

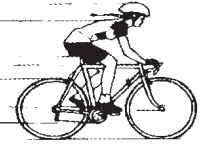
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# ChainGuard

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Volume 19 No. 6

San Diego County Bicycle Coalition

December 2005–January 2006

On guard for bicyclists throughout the San Diego region.

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## Three-Mile Extension to San Luis Rey Trail planned

A three mile extension of Oceanside's San Luis Rey River Trail—a favorite of bicyclists and hikers—is on the planning boards.

Through years of City efforts, and opportunities provided by the Army Corps of Engineers, the San Luis Rey River Trail currently stretches 7.2 miles from Oceanside Harbor east to College Blvd., primarily following the river levee.

The Class 1 bikeway extension primarily will wind along the levee on the south side of the river from College Boulevard to North Santa Fe Avenue and to Melrose.

The alignment is designed in two segments, the College Blvd. to North Santa Fe Drive section, roughly 1.6 miles, and the North Santa Fe to Melrose Drive section, roughly 1.4 miles. Where the extension begins is currently paved, providing a connection to the east end of the existing San Luis Rey River Trail. The first segment is partially located along an existing trail on the top of the south levee. In places the extension will depart from the levee to provide a more scenic and intimate interaction with the riparian habitat.

The North Santa Fe to Melrose Drive portion will have a parallel equestrian trail, and will provide a connection to Guajome Regional Park via an existing undercrossing of Mission Ave. (SR 76). At the Guajome Regional Park trail network, the trail then turns north, linking to an existing neighborhood park. The terrain is mostly level and affords views of local agricultural and river flood plain.

On the eastern end, the extension will stop at Melrose for now, but long-range plans call for a trail all the way to the I-15 freeway, to be built as part of a future widening project along the Mission Ave/SR76 corridor.



The city will apply for a state grant for construction of the three mile extension, although a full cost estimate is not yet available. A feasibility study was recently sent to the County for review.

If you haven't been at the opposite end of the San Luis Rey Trail lately, near the beach, check out the new "spur" that goes under the train trestle to Pacific Street, which connects to Oceanside Harbor.

## Solana Beach Highway 101 Roadway Improvements

The City of Solana Beach needs input from the bicycling community, and that includes all of you who regularly ride Hwy. 101. And doesn't everyone do that?

The city is considering options for improving Hwy. 101, mostly the western side of the street. Currently this stretch of road has on-street parking, fairly fast traffic, many businesses and no bike lanes.

They are considering several options, including installing diagonal parking similar to Hwy. 101 in

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Encinitas. Another option is more parallel parking, and striping a five foot bike lane next to it.

There will be a public meeting in Solana Beach in January (no date has been set yet) to discuss these options and solicit input.

Kathy Keehan, Coalition executive director, has made her suggestions to the city's consultants such as using "back in" diagonal parking and shared lane markings (or "sharrows"). Now we need a coherent strategy to present at the January meeting, and some bicyclists at the meeting to show the city we care.

How do you feel about the recent roadway changes in Encinitas? Do they work for bicyclists? What is your opinion on having bike lanes vs. shared lane markings? What would you like to see on Hwy. 101 in Solana Beach? You can email your thoughts to Keehan using our website, <sdcbc.org>, or call her at (858) 487-6063.

Be sure to check our website in January for the date of the public input meeting.

## ChainGuard Now Available on our Website

Thanks to our Coalition webmaster Tom Lettington, past issues of the *ChainGuard* are now available on the Coalition's website at <www.sdcbc.org>. The files are rather large and will take a while to download if you have a slow Internet connection.

Beginning with this issue, members who have notified us of an interest in switching to an

electronic edition of the *ChainGuard* in place of the snail-mail edition will be notified by email when it is available on our web site.

While the content of the web site edition will be identical to the snail-mail edition, it will be done in Portable Document Format (pdf) and most photos and ads will be in full color. It will go up on the web site about the same time the printed version goes to the printer.

Your email address on this list is being used exclusively for this purpose. However, should you want your address either added or removed from this list, please contact Kathy Keehan at <execdir@sdcbc.org>.

We expect our February-March issue to be available on the website about February 6.

## Two Sections Added to Carlsbad's Coastal Rail Trail

In November 2005 the City of Carlsbad opened two new sections of the Coastal Rail Trail.

One section runs along the east side of the railroad tracks from Tamarack Road to Oak Avenue, a distance of about  $\frac{3}{4}$  mile. There is a third entrance to the path at Chestnut Avenue, where you'll also find drinking fountains, seats and a portable toilet. The \$1.7 million paved trail was carved from a dirt apron within the track right of way. It is lighted and separated from the tracks by two fences.

The other section, between the Carlsbad Poinsettia train station and the city of Encinitas, fol-

## SDCBC Board

### San Diego County Bicycle Coalition's Officers

*Chair:* Brian Parent  
*Vice Chair:* Stephan Vance  
*Treasurer:* Kerry Kunsman  
*Secretary:* Jim Baross

### SDCBC Board Members

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Philip Erdelsky – Rainbow Cyclists  
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Bill Matella  
Brian Parent  
Judith Talner  
Stephan Vance

Executive Director – Kathy Keehan  
Board meetings are held on Wednesdays once a month at 6:30 PM. Dates and locations noted in Calendar Section.

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lows Avenida Encinas and Carlsbad Blvd. for 2.6 miles, and was created by restriping for bike lanes on both sides of the roads and adding signs.

The city is planning the remaining portions through Carlsbad, although no estimated completion dates are available. The next section, currently in design, will lead from the Poinsettia station to Palomar Airport Rd.



Photo by Philip Eberhart

Other sections of the Coastal Rail Trail opened in 2005, most notably Solana Beach's landscaped and scenic trail starting at Via de la Valle on the south end. City of Oceanside also completed a segment of the planned 44 mile route. Encinitas, Del Mar and San Diego are also planning the trail in their cities. The trail will be funded by federal, state and local sources.

## Bike-for-Life Classes Continue Thanks to Donations

Thanks to some generous donations, the Coalition will continue to offer free Bike-for-Life classes to the general public, for the next few months at least. For the latest schedule of classes, check the Coalition website at <[www.sdcbc.org](http://www.sdcbc.org)>. The website has registration forms.

**Road 1** courses cover basics of bicycle riding, interacting with traffic, basic maintenance, and other topics during nine hours of instruction, half in the classroom and half on the bike. Bicycles and helmets are required. The trainers are League of American Bicyclists Certified Instructors.

Sign up now—while it's still **free!**

## Save the Date! May 11, 2006 Fundraiser

The Coalition is planning a fundraiser event on May 11, 2006 to highlight what we've done, what we'll do next, and who the movers-and-shakers are who will make them happen! Raffle prizes and giveaways as well as free refreshments are planned. So save the date of May 11, and watch for details in your next *ChainGuard*.

## San Marcos Updates Bicycle Master Plan

The City of San Marcos recently issued their plans to add more than 60 miles of bicycle lanes and paths, comprising almost 70 individual projects. These additions will almost double the number that exists today in the city.

The projects include building a bike path along the Sprinter light-rail line now under construction that will run through San Marcos, and adding bike lanes on the connection of Twin Oaks Valley and San Elijo Roads.

The plan's total price tag of \$37 million

was estimated by calculating the cost of each mile of bike lane at \$15,000 to \$35,000 and each bike path mile at \$1 million to \$2.5 million. The city will use some of their own capital improvement funds when adding lanes to road improvement projects. Developers of large projects will also be required to pay for bike paths or lanes. Some funds will come from federal, state, and local grants that encourage transportation alternatives to automobiles.

"San Marcos has been very aggressive in seeking funding to implement their bike plan," said Stephan Vance, who is in charge of bicycle planning for the San Diego Association of Governments (SANDAG).

*continued next page*



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- **Request a Police Report**
- **Seek Immediate Medical Attention**
- **Document All Witnesses**
- **Take Photographs: (Car, Bike, Clothes, Signage & Injuries)**
- **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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It is expected that the 150-page master plan document will be available to the public in January on the city's website <[www.ci.san-marcos.ca.us](http://www.ci.san-marcos.ca.us)>. Look for the document under "Development Services" then the Engineering Department.

Next the plan must go to SANDAG and CalTrans for adoption.

The city has received about \$10 million in grants to fund bike lanes and paths in the last five years.

## Donations to the Coalition

The Coalition gratefully acknowledges the recent generous donation from the organizer of the October 2005 *Tour de Poway*, given in recognition of Coalition volunteers who staffed an aid station during the ride. Thank you!

## Coalition Member Discounts Available from Flexcar

San Diego has a new service that provides vehicles by the hour. The Coalition has partnered with Flexcar, a car sharing company, which provides different types of vehicles including hybrids for busy, car-

less people like bicyclists who commute to work and for those who need a pickup truck or other type of vehicle occasionally.

Currently, Flexcar's San Diego locations are Downtown, Bankers Hill, Hillcrest and Sorrento Valley, with plans to grow into other areas soon. San Diego members can also access Flexcar's vehicles in Los Angeles, San Francisco, Seattle, Portland and other cities.

Members of Flexcar reserve a car on the Internet or by phone. Rates currently run \$8 to \$10 per hour and include gasoline, insurance, maintenance, and unlimited miles. Daily rates are comparable to renting a car.

Coalition members will receive a \$25 credit to their Flexcar account by using the promotion code 'V25SDCBC' when joining online.

Check Flexcar's website for more information, <[www.flexcar.com](http://www.flexcar.com)>.

If the concept appeals to you but you work elsewhere in the county, ask about future car locations by contacting Jordana Beebe at <[jordana.beebe@flexcar.com](mailto:jordana.beebe@flexcar.com)>.

We want to hear from you! If you use Flexcar and receive the Coalition discount, or just want to comment on the idea, email

your comments to the Coalition at <[execdir@sdcbc.org](mailto:execdir@sdcbc.org)>.

## Bike Shorts!

Jim Baross



### A Fair Fare?

The one-way fare (bicycle included) for the Coronado Ferry, an essential link in the popular Bay-shore Bike-way and a short-cut between Coronado and the "mainland," has been raised from \$2.75 to \$3.25. And car traffic over the bridge is still free because ... well, I can't think of a good reason. If you take your bike on the ferry, be sure you have enough money for the new fare!

### Kearny Villa Rd. Modifications

San Diego City staff has produced a preliminary estimate for modifying the SR-163 southbound on-ramp at southbound Kearny Villa Road, comprising a signalized, slow speed "T" intersection in lieu of the southbound high-speed on-ramp. It is expected to take several years to complete. This is the intersection where Marine Captain Klokow was killed by a merging hit-and-run motorist. Have you contacted your council member yet to ask what he/she has accomplished so far to improve bicycle safety right now on Kearny Villa



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>NEW WEBSITE!<

Road? Go to our website to see the October-November 2005 *ChainGuard* for more information.

### La Jolla Roundabouts

Roundabouts are new and sometimes confusing when newly encountered. Here's a web site provided by the City of San Diego with information about what they are about: <<http://www.sandiego.gov/planning/pdf/roundabout.pdf>>. For more information read the August-September 2005 *ChainGuard* on our website.

### Striping at Rancho Bernardo Rd at W. Bernardo Dr. confusing

Some restriping has confused things on eastbound Rancho Bernardo Road at West Bernardo Drive. There used to be a right turn only (RTO) lane there, and the bike lane was to the left of the RTO lane. But since there wasn't enough traffic turning right to justify a RTO lane, they made the rightmost lane a regular straight-or-right option lane, and striped a

<b>SDCBC Calendar</b>	
<p><b>Wednesday, January 11<sup>th</sup> – Volunteer night.</b> 6:30–8:30 PM, Location TBD. Envelope stuffing, pizza eating and story sharing. Please join us!</p> <p><b>Wednesday, January 25<sup>th</sup> – SDCBC Board Meeting.</b> 7:00–8:30 PM, Standley Recreation Center, 3585 Governor Drive, San Diego. Open to everyone.</p>	<p><b>Wednesday, February 8<sup>th</sup> – Volunteer night.</b> 6:30–8:30 PM, Location TBD. Newsletter folding, pizza eating and story sharing. Everyone welcome!</p> <p><b>Wednesday, February 22<sup>nd</sup> – SDCBC Board Meeting.</b> 7:00–8:30 PM, Standley Recreation Center, 3585 Governor Drive, San Diego. Open to everyone.</p>

regulation bike lane to the right. It was easier for bicyclists to get straight through when the RTO lane was there. Interestingly, they even did some signage at the intersection, which was great when the bike lane was to the left of the RTO pocket. Now the signage shows the bike lane to the right of the rightmost lane, even though it's dashed there. Not a good sign.

### Savannah Terrace “bike path”

A new housing development in Sabre Springs called Savannah Terrace has what some call a bike path, shown in the 2006 Thomas Guide as a faint dotted line running from the east side

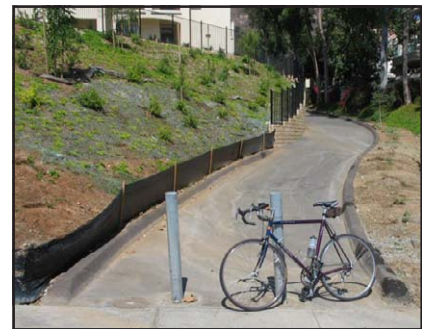


Photo by Philip Erdensky

of Sabre Springs Pkwy. just north of Savannah Creek Dr. (Thomas 1189 H5) to a point on the north side of Poway Rd. east of Creekview Dr. (Thomas 1189 J6). Through bicyclists may prefer to use Poway Rd. and Sabre Springs Pkwy. The path is useful primarily for bicyclists who want views of people's backyards.

<b>Renew!</b>	
<p>Regular individual annual membership is only \$25.00 to help support SDCBC and to bring you the <i>ChainGuard</i> 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!</p> <p>Other levels of membership, tax-deductible donations, and bicycle club member discounted memberships are available. Call (858) 487-6063, email to &lt;<a href="mailto:execdir@sdcbc.org">execdir@sdcbc.org</a>&gt;, or visit our web site at &lt;<a href="http://www.sdcbc.org">www.sdcbc.org</a>&gt; for more information and registration.</p> <p>Or just send your (large) check and this registration form to: SDCBC, P.O. Box 34544, San Diego CA 92163</p>	
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# Road Safety: Avoiding the Left-Cross.

Jim Baross

The “left-cross” is how I broke my collar bone, my first bike commute crash in more than 30 years of bicycling to work!

This is the most frequent motorist-bicycle crash. You can learn more at <http://bicyclesafe.com/> by Michael Bluejay. Here are the main points:

The problem: **A CAR COMING TOWARDS YOU MAKES A LEFT TURN RIGHT IN FRONT OF YOU, OR RIGHT INTO YOU.**

How to avoid this collision:

**1. Don't ride on the sidewalk.** When you come off the sidewalk to cross the street, you're less likely to be seen by turning motorists.

**2. Use a headlight.** If you're riding at night, you should abso-

lutely use a front headlight. It's required by law in San Diego, anyway.

**3. Wear something bright, even during the day.** It may seem silly, but bikes are small and easy to see through even during the day. Yellow or orange reflective vests really make a big difference. Reflective leg bands are also easy and inexpensive. You may not stand out from the background for the on-coming motorist, especially when he's facing into the sun.

**4. Don't pass on the right.** Don't overtake slow-moving vehicles on the right. Doing so takes you out of sight to left-turning motorists at intersections. Passing on the right means that the vehicle you're passing could also make a right turn right into you, too.

**5. Slow down.** If you can't make eye contact with the driver (especially at night), slow down so much that you're able to stop or quick-turn around the car if you have to. Sure, it's inconvenient, but it beats getting hit. Keep pedaling though, so that the motorist doesn't get the idea that you are preparing to give up the right of way.

**6. Take a “ride-through” position** in the lane where the motorist is looking. Being off to the right—in the gutter—puts you out of sight.

**7. Prepare to avoid the motorist's error.** Learn to make a quick-turn to the right or left. By learning to force the bike into a lean to the direction you want to turn, you can often avoid a head-on crash.

*Has your SDCBC membership expired?  
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