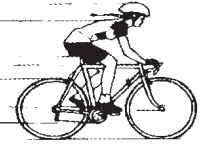


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# ChainGuard

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Volume 19 No. 5

San Diego County Bicycle Coalition

October–November 2005

On guard for bicyclists throughout the San Diego region.

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## Grade Separated Crossing Planned for SR56 Bikeway at Black Mountain Road

At its September 7 meeting, the Rancho Penasquitos Planning Board, a City of San Diego community planning group, approved partial funding for a grade separated crossing for the SR56 bikeway at Black Mountain Road. The City will seek additional funds for the \$4 million project by spring 2006.

Representatives from Boyle Engineering described for the planning board the various alternatives, estimated costs and justification.

Currently bicyclists must dismount and use a pedestrian button to cross Black Mountain and continue on the bikeway. Grade separation means the bicyclists would pass through the intersection without stopping, either on an underpass or a bridge. The planning board favored the bridge concept.

Of the 13 existing connections along the two-way bikeway, all but five now are grade separated. The original designs for the bikeway called for all grade separated crossings.

Kathy Keehan, Coalition Executive Director, was present at the marathon late-night meeting to encourage approval of the project, along with a number of interested bicyclists. "This is a controversial project in Rancho Penasquitos," said Keehan. "It would not have happened without those of you who turned out to support the project. Thank you for being there!"

Although Boyle Engineering pointed out the health benefits of bicycling, and the safety benefits of a grade separation, the board approved the change primarily to help the traffic flow on Black Mountain Road. At peak travel times during the day, there is a steady stream of bicyclists and pedestrians in the crosswalk. Traffic must stop for



30 seconds while bicyclists and pedestrians cross 114 feet of roadway, resulting in a possible 10-15 minute per hour delay for drivers.

Next the consultants must analyze the design alternatives to find the best workable solution at the least cost.

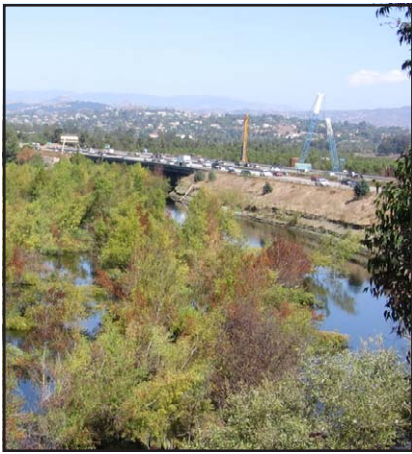
The existing nine-mile bikeway handles an estimated 500-700 daily trips for both recreational and commuter bicyclists, one of the highest estimated usage statistics in the county. Usage is expected to grow to 1000-1400 daily trips in the near future.

Long range plans call for another four miles to be added to the bikeway at the east and west ends.

## Lake Hodges Bike/ Ped Bridge Plan Inches Forward Amid Opposition

Plans for the San Dieguito River Park bicycle/ pedestrian bridge that will span Lake Hodges just west of where the lake passes under the I-15 freeway in Escondido took another small step

*Next page*



forward amid opposition from the local planning group and others.

At its September 20 meeting, the San Diego City Council voted to go ahead with the project, with the stipulation that the bridge be closed from 9:00 PM to 6:00 AM, a restriction the local planning group, as well as the water department, desire because of security concerns.

The Council also agreed to support the Coalition's request to Caltrans that the freeway shoulder remain open to bicyclists as an alternative to the bike/ped bridge.

It was Councilman Scott Peters, who becomes a better friend to bicycling every day, who made sure the recommendation to Caltrans was included in the motion.

"This is good news. At least things are still moving forward," said Kathy Keehan, Coalition Executive Director.

"As a cyclist and District 1 citizen, I would like to thank Scott Peters for making the effort and succeeding in including the recommendation to Caltrans to keep the I-15 freeway shoulder open for cyclists," said Serge Issakov, Coalition board member.

The search goes on for more construction funds. The Park received a \$3 million federal transportation grant for the project, and SANDAG contributed \$500,000. Officials are now seeking other grants as well as funds for the southern access route. The price tag rose when last winter's rains filled the lake. The water department was to have drawn down the lake last summer for construction to begin, but declined in favor of saving water.

The bridge will connect the Park's North Shore Trail with West Bernardo Drive on the southern shore. The bridge will be 14 feet wide and span 990 feet. A second phase of the project will create a bicycle path along West Bernardo Drive, stretching south about a half-mile to Rancho Bernardo Community Park.

Northern access is from Sunset Drive east of the I-15, with the path crossing under the freeway to reach the bridge site, although the City of Escondido may provide access directly from Via Rancho Parkway on the west side of the freeway.

## More Free Bike-for-Life Classes

The Coalition will continue to offer free classes to the general public, or at least until the City of San Diego's grant for bicycling education classes runs out of SANDAG funds.

For the latest schedule of classes, check the Coalition website at <[www.sdcbc.org](http://www.sdcbc.org)>. Or you can contact <[bikeforlife@sdcbc.org](mailto:bikeforlife@sdcbc.org)> for more information. The website has registration forms.

## SDCBC Board

### San Diego County Bicycle Coalition's Officers

*Chair:* Brian Parent  
*Vice Chair:* Stephan Vance  
*Treasurer:* Kerry Kunsman  
*Secretary:* Jim Baross

### SDCBC Board Members

Suzanne Behrendt – SD Wheelmen  
 Carol Carr – N. County Cycle Club  
 Philip Erdelsky – Rainbow Cyclists  
 Chuck Gilbert – SD Cyclovets  
 Ken King – Knickerbikers  
 Andrew Lee – GS Adams Ave. Bike Club  
 Tony Pietsch – SD Tandem Club  
 Myles Pomeroy – Sierra Club Bike Section  
 Serge Issakov – SD Bicycle Club  
 Greg Zackowski – Triathlon Club of SD  
 Jim Baross  
 Roman Beck  
 Chris del Nagro  
 Everett Hauser  
 Kerry Kunsman  
 Bill Matella  
 Brian Parent  
 Judith Talner  
 Stephan Vance

Executive Director – Kathy Keehan  
 Board meetings are held on Wednesdays once a month at 6:30 PM. Dates and locations noted in Calendar Section.

*ChainGuard* editor is Carol Carr; layout by Fulton Martin

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## Fatal Crash Leads to Promise of Roadway Improvements

On August 23, a fatal crash occurred between a cyclist and a minivan on Kearny Villa Road. Marine Captain Patrick Klokow, 29, of Santa Clara was killed while passing through the Kearny Villa Road interchange with the 163 freeway.

Kearny Villa Road is an expressway with 60 mph speeds and free right turns onto the 163. Anxious drivers stack up at this interchange in the afternoon, many of them workers leaving nearby Miramar Air Station.

Immediately after the crash, many concerned cyclists contacted the Coalition asking what could be done to make Kearny Villa Road safer. To address this question, a meeting was held September 26 among representatives of the Coalition, Councilman Madaffer, the City of San Diego Traffic Engineering section, Caltrans and others.

The tone of the September 26 meeting was encouraging for bicyclists, as attendees focused on how to get past the bureaucratic hurdles to make changes as quickly as possible.

The Coalition would like to see the unimpeded "free right turns" reconfigured, so that auto traffic must stop at the traffic light, then turn onto the freeway. This would make it easier for bicyclists to negotiate the interchange. While it would take a minimum of two years for such a change, those at the meeting suggested other traffic calming

methods easier to put in place now. These may include more "share the road" signs, better lane striping, crossings with flashing lights, and signs encouraging cyclists to use detours such as Harris Plant Road to get around the intersection. The last one would be only an option since bicyclists cannot be barred from the expressway.

The Coalition supports these measures and also will ask for more road surface maintenance and speed limit enforcement on this road.

In September several memorial rides were held by local cyclists to call attention to the danger of the interchange. "The memorial rides and media attention made a difference," said Kathy Keehan, Coalition Executive Director. "The only way to really make changes is to be sure this incident doesn't get forgotten."

Bicyclists are encouraged to use the three-month and six-month anniversaries of the August 23 crash to contact your City Council member to ask what they have done to improve bicycle safety on Kearny Villa Road. Mark your calendars for November 23 and February 23 to call or send an email. Kearny

Villa Road is in Councilmember Madaffer's jurisdiction; you can call his office at (619) 236-6677.

## Donations to the Coalition

Richard Klokow, the father of the Marine Captain killed August 23 on Kearny Villa Road (see above article) has requested that friends and family make contributions in his son's name to the Coalition, to be used for bicycle safety programs, particularly in the San Diego area. Contributions are tax-deductible; please include Mr. Klokow's name and we will mail you a receipt. Send contributions to the address on page 2.

The Coalition would also like to gratefully acknowledge the

*continued next page*



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### ACCIDENT TIPS

- **Request a Police Report**
- **Seek Immediate Medical Attention**
- **Document All Witnesses**
- **Take Photographs: (Car, Bike, Clothes, Signage & Injuries)**
- **Lost Wages: Have your doctor verify your non-ability to work in the form of a temporary disability slip which acts as proof.**
- **Lifestyle Change: Document how the injury has affected life, family, and recreation and how it will do so in the future. Photos, training logs etc.**
- **Insurance Adjusters: When an insurance adjuster calls you, tell him/her to contact your lawyer. Do not give a statement or sign records releases.**

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recent generous donation of the Cyclo-Vets Bicycle Club to further the work of the Coalition.

## Two New Bike Lanes Will be Added in Imperial Beach

On September 7, the Imperial Beach City Council approved two new bike lanes in a move to slow traffic and give bicyclists a safer path through town.

A bike lane will be added along 7<sup>th</sup> Street between the Bayshore Bikeway and Palm Avenue, and another along Palm Avenue between 3<sup>rd</sup> and 7<sup>th</sup>, both of them connecting at Palm Avenue. The Bayshore Bikeway runs from the Coronado Strand to 13<sup>th</sup> Street.

The bike lanes will be funded by the capital improvements budget, and by a grant from SANDAG.

Other traffic slowing measures include curb extensions, landscaping, an 8-foot parking lane, and one 11-foot wide lane for cars in each direction in lieu of two lanes in each direction on Palm Avenue.

Council members selected the most extensive and expensive traffic slowing option because they felt they should consider the growing popularity of the 24-mile Bayshore Bikeway and what that could mean for Imperial Beach. They hope the new bike lanes will help slow traffic.

The project is expected to take a year to design and develop.

## Bike Shorts!

Jim Baross



### Old Otay Mesa Road Re-Opened

After a long closure, Old Otay Mesa Road has been reopened to motorists, bicyclists and pedestrians. It is the only reasonably direct route for bicyclists between San Ysidro and Otay Mesa.

### Coronado-San Diego Ferry Fare Raised

The one-way fare (bicycle included) for the Coronado Ferry, an essential link in the Bayshore Bikeway, has been raised from \$2.75 to \$3.25, an 18% increase! Meanwhile it is still free to drive across the bridge that is closed to bicycle access.

### Door Zone Bike Lane

Bike lanes have recently been painted on Sunset Blvd. in Mission Hills between Coats St. and Ft Stockton Dr. Sunset Blvd. is a fairly well-used bike route through the Mission Hills area, but too bad the lanes are squarely in the door zones

of parked cars. Be careful and keep to the left edge of the lane when parked cars are present!

### Via de la Valle Bike Lanes Done

The addition of bike lanes to Via de la Valle in Del Mar between El Camino Real and San Andreas (see June-July issue of the ChainGuard) is now complete. Check it out!

### Road Biking Attracted 79M Americans In 2004

According to a July 27<sup>th</sup> Bicycle Newswire article, "With Lance Armstrong's historic 7<sup>th</sup> consecutive victory at the Tour de France, it seems more and more Americans are dusting off bikes, pumping up tires, and heading out to enjoy some two-wheeled recreation. According to Outdoor Industry Foundation's most recent study *Outdoor Recreation Participation in the United States*, 79 million Americans (age 16 and older) got on a bike in 2004, making it continue to be one of the most popular of the 22 human-powered outdoor activities in the United States."

### Protection from Tail-gaters?

The portion of the Murphy Canyon Bike Path next to the northeast corner of the

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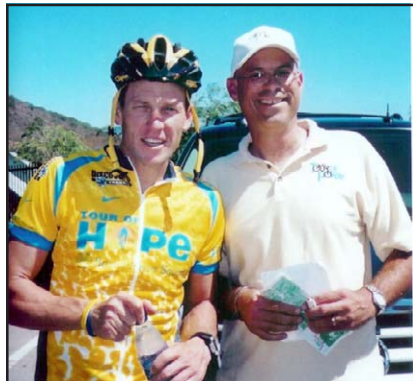
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>NEW WEBSITE!<

Qualcomm Stadium parking lot has been restored. It now has a fresh, smooth asphalt surface, a berm separating it from the parking lot, bicycle icons painted on the pavement, and some signs.

## Lance Armstrong in San Diego for Tour of Hope



Lance Armstrong came to Scripps Green Hospital on Sept. 29 for the start of the Tour of Hope, a cross-country ride to raise awareness for laboratory trials for cancer. So guess who got his picture taken with Lance? Our very own local bicycling activist and former chair of the Coalition, K.C. Butler. Way to go, K.C.!

## SDCBC Calendar

**Wednesday, October 26<sup>th</sup> – SDCBC Board Meeting.** 7:00–8:30 PM, Standley Recreation Center, 3585 Governor Drive, San Diego. Open to everyone.

**Wednesday, November 9<sup>th</sup> – Volunteer night.** 6:30–8:30 PM, Location TBD. Envelope stuffing, pizza eating and story sharing. Please join us!

**Wednesday, November 30<sup>th</sup> – SDCBC Board Meeting.** 7:00–8:30 PM, Standley Recreation Center, 3585 Governor Drive, San Diego. Open to everyone.

**Wednesday, December 14<sup>th</sup> – Volunteer night.** 6:30–8:30 PM, Location TBD. Newsletter folding, pizza eating and story sharing. Everyone welcome!

## Want your Newsletter by Email?

The Coalition is considering offering our ChainGuard newsletter via a website link to any member who volunteers to accept it in this format.

If you agree, please email the newsletter editor at [caroldcarr@sbcglobal.net](mailto:caroldcarr@sbcglobal.net) to say you are willing to switch to a paperless newsletter. If you've already responded, no need to reply a 2<sup>nd</sup> time.

We'll let you know if and when we make this offer available. Until that happens, you will continue to get a paper newsletter in your snailmail box.

## Newsletter Folding Party Needs Your Help

Every other month volunteers gather to fold the newsletters and prepare them for mailing. Look for the date of the next "Volunteer Night" in the Calendar section of this newsletter, and please join us if you can. We also provide a light meal and drinks, and plenty of conversation, all on your favorite topic—bicycling!

**Fall Swap Meet at the Balboa Park Velodrome is November 6<sup>th</sup>...**

## 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 "Velo-revolutionary" spirit!

Other levels of membership, tax-deductible donations, and bicycle club member discounted memberships are available. Call (858) 487-6063, email 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

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone (    ) \_\_\_\_\_ Email \_\_\_\_\_

add my e-mail address to the SDCBC email list-server.

please do not share my name with other organizations.

Membership Level/Donation \$ \_\_\_\_\_

# Road Safety: Your Help Needed for Bike Path Protection.

*Jim Baross*

You may know that Californians who are injured as a result of the negligence of others can usually collect for their damages. And if injured as a result of negligent design or maintenance of a public roadway, bike route, or bike lane, the same is true.

But, you should be surprised to learn that people who are injured on a **bike path** as a result of poor or negligent design or maintenance cannot win payment for their damages in California, even when it involves the same negligence and the same injuries! No recourse! Some might say, "That just ain't right!"

Some previous court cases have set a precedent by mistake. The terms "Trail" and "Bike Path" got

confused. Bike paths are now inappropriately considered by the courts to be the same as use-at-your-own risk dirt trails; they are not treated like other public facilities. And people are literally paying the price.

California has design, construction, and maintenance standards for all of its transportation facilities, including standards for bike paths. This is done so that people can travel there by bike with the expectation that they will be relatively safe from design defects: no blind corners, too-steep downhill, ruts or defects. But there are no state design standards for trails, which are specifically removed from owner liability so that the land owner will be more likely to allow public use of that trail.

Changing this mistaken legal precedent requires appealing the right case at the right time with the right legal team and enough resources to carry the fight. We now have the right case, time and team. The City of Los Angeles made design errors, and David Prokop was injured as a result. LA claims immunity, calling their bike path a trail.

Bicyclists have started the fight. The California Association of Bicycling Organizations, or CABO (see <[www.cabobike.org](http://www.cabobike.org)> for more info.) needs your monetary help to pay for the legal costs of this fight. Contributions are tax deductible; mail to CABO Treasurer, 2601 E. Victoria St., #344, Rancho Dominguez, CA 90220-7259.

*Has your SDCBC membership expired?  
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