

(R-82-794)

RESOLUTION NUMBER R- 255474

Adopted on DEC 8 1981

WHEREAS, the Third Annual American Youth Hostels Grand Bicycle Tour of Five Cities is to be held on Sunday, February 28, 1982; and

WHEREAS, the Bicycle Tour is to start in the City of San Diego and proceed over the San Diego - Coronado Bay Bridge; and

WHEREAS, the Department of Transportation, State of California (CALTRANS) requires the City Council of The City of San Diego to adopt a resolution expressing strong local interest and support for the Bicycle Tour before they will partially close the San Diego - Coronado Bay Bridge for the Bicycle Tour; and

WHEREAS, the State of California Highway Patrol (CHP) has expressed opposition to the event in an April 9, 1981 letter to the Public Services and Safety Committee of the City Council (Attachment I); and

WHEREAS, the City Council of The City of San Diego is concerned with the safety of its citizens and all participants in the Bicycle Tour; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, that The City of San Diego is strongly interested in and

supportive of the Bicycle Tour provided that the agency issuing the permit (CALTRANS) to utilize the San Diego - Coronado Bay Bridge can make a finding that the Bicycle Tour is safe for all participants and that the concerns of the CHP have been mitigated.

APPROVED: John W. Witt, City Attorney

By Stuart H. Swett
Stuart H. Swett
Chief Deputy City Attorney

SHS:rc:066
11/4/81
Or.Dept:PS&S

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3:30
EDMUND G. BROWN JR., Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
4902 Pacific Highway
San Diego, CA 92110
(714) 296-6661



645.2836.A4261

April 9, 1981

Ernie Anderson, Consultant
San Diego City Council Committee
On Public Services And Safety
San Diego City Administration Bldg.
San Diego, California 92101

Dear Mr. Anderson:

Hazards and accidents observed during a recent bikathon prompt our decision to seek your cooperation. We respectfully request the San Diego City Council to refuse to pass Resolutions which permit bicycle events on the San Diego/Coronado Bridge.

The California Highway Patrol (CHP) provides traffic law enforcement services on the bridge. While assuming that role during the American Youth Hostels Bikathon on February 22, 1981, our employees observed a number of accidents and related circumstances which should be considered when evaluating future requests to use the bridge for similar events. We have two specific concerns:

1. The bridge was not designed for bicycle traffic. When they are permitted on the bridge in large numbers, they are exposed to a variety of extremely hazardous conditions.
2. Motorists who travel between Coronado and San Diego are inconvenienced and do not have full use of the bridge during special events.

Certain legislative requirements must be fulfilled prior to obtaining a permit to partially close the bridge for special events. Any organization desiring to use the bridge for a special interest purpose must obtain a Joint Resolution from the State Senate and the State Assembly requesting local government agencies to cooperate

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and make arrangements to accommodate the event. Additionally, the organization is required to obtain a Resolution from the City Councils of both cities, San Diego and Coronado. Subsequent to issuance of the required Resolutions, the State of California Department of Transportation (CalTrans) evaluates the request and issues the encroachment permit.

Encroachment permits always require specific action to satisfy conditions which are outlined in the document. The sponsoring organization, San Diego Police Department, Coronado Police Department, CalTrans, and CHP all assume certain functional tasks to supervise the movement of participants and other highway users during the event.

The following observations of the event sponsored by the American Youth Hostels on February 22, 1981, indicate a recurrence should be avoided.

The Bikathon event was open to all ages and placed no restrictions on the type of bicycles to be used. This mix was dangerous because riders of spikerbikes, three wheelers, bicycles built for two, and ten speeds had varying degrees of experience and shared a common thoroughfare.

The event was poorly managed by the sponsoring organization. The intersection at Crosby and Logan Streets were not attended and several riders entered the bridge improperly. They conflicted with two lanes of 55 MPH passenger vehicle traffic traveling from southbound I-5 to Coronado via the bridge. Several bicyclists, after entering the bridge, spread out and took both bike lanes plus the buffer lane (a 12 ft. lane was coned off to fix a distance between the bicycle lane and passenger vehicle traffic). Shortly thereafter, bicyclists used the 6 ft. safety lane which had been designated as a buffer zone between the outside bike lane and the bridge railing. Additionally, a number of them entered one of the lanes reserved for motor vehicle traffic causing several vehicles to take evasive actions.

Furthermore, when CHP motorcycles rode with red lights and headlights on toward the bike riders attempting to wave them back into their authorized lanes, they were nearly hit head-on several times by cyclists riding with heads down and pedaling aggressively up the bridge grade. Apparently, the bicyclists had extremely limited forward vision because of their posture, making it extremely difficult to detect traffic hazards ahead of them. Bicyclists, after being forced over by motorcycle officers, immediately spread out as soon as they were passed and again rode where they wanted.

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The bridge railing is 32" high and designed to prevent motor vehicles from going over the side. In comparison, the average bicycle seat is approximately 36" high, placing the bicyclist's center of gravity above the bridge railing. Therefore, bicyclists could easily be jostled off the bridge, and could receive traumatic, and even fatal injuries.

The narrow tires of most of the bicycles were not compatible with the friction ridges on the bridge surface (rough brushed concrete throughout the sweeping downhill curve on the Coronado side of the bridge). Experienced riders probably are prepared to handle this type of road surface but inexperienced riders will have difficulty with it; approximately 10 to 15 bicyclists were observed to fall to the pavement at this location.

When a bicycle accident was reported, and an ambulance was needed, a Coronado Police Department motorcycle unit responded. At the scene, the Coronado Officer was struck by a cyclist within the 6 ft. coned-off buffer area next to the bridge rail. A CHP motorcycle officer then dispatched to take the accident report. The CHP motorcycle had been parked several minutes inside the coned-off area with its emergency lights flashing when it was struck by another bicyclist. This individual was ejected onto the rough cement road surface.

Since meeting with you on April 1, 1981, I have completed my schedule of meetings with Coronado Mayor Pat Callahan and State Legislatures who may be approached with requests for future legislation to effect a bridge closure for special bicycle events. I am pleased with their expressed interests in traffic safety and willingness to involve our agency in decisions affecting restricted use of the bridge.

Local CalTrans managers have informed me they will be available for discussions on this subject if technical information is needed to assist the city manager or city council in arriving at a decision.

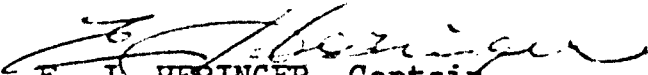
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Please call me at 296-6661 if additional information will assist you in processing this request.

Sincerely,


E. J. HERINGER, Captain
San Diego Area Commander

cc: Assemblyman Chacon (Att: Joan Walsh)
Assemblyman Deddeh (Att: Barbara Strahan)
Assemblyman Kapillof (Att: Steve Peace)
San Diego Police Dept. (Att: Pat Rose)
Coronado Police Dept. (Att: Chief LaVance)
Imperial Beach Police Dept. (Att: Chief McCleskey)
CalTrans (Att: Bob Findlay)
American Youth Hostels (Att: President Bruce Herms)
Senator J. R. Mills (Att: Rita Luftig)

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DEC 8 1981

Passed and adopted by the Council of The City of San Diego on _____
by the following vote:

Councilmen	Yeas	Nays	Not Present	Ineligible
Bill Mitchell	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bill Cleator	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Susan Golding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leon L. Williams	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ed Struiksmas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mike Gotch	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dick Murphy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lucy Killea	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Pete Wilson	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

PETE WILSON

Mayor of The City of San Diego, California.

CHARLES G. ABDELNOUR

City Clerk of The City of San Diego, California.

(Seal)

By Maxwell L. Postorino Deputy.

Office of the City Clerk, San Diego, California

Resolution Number R-255474 Adopted DEC 8 1981