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# ChainGuard



Volume 17 No. 1

San Diego County Bicycle Coalition

January–April 2003

On guard for bicyclists throughout the San Diego region.

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## Coastal Rail Trail

March 20<sup>th</sup>, 2003.

In a victory for bicyclists and other path users, North County Transit District (NCTD) board members rejected staff's report and recommendations requiring a 50 foot setback for the Coastal Rail Trail. The board members were unanimous in their concerns that the proposed standards were unnecessarily conservative and they would make the trail impossible to build.

After much discussion, the NCTD Board adopted flexible guidelines which should allow construction of the rail trail in most of the right-of-way.

Thanks to Marshall Plant from the City of Carlsbad for his very persuasive presentation showing just how much path would be lost if the 50 foot setback were required. Gary Gallegos, Executive Director of SANDAG, also sent a letter to NCTD outlining SANDAG's support for the rail trail and opposing the proposed standards, which seemed to make quite an impression on the board. Others who helped in the effort include Dan Powell (whose humor and eloquence made bicyclists look good!), Joe Kellejian from Solana Beach, Scott Rittschof and the whole staff of **Bike 101** in Solana Beach, Peggy Gentry from **Walk San Diego**, Carol Carr from **North County Cycle Club**, and many other bicyclists who called, wrote, or emailed. Thanks to all of you for this great step forward!

## Sorrento Valley Road

February 25<sup>th</sup>, 2003

Another victory! San Diego City Council voted to permanently close Sorrento Valley Road to auto traffic. This is just one step in the long process to convert the road to a bicycle, pedestrian, and wildlife corridor. It wasn't a sure thing, however. There were several speakers at City Council who opposed the permanent closure, citing safety concerns, inconvenience and delays to commuters, residents, and employees in the area. The final vote was 7-2, with Councilmembers Madaffer and Maienschein voting no, and Murphy, Peters, Zucchet, Atkins, Lewis, Frye, and Inzunza voting yes. Thanks to Doug Lappi, Carolyn Chase, Jim Baross, Ken King, the Sierra Club, the Audubon Society, the Torrey Pines State Preserve, and many other people who came and spoke in favor of the road closure.

This is another battle that isn't quite over yet. The final decision to close the road rests with the California Coastal Commission. We also expect that opponents of the road closure will pursue legal means to try to reopen the road to auto traffic.

In the meantime we will continue working on plans for creating a terrific bicycle facility in the corridor. The plan approved by council calls for a paved bike path and a separate unpaved pedestrian trail. We look forward to seeing the project through to completion.



## Rose Creek Bike Path Cleanup

*Nina Keehan.*

You should have been there. On February 22<sup>nd</sup>, volunteers from the Bicycle Coalition (me being one of them) cleaned the Rose Creek Bike Path. We found things like an old TV and a dishwasher! It was very gross but just as fun. The Rose Creek Bike Path is a great place to ride when it is clean.

Help the environment and have fun too. This is not just for members—tell your friends to come and help. You will have fun and feel good. Our next Rose Creek Bike Path cleanup is on May 4<sup>th</sup>.

## Segways Coming to Your Neighborhood Soon?

The much-touted human transporter, "Segway," is set to debut in March 2003. Coalition board members were recently treated to free rides on one of these battery-powered, stand-up, 2-wheel platforms that rolls along sidewalks 3–4 times faster than pedestrians.

Its promoters say the Segway is legal in San Diego anywhere an electric wheelchair can go. This includes multi-use bike/walking paths, but not bike lanes or streets. The board found no objection to the Segway if used legally and courteously. The San Diego City Council is currently deciding where the Segway can be used, and what restrictions will be put on its operation.

## Flexcar Creates Partnership Opportunity with Bicycle Coalition

At our December meeting, representatives from Flexcar, a car-sharing service in the United States, gave a presentation about their company. Basically, it's renting a car by the hour, with none of the hassles of paperwork, insurance, etc. For bicyclists it provides an alternative to buying a car (or a second car). In San Diego, Flexcar features a network of Honda and new Hybrid Honda Civics, as well as specialty vehicles such as Ford Ranger pickup trucks, currently in the downtown area. As a member, you reserve a car when you need it and return it to the original location, and you are charged only for the time you use the car. At the end of the month they send you a statement of your usage, and charge your credit or debit card.

Flexcar is offering Bicycle Coalition a partnership: for every Coalition member to sign up for Flexcar, Flexcar will send the Coalition a check for \$10.

Now's your opportunity to help yourself and help the Coalition! Go to <[www.flexcar.com](http://www.flexcar.com)> and click on "join." Join Flexcar (It costs \$25 to join), and enter "SDCBC25" in the promo code.

### SDCBC Board

San Diego County Bicycle Coalition's Officers

*Chair:* K.C. Butler  
*Vice Chair:* Trevor Bourget  
*Treasurer:* Ken King  
*Secretary:* Jim Baross

### SDCBC Board Members

Jim Baross – Sierra Club Bike Section  
Carol Carr – N. County Cycle Club  
Philip Erdelsky - Rainbow Cyclists  
Chuck Gilbert – SD Cyclovels  
Ken King – Knickerbikers  
Bob Richardson – SD Bicycle Club  
Tony Pietsch – SD Tandem Club  
Greg Zackowski – Triathlon Club of SD  
Trevor Bourget  
K.C. Butler  
Marty Jones  
Kerry Kunsman  
Jeremy Neuner  
Judith Talner  
Stephan Vance

Executive Director – Kathy Keehan  
Board meetings are held **the second Wednesday** of each month at 6:30 PM.  
Locations noted in Calendar Section.

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

# New Bike Lanes on Rancho Carmel Drive

Thanks to the advocacy efforts of Roy Tobin, there are now bike lanes on Rancho Carmel Drive in Carmel Mountain Ranch. The street previously had a large number of cars and trucks parking on it, even though there are large parking lots on either side of the roadway. Now bicyclists have a straight clear set of bike lanes instead of having to take the lane. Hooray! Congrats and thanks to Roy for all his hard work on this important improvement for bicyclists!



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- 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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## Goodan Ranch/ Sycamore Canyon Preserve May Get The Shaft!

*K.C. Butler, SDCBC Chair*

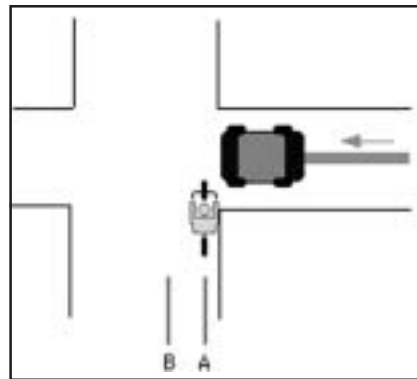
Mountain biking through one of North County's premier open space preserves is in serious jeopardy. The San Diego County Water Authority will be constructing an 11 mile, 12 foot diameter tunnel under the preserve. The underground tunnel will have little impact on the preserve or its users; however, the tunneling operation will require a mining shaft at some point along the route. The mining shaft is a 35-foot diameter opening in the ground. The shaft site will consume 3-4 acres above ground for the opening, equipment storage and debris removal. The mining shaft will be used to insert the drilling equipment, the pipeline, and to remove the debris from the drilling. The SDCWA estimates that there will be between 75-125 trips a day, to and from the mining shaft. These trips will consist of large dump trucks, trucks carrying the pipeline, vehicles carrying heavy equipment, and workers' vehicles. There have been three sites considered for the mining shaft. Site A, the Beeler Canyon shaft, Site B, the Sycamore shaft, and site C, the Palomar shaft. Site B, the Sycamore Shaft would be located in the Sycamore Canyon Open Space Preserve.

Sycamore Canyon Open Space Preserve is a 2200 acre open space preserve between

Santee and Poway. There are numerous trails throughout the preserve enjoyed by all types of user groups. Some of the mountain biker's favorite trails include Martha's Grove trail, Cardiac, and the Olive Grove trail. A favorite ride that skirts along the edge of the Marine base runs from Santee Lakes to the Preserve and back. The Sycamore shaft would lie at the south edge of preserve in the open fields behind the ranch house, and directly between the preserve and the Marine property. Large dump trucks and other vehicles would access the shaft site via Highway 67, up and down Cardiac, and the road directly adjacent to the ranch house. Major reconstruction of Cardiac and all the roads to the shaft site would be necessary. Use of Cardiac and the Olive Grove Trail by mountain bikers and other user groups would be either totally eliminated, or greatly reduced. The mine shaft construction site would be in operation four years. After the mining is complete, what would be left of the preserve? This project would have a devastating effect on the wildlife, and would all but destroy some of our favorite trails. Both the alternate mine shaft sites have areas of concern but don't have as serious long time and permanent effects as the Sycamore site.

## Bicycle Safely

We've run across a website that has good tips for riding safely—  
<[www.bicyclesafe.com](http://www.bicyclesafe.com)>, by Michael Bluejay. We'll be reprinting the top ten crash types over the next few newsletters. Hope this advice comes in handy next time you're out riding!



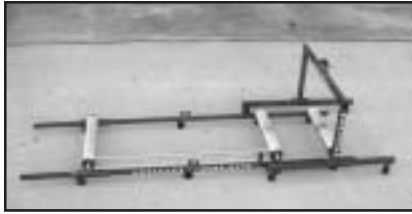
### Collision Type #1: The Right Cross

This is one of the most common types of collision or potential collisions. A car is pulling out of a side street, parking lot, or driveway on the right. Notice that there are actually two different kinds of possible collisions here: Either you're in front of the car and the car hits you, or the car pulls out in front of you and you slam into it.

How to avoid this collision:

**1. Get a headlight.** If you're riding at night, you should absolutely use a front headlight. It's required by law, anyway. Even for daytime riding, a bright white light that has a flashing

*Continued on page 6*



**For Sale:** Rollers. A generous SDCBC member donated these rollers to the Coalition. Since I don't really have much use for them around the office, we're gonna sell them and use the money for our advocacy efforts. Call K.C. Butler at (858) 679-1027 to make us an offer, or to find out more information.

## Coalition Offers Bike Ed Classes

Improve your cycling! Be more comfortable wherever you ride. Learn things you didn't know you didn't know!

### SDCBC Calendar

<p><b>Wednesday, April 9<sup>th</sup> – SDCBC Board Meeting.</b> 6:30–8:30 P.M. Caltrans Headquarters, 2829 Juan St. in Old Town San Diego.</p> <p><b>Sunday, April 27<sup>th</sup> – Balboa Park Earth Fair.</b> All day (and we mean <i>all</i> day). The Earth Fair is open from 10 to 5, but we will need volunteers all day—setting up the valet bike parking, running the show, and cleanup in the evening. Contact Kathy Keehan to</p>	<p>volunteer. (858) 487-6063 or &lt;execdir@sdcbc.org&gt;.</p> <p><b>Sunday, May 4<sup>th</sup> – Rose Creek Bike Path Cleanup.</b> 9–11 A.M. New meeting place—the cul-de-sac at the end of Magnolia St. Look for the SDCBC Banner.</p> <p><b>Friday, May 16<sup>th</sup> – Bike to Work Day!</b> Go to &lt;http://www.californiabikecommute.com&gt; to register and be eligible for great prizes.</p>
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The Coalition is offering three sessions of Bike Ed – Road I classes. June 7–8 in Central San Diego, July 19–20 in Clairemont, and an August session in the South Bay. The

classes are \$50 per student and worth every penny. To sign up, or for more information, contact Kathy Keehan at (858) 487-6063.

### Got some money burning a hole in your pocket?

Help us out! Renew your membership, or simply make an extra donation to the SDCBC using the form below to take advantage of this opportunity!

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 get a special SDCBC T-shirt to show your “Velorevolutionary” spirit!

Other levels of membership, tax-deductible donations, and bicycle club member discounted memberships are available. Call (858) 487-6063, e-mail to [execdir@sdcbc.org](mailto:execdir@sdcbc.org), or visit our web site at [www.sdcbc.org](http://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 \$ \_\_\_\_\_

mode can make you more visible to motorists who might otherwise *right cross* you.

**2. Honk.** Get a bell or a horn and **use it** whenever you see a car approaching (or waiting) ahead of you and to the right. If you don't have a horn, then yell "Hey!" You may feel awkward honking or yelling, but it's better to be embarrassed than to get hit.

**3. Slow down.** If you can't make eye contact with the driver (especially at night), slow down so much that you're able to completely stop if you have to. Sure, it's inconvenient, but it beats getting hit. *Doing this has saved my life on too many occasions to count.*

**4. Move left.** Notice the two lines "A" and "B" in the diagram. You're probably used to

riding in "A," very close to the curb, because you're worried about being hit from behind. But take a look at the car. When that motorist is looking down the road for traffic, he's not looking in the bike lane or the area closest to the curb; he's looking in the **middle** of the lane, for other cars. The farther left you are (such as in "B"), the more likely the driver will see you. There's an added bonus here: if the motorist doesn't see you and starts pulling out, you may be able to go even **farther** left, or may be able to speed up and get out of the way before impact, or roll onto their hood as they slam on their brakes. In short, it gives you some options. Because if you stay all the way to the right and they pull out, your only "option" may be to run right into the driver's side

door. *Using this method has saved me on three occasions in which a motorist ran into me and I wasn't hurt, and in which I definitely would have slammed into their driver's side door had I not moved left.*

Of course, there's a tradeoff. Riding to the far right makes you invisible to the motorists ahead of you at intersections, but riding to the left makes you vulnerable to the cars behind you. Your actual lane position may vary depending on how wide the street is, how many cars there are, how fast & how close they pass you, and how far you are from the next intersection. On fast roadways with few cross streets, you'll ride farther to the right, and on slow roads with many cross streets, you'll ride farther left.

*Has your SDCC membership expired?  
Check your address label!*

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