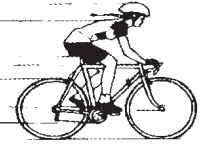


ChainGuard



Volume 20 No. 1

San Diego County Bicycle Coalition

February–March 2006

On guard for bicyclists throughout the San Diego region.

Our Mission

We make bicycling better in San Diego County through education, facilities and advocacy.

Newsletters on the Web

Past issues of the *ChainGuard* are on the web at <www.sdcbc.org>. Tired of paper? Switch your newsletters to email only by contacting us at <execdir@sdcbc.org>. You'll be notified by email when a new issue is posted on the web. Your email address will be used exclusively for this purpose.

Email Listserver

You can join our on-line forum by emailing <majordomo@bikesandiego.org> with the line "subscribe sdcbc," to learn where to ride, discuss local bicycling issues, and more.

Advertisements

The *ChainGuard* accepts advertisements. Circulation is over 1000. Business card size ads cost \$250 per year. For forms and rates send an email to <execdir@sdcbc.org>.

Free County Bike Map

For a free copy of the San Diego County Bike Map published by SANDAG, call 1-800-COMMUTE.

Change of Address

Mail change of address notices to SDCBC at P.O. Box 34544, San Diego, CA 92163

We're Number One!



In their March 2006 issue, *Bicycling Magazine* ranked San Diego as the top bicycling city in the U.S. among cities with over one million in population, beating out larger cities like Chicago and New York.

Mayor Jerry Sanders and Councilwoman Donna Frye rode a tandem bicycle to a news conference held at Mission Bay on Saturday, January 29 to announce the distinction. There were stories on TV channels 8 (KFMB) and 9 (KUSI) covering the conference and reporting warm feel-good remarks from both Frye and Sanders.

The magazine praised our great weather, terrain, and cycling-friendly infrastructure, citing more than 850 miles of bike lanes and routes as well as easy access to mountain bike trails.

They reported 300 miles of bike facilities were added in the last three years throughout San Diego, along

the San Diego River and around Mission and San Diego bays.

Portland, Oregon was previously named America's top cycling city by *Bicycling Magazine*, and remained their top overall choice again this year. See the magazine, on newsstands February 1, for their rankings of cities of less than one million in population.

San Diego Re-Stripes Kearny Villa Road Bike Lanes

In response to safety concerns, the City of San Diego re-striped the Kearny Villa road bike lanes near the 163 freeway interchange in December, and did some pavement patching and sweeping of the debris along the right side of the road.

While the Coalition applauds the City's efforts to make bicycling safer in this area, more changes are needed. In places, riders without advanced bike handling skills will be challenged, in particular where free right turn lanes on Kearny Villa Road lead onto the 163 freeway. The photo on the next page shows this intersection.

This was the site of a fatal crash last August between a bicyclist and a minivan.

The City and Caltrans are considering redesigning the interchange to replace the free-right-turn lane with



Photo by Philip Erdelsky

a squared intersection that requires car drivers to stop before turning onto the 163 freeway. If the \$1.7 million price tag can be met with grant funds, the earliest completion date would be summer 2008.

South of the interchange with 163 and north of the FAA Tracon driveway, the City put fresh paint and signage on the road, but the configuration stayed the same. Between the Harris Plant road bridge and the FAA Tracon driveway, Kearny Villa road has very broad shoulders. The old bike lanes have been turned into cross-hatched "no-drive" areas, and new bike lanes striped alongside and a little farther from the center of the road. The new lanes begin at the ramp from Harris Plant road onto northbound Kearny Villa road.

New signs and striping encourage southbound bicyclists to exit at Harris Plant road. The bike lane marks under the overpass have been scraped away, but there are no signs prohibiting bicycles, so bicyclists have the option of following the old route.

Coalition members viewed the changes with mixed reactions.

"If you stay in the bike lane to the very end you will quickly run out of pavement," says Serge Issakov. "That's why you have to start looking back early. Looking back serves two purposes. In addition to letting you assess the

situation behind you, it is a communication mechanism."

"You have to be comfortable with being passed by 55 mph traffic on both sides," Issakov continued, "which could take some getting used to."

"The 163 interchange has always been the biggest challenge," says Philip Erdelsky. "It's now easier. Throughout this area, added signage and pavement markings make it clearer than ever that bicyclists are sharing this road."

The City is seeking input on these changes. What do you think? Visit our website, <www.sdcdc.org>, and email us your opinion.

Amgen Tour of California Coming February 19-26

The inaugural Tour of California bike race will take place February 19-26, 2006, offering California bicycling enthusiasts a chance to see the pros race.

The eight-day, 602-mile professional *Tour-de-France* style stage race begins February 19 in San Francisco with an individual time trial and ends February 26 with a nine-lap circuit race in Redondo Beach. The tour will visit ten California cities, including the southern California cities of San Luis Obispo, Santa Barbara and Thousand Oaks.

Among the top international race teams signed up are Lance Armstrong's old team, Discovery Channel; T-Mobile of Germany; Phonak of Switzerland; and Gerolsteiner of Germany, lead by Levi Leipheimer of Santa Rosa, one of the seven finish cities included in the race.

SDCBC Board

San Diego County Bicycle Coalition's Officers

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Treasurer: Kerry Kunsman
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Executive Director – Kathy Keehan
 Board meetings are held on Wednesdays once a month at 7:00 PM. Dates and locations noted in Calendar Section.

ChainGuard editor is Carol Carr; layout by Fulton Martin

ChainGuard published bi-monthly by

San Diego County Bicycle Coalition
 P.O. Box 34544
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Cable sports channel ESPN-2 will air a one-hour, prime-time broadcast after each stage.

Promoters expect over one million spectators to attend, with millions more watching the nightly TV broadcasts. The tour's title sponsor is the biotech medical supplier Amgen.

Their website is <www.amgentourofcalifornia.com>.

Bike For Life Wraps Up 2005

Of all the projects the Coalition worked on this year, Bike for Life was our most successful! Thanks to the generous grant from the City of San Diego and SANDAG, the Coalition has been able to provide 52 classes and reached 929 students. Those students are well on their way to being safer, more comfortable cyclists on the road, and safer, more courteous drivers behind the wheels of their cars.

Instructors from the Coalition taught a variety of courses over the last year. We've been out to bike clubs, spoken at community meetings, senior centers, employer lunches, and employee training sessions. We've taught 14 *Road I* courses and three *Road II* courses. That means 74 students have received nine-hour, in-depth training in bicycle driving, and 18 of them have progressed far enough to qualify to participate in a seminar to become instructors themselves.

We've gone from Normal Heights to Chula Vista to La Mesa to Clairemont to Rancho Bernardo to teach.

We've started the *Ride and Learn* program, where bicyclists who aren't ready to ride with some of our clubs can ride and learn in a non-challenging setting.

The work continues through next year. Although our funding from the City provides only for eight more classes, specifically targeted at seniors, the Coalition will continue to provide cyclist education for everyone. The

newly formed "Patrick Klokow Education Fund" has already raised enough money to provide at least three more *Road I* classes in the coming year. Thanks to the support of Action Cyclery, we plan to make the *Ride and Learn* project a once-a-month ride.

You can help us continue this important work. If you would like to make a special tax-deductible donation to the Education Fund, please send a check to SDCBC, P.O. Box 34544, San Diego, CA 92163. Please write "Patrick Klokow Education Fund" on your check.

Donations to the Coalition

The Coalition would like to recognize the efforts of the North County Cycle Club, a 100% member of the Coalition, for their matching funds donation program, which to date has raised almost \$300 for the Coalition's programs. A great big thank you to all the NCCC heroes!

Patrick Klokow Education Fund Donations

The Coalition established this fund in October at the

request of the family of the Marine Captain killed while riding his bicycle on Kearny Villa Road last August. The fund, dedicated to bicycle safety programs in the San Diego area, has received almost \$1000 to date. All Coalition donations are tax deductible and earn the eternal gratitude of the entire Coalition board. Thank you, everyone!

Inland Rail Trail Under Construction

The North County Transit District is building a light rail line, called the Sprinter, between the transit centers in Escondido and Oceanside, a project on the drawing boards for years that is finally under construction. The project includes the first phase of the Inland Rail Trail, a bike path,



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- 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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from the Escondido Transit Center to Pacific Street in San Marcos, which will be built with the rail right of way along with the rail project.

Portions of the rail line and Inland Rail Trail construction can be seen near California State University in San Marcos. The rest of what will eventually be a 22-mile bike path is still in its early stages of design, but could be built shortly after the rail line if funding for construction can be obtained.

The City of San Marcos, as lead agency, has assigned several city staff to manage the design of the bike trail.

The first segment of the trail, from Escondido to Palomar College, should be complete before the end of 2007. San Marcos recently applied for grants for the two-mile portion from Palomar College to Buena Creek Road.

The City of Vista recently received a \$500,000 grant to design its five-mile portion of the trail, and has agreed to contribute another \$55,000 of city funds. Vista's portion of the trail will stretch from Buena Creek Road to Melrose Drive near the Oceanside city limits. The estimated construction cost is \$5 million.

The trail will run parallel to the Sprinter for most of its length. Both Vista and San Marcos hope to build their portions as a ten-foot-wide paved path with two-foot graded gravel shoulders on each side. A fence will separate trail users from the Sprinter rail. Due to environmental problems, City of Oceanside expects to divert bicyclists onto Oceanside Boulevard to use existing bike lanes.

Bike Shorts!

Jim Baross



Carlsbad Surveys Bicyclists

The City of Carlsbad is working on their bike master plan, and they want to hear from cyclists! Before the February 17 deadline, go to www.sdcbc.org and click on the link to take the survey. They can't create a good plan without feedback from you!

Construction 52W & Genesee North Intersection

Squeaky wheel Jon called San Diego City Councilmember Scott Peter's office about the danger from restricted space for bicyclists at this construction site; further up the road a similar project was underway complete with signs of all types and well marked to get traffic, including bicyclists, through. Jon squeaked again when during morning rush hour the right lane was blocked by construction trucks and only one lane remained for the traffic. So Jon talked to the police. The next morning things were quite different, with lots of signs and enough room for a bicyclist to ride uphill to the right of the cones. Good work Jon!

Downtown San Diego Plan for Transportation

The plan proposes a network of "green streets," residential streets, and streets with bicycle facilities that, if properly designed, should be bicycle- and pedestrian-friendly places with calmed traffic that even less skilled bicyclists could feel comfortable riding. As usual, much will depend on how the plan is implemented. Kathy Keehan, Coalition Executive Director, is working with the city on the plan details. A lesson we can relearn from all this is that you have to be involved in the planning process if you want to insure a good outcome.



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A Freeway Filled with Bikes?

For those who watch television, check out the new Kaiser Permanente commercial! It has images visualizing the world as a healthy place—vending machines with apples, a drive-through restaurant named “mini-size me,” and a freeway empty of cars but filled with people biking to work.



Photo by Philip Erdosky

Valley Center Road Bike Lanes

The 3.5-mile section of Valley Center Road between Lake Wohlford Road (Thomas 1110 F4) and Woods Valley Road in Valley Center was effectively closed to bicyclists while it was widened, with signs

discouraging bicycling. The signs are now gone and adequate bike lanes added. However, this section begins 0.2 miles north of Lake Wohlford Road and ends before Woods Valley. It appears future construction will bring similar improvements in the northern section.

Rose Creek Bike Path Warning

The City of San Diego has a \$1 million seismic retrofit project at the Garnet Avenue Bridge over the Rose Creek

Wednesday, April 12th – Volunteer night. 6:30–8:30 PM, Location TBD. Newsletter folding, pizza eating and story sharing. Everyone welcome!

Sunday, April 23rd – EarthFair. Details coming in next issue.

Wednesday, April 26th – SDCBC Board Meeting. 7:00–8:30 PM, Standley Recreation Center, 3585 Governor Drive, San Diego. Open to everyone.



Photo by Greg Zuckerman

bike path that bicyclists need to watch out for. Construction materials can be hard to see in the shadows of the underpass, and signs warn bike path users of 20-minute delays. Be careful out there!

Renew!

Regular individual annual membership is only \$25.00 to help support SDCBC and to bring you the *ChainGuard* 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 you’ll also get our SDCBC bike sox—please specify size—to show your “Velorevolutionary” spirit!

Other levels of membership, tax-deductible donations, and bicycle club member discounted memberships are available. Call (858) 487-6063, email to <execdir@sdcbc.org>, or visit our web site at <www.sdcbc.org> for more information and registration.

Or just send your (large) check and this registration form to: SDCBC, P.O. Box 34544, San Diego CA 92163

Membership Registration Form

Name _____

Address _____

City, State, Zip _____

Phone () _____ Email _____

[] add my e-mail address to the SDCBC email list-server.

[] please do not share my name with other organizations.

Membership Level/Donation \$ _____

Road Safety: When Far Right is Wrong.

Jim Baross

The most common error made by otherwise legally operating bicyclists is being too far to the right at an intersection.

Here's the situation: the bicyclist intends to go straight at an intersection but comes to a stop as far right as possible, even right up next to the curb. When traffic begins moving, the bicyclist may get what we call a "right hook." The bicyclist is in the way of right-turning traffic, and either has to wait for right-turners to go by, or risk a right-turner who doesn't see the bicyclist. The law **does not** require anyone to bicycle "as far right as possible," although that's the advice some people, including some traffic officers, might give. California Vehicle Code 21202 states that bicyclists are to "...ride as close as practicable to the right-hand curb..." and this law pro-

vides several important exceptions including number four: "except ... when approaching a place where a right turn is authorized." Check it yourself at <http://www.dmv.ca.gov/pubs/vctop/d11/vc21202.htm>.

Here are two general rules to help you through an intersection:

1. Use the lane farthest to the right that leads to your intended destination.
2. Take a position in that lane that indicates your intended direction—right side for right-turning, left side for left-turning, relatively centered for straight-through riding.

Because bicyclists take up less lane space than cars, our positioning in a lane is a powerful communicator of our intended direction **and** this helps others know where to position themselves. Straight-

through bicyclists positioned near the center of the right-most lane, as supported by the Vehicle Code, can often leave room for right-turners to get through.

You can learn this and other information for improving your traffic handling skills from the Coalition's trained instructors (www.sdcbc.org).

Yes, some intersections may be too complicated, the other traffic may be too fast or scary, visibility may be bad, or you may not trust your bike or traffic handling skills for the more difficult situations. Sometimes it may be better to avoid the situation, find another route, or act like a pedestrian, but these general rules meet the requirements of courteous and legal bicycle operation in the Vehicle Code and the League of American Bicyclists Bike Ed program (www.bikeleague.org), and are supported by the Coalition.

*Has your SDCBC membership expired?
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