



The Spoken Wheel

San Luis Obispo County • Number 5 • Fall 2003

A Look Ahead



Coalition triumphs

Cambria Cross-Town Trail

This Class-I trail in Cambria has been in the works since 1992 and has never been a stranger to opposition. Thanks in part to the efforts of SLOCBC, work will soon begin on the trail. Opposition centered around a 140-foot bridge to be built over Santa Rosa Creek, both for environmental reasons and because the bridge would link the trail with a future area under consideration to be developed as a community park. The Coalition presented signatures collected from concerned local cyclists and spoke at the board of supervisors hearing regarding this topic. The Board of Supervisors denied the appeal in a unanimous vote. When the issue was brought before the Coastal Commission in an attempt to delay the project to death, the Coalition stayed informed. A construction contract for the trail has just been awarded, with work beginning sometime in October. This is a huge victory for the residents of Cambria and for SLO County Cyclists as a whole!

With 2003 drawing to a close, the Coalition is gearing up for a spectacular 2004. We may have seemed a little quiet lately, but that is for good reason. Allow us to fill you in on the exciting times ahead...

The Coalition has already been involved in some very high profile projects. In the near future, we will be taking a leading role in unifying the City of San Luis Obispo, Cal Poly, SLOCOG, the Air Pollution Control District, and other leaders in the community to get cracking on the extension of the Railroad Community Pathway to Cal Poly. For updates on this project and others, please turn to page four.

During the month of August, we've had our hands full planning. We've just filed grant applications totaling \$22,300 for next year that, if approved, will usher in several exciting programs. These programs will be announced as the funding is approved.

The Coalition has also held several focus groups for the advance planning of National Bike Month, 2004. We intend to make the local festivities and activities last for the whole month of May and will be taking a greater role in the signature event: Bike Fest. We will be returning to our 2002 format with a pancake breakfast in Johnson Park before leading a 'Community Bicycle ride' down the Railroad Safety Trail, over the Jennifer Street Bridge, and down the newly completed Morro Street Bicycle Boulevard to the Mission Plaza. We're still working on the details of events and attractions that will be offered, but rest assured, this Bike Fest will be huge! Mark your calendars for May 8th, 2004, to kick things off!

In 2004, the Coalition is planning to grow significantly. It is hoped that we can begin a pilot 'Safe Routes to School' program, partnering with a local school district. This idea has already been met with an encouraging level of interest. We hope that this program will eventually bring about a second paid

staff member to administer the program, and will allow us to find a home for the Coalition – an office you can visit on a drop-in basis!

Also of significant importance, we are planning to get a road awareness campaign, 'Coexist', off the ground soon that will remind both motorists and cyclists that we must coexist and share the road for our mutual benefit.

The Coalition also wants help facilitate some better maps for cyclists. We've been talking to some of you and feel that we should help produce a map or series of maps, that can even be taken on a bike ride for navigation! These maps will show the most direct and/or scenic routes to major SLO County destinations! Look out for these in 2004. We are also still working on developing a series of County Bicycle Routes that will be signed for easy navigation for residents and visitors alike!

In 2004, we plan to be visible, to boost our membership, grow our ranks, gain power, and be effective. All we need from you is your support!

Keep on turning the pedals!

—Joe Gilpin



Our new Coexist logo! With help from The San Francisco Bike Coalition.

Out of the Saddle

A MESSAGE FROM THE EXECUTIVE DIRECTOR

In early August, I was lucky to attend the Thunderhead Alliance annual retreat outside of Dubois, Wyoming. Thunderhead is a national organization that unites and binds bicycle advocacy in North America; SLOCBC is proud to be one of the 86 member organizations. Together we comprise 115 paid staff (that's me) and represent over 67,000 paying members (that's you, I hope). At the retreat, I got to know over 50 representatives of local, state, and national cycling advocacy organizations. Needless to say, the experience taught me volumes and I believe I took much away with me.

One of the main topics of conversation was the upcoming vote in the House of Representatives over the restoration of Transportation Enhancements to the 2004 Transportation Bill. Transportation Enhancements were started in 1991 to develop a "modally balanced transportation system by encouraging projects that are more than asphalt, concrete and steel." Since 1992 the program has spent over 2.4 billion dollars on 12,000 projects, including bike paths, pedestrian bridges, sidewalks, as well as scenic overlooks and wildlife crossings of busy road corridors. This is precisely the kind of funding that could help us to finish the Bob Jones Trail, or other projects in the County. The funding was eliminated from the one year 2004 bill along strict party lines in the Transportation Subcommittee. The general defense for eliminating Enhancements was to curb spending and provide for our roads first. This decision was a slap in the face to cyclists and pedestrians everywhere and we Thunderheaders were not going to stand for it! We spent time discussing the problem and formed a strategy to persuade Republicans to restore the funding. Each attendee spoke about their local representative and offered to set up a meeting



Sara Heinrichs

Our Fearless Leader and the Jennifer Street Bridge!

to discuss the vote. Luckily our representative Lois Capps (D) would not be a problem! It was exciting to be in a room of cyclists just like me, dressed in shorts and T-shirts, who were going to tell the suits in Washington how things are going to be.

On September 4th, Congress reconvened and passed an amendment led by Rep. Petri of Wisconsin, which reinstates enhancements into 2004 Transportation funding. With the work of Martha Roskowski of America Bikes and the assistance of dozens of local cycling organizations, we won! The amendment passed by a vote of 327 to 90; this result was much higher than the mere 7 Republican votes that were needed to achieve the objective. In the end, our legislative branch learned that it can't cut away provisions for cyclists and get away with it. We have set the precedent, and it excites me to think of what we can achieve in the future as a political force in the future... and what about the local level?

I'm working on it.

—Joe Gilpin

Euro MPs Get On Their Bikes!

Wednesday, 27 August, 2003, Associated Press

Members of the European Parliament are well known for their lavish travel budgets - but a group of them have decided to break with convention and cycle to Monday's plenary session in Strasbourg.

Between 10 and 12 MEPs are taking part in the 430-kilometre ride from Brussels, in order to promote cycling as a healthy and green mode of transport.

The event is the first project of a new cycling group in the parliament - dominated, predictably, by Dutch politicians and Greens.

They are inviting enthusiasts to join them for the first and last legs of the six-day journey.

The group is calling for a Europe-wide network of cycle paths, funding for bicycle-friendly projects, and

for international policies to recognise cycling issues.

Around 50 people, in total, were expected to take part in Wednesday's ride from Brussels to the southern Belgian city of Namur, including three MPs from EU candidate states.

"We hope that many of you will decide to participate in this event and support cycling as one of the mode of transport for the 21st Century, which protects not only the environment but the health of its users as well," says a statement on the parliamentary cycling group website.

"Sustainable transport is one of the keys to a sustainable energy system," Dutch Green MEP Theo Bouwman told the Associated Press.

"Good cycling policies can help us to achieve the goals set out in the Kyoto Protocol."

The Spoken Wheel

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BOARD OF DIRECTORS MEETINGS

First Thursday of the month
12 noon-1:30 P.M.

Rideshare Conference Room

1150 Osos Street, Suite 206

San Luis Obispo, CA

Agenda will be posted on the slo-bike listserv one week prior to each meeting.

All board meetings are open to members.

BOARD OF DIRECTORS ELECTION

6 November 2003

(See related article on page 6)

MEMBERSHIP MEETING

Fri., October 3rd, 2003

6:30 - 9 P.M.

SLO County Library-

Community Room

San Luis Obispo, CA

(See related article on page 6)

NEWSLETTER DEADLINE

To be announced

Printing of *The Spoken Wheel* is provided, in part, by a Motor Vehicle Emission Reduction (MOVER) grant through the Air Pollution Control District



From The Hill...

Update: League of American Bicyclists

CONSERVE BY BIKE ONE STEP CLOSER TO BECOMING LAW

With passage by the U.S. Senate of its Energy Bill on July 31, Conserve by Bike language moved closer to becoming law. Senators Richard Durbin (D-IL) and Susan Collins (R-ME) had introduced the Conserve by Bike Act as an amendment to the Senate Energy Bill. Since the House of Representatives approved its Energy Policy Act with virtually identical Conserve by Bike language in April, the next step will be for a conference committee to meet after Labor Day to work out differences in the two energy measures. Conserve by Bike language is nearly assured of inclusion in the resulting document, which the President must sign into law before the US DOT can begin to determine what the pilot programs should look like.

S. 547, the Conserve by Bike Act

Issue

Senator Richard Durbin (D-IL) and Senator Susan Collins (R-ME) have introduced S. 547, the Conserve By Bike Act. This bill is similar to an amendment that was accepted by Congress last year as part of the Energy Policy Act of 2002. The comprehensive energy bill conference report was not agreed to prior to the adjournment of the 107th Congress. Therefore, the Conserve By Bike amendment did not become law.

Background

Both Senators recognize the positive effects bicyclists have on the conservation of our nations energy resources. This bill would insure that the federal government educates the public and provides appropriate research into the benefits of bicycling as they relate to energy.

The first provision would establish a Conserve By Bicycling Program within the U.S. Department of Transportation (USDOT). This program would oversee 10 pilot projects dispersed across the country designed to conserve energy resources by providing education and marketing tools to convert car trips to bike trips. \$5.15 million would be authorized for the projects and \$300,000 authorized for USDOT to coordinate, publicize and disseminate results. Each pilot project would require a local match of 20 percent and must:

Facilitate partnerships between at least two stakeholders from transportation, law enforcement, education, public health, and environment fields.

Maximize current bicycle facility investments.

Demonstrate methods that can be replicated at

other sites.

Produce ongoing programs that are sustained by local resources.

The Energy and Bicycling Research Program would direct the National Academy of Sciences to study the conversion of car trips to bike trips and would authorize \$750,000 for the study.

Among items to be considered in this study are what car trips Americans can reasonably be expected to make by bike; what energy savings would result; the cost-benefit analysis of bicycle infrastructure investments; and what factors could encourage more car trips being replaced with bike trips. The results of the study would be due to Congress two years after the passage of the bill.

Status/Outlook

On April 10, 2003, the House of Representatives adopted a Conserve by Bike amendment to H.R. 6, the Energy Policy Act. The amendment is identical to S. 547. H.R. 6 consequently passed the House on April 11, 2003.

On July 25, 2003, the Senate passed the same language as an amendment to its energy bill.

When the Senate passes the full energy bill, the House and Senate will meet in conference to work out the differences in the two measures. If agreed upon, the bill will be sent to the President for his signature before it becomes law. Should the Conserve by Bike amendment survive in conference (we anticipate that it will because it is in the House and Senate bills) and the bill is signed into law, then the Department of Transportation will begin the process of determining what the pilot programs should look like.

BIKE COMMUTER ACT INTRODUCED IN U.S. SENATE

Senators Olympia Snowe (R-ME) and Ron Wyden (D-OR) introduced legislation on May 21 in the U.S. Senate to extend the transportation fringe benefit in the tax code to people who commute to work on their bicycles. The benefit incentivizes people to use alternative modes of transportation for commuting to reduce traffic congestion, pollution and wear and tear on the roads.

The Bicycle Commuter Act, S. 1093, would allow an employer to offer a monthly cash reimbursement to an employee who commutes to work by bicycle, providing a tax benefit to the employer and helping defray commuting expenses for the bicyclist. S. 1093 is a companion measure to H.R. 1052 introduced earlier this year by Congressmen Earl Blumenauer (D-OR) and Mark Foley (R-FL). Blumenauer said, "The upcoming TEA-21 reauthorization is a perfect opportunity to examine all approaches to improve and support

mobility options for Americans, making this the time to pass the Bike Commuter Act. Today's introduction of the Bike Commuter Act in the Senate shows that this legislation is gaining momentum at a crucial time." For more details see below.

H.R. 1052, the Bicycle Commuter Act Issue

The Bicycle Commuter Act would extend the transportation fringe benefit in the tax code to bicycle commuters. Congressmen Earl Blumenauer (D-OR) and Mark Foley (R-FL) reintroduced the House version, H.R. 1052, on March 4, 2003. The Senate companion measure, S. 1093, was introduced on May 21, 2003, by Senators Olympia Snowe (R-ME) and Ron Wyden (D-OR).

Background

The transportation fringe benefit was added to the tax code as part of TEA-21 as an incentive to get more people to use alternative modes of transportation for commuting. The goal was to reduce traffic congestion, pollution and wear and tear on the roads.

Under current law, an employer can offer an employee up to \$100 a month for mass transit (subway, bus, train, van-pool, etc.) and up to \$190 per month for parking, which is tax-free if the employer is making the purchase for the employee. The employer may also give a cash reimbursement for the same transportation, but a cash reimbursement is included as taxable income to the employee. In either case, the employer is able to take a business deduction for the benefit. Another option allows an employer to permit an employee to take a tax-free payroll deduction for the purchase of transit tickets. Participation is completely voluntary. A business is not required to offer the fringe benefit, nor is it required to offer the maximum amount.

The Bicycle Commuter Act would allow an employer to offer a monthly cash reimbursement to an employee who commutes to work by bicycle, providing a tax benefit to the employer and helping defray commuting expenses for the bicyclist.

Status/Outlook

Currently, H.R. 1052 has 27 cosponsors. The League will continue to seek support for both measures. Because this is a tax issue, it is unlikely that either body of Congress would pass it as a stand-alone measure. The League is working to have the Bicycle Commuter Act added to the TEA-21 reauthorization bill, which serves as the primary source of federal funding for bicycling projects.

The Truth About The Trails!

In this issue of the Spoken Wheel, SLOCBC will begin a semi-annual update of many of the area bicycle projects. By keeping everyone informed about these facilities, we believe that we can do a better job of keeping the pressure level high – shortening the amount of time before we can all ride them.

Railroad Safety Trail (Community Pathway)

The completion of this Class-I path is the City of San Luis Obispo's first priority with regards to cycling projects. A segment of this path already exists along the railroad tracks from Orcutt road to the Amtrak station. In the future this path will extend all the way to Cal Poly State University involving three new bridges, and sections that will be built on pylons. This project will be costly, but is well on its way... The biggest complication is gaining the cooperation of Union Pacific railroad, although the City is hoping to have the right-of-way for the trail negotiated by year's end. This project is precedent setting, because it is the first rails & trails project in the nation pitched to Union Pacific. The bike coalition has already had two meetings with RRM Design Group about the trail and in late September will be gathering all the stakeholders in the project together in hopes of jumpstarting momentum.

Bob Jones City-to-the-Sea Class-I Bike Path

There are three major parts to the Bob Jones trail that will be constructed in the coming years. The San Luis Obispo City portion runs from Marsh Street along the creek to the Octagon Barn off of South Higuera St. The City has just acquired the final easement to make this Class-I facility a reality through a creekside stabilization agreement with the Kuden property off of Prado road. A second segment of Bob

Jones will connect Prado road with Los Osos Valley Road, they City controls all of the right-of-way for this segment and will be the likely candidate for initial construction. The city has over half a million dollars in grant funding earmarked for this project however, its priority is not as high as the Railroad Safety Trail.

The County of San Luis Obispo is responsible for the segment that will take the trail from the Octagon Barn to the current staging area off Ontario Road. County Parks told SLOCBC that the plans for this segment are still being commented on. This segment has been broken up into three smaller parts, which will be constructed separately. County Parks has about \$400,000 for the trail and believes they have enough money to construct one of the parts in the near future.

Even the existing portion of the Bob Jones trail will see some work in the future. The crossing of San Luis Bay Drive is thought to be unsafe and the trail will eventually be grade-separated under the roadway. The trail will then be diverted to reach Avila parallel to Avila Beach Dr, ending at Front St. This segment has money for construction from Fish & Game and leftover Unocal money from the Avila cleanup some years ago.

Atascadero – Templeton Connector

This project is meeting stiff resistance from the railroad. Union Pacific will not allow any new crossings of the tracks, while a recently completed constraints analysis calls for two crossings for the trail to be built. These crossings may have to be grade-separated, increasing the cost of the project and delaying it further.

Cayucos – Morro Bay Connector



Jennifer Street Bridge, Bike Fest 2002

Oxo Slayer

This important cycling link is currently in the design stage. No word on the estimated date of completion. However, rumor has it that there is already money to pay for it.

Avila – Shell Beach Connector

This new Class-I facility will connect the Cave Landing parking lot to the north end of Shell beach. This trail will be funded by a private developer; however, it is being held up by a landside. A geological analysis has just been completed, so stay tuned...

Cambria Cross-Town Trail

Thanks in part to the coalition's efforts, the Cross-Town Trail is back on track. The Cambria Legal Defense Fund and the Coalition to Save Cambria and San Simeon asked county supervisors to shoot down the plan but the board denied the request in June. The groups then went to coastal commissioners. The Coastal Commission unanimously denied the appeal and construction on the trail is set to begin in October. The construction will be held to an aggressive schedule, as work must be finished by April. The first priority will be abutment work on a bridge over Santa Rosa Creek before the November 2nd deadline to keep out of the environmentally sensitive area.



Railroad Safety Trail, Phase I, Bike Fest 2002

Oxo Slayer

Membership Matters...

MEMBERSHIP

SLOCBC welcomes its newest members to our family since the summer issue of The Spoken Wheel! These new additions bring our total paid membership just over the 150 mark! The greater our membership, the more people we have behind us, and the larger our voice in county transportation matters. So, next time you're on a ride with friends, or talking to a co-worker, ask them if they have heard of the coalition and invite them to include their voice in local cycling and pedestrian related issues.

A SPECIAL THANK YOU

SLOCBC thanks our first benefactor, Jim Hannah, for a second contribution. Jim has been one of our greatest supporters and has high expectation for the Coalition and San Luis Obispo County. Thanks Jim!

BECOME A MEMBER!

To become a SLO County Bicycle Coalition member, fill out the membership form on the back of this newsletter, or visit our web site at <http://www.slobikelane.org>.

MEETINGS OPEN TO ALL

The SLOCBC board of directors meets regularly on the first Thursday of every month at noon. Our meetings are open to the public and we encourage members not only to attend, but to participate. We are planning an informational general membership meeting for this fall, so stay tuned. For more detailed information about

meetings, see page 2.

NEW MEMBERS

Here is a listing of new SLO County Bicycle Coalition members since our inception. If you have submitted membership and don't see your name, we are still processing your application. Look for your name in our next issue.

Individual

Patrick Lee ● Barry Lewis
Elizabeth Gilpin ● Judy Lang
Kelley Heffernon ● Denny Mynatt
Jason Gillespie

Families

Eric Ruzius & Dora Drexler
Yvonne Baskin & Michael Gilpin
Mark & Aeron Arlin Genet
Ronald & Jennifer Skinner
Eric Weir & Laura Frank
Cynthia Andrews & Mark Hunter

Grass Roots

Bailey Smith ● Pete Rogers
Rich Murphy ● Peter Brown
Trina Blanchette ● April Harris

Business

Foothill Cyclery

Lifetime

SLO Rideshare
Bennett Weiss M.D.

RENEWING MEMBERS

Here is a listing of new SLO County Bicycle Coalition members that have renewed their

2002 memberships to date. All expiring members have been sent renewal notices. If you have received one, please renew and continue your support!

Individual

Jim Aaron ● Michael Collins
Robin Dery ● Jay Johnson ● Ernie Lawrence
Teresa Sickmiller

Families

Matt & Rita Colonell
Steve & Rita Hilty

Grass Roots

Aaron Dodell ● Mark Grayson ● Anne Kelly

BUSINESS MEMBERS

The San Luis Obispo County Bicycle Coalition salutes our current business members! We are now ready to offer a new business dues structure (see page 8) that will help recognize those of you who help us the most. Beginning with our winter newsletter we will be offering advertising services to our business members. Please inquire to Joe Gilpin 541-4076 for more details.

Current Business Members

Truativ

BOB Trailers Inc.
A Better Bike Shop
Foothill Cyclery
Art's SLO Cyclery
Pacific Energy Co.
SOJOE

New Stripes!

If you live in San Luis Obispo, you may have noticed a new bike lane on Pismo Street! The bike lane was installed on Thursday, September 25th by SLO Public works and it is setting an important precedent by removing road space dedicated to cars, and allocating it to bicycles. Pismo Street was a two-lane one-way street that runs from Johnson Ave. to Higuera Street. The portion from Broad Street to Higuera has now been reduced to one car lane and a wide comfy bike lane. San Luis Obispo is joining the growing ranks of progressive cities such as San Francisco and Portland that have been reexamining their road networks and, where necessary, giving more space to bicycles. This route provides a good alternative for cyclists heading west through downtown, without traveling on Higuera Street, which does not have a bike lane. Thanks SLO Public Works!



Looking West from Nipomo street down Pismo Street

Joe Gilpin

Meet the board

CURRENT BOARD MEMBER:

JOHN DONOVAN

Residence: Templeton

Occupation: Program Manager, SLO Rideshare

Background: Born and raised in Ridgewood, NJ, a suburb of NYC. 2nd youngest of 8 children. I moved to California in 1989 and to SLO in 1990. I now live in Templeton with my lovely, beautiful wife, Sharon, and 5 daughters (Sarah 14, Katherine 9, Rachel 8, Emily 17 months, and Meredith 8 weeks). Besides work and family, I play basketball (I played semi-professionally overseas for 4 years following graduation from college), some golf and I love to read. Until I became I dad, the best experience of my life was playing basketball overseas, but becoming a husband, stepfather and father has far surpassed that experience because being a husband and father is a far greater challenge on a day-to-day basis with rewards that don't show up in the boxscore. My philosophy on life: Life is good!!!

Cycling History:

I would define myself as a recreational bike rider only. We all had bikes as youngsters and I can recall riding everywhere; school, church, downtown and, as I got older to work. The first bike I ever had was a

red Schwinn. While all my friends had the cool bikes with banana seats and chopper handlebars, my mom, ever the practical mother, got me the standard Schwinn. I had it until high school. I rode a 10-speed Raleigh throughout high school and college. I don't ride my bike as often as I'd like, occasionally to the downtown Templeton park and around the neighborhood with my children, but not as much as I used to when I lived in SLO-town. I do manage to ride my bike to the bus and then ride the bus to work on occasion. While I did one time bike to work in SLO from Templeton, that is not my idea of a nice, relaxing bike ride.

What Do You Ride?

I ride a standard Trek mountain bike with slick tires, the better for streets and roads. Standing 7 feet, 1 inch tall, I wish I had a bigger, custom made bike to fit my frame, but I can not afford to have one built.

Coalition Support:

I support the efforts of the Bike Coalition from a professional standpoint as the program manager of SLO Regional Rideshare. One more fanny on a bike is one less car on the road and that I get a lot of satisfaction from knowing that the Coalition, and Rideshare, play a role in getting that fanny out of the car. From a personal standpoint, I support the Coalition because I recognize that San Luis Obispo



John Donovan

County is a great place to ride period, and I want to see more children on bikes riding.

Turn Offs:

My pet peeve about bike riders are the adults who insist their children wear a helmet when the kid rides a bike, but then the mom or dad goes helmetless. It makes no sense. Helmets should be worn by all riders!! I should know, I was once hit from behind by a moving car and had it not been for my helmet, my head would have been split open and I'd a been dead!!

—John Donovan

Coalition Briefs

BE ALL YOU CAN BE!

SLOCBC is looking for new board members! Members of our board are elected to two-year terms. Commitments include attending our monthly meeting, and a reasonable amount of effort on the side working on projects and promoting the organization. Elections will be taking place at our board meeting in November, so get involved! For more information contact Joe Gilpin at 541-4076.

MORRO STREET BICYCLE BOULEVARD COMMUNITY TREE PLANTING

The City of San Luis Obispo is changing Morro Street to a bicycle boulevard. Public works will be changing the street to make it easier for cyclists to negotiate by eliminating stop signs along Morro St. and adding a vehicle barrier so that cars can't enjoy the same advantage! To save money, the City has asked us to help plant trees as part of the beautification phase of the project. The tentative dates for planting have been set as Saturday,

October 25th, and Saturday, November 15th. Saturday, December 6th has been set up as an planting day if it is needed. Come out and help provide a safe and direct link for cyclists! Contact Peggy Mandeville to participate 781-7590.

BIKE FEST 2004

SLOCBC will be helping to coordinate a full month of cycling related activities for National Bike Month in May 2004. May 8th will kick things off with our signature event known as BikeFest! We will be returning to the same program as 2002 with a pancake breakfast in Johnson Park, followed by a community ride over the Railroad Safety Trail, the Jennifer Street Bridge, and down the newly completed Morro St. Bike Boulevard to the festival in Mission Plaza. Stay tuned for more details as we get them!

BIKE-IN MOVIE NIGHT

On Friday, October 3rd, the coalition will host the first bike-in movie in SLO County. Join

us at 6:30 in the SLO Library community room for "Return of the Scorcher," a film about the role of the bicycle in America and abroad. We will have refreshments including hot dogs (and tofu dogs), beverages, and popcorn. After the film, stay for a bike raffle and an update on what we have been up to these last few months. If you're still not tired we will be showing portions of the 2003 Tour de France where Lance wins his fifth straight.

BIKE HAPPENING!

The first Thursday of every month at 9:30pm hundreds of cyclists converge on the Mission Plaza in SLO for Bike Happening! The Bike Happening is a "Courteous Mass" ride where riders obey all traffic laws and stop at all traffic control devices. Numbers have surged above 300 riders in recent months, with costumes and exotic bicycles making regular appearances.

Ongoing Coalition projects

Area/s	Route/s	Jurisdiction/s
Regional significance	Hwy 1 corridor (Hwy 101 to Monterey County line)	SLO City/City of Morro Bay/SLO County/Caltrans/SLOCOG
Regional significance	Bob Jones City-to-Sea Trail	SLO City/SLO County Parks/SLO Land Conservancy
Regional significance	SLO County Sheriff's Christmas Bike Give-away Project	SLO County
North Coast	Morro Bay to Cayucos connector	City of Morro Bay/State Parks
North Coast	Cambria Cross-Town Trail	SLO County Parks/SLOCOG
North County	Atascadero to Templeton connector	SLO County/Caltrans/City of Atascadero
North County	Cuesta Grade North connection	SLO County/Caltrans
San Luis Obispo	Hwy 227 corridor (South St. to Los Ranchos Dr.)	SLO City/SLO County/Caltrans
San Luis Obispo	Railroad Safety Trail Extensions	SLO City/Union Pacific Railroad/Cal Poly
South County	Bikes on Grand (Grand Ave. from Hwy 101 to Hwy 1)	City of Arroyo Grande/City of Grover Beach/Caltrans
South County	Price Canyon widening (Hwy 227 to Ormonde Road)	SLO County
Ongoing programs	SLO County Bikeways Project, Mapping	All jurisdictions/SLO Bicycle Club
Ongoing programs	Sinsheimer Elementary Bike Club pilot program	John Altman (club coordinator)/IMBA Sprockids Program
Ongoing programs	Coexist, Share the Roads Campaign	SLO County
Ongoing programs	Bike Fest / Bike Month 2004	SLO City, with county-wide events

Call for volunteers

We need...

Services can be rendered in lieu of membership payment, help us continue to grow!

OFFICE HELP

Someone to help at least two hours a week with office and administrative work—someone with a flexible schedule. Duties include running errands by bike; bank, post office, supply runs, etc.

GRAPHIC DESIGNERS

If you have any experience in graphic design, we would love to talk to you! The Coalition is developing an informational brochure that needs the special touch that only someone with design skills can give it. The content is already determined, we just need a few hours of your time!

We also will need some help developing posters for Bike Fest 2004, and possibly a logo for the event.

BIKE FEST CAPTAINS

Captains are needed to plan and run events for the 2004 Bike Fest in Mission Plaza. Events will be small in nature but large in number so that we can have something for everyone! Please call Joe Gilpin for more information: 541-4076

DISTRICT REPRESENTATIVES

Coalition reps in Paso Robles, Atascadero, Pismo Beach, Arroyo Grande, Nipomo, Los Osos and Cal Poly. Ted Aclan of SLO Switchbox in Grover Beach volunteered as our Grover rep. If you live in Grover, call Ted at 710-1294 to find out about projects,

hearings and workshops. Responsibilities include: establishing phone trees, identifying most needed road improvements in the area and staying abreast of new projects or developments.

STORAGE SPACE

We need storage space near SLO: a barn, warehouse or storage unit to store refurbished bikes and materials for coalition events.

If any of these projects interest you, get informed and get involved. Do you know of a dangerous condition for cyclists or pedestrians in your community? Do you have a clever idea for a program? We are the clearinghouse for cycling in SLO County. Drop us a line or give us a call (see page 2 for contact information).

Cycling contacts

Central Coast Concerned Mountain Bikers (3CMB)

Contact: Dave Arndt, 438-4631.

San Luis Obispo Bicycle Club

Contact: Robert Davis, 772-0874.

SLO City Bicycle Advisory Committee

Meets 3rd Thursday March, June, Sept. & Nov. at City Hall, 7:00 P.M. Contact: Peggy Mandeville, 781-7590.

SLO County Bicycle Advisory Committee

Meets quarterly, 2nd Tuesday at 7:00 P.M. Contact: Dave Flynn, 781-4463.

Morro Bay Citizens Bike Committee

Meets monthly 1st Wednesday, Morro

Bay Community Center, 5 P.M.–6 P.M.
For information, phone 772-0874.

Grover Beach Coalition representative

Ted Aclan, 710-1294.

Citizens Transportation Advisory Committee

Recommends local transportation projects and funding to SLOCOG. Open to the public. Pizza served. Phone: SLOCOG staff, 781-4219.

California Association of Bicycling Organizations (CABO)

CABO meets quarterly, alternating between No. and So. California. See: <http://www.cabobike.org>.

SAFETY CONCERNS

County roads: 781-5252

City of SLO streets/roads: 781-7190

Law enforcement on county roads:

California Highway Patrol (CHP)
So. County & Coastal areas, 593-3300;
No. County, 434-1822

State highways safety concerns

Urban Affairs, 549-3318

State highways maintenance concerns

State Highways maintenance supervisor,
549-3349

Caltrans District 5

David Murray, bike coordinator: 549-3168

Let your voice be heard. Join the SLO County Bicycle Coalition!

Name (please print) _____

Business (if applicable) _____

Street or P.O. Box _____

City _____ State _____ Zip+4 _____

Phone _____ E-mail address _____

Please write your checks payable to: SLOCBC and send to P.O. Box 14860, San Luis Obispo, CA 93406-4860. All donations are (501(c)(3) tax-deductible.

What for you is the single most important bicycling issue in SLO County?

Membership dues

Grass roots \$12 _____
 Individual \$25 _____
 Family \$40 _____
 Benefactor \$500 and over _____

Business **Standard** \$100 _____
 Business **Silver** \$500 _____
 Business **Gold** \$1,000 _____
 Business **Platinum** \$5,000+ _____

Additional donation \$ _____
 Total enclosed \$ _____

- New member Address change
 Renewing member

Yes, I'd like to volunteer ...

- 3 or 4 hours/mo. (circle number of hours)
 Help staff Help with newsletter
 District rep Help with events
 Education Other skills: _____

Our mission, vision & values



MISSION...

to transform San Luis Obispo County into a safer and more livable community by promoting cycling and walking for everyday transportation and recreation

VISION...

See <http://www.slobikelane.com/aboutus.html>

VALUES...

- public access to open spaces
- sustainable land use planning and urban development
- a healthy population and environment
- economic vitality
- an efficient transportation system that provides equal mobility for all

Photo : Riders on Morro Street en route to Bike Fest at Mission Plaza.



San Luis Obispo County Bicycle Coalition
 PO Box 14860
 San Luis Obispo, CA 93406-4860
www.slobikelane.com