

# Bicycle Times



Summer 2005

The Newsletter of the Los Angeles County Bicycle Coalition

## Dangerous Judicial Dirt on California's Class One Bikeways

In 1998, as Daniel Farnham was cycling along Burbank Blvd. near the Sepulveda Dam Basin, the pavement under him collapsed, pitching him headfirst into a ditch and breaking his neck. The City had noted the erosion that caused the collapse, but had neither repaired it nor closed that section of the path.

In the ensuing lawsuit (Farnham v City of Los Angeles (1998) 68 Cal. App. 4th 1097), the appeals court held that a Class One Bikeway is a trail because it is closed to motor traffic.

As a result of this case, for six years California's cities and counties have been legally allowed to build Class One Bikeways with immunity from liability for deaths and injuries caused by the dangers on these bike paths. The California courts have concluded that the safety design standards for California's Class One Bikeways, commonly called bike paths, are not valid because bicycle paths are the legal equivalent of dirt trails through unimproved property.

"This judicial nonsense has to be overturned," says long-time bicycle advocate John Forester. He notes that safety design standards for all classes of bikeway have been in effect for almost 30 years.

In 1970, the California Legislature authorized a set of design standards for bikeways. That same year, a committee of government highway agencies recommended changes to traffic law to prohibit cyclists from using the roadways where bikeways existed. The bikeway design standards were based on Dutch side path standards, thought to be horribly dangerous for lawful cyclists.

When cyclists discovered the bikeway design standards and the proposed laws, they revolted. John Forester led the effort, first alone and then as president of the California Association of Bicycling Organizations.

Once cyclists got themselves into the process, the proposed restrictive laws were watered down and a completely new set of bikeway design standards was created. Those who wrote the standards wanted bikeways that were at least as safe as roadways.

"We assumed that bicycle paths were just small roadways from which motor traffic was excluded," says Forester. "We intended that the minimum safety design criteria would prohibit governments from producing bikeways that were more dangerous than the standards allowed."



Their work was authorized in Streets and Highways Code sections 890 to 894.2, and published as California Highway Design Manual Chapter 1000. Afterwards, the Association of American State Highway and Transportation Officials copied these

standards for its Guide for Bicycle Facilities.

In the aftermath of the Farnham case, says Forester, "several ill-informed judges have thrown all the work regarding Class One Bikeways down the drain."

But now this immunity may be overturned through the appeal of a new court case, that of David Prokop v City of Los Angeles. Prokop was cycling through a narrow gateway with sharp curves and close fences in the Los Angeles River Bikeway. He collided with the chain link fence, cutting loose a large flap of scalp tissue.

The gateway has several defects when measured against the standards for a Class One Bikeway: curves too sharp and narrow, and a lack of clearance between bikeway surface and fence. The gateway is unnecessary, because it's adjacent to a safe, straight-through gateway of proper width, closed against motor traffic. Provision of the usual bollards, or of a narrow gate within the full width gate, could have been provided. This would exclude motor traffic except when opened for it, while permitting bicycle traffic.

The City has claimed the immunity in a motion to dismiss the case, claiming that there are no contiguous bicycle facilities beyond the gateway.

The contrary argument is that if used with the appropriate and expected care for a Class One Bikeway, this bikeway is dangerously defective. The Prokop case will rest on the question of which laws apply: the laws for a trail through

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## From the **Executive Director** *Kastle Lund*

It's amazing that we are already halfway through 2005 and completing our fifth year of existence as an organization. Where does the time go? LACBC began the year by finalizing its work on the largest outreach effort ever conducted targeting the needs of low-income cyclists. This hallmark effort was funded by a CalTrans grant that allowed LACBC to directly interact with thousands of cyclists who are not normally heard from—largely non-English speaking, recent immigrants. The results of this project were recognized in June, when LACBC was honored with an Environmental Justice Award from the L.A. Chapter of the American Planning Association.

In February, LACBC began a new CalTrans funded project to recommend roadway improvements along the corridors leading to the new Eastside Lightrail Metro stations. After only a few months, LACBC is receiving unprecedented cooperation from local agencies in actually planning for roadway improvement that will make cycling on the Eastside safer and more enjoyable.

By March, LACBC was well into production of a half dozen major events, including the Boyle Heights Ride, the Taste of L.A. Ride, a significant public outreach project at Fiesta Broadway, the Cinco de Mayo Ride and, of course, our 5th Annual Los Angeles River Ride. By all accounts this was one of our best River Rides to date, with more than 850 riders. Aligning this ride more closely with Bike to Work Day, the event and issues affecting the L.A. River Bike Path received increased attention. LACBC owes significant gratitude to those Metro staff members who coordinated Bike to Work Day for their support of our ride and belief in our mission.

A few days after the River Ride, we celebrated Bike to

Work Day at a very unique cycling event—the Blessing of the Bikes. Hosted at Good Samaritan Hospital, this event was the grand finale of Bike to Work Day activities co-sponsored by the MTA, City of Los Angeles and LACBC. Nearly 100 cyclists came together to be blessed by a Rabbi, a Buddhist Monk, a Priest and a Muslim Cleric. REI was also on hand to give away two bikes to those who registered.

Less than two weeks later, we saw the commencement of Bike Summer in Los Angeles. Bike Summer truly embodies everything that is good about cycling in Los Angeles—friends, fun and cooperation. The calendar of events put forth on their website speaks to the passion that people in this community have for cycling.

As we head into summer, LACBC has many important projects scheduled. Most exciting is the opening of a new Bike Commuter Center in Hollywood. As LACBC continues to grow and redefine its role in the cycling community, we are excited by our many accomplishments and challenged by the hills yet to be climbed. Since LACBC is still a small organization, by all accounts, I think you can agree that we have accomplished a great deal in five years. I know we have not tackled all the issues facing cyclists in this county, but were gaining momentum!



# kickstand

We might be on the verge of a breakthrough. It's summer, and people are out and about after one of the rainiest winters in recent history. Maybe, given the rising price of gas and all the media attention on traffic problems, more people will start riding their bikes.

Lately a lot of friends and colleagues have been asking me where to get a cheap bike, how to be safe, and generally how to make biking a viable alternative to driving everywhere. Instead of saying "you're crazy," people want to try it themselves. It's catching on, and now we have Bike Summer coming up to show LA how stylish and fun bikes are. Maybe in a few years LA will be dominated by two wheels instead of four.

Keep your fingers crossed,

Jacob Bear

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Bicycle Times is the quarterly publication of the Los Angeles County Bicycle Coalition (LACBC). The LACBC is a membership-based advocacy organization working to improve the bicycling environment and the quality of life in Los Angeles County.

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# Got Bike Racks?

Do you use the Metro Bus bike racks? Are you frustrated that the racks on many buses are missing or broken? Would you like to see Metro do more for bicyclists? Participate in the LA County Bicycle Coalition's *Bikes-On-Transit* Campaign.

## Write a letter!

The bike-transit connection is very important for multi-modal transportation in Los Angeles. Space on buses helps stranded or short-distance bicyclists get across town in a non-polluting ecological manner. The point-to-point flexibility of bicycles is a perfect compliment to the fixed-routes of bus and rail transport. Bikes work especially well in combination with Metro's Rapid buses; bikes bridge the distance between express stops that are sometimes far apart.

In 2001, Metro committed itself to a policy of bike racks on the front of all its buses. When it initially rolled out new buses on rapid lines and elsewhere, the new buses and new racks were consistent and dependable. In recent months, Metro has a lot of new buses on the street, and, unfortunately, many of them don't have racks. Metro will be adding new "articulated" double-length buses later this year. Racks are broken or missing on many old buses, and never appeared on certain lines.

The Los Angeles County Bicycle Coalition has kicked-off a campaign to urge Metro to include bike racks on ALL its buses. Just like every bus rightly accommodates wheelchair users, all buses should always have racks for bikes. In addition, we are requesting that Metro try out the new bike racks with additional capacity. These racks, already in use on Long Beach Transit lines, hold 3 bikes each.

Let Metro know that bike racks are important to you. Send a letter today!

## Sample letter—Put it in your own words!

Dear Metro CEO Roger Snoble—

I am a bicyclist and a transit rider. I have noticed in recent months that many Metro buses no longer have bike racks. I am disappointed that Metro does not appear to be fully committed to serving its customers who bike.

Bikes and buses work great together. Non-polluting multi-

modal trips are exactly what's needed to relieve Los Angeles' problems with gridlock and poor air quality.

I urge you to ensure that all Metro buses have functioning bike racks before they go into service. Furthermore, I urge you to consider using the new bike racks with capacity for three bikes per bus.

Thank you for your attention to this important matter.

Sincerely,

[Your Name Here]

## Send your letter to:

**Roger Snoble, CEO**

Metro

One Gateway Plaza

Los Angeles CA 90012-2952

Copy to:

**John Catoe, Deputy CEO**

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## Diamonds for Dan: award Long Overdue

Former LACBC Board member Dan Gutierrez has received MTA's Rideshare Diamond Award for individual achievement. The award, presented on May 25th, honors his outstanding work creating an innovative training, education and support program for increasing of bike commuter safety and the utility of end-of-trip facilities, such as bike lockers, in the El Segundo employment complex.

Over the past 12 years, Dan has fostered a 100-strong bicyclist commuting organization at the Aerospace Corp. He has done this through cyclist education, individual mentoring

and education of key staff members involved in employee transportation planning. His organization also oversees the administration of over 60 bicycle lockers at Aerospace. Because of his success at growing and sustaining bicycle commuting at Aerospace Corp., Dan has become a regional lecturer/trainer for groups of employee transportation coordinators at companies, government agencies and other organizations across Southern California.

For more information, please contact Dan at: Daniel.A.Gutierrez@Aero.Org

# Meet the Board

Did you ever wonder who was working on your behalf to make cycling in L.A. better?



**Sammy Feuerlicht** is a Vice-President at Good Samaritan



Hospital, located just west of downtown Los Angeles. Sammy has been an avid recreational cyclist for most of his life. One of his most vivid childhood memories is the exhilaration from helping younger kids learn to ride bicycles unassisted for the first time. In 2004, he and others on the Good Sam management team initiated the annual West Coast Blessing of the Bicycles event. Now in its second year, the Blessing of the Bicycles promotes awareness of cyclists on the road, bicycle safety, and bicycles as an alternative means of commuting to work.

Patterned after a similar event held each year on the east coast, Sammy's goal is to have

the Los Angeles celebration become the biggest in the nation. Sammy's introduction to LACBC came through participation in many of the LACBC's fun rides, where he became impressed with the Coalition's organizational abilities as well as its sense of camaraderie and purpose. Sammy's goals as a board member include promoting the LACBC through inclusion in many of the city's other charitable and civic events, and spreading the word about LACBC's mission, goals, and benefits of membership through organized public relations efforts. He is also interested in working with the LACBC to make the health benefits of bicycling and bicycle road safety a public health issue. By expanding its affiliation with the large health care sector of the economy, the LACBC can broaden its reputation, financial base and spheres of influence.

Sammy is a graduate of UCLA and U.C. Berkeley. He is married, has one daughter and lives in Pacific Palisades. He enjoys candlelight dinners, long walks on the beach, and reading to children (just kidding).

**Peter Capone-Newton** is a new member of the Board and



of the LACBC. Three years ago, as a new resident of Los Angeles, he quickly developed an interest in local transportation and land use issues. Confident that he could successfully navigate LA using

public transportation and his bicycle, he sold his car almost one year ago. Peter is interested in how improved bike and pedestrian facilities can change levels of physical activity and in turn improve health. Recently he secured a commitment from a researcher at the RAND Corporation to evaluate the levels of physical activity and use of bike and pedestrian paths before and after construction of the Orange Line Busway and Bikeway located in the San Fernando Valley. He is encouraged by the preliminary planning for bike connectivity to the Eastside Gold Line Extension. Through rigorous evaluation of both projects the LACBC can advocate for the best use of bicycle infrastructure investments. Peter

lives in Northeast Los Angeles and serves as Vice-Chair of the Metropolitan Transportation Authority's Westside/Central Service Sector Governance Council which is responsible for operating bus service in one-fifth of Los Angeles County from downtown to Santa Monica. He is currently employed by a small health services research company but in late June will begin a year at Olive View/UCLA Medical Center in Sylmar where he will be a resident physician.

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# Los Angeles River Ride 2005

By Nicolas Nelson

Sweat stung my eyes as I bent over the handlebars, laboring along in low gear. The stiff ocean breeze threatened to push me backward if I gave it the opportunity. Lead legs cranked along mechanically as I reminded myself to breathe, breathe, breathe. I couldn't feel my feet. "I am just not doing this right," I thought to myself.

My plan had been to turn around at the L.A. River Center and head back to the start/finish-line party at Griffith Park, completing the 15 mile Family Ride. If my family had actually come with me, I would have. But I was alone, and I was not impressed with how far I had gone. Heck, I bike-commute around central L.A.. I'm young, I'm in shape. I've met cool people I want to keep riding with, and anyway I'm supposed to write about the River Ride. How can I do that in good conscience if I have only biked the first 8 miles of it?

So with no advance training I tackled the 40-mile version of the Ride. At first it was great. I chatted with others as we rode along, inwardly proud that they didn't have to slow their pace on my account, even when I paused to snap more photos. The course left the riverbank and took us through East L.A., and I began to hear a funny grinding sound coming from my bottom bracket. I ignored it. I had not taken advantage of REI's free bike inspection, offered to all Ride registrants. Hey, I ride all the time. My bike is fine. I tried saying it out loud but my bike didn't listen.

Just as we crossed the railroad tracks on District Blvd (around the 17 mile point), a louder groan made me glance down. My rear wheel had skewed! Pulling off a pannier, I could see that my rear wheel had scooted about a centimeter out of place in its dropouts. Nary a wrench nor pliers among the bikers with me.

"Hello! Problem?" the caboose support rider inquired. About 90 seconds later my rear wheel was resealed and we were on our way. Another groan from below, this time a frame problem! The caboose and I managed to pin it back together

with a screwdriver and a bungee cord. Bike repaired, and thrilled to see our route rejoin the river again, I set off southward. No more stopping for photos unless I really had to.

Just a few insights for those who may do the River Ride next year:

1. Maintain a sane pace the whole way. Rest and refill water bottles at each Pit Stop. (Two 12-oz bottles of water are not enough for a 40 mile ride.)
2. Reapply sunscreen after the first few hours (or after losing half your body weight in perspiration, whichever comes first).
3. The last 10 miles before reaching Long Beach you will be riding against a steady breeze blowing off the ocean. Knowing this does little to dispel the illusion that the last leg of the LA River flows uphill!
4. You can in fact navigate unfamiliar city traffic while delirious, numb with exhaustion and salt-blinded. Use the Force, cyclist.



Riding the Blue Line from Long Beach Bikestation to downtown L.A. let me rest, stretch and rehydrate. By the time I had wheeled my bike through the time-travel tunnel (from the turn-of-the-previous-century Union Station grand hall, to the very new-millennium Patsaouras Transit Plaza) and found the next route sign, I was ready to tackle the last few miles to Griffith Park.

The caboose was waiting along the way, and insisted on riding with me. I'm sure he was fascinated by my sparkling conversation. Or he feared this sun-crisped waif and his rickety bike might keel over any second.

Whatever the reason, I rolled across the finish line dead last of all the participants in the River Ride. A kind soul still working the grill serves me a cheeseburger. Soon I am alone, driving home to my family. What will I tell them about my adventures, my new friends, my weird sunburn? One thing is certain: I will be back, next time with my wife and kids. And next time, we will do it right.

## Dangerous Judicial Dirt *Continued from page 1*

unimproved property, or the Streets and Highways Code with its bikeway design standards.

The official judicial opinion, expressed in the Farnham case, is that the laws for a dirt trail through unimproved property govern. However, the LA River Bikeway is a paved maintenance road owned by the Flood Control District. This is an urban area paved road that Los Angeles itself claims to have built according to the bikeway design standards.

In the hearing over the immunity claim, the judge ruled

that the Farnham case governs this case and the City is immune to liability. However, David Prokop intends to appeal this ruling, and this could change everything. John Forester is assisting Prokop as an expert witness.

The Prokop case is important to cyclists in California, who may thereby regain their legal protection against dangerous conditions on bike paths. It may also be important to cyclists in other states, who might face flaws in their own laws that imitate the errors produced in California.

# Complete Streets New state & local policies require virtually all roads be built to serve all types of users

By Barbara McCann

In many communities, designating a bicycle route or pouring a few new sidewalks is no longer enough. In the college town of Columbia, Missouri, the city adopted new street standards last June calling for wider sidewalks and narrower lanes. The governing commission of the South Carolina Department of Transportation recently passed a resolution declaring that “bicycling and walking accommodations should be a routine part of the department’s planning, design, construction, and operating activities.”

In San Diego last November, voters approved a sales tax measure that is expected to generate \$14 billion over 40 years. It specifies that any roads built or improved with these funds must have room for cyclists and pedestrians.

All of these jurisdictions are part of a new trend: creating complete streets.

## Street For Everyone

A complete street is defined as a street that works for motorists, for bus riders, for bicyclists, and for pedestrians, including people with disabilities. A complete streets policy is aimed at producing roads that are safe and convenient for all users. Complete streets are not limited to a few designated corridors. Many communities have launched main street initiatives, adopted bicycle plans, or undertaken special planning processes for non-motorized travel in specific places. In contrast, complete streets policies strive for diversity on just about every thoroughfare. And the process of creating complete streets is leading planners and engineers across the country to approach street design in fundamentally new ways.

Most U.S. roadways are not “complete streets.” According to a national survey conducted in 2002 by the federal Bureau of Transportation Statistics, about one quarter of all walking trips take place on roads without sidewalks or shoulders, and bike lanes are available for only about five percent of bicycle trips. Another BTS poll, the 2003 National Transportation Availability and Use Survey, found that the top complaint among both able-bodied and disabled pedestrians and cyclists was that there were too few usable sidewalks and bikeways—essentially, too many incomplete streets.

## A new name

For advocates of bicycling and walking, this state of affairs demanded a whole new paradigm—and a name to go with it. The term “complete streets” was coined in early 2003 by bicycle advocates as a way to describe—and sell—what had until then been referred to as routine accommodation. For years, advocates of this approach had lobbied to get a provision inserted in federal law that would require roads built using federal highway funds to accommodate people on foot and bicycle. While the Transportation Equity Act of 1998 (TEA-21)

included language asking states to consider bicycle and pedestrian travel, it is still not a requirement.

Creating complete streets is a key goal of America Bikes, a group formed by eight national bicycling organizations to lobby for bicycle-friendly provisions in the next federal transportation bill. “We saw how the name Safe Routes to School opened doors for bicycle and pedestrian safety for children,” says Martha Roskowski, former campaign manager for America Bikes. “Finally we have a name that describes the current vision of a network that is complete for everyone using the roads.”

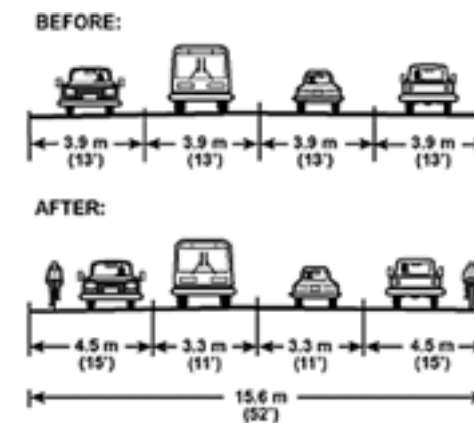
More than two dozen jurisdictions have adopted laws or policies requiring that all roads be routinely built and reconstructed to accommodate pedestrians and bicyclists, including disabled travelers, according to a recent national survey conducted for the Thunderhead Alliance, a coalition of state and local advocacy groups. These policies differ from typical bicycle and pedestrian plans in that they are not limited to roads that are part of designated bicycle or pedestrian networks, but cover all roads, or at least all major roads, in the

system. The idea is that multimodal corridors would become the default mode—and justification must be given when they are not.

Most of these policies have been put in place since 2001, when the U.S. Department of Transportation issued design guidance in response to the new language in TEA-21. The guidance document, “Accommodating Bicycle and Pedestrian Travel,” states that “bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.” Exceptions include roads where bicyclists or pedestrians are prohibited by law; where the costs are excessive (more than 20 percent of project costs); and where there is clearly no need. The document also calls for paved shoulders on rural roads and designs that are accessible for disabled people. Some states, including South Carolina,

Tennessee, California, Kentucky, and Virginia, have adopted resolutions or directives enacting some variation of the federal policy.

At the urging of bicycle advocates, Caltrans adopted Deputy Directive 64 in 2001, calling for full consideration of the needs of bicyclists and pedestrians. The directive has been criticized for its vague wording, but the policy has spurred training programs in bicycle and pedestrian planning for both planners and engineers. Elsewhere, metropolitan planning organizations, counties, and cities have also used the federal guidance as a



model, or in some cases, have crafted their own policies. Santa Barbara’s general plan, adopted almost three years before California’s statewide 2001 directive, calls for “achieving equality of choice and convenience among modes.”

Many local policies have been adopted through internal directives or revised planning documents, but at least two local governments—in Illinois and California—have passed broadly worded council resolutions or ordinances, and MPOs in Ohio and California are requiring local governments using MPO-administered funds to meet complete street standards. Sacramento has joined San Diego in requiring that roads built with funds raised through voter-approved bonds accommodate pedestrians and cyclists.

## Farthest along

For a vision of the future of complete streets, visit Oregon. The state adopted the idea long before anyone else and codified it into state law. Legislators passed a “Bike Bill” in 1971, about the same time as the state’s innovative land-use planning laws were taking shape. The bill, which required bicycle and pedestrian facilities on all new roads, streets, and highways, was considered a tough sell, recalls Michael Ronkin, head of the Oregon DOT’s bicycle and pedestrian program.

“Of the three,” says Ronkin, the legislator “was told the bike bill was least likely to pass.” But pass it did. The measure, which allows highway funds to be used to retrofit all roads, also requires that at least one percent of the state’s highway fund be spent on bicycle and pedestrian ways.

The impact of the law is obvious across the state. In Corvallis, 95 percent of arterial roads include bike lanes. In Portland, the

rapid growth of the bike lane network since 1990 has been linked to dramatic increases in bicycle commuting. And even in suburban and rural areas, bike lanes and sidewalks are common. But Oregon’s work is far from done. Early implementation ignored pedestrians, and design standards were poor. It took years to make transportation engineers and designers aware of the requirement. Now, in the state’s fourth decade of building for all modes, state and local bicycle and pedestrian planners are working on the thorniest design problems.

Bigger issues of land use and street connectivity still play a huge role in decisions to walk or cycle. In Oregon’s experience, adding bike lanes and sidewalks to roads that are being widened from two to five lanes is not enough to mitigate the increased traffic volumes: Walking and cycling are still likely to decline. Nonetheless, Ronkin says, roads must make these accommodations. “It is all a part of rethinking how roads function and whom they serve,” he says.

## Don’t forget transit

Transit is the aspect of complete streets that has been addressed least often in existing policies. Some communities have begun to consider transit needs in their corridor planning. That’s true particularly in places that are considering bus rapid transit, which calls for enhanced service in the existing right-of-way. In some cases, transit vehicles get dedicated lanes; bus pullouts improve traffic flow, and “queue jumping” lanes help buses get through intersections. In Los Angeles, the Metro Rapid bus routes depend on a signal priority system that allows buses to extend green lights or shorten red ones. But the key to complete streets for transit may be less in new technology and more in paying attention to the basics of pedestrian access.

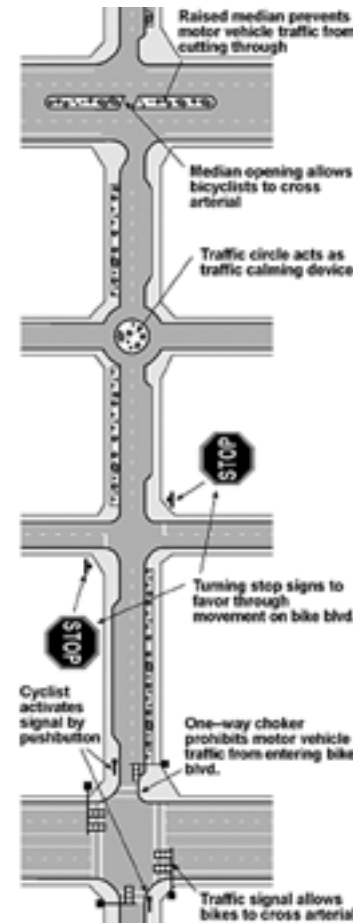
“All transit trips start and end with a pedestrian component, so streets don’t work for transit unless you can complete the trip,” says Robin Blair, transportation planning manager for the Los Angeles Metropolitan Transportation Authority. The MTA is now developing “transit streets” that restrict automobiles but enhance pedestrian access.

## The big challenge

Finding enough right-of-way can be the biggest challenge for a complete streets program. Even if the right-of-way is in the transportation agency’s hands, any widening, even for a sidewalk, may get a thumbs-down from residents who want to preserve existing landscaping and parking, or informal, private use of the right-of-way.

In response, many communities have begun to create complete streets where it is easiest—at a location where a wide travel lane can be narrowed or where traffic volume allows a four-lane road to be converted to two lanes with the addition of a center

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# On A Knee-d To Know Basis:

**WHAT COULD CAUSE MY KNEE PAIN WHEN I RIDE?** *by Todd Davenport, DPT*

Knee pain is very common among bicycle enthusiasts. Commonly, pain is located on the front of the knee, either below or underneath the kneecap. This pain may be caused by damage to several different structures. In the absence of a single trauma, such as twisting or blunt force, pain probably results from overusing structures that surround the kneecap (patella) and thigh bone (femur). This injury is called patellofemoral pain syndrome. Several factors cause patellofemoral pain syndrome, including:

- Irritation of the bone underneath the cartilage that forms a cushion between the patella and femur. Uneven contact pressures between the patella and femur are thought to contribute to this irritation. As a result, patellofemoral syndrome may also be associated with patellofemoral cartilage wear and tear—called chondromalacia patella—which could promote further bone irritation and pain due to loss of cushioning between the patella and femur;
- Structural damage to the patellar tendon, which connects the patella to the shin bone (tibia). Chronic stress on the tendon results in negative changes in proteins, cells, and blood vessels that exist within the tendon, causing additional weakening of the tendon; and,
- Irritation of fluid-filled sacs around the knee. Each sac, or bursa, provides lubrication between the tendons and bones of the knee. Inflamed bursa may become quite hot, swollen, and painful below the patella.

Patellofemoral pain syndrome may be prevented using a bike and equipment that is appropriately sized; avoiding

large changes in mileage, speed, or terrain while keeping a good level of variety in your rides; and a program of stretching and strengthening. A quick program of four exercises completed every other day can help prevent patellofemoral pain syndrome. These stretches and strengthening exercises are geared to reduce twisting stresses on the knee when you ride, which could be related to tightness or weakness of the targeted muscles. If you have pain that is unrelated to muscles stretching or working, stop the exercise and consult a health care provider before continuing.

## **Clam (2 sets of 10-20 repetitions)**

- Lay on your side
- Place the top hand on your hip
- Roll the top hip forward
- Open the knees 6" like a clam

If you feel the top hip start to roll backward with your top hand, you have opened your knees too wide

This exercise should cause you to feel muscles working in the buttocks

## **Thigh stretching (2 repetitions of 30 seconds holding)**

- Lay on your side
- Bend the bottom knee toward your chest and hold it with your bottom hand
- Straighten the top hip and bend the top knee so the heel comes toward the buttocks

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## **Complete Streets** *Continued from page 7*

turn lane and bike lanes. Fear of high costs is an equally great obstacle. Most complete streets policies don't come with special funding attached, and project budgets are sometimes set before bicycle and pedestrian facilities are considered. Street policies commonly cite "disproportionate cost"—defined by the U.S. DOT as 20 percent of the project budget—as a reason for exemption.

Experienced officials say the issue of cost can be overblown. Jeff Morales, former director of Caltrans, has said that integrating access for bicyclists, pedestrians, and disabled people right from the start actually minimizes costs. Bridges offer a dramatic example. Providing enough room for cyclists and pedestrians during initial construction is far more effective than widening a bridge later.

### **Converging trends**

The complete streets movement represents a convergence of several existing trends, spearheaded by a variety of groups. Bicycle advocates have long fought for "routine accommodation" policies. Innovative cities have adopted

multimodal plans to free residents from automobile dependence. New urbanist builders have emphasized the need for walkable communities. They have been joined recently by public health advocates seeking to increase physical activity and stem the obesity epidemic. Finally, more and more state and local transportation agencies are recognizing the need to do things differently.

At last January's annual meeting of the Transportation Research Board—an event usually dominated by traditional highway engineering concerns—more than 180 people packed a session called "Complete the Streets," with highway planners sitting side by side with disability and bicycle advocates. A series of similar sessions is planned for next year's meeting. Complete streets may yet become a way for all road users and all road designers, to shape the future of a maturing road network.

Barbara McCann is a transportation and land-use consultant in Washington, D.C. Reprinted with permission from Planning magazine; copyright 2005 by the American Planning Association.

## “Marcha de la Bici”

“Sister City” idea proposed by Becca Louisell

I recently had the opportunity to travel to Buenos Aires, Argentina for a vacation to visit a friend living there. There was one small problem - my vacation dates conflicted with the LACBC’s annual Los Angeles River Ride! What’s a cycling advocate to do? Well, the need for a vacation won out and so my partner and I went.

Imagine our excitement when we found out that the annual ride of ACU (Asociación de Ciclistas Urbanos, or the Association of Urban Cyclists) was happening on the same day as our very own River Ride! So of course we went.

In talking with Gladys Enrich, the president of ACU, we found that there are similar issues for bicyclists in both Los Angeles and Buenos Aires. Both are major metropolitan areas inhabited by approximately 10-12 million people, and both suffer from traffic congestion and the accompanying smog. Gladys spoke about some of the issues the group is working on, including bikes on transit. Currently, bikes are allowed on trains on the rear car; however, the use of the space is in conflict with cartoneros, people who go through trash to find recyclables to make their living. Since the cartoneros have large carts that they put on the trains, the space for bicyclists is limited and ACU would like to see additional space allocated.



Becca and Gladys at ACU Ride

The “Marcha de la Bici En Buenos Aires” is ACU’s annual bike ride to raise awareness of these types of issues to the Buenos Aires community. Gladys mentioned that this year two other smaller cities in Buenos Aires were staging their own protests the same day. She was excited that the idea is catching on and feels that the ACU is playing a role in “networking” with these other groups in other cities.

Based on my conversation with Gladys, I have proposed to the LACBC Board that we extend both organizations’ international networking capabilities and adopt a “sister city” relationship with respect to the Buenos Aires cycling community, with ACU as our “sister organization”. The Board approved a motion to empower me to research more information and come back with a more extensive proposal at our next meeting. Anyone with information on setting up this type of relationship, please contact me at [be\\_outside@yahoo.com](mailto:be_outside@yahoo.com). And watch the *Bicycling Times* for future updates!

The LACBC would like to remind our members that Board meetings are open to the membership at large. The Board reserves the right to discuss certain sensitive information in closed session.

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### On A Knee-d To Know Basis: *Continued from page 8*

- Grasp the top foot with your top hand
- Pull the top thigh backward

This exercise should cause you to feel a gentle stretch in the top thigh (and no knee pain)

#### **Buttock stretching (2 repetitions of 30 seconds holding)**

- Lay on your back
- Bend both knees so the feet rest flat on the surface
- Place one ankle over the opposite knee
- Grasp the outside of the knee of the propped-up leg with your hands
- Pull back toward the shoulder opposite of the knee you are holding

This exercise should cause you to feel a gentle stretch in the buttock of the knee you are holding (and no knee or hip pain)

#### **Calf stretching (2 repetitions of 30 seconds holding)**

- Stand facing a wall, table, or chair

- Leaning against the surface, place one leg straight behind you
- Bend the front knee slightly
- Lean your whole body forward around the back ankle

This exercise should cause you to feel a gentle stretch in the calf of the back leg

If knee pain is a problem for you, contact your physician for a referral to a physical therapist who can help you ride pain-free!

*Disclaimer: This article is for your general information only. The information provided is not intended to diagnose or treat a specific injury or disease. Please consult your physician, physical therapist, or other health care provider before beginning or modifying any exercise program.*

About the author: Todd Davenport, DPT is a physical therapist at Cardenas and Associates Physical Therapy in Valley Village and Adjunct Instructor of Clinical Physical Therapy at the University of Southern California. Todd’s interests include treating people with overuse injuries, as well as researching their causes and treatment.



Check out the LACBC webpage for the latest calendar updates:  
www.labikecoalition.org

To avoid disappointment, please use the contact information provided to confirm prior to an event that the event is still being held as planned. Showing up for a cancelled event is no fun.

# Calendar

**Summer 2005**

**June 24-25**

**5TH ANNUAL BICYCLE FILM FESTIVAL**

www.bicyclefilmfestival.com

Friday, June 24th & Saturday, June 25th

Location: All film programs at the vine theater, 6321 Hollywood Blvd at Vine

Summary: The Fifth Annual Bicycle Film Festival is a celebration of bicycles through film, art and music.

**June 25th**

**Historic Bridges Tour**

9:00 AM to 2:00 PM

Begins at Union Station Patsouras Plaza (end of the Metro Red Line and Gold Line)

Tour of historic bridges on the Los Angeles River, Arroyo Seco, and in greater downtown LA. Free.

Class A—moderately slow pace, lots of stops, mostly on streets, a few hills, but mainly flat. About 25 miles. Tour will be led by Joe Linton, longtime river and bicycle advocate. Author of 'Down By The Los Angeles River', due September 2005, Wilderness Press

**June 4-26**

**NELA Bikes! Art Bike Exhibit**

www.NELAbikes.com

Noon to 4:00 PM

Acorn Gallery, 135 N. Avenue 50 in Highland Park, one block west of Figueroa. A photo and bike exhibit at the Acorn Gallery. June 4-June 26. Open noon to 4 pm every Sat. and Sun. in June.

**Bike Summer through July 4!**

**July 3rd**

**1st Annual Ice Cream Social**

www.bicyclekitchen.com

Time: 12:00 PM

Scoops, next to the Bicycle Kitchen. The Ladies Bicycling Association of Los Angeles, aka The Whirly Girls would like to extend an invitation to all Ladies to come join us on our First Annual Ice Cream Social.

**July 4th**

**BikeSummer Closing Party**

www.bikesummer.org

Time: 9:00 PM to 11:59 PM

BikeSummer started out with an amazing bash on the Westside, complete with bands, beer and bikes. Now, the Eastside gets to show BikeSummer how to party.

**July 27**

**LACBC Board of Directors Meeting**

Regularly scheduled monthly meeting of the LACBC to further bicycle advocacy in Los Angeles. 6:45 p.m. 634 S. spring Street, Los Angeles 90014

**July 27, 9:30 a.m.**

**LOS ANGELES RIVER MASTER PLAN ADVISORY COMMITTEE MEETING**

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS  
Conference Room B  
900 S. Fremont Avenue, Alhambra, CA, 91803

**August 2**

**City of Los Angeles Bicycle Advisory Committee**

www.lacity.org/ladot/bicycle/advisoryboard.htm

7pm, Board Room of the Department of Water and Power 111 N. Hope Street, Los Angeles, California, 90012. The BAC is comprised of members appointed by each of the Council members and the Mayor. The full BAC meets the first Tuesday of every even month (February, April, June, August, October, December). The BAC's subcommittees (Advocacy, Bikeway Engineering, Education and Promotion, and Planning) meet in the odd months.

**August 24**

**LACBC Board of Directors Meeting**

Regularly scheduled monthly meeting of the LACBC to further bicycle advocacy in L.A. 6:45 p.m. 634 S. Spring Street, Los Angeles 90014

**September 14-16**

**Walk/Bike California 2005 Conference, Ventura, CA**

www.californiawalks.org/newsEvents/index.php

Whether your interest is engineering or planning, public health, research, livable communities, safety, law, transportation reform, or marketing walking or bicycling, Walk and Roll California 2005 is an essential conference to share your work, network with colleagues, and meet those who are funding and creating an exciting movement that is changing the way Californians live.

**Join in the Great Bike Summer Activities now through July 4!**



**September 28**

**LACBC Board of Directors Meeting**

Regularly scheduled monthly meeting of the LACBC to further bicycle advocacy in L.A. 6:45 p.m. 634 S. Spring Street, Los Angeles 90014

**October 4**

**City of Los Angeles Bicycle Advisory Committee**

www.lacity.org/ladot/bicycle/advisoryboard.htm

7pm, Board Room of the Department of Water and Power 111 N. Hope Street, Los Angeles, California, 90012. The BAC is comprised of members appointed by each of the Council members and the Mayor. The full BAC meets the first Tuesday of every even month (February, April, June, August, October, December).

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LACBC members receive 10% discount on bicycles and 15% discount on accessories. Must show ID.  
6731 Hollywood Blvd., Hollywood, CA 90028 Ph: (323) 466-5890  
(1 1/2 blocks East of Highland) www.hollywoodprobicycles.com

# Navigatrix Meets the Mayor

*In our last episode, the Navigatrix crashed her bicycle during a rainstorm. As she surveyed the damage, she was visited by a shadowy figure brandishing a large metal object. The story continues:*

The shadow grew larger. I raised a futile hand, so weak I could not cry out.

The figure grasped my bike by its frame and in one quick motion stood it up on its saddle and handle bars. Through flashes of lightning I watched, mouth agape as the figure fiddled with my precious vehicle. Its movements staccato in the light show, I could barely conceive of what was taking place. I tried to say something, but could only mew. The shadow at last turned to me. "All done."



I gazed at it, now revealed to be a boyish woman in a trash-bag raincoat, wielding a bike pump. She wore a grin that seemed too big for her face, framed with glasses that, requiring no guess work, were too big. "I'm the Mayor, this is my Country Club," she said, gesturing behind her at an industrial hell-hole. Slowly, I stood up examining my wounds, not bad, nothing compared to the bruises on my ego. The Mayor had turned and was waving to the cars in the pitch darkness, smiling like a blessed idiot. "Vote for me," she hollered.

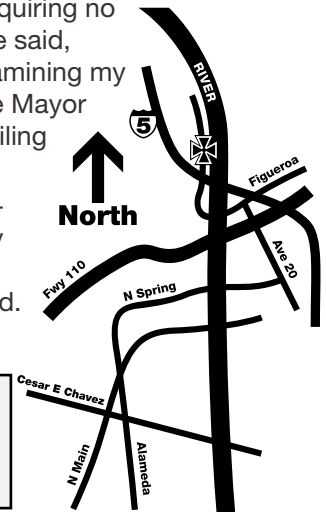
"Mayor, how can I thank you?" She danced a jig and in a sing-song voice replied, "Vote for me, support my plans, support my props!" Poor thing, barely out of her teens and crazier than the 405 at 9 a.m. However, her skills with a pump could not be denied.

I could use someone like her on these streets, complementing my superior sense of direction.

"Tell you what, grab your bike and follow me."

She stopped dead and looked at me bug-eyed. "You want to be my friend?" "Sure, kid, now cut the chin music and let's ride."

This route is presented for information only. Bicyclists of differing abilities and skills will be safer and more comfortable in different settings, so no one route will be right for everyone. The LACBC encourages you to bicycle in settings you feel are most appropriate for you and to obey all traffic laws at all times.



## Rivers in the city Kent Strumpell May 15, 2005

Annual migration of cyclists to harbor, enlivens calm trail with droves of circular motion, speeding, cruising, chatting, flowing downstream to discover the river, experience the city, the places, each other. Beside us run glistening waters coerced by concrete, its trees bent by winter storms, blossoming with green life determined to grow, strangely fragrant.

We, re the parallel companion of two rivers, one aloud with combustion, the other tranquil and ancient, we, the third, abuzz with determination, delicate circles of rubber spin between our feet. Eager children range into their unknown, accompanied by families pushing their limits. Groups coded by color move as teams.

We flow by neighborhoods rich with history through Chinatown, Downtown, East LA, Maywood, Vernon, Cudahy. Down boulevards we, ve rarely seen, over viaducts instilled with memories, past faded icons of commerce, edifices of power looming in the distance

The strong venture downstream, diverting onto the hot plain of warehouses,

repository of gold from the harbor, barren plazas of 18 wheel leviathans, the couriers of consumption that conquered the rails. We minimal travelers course through corridors that will awaken tomorrow, throbbing with motion, mass and monetary momentum. But today this river of production is stilled by the Sabbath, and its terrain is our playground

**Los Angeles County Bicycle Coalition**  
would like to extend our

*Special Thanks and Recognition to*  
**David Bohnett Foundation**

for its munificent 2005 grant  
in support of LACBC's New

**Hollywood Bike Commuter Facility**

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



**LACBC**  
*Los Angeles County Bicycle Coalition*  
**LACBC**

*Improving The Bicycling Environment & The Quality of Life*

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Bicycle Times is printed on recycled paper using soy inks. Printing by Marina Graphics. Special thanks to Palmer Addressing and Mailing.



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## YES! I want to make Los Angeles County a great place to bicycle!

The Los Angeles County Bicycle Coalition can only be successful with a strong membership base of bicyclists and bi-cycle supporters throughout Los Angeles County.

Join us! Membership benefits include discounts at participating bike shops (see our website), invitations to bike rides and special events, our newsletter, email updates and opportunities to participate in making Los Angeles County a better place to ride.

### Thank you for your support!

Please make your check payable to "LACBC." Your contribution is tax deductible.

DO NOT occasionally share my name with other organizations the LACBC likes.

**Donate \$52 or more and receive an LACBC T-Shirt!**

Circle Size: S M L XL XXL

Circle Style: English Bilingual

### Enclosed is my membership contribution of:

\$52 \$100 \$25 \$35 \$10 \$150  
 \$250 \$500 \$1,000 \$2,500

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

### I Want to Volunteer!

**Get involved with a LACBC campaign:**

- L.A. River
- Bicycle Planning
- Increasing Bicycle Funding
- Bike access on Transit
- Education
- Share the Road

**Check what you can help with:**

- Staffing an informational table
- Office Assistance
- Phone Calling
- Bike Valet Parking
- Attending public meetings/events
- Newsletter production/distribution