrans to provide at least a 4-foot-wide bike lane by narrowing the car lane striping a few inches, however, Caltrans has proposed a narrower bike lane. Four feet is the standard for a one-way bike lane. The Coalition is also asking Caltrans to sweep the bike lane periodically.

The third bridge is the W. Bernardo Drive I15 overpass, just south of the lake, which Caltrans will tear down and replace. Caltrans proposed a 12-foot-wide multiuse path on the westbound (north) side of the new W. Bernardo Drive overpass leading to the new bike/ped bridge, with a 4-foot shoulder eastbound and a narrow, 2-foot shoulder westbound. With significant encouragement from the District 11 Bicycle/Pedestrian Coordinator, Dan Gallagher,

Caltrans agreed to change their proposal for the bike path to be 10 feet wide and both shoulders 4 feet wide.

Concrete K-rails will separate the W. Bernardo Drive multiuse path from the roadway, to keep cars off the path. But it will also keep bicyclists, who continue on the roadway shoulder outside of the railing, from reaching the bike/ped bridge. Caltrans agreed, at the Coalition's urging, to put a gap in the railing to allow street access for bicyclists entering and leaving the bike/ped bridge at the signalized intersection at the south abutment. There will not be a left turn pocket at the light for bikes, but there will be a pedestrian button that activates a "bike only" phase of the light. Bicyclists traveling east on W. Bernardo Drive must make a left turn a block or so before the bike/ped bridge, to reach the multiuse path.

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