

To whom it may concern

February 19, 2021

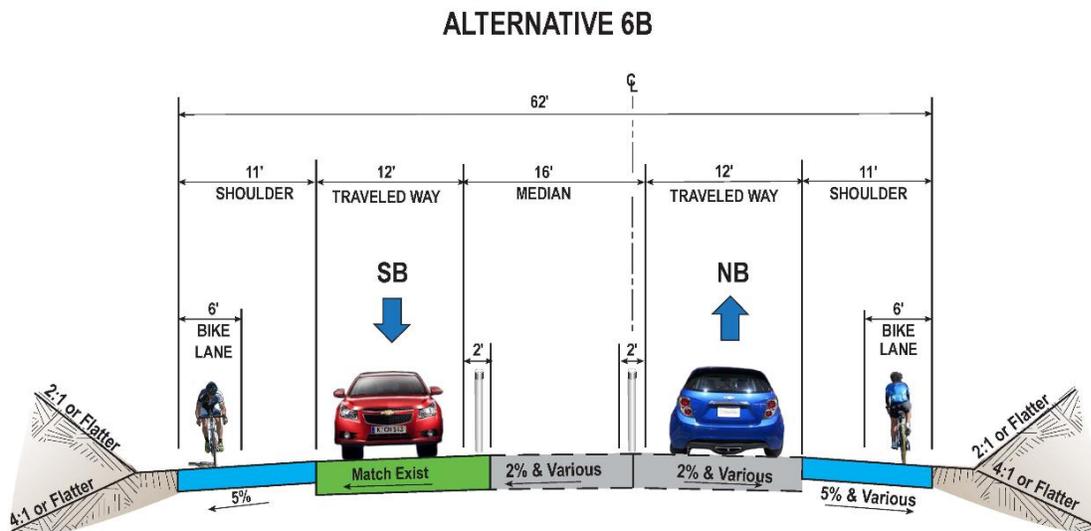
I am pleased to offer EIR comments for your upcoming SR-67 corridor improvements

<https://dot.ca.gov/caltrans-near-me/district-11/current-projects/sr67-corridor/improvements>

These comments are my individual opinion, although I serve on the board of 3 cycling advocacy organizations and am a board member and ride leader of my local cycling club as indicated in my signature.

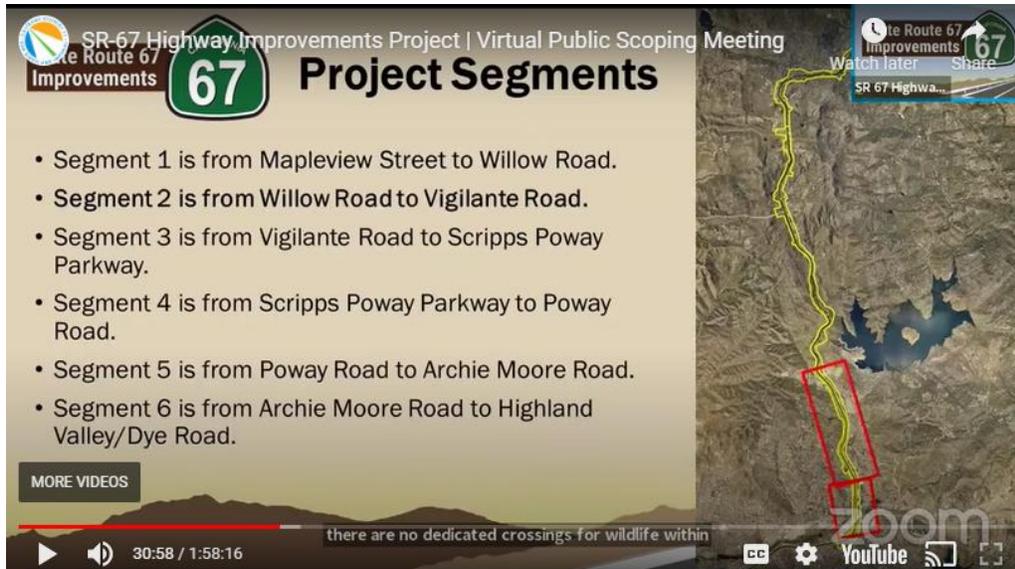
First, as a cyclist I look forward to improvements, no matter which alternative is chosen as minimum shoulder width will range from 8'-11' depending on the alternative. That will be a HUGE improvement, both in safety and ensuring a pleasurable ride through this scenic corridor – that's why we ride there! Since these comments are directed to Environment Impact, I am strongly against both Alternatives 1 and 2, which would allow for increased traffic and detrimental environmental impact due to 2 travel lanes in each direction.

As a cyclist my preference would be for Alternative 6B. From a cyclist standpoint, having 11' of shoulder in each direction with the rightmost 6' dedicated to a bike lane would be a huge improvement over existing conditions – [documented here](#) in my presentation to Caltrans. The additional 5' of buffer on the left will make it comfortable for cyclists of all experience levels with the extra separation from the high speed traffic on SR 67. Also, one lane in each direction during normal operation may promote traffic calming, an additional environmental improvement. The wide 16" median will provide the safety for head-on collisions and does give 3 evacuation lanes in case of emergency. With a median that wide, I question the need for vertical delineators, though. Aggressive centerline rumble strips would seem to also work well for motorist safety to mitigate cross-over collisions. The delineators will not prevent out of control vehicles – won't rumble strips be better for waking up an inattentive motorist?



**Median / Outside Shoulder Widening & Bike Lanes
(Outside Shoulder Widening on Both Sides)**

Presentations I've seen so far are unclear whether the alternatives may be mixed in a seamless way along the 6 segments identified in the corridor.



Note that segments 4,5,6 and segment 3 with less frequency are more rural than segments 1 and 2 and are also more used by recreational cyclists for rural riding connecting Ramona to points south, most notably the popular Scripps Poway Pkwy. I really believe that Alternative 6B would be best for the northernmost rural segments. But segment 1 is near a high school and more populated area where both Alternatives 4 and 5 might encourage more bicyclists by providing a true Class I path. Running a Class I path throughout the corridor would seem pretty amazing, but 8' width for a 2-way cycle path is the minimum width for Class I and is hardly a safe width for a group of cyclists, where one group may be traveling downhill at speeds in excess of 25 mph. Recall a fatality where a downhill cyclist struck an uphill cyclist on the SR-52 Class I path and that was not a group fatality. Of course, at least for segments 4-6 southbound, groups could more leisurely use the widened shoulder and control the lane if necessary as done currently (and sharrows would help in Alternative 4,5 sections) as a Class I path would be fully optional.

So please consider Alternative 6B with centerline rumble strips instead of flexposts as a primary recommendation at least for segments 4,5,6 and Alternatives 4 and 5 with a Class I path for segments 1 and 2 and a design to seamlessly integrate sections if that is the final direction. For any areas with descent, cyclists must have the option of a wide shoulder for safely maneuvering around hazards and even using the travel lane when necessary and safe to do so.

Respectfully,

Karl Rudnick, individual cyclist

North County Cycle Club Board Member and Ride Leader

San Diego County Bicycle Coalition Board Member

California Association of Bicycle Organizations Board Member

BikeWalkSolana (Solana Beach Active Transportation Advisory Committee) Member