



The Spoken Wheel

San Luis Obispo County Bicycle Coalition - Number 3 - Winter 2003

Coalition helps leverage grant for Templeton Safe Routes to School

Report hazards!

If you come across hazards when cycling, alone or with others, be sure to report them. Just e-mail or telephone the coalition and we will add your report to a bicycle and pedestrian hazard database.

When you send a report, please include the following information:

- o Date and time of day
- o Exact location (cross streets, etc.)
- o Type of hazard (a photo and/or a clear description)
- o Any injuries caused by the hazard/s

Send to:

slobike@yahoo.com.

Award for Bike Fest 2003

The Coalition has been awarded a \$2,100 grant from the City of San Luis Obispo to promote Bike Fest "Velotopia 2003" in May.

If you are interested in participating in this year's event and/or designing a promotional poster, e-mail John Donovan at: rideshare@rideshare.org.

For years Templeton has ranked as the most dangerous unincorporated area of the county for children to walk and bike to school. The county public works department had applied unsuccessfully for Caltrans' highly-competitive Safe Routes to School funding during the last two years. In November 2002, Governor Gray Davis announced \$22.1 million worth of third-cycle projects to be awarded grant funding. Templeton Elementary School, Templeton Middle School and Templeton High School will receive a \$288,000 grant from the state to build new sidewalks and enhanced crosswalks at the multi-school campus on Old County Road in Templeton. The award marks the first Safe Routes to School grant for SLO County.

"The Bike Coalition's letter of support added something very special to the application to make it stand out," said Bill Schassberger, facilities director at Templeton Unified School District. The Coalition joined agencies such as the Templeton Fire Department, the CHP, the Sheriff's Department and the local Chamber of Commerce to provide project support. Mr. Schassberger had been pleading with the county for years to improve road conditions around the schools. The Coalition began supporting the Templeton Safe Routes project late last year as a pilot Safe Routes to School Program with SLO Regional Rideshare.

Site visit...

While visiting the campus last year, the road hazards were very apparent. The narrow road had no striping, washed-out shoulders, deep drainage ditches and no sidewalks. During morning drop-off, parents would double-park two abreast in the roadway while children dodged oncoming cars. One child and a crossing guard were hit in separate incidents three years ago during morning congestion. During the rainy seasons, children were forced out into the roadway to avoid the flooded road shoulders and drainage ditches.

The Bicycle Coalition contacted Caltrans' Local Assistance program and the California Bicycle Coalition (CBC) in an effort to raise the profile of the project. At the district level, Local Assistance ranked the project "very high". The CBC is represented in a statewide steering committee for the Caltrans Safe Routes to School selection process.

Improvements...

Plans for street improvements include 3,200 linear feet of sidewalk from Florence Avenue to the school campus. The county is matching \$32,000 in funding for the project. Construction will begin in the summer of 2004.

Five schools are located within a two-block stretch of Old County Road with an enrollment of over 2,100 children. Once the project is completed, children will have better connectivity to surrounding neighborhoods, separation from vehicle traffic and improved pedestrian pathways. The County also has plans for a street closure adjacent to the school for a dedicated bike route to school in the coming years.

For more information about the Templeton project, contact Bill Schassberger, director of facilities at Templeton Unified School District at 805-434-5856, or e-mail him at bschassberger@tusdnet.K12.ca.us, or Dave Flynn, SLO County Public Works at 805-781-4463, or e-mail him at dflynn@co.slo.ca.us.



Out of the saddle

A message from the former executive director

It has been over a year since I took the post of executive director for the Bike Coalition. We have gained considerable momentum since that historic e-mail in May 2001. Membership has grown to over 100. The Coalition has been recognized on radio, TV and in the newspapers. As this year comes to a close, I feel great pride in the foundation we have created. Ironically, with great successes and unprecedented potential marking our start-up year, I have resigned as executive director of the bike coalition.

The decision to step down has been very difficult. I have invested hundreds of hours of sweat equity into this organization and our mission. In addition to advocacy, I am finishing my undergraduate work at Cal Poly, and my wife and I are expecting our second child in February. In 2003, my priorities are family and academics. I can no longer commit the necessary time to manage the organization. To stay on



board could jeopardize the groundswell of support we are now experiencing.

This is a new opportunity for the Bicycle Coalition. The board of directors has

recently appointed new members. Mary Andrews, Damon Noller and Don Morehouse were unanimously voted to fill the nine-member board in December. The current board has risen to the occasion and drafted a strategy for the upcoming year. This includes hiring a new executive director, incubating more bike advisory committees around the county, growing membership, outreaching local bike shops, assessing the county's most needed road improvements, supporting our youth bike club, and sponsoring events.

I encourage members to participate in upcoming events and programs as the Bike Coalition charts a course for its second year. There are opportunities for volunteering on a number of important projects. Keep bike culture alive in SLO County and maintain the right to ride. See you in the bike lane and out on the trail.

Oxa Slayer

County Spin...

At its meeting November 12, County Bicycle Advisory Committee voted to join the Bike Coalition and other local bike groups in urging Caltrans to widen northbound Toro Creek Bridge north of Morro Bay on Highway 1 to provide a safe riding lane for bicyclists.

Department of Public Works is applying for Bicycle Transportation Account funds for two projects—to build a bike lane on Vineyard Drive in Templeton to fill a gap and to build a bike lane in Oceano from Highway 1 to the Pike.

The County Bikeway Plan will be updated in 2003. Public input is welcomed at any time during the year. Contact Dave Flynn at 781-4463. The county will also host a special meeting to take input during Bike Week in May.

Board of Supervisors presented a public proclamation November 26th naming the bike lanes on Foothill Boulevard in San Luis Obispo county the Bob Garing Bikeway. Unveiling will take place during Bike Week in May.

Active Bikeways Projects—

Bethel Road Templeton - Construct Class II bike lanes from Vineyard Drive to Las Tablas Road in summer 2004

Main Street Templeton - Stripe Class II bike lanes from Gibson Road to Highway 101 in spring 2003

El Moro Bikeway Los Osos - Construct Class I bikeway from South Bay Blvd to 12th Street in summer 2003

San Luis Bay Drive - Construct underpass for Bob Jones bike trail in 2005

Templeton to Atascadero - Consultant developing environmental/preliminary engineering

Price Canyon Road - Construct wider bike lanes in 2005

Los Berros Road - Widen shoulder from Valley Road to El Campo Road in summer 2003.

Note: Information from Josh Olejczak and Dave Flynn point out that bicycle projects partially funded with federal money are subject to environmental review. Price Canyon Road has several concerns: archeological (Native American), endangered plants, utilities and right-of-way issues.

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E-mail listserv:

slo-bike@hpva.org

Sign up at

<http://www.ihpva.org/mailman/options/slo-bike>

SLOCBC ADMINISTRATION

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NEWSLETTER EDITOR

Robert Davis

Taking over next month,
Gail Camposagrado
gailc@cambriabikes.com

WEBMASTER

Tyler Wertenbruch

BOARD MEETINGS

1st Thursday of every month
12 noon - 1:30 p.m.
SLOCOC 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.

Dues structure and renewals

Please refer to the back page of the newsletter to see the agreed-upon dues structure. The special dues for founding life members expired on Labor Day 2002. We will send out renewal notices quarterly.

Member discounts

Board members are working with businesses county-wide to join the coalition and provide discounts to all members. Information will be provided on the web site and in the next newsletter

The Railroad Safety Trail

By Mary Andrews

The last time you rode the completed stretch of San Luis Obispo's Railroad Safety Trail from the Jennifer Street Bridge south to Orcutt Road, you may have asked yourself, what's next? When will the next stage be completed? Well, here's the latest.

In October 2002, representatives from the city, RRM Design Group and Union Pacific Railroad Operations and Engineering visited the proposed route from the Jennifer Street Bridge north to Foothill Boulevard.

After the field visit, RRM modified the path's preliminary design to meet Union Pacific's requirements. In December, the revised design was sent to Union Pacific Operations and Engineering for their final stamp of approval. City staff is anxiously awaiting the railroad's reply. After a month of waiting, the city began making weekly phone calls to Union Pacific to keep tabs on the progress.

Providing that Union Pacific accepts the revised design in a timely manner, the city hopes to submit a proposal to the railroad's real estate department mapping the land the city is interested in either acquiring easements for or purchasing outright. Hopefully, this will be submitted to Union Pacific sometime this spring. Terry Sanville, the Principal Transportation Planner with the city, warns that real estate negotiations with Union Pacific may take up to a year, which could delay the start date for construction of the bike path.

Another potential roadblock for construction is money. Although the San Luis Obispo City Council has made land acquisition for the Railroad Safety Trail a high budgetary priority -- fourth on their goal list -- there is no funding as of yet allocated for construction.

Perhaps it is naïve to think that government, be it federal, state or local, would easily come up with the estimate \$9 million required to complete construction of the Railroad Safety Trail. The current budget crisis--and the stagnated economy--facing federal, state and local agencies means money may not be readily available.

What can you do? It's important that the city's staff and elected officials hear your thoughts on the bike path. Show up at city budget meetings and voice your opinion. Call, write or email Mayor Dave Romero and other city council members. If this project is to progress into the construction phase, it needs those precious city dollars. To find out about when and where these



important meetings will be held, join the Bike Coalition email list serve (see article on how to do this).

For now, let's focus on the first leg of the next phase of the trail from the Jennifer Street Bridge to Marsh Street. The estimated construction cost is \$2.2 million, and we might hope to

raise around \$400,000 in grant money, with the city hopefully providing the remaining \$1.8 million. That's a lot of money to squeeze out of the city's General Fund in tight budget years. There is the possibility of a \$1.6 million coming from the city's TIF (Transportation Impact Fees) fund, which is money that the city has specifically designated for transportation projects to serve new growth. We, as advocates, need to push for money from wherever we can find it.



Join the SLOCBC List-serve

The SLOCBC list-serve is a powerful communication tool designed to reach other members of the organization as well as interested non-members. By sending an email message to slo-bike@ihpva.org you will reach everyone signed up for the list-serve.

To sign up visit <http://www.ihpva.org/mailman/listinfo/slo-bike> and follow the instructions. Non-members interested in becoming members may also join the list-serve. You can remove yourself from the list at the aforementioned website.

Appropriate uses for the list serve include notifying other members about meetings or events or as an open forum to exchange ideas and discuss issues. Please limit messages to relevant bicycle or pedestrian issues that effect our community.

The coalition's e-mail list is hosted free of charge by the site manager for the Human Powered Vehicle Association (HPVA), so there is no advertising!

You Have The Power

At its January workshop, the Coalition developed the following list of priorities for 2003:

- Create a list of the county's most-needed road improvements
- Promote Bike Fest 2003
- Promote and fund bicycle programs in schools
- Support and help with the Sinsheimer youth bike club.
- Develop a bike shop mailing project
- Increase membership through the creation of a brochure, better distribution of the newsletter and improving the coalition website.
- Continue creating relationships with the other bike organizations in the county.

Members say their priority issues are:

1. Bike lanes and paths
2. Promote bike use
3. Safety and education
4. Bike racks
5. Off-road mountain bike access

If you have ideas for specific projects for the Coalition to work on, send them via email to slobike@yahoo.com.

Unmet bike needs

We have an opportunity each year to request bicycle facility improvements in our county. San Luis Obispo Council of Governments and Regional Transit Authority accept public input of "Unmet Transit and Bike Needs" at its February meeting.

Each list of unmet needs requires at least 15 signatures of support. San Luis Obispo Bicycle Club developed for this year a list of unmet needs below and presented the list to SLOCOG at the February 5th meeting:

- ✓ Provide safe passage across northbound Toro Creek Bridge on Hwy 1 north of Morro Bay for bicyclists by either widening the bridge or providing a separate bike crossing separated from motor vehicle traffic (also, please fill the pothole at the south end of the bridge);
- ✓ Eradicate grass and weeds from the shoulder pavement on Highway 1 north of San Simeon; Provide a safe way to cross the Hwy 101 bridge between Nipomo and Santa Maria;
- ✓ Construct bike lanes on Hwy 166 from Bull Canyon Road to Hwy 101;
- ✓ Provide additional shoulders for bike lanes on Hwy 41 between Atascadero and Morro Bay;
- ✓ Resurface bike shoulders on Hwy 1 between Cayucos and Villa Creek in both directions;
- ✓ Designate Mattie Road as Pacific Coast Bike route

- through Shell Beach instead of Shell Beach Road;
- ✓ Provide higher capacity bike racks on buses;
- ✓ Develop a coordinated county-wide "safe routes to schools" program—to provide functional safe bike paths to all schools;
- ✓ Construct a bike path from Atascadero to Templeton;
- ✓ Construct a bike path in Cayucos from Studio Drive to Pacific Avenue;
- ✓ Construct a bike path from Morro Bay to Cayucos;
- ✓ Widen Price Canyon Road between Ormonde Road and Hwy 227;
- ✓ Maintain southbound bike lanes on Ontario Road—every rainstorm knocks rocks down into the shoulder area;
- ✓ Construct bike lanes on Orcutt Road from Johnson Street to Biddle Ranch Road and from Tiffany Ranch Road to Lopez Lake Drive;
- ✓ Construct bike lanes on Lopez Lake Drive from Arroyo Grande to Orcutt Road;
- ✓ Construct bike lanes on Los Berros and Thompson Roads;
- ✓ Resurface rough crack-seal areas on Old Creek Road and stop water from flowing onto the pavement on the grade above the twin cypress trees;
- ✓ Resurface bike shoulders on Ontario Road between San Luis Bay and Avila Beach Drives;
- ✓ Resurface South Vine Street in Paso Robles from First Street south to Hwy. 46 West—existing surface is so bumpy that bicyclists cannot safely ride;
- ✓ Construct bike lanes on El Camino Real through Atascadero.
- ✓ Resurface the bike lanes on Tank Farm Road between Broad Street and Higuera;
- ✓ Construct bike lanes from Arroyo Grande High School to Traffic Way;
- ✓ Improve the rough surface of the northbound bike lane through Shell Beach;
- ✓ Resurface 0.3 mile stretch of Price Street in Pismo Beach between Mattie Road and Ocean Way heading west across from the Shore Cliff Lodge.
- ✓ Connect east and west Pismo Beach across Pismo Creek and the railway on the north side of Hwy 101.
- ✓ Resurface Morro Bay State Park Road from the campground entrance to Park View Drive—existing surface is so bumpy that bicyclists cannot safely ride;
- ✓ Construct Class I bike paths through Morro Bay State Park parallel to existing paved roadways.

If you have projects to add to this list, send them to the Coalition via email: slobike@yahoo.com.



Board Profile

Founding board

member: Jean Anderson
Residence: San Luis Obispo

Occupation: “Retired” volunteer for a variety of organizations (cycling, library).

Cycling history: From trike to trike over nearly seven decades, beginning

near San Juan Bautista in the early 1930s.

After trying unsuccessfully in 1939 to ride a bicycle, I gave up trying to master two wheels for a few years, using my roller skates instead. During WW II, my father helped my sister and me each buy a “Victory Bike”—a \$36 steel wonder, but we weren’t allowed to ride far. I have no idea where it disappeared to.

One summer, mid-1940s, I borrowed a bike from the San Juan constable to ride to my job at our pear-packing shed during pear season, and to ride to a neighbor’s orchards to cut ’cots during apricot season: a bike commuter in my teens. The next year, I moved to areas so close to campus and walked, and my cycling life was long interrupted.

In 1970, while a school librarian in Salem, Oregon, my doctor told me to quit smoking, handed me Dr. Cooper’s original *Aerobics* book, and told me that cycling or swimming would be best for me. I promptly purchased a 10-speed Schwinn Suburban and began training.

In 1983, after moving back to California from Oregon, I bought a Miyata bike and headed to Germany for a bike tour from Heidelberg to Salzburg with Gerhard’s Bicycle Odysseys. It was such fun, my sister and I went the following year with Gerhard from Munich to Vienna—and I was hooked on cycle touring. The upright position was very painful for me, especially for my wrists and right shoulder—and I spent the next couple of years trying to find a comfortable bike to ride, commuting regularly from Sunnyvale to Mt. View to my job at Spectra Physics. In 1984, I saw a Tour Easy long-wheelbase recumbent bicycle with a Zzipper fairing—and that was it! The TE was my bike for the next 12 years. To facilitate travels overseas, I purchased a BikeE semi-recumbent in 1995.

The BikeE proved to be comfortable for a two-month, solo bike tour from Lelystad to Provence—a wonderful and special trip for me. Two years later, as a SERVAS traveler, I toured in western and eastern Germany on a second BikeE, selling it to a friend near Nürnberg before coming home and ordering a suspended BikeE AT (those cobblestones in eastern Germany are murder!).

About four years ago I switched to recumbent trikes without batting an eyelash—and have found what is for me the perfect answer to an all-’round pedalcycle for

my local transportation needs—a Greenspeed recumbent trike from Australia.

What is your vision for the coalition?

During my 12 years in Davis, it was easy to take bicycling facilities for granted. Although we seem to be off to a slow start, with the help of coalition members county-wide, I envision not only enhanced awareness for county decision-makers and motorists for the needs of all cyclists, but a continual and concentrated push toward better facilities, safety, and education for all those who ride: commuting, recreational and touring cyclists. I envision also better education for school children (and their parents), as well as for motorists, so that we can see kids once again riding their bikes safely to school and other places without the current dependence of being driven everywhere by well-meaning parents. Let’s “grow” lifetime cyclists—our future leaders.

Note: We regret that Jean has resigned from the board to pursue her many other interests, including advocacy for SLOBC, HPVA and CABO. We miss her steady wisdom and unflinching enthusiasm.

Bicyclists and wilderness advocates agree on future cooperation

Seeking to initiate a new era of cooperation, mountain bicycling and Wilderness advocates have agreed on a set of working principles that they hope will improve their sometimes-tumultuous relationship.

A newly released “Statement of Commitments” emphasizes early, open, civil and continued dialogue on the Wilderness issue. Both groups hope that adherence to these principles will preserve both the integrity of the National Wilderness Preservation System and important trails for mountain bike enthusiasts.

Dan Smuts, Assistant Regional Director for The Wilderness Society in California added, “Wilderness advocates and mountain bikers often seek the same goals on public lands. Since mountain bikes aren’t permitted in wilderness, we need to work together to find ways to accommodate both sides. It’s a worthy goal to protect pristine wilderness and make sure that the most valued mountain bike trails remain open.”

Fourteen mountain bicycling and wilderness advocates met in Reno 19-20 March 2002 to address how their two communities can work together more productively. The group agreed on a number of commitments on shared values and actions steps.

The cooperation of these two groups comes at a time when California’s US Senator Barbara Boxer is preparing to reintroduce her California Wild Heritage Act of 2002. The bill proposed adding 2.5 million acres to California’s 14 million acres of federally designated wilderness. While IMBA generally supports the bill, some wilderness areas in the bill conflict with significant mountain bicycling opportunities.

Source: International Mountain Bicycling Association (IMBA)

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

Name (please print) _____

Business (if applicable) _____

Street or PO Box _____

City _____ State _____ Zip + 4 _____

Phone _____ E-mail _____

Please write your checks payable to SLOCBC and send to PO 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	_____
Business	\$ 100	_____
Lifetime	\$500	_____
Benefactor - over	\$500	_____
Addnl. donation	\$	_____
Total enclosed	\$	_____

- New member Renewing member
 Address change

Yes, I'd like to volunteer...

- Newsletter Events
 Website Other

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

We envision the County of San Luis Obispo as a vibrant community with a vital economy; a community where walking, cycling, and convenient mass-transit make personal mobility safe, simple and fun.

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

Goals

- Strengthen the organization;
- Improve the transportation infrastructure of San Luis Obispo County to secure the safety and enjoyment of bicyclists;
- Encourage bicycling and bicycle safety in San Luis Obispo County through education;
- Support allies by cooperating with other bicycling organizations and businesses;
- Promote pro-bicycle policies.



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