



The Spoken Wheel

San Luis Obispo County • Number 10 • Summer 2005

Staying on Top of Things



Coalition triumphs

Coalition Unveils new Strategic Plan!

More than four months in the making, the new strategic plan acts as a roadmap for the Coalition to follow into the future. The board of directors and a special strategic plan committee have identified the critical issues the Coalition faces, formulated strategies to deal with them, and set goals and objectives for the organization. This document will serve as the litmus test for many situations we expect to encounter in the future. The strategic plan is available for download on our website at www.slobikelane.org.

If you would like to help the Bicycle Coalition further the goals and objectives in the plan, please contact us at: adamf@slobikelane.org



SLO CITY BUDGET UPDATE

Since the Community Forum in January of this year, the Bicycle Coalition has had its finger on the pulse of the city of San Luis Obispo's 2005-2007 budget process. While dealing with the millions of dollars still being siphoned away by Sacramento, the city also faces a \$2.4 million budget gap. Given these dire straits, the Coalition has been hard at work to ensure that funds are still set aside for bicycle improvements.

The Bicycle Coalition kicked the year off with a bang. On January 12th we rallied the troops for a free pasta feed at the Mitchell Park Senior Center prior to the city's community forum. It was a great opportunity to enjoy a meal together with fellow bicycle enthusiasts and others concerned about alternative transportation in the city. Following dinner and great conversation, everyone walked as a group to the community forum held in the gym of the Ludwick Center, where about 150 members of the community came out to voice their concerns to the city council about what needs to be put into the budget for the

next two years. When Bicycle Coalition Executive Director, Adam Fukushima, took his turn at the podium, nearly half the audience stood up to show their support for making San Luis Obispo a more bicycle-friendly community. Fukushima urged for the completion of the Bill Roalman Bicycle Boulevard on Morro Street as well as for further stages of the Railroad Safety Trail, noting that the improvements would lead to further connectivity within the city by bicycle, while decreasing traffic congestion and promoting a more active lifestyle. Hailing it as a way to bring in tourism dollars, he also called for the completion of the Bob Jones City-to-the-Sea Bike Trail. "Just think about what

we could do," he said. "People would stay a day longer, rent a bike and ride out to Avila."

Two and a half weeks later, city council held a special meeting to analyze the input gathered from the community forum and come up with a list of budget goals. While the community forum was well represented by the community, the special meeting was attended by almost nobody from the general public. In fact, the Bicycle Coalition was the only non-profit organization represented. Perhaps this fact speaks to the outcome of the day's business as the city council voted to making bikeways (Bob Jones Trail, Railroad Safety

Trail, and the Bill Roalman Bicycle Boulevard) a fourth rated priority out of eighteen budget goals.

The next episode in the budget decision process came at a city council meeting on April 19th when city staff submitted its



Adam Fukushima speaks to SLO City Council about the Railroad Safety Trail

Major City Goal Work Programs for 2005-2007. At the meeting, the Bicycle Coalition thanked the city for making bicycle facilities a high priority in the budget but also asked questions about the action plan. Specifically, Fukushima asked why it would take until June of 2006 to complete the Bill Roalman Bicycle Boulevard. Tim Bochum of Public Works explained that the date was a conservative

estimation and would probably happen sooner. He also added that in addition to stenciling pavement and flipping the stop signs, the itinerary also included plans for a traffic diverter. (For an update on other city bikeways, see the section Truth about the Trails page 6)

As this issue goes to press, the Major City Goal Work Programs has been conceptually approved by council and will be up for final approval on June 21st—just before the next fiscal year begins on July 1, 2005.

We'll stay on top of it.

Out of the Saddle

A MESSAGE FROM THE EXECUTIVE DIRECTOR

Greetings!

In my first few months as your new Executive Director, I've had the good fortune to be a part of more than a few Coalition triumphs. I count myself lucky. In January we kicked the year off right with the SLO City Budget Forum, where almost half of those present were there for our cause. From the speaker's podium I had the best view in the house when over sixty people stood up to support me requesting better bicycling facilities. Our efforts certainly paid off as bicycling facilities were later selected as the fourth highest priority out of eighteen goals for the city.

This year's Bike Fest was also a thrill to be a part of, where the theme was about bicycling as a lifestyle. Our goal was to show that bicycling isn't just for those who like to wear tight clothing and helmets inspired by Buck Rodgers, but also for the everyday people getting around town, running their errands, doing their shopping, and simply enjoying the great community we live in. This



year's Bike Fest was quite a success. Taking place at the same time as Farmer's Market, the event donned a carnival atmosphere, where revelers took part in fun activities and interactive games.

As busy as we have been, that's not all we've been working on. After months of committee meetings, stakeholder surveys, not to mention, gallons of caffeine, we now have a strategic plan. This exercise was a great opportunity for us put ourselves on the couch and do some soul searching. That included

evaluating our strengths and weaknesses, looking at member input, and adopting a plan of how best to move the organization forward over the next few years. I'm proud of the result and encourage you to take a look at the strategic plan on our website: www.slobikelane.org.

--Adam Fukushima

In the Bike Lane

A WORD FROM THE PRESIDENT

I would like to first thank Damon Noller our outgoing board president for the tremendous service he provided to the Bicycle Coalition, helping us grow as an organization. I am thrilled to pick up where Damon left off and help keep the Coalition on track into the future. Please accept our apologies for letting this newsletter slip in priority, but don't let that fool you into thinking we haven't been busy. These last few months have been perhaps our busiest yet. The board of directors has worked very hard to formulate and publish our new Strategic Plan that will help guide the Bicycle Coalition to spend its energy wisely. The Strategic Plan is available for download on our website.

We've been extremely active in the SLO City budget process, as we know that in these tight budget times it is important to maximize every opportunity. Our efforts to influence the budget mobilized over 60 cyclists for a January Council meeting and we've kept at it. Largely due to our efforts bicycling facilities ranked fourth out of eighteen focus areas for the city.

May was Bike Month and the Bicycle Coalition was busy supporting SLO Regional Rideshare and

SLO Roots Productions to help grow BikeFest into the amazing success it was. The Coalition also experimented with new forms of fundraising including the June 4th Sambada Concert at the SLO Vet's hall where over 300 music fans danced the night away – volunteers provided vallet bicycle parking for over 25 bicycles!

Now that Bike Month is over we're able to catch our breath a little and resume planning for several programs slated for the next twelve months including the next incarnation of Bike First, and other promotional activities.

We've grown considerably since our inception nearly four years ago, but our greatest strength is still you! Please keep talking about the Bicycle Coalition and live the 'bike culture' lifestyle! We need people outside riding the roads to help gain a critical mass of bicycles – gaining acceptance both to drivers and also our elected officials. If we can continue to prove we're worth spending money on, we'll someday have a bicycle friendly county to be proud of!

Join us!

The Bike Coalition Board of Directors

Joe Gilpin

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E-mail Newsletter:
To join, send a blank email message to: SLOCBCnews-subscribe@slobikelane.org
Be sure to tell anyone you think would be interested in bicycling related issues!

SLOCBC ADMINISTRATION

Adam Fukushima,
Executive Director

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Joe Gilpin

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BOARD OF DIRECTORS MEETINGS

Second 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 our website one week prior to each meeting.

All board meetings are open to members.

BOARD OF DIRECTORS ELECTION

10 November 2005

MEMBERSHIP EVENT

Fall 2005

NEWSLETTER DEADLINE

To be announced

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Bike Month 2005 - "The Best Yet" by Shaba Mohseni

With chances of rain in the forecast for the evening of May 19th, waking up to look out the window on event day to witness clear blue skies signified the blessing of the bike gods that all would be fine and dandy for the evening's Bike Fest 2005.

Bike Fest was an unprecedented collaboration between SLO Regional Rideshare, the Bicycle Coalition, and SLORoots Productions, who all came together to create a "Celebration of Cycling." SLORoots Productions stepped up to the plate this year to produce a winning combination of new concepts and old favorites, with the goal of increasing overall participant interaction. The results came to fruition in the Mission Plaza in San Luis Obispo on May 19th, 2005.

And indeed, it was a Celebration of Cycling for all! Bike Fest 2005 was tied together with a carnival theme, infused with educational and entertaining games meant to initiate interaction between people and all aspects of bicycle transportation. Children and adults alike joined in to test bikes they had never ridden before, such as quadricycles, segues, and sidewinders brought to Bike Fest 2005 by Spider Bike Rentals. Our local bicycle shops and local industry groups set up special bike-related challenges that created a high level of excitement and energy for participants as they passed through the Mission Plaza corridor.

The diverse range of participants at the event was impressive. As I gazed around the fest, I spied families sitting on the amphitheater steps enjoying the Video Action Sports films playing on the screen, babies in strollers curiously gazing at the

BMX stunt athletes, and fathers dancing in the Plaza to the rhythms of the Cuesta Ridge Mountain Boys bluegrass band.

Set under a canopy of majestic eucalyptus trees and a set of color-frenzied balloon arches, Bike Fest 2005 opened the doors to an interface between cycling organizations, culture, and the community of SLO County. Tying the carnival together was our vision of rewarding game participants with raffle tickets that they could drop in different raffle prize categories. The \$3500 in raffle prize donations from many generous local businesses, including most of the local bike industry, motivated participants to engage in each booth's game. Soon crowds were gathering around the Bike Coalition booth to throw their tickets into the category of their choice, with prizes ranging from movie tickets to a complete BMX bike.

Elsewhere, the Mission Plaza was teeming with an array of activities and people. A kid's bike navigation town was cunningly constructed in the lower trellis by Coalition board member Dan Kallal, while Dave Hanson's talented team performed BMX stunt demonstrations amidst the ambient bluegrass tunes, and Nick Brown the Balloon Twister created colorful and whimsical formations for the young

ones. The Cal Poly Wheelmen Team came out in style with their handcrafted wooden booth, ready to valet participant's bikes that rolled into the Plaza from all around town.

SLO Regional Rideshare's great "Wheel of Knowledge" engaged the minds of many, while the captivating artwork brought in by local bicycle enthusiasts



Sara Heinrichs

'Trike Town' gave children an enjoyable lesson in basic street skills

prompted the imagination. And this year's unveiling of the Iron Bike Mechanic Contest, brought by Phillip Toriello, brought a whole new meaning to the term "pedal wrencher." A special thanks goes out to all the shop mechanics who participated in the good-spirited fun!

Speaking of good-spirited, for an event producer who spends many waking moments planning for the future, envisioning the dream, and then working closely with the right team to make it happen, nothing is more rewarding than seeing people share happiness with each other at an event. At Bike Fest 2005, the culminating moment for me was seeing three adorable children walk away with brand new BMX bikes and an adorable grin on their faces. There is an extraordinary feeling in knowing that because of their new bikes, we've planted the seeds of transforming these individuals into enthusiasts for bicycle transportation.

This year's festival raised awareness for the bike as a viable means of alternative transportation. It aimed to bring the community together on bike-related issues, educate the public on bike safety and handling, and to celebrate the lifestyle and culture of bicycling. Bike Fest was the product of many charitable businesses and individuals coming together to make this year's event the best ever. Here's to many more celebrations of the bicycle's tremendous significance in our lives!

-Shaba Moseni



Sara Heinrichs

Bike Fest's 'Rim Toss' game was a favorite of all ages

A Community Pathway

RAILROAD SAFETY TRAIL SHINES

Wouldn't it be great if you could ride your bike from downtown to the east side of San Luis Obispo without having to deal with traffic, trash, stop signs, or signal lights? Well, you can, on a paved trail that parallels the Union Pacific tracks from Jennifer Street to Orcutt Road.

Although no signs identify the downtown terminus, the Railroad Safety Trail begins in the parking lot that serves Amtrak, Café Roma, Park Restaurant and Railroad Square. Two towers straddle the tracks and alternating ramps rise to the arch that allows cyclists and walkers to cross safely. Four flights climb the Amtrak side and three descend to the intersection of Jennifer and George on the east side.

Lots of active people use the trail—runners, walkers, skaters, wagging dogs with their dads and moms, parents strolling with their

children. Pairs of young mothers push strollers and exchange baby talk.

The Railroad Safety Trail is a community path, a leisurely transportation link that connects neighborhoods and schools and downtown shops and parks and people. It is a community path in the social sense of the word—people use the trail to bind home and work, home and shops, home and parks—it's a people-to-people connection. But it needs something more.

Wouldn't it be great if you could ride your bicycle from downtown to Cal Poly or the high school on a bike path that doesn't share space with motor vehicles? Well, that's the plan. San Luis Obispo's city council members have designated this as a major city goal and it is part of the city's Capital Improvement Plan.

Three segments remain to complete the trail—Amtrak to Marsh, Marsh to the freeway, freeway to Foothill. The one most likely to be built next is from Highway 101 to Foothill. The city owns the right of way and students on mountain bikes already use this segment to commute to school. The other two portions will require extensive grading and bridge work and Union Pacific has not yet given the city permission to use the right of way.

In addition to providing a community connection, the

trail works to support the second most popular thing that citizens recently asked the city to do during the next two years, "reduce/mitigate traffic." Two thousand students regularly rode their bikes to school in 2003 but that number is falling as more students use cars. "Completion of the trail would provide a safe, car-free travel route that would remove a lot of those drivers from Santa Rosa, Johnson and California streets," according to Adam Fukushima of the Bicycle Coalition.

He adds, "The trail segment from Marsh to the freeway includes a connector to Monterey Street, so tourists who stay in the motels there can rent bikes at our local bike shops, and ride across town without using the streets."

What San Luis Obispo has at this moment is the beginning of a beautiful crosstown trail. Birds sing, grass grows, flowers bloom. The distant sound of hurrying cars is a comforting reminder that they are there and we are here.

The current segment of the Railroad Safety Trail is 1.2 miles long and it has all the regular stuff—pavement, striping, lighting, signs, etc., but what it also has, what turns it from a bike trail into a community path, is people—all kinds of people doing all kinds of things, in a leisurely way, moving from here to there at an unhurried pace. It's a relaxing way to cross a busy part of town and to regain a sense of connection with your neighbors.

- Robert Davis



A Community Pathway of Many Uses...

National News...

BICYCLE COALITION SUPPORTS FEDERAL TRANSPORTATION BILL

On May 17, the Senate passed SAFETEA (HR 3), by an overwhelming vote of 89-11, in the face of a White House veto threat over the funding levels. The bill guarantees \$295 billion for transportation improvements until 2009. The White House is opposed to spending levels above the \$283.9 billion bill passed by the House. If rejected, it will be the first time the President has wielded his veto pen.

Tom Harkin, D-Iowa, introduced a noteworthy amendment to the Senate bill. The "Safe and Complete Streets" amendment would have required states and large metropolitan planning organizations to adopt policies to build "complete streets"

that accommodate all road users, including bicyclists and pedestrians. The Bicycle Coalition urged our Senators Barbara Boxer and Diane Feinstein to support the amendment, which they did. During floor debate Senator Harkin emphasized that the measure would ensure that transportation agencies integrate bicycle and pedestrian planning up front and not as something shoehorned in afterwards. He listed the many benefits of bicycling and walking, including improved health and reduced congestion and pollution. Unfortunately, the amendment was narrowly defeated in a floor vote of 53-44 on May 11th during debate of the reauthorization of the federal transportation bill. While the defeat is disappointing, we see the failed amendment as a move forward. The vote

was a milestone: it was the first time that the complete streets concept was debated and voted on in either chamber of Congress. When was the last time you tuned in to C-SPAN and saw bicycle facilities debated on the senate floor? It was also a chance to showcase bicycling as a viable and equitable form of transportation as AARP, the American Heart Association, and the Paralyzed Veterans of America supported the amendment. And while the amendment was unable to overcome the reluctance of senators to go against the majority leadership, the Senate overwhelmingly defeated a second amendment by Jeff Sessions, R-Alabama, by a vote of 16-84, which would have reduced funding for bicycle and pedestrian facilities.

Bike First Still the First Choice

BIKE FIRST UPDATE - BY KIM LISAGOR

Lower gasoline bills. Better health. The envy of friends, neighbors and coworkers. These are just a few of the benefits of commuting by bike, according to the San Luis Obispo County residents who won Breezer Village commuter packages through Bike First last fall.

The program, part of a grant from the Air Pollution Control District, provided affordable, well-equipped bicycles to 23 qualified applicants on October 16. The winners say Bike First has since succeeded in turning them from disgruntled car commuters into happy bike commuters.

"Having the bike has definitely made me think about my choices and try harder to stay out of my car," said San Luis Obispo resident Melanie Lemons. "I ride it to the gym in the morning, to work, to the store. ... I was doing around 40 miles a week when I first got my bike, and I am probably up to 60 now with the additional mileage I am putting on."

In doing so, she has cut her trips to the gas station in half. "At \$70 a tank, that is significant," she said.

More than half the car trips in the U.S. are less than two miles long, according to national transportation surveys. Bike First aims to cut down on air pollution and gas consumption by helping commuters use bikes instead of cars for their shorter trips.

The project received its funding from the SLO County Air Pollution Control District through its Motor Vehicles Emissions Reduction program. It was planned by

the San Luis Obispo County Bicycle Coalition and co-sponsored by SLO Regional Rideshare, Breezer Bicycles of Marin County, and Cambria Bicycle Outfitters.

The Coalition selected the winners from a pool of 90 applicants. The recipients paid \$200 for brand new Breezers, each of which came fully loaded with a rear cargo carrier, grocery-bag pannier, fenders, generator lights, a lock, a pump, a helmet and a bell. The value of the total package, including education and maintenance, was over \$1,000.

The primary perk of commuting on two wheels instead of four is the savings on gas, Bike First winners said. They have also enjoyed knowing that they are contributing to cleaner air and less congested roads.

Another major benefit is fitness. "I went down a size of jeans after about a month of riding," said Christine Rudman, a teacher at Paso Robles High School who now rides to work at least two or three times a week. "I have also noticed that I arrive at work energetic and uplifted."

Her new form of transport may be catching on at the school. "A few teachers have mentioned that they want to start riding to work sometimes," she said. "Better still, I have had many of my students, who now drive to school, mention that it might be a good idea to go back to riding their bikes."

For April Hoey of San Luis Obispo, the bike has inspired a new lexicon. "I actually have taken to using it as a verb," she said. "I Breezed to work today' or 'I'm going to



Bike First Participants in October 2004

Breeze downtown tonight."

Before Bike First, she drove a gas-guzzling truck to work because walking would have limited her shoe choice and the amount of gear she could lug. The Breezer has solved that problem. "It allows me to enjoy being outside and get some exercise while wearing the cute shoes and carrying the big bag," she said.

"Bike First has been a great experience for me," she added. "I used to bike a lot as a kid, and this program has helped me become less 'car-centric' and rediscover how fun it is to bike. I hope there is an opportunity for more people to win!"

The success of the 2004 Bike First program has encouraged its planners to continue the program. The Air Pollution Control District's grant program will renew this fall and ideas are already being considered to improve the program.

"It's exciting to see just how much joy people are getting out of their new lifestyles. They are like kids again," said Adam Fukushima, executive director of the San Luis Obispo County Bicycle Coalition.

One of the Good Guys

STATE SENATOR SUPPORTS KEY BICYCLE PROGRAM



Three cheers for our State Senator Abel Maldonado, R-15th District, for his leadership in preserving the Bicycle Transportation Account (BTA). The BTA was created in the mid 1970's with

an annual allocation of \$360,000. Over the next two decades, the BTA remained a blip on the transportation budget chart, dwarfed

by automobile-centric transportation expenditures. Two bills in the late 90's and early 2000 dramatically changed the way that local governments would view bicycle planning and infrastructure. Currently, the program allocates \$7.2 million a year to the BTA. This significant increase has encouraged cities and counties to begin preparing bicycle transportation plans that are required to be eligible for BTA grants (another reason for our communities to have complete and up-to-date bicycle plans). Every year, more and more local jurisdictions are adopting bicycle plans and developing bicycle facility improvements. On July 1, 2006, the BTA's annual allocation is scheduled to decrease

by almost one third. Since close to \$50 million in project applications go unfunded each year, this decrease represents a major step backwards in meeting the statewide demand for safe bicycle routes and better bicycle access.

To ensure that the current BTA funding level is maintained, Maldonado co-authored Senate Bill 523 with State Senator Tom Torlakson, D-7th District, of the Bay Area. So far the bill has been greeted with success. On April 5, SB 523 passed Senate transportation and housing committee by a 9-4-1 majority. It will next go to the State Senate for a vote.

The Truth About The Trails

UPDATES ON COUNTY TRAIL AND BIKEWAY PROJECTS!

It's that time of year again—time for our semi-annual update of bicycle projects in the county. By keeping you abreast of the latest developments, we keep the pressure on in the hope that these will remain high priority projects. It's been said: "If you build it, they will come." While that may work for baseball fields, when it comes to bicycle facilities: they won't build it, unless you come and demand it.

Since our last update, not much has changed in Sacramento amid sparring over the state's budget.

BOB JONES CITY-TO-SEA BIKE PATH

Once completed, the Bob Jones will be one of the premier trails in California, offering a peaceful and beautiful route for bicyclists and other non-motorized travelers from Avila Beach all the way to the city of San Luis Obispo. We're hopeful that the trail will make a significant spike in bicycle use as well as designate our area as a bicycle destination for visitors.

The portion from the Octagon Barn to the staging area off of Ontario Road falls under the jurisdiction of the county of San Luis Obispo. This stretch is planned to include a staging area at the Octagon Barn and extend under Hwy 101. In May or June 2005, the county will issue a request for proposals for the project's environmental impact report and preliminary engineering. Since the project will involve federal and state funding, it will require environmental review at both levels. Environmental review is expected to begin in July 2005. Meanwhile, the Land Conservancy has been working diligently to acquire the land along the proposed route.

Two improvements to the existing trail will stem from Unocal cleanup money. In 2007 or late 2006, the county plans to improve the crossing of San Luis Bay Drive. The plan is to divert the trail under the bridge so that trail enthusiasts are not forced to deal with auto traffic at the crossing. The other improvement is a connector at the Avila Beach terminus. The golf course has offered an easement so that a section can be built along the east side of Avila Beach Drive. The section would cross into the community of Avila Beach at First Street. A signal would be provided at the intersection. This portion has already been designed and in May 2005 will start an environmental review and obtain a coastal permit.

Not to be confused with the Railroad Safety Trail, a proposed section of the Bob Jones Trail falls within the city limits of San Luis Obispo along the San Luis Obispo Creek between Prado Road and Los Osos Valley Road. The city is currently waiting on a national environmental study in order to secure funding and complete the design for the section.



Price Canyon Road - Existing



Price Canyon Road - Proposed

PRICE CANYON ROAD

County Public Works recently unveiled a plan to widen this road between Hwy 227 and Ormonde Road, adding 8-foot wide bike lane on both sides. The widening includes the notorious hillside cutaway section, where Public Works intends to install retaining walls to support the embankment necessary to accommodate the proposed widening while also leaving the adjacent Chumash burial ground undisturbed (see above rendering). Critical sections also include widening the West Corral de Piedra Creek Bridge and the Edna (Union Pacific) Overhead Bridge. Phase One, from Hwy 227 to Corral de Piedra Creek, is scheduled to begin construction Spring of 2006.

RAILROAD SAFETY TRAIL (COMMUNITY PATHWAY)

San Luis Obispo has the great fortune of having a rail road corridor extend nearly through the center of town. How many towns can claim a transformed railroad trail as the nexus of a university, a vibrant downtown, and an Amtrak station?

If transformed into a bicycle and pedestrian pathway, the Railroad Safety Trail would be the fastest and most convenient way of getting between Cal Poly State University, the Railroad depot, and the historic downtown area.

The next phase of the trail to be built parallels California Blvd and stretches from Hathaway Ave to Foothill Blvd. This project has already received conceptual approval by Union Pacific and is highly eligible for a grant from the state's Bicycle Transportation Account. Yet, money is already being advanced from the city's Traffic Impact Fee Fund so that project development can begin. When the city will break ground on the phase depends largely on the success of the state grant application.

Meanwhile, the city is working on licensing agreements with Union Pacific and land surveying on another phase of the trail, which will extend from the Amtrak depot to Marsh St.

CAYUCOS-MORRO BAY CONNECTOR

This trail is currently undergoing a constraints analysis, which will determine a preferred route, preliminary designs, and the costs associated with completing the project.

AVILA-SHELL BEACH CONNECTOR

Serving as a portion of the state's Coastal Trail, this trail will connect the community of Avila Beach with the cities of Pismo Beach and San Luis Obispo. It is currently in the design phase and should start environmental review and coastal permits in late summer 2005. The project has already received grant funds to connect the Cave Landing parking lot to the Bluff's subdivision of Pismo Beach.

ATASCADERO – TEMPLETON CONNECTOR

Since the constraints analysis was completed in 2003, some headway has been made but many roadblocks still exist. The good news: the southern crossing of the Union Pacific Railroad and a bridge over Graves Creek has been completed through private developments. The bad news: the two likely remaining hurdles, a creek crossing over

NEXT PAGE...

Membership Matters...

MEMBERSHIP

SLOCBC welcomes its newest members to our family since the spring issue of The Spoken Wheel! These new additions bring our total paid membership closer to 300! We also have a growing core of dedicated business members. Cambria Bicycle Outfitters and Truvativ have each stepped up to the pedals and become our first gold members! 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 Bicycle Coalition and invite them to include their voice in local cycling and pedestrian related issues.

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 second Thursday of every month at noon. Our meetings are open to the public and we encourage members not

only to attend, but to participate.

NEW MEMBERS

Here is a listing of new SLO County Bicycle Coalition members since our Winter 2004 issue. If you have submitted membership and don't see your name, we are still processing your application, please check if your name is in our next issue.

Individual

Nan Albee, Betty Aten, Valerie Barboza, Barbara Clutter, Clark Foerster, Timothy Gillham, Chris Manning, Alston Ann Paff, Catherine Trujillo, Leslie Weaver

Families

Jessica Berry & Jim Kish, Bob Nanninga & family, Amy Sinclair & family, Jordana Stark & John Girard

Grass Roots

Allison Donatello, Petra Clayton, Karen Reyes, Holly Turner

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. We now offer advertising services to our business members. Please call Adam Fukushima at 541-3875 for more details.

CURRENT BUSINESS MEMBERS

Gold
Truvativ
Cambria Bicycle Outfitters

Standard
Hoadley Design / Peak Racks
Hempshak
www.HollyLee.tv
John Little Construction
Sunstorm Cyclery
Switchbox Bikes
New Frontiers
Liz Johnston LCSW
Truvativ
BOB Trailers Inc.
Foothill Cyclery
Art's SLO Cyclery
Pacific Energy Co.
SOJOE

Truth.... Continued

Paso Robles Creek and another crossing of UP Railroad on the north end of the project area will continue to be daunting due to their high costs. With Union Pacific not allowing any additional 'at-grade' crossings of its tracks, the northern crossing will be the most significant obstacle to the project's completion. The project's preferred alignment is currently estimated at approximately \$4 million. The best chance for success for this trail is for State Transportation Enhancements (TE) money to come from Caltrans, but with Sacramento being fickle we needn't hold our breath any time soon. Before the project can go forward, federal and state environmental clearances would need to be completed, followed by engineering documents and construction.

CAMBRIA CROSS-TOWN TRAIL

Four of the five phases are now complete. The fifth phase of the trail, on Cambria Drive between Hwy. 1 and Main, is scheduled to be built along with the flood control project and the Cambria Dr./Hwy. 1 improvements (signal). Construction is scheduled for Spring 2006.

Bike Shorts...

SHORTS FROM THE LEAGUE OF AMERICAN BICYCLISTS.

WWW.BIKELEAGUE.COM

BICYCLE TRAPS COMING TO UTAH

You've heard of speed traps but have you heard of a bicycle trap? Five Utah police agencies will be participating in a state-sponsored crackdown on motorists who aren't sharing the roads with bicycles. Plainclothes officers will ride bicycles to catch motorists who aren't sharing the road. Assistant Chief Craig Gibson says it's a growing safety problem.

Assistant Layton Police Chief Craig Gibson says what they'll do is put plainclothes cops on bikes to catch motorists. Cops in cars will then write the tickets. On average, the state health department says 900 bicyclists are hit each year. Four other Utah police departments are participating in the statewide enforcement program.

CHICAGOANS WIN PRIZES FOR SHOPPING BY BIKE

The Chicagoland Bicycle Federation and two Chicago-area neighborhoods—Forest Park and Downtown Oak Park—are making it pay to Shop By Bike. As part of the promotion that encourages a healthy way to shop locally, people who cycle to shop become eligible to win prizes including a Giant comfort bike, \$550 in gift certificates, and more. The Shop By Bike program runs through Sept 30. Bike shoppers simply need to make a \$5 purchase at any participating merchant to get their cards punched, with one punch per purchase and five punches completing a card. Bike shoppers may complete as many cards as they want. Many of the participating merchants are also offering special discounts and promotions for bike shoppers.

Meet the board

CURRENT BOARD MEMBER:

PENELOPE MILLER

Residence:

San Luis Obispo native

Occupation:

Bikes-Bikes-Bikes. Started with Mountain Cycle in 1994. Worked as their International Sales Manager until 1996. Moved to San Diego in 1996 to manage a bike shop. Ended up managing 4 shops in a 2 year period. I've been with CBO since 1999. Now working in the SLO store, happy to be here.

Background:

I am the Treasurer of the Bicycle Coalition. I also volunteer for various organizations during the year. During elections, I work as an inspector for the county.

Cycling History:

In 1995 I began helping Jim Aaron put on the Parkfield races. It was awesome watching all of the young local talent blossom into strong riders. Back then we put the races on twice a year. Jim was the organizer; basically I was just free labor! It was a tremendous time. Once, Mountain Cycle brought Cheri Elliot and the guys from MBA along with a helicopter for DH runs. The year 2000 was



Penelope at the Races!

my best race season winning 2 Gold medals in Women's Singlespeed. I competed in a half Ironman in San Diego in early 1997. Ouch! When I'm not on a bike, I am walking. You will rarely see me in a vehicle.

What do I ride?

Well, my baby of course, a custom cut single thanks to Pancho. The guys over at Central Coast Powder put a beautiful candy red finish on it. A squishy straight 6 with 24" wheels that is perfect for my height. A Fondriest road bike for the fast rides. A Trek T520

touring bike, ready for the round the US trip I'm planning. A great town/Stagecoach trail bike. And of course, the Green Jeanie. It is a 1957 Raleigh cruiser bike with 24" wheels, thanks Grayson!

My Vision for the Coalition: As a SLO Native I have seen firsthand the major changes that have shaped the ever evolving landscape. I have lived in 7 of our beautiful cities and rural towns in the county. On the outskirts of the North County communities, there are excellent road rides. I would definitely like to see a more structured bike path system in all of the bigger cities in SLO County for starters! The Bob Jones bike path is only the beginning. I've been a avid cyclist for over a decade, even foregoing a car for 3 years. I would like to applaud the tremendous work that CCCMB does. They are making sure that we have sustainable trails for the future. Thanks to Greg Bettencourt and his gang of merry people who keep it all going for hikers, equestrians and cyclist alike. I believe with more awareness of what the Coalition is about, we will be able to gather more momentum as a voice for the community. Get involved, show some spirit. Yea!

—Penelope Miller

Coalition Briefs

JOIN THE COALITION!

We've been making the transition to a annual calendar year dues structure to simplify the renewal process. That means if you join between now and the end of the year we'll give you membership benefits until the end of 2006!

JOIN OUR COMMITTEES

Since we launched our new committees in January (see www.slobikelane.org and click on 'get involved') we've seen the Coalition gain a tremendous amount of direction. The Advocacy Committee has been particularly helpful in determining the short term direction of the Coalition. These committees are the best way to involve yourself in the Coalition and require little commitment. Please join us!

JOIN THE E-NEWSLETTER

We now have an E-newsletter! The newsletter is sent out a couple times a month and will keep you updated on all events, news, and issues that affect us in San Luis Obispo County. To subscribe, simply send a blank email to the following address:

SLOCBCnews-subscribe@slobikelane.org

Feel free to invite your friends and colleagues to sign up too.

TAKE YOUR BIKE ON THE BUS!

San Luis Obispo County has recently been in the national spotlight as we have one of the first fleets of busses with 2 sets of 3 position bike mounts. This means many of our RTA busses can now carry 6 bicycles at a time! This innovation by Sportworks bicycle racks is allowing cyclists countywide to have more confidence that there will be a place for their bike on the bus and is helping to promote bicycle-bus commuting. For more information about bus schedules countywide, please visit www.rideshare.org.

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. Don't forget to bring your bicycle lights as local law enforcement have been ticketing riders without them.

Some months have over 500 riders, many wear costumes and ride exotic bicycles.

BOARD AGENDAS AND MINUTES ON WEB

Our past board meeting agendas and meeting minutes are now available on our website for review. Go to our website at www.slobikelane.org and click the "small print" section. Current board agendas will be posted approximately one week before the announced date.

WOULD YOU LIKE TO BE ON OUR BOARD?

The Bicycle Coalition holds elections for seats on our Board of Directors annually in November. Board members are required to meet once monthly for an hour and a half. In addition, the Coalition encourages board members to serve on one of our committees and spread the virtues of the organization as widely as possible. Our Board meets on the second Thursday of each month at noon in the Rideshare conference room (1150 Osos St. Ste. 206). If you're interested, please come to a meeting and see if it is something that you want to pursue. Email Adam Fukushima for a board member interest sheet if you would like

NEXT PAGE...

Ongoing County Bicycle 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/SLOCOG
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/SLOCOG
North Coast	Cambria Cross-Town Trail	SLO County Parks/SLOCOG
North County	Atascadero to Templeton connector	SLO County/Caltrans/City of Atascadero/SLOCOG
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/SLOCOG
South County	Price Canyon widening (Hwy 227 to Ormonde Road)	SLO County/SLOCOG
Ongoing programs	SLO County Bikeways Project, Mapping	All jurisdictions/SLO Bicycle Club/ECOSLO
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 2005	SLO City, SLO Regional Rideshare

Coalition Briefs (continued...)

to be considered in the fall.

COALITION REPS NEEDED

Ideally, the Coalition would love to have a local representative in every part of the county that can act as a conduit for local issues and assist with their resolution. The Coalition needs to have eyes and ears on the scene in every part of the county. Ted Aclan in Grover Beach and Merrill Lynn in Nipomo have stepped up to do just that. Could you?

fresh organic produce
natural grocery
hormone-free meat
gourmet deli & salad bar
homemade bakery
supplements & bodycare
dairy case



896 Foothill Blvd., San Luis Obispo
Hours: Mon.-Sat. 8-9 Sunday 10-7
785-0194

Cycling contacts

Central Coast Concerned Mountain Bikers (3CMB)

Contact: Greg Bettencourt, 995-1675.

San Luis Obispo Bicycle Club

Contact: Robert Davis, 772-0874.

SLO City Bicycle Advisory Committee

Meets 3rd Thursday January, March, May, July, September & November. 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.

Nipomo Coalition representative

Merril Lynn, 931-0360.

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!

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:

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?

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>

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

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



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

RETURN SERVICE REQUESTED