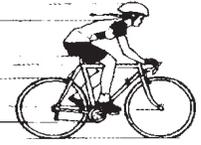

ChainGuard



Volume 19 No. 1

San Diego County Bicycle Coalition

January–February 2005

On guard for bicyclists throughout the San Diego region.

Free Classes Offered: *Bike for Life* Program

Bike for Life isn't just about riding your bike. It's about making a difference in your life.

If you're getting this newsletter, you already know about how bicycling can make you healthier and happier. Now the Coalition is ready to take that message to the rest of San Diego County. Our *Bike for Life* program offers bicyclists of all levels and abilities the opportunity to learn from League of American Bicyclist Certified Instructors how to make bicycling less work and more fun. And it's **free!**

The classes to be offered will range from quick, 30-minute talks to 30-hour Effective Cycling courses. Classes may include casual discussions, talks, media presentations, on-road advice, simple Q & A sessions and other teaching tools. Any group of adults anywhere can take part, even seniors who just want to learn how to safely drive while sharing the road with a bicyclist.

The Coalition is developing informational brochures and contacting bike shops, service clubs, employee groups, bicycling clubs, senior centers and other organizations wanting to offer the classes to their members or customers.

The *Bike for Life* Program helps the Coalition as well as bicyclists. All expenses will be covered by the City of San Diego through a SANDAG grant, the LCI's will be paid for giving classes, and the Coalition will earn money to support other Coalition projects. Everyone wins!

Find a class near you and invite all your friends to join you in this unique opportunity.

Contact the Coalition for information about getting your group, business, bike shop or club involved. Check the Coalition's website, <www.sdbc.org>, or call Kathy Keehan, Coalition Executive Director, at (858) 487-6063.



Philip Eresky photo

Rains Flood Routes, Damage Streets

Jim Baross

Fashion Valley Road has washed out and will remain closed indefinitely. Bicyclists often use a street to the east, Avenida Del Rio, but it may also flood. There is a footbridge over the San Diego River from the Town and Country Conference Center parking lot to the Fashion Valley Bike Path. So far, it has held up and remains open. You're not supposed to ride a bike over it, but you can get off and walk.

The Camino De La Reina underpass under Highway 163 was flooded for a while but may be passable now.

The Pacific Street causeway across the mouth of the San Luis Rey River in Oceanside has washed out again. Bicyclists could use the Coast Highway (formerly called Hill Street).

Please remember, with all the road closures and debris from recent rains, be careful when veering out of bikelanes to avoid water, mud or fallen branches, and watch for those potholes!

Adams Ave Bike Shop Helps the Coalition

The Coalition was the beneficiary of a recent raffle of a Breezer bike given away by Andrew Lee, owner of Adams Avenue Bicycles. On display last fall at the Whole Foods grocery in Hillcrest, the cruiser bike was raffled off and the profits donated by Adams Avenue Bicycles to the Coalition. Thanks, Andrew Lee!

Lee is forming a new bike club for velodrome racers. See their website, <aabikes.net>, for more information. The club will offer training rides several times a week from the store at 2606 Adams Avenue.

Lee has joined the board of the Coalition as our first corporate member.

North Embarcadero Visionary Plan Changed Through Coalition Action

Coalition staff has been watching the progress of the North Embarcadero Visionary Plan, hoping for improvements for north-south bicycling through the busy San Diego waterfront. The Plan, a joint project among several local government agencies, will improve the flow of car, bike, and foot traffic through an area bounded by Market Street near Seaport Village on the south, Laurel

Street on the north, the railroad right-of-way to the east and the waterfront to the west.

Meetings between the Coalition and City of San Diego staff recently resulted in a roadway design change. Originally the south end of Pacific Highway within the Plan area was to be designed with three 12-foot-wide traffic lanes, leaving bicyclists with little navigating room in the right-hand lane. Coalition staff was successful in narrowing the design of the 2 inner lanes in order to have a 15-foot-wide right-hand lane. This is a reasonable width for bicyclists and cars to share. There may even be room for bike lanes, depending on the final design of the roadway.

The first phase of the project is expected to start in fiscal year 2005–2006.

4th Ride of Silence to be Held Saturday, April 2

The 4th San Diego Ride of Silence for Bicycle Equality will be held on Saturday, April 2, 2005. Meet at 1:00 PM (after your morning club ride) near El Indio's at the corner of Washington & India Streets.

The event is free, there are no brochures, no sponsors, no registration, just a chance to show respect for fellow cyclists injured or killed by motorists on public roadways.

"The 3rd San Diego Ride of Silence was a raging success," said Frank Paiano, event organizer. The bicyclists rode single

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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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file on December 18 in a slow, solemn procession through Mission Valley.

The 1st Ride of Silence was held in San Diego in May 2004, a month when several local bicyclists died in traffic accidents. That day, slow-paced, no-talking rides were held in more than 35 cities across the U.S. and Canada.

Continued on next page

While the Coalition is not connected with this event, we are sympathetic to the message they are trying to convey, and recognize that changing motorists' perception of bicyclists is critical to everyone's safety on the road.

For questions on this or other Silent Rides, contact Frank Paiano at <wondernerd@juno.com>, or call (619) 223-5264.



SD Bicycle Club Delivers

Bob Richardson

The San Diego Bicycle Club and friends traveled to the Salvation Army Ray and Joan Croc Community Center for their 17th Annual "Light Up a Life" Holiday Toy Ride on December 18th. Riders carried toys and canned goods in their backpacks and decorated their bikes for the 50-mile round trip ride to deliver joy to San Diego's needy children and families. Nearly 100 riders make the trip each year with Santa guiding them along the route to many happy honks and waves. Everyone is always welcome, so watch for them next year.



Sierra Club Riders Deliver, too

Ellen Scott

On December 4, 2004, 14 hardy and intrepid bicyclists from the Sierra Club Bicycle Section braved wind and rain on their annual Jingle Bell Ride to deliver gifts to the children of St. Vincent de Paul Village.

Despite assurances of fair skies by local weathermen, the skies opened up when the riders continued their ride along the Coronado Strand, where they stopped to drip on the carpet at the Hotel Del Coronado for Christmas tree viewing. (The hotel concierge was thrilled.)

SANDAG to Develop Regional Bicycle Master Plan

The San Diego Association of Governments (SANDAG) plans to develop a Regional Bicycle Master Plan to identify regional priorities for routes and facilities, and to recommend a series of activities and policies to encourage bicycling in the region.

The plan will respond to federal and state directives placing greater emphasis on accommodating pedestrians and bicyclists when designing roadway facilities. SANDAG's Bicycle-Pedestrian Working Group will be the advisory

Continued on next page



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ACCIDENT TIPS

- 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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group to SANDAG during the plan's development. Work on the plan that begins this year will focus on refining the regional bikeway corridors that are part of SANDAG's long-range Regional Transportation Plan. Work on regional policies, goals, and design recommendations will start next summer.

In addition to developing its own bicycle plans, SANDAG will be requiring a current bike plan for any agency that wants to apply for bike project funding, and will also pay for the plan's development.

Cities with current plans include the City of San Diego, San Marcos, Solana Beach, Encinitas, Chula Vista and Vista, and the County of San Diego.

Four cities are in the process of updating their plans or are about to begin the process: Escondido, Lemon Grove, National City, and Santee.

"Advocates can get involved by watching for notices of public meetings that should be held whenever a plan is being developed or updated," said Stephan Vance, Coalition Vice Chair. They can also contact the Bicycle Coalition, which has representation on the Bicycle Pedestrian Working Group. "If a city doesn't have a current plan, local cyclists can go to any city council meeting and ask, during the public comment period, that the city develop one," he continued.

Encinitas Updates their Bikeway Master Plan

On December 2, 2004, the Encinitas Planning Commission sent a proposal to their City Council to update their bikeway master plan. The proposal would double the amount of bike trails in Encinitas, including adding 21 miles of bike lanes and a new trail along the coastal rail corridor at an estimated cost of \$7.17 million.

This is the first update to the plan since 1990.

The bulk of the cost, about \$6 million, is for construction of a four mile portion of the Coastal Rail Trail, a continuous Class 1 bikeway from Oceanside to Del Mar that will use primarily railway right-of-way. (Class 1 means a trail separated from the roadway, Class 2 is a bike lane, and Class 3 is a road with signs denoting a bike route.)

Under the updated plan a Class 2 bike lane would be installed along Coast Highway 101, although not in the downtown area.

Class 3 segments include, among others, some new signs along Manchester through the residential areas. A total of 18 miles of new Class 3 bike routes are planned.

There are currently about 20 miles of bikeways in Encinitas, most of which are Class 2 bike lanes.

Bike Shorts!

Jim Baross



Hit-'n'-run Witnesses Sought

Friends and relatives of a woman severely injured in a North County hit-and-run traffic crash on Christmas Day offered a \$10,000 reward for information leading to the arrest and conviction of the fugitive motorist. Patricia Snyder, 50, was hospitalized with numerous broken bones and other serious trauma she suffered while bicycling through Ramona December 25. Snyder was riding north on Main Street when a truck struck her from behind shortly after 12:30 PM. The unidentified motorist stopped briefly, then drove off. Witnesses said the vehicle that hit the woman was an older-model pickup, possibly a blue or light-tan Ford. Anyone with information about the crime is asked to call (619) 401-2000.

San Dieguito River Park Volunteer Opportunities

The San Dieguito River Park now has 22 miles of trails, and several more miles will open next year. They need new Volunteer Patrol members to hike, bike or ride the trails. Training for volunteers begins this spring. Registered volunteers will receive training on March 5th and 12th. Volunteer

Patrols commit to come out to the Park once a month to walk or ride on the trails. The Volunteer Patrol increases the River Park's official presence on the trails. They keep their eyes open for problem areas along the trail, assist the public, and identify and report concerns to the Park Rangers. If you are interested, please set aside March 5 and 12 in your calendars, and call Barbara Baker at (858) 674- 2275 x 14 for more information and/or to register.

Buses on Freeway Shoulders May Crowd Out Bikes

A new pilot program will allow buses to use freeway shoulders during jams, and San Diego transportation officials hope the move will encourage more transit riders and speed up traffic. It's the first program of its kind in California. The one-year pilot program in San Diego County will make shoulders on Highway 52 and Interstate 805 between Kearny Mesa and

SDCBC Calendar

<p>Wednesday, March 9th – Volunteer night. 6:30–8:30 PM, Location TBD. Envelope stuffing, pizza eating and story sharing. Please join us!</p> <p>Wednesday, March 23rd – SDCBC Board Meeting. 6:30–8:30 PM, Standley Recreation Center, 3585 Governor Drive, San Diego. All Coalition members are encouraged to attend.</p>	<p>Thursday, April 14th – Volunteer night. 6:30–8:30 PM, Location TBD. Newsletter folding, pizza eating and story sharing. Everyone welcome!</p> <p>Wednesday, April 27th – SDCBC Board Meeting. 6:30–8:30 PM, Standley Recreation Center, 3585 Governor Drive, San Diego. Open to everyone.</p>
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University City available to buses. If the program is successful, it will be expanded to all freeways in the county, transportation officials said. San Diego planners say they chose the locations because there is no construction planned there in the near future, the shoulders are wide and there is heavy traffic during the commute times. We wonder what the impact (no pun) of buses on the shoulders will have on bicyclists ability to use the freeway sections open to bicyclists.



Debris in the bike line at the University Ave. exit on eastbound Washington Street, January 18.

Spare change?

Has your membership expired? Check your address form on this newsletter. If your membership has expired, or is set to expire soon, why not take a moment to 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 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, 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

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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: Rider Visibility in Daylight Conditions

Roman Beck and Jim Harris

Cycling at night in California requires the use of a white light visible from at least 300 feet in front. While this safety equipment is not required for riding during daylight, cyclists can increase their safety by using a flashing white front light and red rear light during daylight conditions, especially during early morning and late afternoon hours. The purpose of the lights is to make the cyclist visible to others, rather than to make the roadway visible to the cyclist.

Many cyclists wear bright-colored clothing to increase their visibility at all hours, but often this is insufficient in certain daylight conditions. Over the past ten years, the County of San Diego has averaged about eleven fatalities in nearly 1,200 cycling

collisions per year. Many of these collisions occurred as a result of motorist's claims that the cyclist was not visible.

The background against which an object is viewed plays an important role. The more complex the background, the greater the importance of the bicyclist's clothing. The ideal clothing will have both light and dark components, as well as a pattern making the bicyclist recognizable. Anything that can be done to make drivers "think bicycle," thereby raising bicycle expectations and raising bicycle rider position on their priority list, may significantly enhance the bicyclist's safety.

Sometimes collisions occur due to an incorrect perception of closure speed. In the case of left turns in the face of oncoming

traffic, the driver may conclude, in error, that there is sufficient time to complete the turn. Distance judgments are generally based on the angular size of the approaching traffic and a driver's assessment of the rate of increase in angular size of the object. The small physical dimension of the bicycle rider means that the capability for making accurate judgments of bicycle closure will be severely limited. The brighter you are, the better your chances.

When planning your next ride, think carefully about how visible you will be to drivers, especially if you could be out during early morning or late afternoon hours. The right clothing and the use of lights could mean the difference in making that ride just a pleasant memory.

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