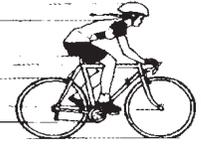


ChainGuard



Volume 21 No. 5

San Diego County Bicycle Coalition

October–November 2007

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

We communicate cycling issues of general interest on an Email Listserver. Subscribe by visiting www.bikesandiego.org/mailman/listinfo/sdcbc. You will get postings by email, and can post your own messages to all subscribers.

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

Order a free copy of the San Diego County Bike Map at our website, www.sdcbc.org, or call 1-800-COMMUTE.

Change of Address

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

City Council Approves Bayshore Bikeway Segment—Again

We won—again! In a unanimous vote at its September 18th meeting, the San Diego City Council approved the Western Salt project, a segment of the Bayshore Bikeway that will follow an old railway line in south San Diego Bay.

The new segment will allow bicyclists to get from Imperial Beach to Chula Vista without riding on busy Palm Avenue in Imperial Beach. The 1½ mile stretch will use some berms and trestles near the old Western Salt location that were built to carry the Coronado Branch Rail Line through the marshy southern end of the Bay.

Plans for this segment began more than seven years ago. The project has had a checkered past, with historical activists stopping the project several times, including delays three years ago following another unanimous City Council vote in favor of the bikeway. While costs kept rising, the plans were redone to preserve portions of the old rail lines as visual reminders of the past. Construction of the now \$4.8 million bikeway is planned to start this fall, although the Coastal Commission must approve the project, and project opponents who would rather see the rail line preserved as an historic artifact may yet try to stop it.

Those who spoke in favor at the recent City Council meeting in-



cluded 89-year-old bicycling activist Gordy Shields, the self-described oldest living member of the Bayshore Bikeway committee, formed about 1976. Council members Kevin Faulconer, Jim Madaffer, Ben Hueso and Donna Frye also spoke in support, as did Coronado Councilmember Phil Monroe and County Supervisor Greg Cox, who leads the SANDAG committee for the bikeway.

“Thanks to all the bicyclists who attended the meeting, or phoned or emailed the City Council. You really made a difference!” said Executive Director Kathy Keehan.

The Bayshore Bikeway currently comprises 13 miles of separated Bicycle Paths, such as the Silver Strand bikeway between Coronado and Imperial Beach, plus on-road Bike Lanes and roads signed as bike routes. When completed, the 24-mile bikeway will encircle San Diego Bay.

Lock It Up!

Robert Leone

The population of potential bike thieves isn't homogeneous, as it ranges from people who want to ride a bike to the "professional" with a multitude of on-line auction accounts who'll sell the parts one-by-one. Still, there are rules that apply to most bikes and situations.

First, lock up a solid part of the bike. The accompanying photo shows what happens when only the wheels, especially wheels with quick releases, are locked.

Second, secure the removable parts of the bike, starting with the wheels. Don't forget the seatpost if that's held with a quick release. Bike lights and bags are also vulnerable.

Third, bikes should be secured to something solid. The blue-painted sturdy steel pipe racks the City of San Diego is installing in business districts are good, but they're not impervious to cutting tools or brute force. If a bike is locked to a post or pole, it shouldn't be easy to lift the bike and lock over the top, or easy to lift the post or pole out of the ground.

Fourth, consider ways to make a bike thief's job harder or longer. Some thieves prefer to use a bolt cutter on padlocks and inexpensive chains. Others would rather hacksaw or grind off cables. Some may specialize in defeating U locks. One tip is to keep the lock high and take up any slack by wrapping the chain or cable about bike parts or other solid objects. This makes it difficult to part the lock, chain or cable with a hammer and chisel against the pavement. As an extra measure of security use two different types of locks together.



Fifth, recognize that greed, avarice, disrespect and stupidity can be limitless. Case in point: I've had rear LED lights ripped by force off my commuter bike, with only a bolt and a piece of the rear plate of the light remaining. One shop owner says he's seen more cases of wheels vandalized recently.

Perhaps the one general piece of advice is that any lock is better than no lock at all for securing a bike.

Most bike lock manufacturers include advice on locking techniques either with the lock packaging or on their web sites, for example:

www.kryptonitelock.com/TechLab/HowToSecure.aspx.

Coalition Launches New Website

Tom Lettington

The same old address, www.sdcbc.org, will now get you anything but the same old look and feel.

Thanks to the talents of our member Silke Fleischer, our website now has better navigation features which should make getting information easier and more intuitive. The new green, eye-pleasing color reflects our "green" goals.

You'll find a link to the latest SANDAG Bike Map on the

Coalition Board

San Diego County Bicycle Coalition's Officers

Chair: Brian Parent
Vice Chair: Serge Issakov
Treasurer: Julie Hocking
Secretary: Philip Erdelsky
Membership Chair: Tony Pietsch
Webmaster: Tom Lettington

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Suzanne Behrendt – SD Wheelmen
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Kerry Kunsman
Bill Matella
Judith Talner
Stephan Vance
Dave White

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

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"Local Bike Routes" link on the Resources page, including an on-line version of the map. Our website also has contact info for road repairs, links to local bike club websites, and other useful stuff. We recently added a photo gallery and bios on our board members.

Your comments and suggestions are welcome. Our collection of bike related photographs on the Photos page needs help! Email your bicycling snapshots to me at tlettington@san.rr.com.

Light Up a Life Holiday Toy Ride Dec. 15th

Serge Issakov

All San Diego cyclists are invited to join the San Diego Bicycle Club on their 20th annual charity ride December 15th benefiting the Salvation Army Ray and Joan Croc Corps Community Center.

Prizes will be given to the best decorated bikes and riders at the beginning of the ride, so pull out the Santa hat, tinsel and bows.

The 50-mile ride at "holiday" pace (15 mph max speed) leaves at 8:30 AM from UC Cyclery, 8715 Villa La Jolla Dr. in La Jolla Village. Bring a new unwrapped toy and two nonperishable food items that you will carry to the Salvation Army. For more information see <http://tinyurl.com/2jdbd9>. For questions, contact Todd Willis at tewillis@cox.net or 619-297-8255.

Our Donors Are the Greatest!

The Bicycle Coalition would like to gratefully acknowledge several recent donations.

Our long-time advertiser Richard Duquette, a lawyer for bicyclists, sent a monetary "housewarming" gift to help celebrate the opening of our downtown offices. See his ad below.

Promoters of the Midnight Madness bike ride in August

allowed us to sell glow-sticks as a fund-raiser at the start and keep 100% of the profits.

Finally, we acknowledge the generosity of North County Cycle Club, one of our 100% clubs, which agreed to underwrite the cost of bike helmets for the young riders of Oceanside. The gift was matched by NCCC member Art Bierle. At the suggestion of the Oceanside police, squad cars will carry helmets to hand out to any helmetless young rider spotted by an officer on his/her beat.

All Coalition donations are tax deductible and earn the eternal gratitude of the entire Coalition board and membership. Donors make it all possible!

Help Us Get Pavement Ruts Fixed

It's time to tell your local government about those scary ruts in the Bike Lanes left from trenching or other bad pavement repairs. We've all seen them, those cracks or long, narrow sunken trench lines in the Bike Lane parallel to the curb, ready to grab our tires if we get too close.

City of San Diego's Street Division says they have new policies in place to assure re-paving is done

correctly when trenching projects finish. But what about those old ruts, forgotten by all but bicyclists? Street Division says they have more money budgeted this year for pavement repairs, so now is the time for us to report these.

Next time you see dangerous ruts, note the location and the nearest cross street and report it. Tell them it is a safety hazard for bicyclists. To find out which city to contact, your *Thomas Bros. Guide* shows city limit lines. Then go to our website, www.sdcbc.org, to get their phone number or website.

Be sure to email the Coalition too, so we can follow-up on your request.

If you can, take a photo! We are collecting "before" and "after" photos of pavement problems affecting cyclists. Send your photo to tlettington@san.rr.com, along with your real name, date of discovery, and a brief explanation.

Next page

Accident ? I've been helping <i>San Diego</i> athletes since 1983!	
	As an experienced cyclist,* I understand how an injury affects your active lifestyle.
RICHARD 911Law.com DUQUETTE BICYCLE INJURY LAWYER	What will I do for you? 760-730-0500
<ul style="list-style-type: none">▪ Hospital-Home visits▪ Deal with the Insurance Company▪ Help you find the best Medical Care▪ Photograph the Scene, Injuries and Property damage▪ Prepare a Professional Settlement Package▪ Take your case to Trial if required	
*Two time Iron Man finisher, Mountain Bike & Road Racing, & two times to the tip of Baja	
See 911law.com for FREE information on how to protect your case, Results & what Past Clients have to say!	

Pedal to the Park a Success



Petco GM Richard Andersen with the Coalition's Kathy Keehan and PTP Director Dave White



Keehan and a few of the 35 cyclists with disabilities treated to a free ride and game



The Padres Bike Parking Pavilion received 130 cyclists during PTP

Ruts fixed...

from page 3

tion. We're hoping you can also send a photo after the problem is fixed.

Be proactive! Your first call to city hall may be hard, but you'll feel good about it.

2007 Walk/Bike California Conference

Nearly 400 bicycle and pedestrian advocates, planners, and engineers from across California and around the country met at the University of California at Davis in September for the 2007 Walk/Bike California conference.

Gary MacFadden of the National Center for Bicycling and Walking says, "The attendees were enthusiastic, the presentations were well attended, and the energy level was nearly overwhelming. And what a great place to host a conference!"

During the conference the city of Davis celebrated the 40th anniversary of when it installed the first bike lane in the United States.

This was the third biennial conference put on by the California Bicycle Coalition (CBC) in association with California Walks. For the first time this year, the conference incorporated the Association of Pedestrian and Bicycle Professionals' Professional Development Seminar.

The highlight of the conference was the visit by Minnesota Congressman Jim Oberstar, the father of the national Safe Routes to School program and the leader of the Congressional Bicycle Caucus. Caltrans Director Will Kempton pledged to work with the bicycling community to make Caltrans more responsive to the needs of bicyclists.

San Diego was well represented. SDCBC Board member Jim Baross made a presentation on adult bicycle education, and CBC Executive Director K.C.

Butler of Poway and CBC Board President and SDCBC

Board member Stephan Vance moderated several sessions.

Letters to the Editor

Regarding our "Finding the sweet spot on the loop" article, member Eric Converse writes: "The article characterizes the loop as 'a magnetized metal wire' and the most sensitive spot as 'where the wire bends.' This is not entirely accurate. The loops are not magnetized. They are simply a normal copper wire with an alternating current that changes frequency based on the type of material inside the loop. The most sensitive spot is not at the corner, but is anywhere on the inside of the loop and close to the ground."

Member Bob Laurence writes: "You really don't have to go through all those delicate calculations to trigger the light switch. If you're



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wearing steel SPD-type cleats, simply plant one or two cleats directly on the wire. It doesn't always work, or work right away, but most of the time it does."

And, regarding our "Run a stop, get a ticket" article, member John Adams writes:

"I think all the good things you guys are doing are terrific! After reading this month's *ChainGuard* I thought I would send you some input. Try this on your next ride.

"Just when you're in the groove, there's the dreaded **STOP** sign; worst case, in the middle of a great descent!

"It's important to obey traffic signals. We could get badly hurt if we don't. Also, some drivers get peeved and aggressive when they see cyclists ignoring traffic signals. The idea here is to use them for your benefit. Stopping means starting again, and accelerating back up to speed. It encourages us to stand, getting weight off the saddle to relieve pressure on nerves and blood vessels. Sprinting works the muscles of your torso, arms and shoulders. Accelerating hard fires your fast twitch muscles, contributing to well-rounded fitness. And with lots of practice you're bound

SDCBC Calendar	
Wednesday, October 24th – Coalition Board Meeting. 7:00–8:30 pm, 710 13th Street, Suite 220, San Diego 92101, at F St. downtown San Diego. Open to everyone.	Wednesday, November 28th – Coalition Board Meeting. 7:00–8:30 pm, 710 13th Street, Suite 220, San Diego, 92101, at F St. downtown San Diego. Open to everyone.
Sunday, November 4th – San Diego Velodrome Swap Meet.	Wednesday, December 12th – Volunteer night. 6:30–8:30 pm, location TBD. Newsletter folding, free munchies and drinks, and story sharing. Everyone welcome!
Wednesday, November 14th – Volunteer night. 6:30–8:30 pm, location TBD. Envelope stuffing, free munchies and drinks, and story sharing. Please join us!	

to become a faster sprinter and rider."

[Thanks for writing, guys. It's nice to know our newsletter is being read—and making us think. – The Ed.]

Bike Shorts!

Recycling tires and tubes

B&L Sports, 3603 Camino del Rio West in Mission Valley, recycles tires and tubes. Owner Scott Rittschof has a bin on the floor for them. Specialized works with B&L to get these ground up and used in flooring products. They also recycle scrap metal from bike repairs.

Bicycle Warehouse recycles mountain bike tubes (but no tires) as long as there is no goo or slime inside. They found a company that turns them into messenger bags. Contact Mike@bicyclewarehouse.com for details.

Swap Meet, Nov. 4th

The semi-annual SD Velodrome bike swap meet, largest in San Diego County, returns Sunday, November 4th to Balboa Park's Morley Field. Hours are typically 8:00 AM to 2:00 PM, but check their website, www.sdvelodrome.com, as we get closer to the event for specifics including admission prices.

Membership / Donation Form	
<input type="checkbox"/> YES! I support the work of the SDCBC. Enclosed is my check, payable to SDCBC, for:	
<input type="checkbox"/> \$25 individual dues, or <input type="checkbox"/> \$10 student or cycling club dues (ask SDCBC if you qualify), or	
<input type="checkbox"/> \$52 "Buck-a-Week" Hero—gets you our bumper sticker and <i>Street Smarts</i> , the guide to riding confidently	
<input type="checkbox"/> \$100 Velorevolutionary—gets you all of the above plus SDCBC sox. Circle size (unisex): S M L XL	
<input type="checkbox"/> Additional donation in the amount of: \$ _____ because _____	
TOTAL ENCLOSED (all dues over \$5 are 501(c)3 tax-deductible): \$ _____	
Mail this form and your check to SDCBC, P.O. Box 34544, San Diego, CA 92163	
Name _____	
Address _____	
City, State, Zip _____	
Phone _____ Email _____	
<input type="checkbox"/> add my e-mail address to the SDCBC email list-server.	
<input type="checkbox"/> I want to save trees; send my <i>ChainGuard</i> newsletters by email notification only.	
<input type="checkbox"/> please do not share my name with other organizations.	
All memberships include subscription to the <i>ChainGuard</i> . Back issues are available on-line at www.sdcbc.org .	

Road Safety: Inspect before you ride

Roman Beck

Keeping your bicycle in top mechanical condition is a priority for all cyclists. In addition to the ABC quick-check, which assesses the air pressure, brakes, and crankset, a cyclist should check specific components before each ride. Because a failure at the front end is generally more catastrophic than a corresponding failure at the rear, this inspection will focus on the front end.

First, examine the front tire for cuts, wear, and foreign objects on the tread and sidewall. Then check the front rim for excessive wear from brake pads; a rim should be replaced when the surface is concave. Next, check the tension of the front spokes; Park Tools makes a tension meter for about \$50. If you have a finely tuned ear, John S. Allen

provides a lesson on his website, www.bikexpert.com, for determining slack spokes by the sound they produce when strummed. Tighten any obviously slack spokes, while making sure that the rim remains true and dished. Now check the hub for cracks at the spoke holes, and for sufficient lubrication inside the hub assembly.

The fork requires special attention. The dropouts should be checked for cracks. On carbon forks, the crown should be occasionally checked for cracks, because this is a common location for damage occurring during frontal collisions. Next examine the brake assembly and pads, especially for excessive wear on the pads, and proper alignment with the rim walls.

Hold the frame rigid and move the handlebars side to side and pull them up and down, to check for excessive play in the headset and stem. Make sure that these components are properly tightened. Finally, check the brake levers for adequate braking pressure and clearance from the handlebars. When completely engaged, the brake lever should be at least one inch from the handlebars. If the lever has less clearance or touches the handlebars, the brakes need adjusting at either the brake calipers or at the barrels on the brake levers.

Your safety is worth a few extra minutes to ensure that the front end is in top mechanical condition, especially before you descend Nautilus Street at 45 mph.

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

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