



ADVOCACY TOOLKIT

FOR A BICYCLE-FRIENDLY FUTURE



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WHY DO WE ADVOCATE FOR BICYCLES?

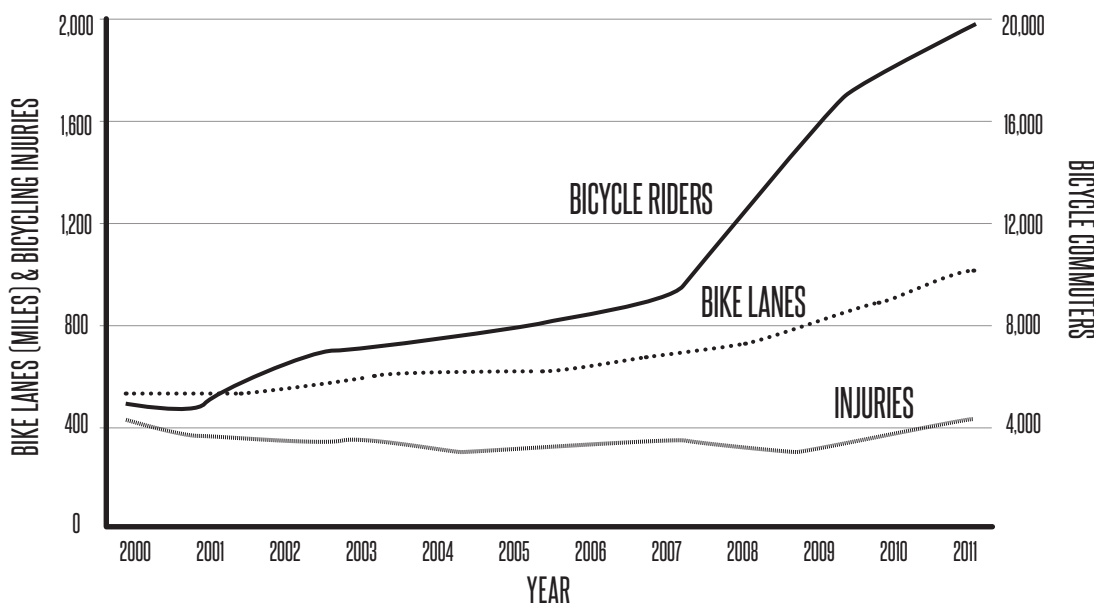
Most Americans have ridden a bike at some point in their life. However, upon reaching driving age, we turn to the car as our primary mode of transportation. Most communities are designed in a way that makes using a car feel more convenient, safer, and sensible. This becomes incredibly clear when we study how American families choose to transport their kids to school.

In 1969, 50% of children biked or walked to school. In 2009, 13% of children biked or walked to school. We have become so ingrained in using our cars that we tend to think that all other forms of transportation are dangerous, inconvenient, and expensive.

In 2010, 32,000 Americans died in traffic collisions, heart disease and lower respiratory disease remain leading causes of death, and 25% of household income is spent on transportation. These negative impacts occur while 40% of car trips are less than 2 miles.

Thankfully Americans are responding. From 2000 - 2011 we have seen a 47% increase in bicycle commuting in the United States. That number jumps to an incredible 80% increase for national Bicycle Friendly Communities (such as San Luis Obispo and Paso Robles).

We need a transportation system that gives us the freedom to choose the form of transportation we think is best for the specific circumstances. In order to change our transportation system and get more people riding bikes we need to build streets that make everyone feel safe enough to ride a bike or walk.



In 1969
50%
of children biked
or walked to school

In 2009
13%
of children biked
or walked to school

In the United States
25%
of household
income is spent
on transportation

40%
of all car trips
are less than
2 miles

From 2000-2011
bicycle commuting
increased by
47%
in the United States



HOW TO USE THIS TOOLKIT

This Advocacy Toolkit is designed to help community members get bicycle friendly infrastructure built in their communities. The following steps will help you navigate the toolkit and improve your ability to make bicycle friendly change countywide!

1. **Learn** about the different *types of bicycle riders* (page 5), various *bicycle friendly infrastructure* (page 6) options, and *rules* (page 11) that restrict what can be built.
2. **Review** information about how a project gets built in our *infrastructure lifecycle* section of this toolkit (page 12). Throughout this process there are numerous opportunities for our advocates to get involved in shaping bicycle friendly policies and projects countywide. Our format allows you to follow a project, know when to engage, check off processes as they occur and replicate it for future projects.

☐ PROJECT STAGE

Description of process, purpose and players.

ACTION:

- ☐ *Use these as checkboxes to track the progress of a project.*

WARNING:

- *Things to be aware of as the project moves through this stage.*

3. **Review** our *sample public comment script and letter of support* (page 17) to help model your future plans for public engagement.
4. **Engage and Practice:** Anyone interested in gaining experience speaking at public comment and working in tandem with the *SLO County Bicycle Coalition Advocacy Team* (page 19) should feel welcome to join us at our monthly advocacy meetings. Our Advocacy Team influences decision making, resource allocation, and implementation of bicycle friendly projects and policies.

NOTES:

TYPES OF BICYCLE RIDERS

TYPES OF BICYCLE RIDERS IN SLO COUNTY*

NOTES:

FEARLESS RIDERS (F) - 15%

Comfortable riding a bike on any road or intersection regardless of traffic speed, volume, or road conditions.

CONFIDENT RIDERS (C) - 31%

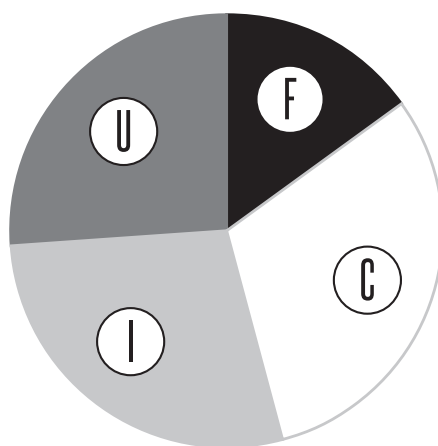
Comfortable riding a bike on certain roads with wide shoulders, bike lanes, and can navigate busy intersections with ease.

INTERESTED RIDERS (I) - 28%

(Top priority for current Bicycle Coalition advocacy efforts)
Only comfortable riding a bike on bike paths, roads with bike lanes, or neighborhood streets with low traffic speed and volume.

UNINTERESTED RIDERS (U) - 26%

Does not and will not ever ride bicycles.



RIDERSHIP IN SLO COUNTY**

	BIKE	WALK	BIKE & WALK
UNITED STATES	0.6%	6.3%	6.9%
CALIFORNIA	1.1%	2.7%	3.8%
SAN LUIS OBISPO COUNTY	2.1%	4.6%	6.7%
CITY OF SAN LUIS OBISPO	7.5%	8.8%	16.3%

*Data from the 2013 Bike Barriers Survey, see online resources (page 20)

**Data from the 2011 American Community Survey (ACS)

TYPES OF BICYCLE INFRASTRUCTURE

In all corners of America, we are seeing innovative solutions for bicycles on our roadways. The goal of many of these facilities is to create a safer more inviting space to get more people of all ages and abilities comfortable riding. To share this incredible progress, we put together this quick guide for you.

The following facility designs are examples of successful strategies for creating a complete and diverse bicycle network for everyone. We hope it will inspire you to **think big** as we shape the future of bicycles in SLO County together!

BIKE BOX

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

SEEN IN: Boston MA, Austin TX, Madison WI

COST: \$

PROS:

- Displays clear intention of left hand turn to other vehicles
- Facilitates bicyclist left turn positioning during red signal
- Greatly increases visibility of bicyclists
- Helps prevent 'right-hook' conflicts with turning vehicles at intersections
- Pedestrians benefit from reduced vehicle encroachment into the crosswalk



BIKE CORRAL

On street bicycle parking spaces allow bicyclists to ride straight into bicycle parking areas. One vehicle parking spot can accommodate over 10 bicycles. These corrals can be branded to promote neighboring businesses or districts.

SEEN IN: Long Beach CA, Missoula MT, Seattle WA

COST: \$\$

PROS:

- Decreases sidewalk conflicts between bicycles and pedestrians
- Increases storefront visibility for businesses
- Prevents sidewalk riding and improper bicycle parking
- One vehicle parking spot can accommodate over 10 bicycle customers



TYPES OF BICYCLE INFRASTRUCTURE

BIKE LANE: CLASS I

A Class I bike lane (path) provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.

SEEN IN: Sacramento CA, Chicago IL, Madison WI

COST: \$\$\$

PROS:

- Allows for a separation from roadway traffic, reducing stress for all users
- Attractive for riders of all levels and ages
- Celebrate and experience natural scenery and wildlife while on the path
- Improves safety for all users
- Increases bicycle rider and pedestrian comfort



BIKE LANE: CLASS II

A Class II bike lane (lane) provides a striped lane for one-way bike travel on a street or highway adjacent to auto travel lanes.

SEEN IN: Monterey CA, Boulder CO, Austin TX

COST: \$

PROS:

- Creates separation between bicyclists and automobiles
- Increases bicyclist comfort and confidence on busy streets
- Increases predictability of bicyclist and motorist positioning and interaction
- Increases total capacities of streets carrying mixed vehicle traffic
- Visually reminds motorists of bicyclists' right to the street



BIKE LANE: CLASS III

Class III bike lane (route) provides a shared use lane with either pedestrian or motor vehicle traffic. Select routes may contain designated "sharrows" to a shared lane environment for bicycles and automobiles.

SEEN IN: Long Beach CA, New York NY, Eugene OR

COST: \$

PROS:

- Alerts motor vehicle drivers to the presence of bicyclists
- Demonstrated to increase the distance between bicyclists and parked cars, keeping bicyclists out of the "door zone"
- Encourages bicyclists to position themselves safely in lanes too narrow for a motor vehicle and a bicycle to comfortably travel side by side
- Encourages safe passing by motorists
- Provides a way-finding element along routes
- Reduces sidewalk and wrong-way riding
- Requires no additional street space



TYPES OF BICYCLE INFRASTRUCTURE

BIKESHARE SYSTEMS

These systems make bicycles available for shared use to individuals on a very short term basis. The short 'check-out' time is designed to keep bicycles in stations for users and to complete the last mile of multi-modal trips.

SEEN IN: Denver CO, Kansas City MO, Minneapolis MN

COST: \$\$\$\$

PROS:

- Allows people to easily try bicycle riding
- Allows visitors to use bicycles during their stays
- Breaks down the financial, storage and maintenance barriers of bicycles
- Connects the last mile of public transit trips
- Increases bicycles on the roadway, increasing road safety for all road users



COLORED BIKE LANES

Colored pavement in a bicycle lane increases visibility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas and in areas known for illegal parking.

SEEN IN: Indianapolis IN, Baltimore MD, New York NY

COST: \$

PROS:

- Discourages illegal parking in the bike lane
- Helps reduce bicycle conflicts with turning motorists
- Increases bicyclist comfort through clearly delineated space
- Increases motorist yielding behavior
- Increases the visibility of riders
- Promotes the multi-modal nature of a roadway



CYCLETRACK: ONE-WAY

Protected bikeways that are street level and use a variety of methods for physical separation from traffic. A one-way cycletrack may be combined with a parking lane or other barrier between the track and vehicle travel lane.

SEEN IN: San Francisco CA, Washington DC, Bend OR

COST: \$\$

PROS:

- Attractive for riders of all levels and ages
- Dedicates and protects space for riders by improving comfort and safety
- Eliminates risk and fear of collisions with passing vehicles
- Makes use of existing pavement and parking lane as a physical barrier
- Prevents double-parking



TYPES OF BICYCLE INFRASTRUCTURE

CYCLETRACK: TWO-WAY

Physically separated spaces that allow bicycle movement in both directions on one side of the road. Also known as protected bike lanes, separated bikeways, and on-street bike paths.

SEEN IN: Boulder CO, Chicago IL, Cambridge MA

COST: \$\$

PROS:

- Dedicates and protects space for riders by improving comfort and safety
- Eliminates risk and fear of collisions with passing vehicles
- On one-way streets, reduces wrong direction travel by providing two-way movement for bicycles
- Reduces risk of 'dooring' by motor vehicles



INTERSECTION MARKINGS

Markings indicate and guide the intended path of riders. They provide a clear boundary between the paths of bicyclists and motor vehicles in the adjacent travel lanes.

SEEN IN: San Diego CA, Missoula MT, Seattle WA

COST: \$

PROS:

- Guides riders through the intersection in a direct path
- Makes bicycle movements more predictable and visible
- Reduces conflicts between bicyclists and turning motorists
- Reinforces that straight moving bicyclists have priority over vehicles turning or entering the roadway



ROADWAY UNDER-CROSSINGS

An under-crossing provides a separated bike path the direct links it needs to be fully connected. By bringing a path beneath the roadway it maintains the integrity and purpose as a bicycle and pedestrian space.

SEEN IN: Davis CA, Culver City CA, Pittsburgh PA

COST: \$\$\$

PROS:

- Attractive for riders of all levels and ages
- Continues to separate a bike path from the roadway, allowing users to avoid the stress of riding near motor vehicle traffic
- Improves safety for all users
- Increases bicycle rider and pedestrian comfort



TYPES OF BICYCLE INFRASTRUCTURE

TRAFFIC DIVERTERS

Designed to reduce or discourage thru traffic on designated bicycle boulevard corridors. Physical barriers to motor vehicle traffic or priority bicycle movement greatly increase the comfort and travel routes of riders.

SEEN IN: Berkeley CA, Palo Alto CA, Eugene OR

COST: \$\$

PROS:

- Establishes and reinforces bicycle priority by restricting through vehicle traffic
- Provides opportunities for landscaping, storm water management, and more
- Reduces motor vehicle volumes on a bicycle boulevard



TRAFFIC SIGNALS

A traffic control device used in combination with an existing traffic signal or hybrid beacon. Bicycle signals are used to improve safety or operational problems involving bicycles or for guidance at intersections where conflicts arise.

SEEN IN: Tucson AZ, Portland OR, Salt Lake City UT

COST: \$\$

PROS:

- Accommodates bicycle-only movements at signalized intersections
- Provides priority to bicycle riders at intersections
- Separates bicycle movements from conflicting road user movements
- Simplifies bicycle movements through complex intersections and improves visibility





RULES & GUIDELINES

CALIFORNIA VEHICLE CODE (CVC)

Bicycle sections include, but are not limited to, the following:

CVC 21200: Every person riding a bicycle upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle by this division.

CVC 21202: Any person operating a vehicle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

1. When overtaking and passing another bicycle or vehicle...
2. When preparing for a left turn...
3. When reasonably necessary to avoid bikes, pedestrians, surface hazards, narrow lanes...
4. When approaching a place where a right turn is authorized.

CVC 21208: Whenever a bicycle lane has been established on a roadway, any person operating a bicycle upon the roadway at a speed less than the normal speed of traffic shall ride within the bicycle lane, except:

1. When overtaking and passing another bicycle, vehicle, or pedestrian...
2. When preparing for a left turn...
3. When reasonably necessary to leave the bicycle lane to avoid hazardous conditions...
4. When approaching a place where a right turn is authorized.

HIGHWAY DESIGN MANUAL (HDM)

Chapter 1000 provides design standards for bikeways.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

Section 9 covers traffic devices that pertain to bicycles.

NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS (NACTO) URBAN BIKEWAY DESIGN GUIDE

Web based design guide being supported and approved for use in more areas of the United States that includes innovative infrastructure designs aimed at empowering people of all ages and abilities to bike for everyday transportation.

NOTES:



INFRASTRUCTURE LIFECYCLE: FROM CONCEPT TO COMPLETION

The following section follows a bicycle friendly infrastructure project through its typical stages from concept to completion. Depending on scale, getting a project built in your community may take months or years.

Small scale localized projects can sometimes be completed swiftly by working directly with city staff. Large scale regional projects take years to complete because they are more expensive, require studies, environmental reports and need political support from various cities, the county, or more.

- ☐ DREAM PROJECT
- ☐ BICYCLE MASTER PLAN
- ☐ GENERAL PLAN: CIRCULATION ELEMENT
- ☐ PRIORITIZATION
- ☐ FEASIBILITY/PROJECT STUDY
- ☐ ENVIRONMENTAL IMPACT REPORT/STATEMENT
- ☐ LAND ACQUISITIONS
- ☐ FINAL DESIGN
- ☐ CONSTRUCTION

☐ DREAM PROJECT

Whether imagining one project that would change your neighborhood forever or working to make sweeping change in your community, every single improvement starts with a great idea.

Dream big! If an idea is never presented to local decision makers and staff, then it will rarely see the light of day. This part of the process is where we can all think outside the box and imagine the most innovative solutions to create a bicycle friendly future.

ACTION:

- ☐ Reach out to friends, family, and others to determine what projects would encourage them to ride their bike more often.
- ☐ Contact the Bicycle Coalition to help determine where the projects are needed most.

WARNING:

- Some projects may only help very few people or one type of bike rider, focus on projects that invite more people to try riding a bike.

NOTES:



INFRASTRUCTURE LIFECYCLE: FROM CONCEPT TO COMPLETION

☐ BICYCLE MASTER PLAN

A Bike Plan is blueprint for future bike friendly projects in your community. Bike Plans are required to be updated every five years, approved through public hearings by advisory committees and the City Council. You want your dream project in the Bike Plan and made a high priority in order to be completed on the short term.

ACTION:

- ☐ Support funding Bicycle Master Plan Update through advocating for general fund investment or providing support with grant applications.
- ☐ Engage in the Bike Plan update to be sure all dream projects make it onto the blueprint.
- ☐ Advocate for Bike Plan approval when on agenda of advisory committees, Planning Commission, City Council or Board of Supervisors.
- ☐ Research the map or list of proposed projects in the Bike Plan to determine if your dream project is already on the blueprint.

WARNING:

- Advocating directly to city council to highlight need for projects not in the plan and have them added through a bike plan amendment or at the next update can be difficult but will result in further dream project discussion.

ADDITIONAL INFORMATION:

Bike Plans also contain great information about city policies pertaining to bikes, project cost estimates, design standards, potential funding sources and more.

☐ GENERAL PLAN: CIRCULATION ELEMENT

The General Plan contains policy and governance rules that the Council, Board, and Staff are held accountable to. The Circulation Element is the section of the General Plan that provides a blueprint for transportation projects.

ACTION:

- ☐ Advocate for Bike Plan to be integrated into General Plan when Bike Plan update is being approved.
- ☐ Engage in the Circulation Element update process to be sure all Bike Plan projects make it into the General Plan.
- ☐ Advocate for General Plan approval when on agenda of advisory committees, Planning Commission, City Council, or Board of Supervisors.
- ☐ Advocate for General Plan update if outdated.

WARNING:

- General Plan update is a large scale city project and will only occur when city resources are available. Advocate for General Plan update if outdated.

NOTES:



INFRASTRUCTURE LIFECYCLE: FROM CONCEPT TO COMPLETION

☐ PRIORITIZATION

City staff, advisory bodies, and decision makers evaluate projects to determine their priority and ensure that the right projects are being built at the right time to best serve the needs of the community. High priority projects have the greatest likelihood of being completed in a timely manner. Small scale projects of high priority may skip the Feasibility, Environmental Impact, and Land Acquisition stages of the process and skip directly to Final Design and Construction.

ACTION:

- ☐ Get your dream project set as a high priority through Bike Plan and Capital Improvement Project list.
- ☐ Help set project priorities by working with city staff during bike plan development or update.
- ☐ Advocates can go to advisory bodies, City Council, or Board of Supervisors to emphasise the need for dream project to be made a higher priority.

WARNING:

- Project priority is determined by evaluating safety concern, bikeway network connectivity, cost, and feasibility.
- Changes to priority ranking outside formal Bike Plan update process are more difficult and may require approving changes to Bike Plan.

☐ FEASIBILITY/PROJECT STUDY

If a project is proposed in the Bicycle Plan, General Plan, and/or other governing documents a preliminary study of the project to determine scope, general design concepts, and feasibility may be necessary.

ACTION:

- ☐ Support funding feasibility/project study through general fund investment or provide support with grant applications.
- ☐ Engage in public workshops to emphasize support and influence project scope.
- ☐ Emphasize community wide value of project to win stronger broad reaching support.

WARNING:

- Proceed with caution around voices of opposition, careful to account for opposing points of view and develop strong counter arguments.

NOTES:



INFRASTRUCTURE LIFECYCLE: FROM CONCEPT TO COMPLETION

☐ ENVIRONMENTAL IMPACT REPORT & STATEMENT

The California Environmental Quality Act (CEQA), requires projects with significant impact to the environment to produce an Environmental Impact Report (EIR). The National Environmental Protection Act (NEPA) requires any project that receives federal funding, work, or permits to produce an Environmental Impact Statement (EIS). Once prepared, the environmental documents, EIR and/or EIS, must be certified by the City Council before the project can enter its final phases. Public hearings are held throughout the certification process.

ACTION:

- ☐ Support funding environmental work through advocating for general fund investment or provide support with grant applications.
- ☐ Engage in public workshops to emphasize support, influence project scope, and successfully establish project details.
- ☐ Advocate for approval of EIR approval when on agenda of advisory committees, Planning Commission, City Council, or Board of Supervisors.

WARNING:

- EIR's that fail to assess full environmental impact may be challenged in court.
- Project details and alternatives approved in EIR set requirements for final project design, projects must be built within EIR scope or may be otherwise challenged in court.
- Overarching project details are approved through EIR approval, community engagement is essential to maximize success of project.

☐ LAND ACQUISITIONS (IF NECESSARY)

After the environmental studies are completed the City will need to acquire the right-of-way for the project. This is most common with bike paths but is not typically needed for bike lanes or routes unless road widening is necessary. Typically the City will acquire land through purchase at fair market value or through an easement granted by the landowner through their generosity or as a condition of a needed permit.

ACTION:

- ☐ Support funding for land acquisition through advocating for general fund investment or provide support with grant applications.
- ☐ Private fundraising efforts are sometimes utilized to help local jurisdictions provide matching funds required of state and federal grants.

WARNING:

- Land acquisition hopes are sometimes dashed when owners choose not to sell, encourage staff to get willing to sell commitments as early in the project process as possible.

NOTES:



INFRASTRUCTURE LIFECYCLE: FROM CONCEPT TO COMPLETION

☐ FINAL DESIGN

City staff or consultants will prepare the final design documents for the project completing plans and engineering work. Final documents will be made available to the public for review. Final design must be approved by the Planning Commission, City Council, or Board of Supervisors before the project can be constructed and public hearings are sometimes held throughout the final approval process.

ACTION:

- ☐ Support funding for final design through general fund investment or provide support with grant applications.
- ☐ Advocate for the best possible project by working with city staff or attending advisory body, Planning Commission, City Council or Board of Supervisors meetings as final design is completed and approved.

WARNING:

- Specific project details are approved during final design, community engagement is essential to maximize success of project.

☐ CONSTRUCTION

City staff or hired contractors will perform the construction work required to complete the project. If contracted, the firm performing the work is responsible for the quality of the work and will be subject to inspections performed by city staff.

ACTION:

- ☐ Support funding for construction through general fund investment or provide support with grant applications.
- ☐ Celebrate commencement of project construction publically.
- ☐ Notify the public of project completion, emphasizing big picture of future project plan if current phase is underwhelming.
- ☐ Attend ribbon cutting events focusing on praising decision makers, allies, and staff in working to complete the project.

WARNING:

- Necessity to complete projects in phases when funding is available results in ribbon cuttings that celebrate what appear to be incomplete, problematic, or inconsequential projects.
- Projects are not always constructed according to final design, expressing concerns regarding discrepancies must occur immediately in order for staff to hold construction crews responsible for flaws.

NOTES:



SAMPLE LETTER

LETTER:

City of **[CITY NAME]**
Mayor **[NAME]** and City Council
[CITY HALL ADDRESS]

[DATE]

Dear Mayor **[NAME]** and Council Members:

On behalf of the San Luis Obispo County Bicycle Coalition's Board and Members, I ask for your approval of the **[CITY NAME]** Bicycle and Pedestrian Master Plan. First and foremost, we would like to thank the City Council, staff, consultants and community for the patience, understanding, and hard work required to complete the plan. Such outstanding leadership indicates that the City Government is deeply committed to making **[CITY NAME]** a safer and more livable community.

With 800 members countywide, the Bicycle Coalition is motivated directly by the wants and needs of local citizens that believe active transportation, recreation, and safe streets are essential to our County's well being. You will find that a Bike Master Plan is an extremely valuable asset to your City's development policy. It provides the guidance necessary to develop **[CITY NAME]** in a manner that directly improves the economic, physical, and environmental health of your community. Specifically, as cycling becomes increasingly popular throughout the Country, the Bike Master Plan will demonstrate to tourists, visitors and residents that your city is the best healthy and active family friendly destination for them.

Finally, with State and County approval your Bike Master Plan will make **[CITY NAME]** eligible for additional infrastructure grant funding. Our past experience on such grants has assisted with accessing millions of dollars in funding for bike projects in throughout San Luis Obispo County. Please know that the Bicycle Coalition is seriously committed to collaboration on bike infrastructure grant applications and will submit letters of support whenever possible.

Thank you very much for all of your time and considerations.

Sincerely,

[YOUR NAME]
[CITY OF RESIDENCE], Enthusiastic Bicycle Supporter

NOTES:



SAMPLE SCRIPT FOR COUNCIL MEETING

SCRIPT:

Intro: Formal hello, **[YOUR NAME & AFFILIATION]**, **[CLEARLY STATED ASK AND/OR POSITION]** .

Good evening **[TITLE OF COMMISSION]** (Honorable Mayor **[NAME]** and Council Members, Chairperson **[NAME]** and Commissioners, etc.), thank you for hearing our comments this evening. My name is **[YOUR NAME]** and I am here speaking as advocate with (on behalf of, etc.) the San Luis Obispo County Bicycle Coalition. Tonight, I request that you approve (or disapprove) **[PROJECT NAME]** in accordance with the staff recommendation **[OR INSERT PROJECT CHANGES ADVOCATES RECOMMEND]**.

[BICYCLE COALITION ROLE AS CONSTITUENT VOICE/COMMUNITY REPRESENTATIVE]

The Bicycle Coalition exists to improve the quality of life in the Central Coast through bicycling advocacy, education, and inspiration. With over 800 members countywide, our work is driven directly by local community members who want safe streets that accommodate all types of road users and empower people to choose the type of transportation they see fit for their trip.

[INSERT TALKING POINTS ABOUT WHY BIKE IMPROVEMENTS ARE SMART]

Biking, walking, outdoor recreation and active transportation are essential elements of why people like to live, work, visit, and play in the central coast. Maintaining low levels of congestion and small town atmosphere directly connects to our economic vitality and community well being.

[INSERT SPECIFIC PLAN/PROJECT CRITIQUE OR PRAISES]

This plan is an incredible example of the concepts that our community wants. Nevertheless... We believe that it should only be approved with the following changes...

[INSERT COMMON TALKING POINT*]

Conclusion: We invite your thoughts and feedback, but ask for you approval of **[PROJECT NAME]**.

**We want efforts to improve our bike and pedestrian infrastructure to accommodate people of all ages and abilities.*

**We want you to keep in mind how important this broad reach is. While only expert bike riders feel comfortable riding on roads with motor vehicles, everyone, grandparents with grand kids, moms with strollers, feel safe on complete streets.*

NOTES:



HOW YOU CAN HELP THE BICYCLE COALITION

BECOME A MEMBER

The road towards innovative spaces for bicycles in SLO County is long, but the Bicycle Coalition is in it for the long-haul. We are determined to make our communities beacons for bicycles in the golden state of California. Unfortunately, the drive and energy to pursue these successful strategies won't come from our local leaders and government staff – it comes from you!

With your help, we can make these visions a reality. Join the Bicycle Coalition today to strengthen our voice for bicycles countywide. At over 800 members countywide we are currently one of the largest membership organizations in SLO County. The more members we have, the faster we can move towards completing our bike paths and putting these innovative solutions to work in your neighborhood.

Joining the Bicycle Coalition is easy at slobikelane.org

JOIN OUR ADVOCACY TEAM

Our Advocacy Team is comprised of community members from throughout the county who are passionate about creating a bicycle-friendly future in SLO county. We influence decision making, resource allocation, and implementation of bicycle friendly projects and policies.

The Advocacy Team meets monthly to stay up to date on local meetings and the progress of projects. Attending important city council, planning commission, parks and recreation committee meetings is central to ensuring the planned bicycle projects are moving forward.

You can contact our advocacy team at any time to alert us of upcoming meetings or projects in your neighborhood, email us at advocacy@slobikelane.org. If you would like to become more involved in our advocacy efforts, apply to join our Advocacy Team online at slobikelane.org

NOTES:



ONLINE RESOURCES

NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS

<http://nacto.org>

A non-profit association that represents large cities on transportation issues of local, regional and national significance. They facilitate the exchange of transportation ideas, insights and best practices among cities, while fostering a cooperative approach to key issues facing cities and metropolitan areas.

NACTO URBAN BIKEWAY DESIGN GUIDE

<http://nacto.org/cities-for-cycling/design-guide>

Provides cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists. The guide is based on the experience of the best bicycling cities in the world. Designs in the document were developed by cities for cities, since unique urban streets require innovative solutions.

SLO COUNTY BICYCLE BARRIERS SURVEY

<https://library.slocog.org/pdfs/planning/bicycle-plans/slocog-bike-barriers-survey-analysis-report.pdf>

In 2013, a team of local allies, including the Bicycle Coalition, conducted a survey of County residents to determine what were the most significant barriers to bike riding in San Luis Obispo County. The results of the survey helped us better understand the types of bike riders in the central coast and what types of policy and infrastructure would help them ride their bicycles more often.

SLOCOG - SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

http://slocog.org/cm/Programs_and_Projects/Planning_Alternative_Modes.html

An association of local governments in the San Luis Obispo County Region. Its members include all 7 cities (Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach, and San Luis Obispo) as well as unincorporated areas of San Luis Obispo County. The central purpose of SLOCOG is to examine common regional problems and suggest solutions. SLOCOG provides transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues.

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