problems can take and that are almost always present in any city's existing bikeway system. Having such problems is not unique because every city is different and virtually any city has problem sites. The vast majority of intersections do not pose a problem to competent cyclists in Chula Vista. However, two site-specific problems were encountered detrimental enough to a safe bikeway facility system to warrant special attention. Both were mentioned by questionnaire respondents.

Other sites noted in questionnaire comments were evaluated, but were determined to be within acceptable margins of safety. For example, a questionnaire respondent cited the East H Street and Corral Canyon Road intersection in eastern Chula Vista, but field review indicated that it is no different than other intersections of similar major multi-lane arterials. It may be an unnerving experience to ride into the intersection down a hill and then ride through it across multiple lanes, especially if making a left turn, but there are Class 2 bikeway facilities in place.

7.3.1 Main Street at Interstate 5

The intersection of Main Street and Interstate 5 is in far southwest Chula Vista. The intersection itself is on both City of Chula Vista and City of San Diego property, as well as falling within Caltrans right-of-way. It is a half cloverleaf interchange with on- and off-ramps for both directions all connecting with Main Street on its north side.

There were no reported crashes involving bicycles at this intersection since 1999 and no bikeway facility crosses the bridge, but there is a Class 2 lane passing directly to the west on Bay Boulevard in a north-south axis from the City of San Diego connecting to the existing Class 1 portion of the Bayshore Bikeway to Imperial Beach. Main Street itself does not have a bikeway facility.

Main Street at I-5: View eastbound on south side of bridge

Main Street at I-5: View westbound approaching bridge

Main Street at I-5: View eastbound on north side of bridge