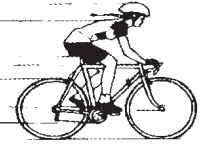

ChainGuard



Volume 17 No. 4

San Diego County Bicycle Coalition

September–October 2003

On guard for bicyclists throughout the San Diego region.

Improvements to the Bayshore Bikeway

By Carol Dickinson Carr

The long-awaited Bayshore Bikeway around San Diego Bay should take a step forward in March 2004 with completion of a critical bridge across the Sweetwater River in National City.

On Sunday, August 17th, a group of sixteen Coalition members rode their bikes along the route of the Bayshore Bikeway, stopping at the site of the half-built bridge, and at various other sites where improvements are planned. Stephan Vance of SANDAG (San Diego Association of Governments), Kathy Keehan, Executive Director of the Coalition, and Dan Gallagher, Caltrans District Bicycle and Pedestrian Coordinator, provided insights.

The bridge over the Sweetwater River and a new one mile section of bike path follow the west side of the Interstate 5 and State Route 54 interchange between National City and Chula Vista. It will connect to Bay Boulevard and E Street in Chula Vista, eliminating a mile or so of riding busy city streets.

“There’s not much left to do now that pilings are in,” said Kathy. The bridge project was described in the November – December 2002 issue of *ChainGuard*. Construction delays last spring halted the project, then bird-nesting season arrived at the adjacent Sweetwater Marsh Natural Wildlife Refuge, stopping work until fall 2003.

At the salt evaporator ponds at the foot of Main Street in Chula Vista, Stephan pointed to a dirt road and two abandoned railway bridges cutting southwest across open land. The bikeway will follow the dirt road to connect with the existing Imperial Beach bikeway, according to Stephan,

In order to construct a bike bridge over the Sweetwater River flood control channel Caltrans needs to erect falsework that will require a temporary closure of the bike path on the north levee. The closure is scheduled to begin September 15, 2003 and end March 15, 2004. The current construction schedule shows the falsework in place for this entire six month period. The proposed bike detour: From Pepper Park bikes would be rerouted north on Tidelands Avenue, then east on Civic Center Drive, then south on Wilson, then east on West 22nd, then south on Hoover to reconnect with the bike path at 33rd Street. This revised detour will avoid the construction planned by the City at Bay Marina Drive / Mile of Cars Way.

again avoiding a mile or more of busy city streets. Construction is scheduled for 2005, although environmental hurdles are still ahead for the project.

We stopped as we neared Route 75 in Imperial Beach to admire the existing paved, 2-way bikeway, and to study the site of an already-funded half mile spur to be built by February 2004. The spur will provide bicyclists safe access south into Imperial Beach’s business and recreational areas. The spur will match the bikeway’s Class I design: a paved, two-lane trail at least twelve feet wide for the exclusive use of bicyclists and pedestrians.

The last eight miles into Coronado we cruised along the flat, scenic bikeway built on the former site of an old railroad bed paralleling the Silver Strand Highway. Here, several signs identify the Bayshore Bikeway. We felt more such signs are needed throughout the route. If all goes well, the route should be shaping up by 2005, attracting visitors and locals to our beautiful bay.

I-805 Freeway Shoulder Access Denied

The Coalition has long argued for allowing bicyclists to ride freeway shoulders where appropriate. While not for everyone, experienced cyclists generally find freeway shoulders no more dangerous than many of our overcrowded city streets.

The Coalition has successfully lobbied in the past to get several sections of San Diego freeways open to bicyclists. These include, for example: I-5 between Sorrento Valley Rd. and Genesee; I-52 between Santo Rd. and Mast Blvd; I-15 between Center City Pkwy. and Via Rancho Pkwy.; and I-15 between Via Rancho Pkwy. and Pomerado Rd.

So when Caltrans turned down the Coalition's request to open I-805 between Nobel Dr. and Governor Dr., we resolved to continue the fight. "We are going to take this battle to the next higher level," said Kathy Keehan, Executive Director.

For months representatives from both sides have investigated issues such as intersections, grades, shoulder width, accidents, speeds, traffic volume, and travel time on this and the alternate route, Nobel to Genesee to Governor.

The Coalition believes that the arguments presented by Caltrans are not reflective of Caltrans' own criteria as stated in their Highway Design Manual, which says, in part, that their intent is to assess "the

safety and convenience of the freeway as compared with available alternate routes."

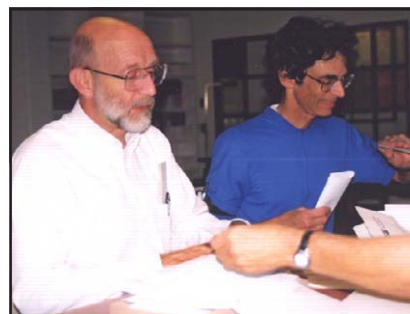
In reviewing safety issues, the Coalition pointed out that the alternate route presents more intersections to pass through. "Intersections are the site of most bicycle collisions with motor vehicles," said Jim Baross. "This stretch of freeway, if open to bicyclists, would have far fewer intersections, wider shoulders, more gradual grades to climb, and no bus stops to maneuver around."

In denying the request, Caltrans representative Erwin A. Gojuangco says "the MBGR [metal beam guard railing] would restrict bicyclists' evasive maneuvers to avoid errant vehicles that may go off course." He continues, "There is evidence of tire skid marks on the shoulders in both directions that show past incidents where vehicles deviated from the travel lanes onto the shoulders."

"I-805 would not be open to ANY traffic if motor vehicle traffic was held to the same unrealistic safety standard that is apparently being applied here for bicycle traffic," Jim Baross countered.

A bicyclist with some legal background could significantly help win our case. Is that bicyclist you? Do you know a bicyclist who would volunteer to help us with this? Do you ride in this area, and how do you feel about Caltrans' remarks?

Please call the Coalition today if you can help!



Jim Baross and Philip Erdelsky help out on Volunteer Night.

SDCBC Board

San Diego County Bicycle Coalition's Officers

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Vice Chair: Trevor Bourget
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Secretary: Jim Baross

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Jim Baross – Sierra Club Bike Section
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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

Bike Shorts!

Jim Baross



Is Camp Pendleton a Bike Route or Not?

Sometimes bicyclists are being permitted to ride the north-south route through Oceanside's Camp Pendleton if at least one in the group has an active or retired military ID. All other riders have to show ID as well. Other times all bicyclists are turned away, and there does not seem to be a

clear policy. K.C. Butler, Chair of the Coalition, is working on clarifying and maybe easing the on-and-off restriction on bicycle travel through the base that started after the September 11, 2001 terrorist attacks in New York. We'll keep you posted on this important issue.

Bike Map Updating

SANDAG is preparing to reprint the San Diego Regional Bike Map from the current version 2002. Ideas for improvements, or changes in suggested or other routes are being asked for. Suggestions can be directed to your city's public works department or to the San Diego County Bicycle Coalition. By the way, while supplies last, the maps are available for free from Ridelink (619) 231-BIKE (2453).

of working versus sport cycling, just a great handling of the subject all-around! You were very articulate and appealed to all levels of cyclists."

Thanks, Jim! Let's hope thousands of other San Diegans listened in, too.

Early Warning! North Torrey Pines, Salk Institute Road, and Gilman Drive

The City of San Diego will soon start construction on a major sewer pipeline that will disrupt traffic on North Torrey Pines Road from Salk Institute Road to Gilman Drive. The start date for the 2-month weekday project was not known at publication time. From La Jolla Scenic Drive North to Salk Institute Road, the new sewer line will be in the existing northbound traffic lanes, and will switch to southbound lanes from Salk Institute Road to Torrey Pines Scenic Drive. Traffic may be reduced to one lane in each direction during construction.

Another Warning! I-5 Access between Genesee and Sorrento Valley Rd.

The bike lane on I-5 going north from Genesee to Sorrento Valley Rd. has been narrowed due to construction at the merge of the I-5 and I-805 freeways. Two rows of concrete barriers (K-rails) have been placed along the shoulder. **Please be careful!** Don't miss the entrance between the two barriers, as two bicyclists recently did, or you will be funneled into the freeway lane with no room for motor vehicles to move around you. Luckily, both riders escaped; one walked his bike back to the bike lane entrance.

Bicyclists on KPBS Radio

The Coalition's own Jim Baross was a guest on the July 14 *These Days* program on KPBS radio, discussing bicycling in San Diego. After listening to the show, Bill Matella said of Jim, "I listened to you and Steve Hegg (and Tom Fudge) on KPBS just now. Great job by all three of you. Very good balance



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- 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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San Diego Adopts Trenching Ordinance

Kathy Keehan

September 9, 2003

Good news for bicyclists tired of badly patched trenches in the bike lane—the City has passed a trenching ordinance which will prohibit any company from trenching a street within three years of the street's last reconstruction or resurfacing.

According to Toni Atkins' office—"Specifically, the ordinance establishes a moratorium on trenching city streets within three years of a resurface job and one year of a slurry seal project. After the one-year moratorium for slurry sealed streets, utilities will be required to re-slurry streets from curb to curb in years two and three, instead of just patching the areas that have been trenched. The ordinance also has provisions that require trenching companies to pay an excavation fee, resurface the entire street or provide the city with a warranty for the work when they put a trench in a road after the three year moratorium. Additionally, under the ordinance all utilities and city departments will be required to correct or repair their work within 30 days. And in October of this year, all utilities doing work on city streets will be required to attend a full day workshop on best methods for restoring the street."

All aspects of the ordinance cover City Departments as well as independent trenching contractors.

At the City Council meeting, the Mayor urged citizens to call his



*Trench right down the middle—
thing of the past?*

office to report new trenches that do not meet the new standards. Many thanks to the Mayor and City Council, especially Brian Maienschein and Toni Atkins for their hard work getting this long overdue ordinance in place.

SDCBC Volunteer Opportunities

We need you! Do you ride a bike in San Diego County? Would you like to see better bike facilities and more public education about bicyclists' rights and safe bicycling? We're looking for a few energetic volunteers to help with our ongoing advocacy efforts. Here are some examples of what we are looking for:

- People to track bicycling issues. We need eyes and ears in your community. Do you read the local paper? Are you involved in your local planning board? You can help bicyclists at the same time by letting the Coalition know about projects that impact bike facilities or have opportunities for bike access. Maybe there's a development in your neighborhood that should have a bike path connecting homes to schools. Maybe there's

a shopping center going in and they are widening the road and taking out bike lanes. We need to know!

- People to spread the word about the Bicycle Coalition. We need folks to distribute newsletters to bike shops. People to help us design a great flyer to tell everyone about the Coalition and what we do. People to work with local bike clubs and spread the word.

- People to write articles for our newsletter, the *Chain Guard*. We're always looking for newsletter content. Maybe there is a bicycle facility or a bicycling issue that is dear to your heart. Share it with the rest of us with an article for the newsletter!

- People to raise funds to pay for our advocacy programs. The Coalition is a membership organization, but memberships only cover part of our expenses. Maybe you would like to help us host a dinner, online auction, or bike ride to raise funds for bicycle advocacy. A few creative ideas can go a long way in this area!

- People with great ideas and the energy to carry them out. There are a million projects out there just waiting to be done. Want to track bicyclist injury rates? Want to refurbish old bikes to donate to needy kids? Want to teach bike safety classes? Want to organize a bike path cleanup in your neighborhood? We can do it, if we have someone to spearhead the project. Maybe **you** are that person!

To volunteer for any of these positions, or just to chat about where you might fit into the Coalition, call or email our volunteer coordinator Judy Talner <jtalner@earthlink.net> (858) 456-1155.

Transportation Enhancement Funding Restored

(From Martha Roskowski – America Bikes)

September 5th, 2003

“House of Representatives voted to restore funding for the Transportation Enhancements program in the 2004 Transportation appropriations bill. The bipartisan effort was led by Representatives Petri (R-WI) and Olver(D-MA). Huge thanks to everyone who wrote letters, made calls and let Congress know that the Enhancements program was important. Your voice was heard!

SDCBC Calendar	
<p>Wednesday, October 8th – SDCBC Board Meeting. 6:30–8:30 PM, Caltrans Headquarters, 2829 Juan St. in Old Town San Diego. Open to everyone.</p> <p>Wednesday, October 22nd – Volunteer night. 6:30–8:30 PM, Friars Village Condo Complex Clubhouse, 1190 Camino Copete. We will be stuffing envelopes and eating pizza</p>	<p>(hopefully not simultaneously!) Come join the fun.</p> <p>Wednesday, November 12th – SDCBC Board Meeting. 6:30–8:30 PM, Standley Recreation Center, 3585 Governor Drive. Open to everyone.</p> <p>No volunteer night in November on account of Thanksgiving.</p>

This victory not only restores \$600 million in dedicated funding for 2004, it puts the bicycle and pedestrian community on strong footing for the bigger battle over the reauthorization of TEA-21, the six year transportation funding bill.”

Note from the editor – Federal Transportation Enhancements Program (TEA-21) funding is used to build bike facilities and walking

trails throughout the country. The Enhancements were left out of the Transportation appropriations bill as it left committee, but an amendment by Petri and Olver restored that funding. The entire San Diego Congressional delegation voted to restore the Enhancements funding, even Duke Cunningham who voted against the Enhancements in committee. Your local calls made a difference!

Got some money burning a hole in your pocket?

Help us out! Renew your membership, or simply make an extra donation to the SDCBC using the form below to take advantage of this opportunity!

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, or visit our web site at 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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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 \$ _____

SDBC—57 Years of Racing!

Bob Richardson

The San Diego Bicycle Club wants to take this opportunity to thank the SDCBC board and members for all their efforts to keep our roads in San Diego County open, repaired and safe for cyclists. The SDDB was founded in 1946 as a racing club and has produced National and Olympic team riders, as well as a Women's World Champion. Some of our riders have gone from new juniors to racing on professional teams; some in Europe.

One of our past presidents and director of the highly successful Fiesta Island Time Trial Series, Todd Willis, is launching an Elite Men's Team of six riders (Category 1 & 2) within SDDB, and we are also recruiting and

forming a Junior Racing team that will carry on the SDDB colors for many years to come. Our Women's Team has a number of up and coming racers, including Annette Padilla (State TT champion) and Stacey Auer (winning two races in her second year). We have a promising Junior Girl, eleven year old Amanda Duarte, who also races at the Velodrome.

We are also proud of 79 years young Bob Bergen, one of the original members in 1946, and still racing and collecting State and National titles.

Most of our training occurs on the roads of San Diego County, and we know first hand the importance of cyclists and drivers of motor vehicles getting along. Our Saturday rides have



Photo by Oba Hall

Stacey Auer at Cal State San Marcos Criterium

been broken down into three groups, to keep the large mass more manageable, but also to help bring up newer riders and racers in a safer group environment. To find out more about SDDB and our year-round activities please visit our website at <www.sdbc.org>.

Ride safe, and I'll see you on the road.

*Has your SDDB membership expired?
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